

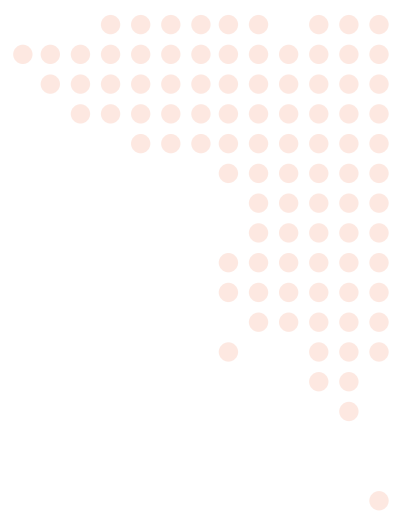


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OVERLAND OPEN PARK CONCEPTUAL SCHEME

June 2024





OVERLAND OPEN PARK CONCEPTUAL SCHEME

JUNE 2024

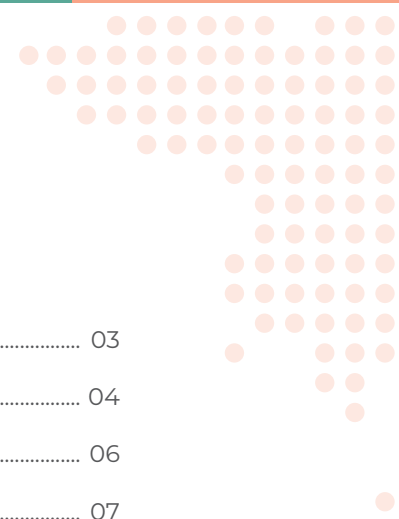
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Prepared for: OVERLAND CONTAINER TRANSPORTATION SERVICES (OCTS)

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1.0 INTRODUCTION

1.1 Purpose of this Plan

This Conceptual Scheme establishes a vision and implementation policies intended to facilitate development of **Overland Open Park**, a comprehensively planned, industrial business and commercial / residential / institutional mixed-use area located immediately west of the Calgary Logistics Park (CLP). This Plan establishes a framework to guide future subdivision and development anticipated within the subject lands in accordance with the policy provisions of the Conrich Area Structure Plan (ASP), the County Plan (MDP), and the County Servicing Standards..

The subject lands are to be bifurcated into two (2) segments due to the realignment of Township Road 250 - a newmunicipal transportation corridor that will service the entire Conrich community and beyond. The area north of the Township Road 250 realignment will accommodate business industrial development while the lands to the south will support mixed-use commercial, residential, and institutional uses.

This Conceptual Scheme's development concept establishes a comprehensive vision for all of SW 4-24-28-W4M. However, the *immediate* objective of this Plan is to accommodate a ± 24.3 ha (± 60 ac) Transportation & Logistics Distribution Facility to be constructed within the northeast portion of the Plan area to leverage proximity to CLP's Intermodal Railway Facility and the regional transportation network. The technical reports prepared to support this Plan establish a strategy for the developer to provide access, potable water, wastewater, and stormwater management service for the new Transportation & Logistics Distribution Facility. Future development within the remainder of the industrial area north and the portion of the Conrich Hamlet Core to the south of the Township Road 250 realignment will require additional planning applications, technical justifications, and Council approvals prior to build out of these areas.

1.2 Developer's Motivation and Rationale

The Plan area's location relative to existing regionally significant air, rail, and road infrastructure makes it suitable for development catering to transportation and logistics opportunities.

Township Road 250 is an important regional road that has been substantially upgraded in association with the CLP. However, the existing geometry of the intersection at Range Road 284 (i.e., Conrich Road) is constrained by a narrow right-of-way which, to date, has prevented it from being upgraded and expanded. The Conrich ASP anticipates the realignment of Township Road 250 to avoid existing constraints at this intersection, thereby facilitating an enhanced level of service that will support continued development within the surrounding area.

Implementation of development within the Plan area will facilitate the dedication of road ROW necessary to accommodate this strategic regional roadway improvement. Likewise, the realignment of Township Road 250 will establish an appropriate transition between the Conrich ASP's industrial and hamlet policy areas.

1.3 Conceptual Scheme Objectives

The objectives of the **Overland Open Park Conceptual Scheme** are to:

- a) Undertake an assessment of existing conditions within the Plan area by summarizing existing development opportunities and constraints.
- b) Establish a development concept with a land use framework that will facilitate a comprehensively planned development in accordance with the Conrich Area Structure Plan.
- c) Facilitate development of a Transportation & Logistics Distribution Facility within the northeast portion of the site and establish a future planning and implementation framework to accommodate additional industrial and mixed-use commercial, residential, and institutional uses within the remainder of the Plan, subject to the requirements of the Conrich ASP, Future Policy Area Amendment, and infrastructure availability.
- d) Establish a strategy to implement required transportation, utility service and stormwater management infrastructure to support proposed subdivision and development and related uses within the Plan area in accordance with the County Servicing Standards.
- e) Establish expectations for architectural controls to ensure coordinated treatment of building design, landscaping, and signage considerations.
- f) Establish expectations for fire, emergency response and community support services.
- g) Establish a phasing strategy to guide future development within the Plan area.
- h) Summarize the conclusions of a community consultation program implemented by the developer to inform & educate affected landowners and interested stakeholders regarding the proposed development.



FIGURE 1: REGIONAL CONTEXT

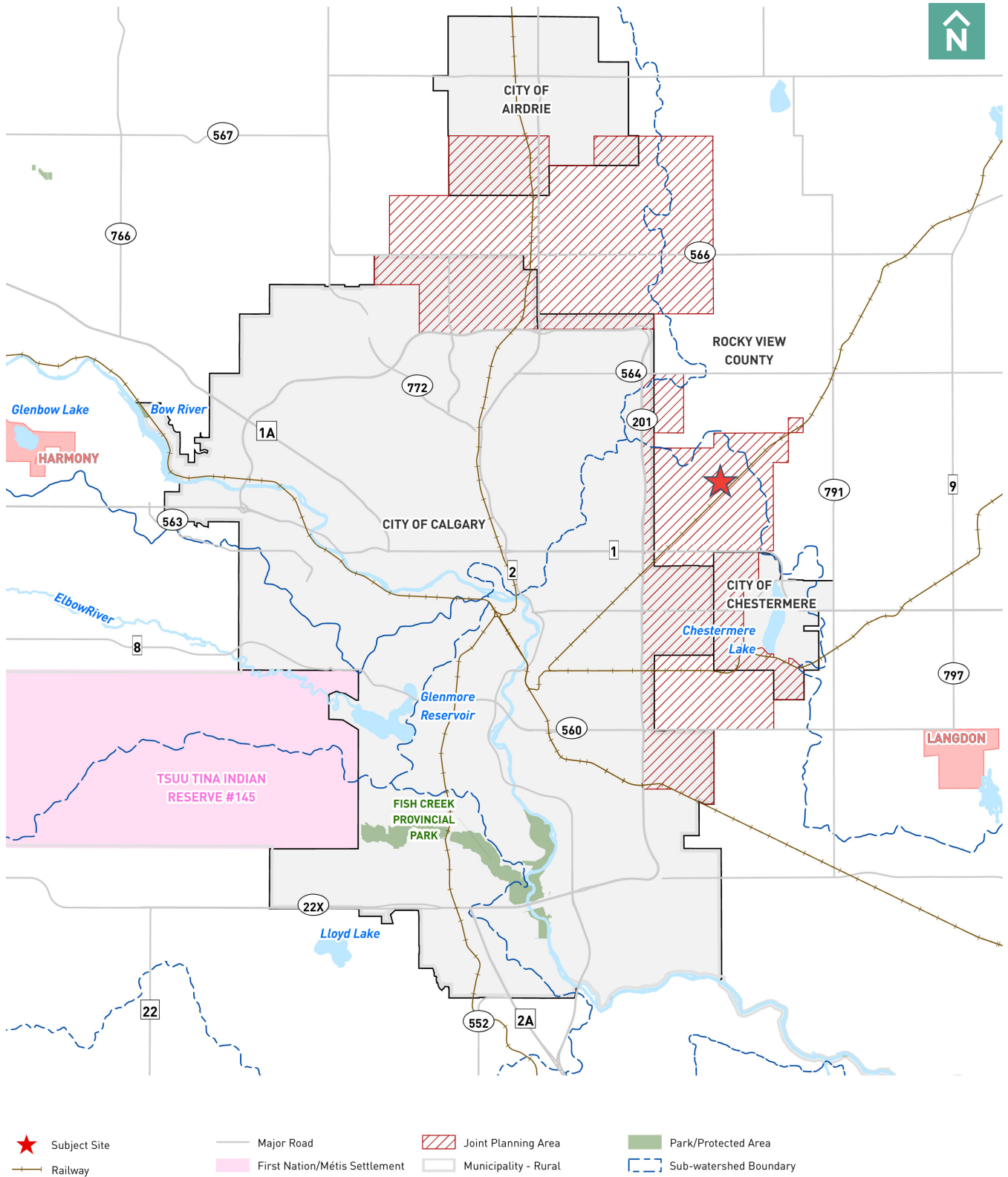
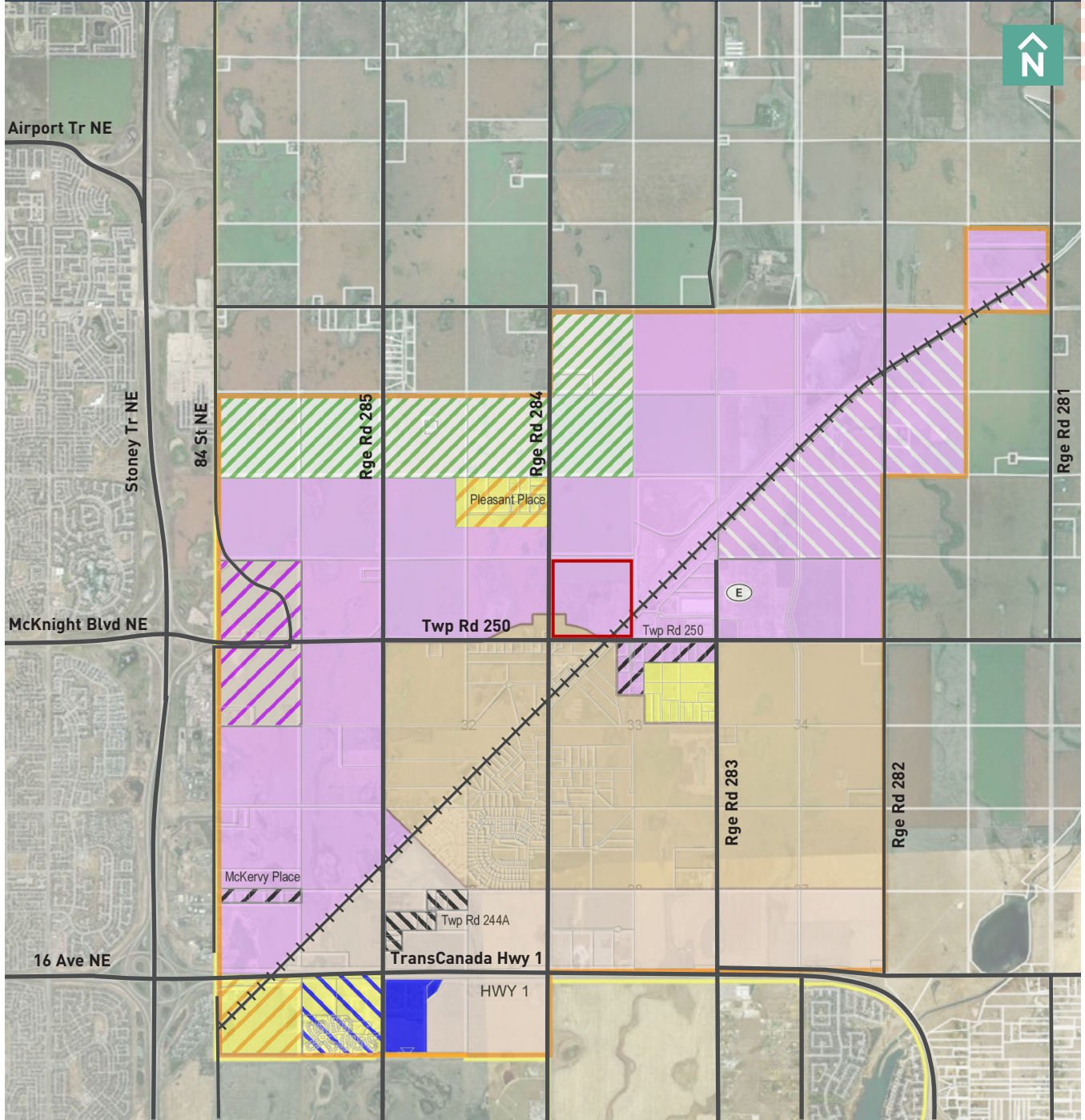


FIGURE 2: COMMUNITY CONTEXT



— Plan Area
 — Conrich ASP
 — Municipal Boundaries

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 Township Road 250, to the west by Range Rd 284 (Conrich Road), to the east by the Calgary Logistics Park (CLP), and to the north by existing agricultural lands.

Rolling topography, mountain views, proximity to regional transportation and utility servicing corridors, and convenient access to amenities within the Conrich Hamlet, the northeast sector of the City of Calgary and the City of Chestermere make the site an ideal location for a comprehensive development.

2.2 Legal Descriptions

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

TABLE 1: LEGAL DESCRIPTIONS	± ha	± ac
SW 4-25-28-W4M	63.6	157.11
TOTAL PLAN AREA	63.6	157.11

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.

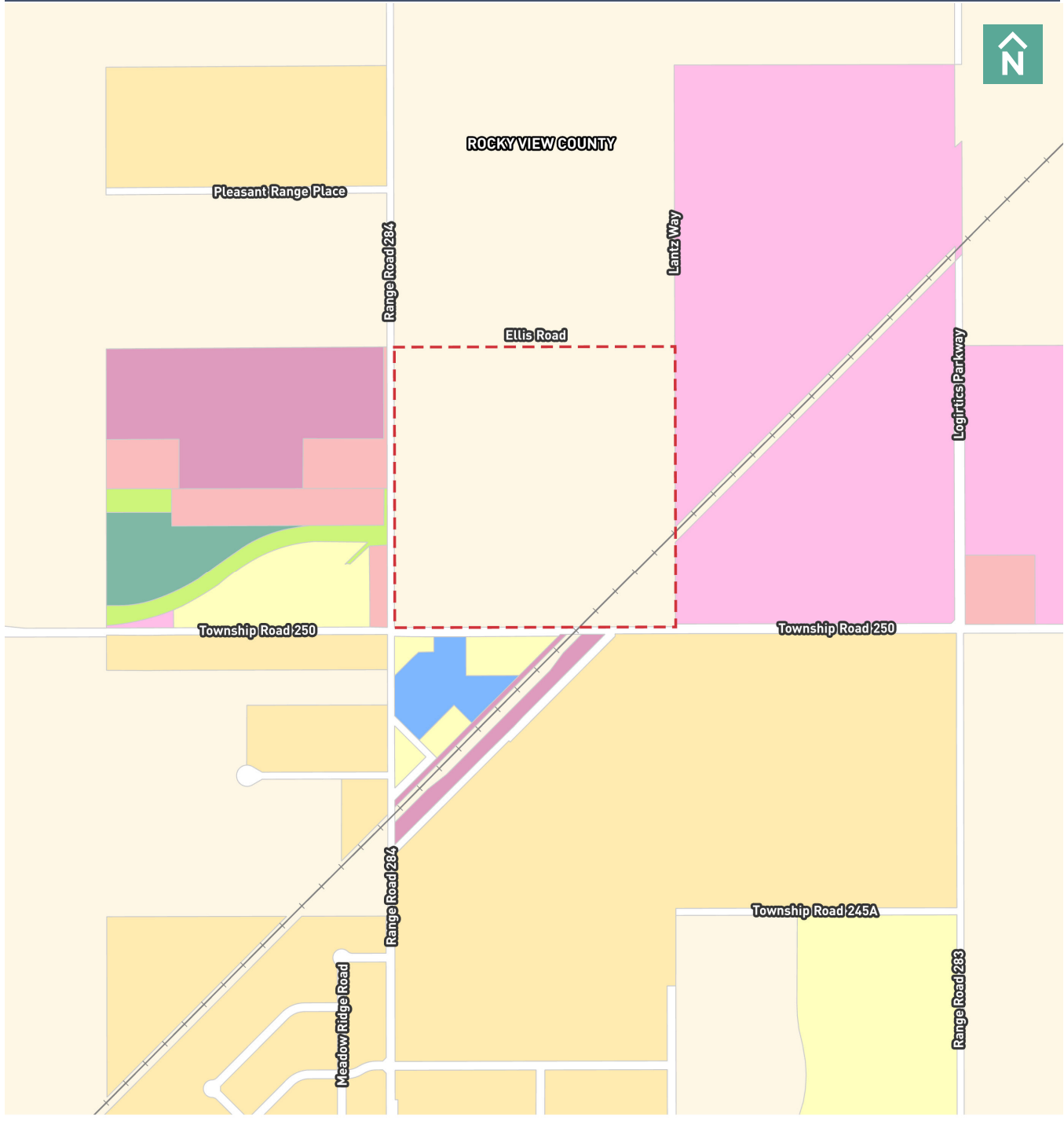
Adjacent parcels contain a mix of agricultural, residential, and industrial land uses.

FIGURE 3: LEGAL DESCRIPTIONS



 Plan Area

FIGURE 4: EXISTING LAND USE



2.4 Site Conditions

As shown on **Figure 5: Site Conditions**, the subject lands include an existing agricultural parcel that has supported agricultural activities for many years (i.e., cereal crop production).

The Plan area includes an existing farm building site with a single-family dwelling and various accessory buildings. Access to the farm 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 (PSTS). The farm building site will be demolished, and its 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, to the satisfaction of the County.

2.4.1 Existing Access

Existing access to the Plan area is provided from two (2) existing approaches off Township Road 250, a paved municipal road maintained by the County in good condition. Additionally, two (2) approaches are provided from Ellis Road, a private industrial road owned by Canadian National Railway (CN).

2.4.2 Linear Infrastructure

The Plan area contains a portion of a natural gas distribution line owned and operated by Atco Pipelines.

A railway owned and operated by Canadian National Railways (CN) traverses the southeast corner of the site. This railway provides access from the CLP to CN's Sarcee Rail Yard.

2.4.3 Environmental Site Assessment

A **Phase I Environmental Site Assessment** (*Pinchin, September 2023*) was conducted in support of this Conceptual Scheme. The findings and conclusions of this investigation recommended completion of a *Phase II Environmental Site Assessment* – given the potential for soil and groundwater contamination associated with the farm building site within the central portion of the site and the placement of underground fuel tanks associated with the vehicle service station (Gas Plus) situated immediately to the west of the Plan area.

A **Phase II Environmental Site Assessment** (*Pinchin, November 2023*) was conducted in support of this Plan. The assessment included installation of three (3) groundwater monitoring wells and surficial soil sampling within the Plan area, as shown on **Figure 5: Site Conditions**. The findings of this Phase II ESA identified evidence of shallow surficial soil impact within the extreme southwest corner of the Plan area. As such, it is recommended that impacted soils be excavated at the subdivision stage and additional assessment be conducted to delineate the extent of negative environmental impact within the Plan area. The results of this assessment will be utilized to prepare a Remediation Plan for this affected portion of the Site during the Site's redevelopment.

FIGURE 5: SITE CONDITIONS



— Plan Area

POLICIES

- Policy 2.4.3.1** The developer should conduct additional environmental assessment at the subdivision stage to determine the specific extent of negative environmental impact within the Plan area.
- Policy 2.4.3.2** The developer shall prepare a Remediation Plan at the subdivision stage to ensure the impacted soils within the Plan area are appropriately mitigated, to the satisfaction of the County.

2.4.4 Geotechnical Considerations

A **Geotechnical Investigation** (*Clifton, June 2024*) 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. A more detailed geotechnical investigation may be prepared at the subdivision stage to confirm this report's findings relative to the detailed design of the proposed development.

POLICIES

- Policy 2.4.4.1** The developer may be required to submit a detailed geotechnical investigation at the subdivision stage, to be prepared by a qualified Geotechnical Engineer, to confirm the findings of the June 2024 geotechnical investigation and the suitability of subsurface conditions in accordance with the County Servicing Standards.

2.4.4 Archaeological & Historical Resources Considerations

Alberta's Listing of Historical Resources identifies the Plan area as being located within an HRV 5a listing area - which indicated the site is likely to contain provincially significant historic resources. As such, a request for Online Permitting and Clearance (oPac) was submitted to the Alberta Ministry of Arts, Culture and Status of Women to determine requirements for clearance for the project in accordance with the Historical Resources Act.

In response, the Province indicated that preparation of a **Historical Resource Impact Assessment (HRIA)** must be carried out within the Plan area prior to the developer commencing land disturbance. Results of the HRIA must be reported to the Province and approval under the Historical Resource Act must be granted prior to any development proceeding.

POLICIES

- Policy 2.4.5.1** A Historical Resources Impact Assessment (HRIA) is required prior to site development disturbances proceeding to the satisfaction of Alberta ministry of Arts, Culture and Status of Women.

2.4.6 Biophysical Considerations

A **Biophysical Impact Assessment** (CIMA+, March 2024) was prepared in support of the Conceptual Scheme to evaluate the existing environmental conditions within the Plan area.

The Plan area has been historically used primarily for agricultural purposes. As such, much of the site's upland plant communities have been previously disturbed. As such, the Plan area contains a relatively low diversity of plant species and plant communities. A review of the Alberta Conservation Information Management System database indicates the site does not include any provincially listed plant species.

As illustrated on **Figure 6: Existing Waterbodies**, the Plan area contains ten (10) identified wetlands and seven (7) ephemeral water bodies. The identified waterbodies were submitted to Alberta Public Lands who indicated there are no Crown-Claimable features present within the site.

All identified wetlands and ephemeral water bodies will be removed from the property at the subdivision stage. It is acknowledged that any wetland disturbance within the Plan area must proceed in accordance with the procedural, technical and compensation requirements of the Alberta Provincial Wetland Policy to the satisfaction of Alberta Environment and Protected Areas (AEP). It is anticipated that the cumulative effects on wetlands in this region will be managed through the retention of high value priority wetlands (outside the Plan area) coupled with the application of provincially approved wetland replacement measures.

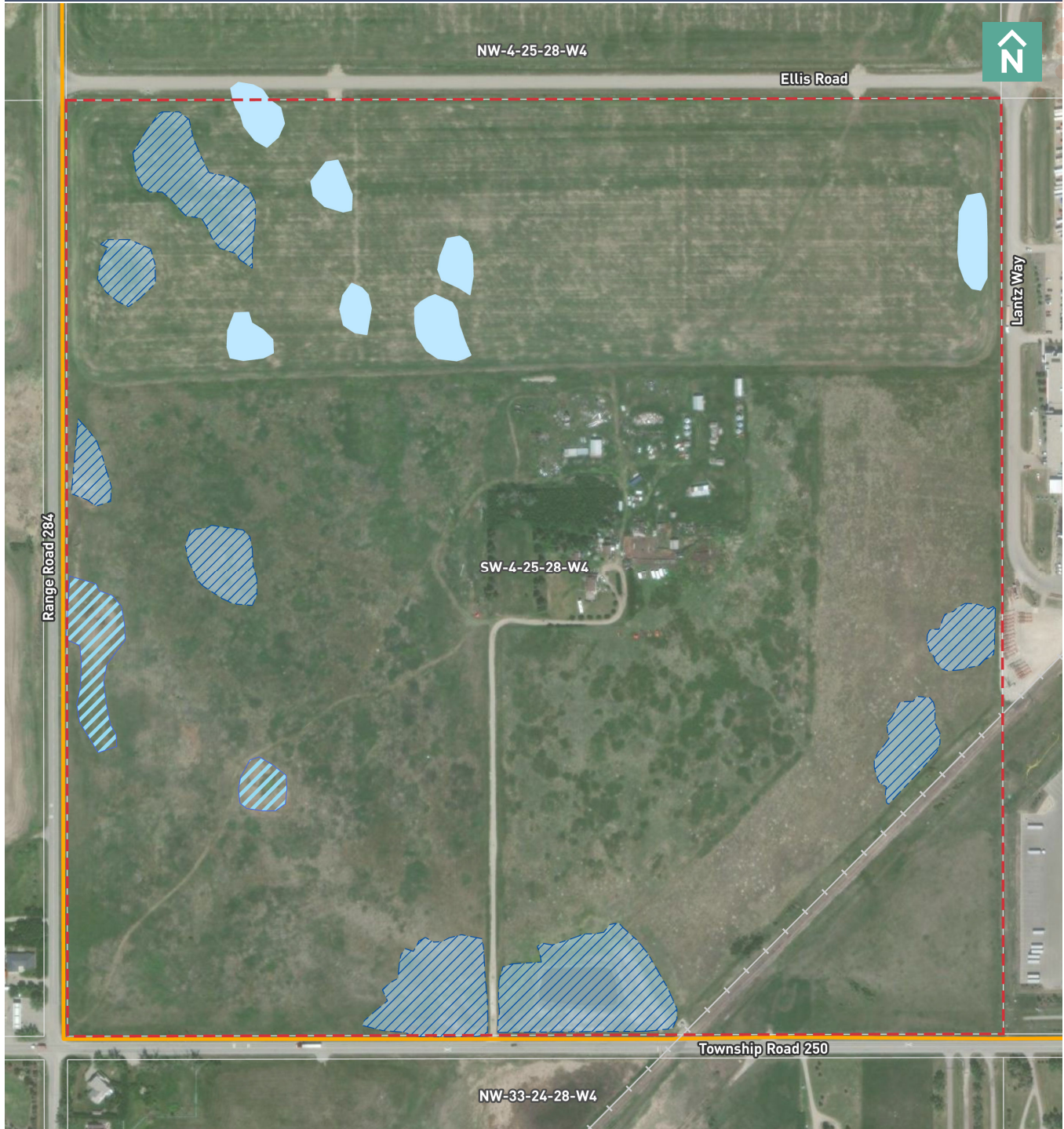
The BIA identifies predicted impacts of the proposed development including potential loss of native soil through stripping, erosion and admixing, terrain modifications, and loss or damage to marginal vegetation, wetlands, wildlife, and wildlife habitat. Recommended mitigation measures for these potential impacts are:

- + Erosion and sediment controls;
- + Environmental protection planning best practices;
- + Stormwater management strategies;
- + A wetland mitigation strategy; and
- + Timing of construction to avoid damage or loss of wildlife.

POLICIES

Policy 2.4.6.1 Wetland disturbances shall proceed within the Plan area in accordance with the procedural, technical and compensation requirements established by Alberta Provincial Wetland Policy and the *Water Act*, to the satisfaction of Alberta Environment and Protected Areas (AEP).

FIGURE 6: EXISTING WATERBODIES



- Subject Site
- Wastewater Corridor
- Wetland (Seasonal)
- Ephemeral Waterbody
- Wetland (Temporary)
- Railway
- Quarter Section Grid

2.4.7 Topography and Surface Drainage

Topography slopes gently within the subject lands generally from northwest towards the southeast as illustrated on **Figure 7: Topography and Surface Drainage**.

Surrounding properties include regional drainage courses that flow generally in the same direction. The subject lands receive surface drainage from upstream areas situated to the west and northwest.

While the subject lands are down gradient of the lands to the west / northwest, there are no existing culverts under Range Road 284 which means the Range Road 284 embankment blocks drainage from the west/northwest.

FIGURE 7: TOPOGRAPHY AND SURFACE DRAINAGE



3.0 DEVELOPMENT CONCEPT

3.1 Overland Open Park – Development Vision

The realignment of Township Road 250 will divide the Plan area into two (2) segments.

The northern portion of the **Overland Open Park Conceptual Scheme** contemplates a master-planned industrial business park in accordance with the Conrich Area Structure Plan's Industrial Policy Area. Developments within this area will accommodate transportation and logistics development opportunities alongside complementary uses that benefit from proximity to the Calgary Logistics Park (CLP) and the regional transportation network. A railway spur will be constructed off the CN mainline to facilitate rail-served industrial lands within the Plan area. The alignment of this proposed spur line shall be subject to the approval of CN Railways and the Canadian Transportation Agency (CTA).

The southern portion of the **Overland Open Park Conceptual Scheme** is expected to accommodate mixed-use commercial, residential, and institutional development - to be comprehensively planned in accordance with the provisions of the ASP's Future Policy Area.

Access to the portion of the Plan north of the realigned Township Road 250 will be provided via Ellis Road, a private road owned and maintained by CN Railway Road. Consent from CN will be required to accommodate this. Additional access from Range Road 284 (Conrich Road) may also be provided. Internal subdivision roads within the business area will include industrial rural cross-sections designed and constructed by the developer in accordance with the County Servicing Standards.

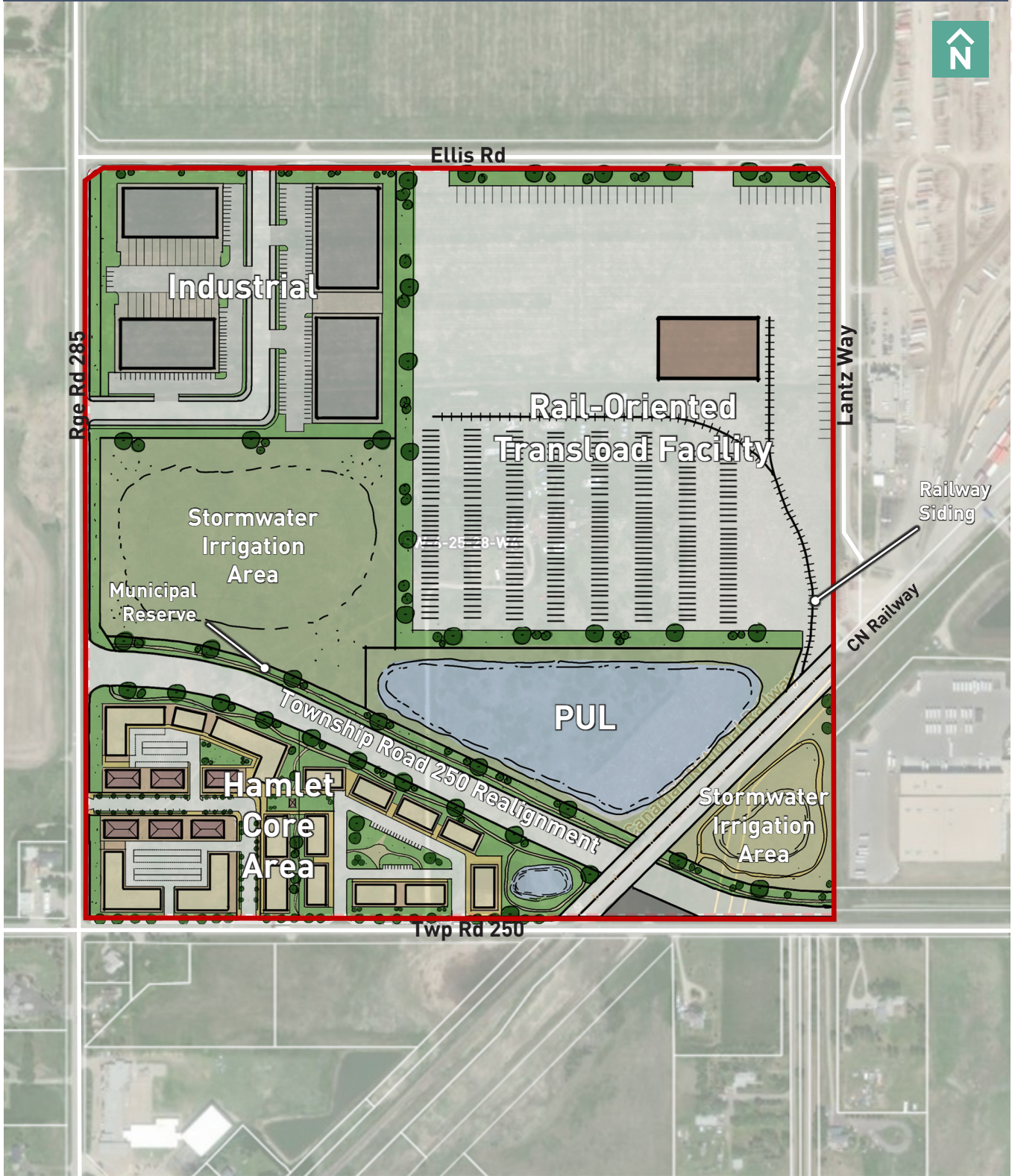
Access to the portion of the Plan south of the realigned Township Road 250 will be provided from Range Road 284 (Conrich Road) and the *existing* Township Road 250 alignment. Internal subdivision roads within the Hamlet Core are expected to include an urban cross-section designed and constructed by the developer in accordance with the County Servicing Standards.

Potable water and wastewater servicing will be provided within the Plan area by 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 management facility to be constructed by the developer within a Public Utility Lot (PUL) designed generally in accordance with the Conrich Master Drainage Plan. The developer will own and operate permanent stormwater irrigation system to augment the water levels in the PUL. Pending eventual connection of the PUL into the Cooperative Stormwater Management System (CSMI), the developer will be required to reserve developable lands to accommodate 'temporary' stormwater irrigation areas.

As illustrated on **Figure 8: Development Concept**, the Overland Open Park contains five (5) distinct areas described generally as follows:

FIGURE 8: DEVELOPMENT CONCEPT



Plan Area

Illustration is conceptual only. Final design to be confirmed at the subdivision stage.

Industrial Area Phase 1: Rail Oriented Logistics, Distribution & Transload Facility

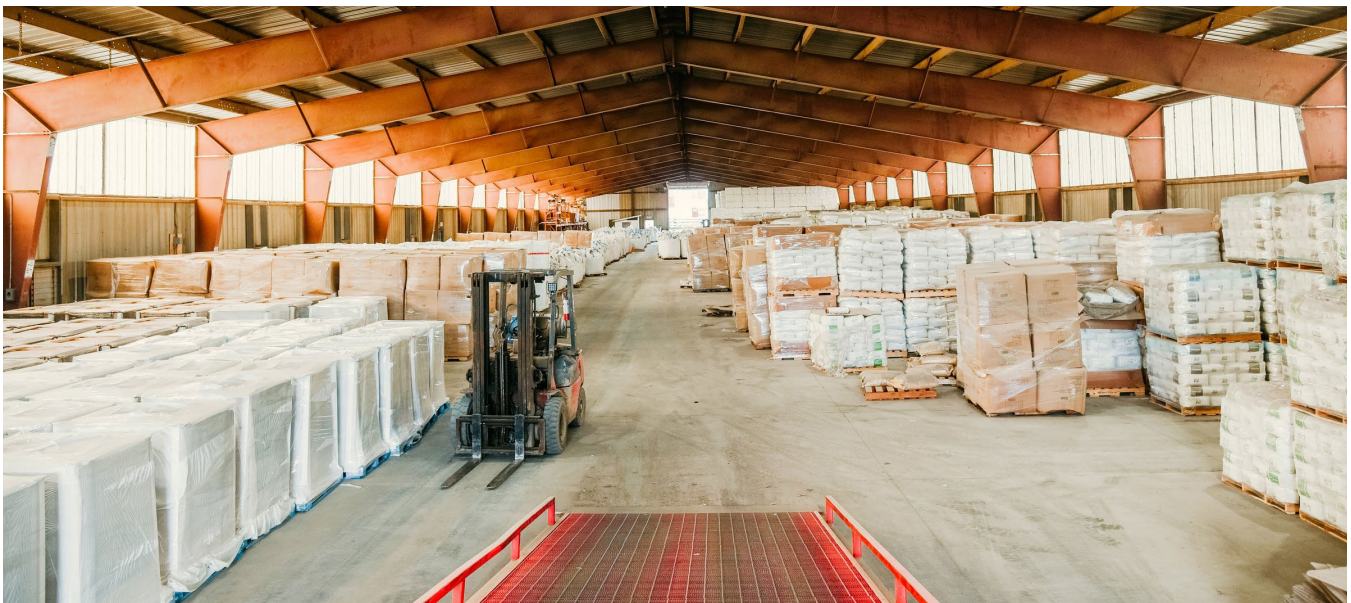
This area will accommodate a new state of the art Transportation and Logistics Facility with a comprehensively planned warehouse, container storage yard, and transload area to be serviced by a rail siding extending from the CN main line. This portion of the Plan is expected to proceed as Phase 1 of the project. Existing potable water and wastewater service capacity within CLP is available to support this portion of the Plan area as described by the utility servicing strategy prepared in support of this Conceptual Scheme. Access will be provided from Range Road 284 via Ellis Road (subject to the approval of CN), and stormwater management will be provided within a PUL situated immediately south of the Transportation and Logistics Facility.

Industrial Area Phase 2: Future Industrial Uses

This area will accommodate additional industrial warehouse distribution facilities and/or related business services that support the evolution of the Conrich Regional Business Centre. The Phase 2 Industrial Area will require the developer to construct additional utility servicing infrastructure and portion of the developable area must be reserved as a ‘temporary stormwater irrigation area’ pending future connection of the PUL to the CSMI network. Prior to proceeding with development within the Phase 2 Industrial Area, additional land use amendment and subdivision applications must be approved by Council to be rationalized by and additional technical justifications and confirmation of transportation, servicing, and stormwater management infrastructure capacity as described within the Implementation Section of this Conceptual Scheme (Section 4).

Township Road 250 Realignment (*Road ROW Dedication*)

The area situated within the central portion of the Plan area will be dedicated to the County to facilitate the realignment of Township Road 250 – a key strategic improvement to the Conrich community’s regional transportation infrastructure network. The County is anticipated to commence construction of this roadway improvement during the 2025/26 construction season, and as such, securing the necessary road right-of-way is expected to proceed as Phase 1 of the project.



Stormwater Management Areas

The area of the Plan directly north of the Township Road 250 Realignment will accommodate the dedication of a Public Utility Lot (PUL) to include a stormwater management facility sized generally in accordance with the requirements of the Conrich Master Drainage Plan. To augment water levels within the pond, two (2) Permanent Irrigation Areas will be established on either side of the PUL to accommodate crop production.

Hamlet Core Areas

The area situated within the portion of the Plan area south of the realigned Township Road 250 will accommodate a mix of commercial, residential, and institutional uses in accordance with the policy framework to be adopted by the County via an amendment to the Conrich Area Structure Plan - referred to as the 'Future Policy Area. Development within this area is expected to accommodate local services and amenities that support local residents alongside a mix of institutional and residential uses that accommodate a variety of housing types and densities. Prior to proceeding with development within the Hamlet Core Area, additional land use amendment and subdivision applications must be approved by Council to be rationalized by and additional technical justifications and confirmation of transportation, servicing, and stormwater management infrastructure capacity as described Section 4 of this Conceptual Scheme.

3.2 Development Statistics

The anticipated summary of land uses and supporting infrastructure areas within the Plan area is described in **Table 2: Development Statistics.**

TABLE 2: DEVELOPMENT STATISTICS			
Land Use / Development Type	± ha	± ac	± %
Township Road 250 Road Realignment ROW	3.17	7.84	5
Industrial Areas	33.7	83.2	53
Hamlet Core Areas	9.15	22.61	14.5
Public Utility Lot (PUL)	5.92	14.64	9.3
Permanent Stormwater Irrigation Areas	9.51	23.5	15
Municipal Reserve (MR)	1.2	2.96	1.8
Range Road 284 Road ROW Widening	0.88	2.18	1.4
TOTAL	63.6	157.11	100%

¹ Discrepancies between the area described on the Certificates of Title and cadastral-based calculations completed in support of this Conceptual Scheme will be resolved at the Subdivision Plan of Survey stage.

3.3 Transportation

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

A Transportation Impact Assessment (WATT, June 2024) was prepared in support of this Conceptual Scheme to evaluate the anticipated impacts on the existing and future municipal and regional road network resulting from proposed development within the Phase 1 Industrial portion of this Plan. It is noted that an updated TIA will be required at each development phase, as described in Section 4 of this Conceptual Scheme.

POLICIES	
Policy 3.3.1	Access will be provided to the Phase 1 Industrial Area as generally illustrated on Figure 8: Transportation .
Policy 3.3.2	The developer shall provide an updated TIA at each development phase as described in Section 4 of this Conceptual Scheme.

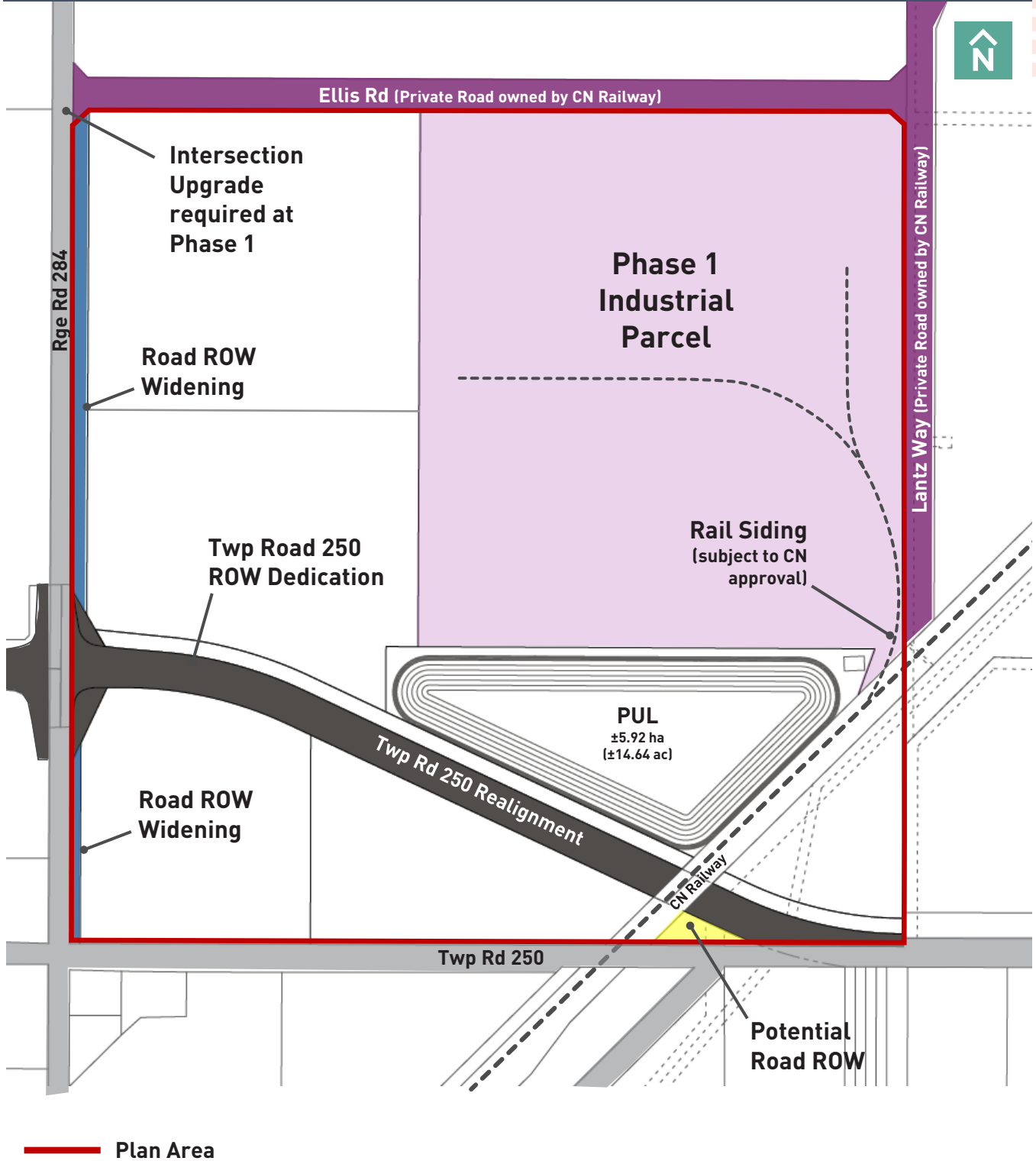
3.3.1 Regional Transportation Considerations

The TIA anticipates development within the Phase 1 Industrial Area will commence operations in 2025. AT opening day, the TIA recommends the developer construct a northbound right turn lane at the Range Road 284 / Ellis Rd intersection to accommodate this proposed development. The TIA also assumes that the proposed realignment of Township Road 250 is constructed and traffic signals are installed at the Range Road 284 / Ellis Rd intersection (to be constructed by the County).

The Phase 1 Industrial Area will be provided access from Range Road 284 (Conrich Road) via Ellis Road. Access from Ellis Road will require approval from CN Railway, the owner of the private road referred to as Ellis Road.

POLICIES	
Policy 3.3.1.1	Improvements to the municipal regional 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 construct a northbound right-turn lane at the Range Road 284 / Ellis Rd intersection as a condition of the Phase 1 Industrial subdivision in accordance with the County Servicing Standards.
Policy 3.3.1.3	Access to the Phase 1 Industrial Area from Ellis Road will require approval from CN Railway, to the satisfaction of the County.
Policy 3.3.1.4	The developer shall be required to provide applicable Regional Transportation Off-Site Levies at the subdivision stage.
Policy 3.3.1.5	The County shall apply the Infrastructure Cost Recovery Policy C-406 at the subdivision stage where transportation infrastructure is provided by the developer that benefits lands outside of this Plan area.

FIGURE 8: TRANSPORTATION



3.3.2 Township Road 250 Realignment

Although portions of Township Road 250 both east and west of the Conceptual Scheme area have been upgraded to support industrial traffic associated with the CN 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 within a road ROW alignment that is further setback from existing residential properties in the Hamlet.

The TIA 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**.

All infrastructure costs required to construct the realignment of Township Road 250 will be provided by the County, and the road improvement project is expected to be completed during the 2025 calendar year. The County has requested the developer consent to register a ± 3 ha (± 7.41 ac) Road Plan to facilitate the acquisition of the required road right-of-way necessary to support the realignment project. All costs associated with the preparation of the road plan and registration costs will be borne by the County, however, the land area required will be provided by the developer to the County subject to an Agreement. It is acknowledged that, at the subdivision stage, the area included within this road plan will not be subject to any applicable off-site levies and will be exempted from the 10% municipal reserve (MR) calculation.

POLICIES

- Policy 3.3.2.1** The realignment of Township Road 250 shall be accommodated within the Plan area as generally illustrated on **Figure 8: Transportation**.
- Policy 3.3.2.2** The owner shall consent to the County's registration of a Road Plan anticipated to except ± 3.17 ha (± 7.41 ac) from the Plan area's current Certificate of Title.
- Policy 3.3.2.3** All costs associated with the registration of the Road Plan will be provided by the County.
- Policy 3.3.2.4** The owner consents to providing the ± 3.17 ha (± 7.84 ac) Road ROW area at no cost to the County.
- Policy 3.3.2.5** The County acknowledges that any off-site levies and outstanding municipal reserve (MR) requirements associated with the ± 3.17 ha (± 7.84 ac) Road ROW dedication shall be waived at the subdivision stage.

3.3.3 Range Road 284 ROW Widening

The existing Range Road 284 (Conrich Road) statutory ROW immediately west of the Plan area is \pm 20 m wide. The County's Regional Transportation Off-site Levy Bylaw indicates the ultimate ROW for this portion of Range Road 284 is 50 m. As such, dedication of ROW widening along the western portion of the Plan area will be provided at the subdivision stage.

POLICIES

Policy 3.3.3.1 Road ROW widening requirements within the Plan area along Range Road 284 (Conrich Road) frontage shall be provided by the owner at the subdivision stage, to the satisfaction of the County.

3.3.4 Railway Siding

As illustrated on **Figure 8: Transportation**, the Phase 1 Industrial Area is proposed to be serviced via a new rail spur to extend off the CN mainline located southeast of the Plan area. The developer shall be required to secure approval from CN for the rail siding in accordance with their Industrial Track Approval process.

POLICIES

Policy 3.3.4.1 The Phase 1 Industrial Area is proposed to be provided access from the CN mainline via a new rail siding as generally illustrated on **Figure 8: Transportation**.

Policy 3.3.4.2 The developer shall be required to secure approval from CN for the rail siding in accordance with their Industrial Track Approval process.

3.4 Utility Servicing

The Plan area will be serviced by the Conrich Water System and the East Rocky View Wastewater Transmission Line. A **Servicing Strategy** (*Sedulous, April 2024*) was prepared in support of this Plan to summarize the capacity of existing municipal infrastructure within the immediate area and to establish a conceptual servicing strategy to support Phase 1 of this Plan's development. Future development phasing must be supported by an update to the Servicing Strategy as described Section 4.3 of this Conceptual Scheme.

3.4.1 Wastewater Service

The Plan area will be serviced with wastewater by the East Rocky View Wastewater Transmission Line as generally illustrated on **Figure 9: Wastewater Servicing**.

POLICIES

Policy 3.4.1.1 Wastewater service within the Plan area shall be provided by the East Rocky View Wastewater Transmission Line as generally illustrated by **Figure 9: Wastewater Servicing**.

3.4.2 Internal Wastewater Collection Network

To support Phase 1 of this Conceptual Scheme, the developer will construct an on-site lift station with a forcemain to connect with the existing 150 mm sanitary force main situated immediately east of the Plan area. This existing 150 mm force main connects into the existing 600 m East Rocky View Wastewater Transmission Line directly southeast of the Plan area, as generally illustrated on **Figure 9: Wastewater Servicing**.

The **Servicing Strategy** (*Sedulous, April 2024*) prepared in support of this Conceptual Scheme indicates the County's existing regional sanitary infrastructure has capacity to support this proposed development. Further analysis will be provided by the developer at the subdivision design stage.

Additional wastewater servicing requirements within the Plan area (beyond Phase 1) shall be supported by an update to the Servicing Strategy as described Section 4.3 of this Conceptual Scheme.

POLICIES

Policy 3.4.2.1 The Phase 1 internal wastewater collection network shall be designed and constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.

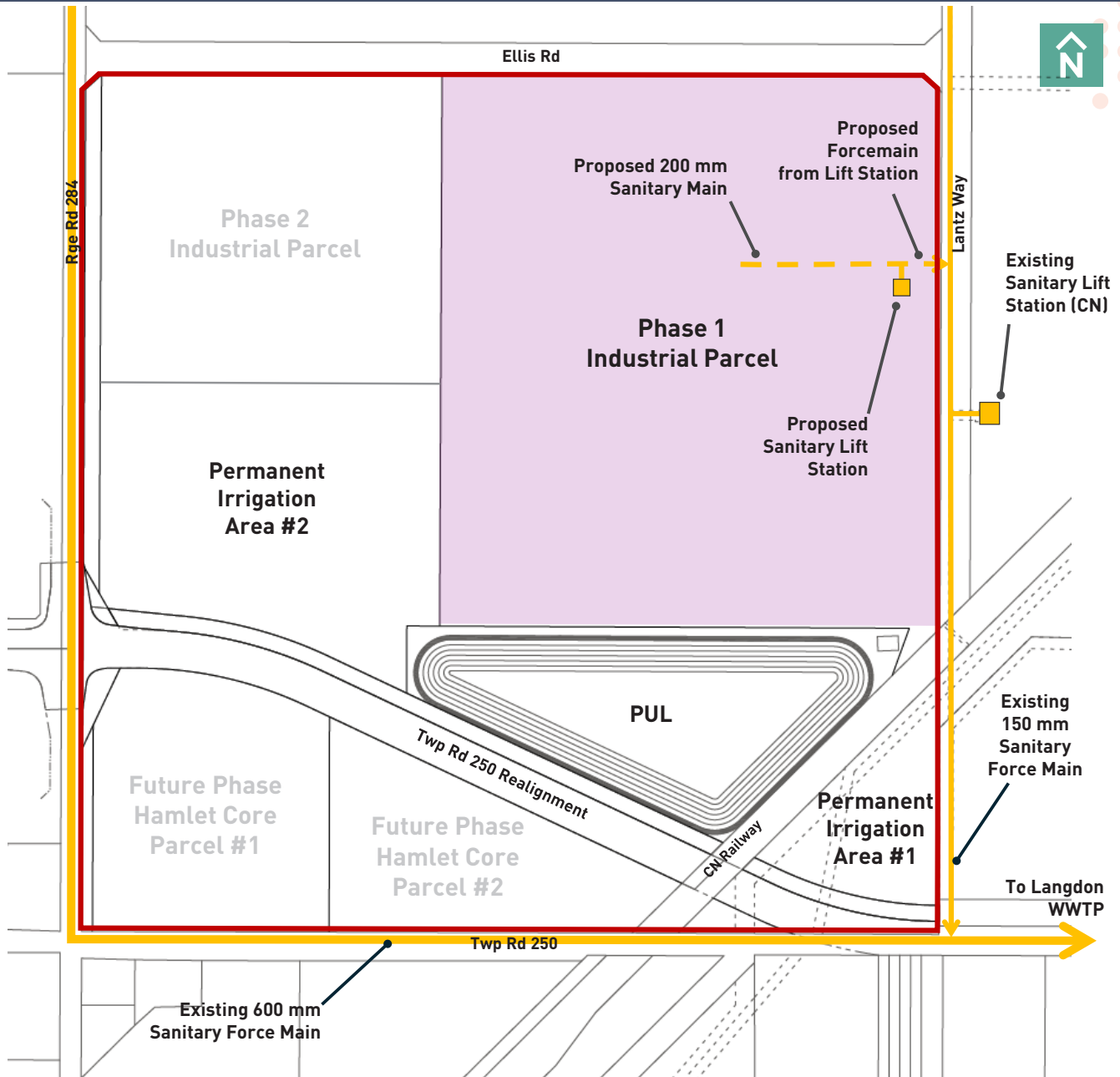
Policy 3.4.2.2 The Phase 1 internal wastewater collection network shall be owned and maintained by the County.

Policy 3.4.2.3 The developer shall engage a qualified professional, at the subdivision stage, to update and confirm the conclusions of the Servicing Strategy (*Sedulous, April 2024*) to the satisfaction of the County.

Policy 3.4.2.4 The developer shall provide the County's Regional Water & Wastewater Off-Site Levy Bylaw at the subdivision stage.

Policy 3.4.2.5 Future wastewater servicing within the Plan area shall be supported by an update to the Servicing Strategy as described in Section 4.3 of this Conceptual Scheme.

FIGURE 9: WASTEWATER SERVICING



— Plan Area

3.4.3 Water Service

The Plan area will be serviced with potable water by the Conrich water system as generally illustrated on **Figure 10: Water Servicing**.

POLICIES

Policy 3.4.3.1 Potable water service shall be provided within the Plan area by the Conrich water system as generally illustrated by **Figure 10: Water Servicing**.

3.4.4 Internal Water Distribution Network

To support Phase 1 of this Conceptual Scheme, the developer will extend a 200 mm water main from the existing 600 mm potable water feeder main situated directly east of the Plan area (within Lantz Way) as generally illustrated on **Figure 10: Water Servicing**.

The design of the internal water system within the Plan area 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).

The **Servicing Strategy** (*Sedulous, April 2024*) prepared in support of this Conceptual Scheme indicates the County's existing water distribution infrastructure has capacity to support this proposed development. Further analysis will be provided by the developer at the subdivision design stage.

Additional water servicing requirements within the Plan area (beyond Phase 1) shall be supported by an update to the Servicing Strategy as described Section 4.3 of this Conceptual Scheme.

POLICIES

Policy 3.4.4.1 The design and construction of the Phase 1 internal water distribution network shall be established at the subdivision stage in accordance with the County Servicing Standards.

Policy 3.4.4.2 The Phase 1 internal water distribution network shall be owned and maintained by the County.

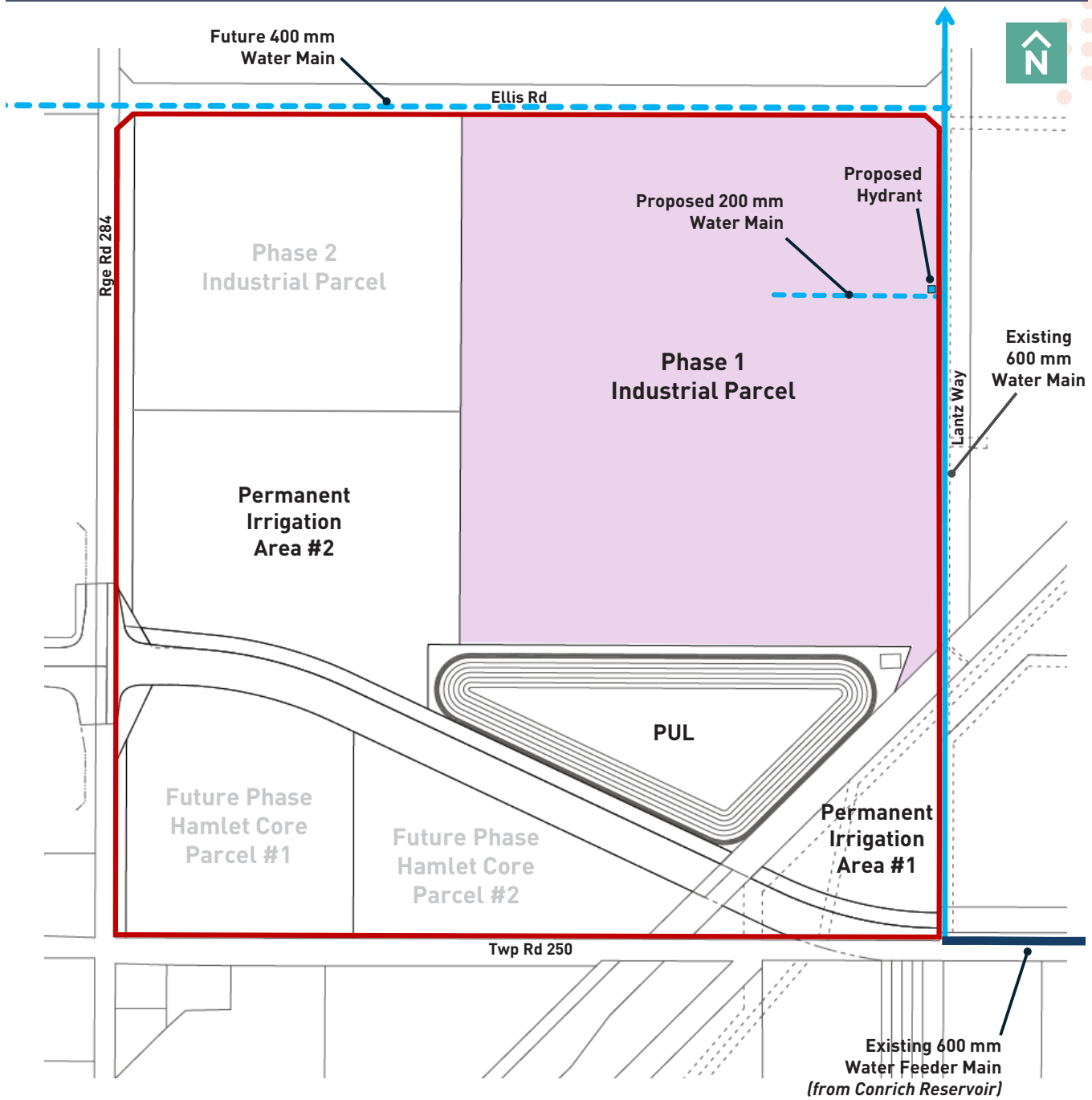
Policy 3.4.4.3 The design of the Phase 1 internal water distribution network shall accommodate fire suppression in accordance with the County Servicing Standards.

Policy 3.4.4.4 The developer shall engage a qualified professional, at the subdivision stage, to update and confirm the conclusions of the Servicing Strategy (*Sedulous, April 2024*) to the satisfaction of the County.

Policy 3.4.4.5 The developer shall provide the County's Regional Water & Wastewater Off-Site Levy Bylaw at the subdivision stage.

Policy 3.4.4.6 Future development phasing within the Plan area shall be supported by an update to the Servicing Strategy as described in Section 4.3 of this Conceptual Scheme.

FIGURE 10: WATER SERVICING



— Plan Area

3.4.5 Franchise Utilities

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

3.5.1 Cooperative Stormwater Management Initiative (CSMI)

The CSMI 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 accordingly.

POLICIES

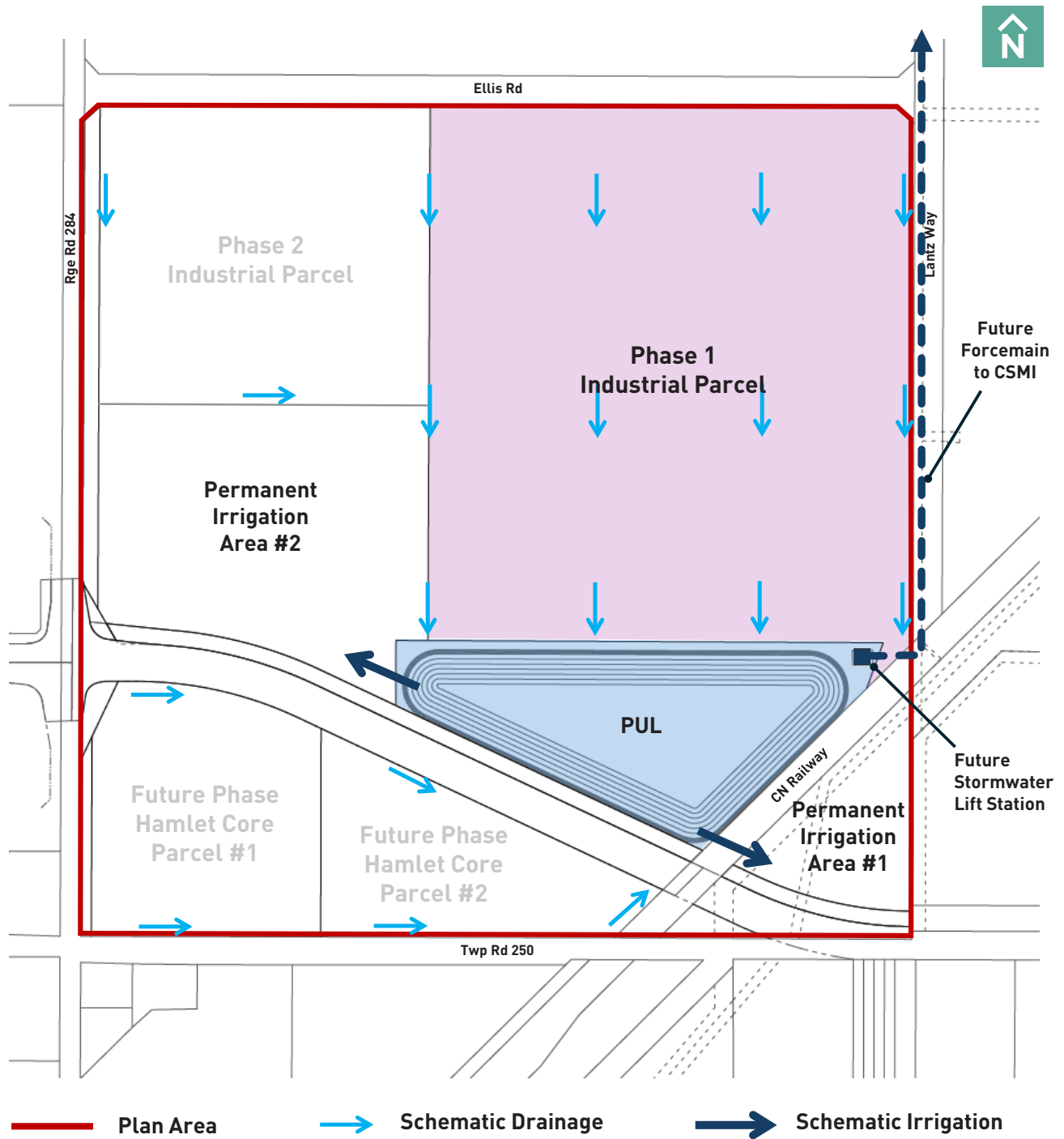
Policy 3.5.1.1 The design of the stormwater management system within the Plan area shall accommodate the unit area release rates and volume retention targets within the Plan area as per the CSMI.

3.5.2 Stormwater Management Report

A **Stormwater Management Report** (*Sedulous Engineering, April 2024*) 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 stormwater management facility will 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 general accordance with the requirements of the Conrich Master Drainage Plan. The stormwater management facility will be constructed by the developer within a Public Utility Lot (PUL) to be dedicated to the County at the subdivision stage. Depending on the availability of downstream CSMI stormwater conveyance infrastructure, operation of the stormwater facility will be augmented by 'Permanent Irrigation Areas' with a lift station and forcemain to discharge to CSMI infrastructure once it becomes available.

FIGURE 11: STORMWATER MANAGEMENT



Road ROW cross sections with associated collection and conveyance systems will be developed within the Industrial portions of the Plan area to augment and support the proposed stormwater management system. Surface drainage from each lot will be collected and conveyed to the stormwater ponds.

All public stormwater infrastructure associated with the stormwater management system shall be owned and maintained by the County. All private stormwater infrastructure shall be owned and maintained by the developer. The developer shall register an Overland Drainage ROW Plan and associated Easement Agreements in favour of the County to assign right for the municipality to gain access to the private stormwater management infrastructure in the event of emergency or to ensure required maintenance activities are completed.

It is acknowledged that the developer will provide the Regional Stormwater Off-site Levy at the subdivision stage.

POLICIES

- Policy 3.5.2.1** Stormwater management shall be provided within the Plan area as generally illustrated on **Figure 11: Stormwater Management.**
- Policy 3.5.2.2** The stormwater management facility shall be dedicated within a Public Utility Lot (PUL) at the subdivision stage.
- Policy 3.5.2.3** The stormwater management facility shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.
- Policy 3.5.2.4** The design of the stormwater management system within the Plan area shall be augmented by two Permanent Irrigation Areas as generally illustrated on **Figure 11: Stormwater Management.**
- Policy 3.5.2.5** The design, operation and maintenance of the Permanent Irrigation Areas shall be determined at the subdivision stage.
- Policy 3.5.2.6** With the exception of the Permanent Irrigation Areas, all stormwater management infrastructure within the Plan area will be owned and operated by the County.
- Policy 3.5.2.7** The developer shall register an Overland Drainage ROW(s) within the Plan area to reserve the County rights to gain access to all the stormwater management infrastructure, including the Permanent Irrigation Areas, in the event of emergency or to ensure required maintenance activities are completed.
- Policy 3.5.2.8** The developer shall provide the County's Regional Stormwater Off-site Levy Bylaw at the subdivision stage.

3.5.3 Cooperative Stormwater Management Initiative (CSMI) Drainage Scenarios

The County is a proponent of the Cooperative Stormwater Management Initiative (CSMI) which is a stormwater utility management strategy and governance structure contemplating the implementation of a comprehensive regional stormwater conveyance and treatment system. The CSMI infrastructure network is anticipated to be completed over the next few decades. At present, the Conrich area is not connected to any existing CSMI's regional downstream stormwater conveyance infrastructure. As such, the overall design of the stormwater management system within the Plan area has been designed based on three (3) stormwater drainage scenarios as illustrated on **Figure 13: CSMI Drainage Scenarios** and described as follows:

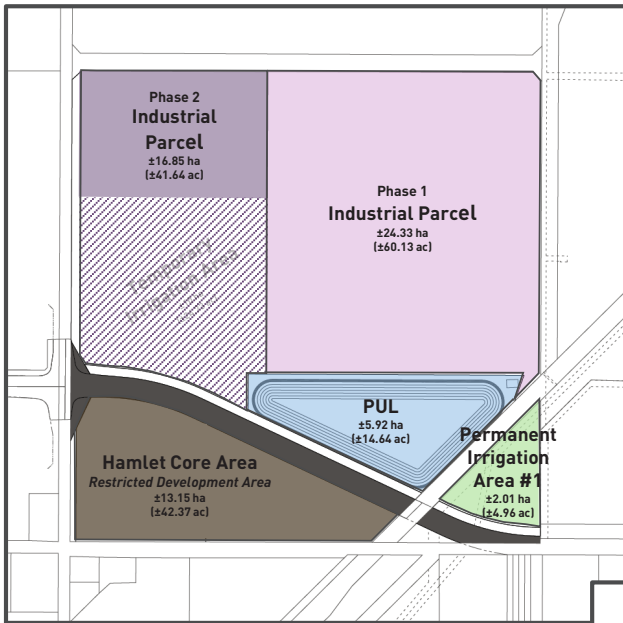
- + **'Zero-Discharge' Drainage Scenario #1:** Without installation of any CSMI infrastructure, development of the ± 24.33 ha (± 60.13 ac) Phase 1 industrial area can proceed provided that the storm pond is constructed within the ± 5.9 ha (±14.58 ac) Public Utility Lot (PUL). Pond levels within the PUL will be maintained by the creation of a ± 2.01 ha (± 4.96 ac) Permanent Irrigation Area #1 within the southeast corner of the Plan area. Additionally, a ± 10 ha (± 24.7 ac) 'Temporary Irrigation Area' must be reserved within a portion of the Phase 2 Industrial Area.
- + **'Interim' Drainage Scenario #2:** Upon installation of CSMI infrastructure that permits an 'end of season' discharge from the PUL., Scenario #2 will accommodate development within the ± 8.6 ha (± 21.25 ac) Phase 2 Industrial Area in addition to a ± 9.2 ha (± 22.7 ac) portion of the Hamlet Core Area. Implementation of Scenario #2 will permit removal of the 'Temporary Irrigation Area' reserved in the Phase 2 Industrial Area. However, to maintain pond water levels within the PUL, a ± 8.25 ha (± 20.4 ac) Permanent Irrigation Area #2 must be created in the northwest portion of the Plan area. Additionally, a ± 4 ha (± 9.88 ac) 'Temporary Irrigation Area' must be reserved within the Hamlet Core Area south of the Township Road 250 realignment.
- + **'Ultimate' Drainage Scenario #3:** Upon installation of CSMI infrastructure that permits a 'constant' discharge from the PUL, Scenario #3 permits the removal of the ± 4 ha (± 9.88 ac) 'Temporary Irrigation Area' reserved in the Hamlet Core Area thereby allowing the Hamlet Core Area to be fully built-out.

The developer shall prepare a Site-Specific Stormwater Implementation Plan (SSSIP) at each subdivision stage to confirm the specific requirements of each development phase, as described in Section 4.3 of this Conceptual Scheme. The developer shall register overland drainage rights-of-way and/or easements to implement the 'Temporary Irrigation Areas' contemplated by this Conceptual Scheme, to the satisfaction of the County.

POLICIES

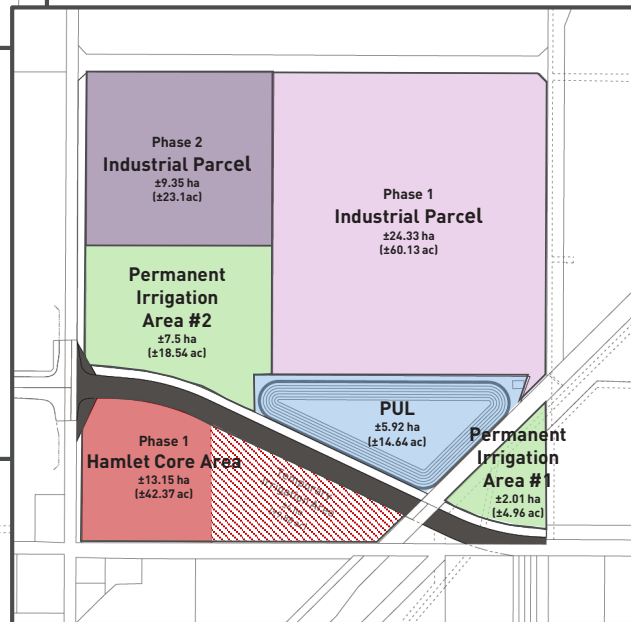
- Policy 3.5.3.1** Phasing of development within the Plan area shall proceed in accordance with the drainage scenarios illustrated on **Figure 13: CSMI Drainage Scenarios**.
- Policy 3.5.3.2** The developer shall prepare a Site-Specific Stormwater Implementation Plan (SSSIP) at each subdivision stage to confirm the specific requirements of each development phase, as described in Section 4 of this Conceptual Scheme.
- Policy 3.5.3.3** The developer shall register overland drainage rights-of-way and/or easements to implement the 'Temporary Irrigation Areas' contemplated by this Conceptual Scheme, to the satisfaction of the County.

FIGURE 13: CSMI DRAINAGE SCENARIOS

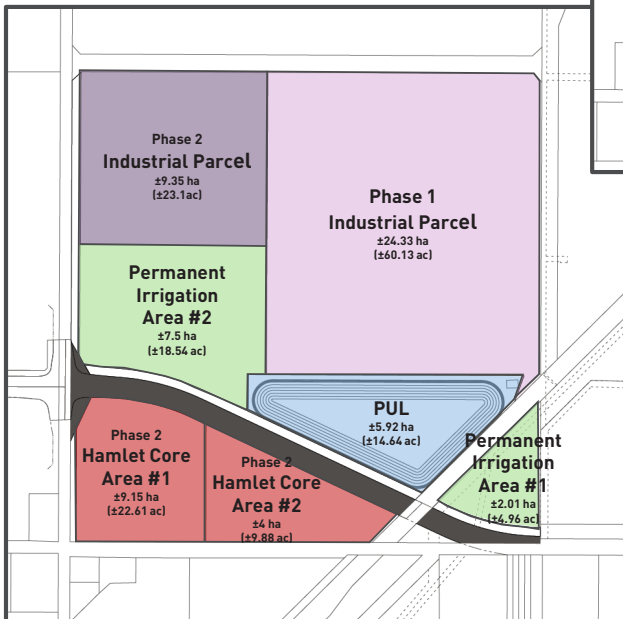


Zero Discharge Scenario #1

Interim Scenario #2



Ultimate Scenario #3



3.6 Open Space

The open space system within the Plan area will include a dedication of Municipal Reserve (MR) as generally illustrated on **Figure 14: Open Space**.

3.6.1 Municipal Reserve (MR)

A ± 10 m wide linear MR shall be dedicated within the Plan area immediately north of the realigned Township Road 250. The intent of this MR is to accommodate a regional pathway connection in accordance with the open space requirements of the Conrich Area Structure Plan. A Landscaping Plan shall be prepared by the developer at the subdivision stage to detail the specific type and configuration of pedestrian amenities and associated landscaping enhancements in accordance with the County Servicing Standards.

The anticipated disposition of Municipal Reserve (MR) shall be provided by the developer at the subdivision stage 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 (MR) outstanding within the Plan area and anticipated disposition summarized in **Table 3: Anticipated Municipal Reserve Disposition**.

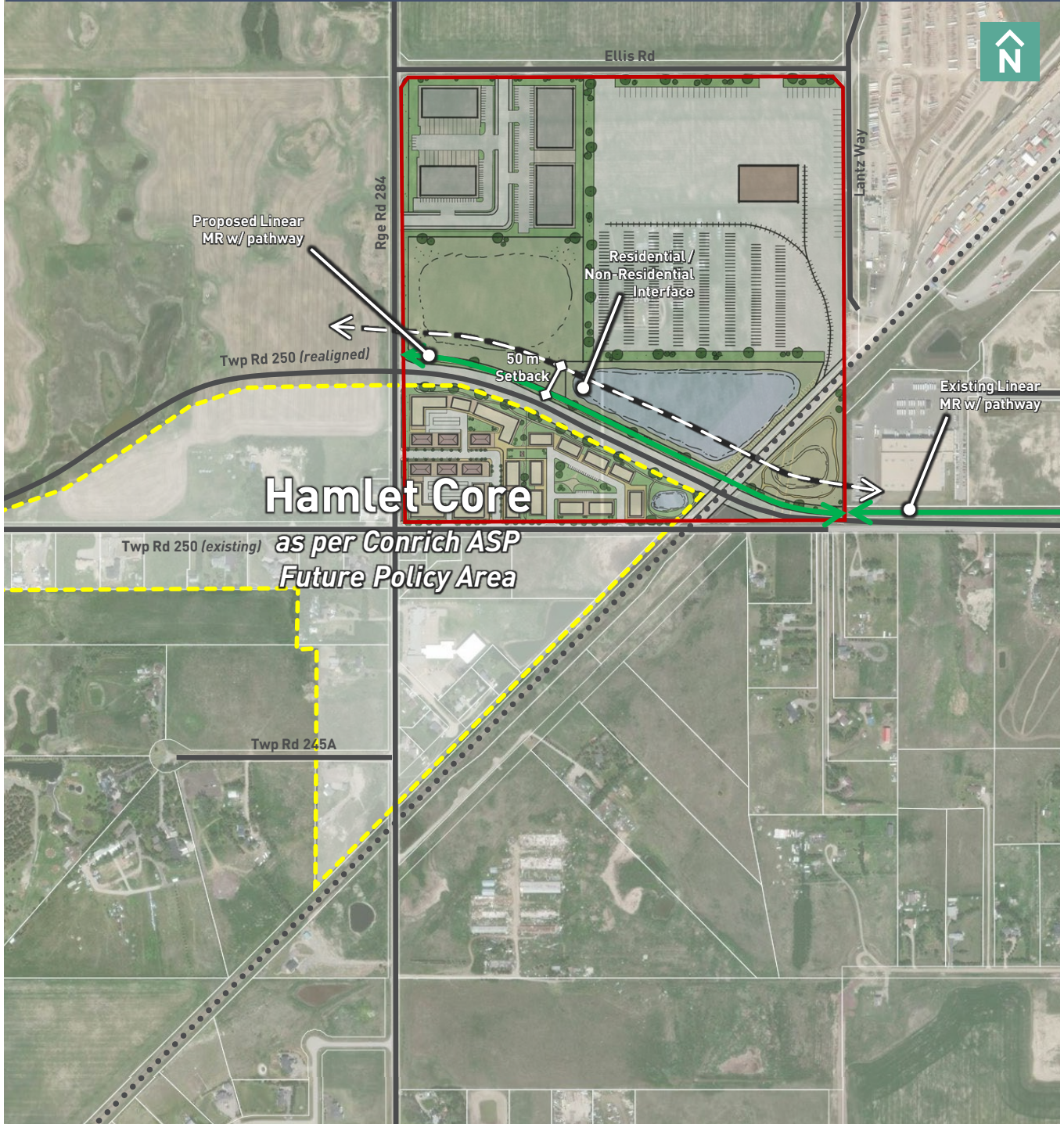
TABLE 3: ANTICIPATED MUNICIPAL RESERVE DISPOSITION		
Gross Developable Area	63.6	157.11
Township Road 250 ROW Dedication*	3.17	7.84
Net Developable Area	60.43	149.27
Amount of MR Outstanding (10% of NDA)	6.04	14.93
MR Dedication (Linear MR north of Township Road 250)	1.2	2.96
MR Dedication (Cash-in-lieu of Land)	4.84*	11.97*

**Estimate only, actual amounts to be determined at the subdivision stage via Plan of Survey.*

**The Twp Rd 250 Road ROW will be excepted out of the Certificate of Title by registration of a Road Plan prior to the initial phase of development.*

Dedication and construction of the MR parcel is expected to occur as a condition of the Phase 2 Industrial Area. As such, outstanding MR is to be deferred against title to the Phase 2 Industrial area as a condition of the first phase of subdivision.

FIGURE 14: OPEN SPACE



POLICIES

- Policy 3.6.1.1** The open space network within the Plan area shall include a linear Municipal Reserve (MR) as generally illustrated on **Figure 14: Open Space**.
- Policy 3.6.1.2** Dedication of the MR parcel will be required as a condition of subdivision for the Phase 2 Industrial Area.
- Policy 3.6.1.2** The developer shall provide a Landscaping Plan at the Phase 2 Subdivision Stage to detail the proposed landscaping and configuration of recreation improvements to be constructed within the MR in accordance with the County Servicing Standards.
- Policy 3.6.1.3** The County shall assume maintenance of the MR upon issuance of a Final Acceptance Certificate (FAC) in accordance with the terms of a Development Agreement.
- Policy 3.6.1.4** An entrance 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 3.6.1.5** 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.

3.6.2 Non-Residential / Residential Interface

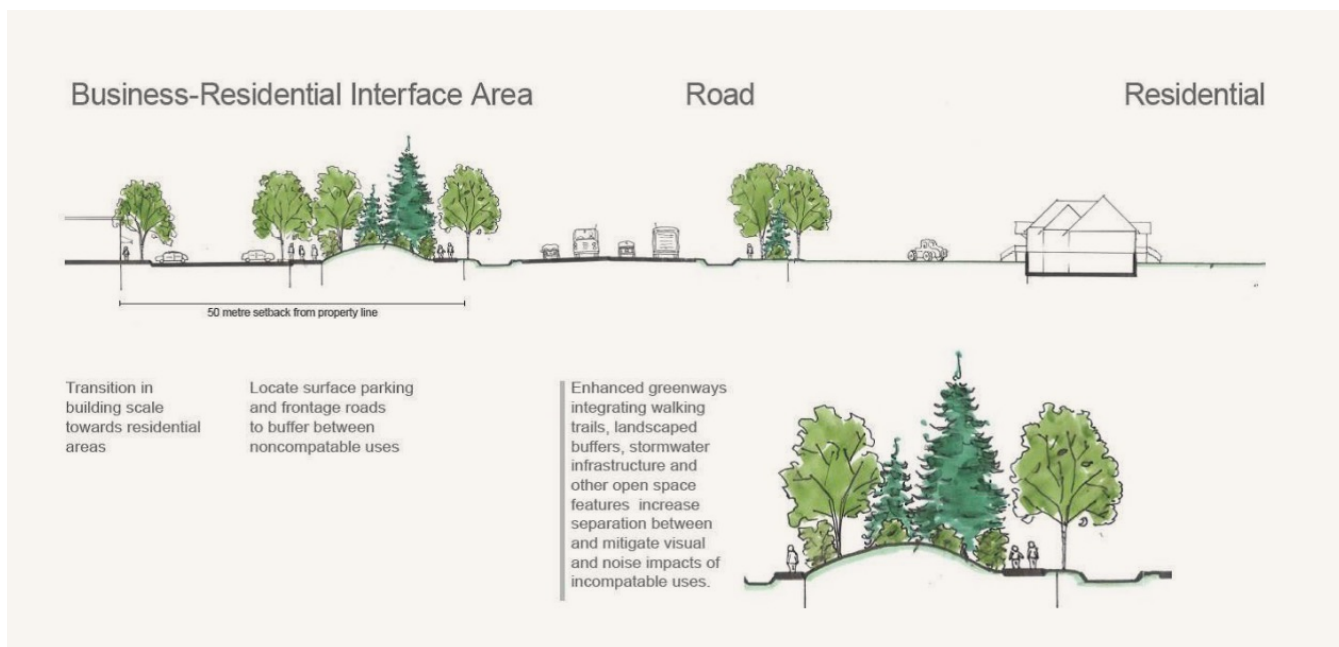
The Conrich Area Structure Plan's *Figure 3: Illustration of the Non-Residential / Residential Interface* requires developers to provide a compatible interface between business and residential development through implementation of required building setbacks, lot and building design, and landscaping. The policies of the ASP require this Conceptual Scheme's development concept to define the non-residential / residential interface to ensure development within the Hamlet Core Area and the Industrial Area is appropriately transitioned.

The strategic orientation and configuration of the Public Utility Lot (PUL), Municipal Reserve (MR) and Permanent Stormwater Irrigation Areas will establish an appropriate interface between the residential uses anticipated in the Hamlet Core Area south of Township Road 250 and the non-residential areas contemplated north of Township Road 250, as generally illustrated on **Figure 14: Open Space**.

POLICIES

- Policy 3.6.1.2** The Plan area shall accommodate a Non-Residential / Residential Interface in accordance with the requirements of the Conrich Area Structure Plan's Section 14, as generally illustrated on **Figure 14: Open Space**.

Conrich ASP Figure 3: Illustration of the Non-Residential / Residential Interface



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. A secondary response may be provided from the Fire Hall in the City of Chestermere and from the County's Fire Station No. 107 situated in East Balzac. The specific mechanisms required 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

Waste management within the business industrial portions of the Plan area will be provided by a qualified waste management provided under a contract to be managed by the Business Lot Owner's Association (BLOA).

The provision of waste management within the Hamlet Core Area will be determined via the preparation of a Master Site Development Plan (MSDP), to be confirmed at the future subdivision stage.

POLICIES

Policy 3.7.4.1 Waste management within the business industrial portions of the Plan area will be provided by a qualified waste management provided under a contract to be managed by the Business Lot Owner's Association (BLOA).

Policy 3.7.4.2 The provision of waste management within the Hamlet Core Area will be determined via the preparation of a Master Site Development Plan (MSDP), to be confirmed at the future subdivision stage.

4.0 IMPLEMENTATION

4.1 Proposed Land Use

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

- + The Industrial Areas are expected to be designated Industrial, Heavy District (I-HVY).
- + Municipal Reserve (MR) is expected to be designated Special, Parks and Recreation District (S-PRK).
- + The Public Utility Lot (PUL) is expected to be designated Special, Public Service District (S-PUB).
- + The Permanent Irrigation Areas are expected to be designated Direct Control District (DC).
- + The Future Hamlet Policy Area is expected to be designated with an appropriate mix of commercial, institutional, and residential land use designations in accordance with the policy framework established by a Master Site Development Plan (MSDP) and concurrent land use amendment application process (to be considered subsequent to the adoption of this Conceptual Scheme). Pending approval of these subsequent planning applications, the Hamlet Core Area is expected to be designated Agriculture, General District (A-GEN) with an appropriate parcel modifier as per the Land Use Bylaw.

POLICIES

Policy 4.1.1 Land use designations are expected to be assigned by Council within the Plan area as generally illustrated on **Figure 15: 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:

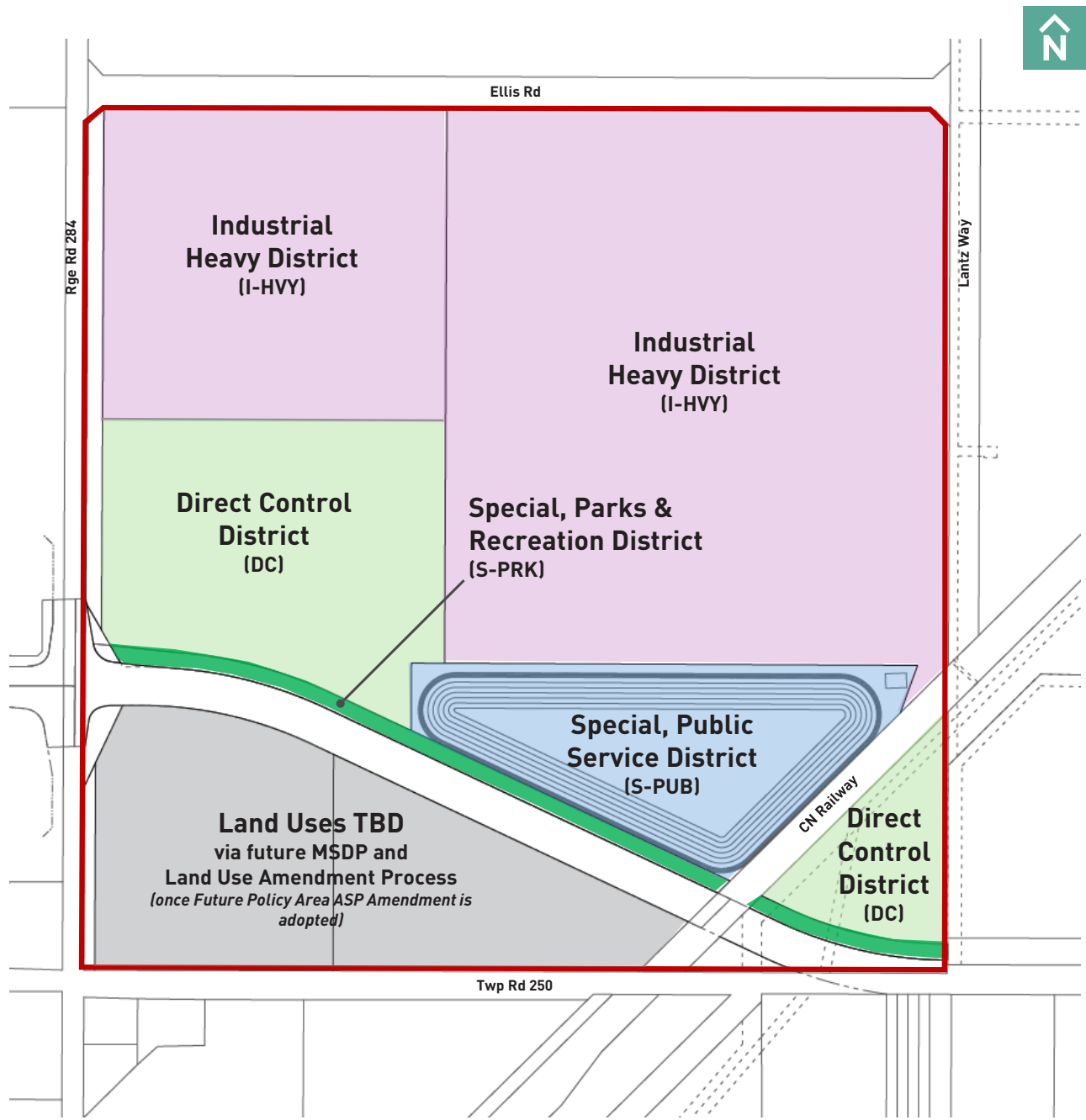
- + Two (2) Industrial Lots
- + One (1) Public Utility Lot (PUL)
- + Two (2) Permanent Irrigation Lots
- + Two (2) Hamlet Core Area Lots
- + One (1) Municipal Reserve (MR)
- + Road ROW Widening

POLICIES

Policy 4.2.1 Subdivision is expected to proceed as generally illustrated on **Figure 16: Proposed Subdivision**.

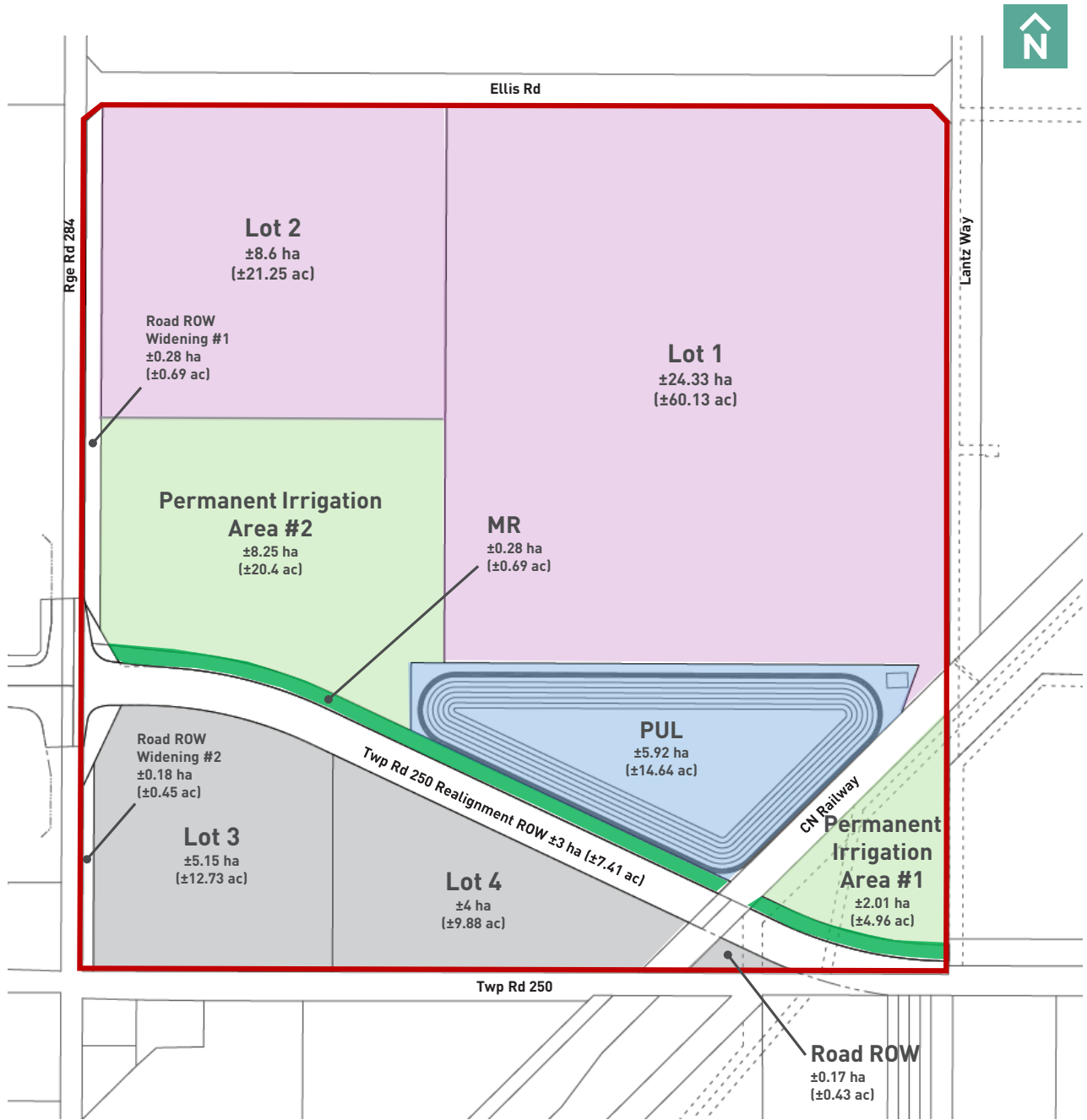
Policy 4.2.2 Future subdivision and development of the Hamlet Core Area Lot will be subject to Council's adoption of a Master Site Development Plan (MSDP) and concurrent land use amendment.

FIGURE 15: PROPOSED LAND USE



Plan Area

FIGURE 16: PROPOSED SUBDIVISION



Plan Area

4.3 Development Phasing

Subdivision and development within Plan area is expected to proceed in three (3) phases, as generally illustrated on **Figure 17: Development Phasing** and described as follows:

Development Phase 1 is proposed to include:

- + Lot 1 Industrial Parcel
- + Public Utility Lot (PUL)
- + Permanent Irrigation Area #1
- + Road ROW widening along Range Road 284 (*segment north of the Township Road realignment*).
- + Remainder of SW 4-25-28-W4M in two (2) parts

Notes:

- 1) Road ROW required to accommodate the Township Road 250 realignment is expected to be removed from the Plan area's Certificate of Title via registration of a Road Plan. It is anticipated that the County will register this Road Plan prior to the phase one development proceeding.
- 2) A *Temporary Irrigation Area* must be reserved within Pt. SW 4-25-28-W4M north of the Township Road 250 realignment.
- 3) Development within Pt. SW 4-25-28-W4M south of the Township Road 250 realignment will be restricted to agricultural uses pending Council's adoption of the Conrich ASP's Future Policy Area Amendment, a Master Site Development Plan (MSDP), and a land use amendment.

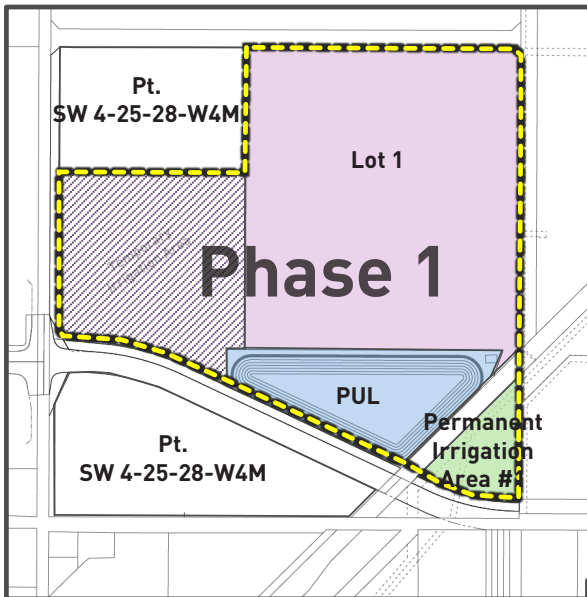
Development Phase 2 is proposed to include:

- + Subdivision of the Pt. SW 4-25-28-W4M north of the Township Road 250 realignment to create:
 - a. Lot 2 Industrial Parcel
 - b. Permanent Irrigation Area #2
 - c. Municipal Reserve (MR)
 - d. Lot 3 Hamlet Core Area Parcel
 - e. Road ROW widening along Range Road 284 (*segment south of the Township Road realignment*).

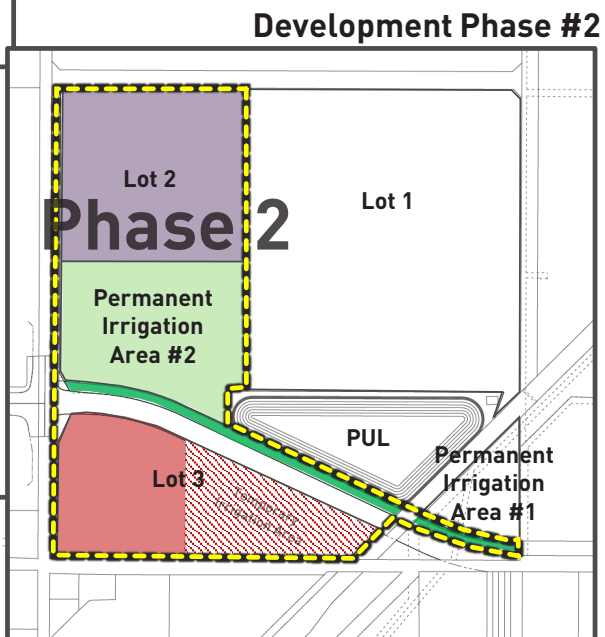
Notes:

- 1) A *Temporary Irrigation Area* must be reserved within Lot 3 south of the Township Road 250 realignment.
- 2) The Lot 2 Industrial Parcel may be considered for further subdivision subject to the requirements of the Land Use Bylaw C-8000-2020 and the County Servicing Standards.

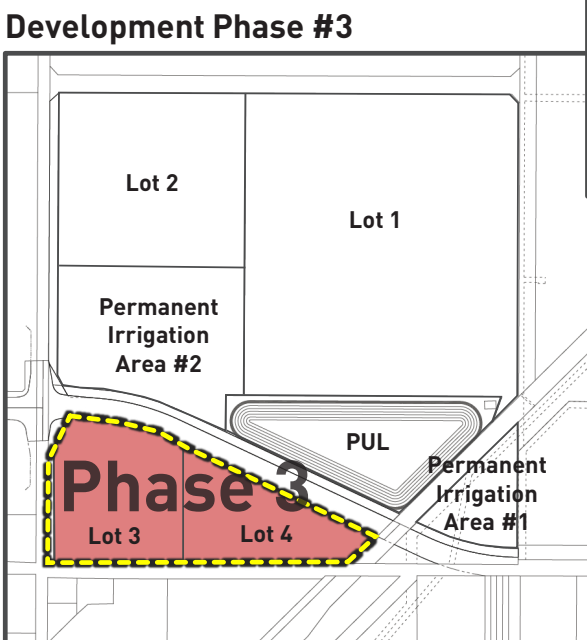
FIGURE 17: DEVELOPMENT PHASING



Development Phase #1



Development Phase #2



Development Phase #3

- 3) Dedication and construction of the linear Municipal Reserve (MR) is to occur in Phase 2.
- 3) Non-agricultural development within Lot 3 *may* be considered subject to:
 - a. Council's adoption of the **Conrich ASP's Future Policy Area Amendment**.
 - b. Council's adoption of a **Master Site Development Plan (MSDP)** and concurrent land use amendment
 - c. As detailed by the Conceptual Level Stormwater Management Plan's "**Ultimate CSMI Scenario #3**", the installation of CSMI infrastructure permitting an 'end of season' release must be provided and a ± 4 ha (± 9.88 ac) *Temporary Irrigation Area* must be reserved within the Hamlet Core Area.

Development Phase 3 is proposed to include:

- + Full build out of the Hamlet Core Area.

Notes:

- 1) As detailed by the Conceptual Level Stormwater Management Plan's "**Ultimate CSMI Scenario #3**", full build out of the Hamlet Core Area requires installation of CSMI infrastructure permitting an 'constant' release; and
- 2) Council must adopt a **Master Site Development Plan (MSDP)** and concurrent land use amendment prior to development proceeding within the Phase 3 area.

Notwithstanding the proposed phasing strategy described in this section, the developer may pursue an alternate phasing strategy provided that appropriate ASP policies have been approved by Council and infrastructure is available 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 by **Figure 17: Anticipated Phasing**.
- Policy 4.3.2** Notwithstanding Policy 4.3.1, the developer may develop the project in an alternate phasing program provided appropriate planning policy and land use has been approved by Council and all required infrastructure is available to support the proposed development.
- Policy 4.3.3** Council must adopt a **Master Site Development Plan** prior to any non-agricultural development proceeding within the portion of the Plan area south of the Township Road 250 realignment.

4.4 Technical Requirements for each Development Phase

As described previously in this Plan, technical reporting prepared in support of this Conceptual Scheme has only rationalized the utility servicing, stormwater management, and transportation requirements for the Phase 1 portion of this project. As such, at each subsequent stage of development, the developer shall be required to provide updates to the servicing strategy, stormwater management report, traffic impact assessment.

POLICIES

Policy 4.4.1 The developer shall provide updates to this Conceptual Scheme's utility servicing strategy, stormwater management report, traffic impact assessment, to the satisfaction of the County.

4.5 Future Policy Area: Conrich ASP Amendment

Realignment of Township Road 250 provides an opportunity to establish an east to west and north to south 'Community Core' that will be a key focal point for the entire Hamlet.

The portion of the Plan area containing the ASP's Hamlet Policy Area forms the northeast quadrant of the intersection of Range Road 284 (Conrich Road) and the existing Township Road 250 alignment. It is anticipated that future development within the Community Core will accommodate a mix of commercial, institutional, and residential uses to establish a gathering place and promote a sense of community for the entire Hamlet. Future development within this area will need to be master-planned to ensure an appropriate mix of uses are provided within a high quality, street-oriented main street development that is pedestrian-friendly and promotes opportunities for casual meeting places for area residents.

Future development within this portion of the Conceptual Scheme area will be informed by the Conrich ASP's Future Policy Area amendment. Additional planning must be prepared to rationalize future development within this area subject to the policy requirements of the Future Policy Area ASP amendment.

POLICIES

Policy 4.5.1 Future development within the portion of the Plan situated south of the Township Road 250 realignment shall be restricted to agricultural land uses pending Council's adoption of (and the CMRB's approval of) the Conrich ASP's Future Policy Area.

4.6 Design Considerations

The industrial business area within the Conceptual Scheme will be designed in accordance with the County's Commercial, Office and Industrial Design Guidelines.

4.6.1 Industrial Design Considerations

As part of the subdivision applications within the industrial 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):

- + Landscaping treatments.
- + Visual screening design techniques (e.g., berming, fencing, etc.).
- + Consistent architectural theming (e.g., exterior material, finish, colour, etc.).
- + Community entrance signage.
- + Design techniques intended to maintain an attractive and coordinated design aesthetic facing the Township Road 250 and Range Road 284 (Conrich Road) frontages by ensuring appropriate:
 - Articulation of building massing and treatment of facades.
 - Coordinating exterior building signage.
 - Dark sky compliant lighting.
 - Limitations on outside storage.
- + Encourage green building techniques, energy efficient building design, and potable water conservation measures.

4.6.2 Hamlet Core Area Design Considerations

As part of the Master Site Development Plan (MSDP) application within the Hamlet Core Area, the developer shall establish architectural guidelines in accordance with the requirements of the requirements of the Conrich ASP's Future Policy Area Amendment.

POLICIES

Policy 4.6.2.1 The developer shall establish Architectural Controls at the subdivision stage to coordinate building design criteria within the industrial business areas of this Plan in accordance with the Commercial, Office and Industrial Design Guidelines and the Conrich ASP's Non-Residential / Residential Interface requirements.

4.7 Lot Owner Association

The developer will establish a Lot Owners Association (LOA) at the initial Phase 1 industrial subdivision stage. The primary purpose of the BLOA will be to manage contracts with a waste management provider and undertake other administrative and maintenance functions as may be required.

The Phase 2 industrial parcel and Future Hamlet Core Area parcels are expected to be included in this LOA at the appropriate subdivision stage.

POLICIES

Policy 4.6.1 The developer shall establish a Lot Owners Association (LOA) at the initial Phase 1 industrial subdivision stage - primarily for the purposes of managing a contract with waste management providers.

Policy 4.6.2 The duties and responsibilities of the Lot Owner Association shall be reviewed and expanded on (if required) at each development phase..

5.0 STATUTORY PLANS

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.
- + Agriculture.
- + Rural Service.
- + The Environment.
- + Rural Communities.
- + Partnerships.

The **County Plan’s Business Policies** encourage sustainable non-residential development within identified business areas and/or within hamlets. Emphasis is placed on new business development within Regional Business Centres intended to accommodate regionally and nationally significant developments in master-planned business parks supported by municipal infrastructure suited for the anticipated scale of operations. By doing so, maximizes 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 intended to maintain a strong sense of community by providing service hubs to the surrounding country residential and agricultural areas. They also accommodate attractive, high quality-built environments and distinct, safe residential neighbourhoods.

This Conceptual Scheme establishes a policy framework contemplating new industrial businesses within the Conrich Regional Business Centre within an area of the County where appropriate transportation & utility servicing infrastructure can support it. Likewise, it proposes a new mixed-use development area within the Conrich ASP’s Future Policy Area. The Conrich Hamlet continues to evolve into a full-service rural community offering a broad range of land uses, housing types in accordance with an adopted Area Structure Plan. The Conceptual Scheme’s objectives are consistent with the growth management objectives contained within the County Plan (Municipal Development Plan).

5.2 Conrich Area Structure Plan (ASP)

The County adopted the Conrich Area Structure Plan in 2017. The ASP's development strategy is based on 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.
- 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 Conrich ASP's industrial policy area supports the continued development of the Conrich Regional Business Centre by providing local and regional employment opportunities, increasing the County's business assessment base, and contributing 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.
- + Promote financial sustainability by increasing the County's business assessment base.

Industrial business development proposed within the portion of the Plan area situated north of the proposed realignment of Township Road 250 is consistent with and supported by the intent of the Conrich Area Structure Plan's industrial policies.

The County is preparing an amendment to the Conrich Area Structure Plan to establish the development strategy for the 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 residential areas within the hamlet provide for an efficient internal transportation network, with connections to other neighbourhoods and the hamlet's core area.

- + Provide a range of lot sizes and housing types to accommodate the varying needs and incomes of Rocky View County residents.
- + Provide human scale design and attractive hamlet residential areas with architectural and community design guidelines.

The portion of the Plan area situated south of the Township Road 250 realignment is located within the boundary of the proposed Conrich ASP's Future Policy Area. Until such a time Council and the Calgary Metropolitan Region Board (CMRB) approve the Future Policy Area amendment, development opportunities within the southern portion of the Conceptual Scheme will be limited to agricultural land uses. Following adoption of the ASP amendment, the developer may proceed with a land use amendment to accommodate future development subject to the policy requirements of the ASP's Future Policy Area.

As such, this Conceptual Scheme's development strategy is consistent with the objectives of the proposed Conrich Area Structure Plan's DRAFT Future Policy Area (October 2023) – which is expected to be approved by Council and the CMRB in the near term.

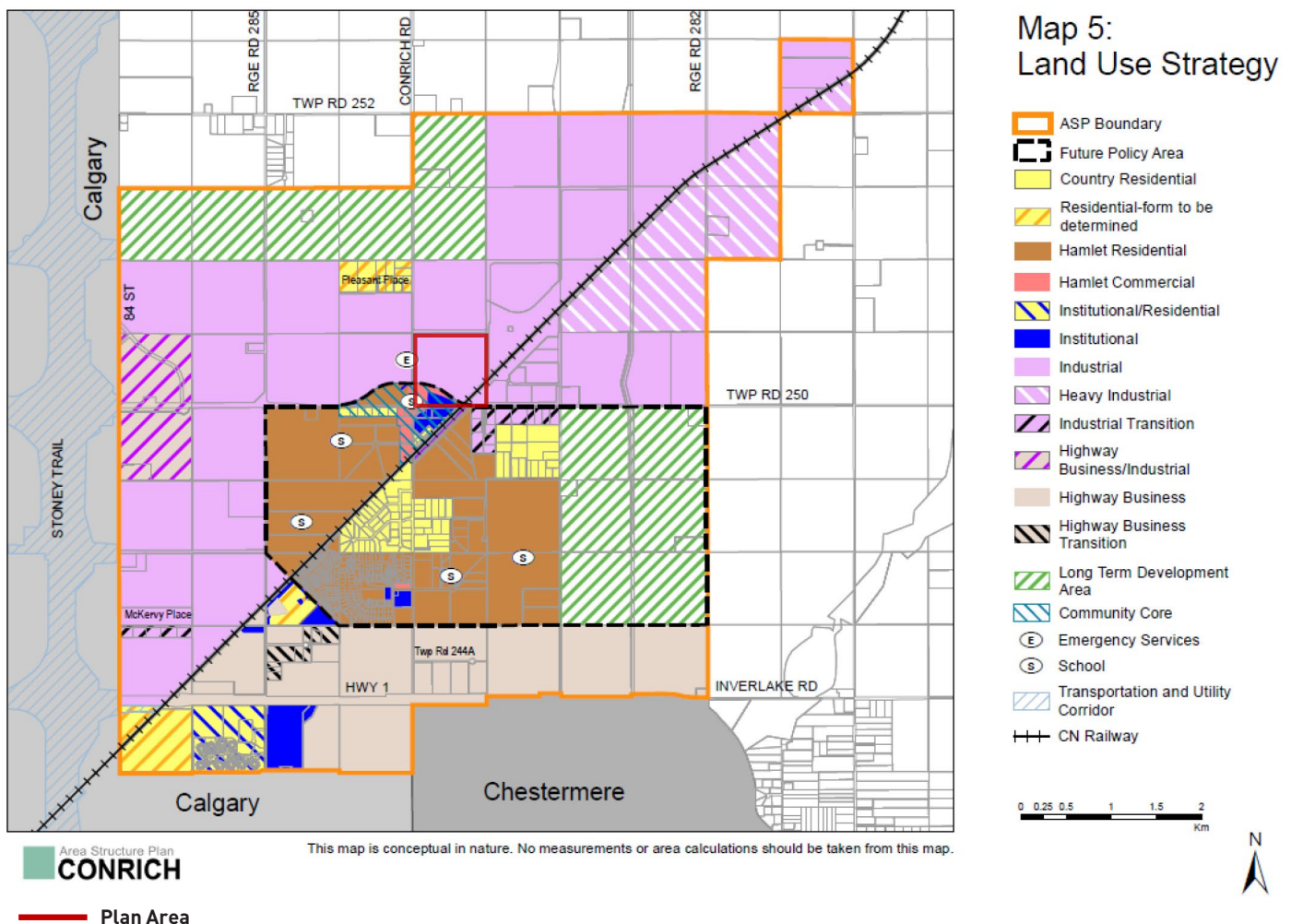


Illustration shows DRAFT Hamlet of Conrich Future Policy Area - October 2023

I 6.0 CONSULTATION SUMMARY

The proponent of this 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.
- + To conduct communications related to the proposed development in an open, honest, and respectful manner.

A community consultation process will be completed after submission of the DRAFT Conceptual Scheme to RVC. This section of the DRAFT Conceptual Scheme will be updated prior to the Public

SUPPORTING TECHNICAL REPORTS

Submitted under separate cover

- 1) Phase I Environmental Site Assessment, Pinchin, September 2023
- 2) Phase II Environmental Site Assessment, Pinchin, November 2023
- 3) Biophysical Impact Assessment, CIMA+, March 2024
- 4) Geotechnical Investigation, Clifton, June 2024
- 5) Transportation Impact Assessment, WATT, June 2024
- 6) Servicing Strategy, Sedulous Engineering Inc., April 2024
- 7) Stormwater Management Report, Sedulous Engineering Inc., April 2024



Overland Open Park
CONCEPTUAL SCHEME

June 2024