



BYLAW C-8178-2021

A Bylaw of Rocky View County, in the Province of Alberta, known as the Conrich Crossing Conceptual Scheme

The Council of Rocky View County enacts as follows:

Title

- 1 This Bylaw may be cited as Conrich Crossing 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-8178-2021 being the “Conrich Crossing Conceptual Scheme”, affecting a portion of SE-05-25-28-W4M, be adopted as defined in Schedule ‘A’, which is attached to, and forming part of this Bylaw.

Severability

- 4 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

- 5 Bylaw C-8178-2021 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 25th day of May, 2021
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-8178-2021

A Conceptual Scheme affecting a portion of SE-05-25-28-W4M, consisting of a total of ± 64.3 hectares (± 159.0 acres) of land, herein referred to as the Conrich Crossing Conceptual Scheme.



CONRICH

CROSSING

CONCEPTUAL SCHEME

JULY 2021



CONRICH

— CROSSING —

CONCEPTUAL SCHEME

CONRICH CROSSING

CONCEPTUAL SCHEME

JULY 2021

PREPARED FOR

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1.0 INTRODUCTION

1.1. PURPOSE OF THIS PLAN

This Conceptual Scheme describes a framework to implement **Conrich Crossing**, a new master-planned development for the Conrich Hamlet featuring a fully serviced residential neighbourhood, local and regional commercial areas, an industrial area accommodating a range of light and heavy uses and a mixed business commercial/ industrial area offering a variety of business opportunities subject to market demand. Business development within Conrich Crossing will capitalize on proximity to Stoney Trail transportation corridor to attract opportunities that are complementary to the large format regional distribution warehousing activities occurring within the Calgary Logistics Park. And the residential area will provide parcels that can accommodate relatively larger building footprints that are suitable for multi-generational living.

This Conceptual Scheme establishes a policy framework to guide future subdivision and development within the subject lands. The Plan's proposed land use and subdivision concept is supported by conclusions and recommendations of comprehensive technical assessment reports that have evaluated the site's development opportunities and constraints. The Conceptual Scheme's policy framework is consistent with the intent of the Conrich Area Structure Plan and the County Plan.

Preparation of this Conceptual Scheme was supported by a public consultation process designed to provide stakeholders opportunity to receive information relative to the project and provide meaningful input into the plan's attendant policy framework.

1.2. DEVELOPER'S MOTIVATION AND RATIONALE

From a business development perspective, there is no denying that this Conceptual Scheme area is strategically located relative to existing regionally significant air, rail and road infrastructure. Given the continued expansion of the Calgary Logistics Park, the Conrich Regional Business Centre presently does not accommodate a range of business types necessary to support the evolving large format distribution centre. **Conrich Crossing** is ideally situated to accommodate additional business developments that are complementary to the Calgary Logistics Park in addition to the evolving residential community with the Conrich Hamlet.

From a residential development perspective, multi-generational living is becoming a trend within many metropolitan regions across North America. Statistics Canada data shows that 4.8% of children aged 14 and under live in a household with at least one grandparent. Similarly, 8.0% of those aged 80 and older live with relatives. Their data also showed that 42.3% of Canadian young adults aged 20 to 29 live in the parental home. These



statistics reflect the growing attractiveness and value of multigenerational living situations. As Canada's population continues to age, the number of Canadians over 65 will eventually surpass the number of those under 30. This means that multi-generational living situations that include grandparents and young children is expected to become far more popular. As such, land developers are responding to these needs by constructing neighbourhoods with housing forms specifically catering to multi-generational scenarios. The proponent of the **Conrich Crossing Conceptual Scheme** wishes to accommodate multi-generational housing which is already developing in the Conrich community (i.e. Cambridge Park) and neighbourhoods within northeast Calgary (e.g. Cornerstone).

Township Road 250 is an important major road that has been substantially upgraded in association with the Calgary Logistics Park. However, the geometry of the intersection at Range Road 284 (Conrich Road) is constrained by a lack of available right-of-way which, to date, has prevented it from being upgraded. As such, the Conrich ASP anticipates realignment of Township Road 250 to facilitate continued development within the surrounding area. Implementation of proposed subdivision and development within the **Conrich Crossing Conceptual Scheme** will facilitate dedication of a portion of the required ROW necessary to accommodate this critical roadway improvement project. Likewise, the realignment of Township Road 250 will establish an appropriate transition and buffer between existing/future residential development in the northern portion of the Conrich Hamlet and business/commercial areas to the north as anticipated by the Conrich ASP.

1.3. CONCEPTUAL SCHEME OBJECTIVES

The objectives of the **Conrich Crossing Conceptual Scheme** are to:

- a. Summarize an assessment of existing conditions within the Plan area by identifying development opportunities and constraints;
- b. Establish a future development concept with a land use framework that will facilitate a planned residential, commercial and industrial development in accordance with the Conrich Area Structure Plan;
- c. Establish a strategy to implement appropriate transportation, utility service and stormwater management infrastructure to support future subdivision and development and related uses in accordance with the County Servicing Standards;
- d. Establish expectations for architectural controls to ensure coordinated treatment of building design, landscaping and signage considerations;
- e. Establish a phasing strategy for development within the Plan area;
- f. Establish expectations for fire, emergency response and community support services within the Plan area;
- g. Summarize the conclusions of a community consultation program implemented by the developer to inform & educate affected landowners and interested stakeholders regarding the proposed development.

2.0 PLAN AREA DESCRIPTION

2.1. LOCATION

As shown on **Figure 1: Regional Context** and **Figure 2: Local Context**, the Plan area is bounded to the south by Twp Rd 250, to the east by Range Rd 284 (Conrich Road), and to the west and north by agricultural lands. Rolling topography, mountain views, proximity to regional transportation corridors and convenient access to services in the Conrich Hamlet and northeast Calgary make the site an ideal location development.

2.2. LEGAL DESCRIPTIONS & OWNERSHIP

As shown on **Figure 3: Legal Descriptions**, the study area includes one (1) individually titled parcel with legal description and current ownership described in Table 1: Ownership.

Table 1: Ownership

Legal Description	± ha	± ac	Owners
SE 5-25-28-W4M	64.3	159	Gursewak Singh Gill and Harnek Gill
TOTAL PLAN AREA	64.3	159	

2.3. EXISTING LAND USE

As shown on **Figure 4: Existing Land Use**, the Plan area is designated Agricultural, General District (A-GEN) in accordance with the County's Land Use Bylaw C-8000-2020. Adjacent parcels include a mix of agricultural and residential land uses.

2.4. SITE CONDITIONS

As shown on **Figure 5: Site Conditions**, the subject lands include an existing agricultural parcel that has historically been cultivated to produce a variety of cereal crops.

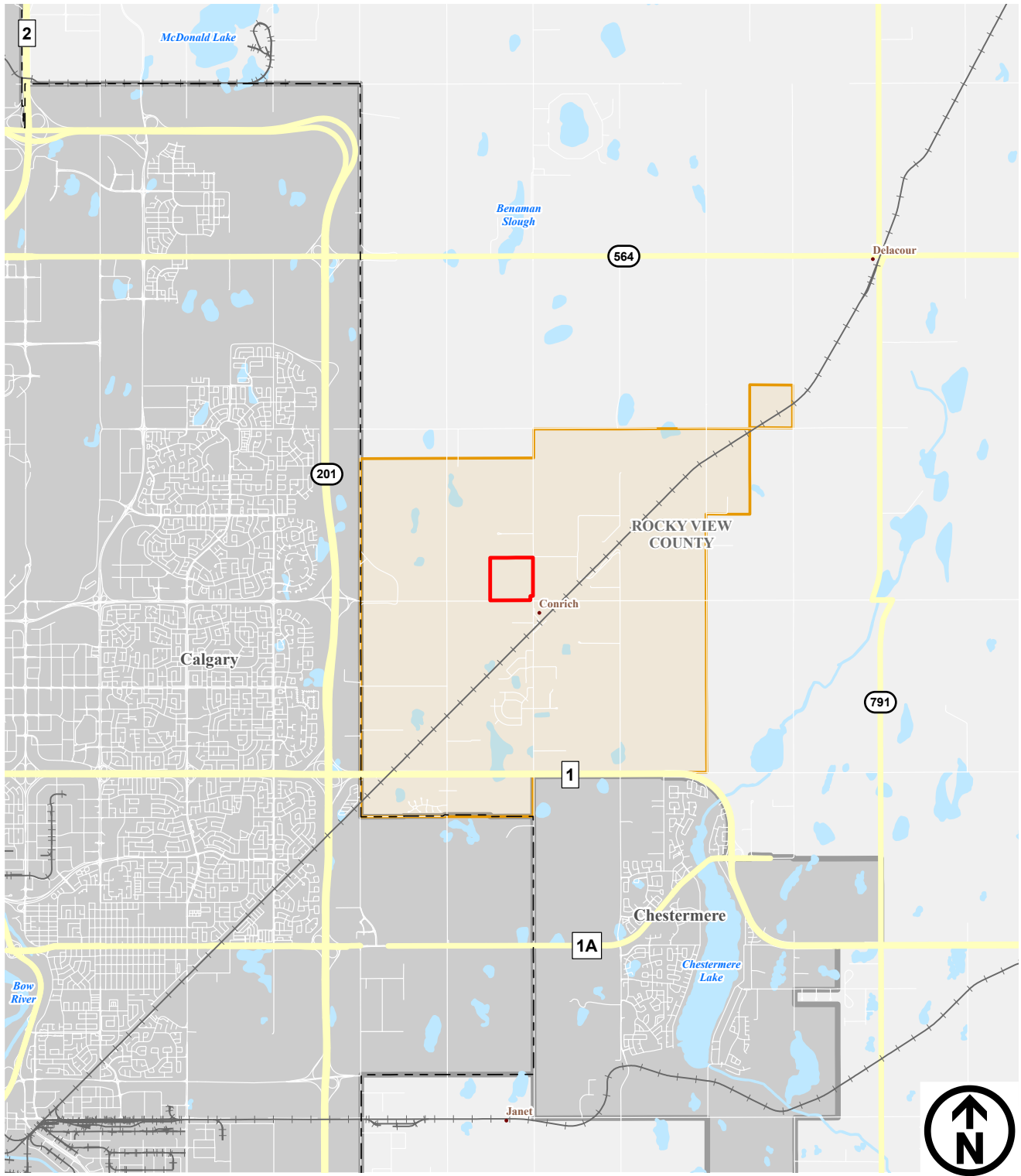
The Plan area includes an existing farm building site within the southeastern portion of the site including a single-family dwelling and various accessory buildings. Access to the building site is provided via an existing approach from Township Road 250 and servicing is provided by an individual groundwater well and private sewage treatment system. The farm building site will be demolished and the it's existing private utilities will be decommissioned at the subdivision stage.

POLICIES

Policy 2.4.1 The existing farm building site will be demolished and the existing utilities will be decommissioned at the subdivision stage.

FIGURE 1 | REGIONAL CONTEXT

2.0

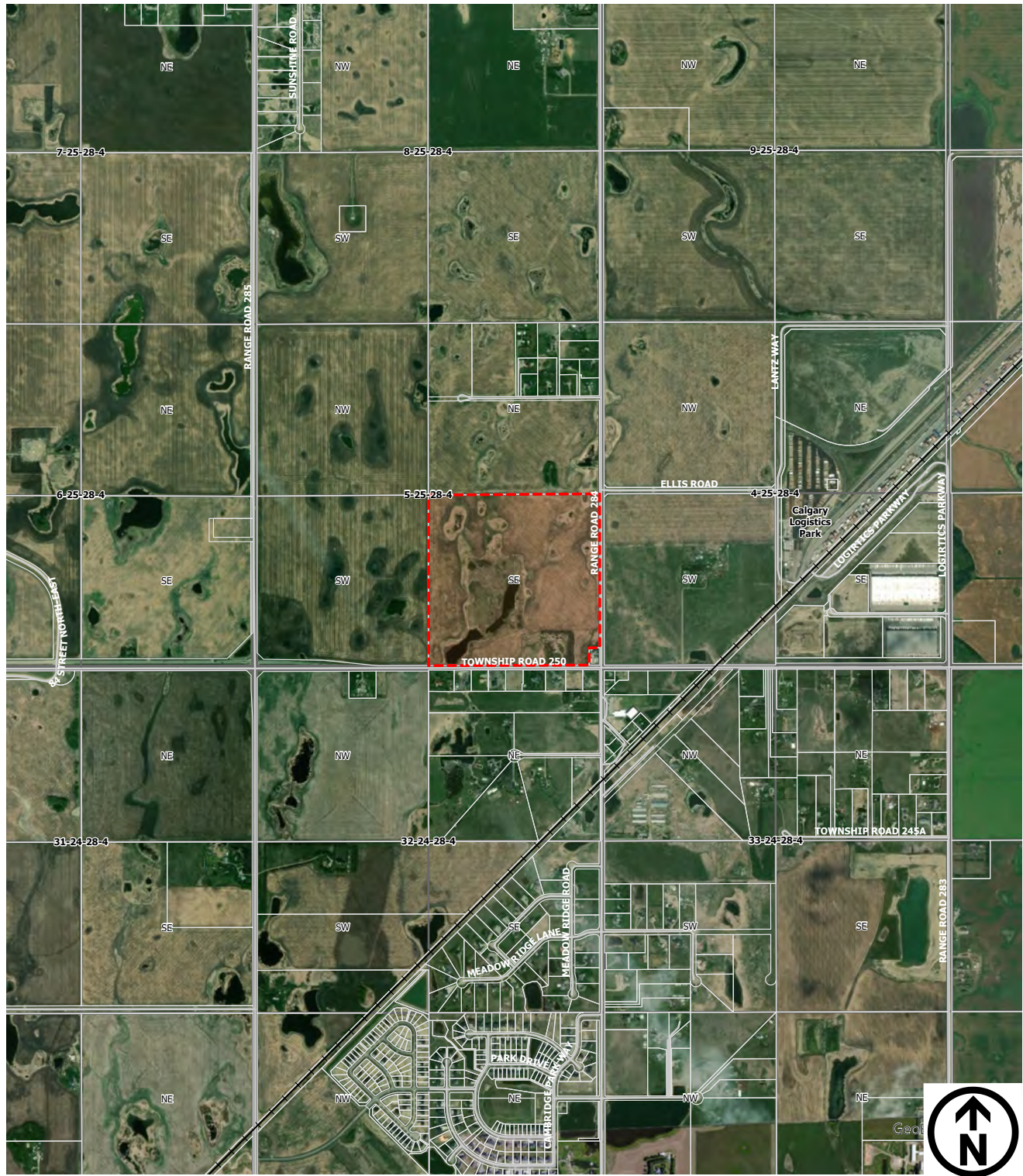


Legend

- Subject Land
- Rural Municipality
- ASP Boundary
- Hamlet
- Waterbody
- Urban Municipality
- + + Railway
- Major Road

2.0

FIGURE 2 | LOCAL CONTEXT

**Legend**

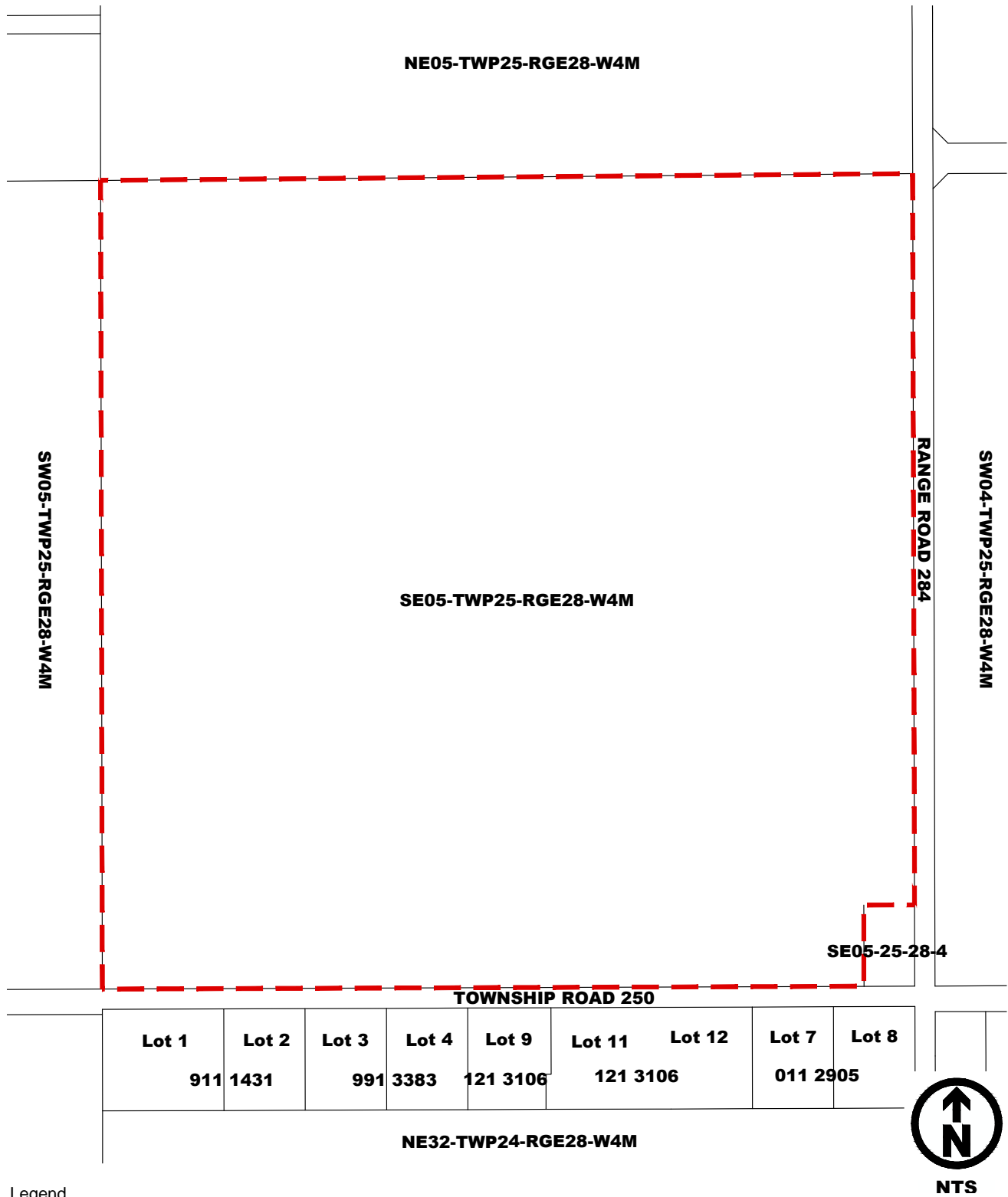
- Subject Land
- Quarter Section
- Parcels
- Railway
- Road

0 250 500 750 Meters



1:25,000

FIGURE 3 | LEGAL DESCRIPTIONS



Legend

--- Conceptual Scheme Boundary

2.0

FIGURE 4 | EXISTING LAND USE

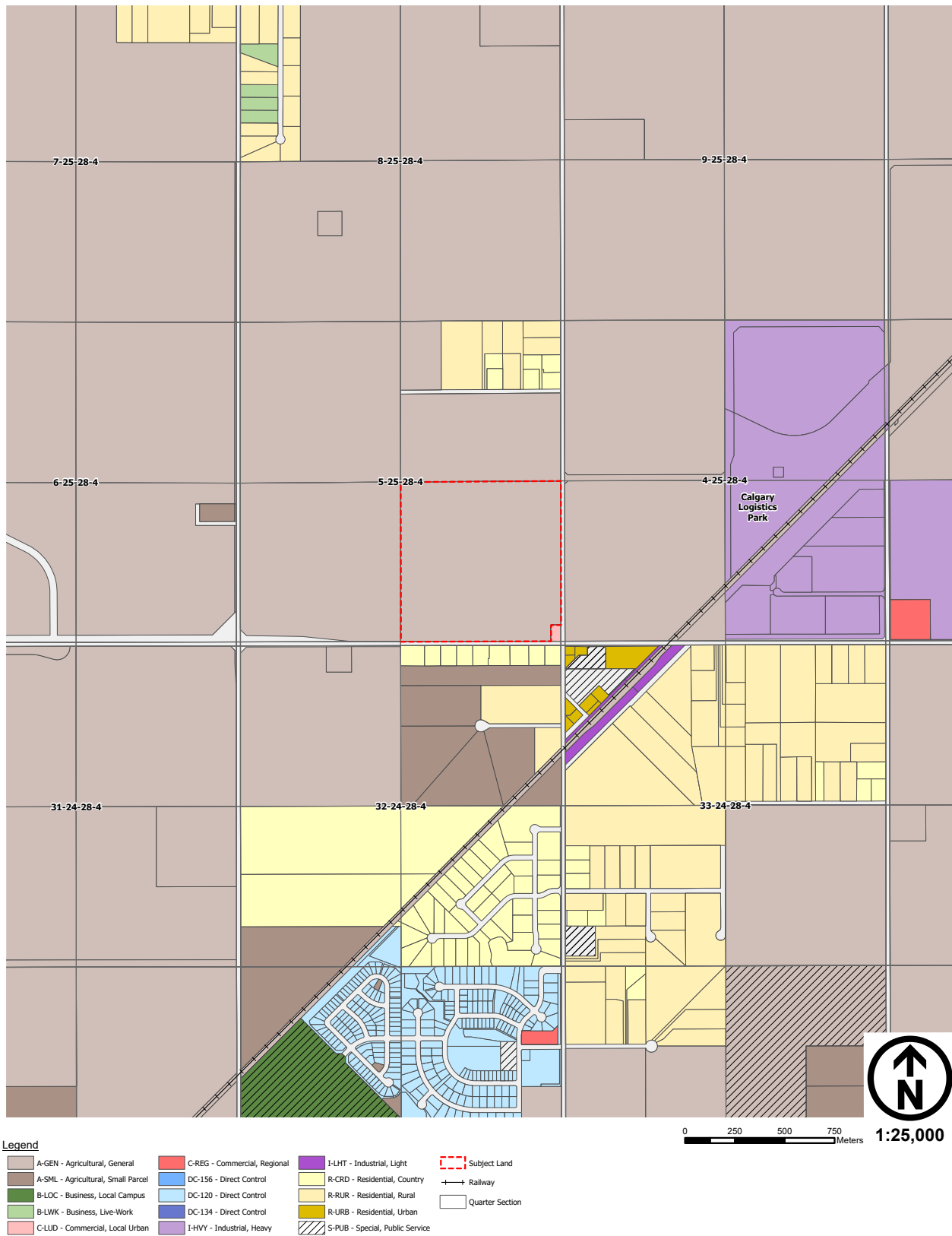


FIGURE 5 | SITE CONDITIONS

2.0



Legend

- Conceptual Scheme Boundary
- * Low Point
- * High Point

2.4.1 EXISTING SITE ACCESS & SURROUNDING ROADWAYS

Access to the Plan area is available from existing approaches off of Township Road 250 and Range Road 284 (Conrich Road), both paved municipal roads maintained in good condition.

2.4.2 TOPOGRAPHY & SURFACE DRAINAGE

As shown on **Figure 5: Site Conditions**, topography within the Plan Area is undulating with slight grades sloping surface across the site generally from west towards the east.

2.4.3 BIOPHYSICAL CONSIDERATIONS

A **Wetland Assessment Impact Report** (Westhoff, September 2020) was prepared in support of the Conceptual Scheme. As illustrated on **Figure 6: Wetlands**, the site contains fourteen (14) wetlands: ten (10) seasonal and four (4) temporary graminoid marshes. The site also contains six (6) ephemeral waterbodies that have been subject to agricultural disturbances for over fifty (50) years.

A total of thirty three (33) wildlife species were observed during the field surveys, primarily associated with the wetlands - including two (2) provincially sensitive species (sora and black-necked stilt). Although habitat areas are available within the wetlands, the surrounding upland conditions are poor due to cultivation and land use change.

It is acknowledged that implementation of this development will create a net residual loss of habitat; however, the compensation for wetland disturbances will be offset through wetland replacement provided in accordance with provincial standards and processes. Wetland disturbances must proceed in accordance with the procedural, technical and compensation requirements of the Alberta Provincial Wetland Policy to the satisfaction of Alberta Environment & Parks (AEP).

POLICIES

Policy 2.4.3.1 Wetland disturbances shall proceed in accordance with the procedural, technical and compensation requirements established by Alberta Provincial Wetland Policy to the satisfaction of Alberta Environment & Parks (AEP).

2.4.4 GEOTECHNICAL CONSIDERATIONS

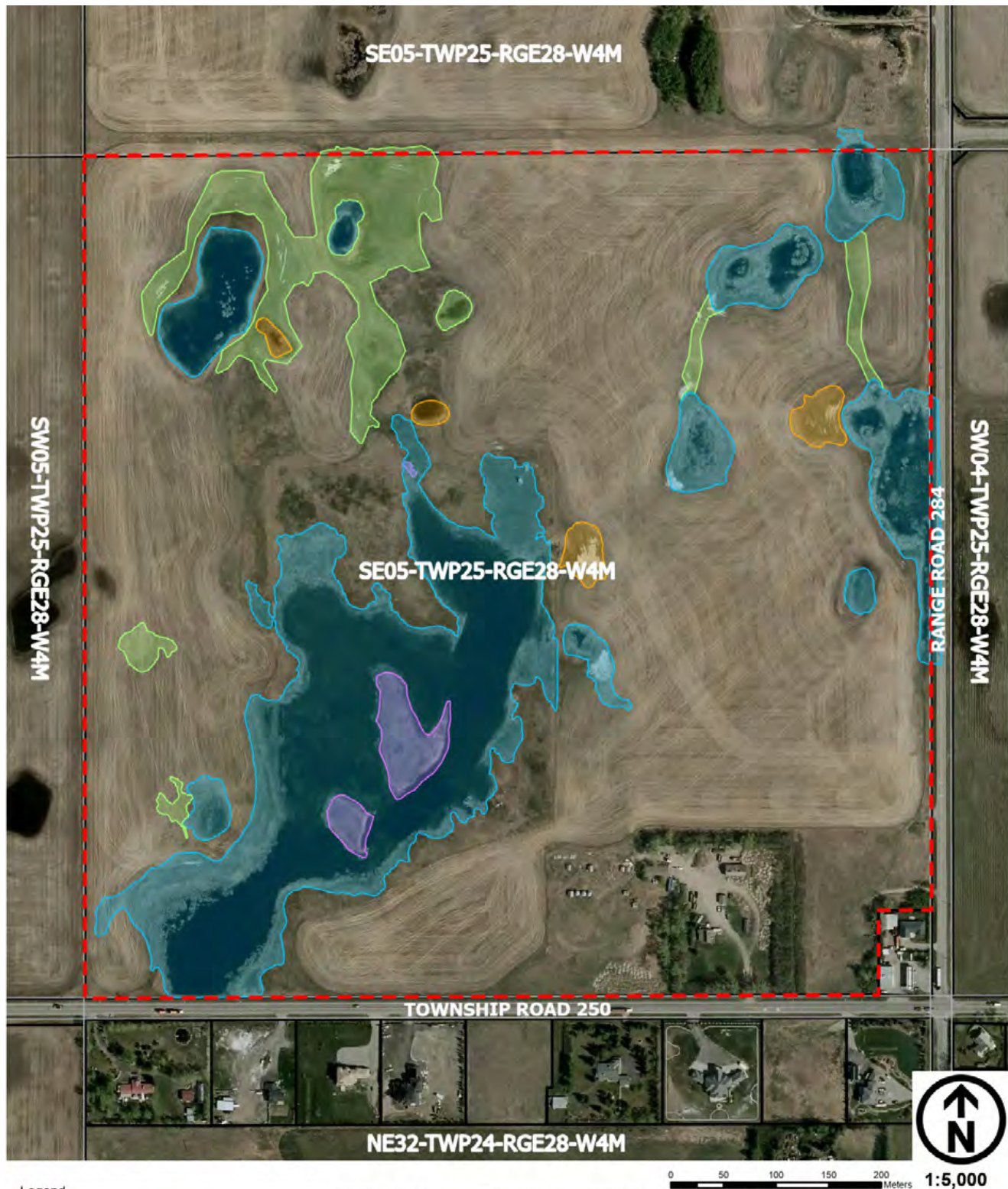
A **Geotechnical Investigation** (McIntosh Lalani, June 2020) was prepared in support of this Conceptual Scheme. The conclusions of the report indicate the subsurface conditions within the Plan area are suitable for the proposed development. The report recommended more detailed geotechnical investigation should be prepared at the subdivision stage to confirm its preliminary findings relative to the detailed design of the proposed development.

POLICIES

Policy 2.4.4.1 The Developer shall submit a geotechnical analysis at the subdivision stage, to be prepared by a qualified Geotechnical Engineer, to confirm the suitability of subsurface conditions in accordance with the requirements of the County Servicing Standards.

FIGURE 6 | WETLANDS

2.0



Legend

- Subject Land
- Parcels
- Quarter Section
- Ephemeral Water Body
- Upland Inclusion
- Seasonal Marsh
- Temporary Marsh

2.4.5 ARCHAEOLOGICAL & HISTORICAL RESOURCES CONSIDERATIONS

Alberta's Listing of Historical Resources identifies the Plan area as being located within an HRV 5 listing area - which indicated the site may contain provincially significant historic resources.

A request for Online Permitting and Clearance (oPac) was submitted to Alberta Culture in support of this Conceptual Scheme. The Province evaluated the oPac application pursuant to the requirements of the Historical Resources Act and subsequently provided clearance for the proposed development to proceed within the Plan area.

As such, the preparation of a Historical Resource Impact Assessment is not required in support of this project.

2.4.6 PIPELINES AND OIL & GAS INFRASTRUCTURE

The Plan area does not contain any pipelines, active gas well sites and/or abandoned gas well sites.

3.0 DEVELOPMENT CONCEPT

3.0

3.1. CONRICH CROSSING: A MASTER PLANNED HAMLET COMMUNITY

The Conrich Crossing Conceptual Scheme contemplates the development of a master-planned urban hamlet community purposefully designed to leverage business opportunities that capitalize on proximity to Stoney Trail NE, the Calgary International Airport and the Calgary Logistics Park at Conrich's evolving regional warehouse distribution area. The proposed development will also accommodate a residential neighbourhood with a subdivision design and building envelopes suitable for homes that support multi-generational living. Most development areas within the Conceptual Scheme will be serviced with road ROW's constructed with urban cross sections featuring tree-lined sidewalks designed to promote pedestrian mobility and healthy active living. Likewise, a regional pathway will be constructed within a linear municipal reserve (MR) dedication to be established along the Township Road 250 and Range Road 284 frontages.

The realignment of Township Road 250 will establish a suitable transition between potentially incompatible residential and business uses and a new intersection between Township Road 250 and Range Road 284 (Conrich Road) will provide an important 'northern gateway' access point between the Conrich Hamlet and the Conrich Regional Business Centre.

3.1.1 DEVELOPMENT AREAS

As illustrated on **Figure 7: Development Concept**, the design of **Conrich Crossing** contemplates the creation of five (5) distinct development areas.

Residential Area

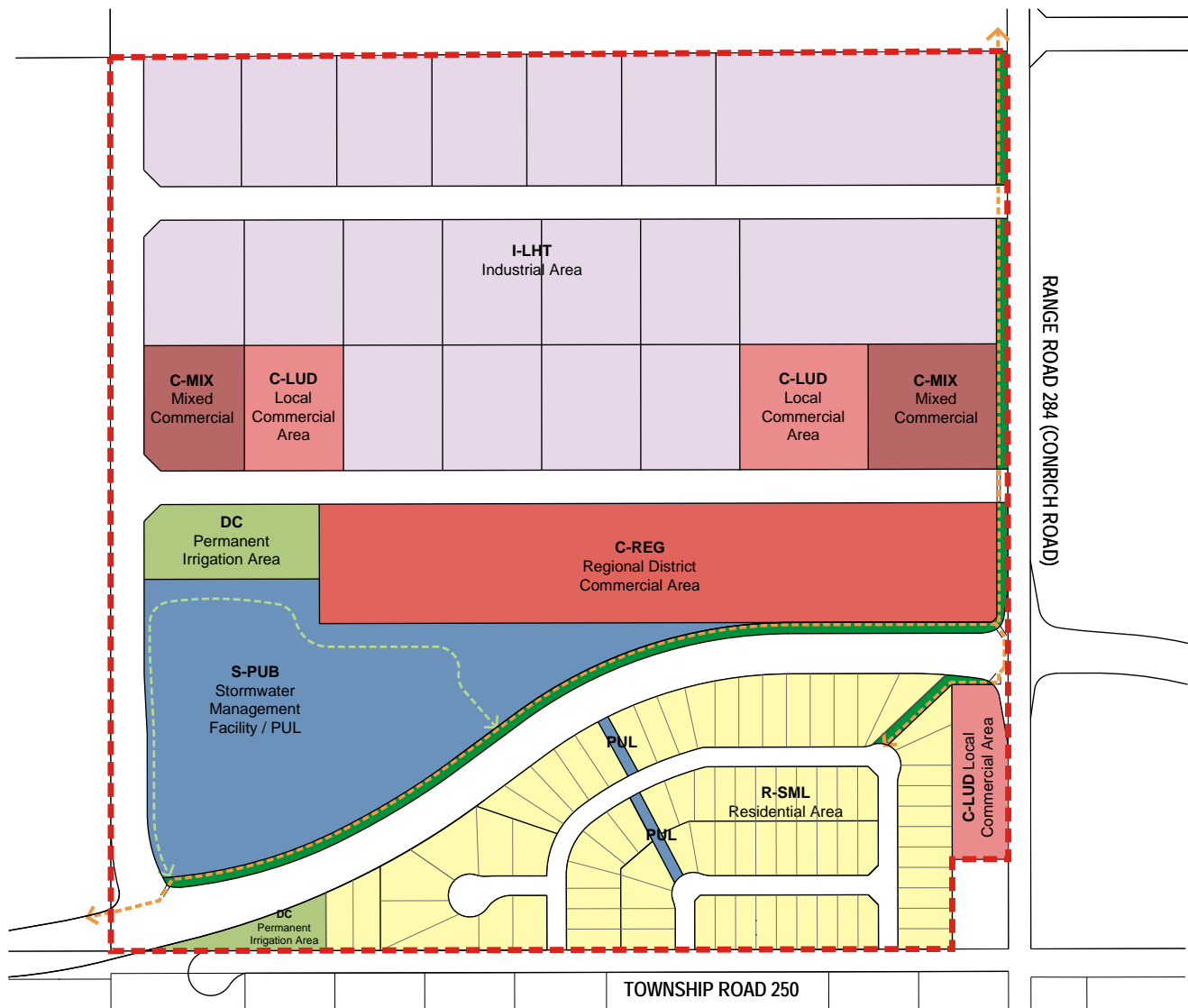
The southern portion of the plan with a residential neighbourhood based on a modified grid road pattern accommodating ± 79 residential lots sized in accordance with the County's Land Use Bylaw (C-8000-2020) Residential, Small Lot District (R-SML). Architectural controls to be established by the developer at the subdivision stage will implement building design considerations supportive of multi-generational housing and installation of appropriate screening and/or buffering along the realigned portion of Township Road 250.

Local Commercial Area

The area situated directly east of the residential area intended to accommodate local small-scale business within the Hamlet sized in accordance with the County's Land Use Bylaw (C-8000-2020) Commercial, Local Urban District (C-LUD). Architectural controls will be established by the developer at the subdivision stage to ensure that the form and character of buildings within this area presents an attractive façade to Range Road 284 (Conrich Road) and accommodates a safe and attractive pedestrian passage to enable residents to walk from the residential area to obtain conveniences and services.

3.0

FIGURE 7 | DEVELOPMENT CONCEPT



Land Use Statistics	± ha	± ac	%
R-SML Residential, Small Lot District	8.70	21.49	13.6%
C-REG Commercial, Regional District	6.50	16.05	45.4%
C-LUD Commercial, Local Urban District	3.05	7.54	4.8%
C-MIX Mixed Commercial District	2.29	5.66	3.6%
I-LHT Industrial, Light District	21.58	53.32	33.6%
S-PUB Stormwater Management Area (PUL)	7.21	17.82	11.2%
DC Permanent Irrigation Area	1.42	3.50	2.2%
S-PRK Special, Parks & Recreation District	1.36	3.37	2.1%
Road ROW	14.32	35.39	22.3%
Total	64.13	158.48	138.8%



Regional Commercial Area

The area situated directly north of the realigned Township Road 250 intended to accommodate large-scale commercial including a combination of comprehensively designed shops, services, offices, entertainment, accommodation and institutional businesses sized in accordance with the Commercial, Regional District (C-REG). It is expected that this area will be comprehensively developed at the detailed development permit stage and may require further subdivision to a minimum 04 .04 ha (1 ac).

Mixed Business Commercial Area

The area situated within the north central portion of the Plan area based on a uniform grid road pattern fronting onto the internal subdivision road intended to accommodate a range of developments including Commercial, Regional District (C-REG), Commercial, Mixed Urban District (C-MIX), Commercial, Local Urban District (C-LUD), and Industrial, Light District (I-LHT).

The developer's motivation to pursue the proposed mix of commercial land use designations in this area is intended to attract a wider variety of business support services to the Plan area that are not specifically permitted in the County's Land Use Bylaw C-8000-2000 Industrial, Light District (I-LHT) or the Commercial, Regional District (C-REG), such as a farmer's market or a hotel.

Industrial Area

The area situated within the northern portion of the Plan area based on a uniform grid road pattern intended to accommodate a range of industrial activities in accordance with the County's Land Use Bylaw (C-8000-2020) Industrial, Light District (I-LHT).

POLICIES

Policy 3.1.1.1 Development within the Plan area shall be organized into distinct land use areas as generally illustrated on **Figure 7: Development Concept**.

3.1.2 INFRASTRUCTURE CONSIDERATIONS

The Plan area will be accessed via paved subdivision roads constructed by the developer at the subdivision stage. Road ROWs within the residential, local commercial, will include cross sections with curb & gutter and sidewalks on both sides with ROWs in the regional commercial, industrial and mixed commercial industrial area will include a mix of urban and rural cross sections.

Potable water and wastewater services will be provided via the Conrich Water System and the East Rocky View Wastewater Transmission Line. The developer will construct an internal network of piped water and wastewater infrastructure in accordance with the County Servicing Standards.

Stormwater management will be provided by a centralized stormwater facility to be constructed by the developer within a public utility lot (PUL) designed to retain surface drainage generated within the Plan area, including the road rights-of-way in accordance with the requirements of the Conrich Master Drainage Plan. Pending a downstream connection with the Cooperative Stormwater Management Initiative (CSMI), two privately-owned permanent irrigation areas will be developed to facilitate seasonal drawdown of the stormwater retention pond. The permanent irrigation areas may be used to

support outdoor recreation pursuits subject to the recommendations of the Stormwater Management Report and the County's Land Use Bylaw. In order to implement the stormwater management system contemplated by this Conceptual Scheme, development within the northern portion of the site will be delayed and the lands used for temporary irrigation until such time the Plan area is connected to a regional stormwater system (i.e. CSMI). The proposed treatment of transportation, utility servicing and stormwater considerations are described in Section 3.3, 3.4 and 3.5 of this Plan.

3.1.3 PEDESTRIAN AMENITY

Pedestrian mobility will be promoted within the residential area and commercial areas primarily by the developer constructing road ROW's with cross sections accommodating tree-lined sidewalks. The developer will also construct a regional pathway along the western boundary of Range Road 284 (Conrich Road) and the northern boundary of the realigned Township Road 250. The proposed treatment of pedestrian connectivity is described in Section 3.6 of this Plan.

3.1.4 DEVELOPMENT PHASING

Phasing of development is expected to occur in logical stages anticipated to span approximately 10 – 15 years. Development of the urban residential and local commercial areas situated south of the Township Road 250 realignment is expected to proceed initially with the timing of the regional district commercial, industrial and mixed commercial/industrial areas development proceeding subject to market demand based on the availability of transportation and utility servicing infrastructure. The proposed treatment of development phasing is described in Section 4.3 of this Plan.

3.1.5 ARCHITECTURAL DESIGN CONSIDERATIONS

Architectural controls will be established by the developer at the subdivision stage to ensure the residential, commercial and industrial areas are developed with buildings that present a unified style, colour, finish and design in keeping with the 'gateway' provisions of the Conrich Area Structure Plan. Specific design guidelines will be established for the mixed commercial/industrial area to mitigate potential for incompatible forms of development therein. And specific landscaping and/or architectural treatments shall be established at the subdivision stage to ensure the residential area fronting onto the realigned portion of Township Road 250 is appropriately screened and buffered. The proposed treatment of architectural controls for this project are described in Section 4.4 of this Plan.

3.1.6 LOT OWNER ASSOCIATION(S)

Fee simple ownership is anticipated for all portions of the Plan area. A Residential Lot Owner Association will be established and one or several Business Lot Owner Association will be established within the commercial and/or industrial areas at the subdivision stage to manage various services within the project such as solid waste management, recycling, maintenance of private infrastructure. The proposed treatment of Lot Owner Association(s) are described in Section 4.5 of this Plan.

3.2. LAND USE STATISTICS

The Conrich Crossing Conceptual Scheme contemplates the development of a master-planned urban hamlet community purposefully designed to leverage business opportunities that capitalize on proximity to Stoney Trail NE, the Calgary International Airport and the Calgary Logistics Park at Conrich's evolving regional warehouse distribution area. The proposed development will also accommodate a residential neighbourhood with lot sizes and building envelopes suitable for homes that support multi-generational living. Most development areas within the Conceptual Scheme will be serviced with road ROW's constructed with urban cross sections featuring tree-lined sidewalks designed to promote pedestrian mobility and healthy active living. Likewise, a regional pathway will be constructed within a linear municipal reserve (MR) dedication to be established along the Township Road 250 and Range Road 284 frontages.

The realignment of Township Road 250 will establish a suitable transition between potentially incompatible residential and business uses and a new intersection between Township Road 250 and Range Road 284 (Conrich Road) will provide an important 'northern gateway' access point between the Conrich Hamlet and the Conrich Regional Business Centre.

TABLE 2: LAND USE STATISTICS

Land Use / Development Type	± ac	± ha	± %
Residential Small Lot District	21.49	8.70	13.6
Commercial, Regional District	16.05	6.50	45.4
Commercial, Local Urban District	7.54	3.05	4.8
Commercial, Mixed Urban District	5.66	2.29	3.6
Industrial, Light District	53.32	21.58	33.6
Special, Public Service District (PULs)	17.82	7.21	11.2
Direct Control (Permanent Irrigation Area)	3.50	1.42	2.2
Special, Parks & Recreation District (MRs)	3.37	1.36	2.1
Road ROWs	14.32	35.39	22.3
Total	158.48	64.13	138.8

3.3. TRANSPORTATION

Access to the Plan area will be as generally illustrated on **Figure 8: Transportation**.

The residential area will be accessed from Township Road 250 via an interconnected internal subdivision road network supported by three (3) access points.

The business areas will be accessed from Range Road 284 (Conrich Road) and Township Road 250 via an interconnected internal subdivision road network supported by three (3) access points. The internal subdivision road ROW will be extended to the northern boundary of the Conceptual Scheme to facilitate future access to adjacent lands.

POLICIES

Policy 3.3.1 Access will be provided to the Plan area as generally illustrated on **Figure 8: Transportation**, in accordance with the County Servicing Standards.

3.3.1 TRANSPORTATION IMPACT ASSESSMENT

A Transportation Impact Assessment (TIA) was prepared in support of this Conceptual Scheme to evaluate the impacts of the proposed development on the existing and future municipal and regional transportation network surrounding the project. The conclusions of the TIA indicate that all study intersections are currently operating acceptably within the existing road network, and are expected to operate acceptably in the future within the revised transportation network that is assumed to be in place, without the inclusion of traffic from the proposed development.

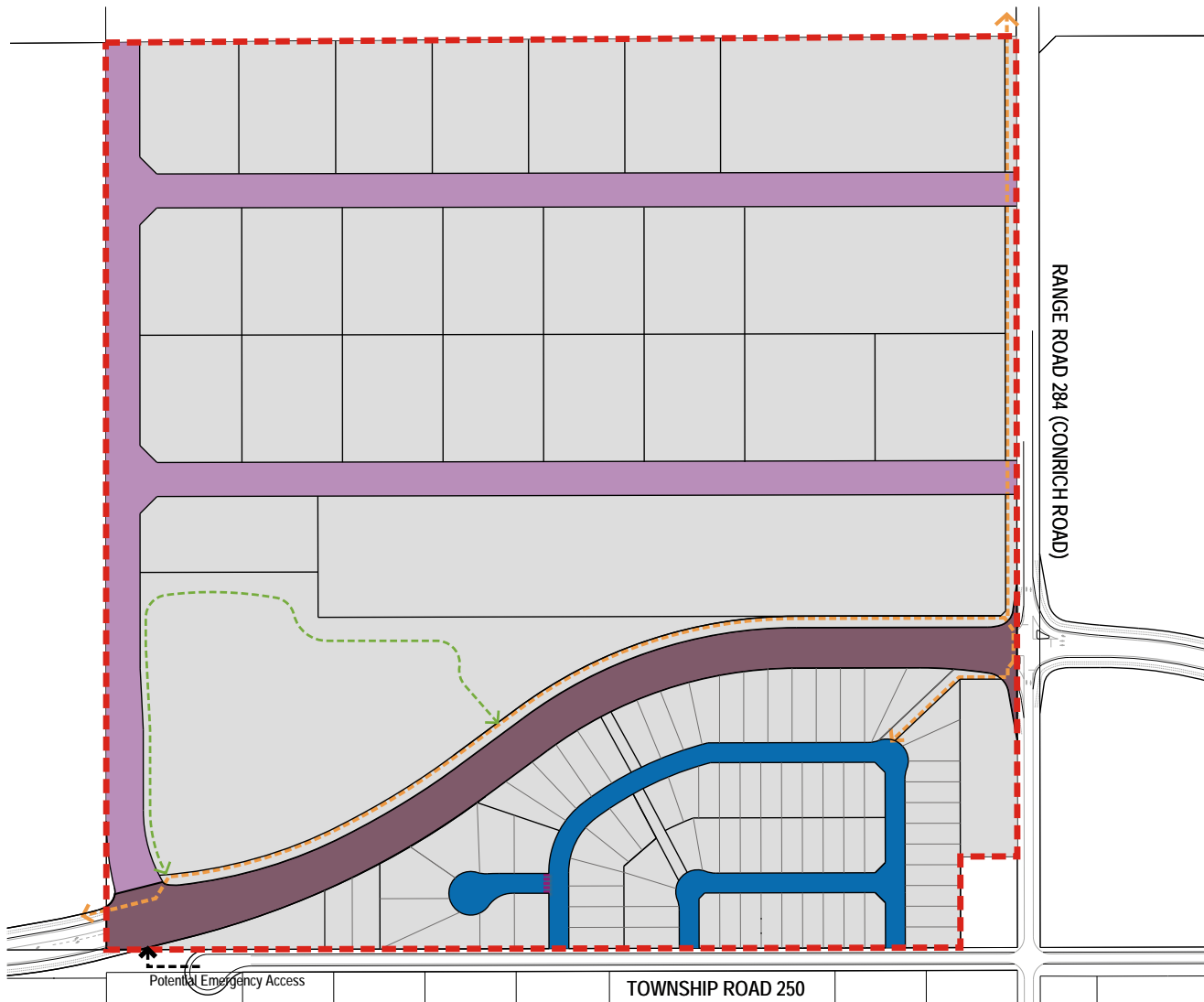
At opening day (expected at 2030), all intersections are expected to operate acceptably with the assumed future road network in place. Over the long-term, (beyond 2040), traffic signals are recommended at the intersection of Township Road 250 and the internal access road situated at the western edge of the Plan area and at the intersection of Township Road 250 and Range Road 284 (Conrich Road). A dual eastbound left turn bay is also recommended along Township Road 250 at the western access to the Plan area.

POLICIES

Policy 3.3.1.1 Infrastructure improvements to the road network shall be provided by the developer at the subdivision stage in accordance with the recommendations of the Transportation Impact Assessment.

Policy 3.3.1.2 The developer shall be required to provide applicable Transportation Off-Site Levies at the subdivision stage.

FIGURE 8 | TRANSPORTATION

**Legend**

- Conceptual Scheme Boundary
- 4 - Lane Major Road ($\pm 36.0\text{m ROW}$) ($\pm 3.34\text{ha/ 8.26ac}$)
- Industrial/Commercial Road ($\pm 30.0\text{m ROW}$) ($\pm 7.01\text{ha/ 17.31ac}$)
- Residential Local 2 Way Road ($\pm 17.5\text{m ROW}$) ($\pm 1.83\text{ha/ 4.15ac}$)
- Regional Pathway
- Local Pathway
- Potential Gated Access



3.3.2 INTERNAL SUBDIVISION ROADS

The general alignment and configuration of internal subdivision roads within the Plan area is illustrated on **Figure 8: Transportation**. The geometric design and capacity of all proposed intersections will be confirmed at the detailed subdivision design stage.

It is anticipated that all internal subdivision roads within the Plan area will include paved road surfaces constructed in accordance with the County Servicing Standards. Roadways within the residential and local commercial areas south of Township Road 250 will include urban cross sections with curb and gutter and sidewalks on both sides. Roadways within the business areas situated north of Township Road 250 are expected to include rural cross sections, to be determined at the subdivision stage in accordance with the County Servicing Standards.

The eight (8) lot cul-de-sac situated within the western portion of the residential area is proposed to be gated by the developer. ~~As such, this cul-de-sac road ROW would be developed as a private road with each residential lot having a proportional ownership share.~~ **If appropriate mechanisms allow at subdivision stage, the cul-de-sac road would be developed as a private road.** A Lot Owner's Association would be created to manage the operation and maintenance of the private road and access gate with obligations established via a restrictive covenant to be registered against title to each lot at the subdivision stage.

As discussed in Section 3.3.4 of this Plan, Township Road 250 is proposed to be realigned. As such, the existing portion of this road situated west of Range Road 284 (Conrich Road) will become a single access cul-de-sac. As illustrated on Figure 8: Transportation, the Plan contemplates installation of an emergency to provide a second access/egress to the area in the event the access to Conrich Road becomes impassable. This emergency access will be designed in accordance with the County Servicing Standards.

The design and configuration of the road cross sections within the Plan area should consider opportunities to accommodate future transit.

POLICIES

- Policy 3.3.2.1** The design of the internal subdivision road network shall be established at the subdivision stage in accordance with the County Servicing Standards.
- Policy 3.3.2.2** Roadways within the residential and local commercial areas south of Township Road 250 shall include urban cross sections with curb and gutter and sidewalks on both sides, to be determined at the subdivision stage in accordance with the County Servicing Standards.
- Policy 3.3.2.3** Roadways within the business area situated north of Township Road 250 will include rural cross sections, to be determined at the subdivision stage in accordance with the County Servicing Standards.
- Policy 3.3.2.4** The eight (8) lot cul-de-sac situated within the western portion of the residential area may be gated. ~~As such, and the cul-de-sac road ROW shall be established as a private road, and each residential lot sharing access shall own a percentage share of it. A Lot Owner's Association shall be established to manage the operation and maintenance of the private road and access gate to be confirmed via a restrictive covenant registered against title to each lot.~~ **This shall only occur if appropriate mechanisms, such as a bare land condominium, and municipal standards allow such an arrangement.**
- Policy 3.3.2.5** All road cross sections within the Plan area should consider opportunities to accommodate future transit.
- Policy 3.3.2.6** **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.**

3.3.3 RANGE ROAD 284 (CONRICH ROAD) ROW WIDENING

The existing Range Road 284 (Conrich Road) statutory road allowance is ± 20 m wide. As such, potential dedication of ROW widening along the eastern portion of the Plan area will be evaluated at the subdivision stage.

POLICIES

Policy 3.3.1 The need for road ROW widening along Range Road 284 (Conrich Road) shall be evaluated at the subdivision stage.

3.3.4 TOWNSHIP ROAD 250 REALIGNMENT

Although portions of Township Road 250 both east and west of the Conceptual Scheme area have been substantially upgraded to support industrial traffic associated with the Calgary Logistics Park, the intersection at Range Road 284 (Conrich Road) has not been improved due to the lack of available road ROW at this location. As such, the Conrich ASP directs that the alignment of Township Road 250 be shifted to the north to provide for better intersection design at Range Road 284 (Conrich Road), a less oblique angle crossing of the CN Rail line, and the continued movement of heavy truck traffic in a location that is setback further from existing residential properties in the Conrich Hamlet.

The Transportation Impact Assessment prepared in support of this Plan evaluated the potential alignment of Township Road 250 to ensure an appropriate ROW cross section and geometry can be accommodated relative to the required curvature and railway intersections. The recommended alignment for Township Road 250 is illustrated on **Figure 8: Transportation**.

The future acquisition of the re-alignment of TWP Road 250 through the subject lands shall be determined at a future development stage. The County shall work with the developer to establish an agreement that outlines the terms of the acquisition and construction of the roadway.

The timing for the realignment of Township Road 250 is not known. As such, construction of this transportation upgrade is not contemplated by this Conceptual Scheme. Notwithstanding, the developer acknowledges a 'Future Road Acquisition Agreement' may be registered against the certificate of title to accommodate the dedication of road ROW within the Plan area at such time the County decides to proceed with this infrastructure project. This agreement will establish terms for appropriate compensation to the landowner and a procedure to register a road ROW plan accordingly.

POLICIES

Policy 3.3.4.1 The future realignment of Township Road 250 shall be accommodated within the Plan area as generally illustrated on **Figure 8: Transportation**.

Policy 3.3.4.2 The landowner shall enter into a 'Future Road Acquisition Agreement' to establish a process and procedure for the County to provide appropriate compensation to the landowner for road ROW dedication and the registration of a road ROW plan to accommodate the realignment of Township Road 250.

Policy 3.3.4.3 ~~The County shall establish a financial strategy to implement the land purchase requirements and construction costs necessary to facilitate the realignment of Township Road 250.~~ **A Road Acquisition Agreement and construction agreement is anticipated at the subdivision stage to accommodate the realignment and construction of Township Road 250.**

3.4. UTILITY SERVICING

3.4.1 POTABLE WATER SERVICE

The Plan area will be serviced with potable water by the Conrich water system as generally illustrated on **Figure 9: Potable Water Servicing**.

POLICIES

Policy 3.4.1 Potable water service shall be provided within the Plan area by the Conrich water system as generally illustrated by **Figure 9: Potable Water Servicing**.

3.4.2 INTERNAL WATER DISTRIBUTION NETWORK

The developer will provide potable water service to the Plan area by constructing a tie-in to the existing 600 mm potable water feeder main situated on Ellis Road approximately ½ mile east of Range Road 284 (Conrich Road). The developer will extend a 400 mm feeder main to the boundary of the Plan area and construct an internal water distribution network as generally illustrated on **Figure 9: Potable Water Servicing**. The design of the internal water system will accommodate fire suppression, including appropriately spaced pressurized hydrants, in accordance with applicable regulations and requirements and the County Servicing Standards and the Fire Hydrant Water Suppression Bylaw (C-7259-2013).

A **Preliminary Engineering Support Servicing Strategy** (Sedulous Engineering, July 2020) was prepared in support of this Plan. Analysis conducted in support of this report indicates that the implementation of Conrich Crossing may be affected by a requirement to expand the existing reservoir based on the timing and sequencing of other approved developments within the surrounding area and/or the specific land uses and associated water demands required by this project. Further analysis will be required at the detailed subdivision design stage.

POLICIES

Policy 3.4.2.1 An offsite feeder main and internal water distribution network shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.

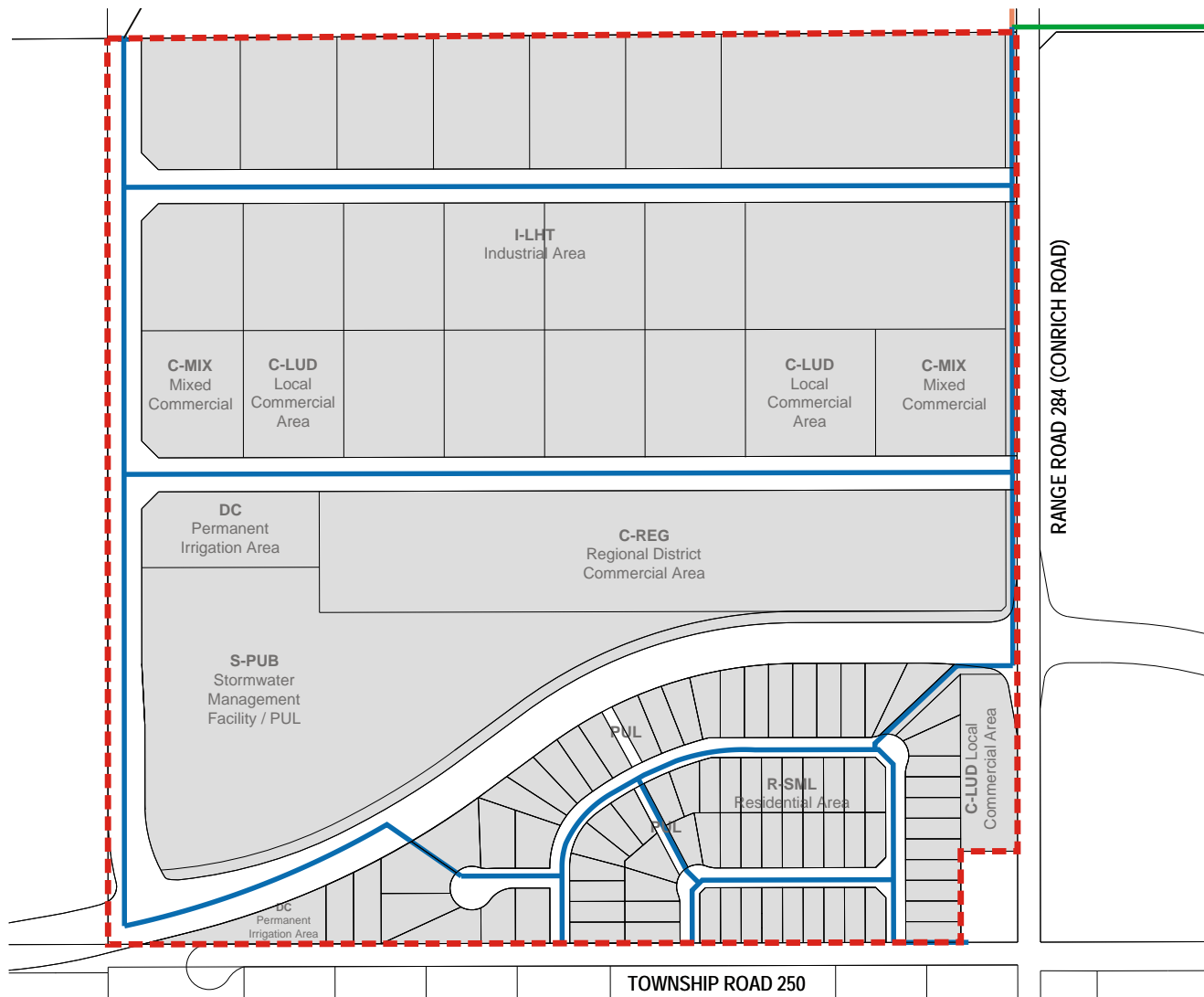
Policy 3.4.2.2 The Developer shall engage a qualified professional to prepare a detailed estimation of water demand expected within the subdivision area at the subdivision stage.

Policy 3.4.2.3 The design of the internal water distribution network shall accommodate fire suppression in accordance with the County Servicing Standards.

Policy 3.4.2.4 All potable water infrastructure constructed within the Conceptual Scheme area shall be owned and maintained by the County.

Policy 3.4.2.5 The Developer shall provide payment for required water infrastructure upgrades in accordance with the County's Water & Wastewater Off-Site Levy Bylaw at the subdivision stage.

FIGURE 9 | POTABLE WATER SERVICING

**Legend**

- Conceptual Scheme Boundary
- Conceptual Water Distribution Main
- Conceptual Offsite Feeder Main
- Conceptual Future Offsite Feeder Main by others



3.4.3 WASTEWATER SERVICE

The Plan area will be serviced with wastewater by the East Rocky View Wastewater Transmission Line as generally illustrated on **Figure 10: Wastewater Servicing**.

POLICIES

Policy 3.4.3.1 Wastewater shall be provided within the Plan area by the East Rocky View Wastewater Transmission Line as generally illustrated by **Figure 10: Wastewater Servicing**.

3.4.4 INTERNAL WASTEWATER COLLECTION NETWORK

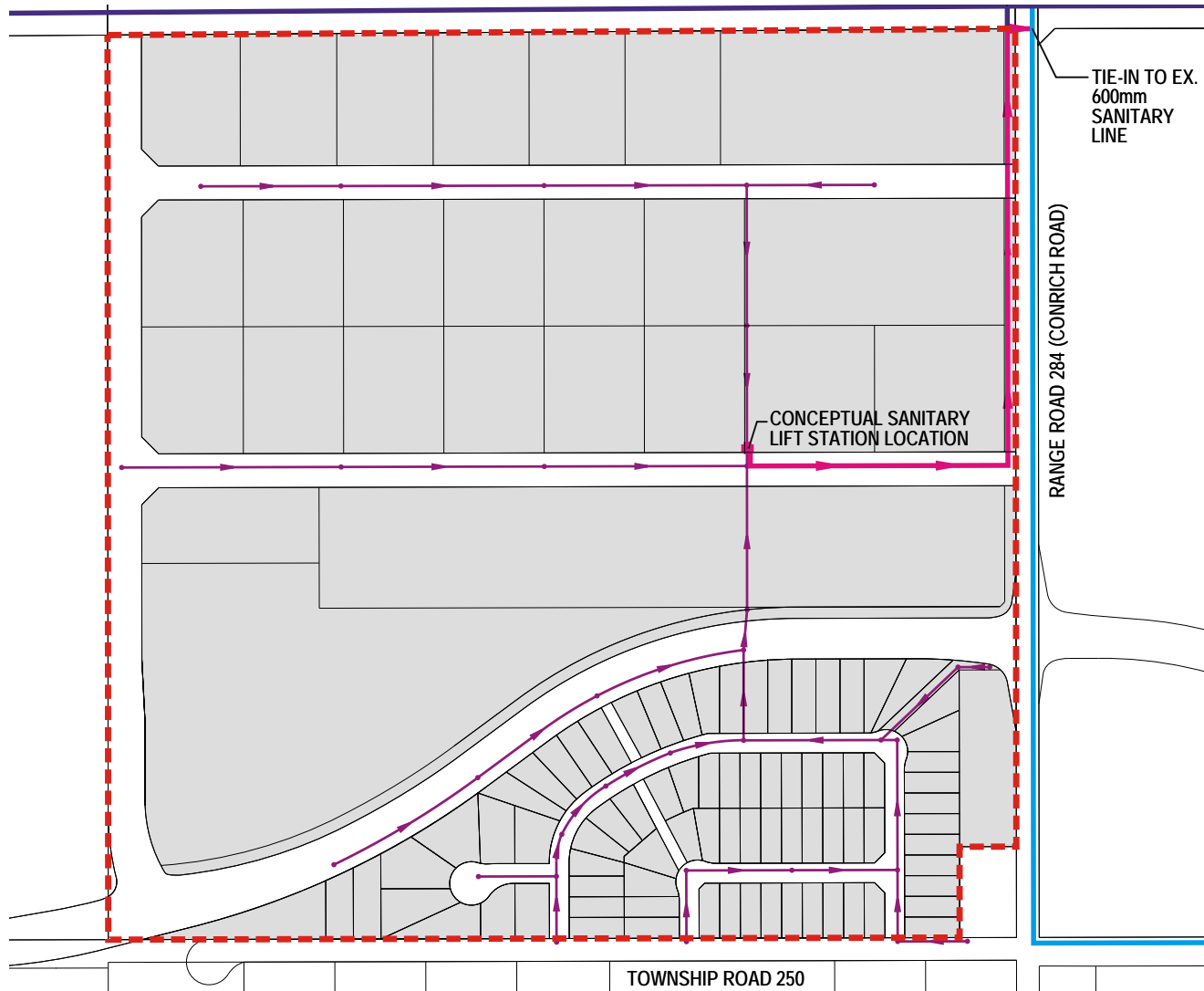
The developer will construct sanitary sewer collection system with a combination of gravity and force mains designed in accordance with the County Servicing Standards and the Conrich ASP's servicing strategy. The gravity sanitary sewers will flow to a local sanitary lift station and directed via a force main to the County's existing 600 mm regional transmission line. The Conrich ASP's servicing strategy envisions the Plan area to be serviced by a regional sanitary lift station situated within the adjacent quarter section to the east. Since the timing of construction of this regional lift station is unknown, the developer will construct a local lift station sized to accommodate all sanitary flow generated within the Plan area as generally illustrated on **Figure 10: Wastewater Servicing**.

A **Preliminary Engineering Support Servicing Strategy** (Sedulous Engineering, July 2020) was prepared in support of this Plan. The report indicates that future upgrades to the Langdon Wastewater Treatment Plant will be required to support the Conrich Crossing development. Further analysis will be required at the detailed subdivision design stage.

POLICIES

- Policy 3.4.4.1** The internal wastewater collection network shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.
- Policy 3.4.4.2** The Developer shall engage a qualified professional to prepare a detailed estimation of proposed wastewater generation expected within the subdivision area at the subdivision stage.
- Policy 3.4.4.3** The developer shall construct a local sanitary lift station to convey wastewater generated within the Plan area to the East Rocky View Wastewater Transmission Line.
- Policy 3.4.4.4** The internal wastewater collection network shall be owned and maintained by the County.
- Policy 3.4.4.5** The Developer shall provide payment for required infrastructure upgrades in accordance with the County's Water & Wastewater Off-Site Levy Bylaw at the subdivision stage.

FIGURE 10 | WASTEWATER SERVICING

**Legend**

- Conceptual Scheme Boundary
- Conceptual Sanitary Line
- Conceptual Sanitary Force Main
- Existing Regional Sanitary Transmission Main by Others
- Conceptual Future Sanitary Gravity Main by Others



3.4.5 SHALLOW FRANCHISE UTILITIES

Shallow franchise utilities (i.e. electricity, telecommunication, natural gas, etc.) will be provided within the Plan area by the developer at the subdivision stage in accordance with the requirements of the applicable shallow utility providers and the County Servicing Standards.

POLICIES

- Policy 3.4.5.1** Shallow franchise utilities shall be installed and/or financed by the developer at the subdivision stage in consultation with the applicable utility providers.
- Policy 3.4.5.2** The alignments for franchise utility installations shall be determined at the subdivision stage in accordance with the County Servicing Standards.

3.5. STORMWATER MANAGEMENT

Generally, topographical relief within the Plan area slopes generally from west to east. As illustrated on **Figure 11: Stormwater Management**, the developer will construct a stormwater management system to retain surface drainage within the Plan area.

POLICIES

- Policy 3.5.1** Stormwater management shall be provided within the Plan area as generally illustrated on **Figure 11: Stormwater Management**.

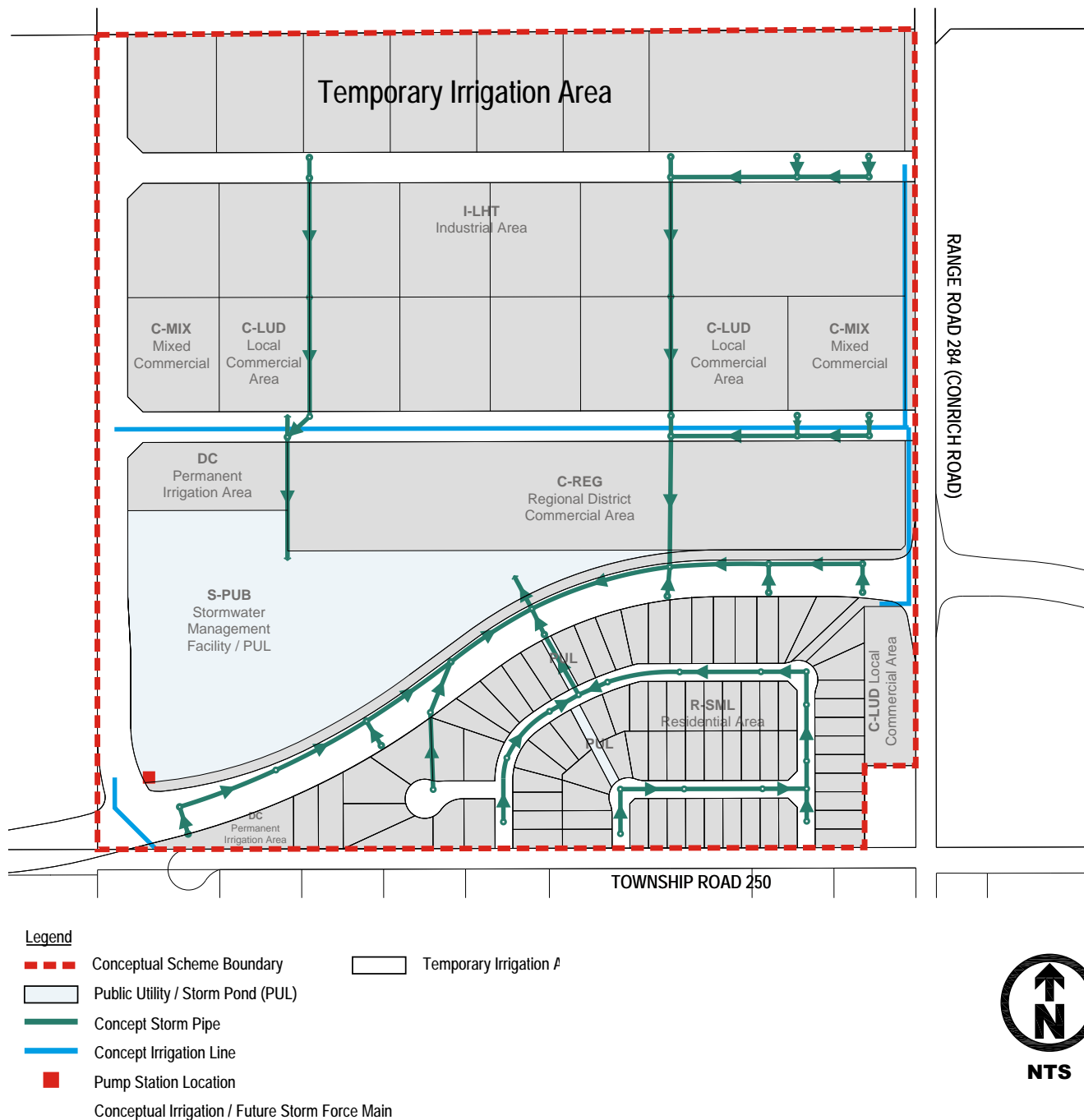
3.5.1 CONRICH MASTER DRAINAGE PLAN

The Conrich Master Drainage Plan identifies the surface drainage characteristics of the drainage basin and establishes targets for unit area release rates and volumes retention control. All development within the Conrich ASP area, including the subject lands, must be designed to accommodate surface drainage in accordance with the Master Drainage Plan.

POLICIES

- Policy 3.5.1.1** The design of the stormwater management system within the Plan area shall be consistent with the Conrich Master Drainage Plan.

FIGURE 11 | STORMWATER MANAGEMENT



3.5.2 STORMWATER MANAGEMENT PLAN

A Conceptual Stormwater Management Report (Sedulous Engineering, July 2020) was prepared in support of the Conceptual Scheme and recommends an engineered stormwater management facility be constructed by the developer as generally illustrated on **Figure 11: Stormwater Management**. The final configuration of the stormwater management system shall be determined at the detailed subdivision design stage.

The stormwater facility is expected to include a detention pond designed in accordance with the requirements of the County Servicing Standards with capacity to retain surface drainage generated within the Plan area in accordance with the established volume retention control and maximum release rates established by the Conrich Master Drainage Plan. Captured runoff will be stored and treated within a Public Utility Lot (PUL) to be dedicated to the County at the subdivision stage. The operation of the stormwater facility will be augmented by two privately-owned 'permanent irrigation area' to functionally maintain water levels in the retention ponds via seasonal irrigation. Opportunities to utilize these areas for outdoor recreation uses may be considered at the development permit stage. The permanent irrigation areas will be owned and maintained by the developer (and/or a Business Lot Owner's Association).

In some areas of the subject land the rural road cross sections with associated ditch conveyance systems will augment the proposed stormwater management system. The roadside ditches will include vegetation to filter sediment and accommodate uptake of suspended / dissolved pollutants. Surface drainage from each lot will be collected in the ditches and conveyed to the forebay upstream of the stormwater ponds. It is acknowledged that the roadside ditches shall not be used to store surface drainage.

All public infrastructure associated with the stormwater management system shall be owned and maintained by the County. The developer shall register an overland drainage right-of-way plan in favour of the County to assign right for the municipality to gain access to this infrastructure in the event of emergency or to ensure required maintenance activities are completed.

It is acknowledged that the developer will provide payment of offsite levies at the subdivision stage in accordance with the County's current Stormwater Offsite Levy.

3.5.3 COOPERATIVE STORMWATER MANAGEMENT INITIATIVE (CSMI)

The County is pursuing the Cooperative Stormwater Management Initiative (CSMI) which is intended to establish a regional stormwater conveyance and treatment system within the Conrich ASP involving the Western Irrigation District (WID) and multiple jurisdictional partners. Pending eventual connection with the CSMI's regional downstream stormwater conveyance system, the design of the Conrich Crossing stormwater management system will rely on the developer establishing a 'temporary irrigation area' situated within the northern portion of the Conceptual Scheme. Seasonal irrigation of this area will maintain water levels in the retention pond.

The two 'permanent irrigation areas' and the 'temporary irrigation area' will be designated Direct Control District (DC) to establish specific criteria to utilize each site for stormwater irrigation purposes. The DC land use provisions affecting the 'temporary irrigation area' will acknowledge opportunity for redesignation to an appropriate industrial and/or commercial land use to facilitate redevelopment at such time a downstream CSMI stormwater conveyance connection becomes available.

POLICIES

- Policy 3.5.3.1** The developer shall provide a site-specific Stormwater Management Plan at the subdivision stage to confirm pre and post development surface drainage characteristics to ensure positive drainage conditions are maintained during and after the development's implementation.
- Policy 3.5.3.2** The design of the stormwater management system shall accommodate the unit area release rates and volume retention targets within the Plan area as per the Conrich Master Drainage Plan.
- Policy 3.5.3.3** The stormwater management facility shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.
- Policy 3.5.3.4** The stormwater management facility shall be dedicated within a Public Utility Lot (PUL) at the subdivision stage.
- Policy 3.5.3.5** The developer shall establish two (2) permanent irrigation areas as generally illustrated on **Figure 11: Stormwater Management**.
- Policy 3.5.3.6** Pending a stormwater discharge to the downstream CSMI regional infrastructure, the operation of the stormwater management system shall be augmented by a temporary irrigation area to be operated and maintained by the developer within the northern portion of the Plan area as generally illustrated on **Figure 11: Stormwater Management**.
- Policy 3.5.3.7** The design, operation and maintenance of the permanent and temporary irrigation areas shall be determined at the subdivision stage in accordance with the recommendations of the Conceptual Level Stormwater Management Report. An encumbrance may be registered against all affected titles to outline each owner's obligations regarding same.
- Policy 3.5.3.8** With the exception of the permanent and temporary irrigation areas, all stormwater management infrastructure within the Plan area will be owned and operated by the County.
- Policy 3.5.3.9** The developer shall register an overland drainage ROW within the Plan area to reserve the County rights to gain access to all the stormwater management infrastructure, including the permanent and temporary irrigation areas, in the event of emergency or to ensure required maintenance activities are completed.
- Policy 3.5.3.10** The developer shall provide payment for required infrastructure upgrades at the subdivision stage in accordance with the County's Stormwater Offsite Levy Bylaw.

3.0

3.6. OPEN SPACE

The open space system within the Plan area will include a combination of municipal reserve (MR) and a public utility lot (PUL) as generally illustrated on **Figure 12: Open Space**.

3.6.1 MUNICIPAL RESERVE (MR)

Disposition of municipal reserve (MR) shall be provided by the developer at the subdivision stage and is expected to be accommodated via combination of land dedication and payment of cash-in-lieu of land in accordance with the requirements of the Municipal Government Act.

The amount of municipal reserve outstanding within the Plan area and anticipated disposition summarized in Table 3: Proposed Municipal Reserve Disposition .

TABLE 3: PROPOSED MUNICIPAL RESERVE DISPOSITION

	± ha	± ac
Gross Developable Area	64.3	159
Township Road 250 ROW (Future Dedication)	3.34	8.26
Net Developable Area	60.96	150.74
Amount of MR Outstanding (10% of NDA)	6.09	15.07
Proposed MR Dedication (land)	1.36	3.37
Proposed MR Dedication (cash-in-lieu of Land)	4.73	11.69

As generally illustrated on **Figure 12: Open Space**, a ± 15 m wide linear MR shall be dedicated along the Range Road 284 (Conrich Road), the realigned Township Road 250 and between the local commercial and residential area. These linear MRs shall include a paved pathway to be constructed by the developer in accordance with the County Servicing Standards at the subdivision stage. A landscaping plan shall be provided by the developer at the subdivision stage to detail the specific type and configuration of pedestrian amenities and associated landscaping enhancements within the MR in accordance with the County Servicing Standards.

As discussed in Section 3.5, the two permanent irrigation areas may be utilized to support outdoor recreation pursuits subject to the recommendations of the stormwater management report.

FIGURE 12 | OPEN SPACE



Legend

- Conceptual Scheme Boundary
- Municipal Reserve
- Public Utility Lot

- Permanent Irrigation Area
- Road ROW
- Regional Pathway
- Local Pathway



NTS

POLICIES

- Policy 3.6.1.1** Open space within the Plan area shall be provided by the developer at the subdivision stage to include a combination of municipal reserve (MR) and public utility lot (PUL) as generally illustrated on **Figure 12: Open Space**.
- 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**.
- Policy 3.6.1.3** The developer shall prepare a Landscaping Plan at the subdivision stage, to be prepared by a qualified professional, to detail the proposed landscaping and configuration of recreation improvements, including a paved regional pathway, to be constructed in accordance with the County Servicing Standards.
- Policy 3.6.1.4** The County shall assume maintenance of the MR upon issuance of a Final Acceptance Certificate in accordance with the terms of a Development Agreement.
- Policy 3.6.1.5** Community signage may be installed within the MR subject to the approval of the County. The maintenance of such signage shall be provided by the Business Lot Owners Association in accordance with the terms of a License of Occupation, to the satisfaction of the County.
- Policy 3.6.1.6** Outstanding Municipal Reserve (MR) owing after the proposed land dedication shall be provided by the developer at the subdivision stage via cash-in-lieu payment pursuant to the provisions of the Municipal Government Act.

3.7. COMMUNITY SUPPORT SERVICES

3.7.1 FIRE RESPONSE

~~Fire response within the Plan area is expected to be provided from the Temple Fire Station No. 22 situated within the City of Calgary.~~ **Fire response within the Plan area is expected to be provided from the Balzac Fire Station No. 107 in East Balzac with secondary support provided from other facilities in the Region subject to the terms of Mutual Aid Agreements with the County's municipal partners.**

Secondary response may be provided from the Fire Hall in the City of Chestermere and from Fire Station No. 107 situated in East Balzac. The specific mechanism to provide fire response within the Plan area will be established at the subdivision stage.

3.7.2 POLICE RESPONSE

Police response will be provided by the RCMP Detachment in the City of Chestermere with support from the Rocky View County Community Peace Officers.

3.7.3 EMERGENCY RESPONSE

Emergency response will be accommodated by the Provincial 911 system with dispatch of ambulance service from EMS facilities located within the City of Chestermere and/or the City of Calgary.

3.7.4 SOLID WASTE MANAGEMENT

The developer will prepare a Waste Management Plan at the subdivision stage. Subsequently, the developer will establish a Residential and one or several Business Lot Owner Associations at the subdivision stage to contract with a qualified waste management service provider to accommodate waste management within the Plan area.

POLICIES

Policy 3.7.4.1 The developer shall prepare a Waste Management Plan at the subdivision stage, to the satisfaction of the County.

Policy 3.7.4.2 The developer shall establish one or more Lot Owner Associations at the subdivision stage to manage contracts with solid waste management service providers within the Plan area.

4.0 IMPLEMENTATION FRAMEWORK

4.1. PROPOSED LAND USE

Land use is expected to be implemented in accordance with the Land Use Bylaw (C-8000-2020) as generally illustrated on **Figure 13: Proposed Land Use** and described as follows:

- The residential area will be designated Residential, Small Lot District (R-SML);
- The local commercial areas will be designated Commercial, Regional District (C-REG), Commercial, Local Urban District (C-LUD), and Commercial, Mixed Urban District.
- The industrial area will be designated Industrial, Light District (I-LHT);
- The MR and PUL lots will be designated Special, Parks and Recreation District (S-PRK) and Special, Public Service District (S-PUB); and
- The permanent irrigation parcel will be designated Direct Control District (DC).

POLICIES

Policy 4.1.1 Land use will be assigned as generally illustrated on **Figure 13: Proposed Land Use**.

4.2. PROPOSED SUBDIVISION

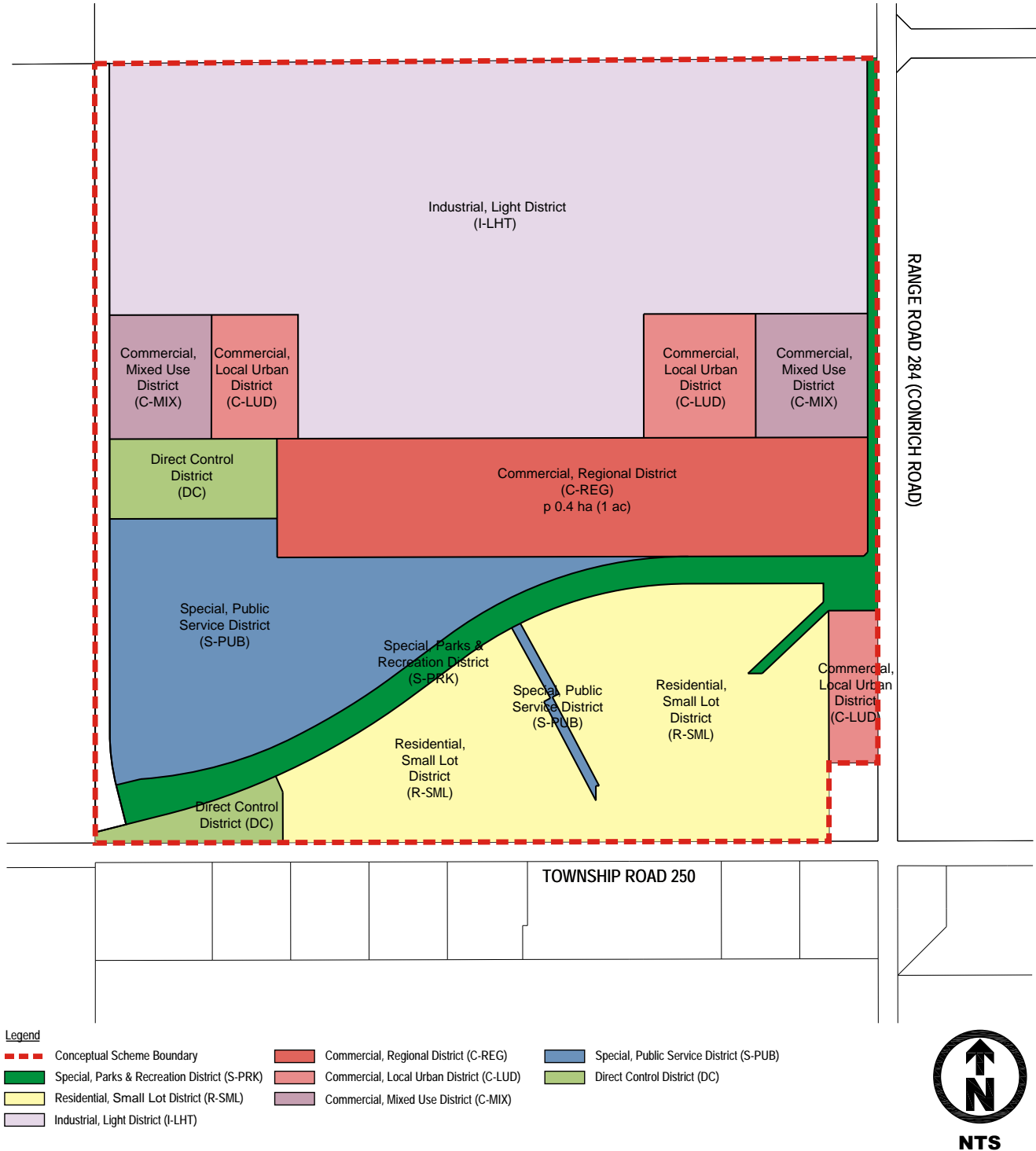
Implementation of subdivision is expected to occur within the Plan area as generally illustrated on **Figure 14: Proposed Subdivision** and described as follows:

- Approximately seventy-nine (79) residential lots;
- Approximately six (6) local and a regional commercial development blocks (each with potential to be further subdivided in accordance with the parcel size requirements of the associated land use district);
- Approximately eighteen (18) industrial lots;
- Two (2) parcels for permanent irrigation; and
- Linear Municipal Reserve (MR) parcels and a Public Utility Lot (PUL).

POLICIES

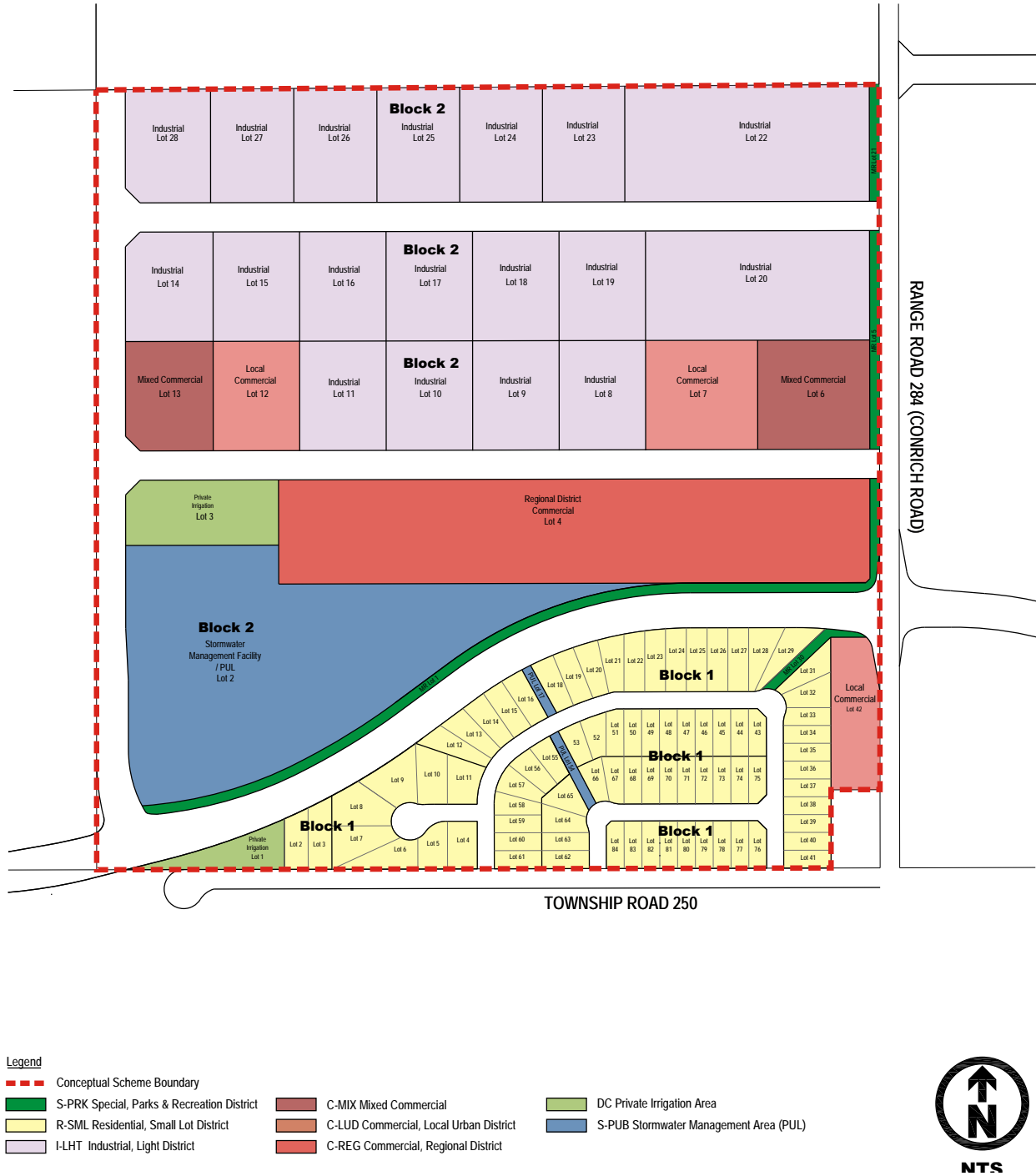
Policy 4.2.1 Subdivision is expected to proceed as generally illustrated on **Figure 14: Proposed Subdivision**.

FIGURE 13 | PROPOSED LAND USE



4.0

FIGURE 14 | PROPOSED SUBDIVISION



4.3. DEVELOPMENT PHASING

Development within Plan area is expected to proceed in three (3) phases as generally illustrated on **Figure 15: Proposed Phasing**.

The first phase of development is expected to include:

- All of the residential area;
- The local and mixed commercial areas directly west of Range Road 284 and the regional commercial area;
- A portion of the industrial area;
- Public utility lots (PUL) and linear municipal reserve (MR) parcels;
- Two (2) permanent irrigation areas.

Subsequent development phasing is anticipated to proceed subject to market demand and availability of transportation and utility servicing infrastructure.

It is noted that the development of the Phase 3 area as illustrated on **Figure 15: Proposed Phasing** may only proceed at such time downstream CSMI regional stormwater infrastructure is constructed.

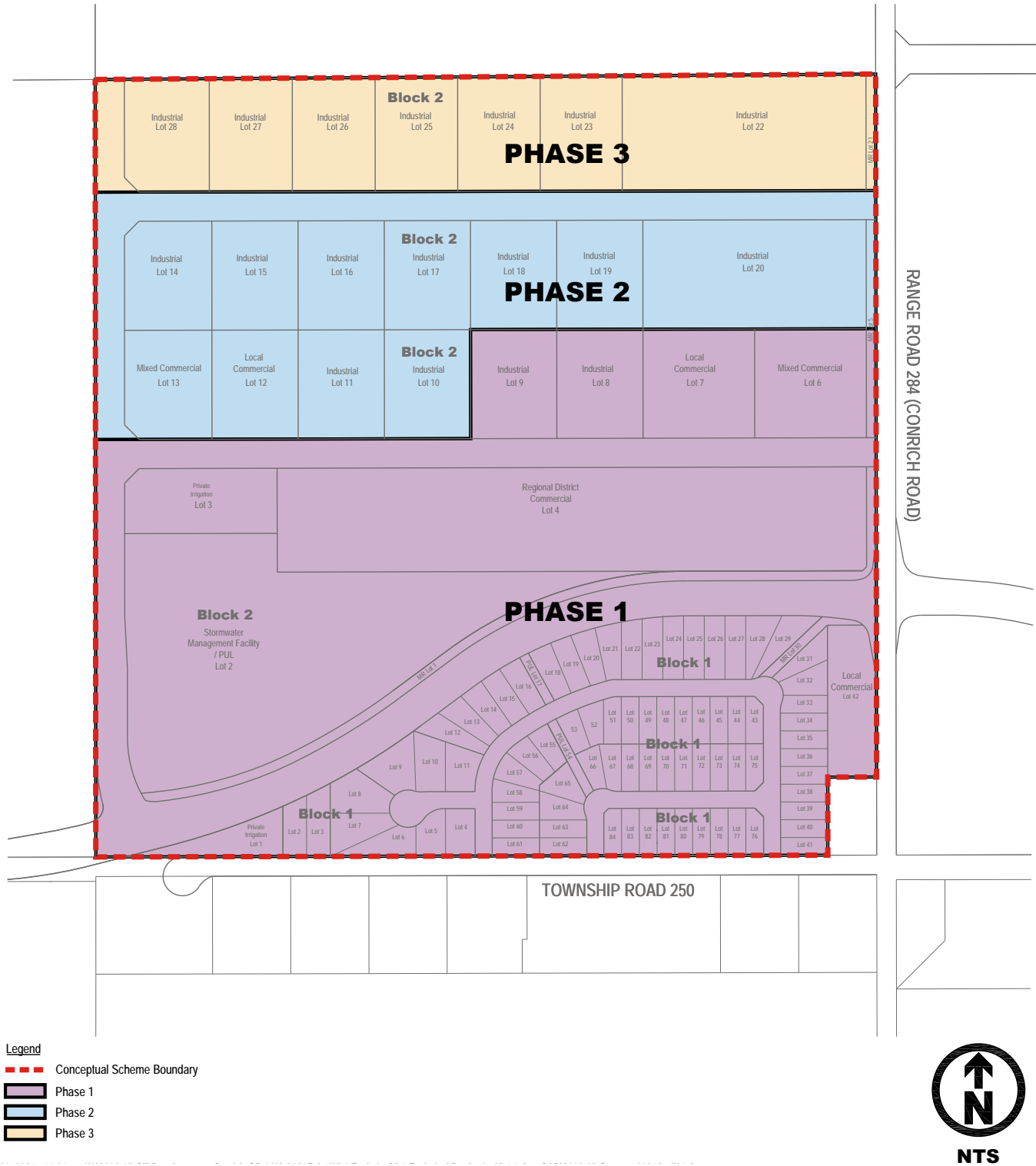
Notwithstanding the proposed phasing strategy described in this section, the developer may implement the project with an alternate phasing strategy provided that appropriate infrastructure is provided to support the development phase.

POLICIES

Policy 4.3.1	The development within the Plan area is expected to proceed in three (3) phases as generally illustrated on Figure 15: Proposed Phasing .
Policy 4.3.2	The development of the Phase 3 area, as generally illustrated on Figure 15: Proposed Phasing , may only proceed once the downstream CSMI infrastructure is constructed.
Policy 4.3.3	The developer may wish to develop the project in an alternate phasing program provided there is appropriate infrastructure available to support each development phase.

4.0

FIGURE 15 | PROPOSED PHASING



4.4. ARCHITECTURAL CONSIDERATIONS

The **Conrich Crossing Conceptual Scheme** contemplates the creation of a master-planned business and residential development area that will be attractively designed, integrate with existing adjacent developments, respect the County's Commercial, Office and Industrial Design Guidelines and the Conrich ASP's Non-Residential/Residential Interface requirements.

4.4.1 BUSINESS DEVELOPMENT DESIGN CONSIDERATIONS

As part of the subdivision application for each business area, the developer shall establish architectural guidelines to ensure the character of development within each phase maintains a cohesive built form by establishing specific design criteria relative to matters such as (but not limited to):

- Overall building form & character (i.e. architectural theming);
- Treatment of landscaping design within both public & private lands;
- Treatment of community entrance signage and local wayfinding signage treatments;
- Techniques to maintain an attractive and coordinated design aesthetic along the Twp Rd 250 public road frontage by;
 - » Providing appropriate articulation of building massing and treatment of facades;
 - » Ensuring appropriate treatment of exterior material finishing & colour;
 - » Addressing appropriate treatment of glazing and fenestration;
 - » Coordinating exterior building signage;
 - » Dark sky lighting;
 - » Outside storage limitations;
- Maintaining consistency with public realm design elements; and
- Implementing potable water conservation measures.

POLICIES

Policy 4.4.1 The developer shall establish Architectural Controls at the subdivision stage to coordinate building design criteria within each business area in accordance with the Commercial, Office and Industrial Design Guidelines and the Conrich ASP's Non-Residential/Residential Interface requirements.

4.5. RESIDENTIAL DEVELOPMENT DESIGN CONSIDERATIONS

As discussed within this Plan, the developer wishes to accommodate opportunity for multi-generational housing within the residential area. As part of the subdivision application for each business area, the developer may establish architectural guidelines to ensure the specific design of the residential homes considers design elements such as (but not limited to):

- Open floor plans with 'flex' potential that can be adapted over time;
- 'Age in place' universal barrier-free design;
- Multiple bathroom and kitchen facilities;
- Multiple access points;
- Outdoor amenity space;
- Accommodation for accessory dwelling units;
- Appropriate screening and buffering from the realigned portion of Township Road 250.

POLICIES

- Policy 4.5.1** The developer shall establish a Residential Lot Owner Associations at the subdivision stage for the purposes of managing and implementing the architectural controls.
- Policy 4.5.2** Should the developer wish to install a gated access for the eight (8) lot cul-de-sac situated in the western portion of the residential area, a lot owner's association shall be established to operate and maintain the gate and private access road.

4.6. VOLUNTARY RECREATION CONTRIBUTION

A wide range of recreation and cultural activities are important to the quality of life enjoyed by Rocky View residents. Rocky View County Council encourages recreation, leisure and cultural participation that is affordable and accessible to all. Rocky View County's Voluntary recreation contribution program is designed to provide, in accordance with the Municipal Government Act, a fair and equitable method to distribute recreation funding grants.

POLICIES

- Policy 4.6.1** The developer shall consider the County's Voluntary Contribution Program at the subdivision stage.

5.0 IMPLEMENTATION FRAMEWORK

5.0

5.1. THE COUNTY PLAN

Rocky View County adopted a Municipal Development Plan (The County Plan) in October 2013. The County Plan includes the following vision statement:

‘Rocky View is an inviting, thriving and sustainable county that balances agriculture with diverse residential, recreational and business development opportunities.

The County Plan establishes a series of ‘planning principles’ which all future developments within the municipality are expected to consider including:

- Growth & Fiscal Sustainability;
- The Environment;
- Agriculture;
- Rural Communities;
- Rural Service; and
- Partnerships.

The **County Plan’s Business Policies** encourage sustainable non-residential development within identified business areas and/or within hamlets. Emphasis is placed on the support for new business development within Regional Business Centres which are intended to accommodate regionally and even nationally significant development within master-planned business parks that are supported by municipal infrastructure that is suited for the anticipated scale of operations. In doing so, the County continues to leverage its’ non-residential assessment base to ensure the municipality can achieve its fiscal sustainability objectives.

The **County Plan’s Hamlet Policies** support the development of rural hamlets to establish and maintain a strong sense of community identity and in carrying on their role as service hubs to the surrounding agricultural regions. They also support the development of attractive, high quality-built environments and distinct, safe residential neighbourhoods.

The **Conrich Crossing Conceptual Scheme** proposes to establish new business industrial development within an identified Regional Business Centre which is supported by an adopted statutory plan within vicinity of appropriate transportation & utility servicing infrastructure. Likewise, it proposes to establish a new residential neighbourhood within an identified Hamlet which will support Conrich evolving into a full-service rural community with a broad range of land uses, housing types in accordance with an adopted Area Structure Plan. **The Conrich Crossing Conceptual Scheme’s** objectives are consistent with the County Plan’s growth management framework.

5.2. CONRICH AREA STRUCTURE PLAN

The County adopted the Conrich Area Structure Plan in 2017. The ASP's development strategy is based on the following four (4) strategic priorities:

- 1) Accommodate expansion of the hamlet of Conrich and its evolution as a diverse, vital residential community. The hamlet location and land use will be developed as a separate process following adoption of this plan and amended into the Conrich Area Structure Plan later;
- 2) Support the development of the Conrich area as a regional business centre with more than half of the plan area devoted to industrial and commercial uses;
- 3) Ensure integration between residential and business uses in a manner that provides for the transition of land uses, promotes land use compatibility, and mitigates impacts on adjacent lands; and
- 4) Support the keeping of agricultural land in production until such time as it is required for other uses and the protection of the natural environment in the face of significant growth.

The portion of the **Conrich Crossing Conceptual Scheme** situated north of the proposed realignment of Township Road 250 is located within the Conrich ASP's industrial policy area with attendant policies that support the development of a regional business centre that provides local and regional employment opportunities, increase the County's business assessment base, and contribute to the long-term financial sustainability of the County in accordance with the following objectives:

- Support the development of well-designed industrial areas;
- Provide for the growth of local and regional employment opportunities;
- Support the development of industries associated with the provincial and regional economic base such as construction, manufacturing, transportation, warehousing, distribution logistics, and oil and gas services; and
- Promote financial sustainability by increasing the County's business assessment base.

The portion of the **Conrich Crossing Conceptual Scheme** situated south of the proposed realignment of Township Road 250 is located within the Conrich ASP's Future Policy Area which limit land use and development to agricultural redesignation, approved subdivisions, and allowed uses until the current land use districts, the hamlet of Conrich boundaries, community core, residential development areas, and other land uses are determined.

On July 28th, 2020, Rocky View County Council provided 1st reading to an amendment to the Conrich Area Structure Plan to establish the development strategy for the ASP's Future Policy Area. The proposed amendment includes a specific land use strategy for the Hamlet of Conrich with various attendant policies that support continued residential development within the community in accordance with the following objectives.

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

The Conrich Crossing Conceptual Scheme's development strategy is consistent with the development objectives of the proposed amendment to the Conrich Area Structure Plan – which is expected to be approved prior to Council considering adoption of this Conceptual Scheme.

5.3. AGRICULTURAL BOUNDARY DESIGN GUIDELINES

The County adopted a design guideline intended to minimize land use conflicts that can occur when agricultural and nonagricultural uses are located next to one another. The guidelines provide a set of tools to incorporate into the design of an application to ensure consideration of agriculture and to reduce problems for agricultural operators, homeowners, and businesses.

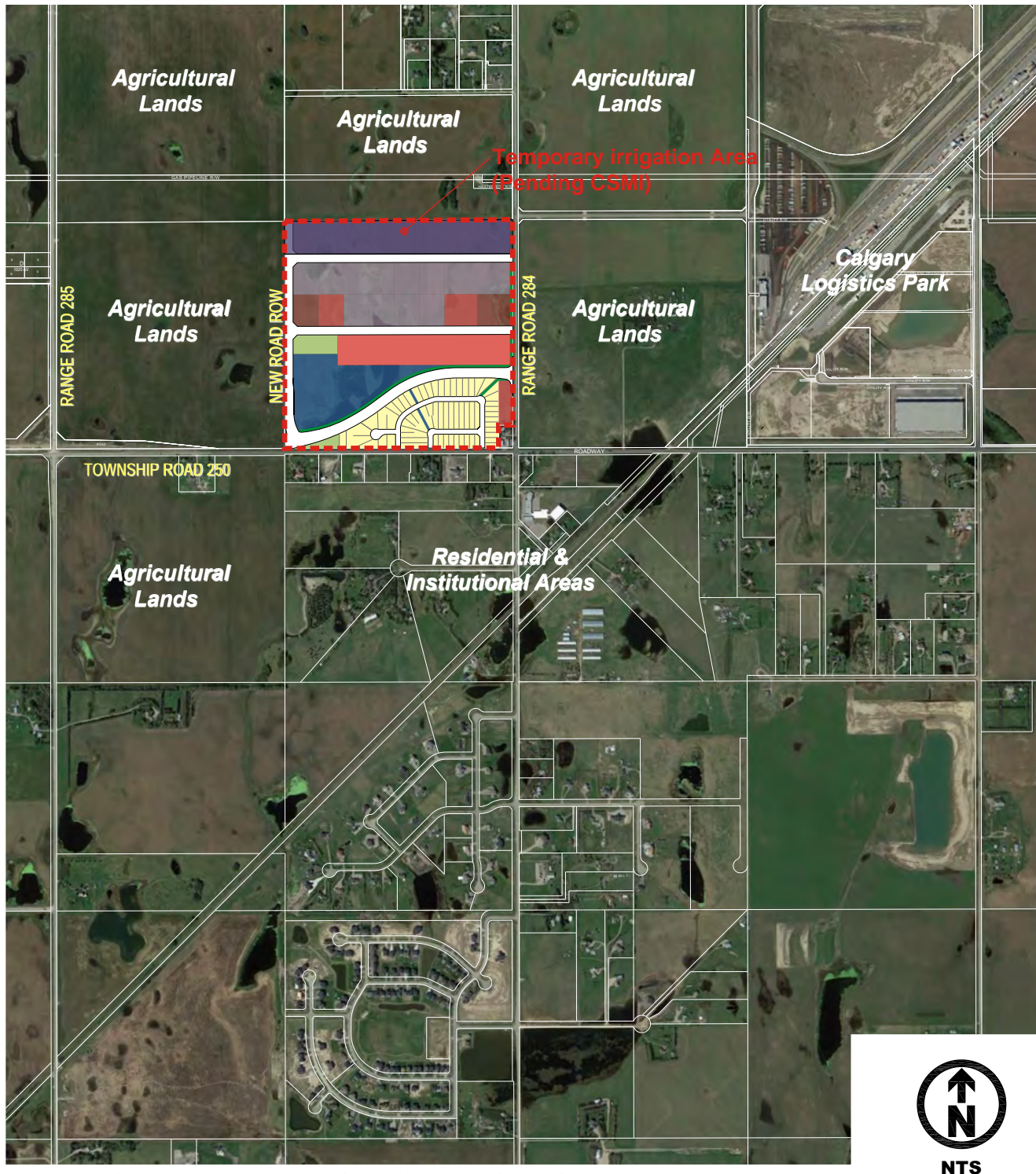
It is acknowledged that the northern and western portions of the Plan area are located directly adjacent to agricultural parcels. Notwithstanding the land use policies of the Conrich ASP which contemplates the eventual transition of these agricultural parcels to industrial land use, the timing of this potential transition is not known. As such, proposed development within the Conrich Crossing Conceptual Scheme must consider the County's Agricultural Boundary Design Guidelines.

As illustrated on **Figure 16: Agricultural Boundary Transitioning:**

- The northern portion of the Plan area will include a 'temporary irrigation area' pending construction of downstream CSMI infrastructure. Given the uncertain timing of implementation of the CSMI, the temporary agricultural area is likely to accommodate agricultural production for the foreseeable future. As such, it will provide an appropriate buffer to the agricultural lands to the north;
- The western portion of the Plan area will include a 30 m public road ROW which will provide an appropriate buffer to the agricultural lands to the west;
- The agricultural lands to the east of the Plan area are buffered by the existing Range Road 284 (Conrich Road) ROW; and
- Lands to the south of the Plan area contain existing residential development.

As such, the development concept proposed by **The Conrich Crossing Conceptual Scheme** is consistent with the County's Agricultural Boundary Design Guidelines.

FIGURE 16 | AGRICULTURAL BOUNDARY TRANSITIONING



Legend

Conceptual Scheme Boundary

6.0 COMMUNITY CONSULTATION

The developer of The Conrich Crossing Conceptual Scheme is committed to consulting with the adjacent landowners and key stakeholders from the broader community to ensure that specific details relative to this proposed development are communicated openly and transparently in accordance with the following principles:

- To ensure all key stakeholders are identified and included in the process;
- To generate awareness about the Conceptual Scheme and provide opportunity for stakeholders to provide input;
- To present preliminary plans for the development;
- To solicit and record concerns from interested stakeholders so they can be proactively addressed during the Conceptual Scheme review process;
- To ensure stakeholders are kept informed of the Plan's progress and provided opportunity to review additional information if desired;
- To inform stakeholders how their input was used;
- To ensure the engagement process is monitored and measured, and results are shared with all stakeholders; and
- To conduct communications related to the proposed development in an open, honest and respectful manner.

Conrich Crossing Conceptual Scheme and Land Use Amendment Application Public Engagement

To ensure community members and stakeholders were aware of the proposed application, the Project Team facilitated a multi-pronged communications and engagement approach, including:

- Project Information Flyer/Engagement Session Invitation to 145 stakeholders
- Project Website: ConrichCrossing.ca
- Post-Engagement Session Survey
- Stakeholder Database for ongoing correspondence
- Engagement Summary Report

Due to the Covid-19 pandemic and provincial regulations surrounding social gatherings, Gill Developments hosted a Virtual Engagement Session on March 10, 2021 from 6 - 7 p.m. to provide an opportunity for the public to learn about the project and provide feedback in a safe format. The meeting was held on the GoTo Webinar platform, which allowed interested stakeholders and community members to register for the webinar in advance and join the meeting by simply clicking on a link they received via email.

The engagement tactics resulted in:

- Two virtual open house attendees
- Approximately five questions and comments received through the virtual event
- Five project surveys completed
- Direct email correspondence with 10 stakeholders
- Direct phone calls with two stakeholders
- Three requests for ongoing communication as the project progresses

Additionally, all stakeholders who emailed the project team, attended the engagement session, or expressed interest received a copy of the presentation slides, and a video link to the recorded engagement session for their reference.

Throughout the engagement campaign, the project team heard from multiple stakeholders with comments and considerations for the following themes:

- Transportation
- Township Road 250
- Servicing and Utilities
- Timeline of Development
- Environmental Considerations

Based on the feedback received during the engagement campaign, the project team is aware of and has addressed many stakeholder concerns, and will continue to provide updates as the project progresses.

SUPPORTING TECHNICAL REPORTS

(SUBMITTED UNDER SEPARATE COVER)

1. Wetland Assessment Impact Report, Westhoff Engineering Resources, September 2020
2. Geotechnical Report, McIntosh Lalani, June 2020
3. Transportation Impact Assessment, Bunt & Associates, September 2020
4. Conceptual Stormwater Management Report, Sedulous Engineering, August 2020
5. Preliminary Engineering Support Servicing Strategy, Sedulous Engineering, July 2020



CONRICH

— CROSSING —

CONCEPTUAL SCHEME

