

An aerial photograph of a rural landscape, showing a grid of agricultural fields in various shades of brown and tan, with some green patches and small water bodies. The image is positioned on the left side of the page, partially overlapping the white background.

CONRICH STATION

CONCEPTUAL SCHEME

DRAFT FOR CIRCULATION PURPOSES

Submitted by Brown & Associates Planning Group

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CONRICH STATION CONCEPTUAL SCHEME

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1.0

INTRODUCTION

1.1 Plan area ownership

As per the Certificates of Title (C of T), the subject lands include +/- 286.5 ha (+/- 708 ac) contained within portions of Section 3 25-28-W4M and a portion of the SE 10 25-3-W4M.

Existing ownership within this Conceptual Scheme is referred to in accordance with five (5) development cells illustrated on **Figure 1: Conceptual Scheme Boundary and Development Cells** and described as follows:

CELL 1	Canadian National Railway Company	SE 3-25-28-W4M & SW 3-25-28-W4M
CELL 1A	Halina Adamowicz	Lot 1, Block 1, Plan 121 3166
CELL 2	1490861 Alberta Ltd.	NW 3-25-28-W4M
CELL 3	Conrich Station Joint Venture Ltd.	NE 3-25-28-W4M
CELL 4	David Lantz	SE 10-25-28-W4M, NE 10-25-28-W4M and Railway Plan 1111679 Area "C"
	Alta Link ROW*	*Notionally included in Cells 1, 2, 3 & 4

The existing ownership group is herein referred to as "the developer."

1.2 Direction to prepare the Plan

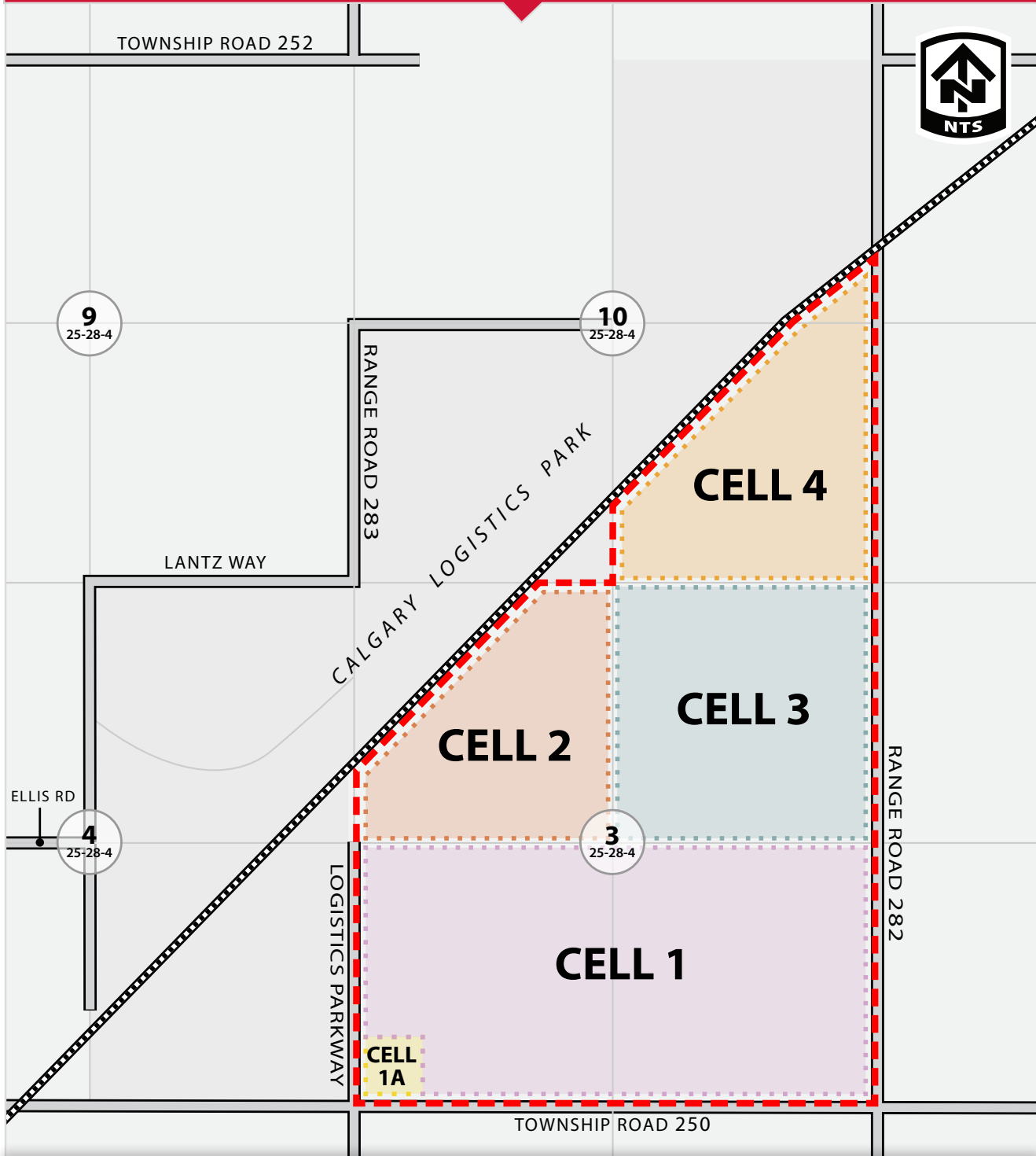
On November 6th, 2012, Rocky View County Council directed the preparation of a Conceptual Scheme in advance of proposed development within the subject lands. This direction was prior and independent of the County initiating an Area Structure Plan process for the surrounding area, which contains approximately 4,284 hectares (10,587 acres).

Council's direction to prepare this Plan was precipitated by two separate development applications submitted to administration by the owners of Cell 1 and Cells 3 & 4. Instead of considering individual development proposals, the County directed the preparation of one master comprehensive plan for the all of the lands described in Section 1.1. The size of the Plan area is consistent with the direction of the Conrich Area Structure Plan (ASP).

1.3 The Purpose of this Conceptual Scheme

The Conceptual Scheme, being defined as a Local Plan, has been aligned with the vision and objectives of the Conrich Area Structure Plan (ASP) and integrates the plan area with surrounding lands. The intent of the ASP is to have the boundaries of 'local plans' to be determined at the time of the local plan preparation. The Conceptual Scheme establishes expectations for future development within the subject lands. The development concept presented in this document has been prepared in consideration

FIGURE 1

CONCEPTUAL SCHEME BOUNDARY & DEVELOPMENT CELLS**LEGEND**

- Development Cell Boundaries
- - - Conceptual Scheme Boundary

of existing site development opportunities and constraints, existing policy expectations and an evaluation of technical considerations (i.e. transportation, utility servicing, stormwater management, etc.). Local plans must also address the general requirements for preparing a conceptual scheme identified in the County Plan (Section 29 and Appendix C). In addition, the Conceptual Scheme included a public consultation process intended to allow local residents and stakeholders to provide input.

Alignment with Rocky View County's Planning Framework, including the County Plan (Municipal Development Plan) and Conrich Area Structure Plan (ASP) was a key objective in the preparation of this document.

This document strives to comply with the policy provided in the Conrich ASP and supports the Vision statement of the Conrich area. In particular, the landowner group, submits a rationale respecting how the presented development concept is consistent with the vision and policies of the Conrich Area Structure Plan. This document bridges the gap between vision and implementation and illustrates how this concept facilitates Conrich in becoming a dynamic residential-industrial-commercial hub within Rocky View County. This local plan has been formulated to take advantage of the attractiveness of locating near the CN rail facility, with its opportunities for co-locating warehouses near a distribution centre and drawing a large number of light industry to the area.

In addition to creating a development concept that addresses Vision, this document also considers the existing regulatory and implementation tools forming part of the County's planning framework. The County's Land Use Bylaw and Commercial, Office and Industrial Design Guidelines are a primary focus. This document outlines how the development concept meets those requirements and guidelines.

POLICIES:

- 1.3.1 The policies of this Plan apply within the Conceptual Scheme area as illustrated on Figure 1: Conceptual Scheme Boundary and Development Cells.

1.4 Conceptual Scheme Objectives

This Conceptual Scheme (CS) is intended to:

- Summarize a baseline review of existing conditions within the Plan area to describe existing vegetation, environmental features (i.e. topography, wetlands, etc.), existing development improvements, existing servicing and transportation infrastructure, identification of existing pipelines and well-site and any other consideration that might provide development constraints.

- Establish concise policy to direct the future development of a comprehensively-planned business development area that includes predominantly industrial land uses with potential for supportive commercial/office developments.
- Articulate the type, location of extent of transportation improvements required to facilitate the land use concept including infrastructure situated within the Plan area and off-site roadways and intersections within the surrounding area.
- Articulate the type, location of extent of utility servicing improvements required to facilitate the land use concept including infrastructure situated within the Plan area, including a strategy to connect with existing municipal servicing situated within the adjacent lands.
- Establish a strategy to manage surface run-off generated by new development within the Plan area in accordance with the objectives of the Shepard Regional Drainage Plan, the Cooperative Stormwater Management Initiative and the Conrich Master Drainage Plan. Including
- Establish a strategy to address the future allocation of public open space within the Plan area including potential dedication of Municipal and/or Environmental Reserve and/or provision of cash-in-lieu of land.
- Establish a strategy to provide for recreation amenities within the Plan area in accordance with the Rocky View County's Parks & Open Space Master Plan.
- Establish a strategy to ensure the proposed development can be provided appropriate levels of fire and protective services.
- Establish a strategy to implement the proposed land use concept within the context of matters such as:
 - Development phasing;
 - Architectural guidelines;
 - Landscaping, screening and buffering;
 - Site development controls including matters such as:
 - Weed Management;
 - Construction Management;
 - Sediment and erosion control;
- Establish policies to ensure the collection the the County's Transportation Offsite Levy, Water/Wastewater Offiste Levy and applicable Infrastructure Cost-Recoveries.
- Provide for cost effective improvements to the County's infrastructure.
- Demonstrate alignment with the policies and objectives of the Conrich Area Structure Plan (ASP).

2.0

**PLAN AREA
DESCRIPTION**

2.1 Regional Context

As illustrated on **Figure 2: Regional Context**, the subject lands are located directly north of Twp Rd 250 (McKnight Boulevard); directly east of Logistics Parkway (Range Road 283) and directly west of Rge Rd 282. The Plan area is situated +/- 0.8 km (1/2 mi) east of the Hamlet of Conrich and approximately +/- 2.4 km (1.5 mi) east of the City of Calgary.

The subject lands are located within an area characterized by an evolving land use pattern. The CN intermodal railway facility, which was recently relocated from Calgary to Conrich, is located directly to the northwest, lands designated for industrial development (warehousing) are situated directly to the west and predominantly un-fragmented agricultural areas are located directly to the east.

2.2 Local Context

The area referred to as the 'Hamlet of Conrich' is notionally defined by a triangular-shaped area at the corner of Twp Rd 250 and Rge Rd 284 including a private school, several residences, a service station, some industrial uses and a public open space. As of 2013, Conrich had a population of 1,358 residents and is projected to contain a population of approximately 10,000 at full-build out.

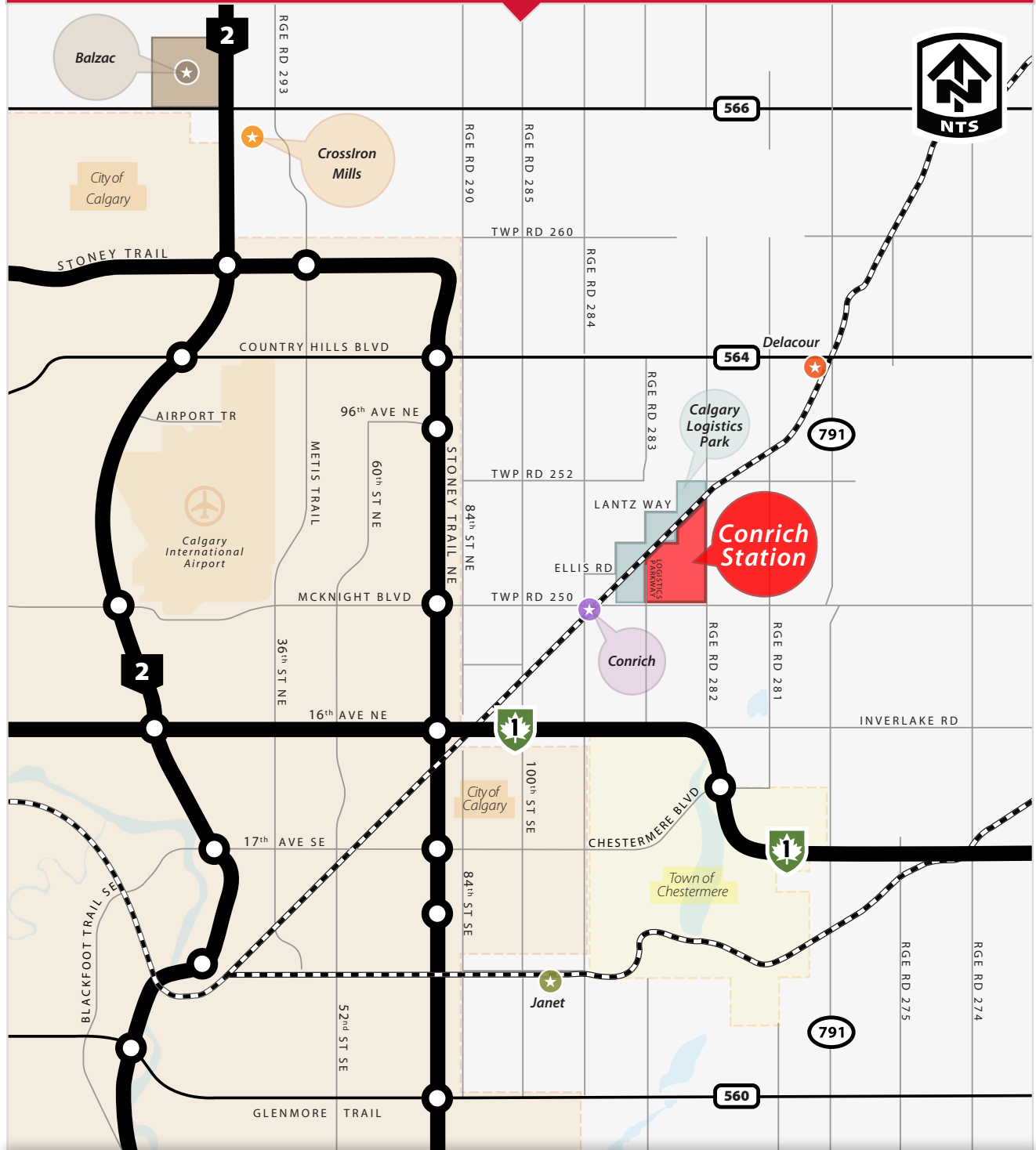
Since the mid 1990's, the Conrich community has become a focus for ongoing residential activities. As illustrated on **Figure 3: Conrich Community Context**, the majority of recent residential development has occurred within the Meadow Ridge Estates and Cambridge Park neighbourhoods. Residential development in the Buffalo Hills neighbourhood is permitted to begin development in the short term. Residents in the area are strongly invested in and attached to their properties. Many residences have been impacted by industrial development and growth.

Recently, the County has been conducting an ongoing planning assessment of future opportunities and constraints affecting the greater area surrounding the Hamlet of Conrich – referred to as The Conrich Community Development Strategy Area. This planning assessment area is illustrated on **Figure 3: Conrich Community Context**. Of note, the rail line that traverses through the Conrich area presents challenges to the efficient and safe movement of traffic.

The County has also approved the Conrich Area Structure Plan (ASP) Through the consultation and planning process of the Conrich Area Structure Plan, a land use strategy was developed. The CS lands are identified as Industrial and Industrial Type I, II and III. A fire station is also identified on the subject lands.

The ASP identified that with the development of the CN rail facility, homes accessing Twp. Rd. 250 south of the CN Logistics Park have been impacted by increased truck traffic and facility operations. Due to the complex land use and design issues of the Twp. Rd. 250 Industrial Transition area, the Conrich ASP recommends future design work to be carried out by the County (Section 27 of the ASP). Due to the fragmented nature

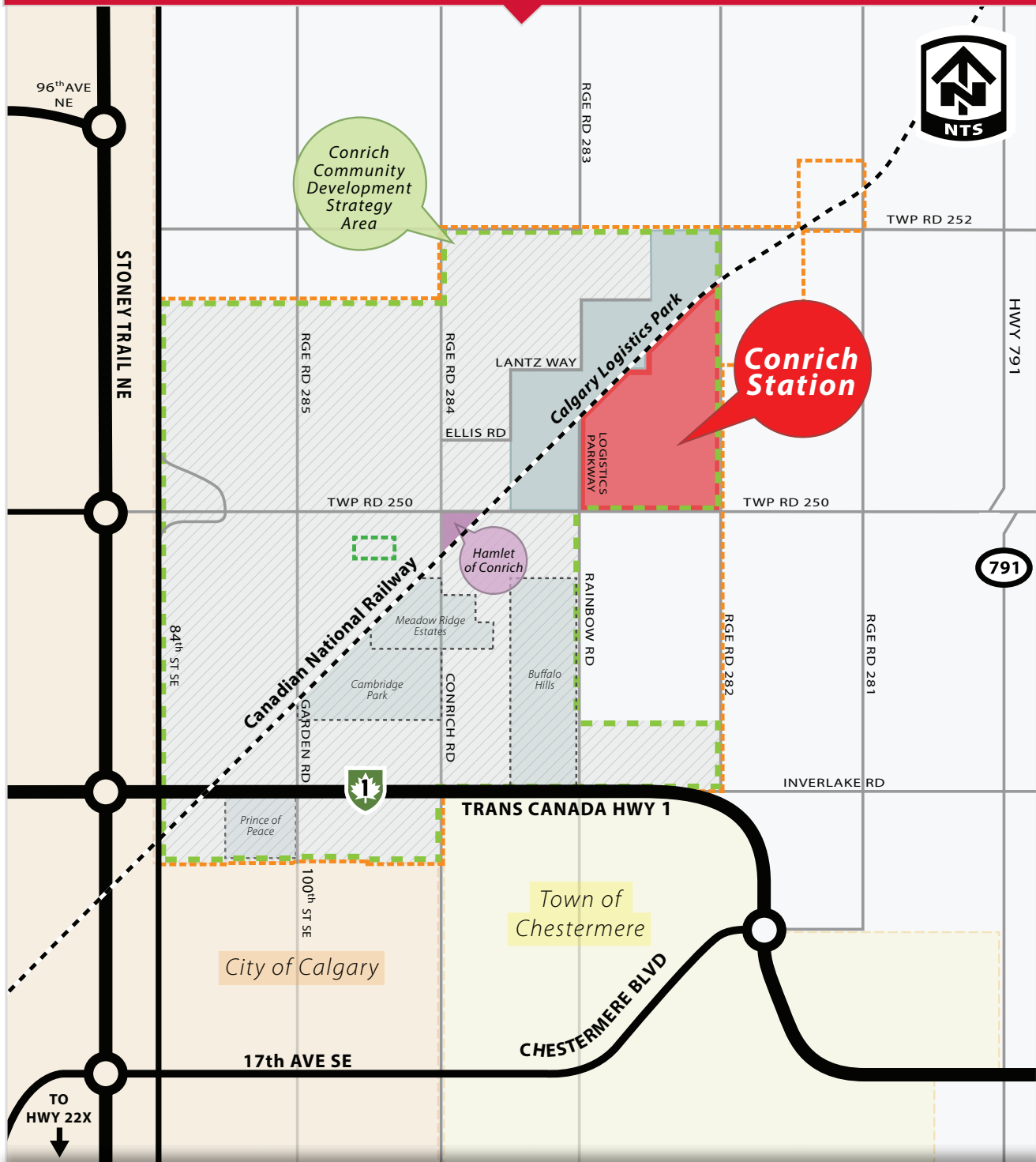
FIGURE 2
REGIONAL CONTEXT



LEGEND

■ Conrich Station Conceptual Scheme Boundary

FIGURE 3

CONRICH COMMUNITY CONTEXT**LEGEND**

Conrich Station Conceptual Scheme Boundary

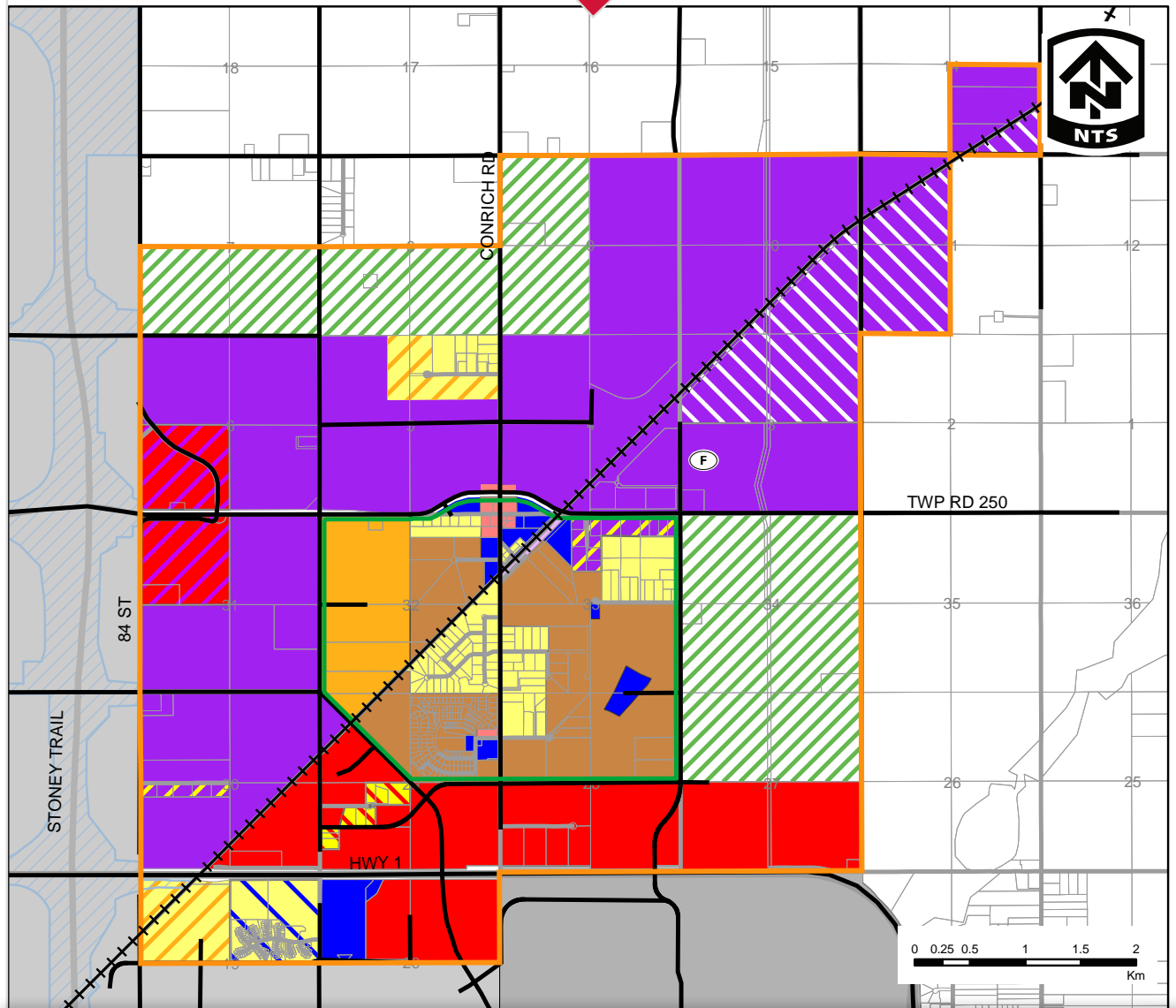


Conrich ASP Boundary



Conrich Community Development Strategy Study Area

FIGURE 4

CONRICH ASP Land Use Strategy**LEGEND**

ASP Boundary	Institutional	Hamlet Commercial
Hamlet	Industrial	Commercial Transition
Low Density Residential	Hamlet Industrial	Long Term Development Area
Compact Country Residential	Industrial (Type 1, 11, & 111)	Fire Station
Country Residential	Industrial Transition	Transportation & Utility Corridor
Residential-form to be determined	Commercial/Industrial	CN Railway
Institutional/Residential	Commercial	

Source : Adapted From Draft Conrich Area Structure Plan

of the area, the County shall prepare the local plan, following consultation with the landowners. The recommended boundaries for this local plan are shown on the Conrich ASP Land Use Strategy.

2.3 Legal Descriptions & Ownership

Existing ownership patterns, legal descriptions and areas are illustrated on **Figure 5: Legal Descriptions** and are summarized as follows:

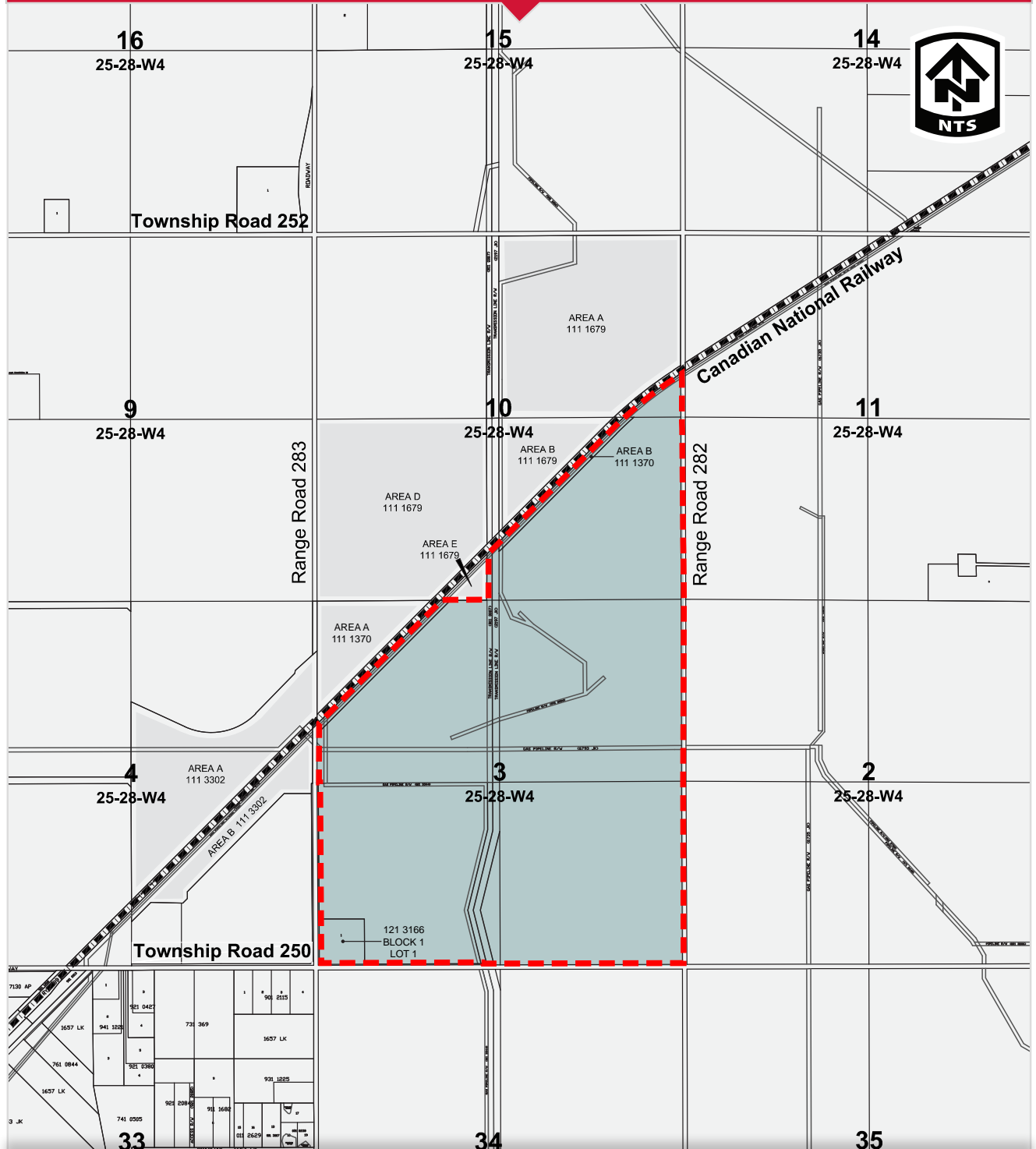
OWNER	LEGAL DESCRIPTION	DEVELOPMENT CELL	AREA (+/- ac)
CANADIAN NATIONAL RAILWAY COMPANY	SE 3-25-28-W4M & SW 3-25-28-W4M	1	297.22
HALINA ADAMOWICZ	Lot 1, Block 1, Plan 121 3166	1A	9.88
1490861 ALBERTA LTD.	NW 3-25-28-W4M	2	111.33
CONRICH STATION JOINT VENTURE LTD.	NE 3-25-28-W4M	3	160
DAVID LANTZ	SE 10-25-28-W4M, NE 10-25-28-W4M and Railway Plan 1111679 Area "C"	4	129.45
ALTA LINK ROW		Notionally included in Cells 1, 2, 3 & 4	21.31
TOTAL			728.04

2.4 Existing Development

As illustrated on Figure 6: Existing Site Conditions, the Plan area is sparsely-developed and includes predominantly agricultural parcels sustaining a mix of cultivated lands and pasture.

The area contains two building sites, one within the SE 3 and the other within SE 10, both containing residential dwellings (and a variety of accessory buildings) each serviced by groundwater wells and private sewage treatment systems. The building site in SE 3 is accessed from Twp Rd 250 and the building site in SE 10 is accessed from Rge Rd 282. It is expected that both existing building sites will be removed at such time they are redeveloped with business uses as contemplated by the provisions of this Plan.

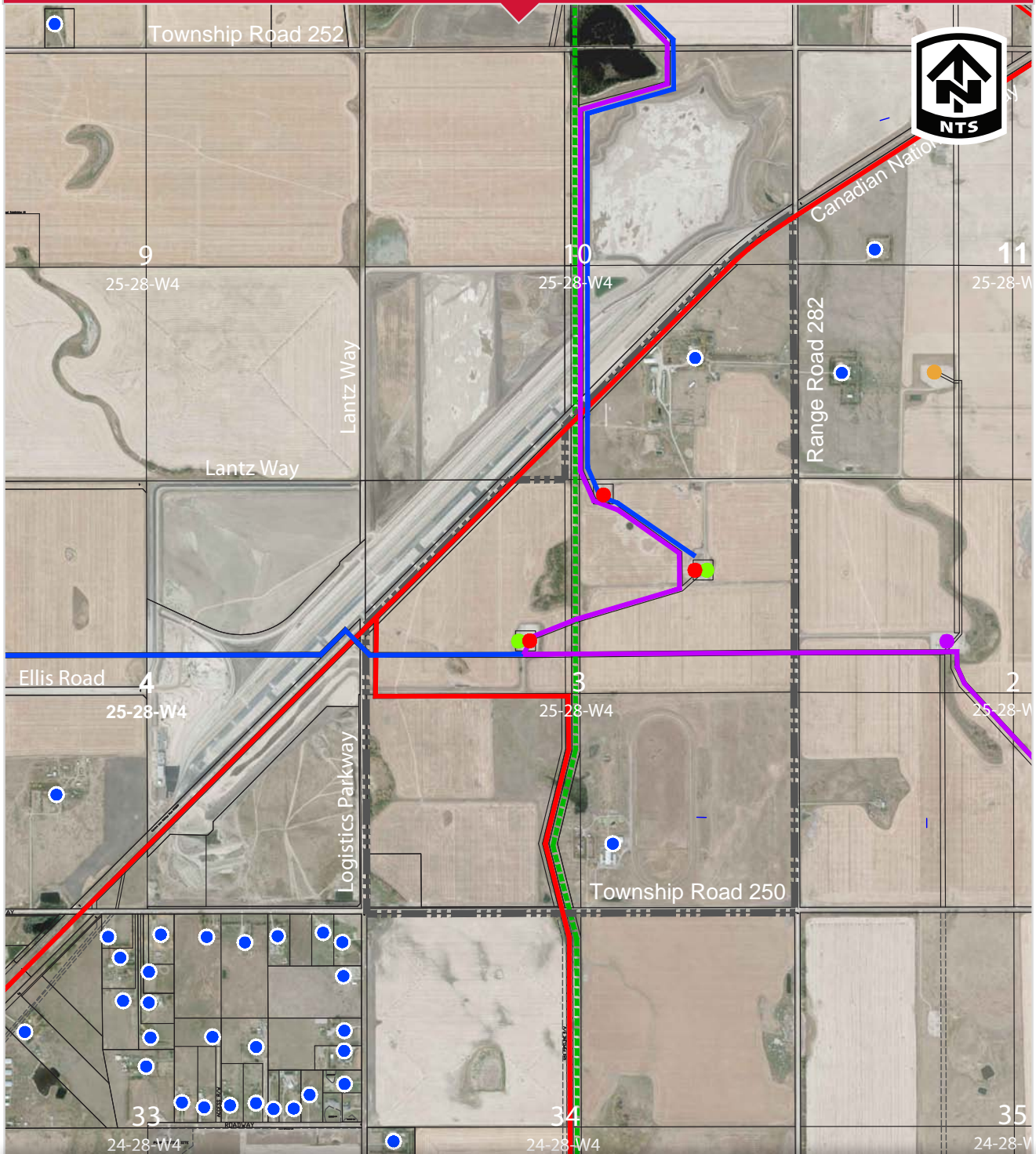
FIGURE 5
LEGAL DESCRIPTIONS



LEGEND

- Corrich Station Conceptual Scheme Boundary
- Titled Areas Affected

FIGURE 6

EXISTING SITE CONDITIONS**LEGEND**

--- Conceptual Scheme Area

--- Overhead Electrical Transmission Line

--- Sour Gas Pipeline (Level 2)

--- Abandoned Sour Gas Pipeline

--- High Pressure Natural Gas Pipeline

● Sour Gas Well Level 1

● Sweet Gas Well

● Well

● Oil and Gas Facility

● Existing Dwelling

b&a
PLANNING GROUP

2.5 Pipeline Rights-of-Way and Well Sites

In accordance with the Conrich ASP, a Land Development Information package from the Alberta Energy Regulator (AER) has been obtained and the locations of all petroleum wells and pipelines (abandoned and operating) in the local plan area has been indicated on **Figure 6: Existing Site Conditions**. The Plan area includes a variety of utility rights-of-way including sour and sweet gas pipelines, well-sites and electrical transmission lines described as follows:

- Two (2) Level 1 sour gas well sites within NE 3 (100 metre. setback) (Nexen has indicated plans to abandon these wells);
- One (1) Level 1 sour gas well site within NW 3 (100 metre. setback);
- A Level 2 sour gas pipeline (100 metre. setback) that connects each Level 1 well site (extending through the Plan area to the north);
- A Level 2 sour gas pipeline (100 metre. setback) extending from the Level 1 well site in NW3 through the Plan area to the east);
- An abandoned Level 2 sour gas pipeline (100 metre. setback) extending from the Level 1 well site in NW3 through the Plan area to the west);
- A Level 1 sweet gas distribution line traversing the northwest periphery of the site as well as bisecting the Plan area along a north-south axis following the centre line of the Section; and
- High-tensile towers connecting overhead electrical transmission lines.

The sour gas well sites and pipelines are scheduled for future abandonment by the operators. The sweet gas pipelines and overhead electrical transmission lines are expected to remain.

In all cases, future development will be required to comply with all regulatory setbacks pertaining to this existing gas and electrical infrastructure. Consultation with the owners/operators of each of these infrastructure components is expected to occur at each development stage as contemplated by this Plan.

2.6 Existing Access

As illustrated on **Figure 7: Existing Transportation Conditions**, portions of the Plan area are accessed from:

- Twp Rd 250 - a 2 laned, undivided, roadway with a paved surface treatment, portions of which have recently been upgraded by CN in support of the construction of the Calgary Logistics Park at Conrich;
- Logistics Parkway (Rge Rd 283) - a 2 laned industrial standard road with a paved surface treatment recently upgraded by CN in support of the construction of the Calgary Logistics Park at Conrich; and
- Rge Rd 282 - a 2 laned municipal grid-road with a gravel surface treatment.

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

CN and Rocky View County are currently upgrading portions of Twp Rd 250 west of Rge Rd 285 (Garden Road) to include a 4-laned road with a paved surface treatment (in support of the construction of the Calgary Logistics Park at Conrich). Likewise, improvements are scheduled at the intersections at Rge Rd 284 (Conrich Road) and Rge Rd 285 (Garden Road). As a note, the bridge at the rail crossing along Rge Rd 282 is restricted in height.

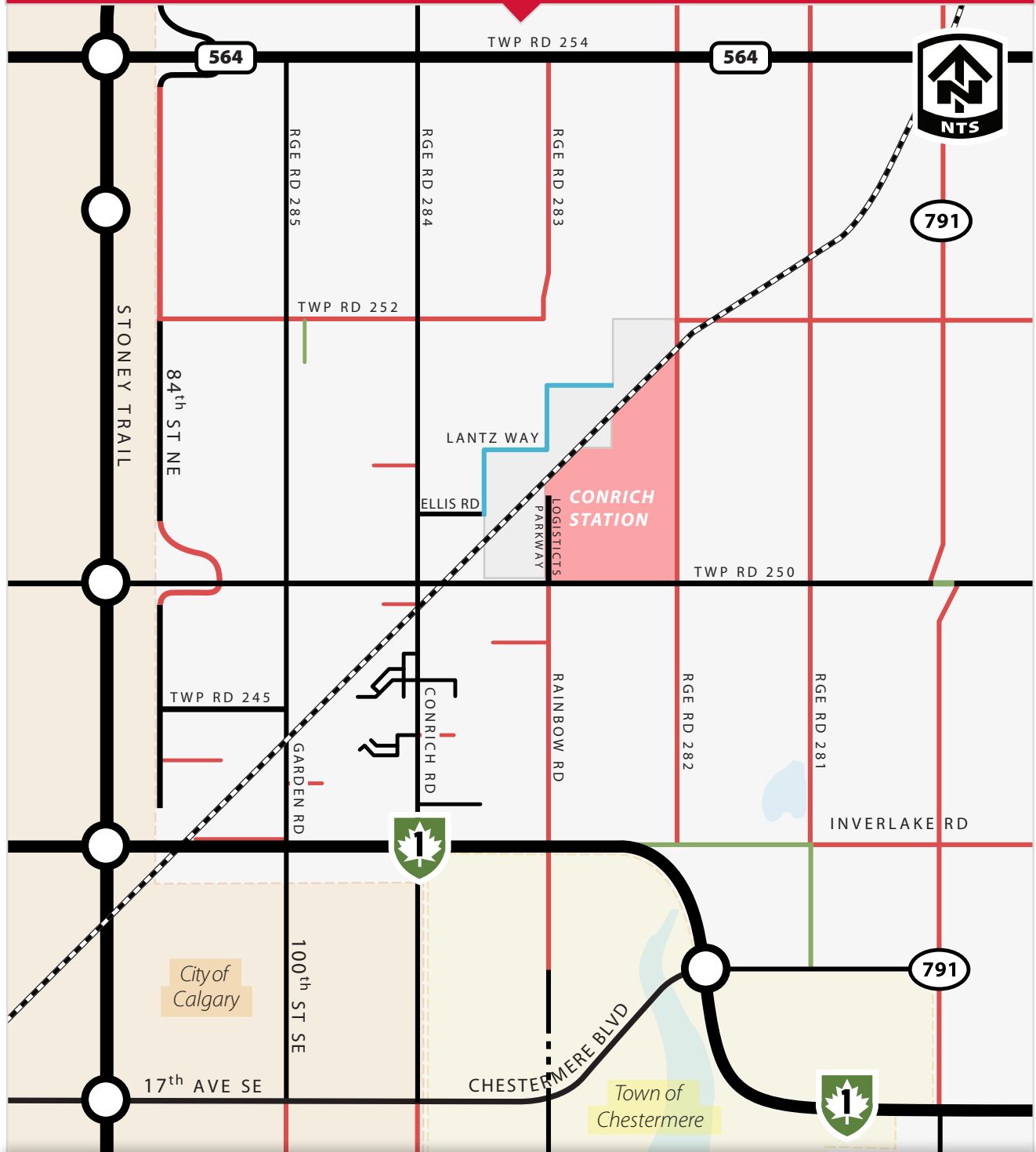
Regionally, Stoney Trail enjoys convenient access due to proximity of Highway 1 and Highway 564 under Provincial jurisdiction which intersect with the County's paved grid roads Rge Rd's 284 & 285).

2.7 Archaeological Considerations

The Plan area has been subject to a prolonged history of agricultural activity and disturbance. The subject lands do not contain any significant topographical features or water courses.

Notwithstanding, in support of this Conceptual Scheme, an application for Historical Resource Clearance was submitted to the Province and clearance was granted. No Historical Resource Impact Assessment or further work is required.

FIGURE 7

EXISTING TRANSPORTATION CONDITIONS**LEGEND**

- | | |
|------------------|---------------------------|
| Paved Road | Private Road |
| Gravel Road | Planned but not yet built |
| Chip-Sealed Road | Interchange |

2.8 Topography & Surface Drainage

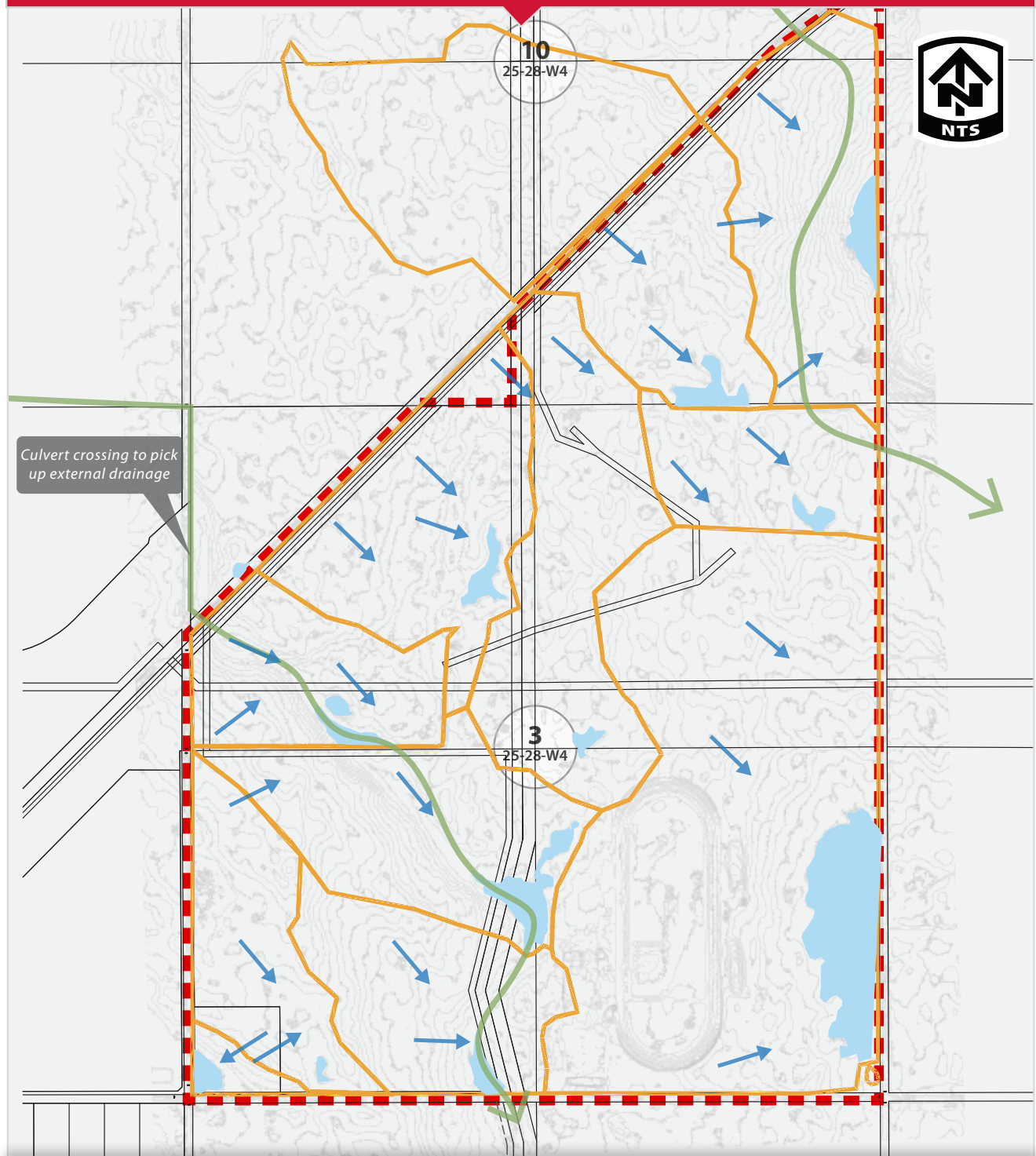
As illustrated on **Figure 8: Topography & Surface Drainage**, the Plan area includes gentle topography that generally slopes across the site from the northwest towards southeast. The site includes a variety of natural surface depressions that collect seasonal surface drainage.

A pronounced drainage course traverses the Plan area from north to south. This drainage course conveys regional drainage from a significant catchment area situated upstream of the Calgary Logistics Park. As part of the site improvements associated with the Calgary Logistics Park, CN installed an underdrain to allow this surface flow to pass under the intermodal facility and discharge onto the NW 3. From there, it travels through the Plan area and discharges under Twp Rd 250 via a culvert onto the quarter section located directly to the south. A second regional drainage course situated within the northeastern portion of the Plan area conveys an upstream catchment through the Plan area and discharges onto lands to the east.

As illustrated on **Figure 9: Shepard Regional Drainage Plan Proposed Primary & Secondary Conveyance Routes**, the subject land is located within the upper reach of the Shepard Regional Drainage Plan (SRDP). This regional drainage plan is recognized by the County, the City of Calgary and the Town of Chestermere, and includes a strategy to manage and convey surface drainage within an extensive area that ultimately drains to the Bow River. Implementation of the SRDP objectives will require the articulation of a variety of primary and secondary drainage channels to convey surface flows from the development areas to the Bow River. It is noted that very little of the planned conveyance routes have been established downstream of the Conceptual Scheme area. As such, in order to manage the surface flows subsequent to development expected within the subject lands, all post development runoff must be maintained within the CS area. It should also be noted that a review of the Cooperative Stormwater Management Initiative (CSMI) has been conducted as part of this plan and interim solutions identified will be explored at the detailed engineering stage.

The preservation of wetlands and the regional management of stormwater are the primary natural challenges to the successful development of the Conrich area. The need for comprehensive stormwater management in Conrich was recognized in light of the local flooding issues experienced in the spring of 2013. All local plans are required to identify and protect environmentally significant land or hazard land through the dedication of environmental reserve or environmental reserve easements.

FIGURE 8
TOPOGRAPHY & SURFACE DRAINAGE

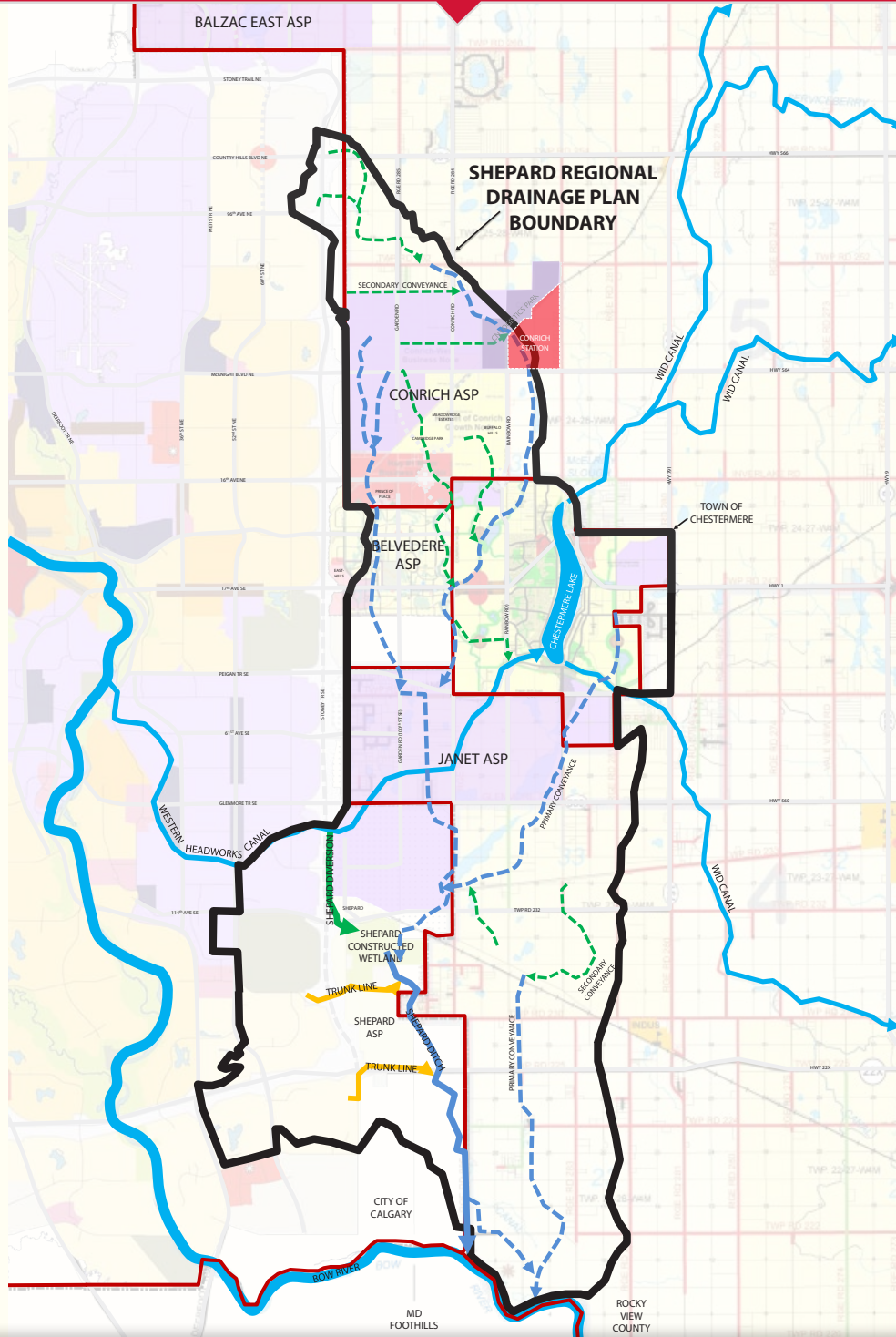


LEGEND

- Conceptual Scheme Boundary
- Sub-Catchment Boundary
- Existing Regional Drainage Path

- ➔ Existing Surface Flow Direction
- Local Depression Area

FIGURE 9

SHEPARD REGIONAL DRAINAGE PLAN - PROPOSED PRIMARY & SECONDARY CONVEYANCE ROUTES**LEGEND**

- Primary Conveyance
- Secondary Conveyance

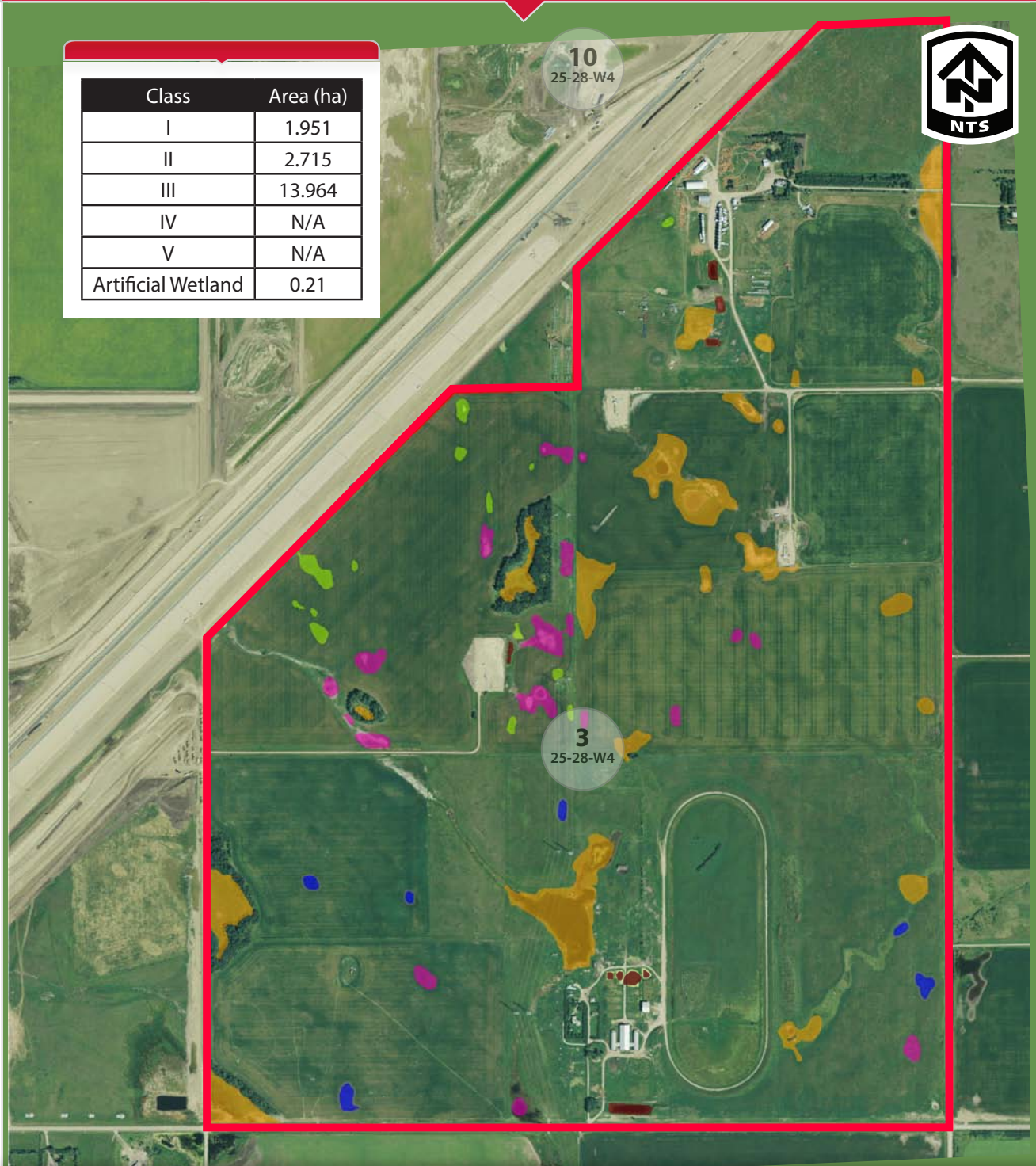
2.9 Biophysical Conditions

Most of the Plan area has been previously disturbed in support of agricultural activities. Notwithstanding, the lands contain a variety of natural features that must be considered alongside future development and a wetland assessment must be provided at the local plan preparation stage. Environmental reserves should be determined by conducting:

- a Biophysical Impact Analysis report;
- a Geotechnical Analysis; and / or
- other assessments acceptable to the County.

In support of this Conceptual Scheme, the owner of each development cell prepared a Biophysical Overview study to establish the type, location, classification and extent of wetland features. As illustrated on **Figure 10: Biophysical Inventory**, the Plan area includes forty-three (43) wetlands of which twenty are Class III, seventeen are Class II, and six are Class I based on the Stewart and Kantrud (1971) Wetland Classification System. The summary of the existing wetland types and areas is described in the table below.

FIGURE 10
BIOPHYSICAL INVENTORY



Class	Area (ha)
I	1.951
II	2.715
III	13.964
IV	N/A
V	N/A
Artificial Wetland	0.21

LEGEND

- Conceptual Scheme Boundary
- Class 1 Wetland
- Class 2 Wetland
- Class 3 Wetland
- Artificial Wetland

Class	Area (+/- ha)	Area (+/- ac)
I	1.951	4.82
II	2.979	7.36
III	13.7	33.85
Artificial Wetland	0.21	0.52
TOTAL	18.84	46.55

As contemplated by this Conceptual Scheme, most of the existing wetlands are expected to be disturbed at such time development proceeds within the site; however, some of the wetlands may be retained and enhanced to augment the stormwater management system.

A requirement of a local plan is to determine whether Class III or above wetlands are Crown owned land and if they are not claimed by the Crown, they may qualify to be designated as Environmental Reserve. It is acknowledged that if they are part of the stormwater conveyance system they are required to be designated as Environmental Reserve. Similarly, Class IV and above not claimed by the Crown, must be dedicated as Environmental Reserve.

The Province (Alberta Public Lands) has indicated that they are not claiming ownership of any of the identified wetlands within the Plan area.

In Alberta, Wetland Management is regulated by the Water Act along with Provincial Wetland Restoration and Compensation Guide (February, 2007) and the interim Alberta Wetland Policy (2013). As of the fall of 2014 new implementation tools will begin to be phased in by the Province.

A program of wetland management and compensation will be implemented at the detailed subdivision phase to mitigate this residual effect in accordance with Provincial guidelines and regulations. The Province will be consulted at the development stage for the most current process respecting wetland management.

Provided the proposed compensation meets Alberta Environment and Sustainable Resource Development requirements under the Water Act, the expected loss of wetlands anticipated within the site is not considered a significant residual impact from a regional perspective.

2.10 Wildlife & Wildlife Habitat Area

As described by the Biological Overviews Assessment prepared in support of the Conceptual Scheme, the site contains evidence of some mammal, bird and plant species that are considered at risk or sensitive in accordance with Provincial and Federal classifications such as the American Badger (at risk) .

As such, in accordance with applicable regulatory requirements governing same, the developer will be required to implement mitigation measures prior to development proceeding within the site. Such measures may include retention of existing wetland and woodlot areas, stockpiling and replanting overburden and avoidance during critical nesting seasons.

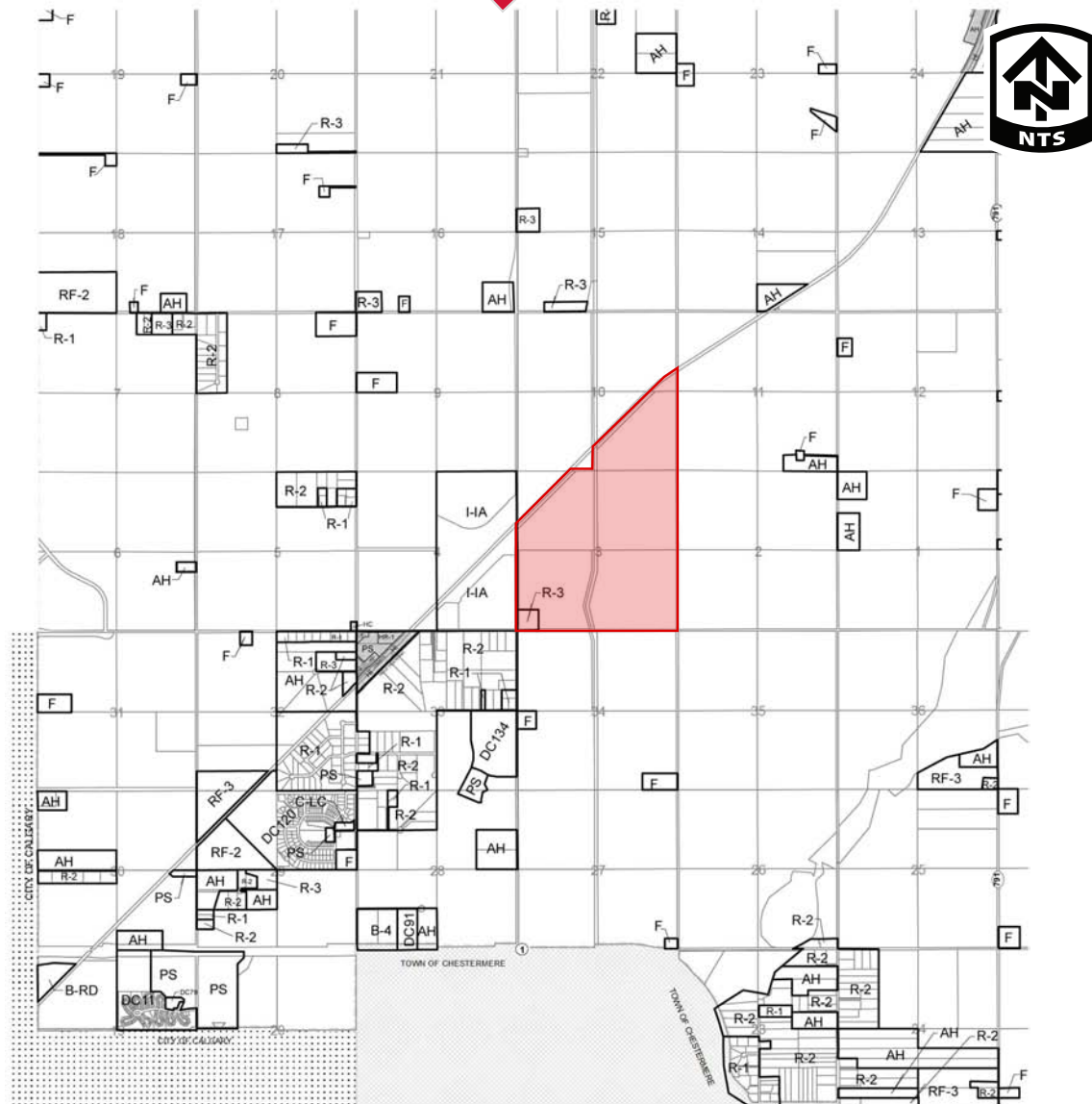
2.11 Geotechnical Conditions

To date, a geotechnical assessment has been prepared within the S1/2 of Section 3-25-28-W4M. A site specific geotechnical assessment should be conducted at the development permit stage. With regards to the N 1/2 Section 3-25-28-W4M, a comprehensive geotechnical report will be required at the subdivision stage and a site specific investigation at the development permit stage. As such, the sub-surface characteristics within a portion of the Plan area are not known. However, it is acknowledged that such investigation needs to be conducted prior to development proceeding within the north portion of the Plan area at the subdivision and development stage.

POLICIES:

- 2.11.1 A geotechnical investigation shall be prepared by a qualified professional geotechnical engineer prior to business development proceeding within the Plan area at the subdivision stage and a site-specific evaluation at the development stage.

FIGURE 11
EXISTING LAND USE



ALL LANDS ARE DESIGNATED RF UNLESS NOTED OTHERWISE

RANCH AND FARM DISTRICT	RF
SEE EXCEPTIONS LISTED WITH THIS DISTRICT	RF *
RANCH AND FARM TWO DISTRICT	RF-2
RANCH AND FARM THREE DISTRICT	RF-3
AGRICULTURAL HOLDING DISTRICT	AH
FARMSTEAD DISTRICT	F
RESIDENTIAL ONE DISTRICT	R-1
RESIDENTIAL TWO DISTRICT	R-2
RESIDENTIAL THREE DISTRICT	R-3
HIGHWAY BUSINESS DISTRICT	B-1
GENERAL BUSINESS DISTRICT	B-2
LIMITED BUSINESS DISTRICT	B-3
RECREATION BUSINESS DISTRICT	B-4
AGRICULTURAL BUSINESS DISTRICT	B-5
LOCAL BUSINESS DISTRICT	B-6
HIGHWAY FRONTAGE BUSINESS DISTRICT	B-HF
BUSINESS CAMPUS BUSINESS DISTRICT	B-BC
INDUSTRIAL CAMPUS BUSINESS DISTRICT	B-IC

VISUAL REFERENCE
ONLY
CONTACT THE
COUNTY PLANNING
DEPARTMENT FOR
OFFICIAL
CONFIRMATION

RECREATION DESTINATION BUSINESS DISTRICT	B-RD
LEISURE AND RECREATION BUSINESS DISTRICT	B-LR
AGRICULTURAL SERVICES BUSINESS DISTRICT	B-AS
POINT COMMERCIAL DISTRICT	C-PT
VILLAGE CENTRE COMMERCIAL DISTRICT	C-VC
LOCAL COMMERCIAL DISTRICT	C-LC
REGIONAL COMMERCIAL DISTRICT	C-RC
INDUSTRIAL ACTIVITY DISTRICT	I-A
STORAGE AND SALES INDUSTRIAL DISTRICT	I-S
NATURAL RESOURCE INDUSTRIAL DISTRICT	NRI
HAMLET RESIDENTIAL SINGLE FAMILY DISTRICT	HR-1
HAMLET RESIDENTIAL (2) DISTRICT	HR-2
HAMLET COMMERCIAL DISTRICT	HC
HAMLET INDUSTRIAL DISTRICT	HI
PUBLIC SERVICES DISTRICT	PS
AIRPORT DISTRICT	AP
DIRECT CONTROL DISTRICT	DC

LEGEND

■ Conceptual Scheme Boundary

2.12 Existing Land Use Character

As illustrated on **Figure 11: Existing Land Use**, the Plan area includes predominately Ranch & Farm District (RF) land use designation in accordance with the County's Land Use Bylaw (C-4841-97). A 'first parcel out' residential subdivision legally described as Lot 1, Block 1, Plan 1213166 was recently approved by the County within the southwest portion of the Plan area; however, the parcel is undeveloped.

Areas north, east and south of the subject area contain mostly agricultural Ranch and Farm District (RF) designations.

The 'customer warehouse lands' associated with the Calgary Logistics Park at Conrich are designated as Industrial Activity District (I-IA).

Lands situated in the Conrich community south of Twp Rd 250 include country residential land uses (R1 & R2) and Direct Control Bylaws (DC). There are some Farmstead (F) or Agricultural Holdings (AH) parcels in the area as well.

This local plan considers the growth and development of the Hamlet of Conrich in accordance with the vision established in the Conrich ASP.

The existing Hamlet of Conrich currently contains Hamlet Residential (HR-1), Hamlet Industrial, (HI) and Public Service (PS) land use designations. A Hamlet Commercial District parcel (HC) is located directly opposite the Hamlet at the northwest corner of the Rge Rd 284 / Twp Rd 250 intersection.

3.0

**THE
DEVELOPMENT
CONCEPT**

3.1 A Comprehensive Warehouse Business Park Development

Looking ahead 15 to 20 years, the Conrich Station Conceptual Scheme area has been built-out through implementation of a staged sequence of subdivision and development phasing leading to the development of a master-planned business park that accommodates a variety of strategic economic development opportunities in keeping with the policy provisions of the Rocky View County Plan and the Conrich Area Structure Plan. The attractiveness of locating near the CN rail facility, with its opportunities for co-locating warehouses near a distribution centre has drawn a large number of light industries into the area. The area attracts a wide range of industries, related to the manufacturing, storage, and oil field service sectors. The regional transportation network links the area to regional networks from Vancouver to Winnipeg.

Conrich residents have work opportunities within a short distance from their homes and all County residents benefit from the financial contribution the area makes to the County's economic sustainability. The regional stormwater management system in the Conrich area has accommodated many of the wetlands in the area.

The adoption of the Conrich Area Structure Plan provides the guidance to:

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

3.2 Industrial Land Use Policy Direction

Rocky View County is expected to capture a greater share of the region's industrial development over the next few decades due to demand, a growing urban market and labour force, competitive land values, and good transportation access. This presents opportunity for growth and development in the Conrich Station area in particular.

Rocky View's County Plan (MDP) identifies the Conrich area as a regional business centre based on the development of the CN Rail Facility and Logistics Park. The area is expected to see strong industrial development activity in the distribution sectors over the next decade. The associated employment growth that will come with this development will contribute to the evolution of a complete community in the Conrich area.

The County Plan contains industrial policies that support the development of a regional business centre that provides local and regional employment opportunities, increases the County's business assessment base, and contributes to the long-term financial sustainability of the County.

According to the County's *Industrial Land Capacity Study (2014)*, the following sectors have been identified as emerging growth areas:

- Transportation, warehousing and distribution / wholesale trade, particularly rail and trucking transportation and support industries; and
- Professional, scientific and technical services, particularly engineering, consulting, and business services.

The objectives of the Conrich ASP have been incorporated into this local plan with the following highlights:

- Support the development of a well-designed, industrial based, regional business centre.
- 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 land uses in this area must align with the land use strategy of the Conrich ASP with development to proceed in an orderly manner, supported by cost effective and efficient improvements to the County's existing infrastructure and transportation networks.
- Industrial uses such as distribution logistics, warehousing, transportation, industrial services, construction, and manufacturing that do not have significant offsite nuisance factors are appropriate within the industrial area.
- 'Distribution logistics' is defined as the business and activities associated with the management, handling and movement of goods and finished products from their point of origin and manufacture to their point of consumption.
- Commercial and other business uses that are compatible with industrial uses and have minimal impact on the local infrastructure may be appropriate within an industrial area.
- Other industrial uses with the potential for offsite impacts such as unsightly appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods may be located in the area identified as Industrial (Type I, II, and III).

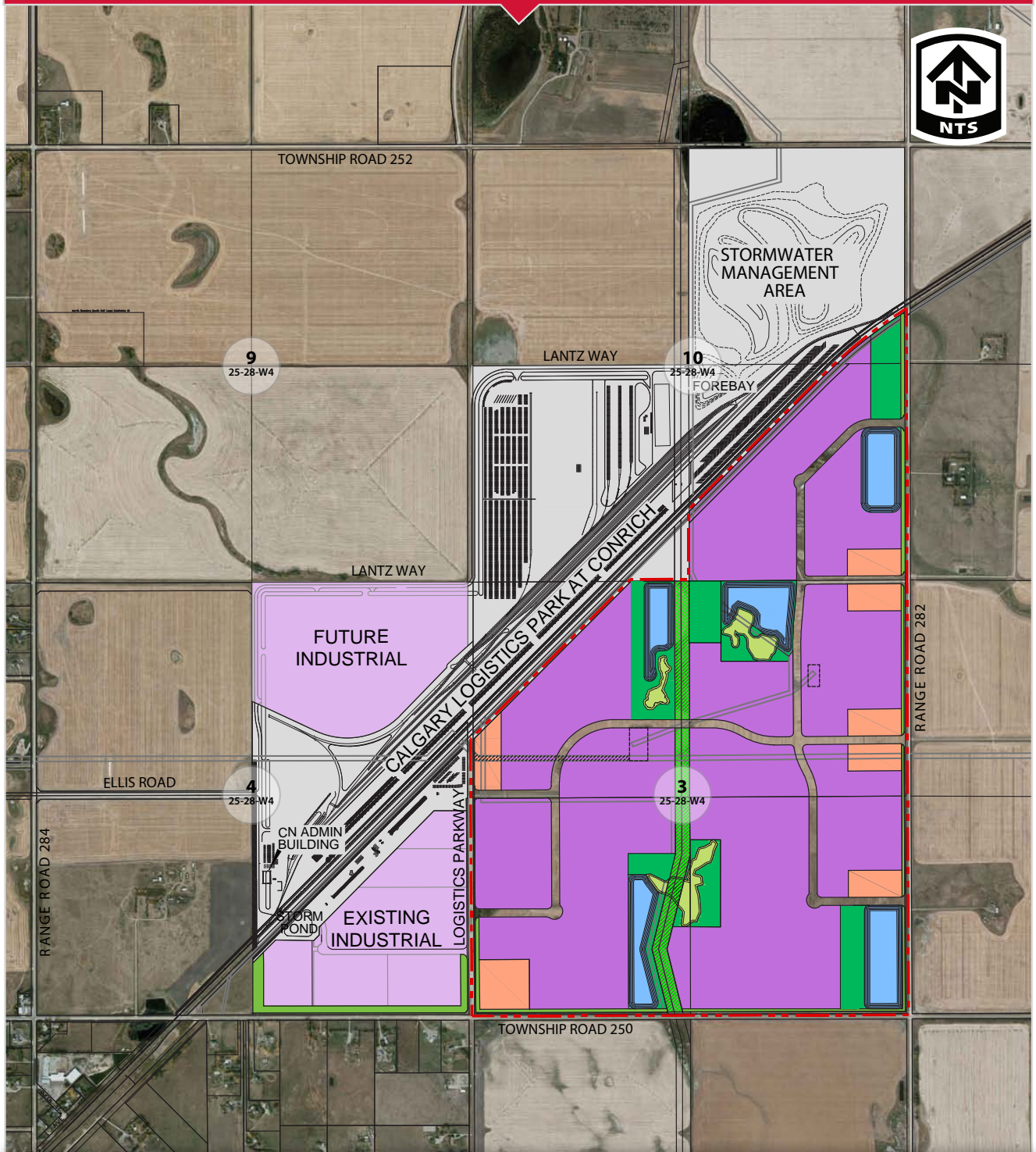
This local plan is consistent with the Industrial land use policies of the Conrich ASP (policies 12.3 to 12.6) including those pertaining to the business-residential interface.

3.3 General Land Use Concept

The future development and land use concept for the Conrich Station planning area is illustrated on **Figure 12: Development Concept** and the following key aspects are highlighted below:

- A comprehensive planned development with a predominant general industrial focus that compliments the regional transportation distribution operations of the Calgary Logistics Park at Conrich;
- Opportunities for limited commercial/office development accommodated at strategic locations (primarily along public road frontages at major access points) that offer supporting uses within the plan area;
- A comprehensively-planned transportation distribution system with a defined hierarchy of collector and internal subdivision roads that are integrated with the surrounding regional road network;
- Implementation of an on-site municipal potable water and sanitary sewer network with connections to/from the County's Conrich Water System and the East Rocky View Wastewater Treatment Line;
- Implementation of an innovative, low-impact development stormwater management strategy.
- The integration of a complex of engineered facilities specifically designed to capture, treat, retain, re-use and disposal of 100% of the surface drainage generated within the Plan area.
- The integrated stormwater management system is to be constructed by the developer in stages and operated and maintained by the County in partnership with a Business Lot Owner's Association. The design of the drainage system respects the provisions of the Shepard Regional Drainage Plan;
- The provision of Municipal Reserve (MR) along the perimeter of the plan area to provide landscaping enhancements and visual buffers along business development frontages facing existing County roads, particularly along the Twp Rd 250 frontage;
- Areas identified conceptually for Environmental Reserve (ER) dedication in this Conceptual Scheme are to be re-evaluated at the subdivision stage and potentially integrated into the private landscaped easement areas; and
- Implementation of development guidelines that establish and maintain a coordinated design aesthetic along business development frontages facing existing County roads, with particular emphasis on Twp Rd 250 and Logistics Parkway.
- Identification of public and private utility routes and provision of shallow utilities to new developments.
- Identification of water conservation principles and provision of fire suppression and water supply infrastructure.

FIGURE 12
DEVELOPMENT CONCEPT



LEGEND

- | | | |
|---|---|--|
| ■ Subject Lands | ■ Municipal Reserve | ■ Private Landscaped Easement/Irrigation Area |
| ■ General Industrial | ■ Environmental Reserve | Altalink R.O.W. |
| ■ Potential Commercial/Office | ■ Public Utility Lot - Stormwater Retention | |

As described, development of business/industrial development within the Plan area is anticipated to occur in phases, likely spanning from immediate development to a 15 - 20 year horizon, and is expected to be proceed in response to the availability of transportation and utility servicing infrastructure as well as market demand. It should be noted that the areas identified for industrial uses in the Conrich ASP are expected to meet demand for 20+ years.

POLICIES:

- 3.3.1 Future land uses within the Conceptual Scheme Area are illustrated on Figure 12: Development Concept and shall include predominantly general industrial developments with limited opportunities for commercial/office developments (including the potential for a hotel) which are consistent with the policies of the Conrich Area Structure Plan.
- 3.3.2 Areas identified for 'General Industrial Use' are expected to accommodate developments that include a mix of large, medium and smaller-format operations with business activities occurring within enclosed buildings and/or within outside areas that are appropriately buffered and screened from adjacent properties.
- 3.3.3 Areas identified for 'Potential Commercial/Office Use' are expected to accommodate either general industrial developments or commercial/office developments that provide amenity and support to the Calgary Logistics Park at Conrich and associated distribution-oriented developments.

3.4 Subdivision & Development Concept

Subdivision and development within the Conrich Station Conceptual Scheme area will implement the general land uses illustrated on **Figure 12: Development Concept**. Phasing of development is generally anticipated to occur within each Development Cell subject to the availability of appropriate transportation and utility infrastructure. Given the relatively large area included within this Plan area, the individual development aspirations in each cell and the associated prolonged development horizon in some of the areas (+/- 20 yrs), a specific illustration of anticipated lot layouts has not been defined. Instead, the detailed parcel configurations will be established at the subdivision stage by the owner of each Development Cell in support of an application for business land use designation. The subdivision process is generally described in Section 10.0 of this Conceptual Scheme.

POLICIES CONTINUED:

- 3.3.4 Areas identified for 'Municipal Reserve, Environmental Reserve and Public Utility Lot' are expected to accommodate recreational, environmental and stormwater utility uses respectively.
- 3.3.5 Areas identified for 'Private Landscaped Easement /Irrigation Area' are expected to accommodate stormwater utility uses.
- 3.3.6 Areas identified for 'AltaLink ROW' are expected to accommodate the existing overhead electrical transmission infrastructure.
- 3.3.7 Development standards and architectural guidelines shall be implemented within the Plan area to ensure the Twp Rd 250, Logistics Parkway and Range Roads 282 business frontages present an appropriate visual interface to the surrounding public roads and adjacent lands.
- 3.3.8 The Plan will provide for the development of a land use pattern that results in cost effective infrastructure systems, public facilities, and community services.
- 3.3.9 Support the development of the Conrich area as a Regional Business Centre.
- 3.3.10 Provide for potable water, waste water, stormwater systems and utility service routes in the Plan area in a safe, cost effective and fiscally sustainable manner.

3.5 Development Statistics

A description of general development statistics anticipated within the Plan area as illustrated on **Figure 12: Development Concept** is summarized in the following table. It is acknowledged that these statistics are conceptual only and will be finalized at the subdivision stage.

	+/- ac	+/- ha	%
General Industrial*	486.39	196.84	66.86
Potential Commercial/Office	39.49	15.98	5.43
Municipal Reserve (MR)	10.43	4.22	1.43
Environmental Reserve (ER)	12.50	5.06	1.72
Public Utility Lot (PUL)	54.69	22.13	7.52
Private Landscaped Easement	55.23	22.35	7.59
Road Dedication	39.78	16.10	5.46
Road ROW Widening	7.61	3.08	1.04
Alta Link ROW	21.31	8.63	2.93
*additional local roads will be dedicated from these lands			
TOTALS	727.43	294.39	100

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4.0

TRANSPORTATION

4.1 Regional Transportation Infrastructure

As illustrated by **Figure 13: Transportation Improvements**, the Conrich Station Conceptual Scheme area is benefitted by convenient access from a number of existing major regional roadways that service the area.

This Plan separates residential, commercial and industrial traffic and is designed to accommodate approved and / or potential changes in access to the provincial transportation network, as identified in the Conrich ASP.

Access is available to the Plan area from the south via Highway 1 (16th Ave NE), from the north via Highway 564 (Country Hills Blvd NE) and from the west via Stoney Trail NE.

The County's municipal grid road intersects with the existing regional road network via Twp Rd 250 (McKnight Blvd), Rge Rd 285 (Garden Rd), Rge Rd 284 (Conrich Road), Logistics Parkway (Rge Rd 283/Rainbow Rd), Ellis Road and Rge Rd 282.

Twp Rd 250 is the primary transportation linkage that currently provides access to the Plan area from the west. As part of the Conrich ASP process, increased truck traffic associated with the operation of the CN rail facility was identified as a key issue. In support of the Calgary Logistics Park at Conrich, CN and the County are presently engaged in a significant transportation improvement program to upgrade Twp Rd 250 from Logistics Parkway (Rge Rd 283) to Stoney Trail. Improvements include:

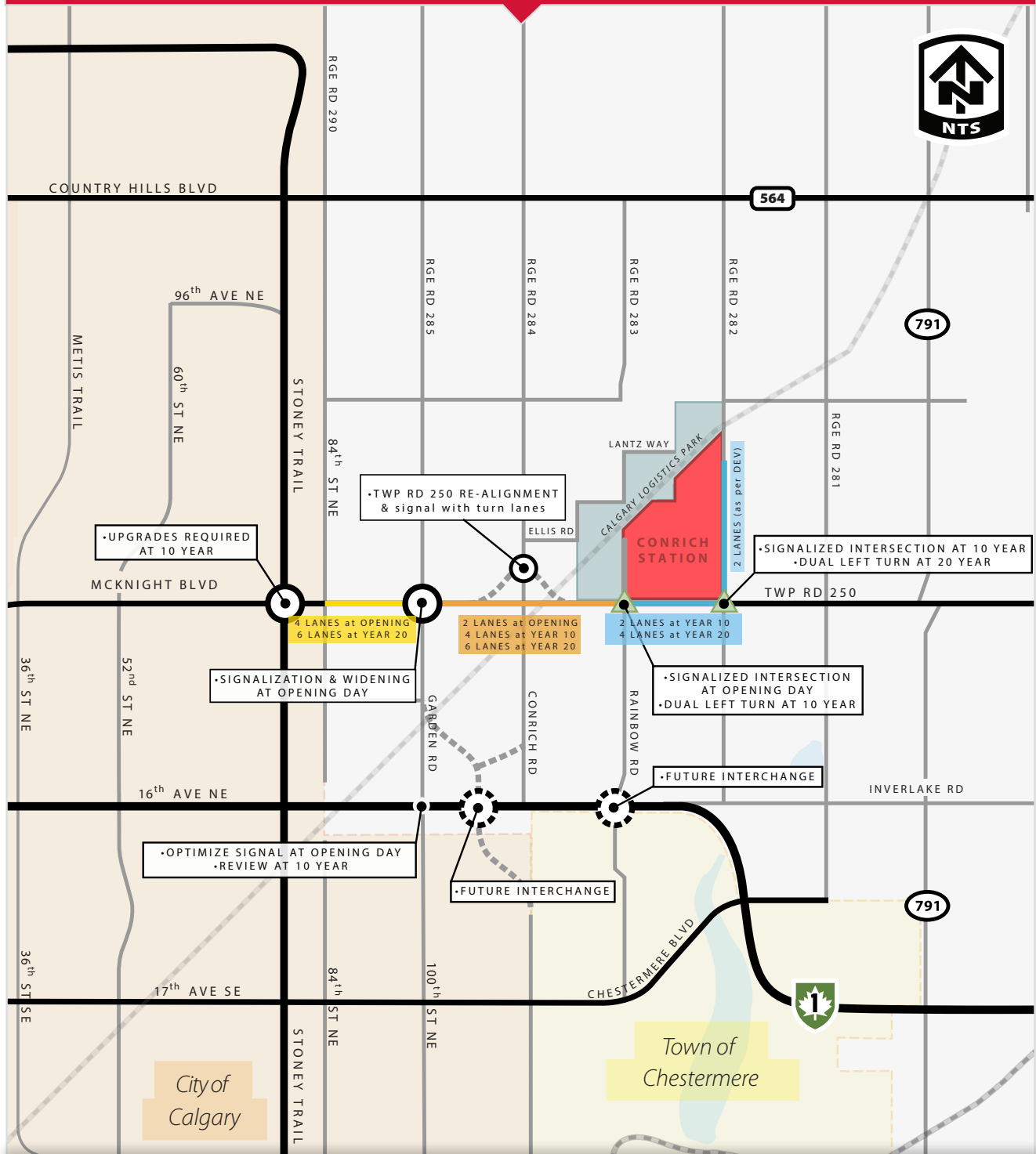
- Base widening, ditch grading and resurfacing (2 lane) between Logistics Parkway and Rge Rd 285;
- ROW widening, base widening and resurfacing (4-lane) between Rge Rd 285 and Stoney Trail;
- Intersection improvements at Rge Rd 284 and Rge Rd 285 (The portion of Twp Rd 250 will be realigned above the existing gas station).

These improvements are expected to be complete in 2017. Once in place, they will significantly improve and enhance the transportation capacity of Twp Rd 250 – which is expected to accommodate development associated with the Calgary Logistics Park at Conrich and additional supporting developments expected in the surrounding community – including the Conceptual Scheme area. As such, it is expected that Twp Rd 250 will accommodate the majority of transportation requirements for the Conrich Station Conceptual Scheme area.

4.2 Traffic Impact Assessment

The Conrich ASP requires that a Transportation Impact Assessment (TIA) be required as part of the local plan preparation and / or subdivision application process. The objective of the TIA is to determine if potential off-site road improvements are required to support a proposed development. Costs associated with the development and identified in the TIA must be borne by the developer.

FIGURE 13
TRANSPORTATION IMPROVEMENTS



LEGEND

 Conceptual Scheme Boundary

Accordingly, a Traffic Impact Assessment (TIA), 2013 was prepared by Bunt & Associates Engineering in support of this Conceptual Scheme. The TIA assessed the proposed development's future transportation requirements, the cumulative impacts of same on the existing road network, and any possible mitigation measures associated with the expected traffic generated by the proposed development within the CS area (as well as other ambient background traffic growth).

The TIA describes the anticipated regional road improvements which will be required to be implemented by the developer to accommodate development within the Plan area in accordance with the opening day horizon (2017), a 10 yr horizon and a 20 yr horizon.

The summary of improvements is illustrated by **Figure 13: Transportation Improvements** and described as follows:

Township Rd 250 (McKnight Blvd NE)

- Upgrade Logistics Parkway intersection at Opening Day;
- 4-lane between Logistics Parkway and Rge Rd 285 at Year 10;
- 6-lane between Rge Rd 283 and Stoney Trail at Year 20;
- Signalize & widen Rge Rd 285 at Year 10;
- Realign Rge Rd 284 intersection at Opening Day;
- Signalize Rge Rd 284 and turn lanes at opening day;
- Upgrade Logistics Parkway and Rge Rd 282 at Year 10; and
- 4-lane between Logistics Parkway and Rge Rd 282 at Year 20.

Stoney Trail NE

- Ultimate Twp Rd 250 interchange configuration required at Year 10.

Highway 1 (16th Ave NE)

- Optimize signal and widen Rge Rd 285 (Garden Road) at Opening Day (background);
- Realign Garden Rd to new grade-separated interchange (timing unknown); and
- Realign Rainbow Rd to new grade-separated interchange (timing unknown).

Highway 564 (Country Hills Blvd NE)

- No improvements required during Opening Day, Year 10 or Year 20.

POLICIES:

- 4.2.1 Upgrades to regional roadways required in support of development anticipated within the Conrich Station Conceptual Scheme are illustrated on Figure 13: Regional Transportation Improvements.
- 4.2.2 An update to the Conrich Station Traffic Impact Assessment (TIA), Bunt, 2013 shall be prepared by the developer at each development phase anticipated by this Conceptual Scheme to establish expectations for required regional transportation infrastructure improvements.
- 4.2.3 All costs required to facilitate improvements to the regional roadway network in support of development anticipated within the Plan area shall be provided by the developer.
- 4.2.4 The developer shall provide payment of the applicable levy at the subdivision and/or development permit stage in accordance with the requirements prescribed by the County's Transportation Levy Bylaw.
- 4.2.5 Where applicable, the County shall consider allocating funds collected through the Transportation Levy Bylaw in order to assist with developer-financing improvements to the regional road network.
- 4.2.6 Where upgrades to regional transportation infrastructure provided by the developer are demonstrated to benefit lands outside the Conceptual Scheme area, the County shall facilitate recovery of costs in accordance with the Infrastructure Cost Recovery Policy.
- 4.2.7 The County shall facilitate recovery of costs from developers within the Conrich Station Conceptual Scheme area (for existing improvements to Twp Rd 250) in accordance with the Infrastructure Cost Recovery Policy.
- 4.2.8 Create a well-designed, safe and interconnected transportation network.

4.3 Local Transportation Infrastructure

4.3.1 Internal Distribution System

The expectation for access within the Plan area is illustrated by **Figure 12: Development Concept**. Access to the western portion of the Plan area will be provided from Twp Rd 250 via Logistics Parkway that has been recently upgraded as a public industrial road with a paved surface. Access to the eastern portion of the Plan area will be provided from Twp Rd 250 via Range Rd 282 which is a municipal statutory road allowance currently developed with a gravel surface.

As illustrated by **Figure 12: Development Concept**, the general alignment of internal roadways is contemplated to provide access to each Development Cell from the adjacent public road network. Likewise, the roadway alignment accommodates linkages between each Development Cell to provide logical and efficient access within all areas of the Plan.

The internal roadway configuration illustrated by **Figure 12: Development Concept** is intended to establish general expectations for internal transportation circulation and distribution, and may not necessarily illustrate the exact internal roadway configuration required to provide access to the final development. This figure generally shows the internal collector roads and local roads and minor modifications will be identified at the subdivision stage. Accordingly, the specific design, alignment and treatment of internal roads will be established by each developer at the subdivision stage.

The provision of multiple access points and circulation routes is considered a desirable design objective, particularly when considering business development traffic generation and distribution. As such, the proposed internal road connection situated within the N 1/2 of Section 3 and is intended to 'bridge the gap' between the western and eastern portions of the Plan area. At this stage, it has not been determined whether this access will be a fully operational access or merely function as an emergency access only. The specific function and design treatment of this proposed roadway linkage will be determined at the subdivision stage.

All roads required to provide access within the Conrich Station Conceptual Scheme shall be provided by the developer to the satisfaction of the County.

POLICIES:

- 4.3.1.1 The general alignment of internal roadways within the Plan area will be developed as illustrated by Figure 12: Development Concept.
- 4.3.1.2 The specific alignment of internal roadways is expected to be finalized by the developer at the subdivision stage.
- 4.3.1.3 Consideration of a secondary (emergency) access in accordance with the Rocky View County Engineering Standards shall be accommodated by the developer as a component of each subdivision application.
- 4.3.1.4 The alignment of intersections between the internal road system and Logistics Parkway / Rge Rd 282 shall respect minimum spacing requirements in accordance with the Rocky View County Engineering Standards.
- 4.3.1.5 No direct access to business development within the Plan area shall be provided via an approach off Twp Rd 250 or Rge Rd 282.

4.3.2 Anticipated Roadway Design Standards

The designation and design of the local roads have been determined and will be further detailed at the subdivision stage. The type of road cross section (urban or rural) within industrial areas shall be determined at the time of subdivision or a development permit.

It is expected that all internal roads within the Conrich Station Conceptual Scheme will be developed to include a 30 m rural cross-section with conveyance systems to facilitate ditch drainage management. However, it is acknowledged that the developer may develop internal roads with an urban cross section (i.e. reduced ROW width) provided the design of same is consistent with the RVC Engineering Servicing Standards.

POLICIES:

- 4.3.2.1 All internal roads within the Conrich Station Conceptual Scheme are expected to be developed with a 30 m rural cross-section including a conveyance systems (ditch) to facilitate road drainage
- 4.3.2.2 The developer may develop internal roads with an urban cross section (i.e. reduced ROW width) provided the design of same is consistent with the RVC Engineering Servicing Standards and the overall function of the stormwater management system.
- 4.3.2.3 Specific cross sections and pavement structures for roads within the CS area will be determined by detailed engineering at the subdivision stage as per the terms of a Development Agreement, to the satisfaction of the County.

4.3.3 Roadway Right-Of-Way Requirements

As described by the County's Transportation Bylaw, Twp Rd 250 is considered a 'Network A' road, which requires an ultimate +/- 36 m right-of-way (ROW). Presently, Twp Rd 250 east of Logistics Parkway includes a paved road within a +/- 20 to 25 m statutory ROW. As such, the developer shall be required to dedicate +/- 8 m along the Twp Rd 250 frontage prior to subdivision proceeding within the Plan area. Ultimately, the landowner on the south side of Twp Rd 250 will be required to similarly dedicate an additional +/- 8 m to assemble the +/- 36 m ROW as contemplated.

Range Road 282 is classified as a 'Regional Arterial' road which requires an ultimate +/- 30m right-of-way. Currently the Rge Rd 282 statutory road allowance includes a 20m ROW, and as such, the developer will be required to dedicate +/- 5m along the west side of Rge Rd 282. The landowner on the east side of Rge Rd 282 will be required to similarly dedicate an additional +/- 5m to assemble the +/- 30m ROW as contemplated.

Logistics Parkway is classified as a 'Regional Arterial' road which requires an ultimate +/- 30m right-of-way. Other than intersectional improvements no improvements are contemplated. The classifications of the grid road network may be refined through further transportation analysis and / or at the subdivision stage.

POLICIES:

- 4.3.3.1 The developer shall provide +/- 5m road ROW widening adjacent to the west side of Range Road 282 at the subdivision stage, to the satisfaction of the County.
- 4.3.3.2 The developer shall provide +/- 8m road ROW widening adjacent to the north side of Twp Rd 250 at the subdivision stage, to the satisfaction of the County.

4.3.4 Infrastructure Cost Recoveries

It is expected that all internal roadways required to provide access within the Conceptual Scheme area will not require over-sizing. And as such, there is no expectation for the County to apply infrastructure cost recoveries.

5.0

**UTILITY
SERVICING**

5.1 The Conrich Regional Water System

The Conrich Station Conceptual Scheme area will be serviced with potable water by extension of the Conrich Water System.

The Conrich Station Preliminary Engineering Support Document, prepared by Sedulous Engineering Inc., in 2013, outlines the servicing requirements at a conceptual level. Specific uses in the Conceptual Scheme area are currently unknown and industrial/commercial demand for water can vary widely. Therefore, three scenarios were developed as follows:

1. The unit Average Day Demand (ADD) used in the Conrich Potable Water network Plan;
2. The weighed Actual Demand based on Actual East Balzac Water Demands from same; and
3. Actual Demand from Distribution Centers in Balzac of 0.94 meters cubed/day/gross acre cubed.

POLICIES:

- 5.1.1 All new development shall connect to the County's potable water system; all business development within the Conceptual Scheme area is anticipated to be serviced by the Conrich Regional Water System.
- 5.1.2 Each developer will be required to provide financial contribution for required infrastructure upgrades at the subdivision or development permit stage in accordance with the provisions of the County's Water & WasteWater Off-Site Levy Bylaw.
- 5.1.3 Land use applications relying on County utility services shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.
- 5.1.4 The County shall determine servicing capacity requirements and allocation within and external to the Plan area.
- 5.1.5 Development requiring high water volumes may not be supported, in accordance with the County's Water Management Strategy.

The third scenario was selected as most accurate because it is based on actual data from local warehousing and distribution centres. In general terms, the County's existing regional potable water system at the lower limit appears to have sufficient capacity to accommodate the initial servicing of development anticipated by this Conceptual Scheme. However, ultimately, upgrades to the existing servicing capacities will be required as development phasing unfolds over time within the Plan area with associated costs borne by the developer.

The County recently adopted a new Water/Wastewater Bylaw (C-7273-2013) to establish a development levy collection program under an expectation that full cost recoveries shall be provided by the development industry in accordance with the requirements of any applicable cost contribution agreements. As such, it is expected that developers within the CS area shall provide payment of levies in accordance with the RVC Water/Wastewater Bylaw at the subdivision and/or development permit stage. Reliance on the regional system may require upgrades and costs that will be borne by the development industry.

5.2 'On-Site ' Water Distribution System

Provision of potable water service within the Conceptual Scheme area is generally illustrated on **Figure 14: Potable Water Servicing Plan**.

The conceptual design contemplates a looped water distribution system including:

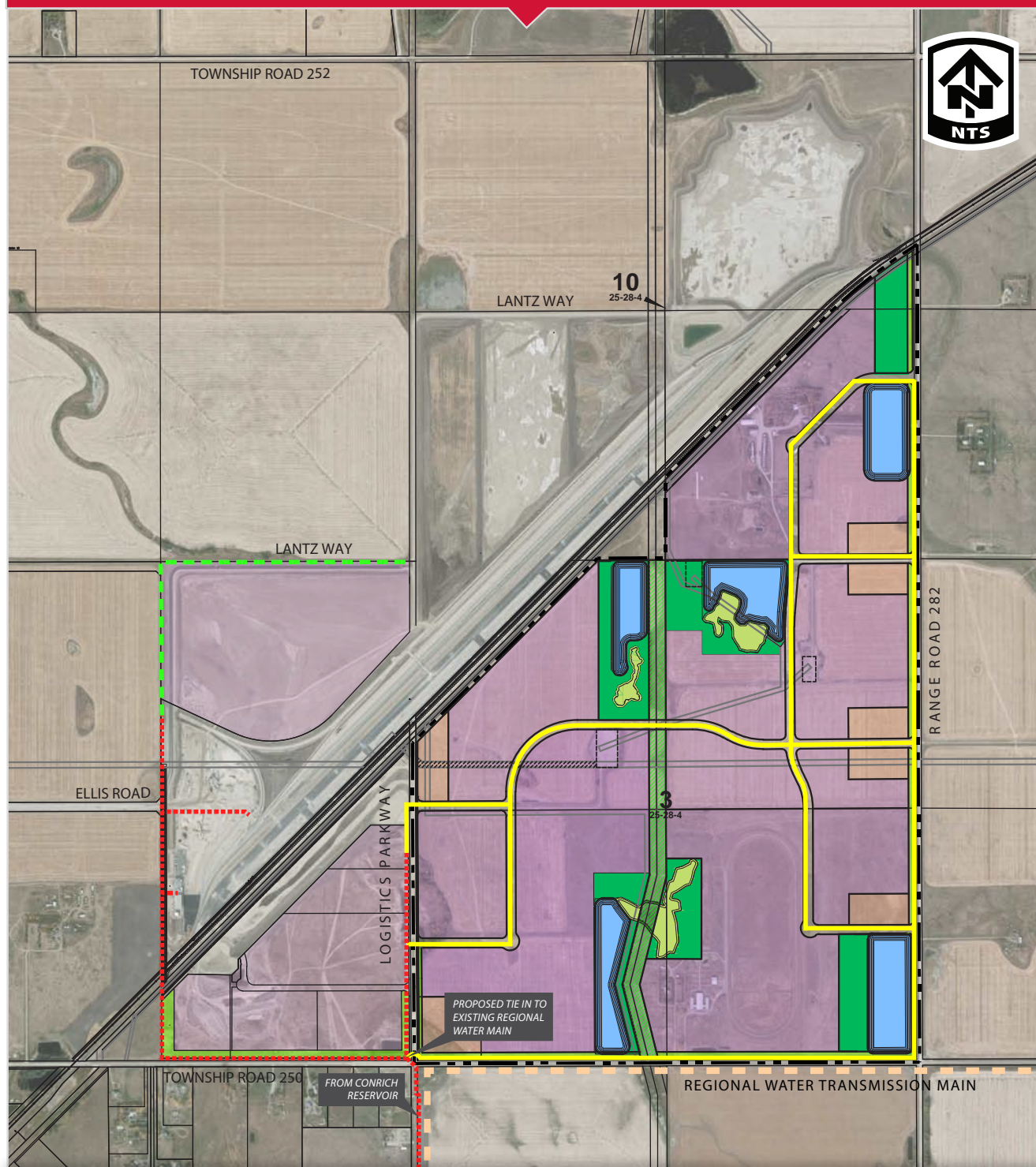
- Distribution mains installed along the perimeter of the Plan area situated along Twp Rd 250, Logistics Parkway and Rge Rd 282 (to effectively extend the existing infrastructure currently being developed to service the Calgary Logistics Park at Conrich south customer warehouse area); and
- Distribution mains installed within the Plan area generally following the alignment of public road ROW's or within Utility Right-of-Way Plans with accompanying URW Agreements registered by the developer in favour of the County at the subdivision stage.

The specific pipe size, utility line assignments and type/location of connection with the County's Regional Water System will be determined through detailed engineering prepared by the developer at the subdivision and/or development permit stage and in accordance with Map 10: Water of The Conrich ASP. A Water Use Assessment conforming to the Conrich Potable Water Network Plan shall be required with local plan preparation. As such, a detailed assessment of the average daily demand of potable water requirements will also be provided by the developer at the subdivision and/or development permit stage once a more specific expectation of actual land uses to be developed within the site has been determined.

Development within the Plan area will be provided with appropriate fire suppression levels in accordance with all applicable regulatory requirements. The design of the onsite water distribution system shall include appropriate hydrant spacing in order to provide for same.

FIGURE 14

POTABLE WATER SERVICING PLAN



LEGEND

- *Conrich Station Boundary*
 Existing Potable Water Servicing Line
 Internal Potable Water Servicing Line
 Future potable water servicing line (external to development)

POLICIES:

- 5.2.1 The developer shall construct an on-site water distribution system within the CS area as generally illustrated on Figure 14: Potable Water Servicing Plan.
- 5.2.2 The specific design, alignment, pipe sizing and configuration of the on-site water distribution system shall be determined by detailed engineering at the subdivision and/or development permit stage as per the terms of a Development Agreement, to the satisfaction of the County.
- 5.2.3 The on-site water distribution system shall accommodate fire suppression in accordance with all applicable regulatory authorities.
- 5.2.4 On-site potable water infrastructure within the CS area shall be owned and operated by the County.
- 5.2.5 The on-site water distribution system shall be installed within public road rights-of-way and/or privately-owned utility rights-of-way, to the satisfaction of the County.
- 5.2.6 Where constructed within a Private Utility Right-of-Way Plan, the developer shall provide the County with an accompanying URW Agreement that establishes rights for access and maintenance for all on-site potable water distribution infrastructure situated within the CS area, to the satisfaction of the County.
- 5.2.7 A detailed assessment of potable water servicing requirements will be provided by the developer at the subdivision and/or development permit stage.

5.3 The East Rocky View Wastewater Transmission Line (ERVWWTL)

The Conrich Station Conceptual Scheme area will be serviced with sanitary sewer service by the East Rocky View Wastewater Transmission Line.

The Conrich Station Preliminary Engineering Support Document prepared by Sedulous Engineering Inc., in 2013, outlines the servicing requirements for consideration in the CS area at a conceptual level. In general terms, the County's existing regional wastewater system does not have sufficient capacity to accommodate the initial phases of development anticipated by this Conceptual Scheme. Upgrades to the existing servicing capacities will be required as development phasing unfolds over time within the Plan area. It was identified during the Conrich ASP process that there are utility service constraints that must be addressed before the development area reaches its full potential. Reliance on the regional system may require upgrades and costs will be up-fronted by developers.

The County recently adopted a new Water/Wastewater Bylaw (C-7273-2013) to establish a development levy collection program under an expectation that full cost recoveries shall be provided by the development industry to municipal wastewater service infrastructure and in accordance with the requirements of the applicable cost contribution agreement. As such, it is expected that developers within the CS area shall provide payment of levies in accordance with the RVC Water/Wastewater Bylaw at the subdivision and/or development permit stage.

POLICIES:

- 5.3.1** All business development within the Conceptual Scheme area is anticipated to be serviced by the East Rocky View Wastewater Treatment Line.
- 5.3.2** Each developer will be required to provide financial contribution for required infrastructure upgrades at the subdivision or development permit stage in accordance with the provisions of the County's Water & WasteWater Off-Site Levy Bylaw.
- 5.3.3** Land use applications relying on County utility services shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.
- 5.3.4** The County shall determine servicing capacity requirements and allocation within and external to the Plan area.
- 5.3.5** Development requiring high water volumes may not be supported, in accordance with the County's Water Management Strategy.

5.4 'On-Site' Wastewater Collection & Distribution System

Provision of waste water service within the Conceptual Scheme area is generally illustrated on **Figure 15: Waste Water Servicing Plan**.

The conceptual design contemplates the following key infrastructure considerations:

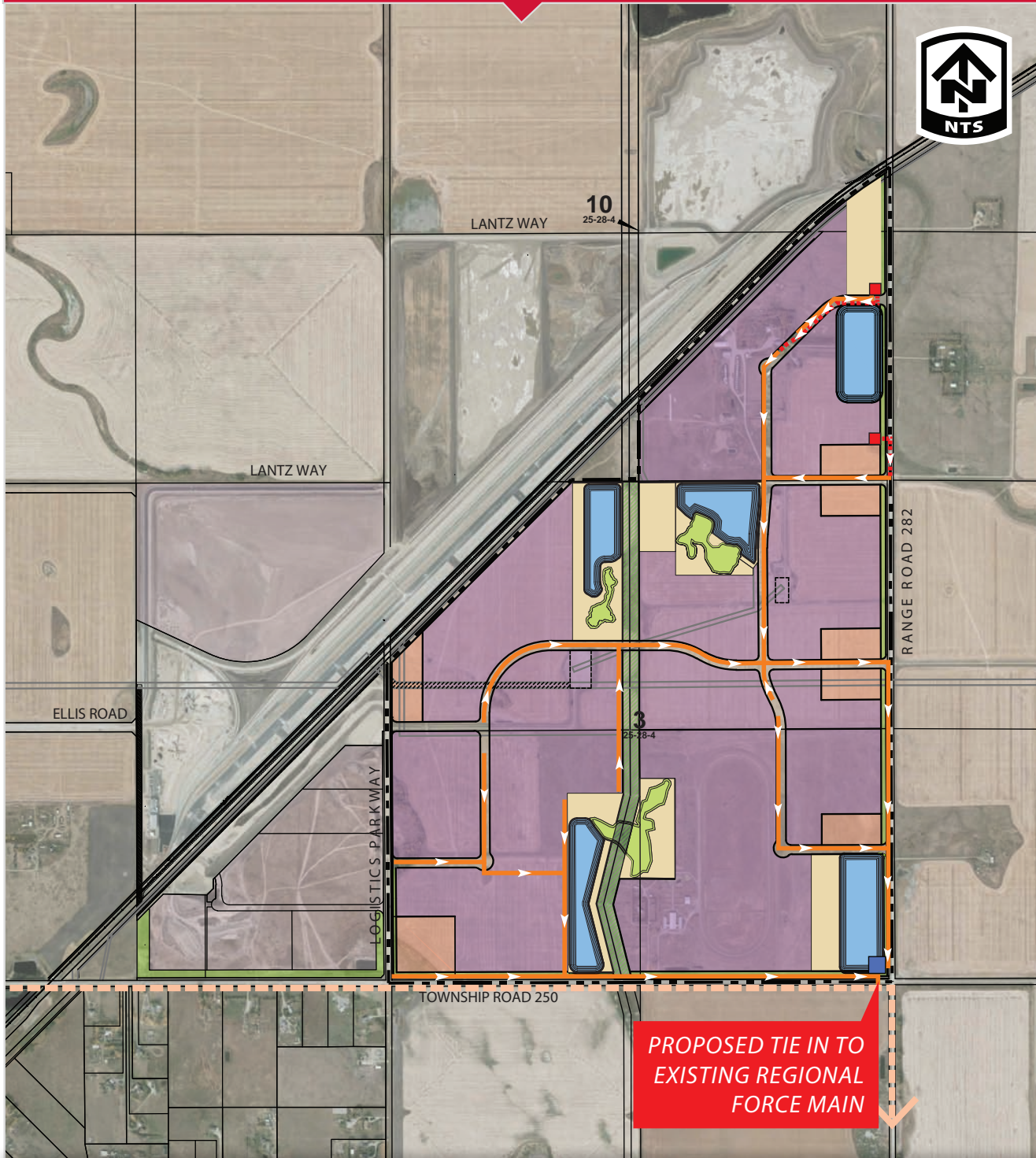
- A series of gravity fed collection mains are to be constructed by the developer, in stages, to direct effluent generated within the Plan area to the Lateral Lift Station as generally illustrated on **Figure 15: Waste Water Servicing Plan**;
- Two Local Lift Stations are required to lift wastewater from localized low areas into the gravity collection mains as generally illustrated on **Figure 15: Waste Water Servicing Plan**;
- The Lateral Lift Station shall be connected with the ERVWWTL at a point situated adjacent the southeast portion of the Plan area; and
- Collection mains installed within the Plan area generally following the alignment of public road ROW's or within Utility Right-of-Way Plans with accompanying URW Agreements registered by the developer in favour of the County at the subdivision stage.

The specific pipe size, utility line assignments and type/location of connection with the County's East Rocky View Wastewater Treatment Line will be determined through detailed engineering prepared by the developer at the subdivision and/or development permit stage and in accordance with **Map 11: Wastewater of The Conrich ASP**.

A Wastewater Servicing Study conforming to the Conrich Wastewater Servicing Plan shall be required with local plan preparation. As such, a detailed assessment of the average daily demand of wastewater flow requirements will also be provided by the developer at the subdivision and/or development permit stage once a more specific expectation of actual land uses to be developed within the site has been determined. Consideration may be given to allowing for limited servicing, with a deferred servicing agreement in place, where development proceeds in an order that places undue burden on a particular cell (cell 1A). Conversely, where infrastructure is demonstrated to have a benefit for lands in other cells or outside the CS area, the developer shall be entitled to cost recoveries in accordance with County procedure governing same.

Sump pumps and stormwater drainage systems will not be connected to the wastewater system.

FIGURE 15

WASTEWATER SERVICING PLAN**LEGEND**

- | | | |
|---|---|------------------------------------|
| — Internal Wastewater Servicing Line | --- Existing 600mm Regional Wastewater Force Main | ■ Conceptual Lift Station |
| - - - 150-200mm Conceptual Wastewater Gravity | - - - Conrich Station Boundary | ■ Conceptual Regional Lift Station |

POLICIES:

- 5.4.1 The developer shall construct the on-site waste water collection system within the CS area as generally illustrated on Figure 15: Waste Water Servicing Plan.
- 5.4.2 The specific design, alignment, pipe sizing and configuration of the on-site wastewater distribution system (including type and location of required lift stations and proposed connection with the ERVWWTL) shall be determined by detailed engineering at the subdivision and/or development permit stage as per the terms of a Development Agreement, to the satisfaction of the County.
- 5.4.3 Lift stations shall be constructed by the developer within a dedicated Public Utility Lot, to the satisfaction of the County.
- 5.4.4 On-site waste water infrastructure within the CS area shall be owned and operated by the County.
- 5.4.5 The developer shall be required to enter into an Agreement with the County regarding the initial maintenance of the Lift Stations.
- 5.4.6 Where constructed within a Utility Right-of-Way Plan, the developer shall provide the County with an accompanying URW Agreement that establishes rights for access and maintenance for the on-site waste water collection infrastructure situated within the CS area.
- 5.4.7 The County's Rocky View County Water & WasteWater Off-Site Levy Bylaw No. C-7273-2013 shall apply within the CS area and wastewater service shall be determined by a Sanitary Servicing Agreement to be negotiated at the Subdivision and/or Development Permit stage, to the satisfaction of the County.
- 5.4.8 A detailed assessment of wastewater servicing requirements will be provided by the developer at the subdivision and/or development permit stage.
- 5.4.9 The County may consider allowing limited servicing and a deferred servicing agreement where deemed appropriate.

5.5 Stormwater Management

The Plan area is located within the upper reach of the Shepard Regional Drainage Plan (SRDP). Significant, further development requires the identification and construction of a regional conveyance and treatment system involving multi-jurisdictional partners. This regional drainage plan is recognized by the County, the City of Calgary and the Town of Chestermere, and includes a strategy to manage and convey surface drainage within an extensive area that ultimately drains to the Bow River.

The other initiative that is underway is the Co-operative Stormwater Management Initiative (CSMI), which proposes the use of the Western Irrigation District (WID) canal system and right-of-way as a conveyance solution. The County has indicated that they support the CSMI conveyance solution in Conrich. As such, The County shall protect and acquire conveyance routes, and implement stormwater treatment standards that are necessary to discharge into the CSMI system, as generally shown on the *Conrich ASP*. Likewise, The County shall protect and acquire conveyance routes that are necessary to discharge into the Shepard Regional Drainage system, in general accordance with the *Conrich ASP*. Reliance on the regional stormwater management system may require upgrades and the costs will be front-ended by the Developer.

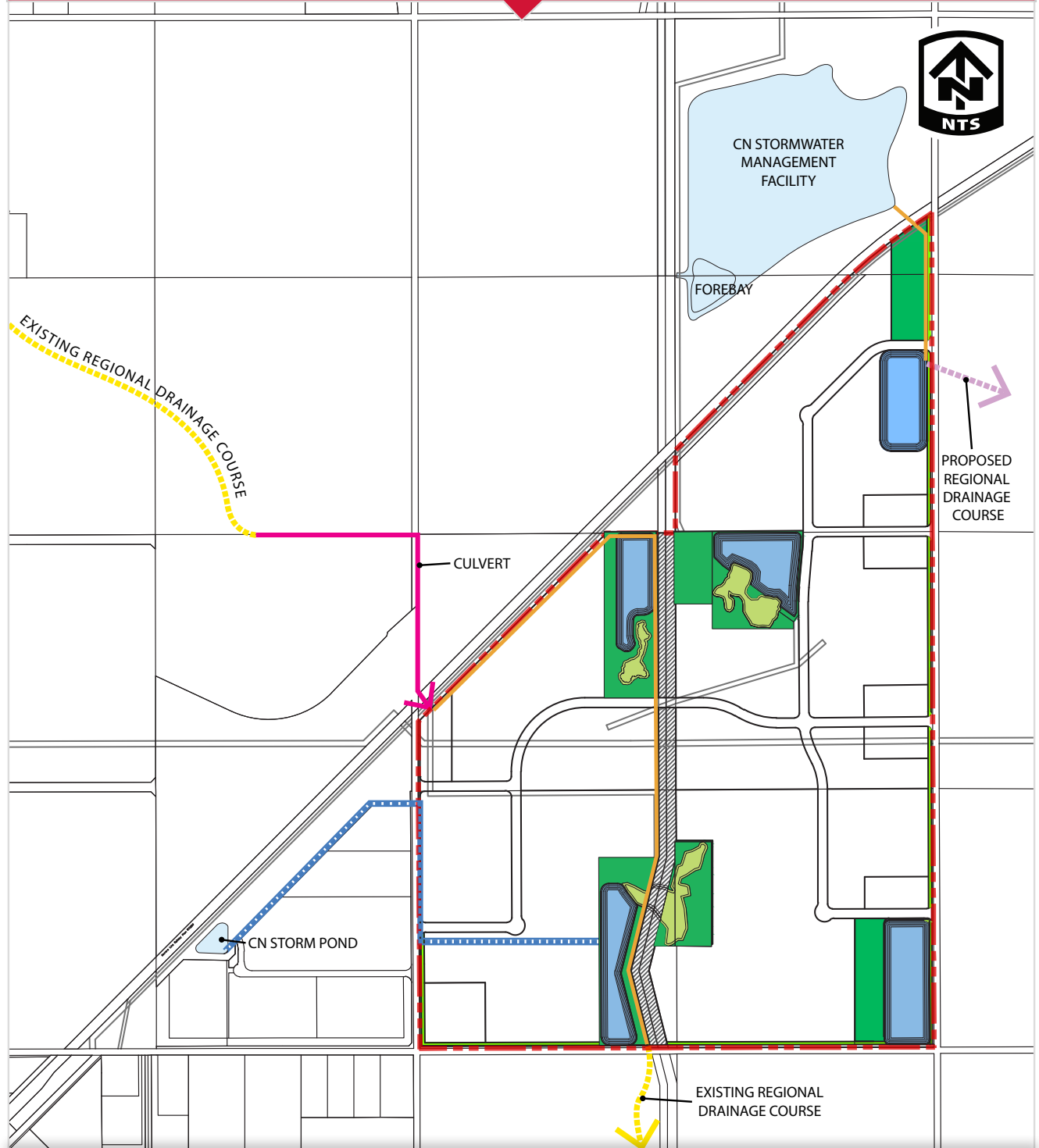
However, alternate and more cost effective alignments may be considered at the Conceptual Plan stage if it can be shown that the impact on wetlands within the identified conveyance system is reduced through the use of an alternative alignment.

Implementation of the SRDP objectives will require the articulation of a variety of primary and secondary drainage channels to convey surface flows from the development areas to the Bow River. The CSMI drainage solution directs flows towards nearby WID infrastructure (C Canal) which ultimately connects to Serviceberry Creek through Weed Lake. It is noted that very little of the planned conveyance routes have been established downstream of the Conceptual Scheme area. As such, in order to manage the surface flows subsequent to development expected within the subject lands, all post development runoff must be maintained within the CS area.

Prior to local plan and / or subdivision approval, a Master Drainage Plan for the Plan area is required and the location of stormponds must comply with same. As part of the process to prepare a local plan and supporting Sub-Catchment Master Drainage Plan, best management practices and alternative solutions for the improvement of stormwater quality and reduction of stormwater quantity are required. Solutions may include:

- source controls;
- Low Impact Development;
- reduction of impermeable surface runoff;
- reuse of stormwater for irrigation within an individual lot; and
- stormwater ponds to support re-use of stormwater.

FIGURE 16

STORMWATER MANAGEMENT PLAN**LEGEND**

- | | | |
|---|---|--|
| --- Subject Lands | Municipal Reserve | Private Landscaped Easement/Irrigation Area |
| --- Proposed Internal Conveyance | Environmental Reserve | Public Utility Lot - Stormwater Retention |
| --- Emergency Overland Conveyance (from CN) | Existing CN Drainage Facilities | Altalink R.O.W. |

As mentioned, as part of a local plan preparation process, the applicant shall submit a Sub-Catchment Master Drainage Plan that is consistent with the approved Master Drainage Plan and the policies of the Conrich Area Structure Plan.

A **Sub Catchment Master Drainage Plan (SMDP), 2014** was prepared by Westhoff Engineering Resources Ltd, 2013, in accordance with the stormwater concept of the *Conrich ASP*, to establish a strategy to management infrastructure within the CS area in a manner that allows each development cell to proceed independently of the other.

The SMDP describes stormwater management strategies and identifies infrastructure requirements to implement a surface runoff 'capture and enhanced evaporation strategy' within the CS area. This includes establishing the sizing of the stormwater storage facilities and the design criteria for the major and minor conveyance system components and locations and areas for public and private landscaped easement areas that will be set-aside for irrigation purposes (to dispose of stormwater) in order to support ultimate development conditions. The introduction of permeable surfaces along with low impact development strategies such as potential capture and reuse operations, green roofs, rainwater harvesting, etc. will reduce the need for mechanical stormwater infrastructure while managing overland drainage on-site.

The SMDP incorporates direction from both the Shepard Regional Drainage Plan and the Co-operative Stormwater Management Initiative and proposes a 'zero discharge' model of addressing stormwater within the CS area. The Conrich ASP indicates that on-site zero discharge is an interim stormwater management method. Where required, proponents of new development shall identify and secure the downstream stormwater conveyance system. As well, stormwater conveyance systems must provide a right-of-way of sufficient width to accommodate upstream stormwater flow.

Until such time as a permanent stormwater management system is constructed, interim solutions may be allowed as per the phasing plan of the Conrich ASP. Options include:

1. An interim stormwater facility designed to contain the accumulation of stormwater onsite on a continuing basis during the Western Irrigation District's irrigation season. Discharge to the canal system may be allowed at the end of the irrigation season, in accordance with Western Irrigation District's requirements and the CSMI plan.
2. An irrigation or evaporation system that operates under zero discharge conditions may be allowed, If the Western Irrigation District system is not available for use.

In accordance with the Conrich ASP, Rocky View County Servicing Standards require zero discharge systems to provide a ratio of 1 m² : 1 m², in terms of the amount of land dedicated to stormwater storage versus the impervious land area.

As mentioned, the CSMI report identifies an interim servicing option that allows for end of season release to the WID canal outside of the irrigation season. This option will be pursued for feasibility prior to detailed engineering.

As illustrated on **Figure 16: Stormwater Management Plan**, Conrich Station will include a series of engineered retention pond facilities - each constructed with sufficient capacity to retain surface drainage during extended periods of precipitation. Each of the pond areas store surface drainage from the tributary catchment area and provide cleansing of same through a 'treatment train' involving natural filtration processes.

Five (5) stormwater storage & treatment facilities will be developed within the CS area - each to include a sediment forebay and a detention pond. In some cases, existing wetlands may be retained and enhanced in proximity to the retention ponds in order to maintain existing habitat areas and enhance the capacity of the system to provide stormwater quality enhancements.

Captured runoff will be stored and treated within Public Utility Lots (PUL) to be dedicated to the County at the subdivision stage. The developer of each development cell shall be required to set aside a corresponding 'private landscaped easement areas' in proximity to the retention pond. Stormwater will be used to irrigate these 'private landscaped easement area' to provide for seasonal draw-down of water levels within each pond. Likewise, it is further proposed that naturally-treated stormwater will be used to irrigate the linear Municipal Reserve parcels to be dedicated along the Logistics Parkway, Rge Rd 282 and Twp Rd 250 public road frontages, further enhancing the capacity of the stormwater management system to facilitate seasonal draw down of storage pond levels.

The utilization of rural road cross sections with ditch conveyance systems is proposed to augment the proposed stormwater management system within the CS area. The roadside ditches will include vegetation to filter sediment and accommodate uptake of suspended / dissolved pollutants. Runoff from the development is collected in the ditches and conveyed to the forebay upstream of the stormwater ponds. In no cases shall the roadside ditches be used to 'store' surface drainage. Regional drainage from the north west will be collected and conveyed via a box culvert and swale running south along the Altalink ROW in Cell 1.

The Conrich Station stormwater concept's stormwater management model proposes to capture and retain 100% of the surface drainage generated within the Plan area. Implementation involves a combination of stormwater detention facilities (with enhanced evaporation techniques) and irrigation of both private and public landscaped areas to 'dispose' of surface drainage generated by the accumulation of year round precipitation events without requiring a downstream discharge. It is expected that ten (10) % of each private lot will be landscaped and irrigated as part of the on-site stormwater management plan. This may be implemented through a cell-specific control system associated with each pond that distributes non-potable water through a 'purple pipe' to each lot. Each lot, in turn, will be required to manage stormwater on-site in accordance with an irrigation plan. In the event of a catastrophic precipitation event, a planned overland emergency evacuation route will be identified.

It is acknowledged that Alberta Environment must be carefully consulted at each phase of development as required by the evolving Provincial regulatory environment respecting licensing and re-use of surface drainage.

Preserved natural wetlands will receive treated stormwater. Wetland areas currently identified as environmental reserve dedication, may be re-evaluated at the subdivision stage and potentially may be integrated into the private landscaped easement areas. Where wetlands are not retained, developers shall provide compensation in accordance with County and Provincial Policy. County and Provincial Policy will guide riparian and wetland protection and the Stewart and Kantrud Wetland Classification System will be utilized. Protection of riparian areas and guidance on building and development within riparian areas will be considered as per the County's Land Use Bylaw and the County's Riparian Setback Policy. Riparian setback area uses may include parks, pathways, and trails and private roads in some case.

Overall, the Plan provides for the preservation of significant wetlands, protection of stormwater storage areas and conveyance routes, stormwater reuse and recycling opportunities (currently, the County is exploring the use of 'purple pipes'), as well as support for conservation methods and Best Management Practices where possible.

POLICIES:

- 5.5.1 The CS area will be serviced with an integrated stormwater management infrastructure system as generally illustrated on Figure 16: Stormwater Management Plan.
- 5.5.2 The stormwater management facility shall be designed to retain 100% of the surface drainage generated within the CS area.
- 5.5.3 Stormwater retention facilities shall be located within Public Utility Lots (PUL) to be dedicated to the County at the subdivision stage. However, if constructed as an interim storage, those portions of stormwater ponds identified for interim storage may remain as privately owned land and costs of repurposing the interim storage when no longer needed will be borne by the developer.
- 5.5.4 Where possible and practical, existing wetland areas may be dedicated within Environmental Reserves (ER) to be dedicated to the County at the subdivision stage.
- 5.5.5 Areas required for irrigation using naturally treated stormwater shall be established within Private Landscaped Easement Areas with expectations for same established at the subdivision stage.
- 5.5.6 All stormwater management infrastructure within the CS area shall be constructed by the developer at the subdivision and/or development permit stage, in accordance with the terms of a Development Agreement, to the satisfaction of the County.
- 5.5.7 The County shall own and maintain all stormwater management infrastructure situated within Public Utility Lots and Municipal Reserve Dedication area.
- 5.5.8 The County shall maintain all stormwater management infrastructure within the CS area situated within private landscaped easement areas subject to a management agreement with the Business Lot Owner's Association

- 5.5.9 The developer shall provide the County with a Stormwater Utility Right-of-Way Plan with an accompanying URW Agreement to establish an expectation for the County to access and improve stormwater infrastructure within the CS area.
- 5.5.10 The URW Agreement(s) referenced by Policy 5.5.9 shall also establish expectations for the County to access the Stormwater Facility in each cell in the event emergency maintenance is required to prevent potential spills that would otherwise negatively impact adjacent lands.
- 5.5.11 The developer may be required to provide a Stormwater Management Report (SWMP) and Site Specific Stormwater Implementation Plan (SSIP) at the Development Permit Stage.
- 5.5.12 Any future downstream discharge from the CS area's Stormwater Management Facility must meet applicable Provincial and County requirements for water quantity and quality standards, infrastructure needs, and appropriate terms and approvals, including permission for a downstream outfall.
- 5.5.13 At such time a downstream discharge becomes available to development within the CS area, the Private Landscaped Easement Areas may be considered for redevelopment with business uses provided appropriate transportation and utility servicing infrastructure is available to accommodate same.
- 5.5.14 The developer shall provide the County with annual reporting respecting ongoing groundwater monitoring, in-situ infiltration testing and seepage analysis to demonstrate the continued positive operation and maintenance of stormwater management infrastructure within the CS area.
- 5.5.15 In the event that ongoing operation of stormwater management infrastructure within an individual cell of the CS area creates adverse impact to stormwater management infrastructure within the rest of the CS area, any mitigation works required to correct the adverse conditions shall be the responsibility of the landowner/developer for the cell where the impact originated from.

- 5.5.16 Regional drainage conveyed by the box culvert and swale shall be protected via a drainage easement of adequate width to be determined and registered at the time of subdivision.
- 5.5.17 An irrigation plan shall be developed in accordance with the stormwater management plan for each lot and registered against each title at the time of subdivision specifying the expectations that ten (10) % of each lot is to be landscaped and irrigated.
- 5.5.18 A cell specific centralized irrigation control system may be developed adjacent to the pond that distributed non-potable water to each lot within the development cell. It is expected that each lot owner will wet impervious surfaces in addition to irrigating landscaped areas. An easement and/or restrictive covenant may be registered on each lot.
- 5.5.19 Wetlands identified as environmental reserve dedication will be re-evaluated at the subdivision stage and potentially integrated into the Private Landscaped Easement Areas if deemed appropriate by the County.
- 5.5.20 Stormwater will be successfully managed through the development of a regional stormwater conveyance system and innovative stormwater management solutions including source control methods, bio-swales, and the re-use of rain water.
- 5.5.21 Wetlands will be protected through the integration of wetlands as part of a sustainable stormwater solution where possible.
- 5.5.22 Land use applications relying on County utility services shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.
- 5.5.23 The County shall determine servicing capacity requirements and allocation within and external to the Plan area.
- 5.5.24 Development requiring high water volumes may not be supported, in accordance with the County's Water Management Strategy.
- 5.5.25 The location of the stormwater conveyance systems shall be protected and acquired as part of the development process, in general accordance with Map 12 of the Conrich ASP.

5.6 Wetland Compensation

As per the Biophysical Overview (BO) prepared in support of the Conrich Station Conceptual Scheme, it is acknowledged that existing wetlands within the site are expected to be disturbed at such time development proceeds. As such, the developer is expected to provide compensation to Alberta Environment and Sustainable Resource Development in accordance with applicable Provincial regulatory requirements governing same. The BO identified twenty (20) Class III wetlands and no Class IV or IV wetlands.

Consultation with Public Lands on the potential for claimable wetlands was conducted and no wetlands are being claimed. The development concept retains significant wetlands and natural features where appropriate. Compensation will be provided for any wetlands where deemed necessary. A separate process may be necessary to determine the value of loss and required compensation.

In some instances, existing wetland areas may be retained and enhanced as part of the stormwater management plan as generally illustrated on **Figure 16: Stormwater Management Plan**. The general intent is to provide for the protection and enhancement of wetlands. Where existing habitat areas are maintained, these equivalent areas shall be used to mitigate against compensation otherwise provided for wetland disturbance in accordance with the 'no net loss' wetlands principle.

POLICIES:

- 5.6.1 Compensation for the area of wetlands disturbed shall be provided by the developer at the subdivision stage in accordance with Alberta Environment and Sustainable Resource Development requirements.

5.7 Shallow Utility Servicing

Shallow utility services including electric power, natural gas, telephone, cable and high speed internet services will be provided by local utility companies at the cost of the developer. It is anticipated that a mix of underground utilities and overhead utility lines will be located within the road rights-of-way and private easements as required to serve all new industrial lots. Where overhead utilities are contemplated, the height of this infrastructure will respect safe clearances for vehicle and equipment access for each titled lot.

The Preliminary Engineering Support Report prepared by Sedulous Engineering, (2013) describes how the plan area may be serviced with private franchised utilities. Depending on the scale and type of use, the available capacity of some existing shallow utilities is limited. As such, the developer will be required to discuss the costs and timing of needed upgrades with the relevant utility company as development proceeds in the plan area over time.

In order to accommodate anticipated development within the plan area, existing franchised utility infrastructure surrounding the site may require staged upgrading matched to the anticipated phasing of development.

Shallow utility servicing considerations within the plan area are described as follows:

Electricity

Fortis has indicated that upgrades are required to their existing infrastructure system affecting the Conrich community, this may affect the servicing of subsequent development phases in the plan area. System upgrades are typically implemented by Fortis based on customer demand. However, since the Conrich area is experiencing ongoing development pressure, Fortis has indicated they are reviewing their existing cost and consumption models to determine how best to meet the future demand.

Consequently, prior to any new development proceeding within the plan area, an application for service request must be submitted to Fortis by each developer in order to confirm service requirements. Should there be a need for upgrades to the existing infrastructure, there will be a requirement for each developer to provide securities for same.

Natural Gas

ATCO has a high pressure sweet gas line within the Conceptual Scheme area as illustrated on **Figure 6: Existing Site Conditions**. A low pressure natural gas distribution main is required to service the development. These upgrades will be required at the subdivision and/or development permit stages.

Telecommunication

Telus has existing infrastructure to support the conceptual development area. However, a formal application will need to be submitted at detailed design stage for each phase of development to allow Telus to formally provide information on servicing the new developments. This will provide information regarding tie-in locations, capacity and any telecommunication infrastructure requirements.

POLICIES:

- 5.7.1 The Developer shall provide all shallow utilities within the plan area.
- 5.7.2 Shallow utilities shall be constructed within easements on private property.
- 5.7.3 Shallow utilities constructed within public road allowances shall be subject to County approval.

- 5.7.4 Electrical distribution lines may be installed overhead, whereas all other utilities shall generally be installed within underground conduits.
- 5.7.5 Notwithstanding policy 5.7.4, if electrical distribution lines are required between building facades and the public landscaped area along Twp Rd 250, they shall be installed underground.
- 5.7.6 The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the local plan stage to the mutual satisfaction of the County, the developer, and the utility companies.

5.8 Solid Waste Management

The Conrich ASP requires that local plans address solid waste management during all stages of development. The developer will aim for a diversion target of 50 per cent and will consider post-construction waste management service. Further, industrial and commercial business owners shall be responsible for providing their own solid waste services. Overall, a local plan should:

1. address solid waste management through all stages of development, including occupancy;
2. identify the appropriate waste collection stations that serve the local plan area;
3. conform to the policies of the County's Solid Waste Master Plan; and
4. set a solid waste diversion target to inform the subdivision construction management plan.

The developer and/or a Business Lot Owner's Association will contract solid waste management as required by development within the CS area to a qualified waste management service provider. The developer will consider the management and disposal of solid waste generated through all stages of construction including occupancy.

POLICIES:

- 5.8.1 A qualified waste management provider, to be contracted by the developer and/or a Business Lot Owner's Association will provide solid waste management services within the plan area.



6.0

OPEN SPACE

6.1 Public Open Space Dedication

The anticipated dedication of public open spaces within the Conrich Station Conceptual Scheme is generally illustrated by **Figure 17: Open Space Plan**. Open space in general refers to:

- current and future parks;
- environmental reserve easements;
- conservation easements;
- environmentally significant areas, and other natural areas;
- environmental reserves;
- public utility lots;
- publicly owned stormwater conveyance systems;
- pathways and trails;
- greenways;
- parks;
- land for schools and recreation facilities;
- utility corridors;
- golf courses; and
- cemeteries.

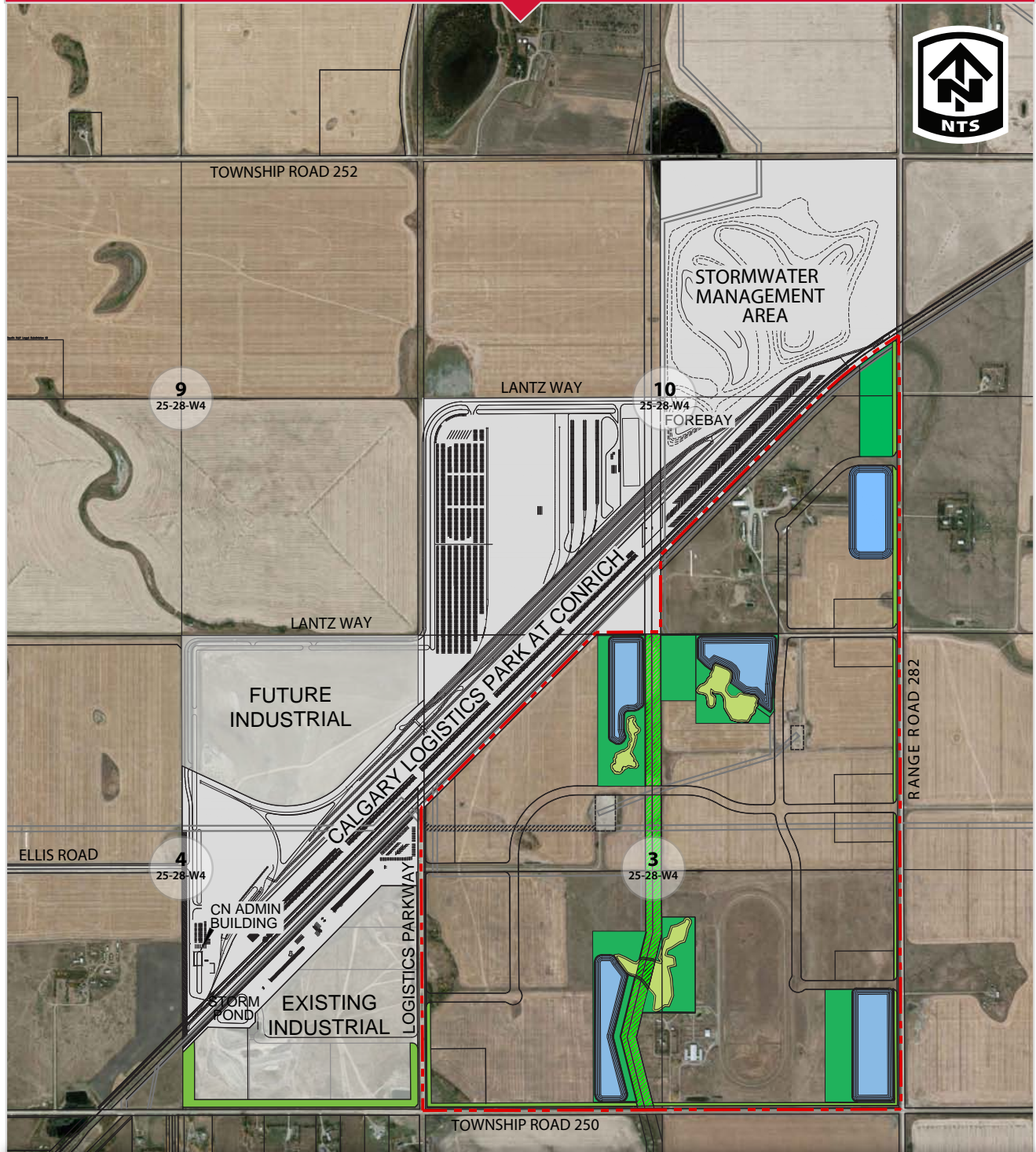
This Plan is in keeping with the intent of the Conrich ASP which is to promote, conserve and enhance an interconnected open space system. The planning process must provide for a pathway, trail, and sidewalk network that generally aligns with Map 8: Open Space, Pathways, and Trails of the ASP.

In general the network of pathways, trails, and sidewalks should promote walking and cycling and should provide connections between residential, commercial, institutional, and industrial areas.

As per typical practices in other business areas of the County, dedication of Municipal Reserve (MR) is proposed within the Plan area in the form of linear buffer strips that extend along the Logistics Parkway, Rge Rd 282 and Twp Rd 250 public road frontages. Landscaping elements to be provided within each MR area are expected to include:

- A trees & shrub planting scheme;
- An earth berm; and
- Business Park Signage Feature(s).

FIGURE 17
OPEN SPACE



LEGEND

Subject Lands



Public Utility Lot
- Stormwater Retention:
22.17 ha +/- (54.78 +/-)

Municipal Reserve: 4.30 ha +/- (10.62 ac +/-)

Environmental Reserve: 4.86 ha +/- (12.00 ac +/-)

Private Landscaped
Easement/Irrigation Area:
12.21 ha +/- (30.16 ac +/-)



POLICIES:

- 6.1.1 The developer shall provide a 10 m linear MR dedication along the Logistics Parkway, Rge Rd 282 and Twp Rd 250 public road frontages, as conceptually illustrated on Figure 17: Open Space Plan.
- 6.1.2 The developer shall prepare a Landscaping Plan at the subdivision stage, to be prepared by a qualified professional, to detail the type and extent of landscaping and specific type and configuration of recreation improvements within the MR areas.
- 6.1.3 The developer shall implement the improvements within the MR areas at the subdivision stage.
- 6.1.4 The County shall assume maintenance of the improved MR upon issuance of a Final Acceptance Certificate in accordance with the terms of a Development Agreement.
- 6.1.5 Public and/or private utilities may be installed within the MR areas provided their alignments do not conflict with ongoing access and/or maintenance of landscaping and/or recreation improvements.
- 6.1.6 Entry signage may be installed within the MR subject to the approval of the County. The maintenance of such signage shall be provided by private lots owners (with County oversight) in accordance with the terms of a Lease Agreement to be provided by the County.
- 6.1.7 Municipal Reserve (MR) outstanding after proposed land dedication shall be provided by the developer via cash-in-lieu payment pursuant to the provisions of the Municipal Government Act. The exact amount of each will be determined at the subdivision stage.

6.1 Public Open Space Dedication

The anticipated dedication of public open spaces within the Conrich Station Conceptual Scheme is generally illustrated by **Figure 17: Open Space Plan**. Open space in general refers to:

- current and future parks;
- environmental reserve easements;
- conservation easements;
- environmentally significant areas, and other natural areas;
- environmental reserves;
- public utility lots;
- publicly owned stormwater conveyance systems;
- pathways and trails;
- greenways;
- parks;
- land for schools and recreation facilities;
- utility corridors;
- golf courses; and
- cemeteries.

This Plan is in keeping with the intent of the Conrich ASP which is to promote, conserve and enhance an interconnected open space system. The planning process must provide for a pathway, trail, and sidewalk network that generally aligns with Map 8: Open Space, Pathways, and Trails of the ASP.

In general the network of pathways, trails, and sidewalks should promote walking and cycling and should provide connections between residential, commercial, institutional, and industrial areas.

As per typical practices in other business areas of the County, dedication of Municipal Reserve (MR) is proposed within the Plan area in the form of linear buffer strips that extend along the Logistics Parkway, Rge Rd 282 and Twp Rd 250 public road frontages. Landscaping elements to be provided within each MR area are expected to include:

- A trees & shrub planting scheme;
- An earth berm; and
- Business Park Signage Feature(s).

The developer will prepare a Landscaping Plan at each subdivision stage to detail the specific improvements within the MR area and confirm the specific maintenance requirements therein.

In some cases, Environmental Reserve (ER) dedication may be provided in order to retain existing wetlands and associated tree stands.

All other required Municipal Reserve dedication as required by the Municipal Government Act will be provided by the developer at each phase of development in the form of cash-in-lieu of land. The Table below shows the environmental reserve analysis by cell:

	Cell 1 (Ac)	Cell 1A (Ac)	Cell 2 (Ac)	Cell 3 (Ac)	Cell 4 (Ac)	Total Area (Ac)
Gross Developable Area	297.22	9.88	111.33	160	129.45	708
Proposed Environmental Reserve (ER) Dedication	5.5	0	2.24	4.76	0	12.5
Net Developable Area	291.72	9.88	109.09	155.24	129.45	697.57
Amount of MR Owning (10% as per MGA)	29.172	0.988	10.909	15.524	12.945	69.76
Proposed Municipal Reserve (MR) Dedication	5.69	0.96	0	1.7	2.22	10.43
AMOUNT OF MR OUTSTANDING	23.482	0.028	10.909	13.824	10.725	59.33

6.2 Conrich Community Interface - Twp Rd 250 Open Space Buffer

A linear landscaped buffer will be established across the southern boundary of the Conceptual Scheme area. As conceptually illustrated, a +/- 10 m linear Municipal Reserve will be dedicated directly north of the Twp Rd 250 ROW to include a berm and a variety of drought-resistant landscaped plantings.

The intent of this open space buffer will be to mitigate any potential negative visual impacts associated with business/industrial developments anticipated within the plan area and the existing agricultural land uses directly to the south, and indirectly, to the travelling public utilizing Twp Rd 250. Although proposed at a lesser scale, this landscaped buffer along Twp Rd 250 is intended to function similar to the landscaped buffer established along the south aspect of the Calgary Logistics Park at Conrich. Overall, the development concept has been designed with consideration given to the business-residential interface as well as the development of a Hamlet Core (the Crossroads). The Plan also respects agricultural lands that remain in production.

6.3 Logistics Parkway Open Space Buffer

A linear landscaped buffer will be established across the western boundary of the Conceptual Scheme area. As conceptually illustrated, a +/- 10 m linear Municipal Reserve will be dedicated directly east of the Logistics Parkway ROW which may include a berm and a variety of drought-resistant landscaped plantings to enhance the visual quality of the Logistics Parkway corridor.

6.4 Range Rd 282 Open Space Buffer

A linear landscaped buffer will be established across the eastern boundary of the Conceptual Scheme area. As conceptually illustrated, a +/- 10 m linear Municipal Reserve will be dedicated directly west of the Rge Rd 282 ROW to include a rolling berm and a variety of drought-resistant landscaped plantings.

The intent of this open space buffer will be to mitigate any potential negative visual impacts associated with business/industrial developments anticipated within the CS area and the existing agricultural land uses directly to the west.

6.5 Pedestrian Facilities

A regional pathway has been identified within the plan area as per the Conrich ASP. It is noted that Industrial areas should provide internal pathways and pathway connections to the regional trail network.

The provision of an internal pedestrian network is not anticipated within the development area given the large-format and general industrial nature of business development anticipated in the area. However, the developer is prepared to accommodate same within road rights-of-way should the County deem such facilities desirable.

As per the Conrich ASP, the developer will consider discussing a pathway with Altalink. Municipal Reserve has also been provided along the southern and eastern boundaries of the CS area.

6.6 Private Landscaped Easement Areas

As described in Section 5.5 of this plan, the developer shall provide 'Private Landscaped Easement Areas' in proximity to the stormwater retention ponds to provide an operational solution to maintain appropriate water levels (given the lack of an available downstream discharge). Stormwater will be piped into these landscaped easement areas wherein vegetation will be provided to absorb and evaporate the treated stormwater.

Several wetlands are currently identified as environmental reserve dedication in this plan. However, because these wetlands have not been claimed by Public Lands, these areas will be re-evaluated at the subdivision stage. The ER areas may potentially be integrated into the private landscaped easement areas.

The private landscaped easement areas will be owned and maintained by each individual lot owner and protected for irrigation use through the registration of covenants and/or easements at the subdivision stage. Responsibilities and liability shall be identified in the agreement.

The exact location, area and configuration of each Private Landscaped Easement Areas shall be determined at the subdivision and/or development permit stage. Should a long - term solution for regional stormwater management be developed and downstream discharge areas become available, these Private Landscaped Easement areas along with any restrictive covenants may be revisited and possibly discharged if deemed appropriate by County and agreed to by both parties.

POLICIES:

- 6.6.1 The developer shall provide Private Landscaped Easement Areas in proximity to the stormwater retention areas as generally illustrated by Figure 16: Stormwater Management Plan.
- 6.6.2 Vegetation within each Private Landscaped Easement Area shall be irrigated with naturally-treated stormwater to be piped from each associated retention pond.
- 6.6.3 Each Private Landscaped Easement Area shall be owned by private lot owners.
- 6.6.4 All infrastructure installed within the Landscaped Easement Areas shall be maintained by the County in accordance with the provisions of a management agreement established at the subdivision stage.
- 6.6.5 The developer shall register appropriate easements and/or covenants against title to the Private Landscaped Easement Areas to ensure their function and capacities to accommodate the operational requirements of the stormwater management system are respected.
- 6.6.6 Should the opportunity arise to connect the integrated network of stormwater management facilities within the Plan area into a downstream discharge, the redundant areas of Private Landscaped Easement Area may be redeveloped with business uses subject to the availability of transportation and utility servicing infrastructure.
- 6.6.7 The wetlands identified for environmental reserve dedication may be re-evaluated at the subdivision stage and potentially integrated into the Private Landscaped Easement Areas if deemed appropriate by the County.

7.0

**COMMUNITY
INFRASTRUCTURE**

7.1 Fire Response

A local plan must address fire and protection response measures as well as on-site firefighting requirements in compliance with the County's Fire Suppression Bylaw. Fire suppression will be provided by the municipal potable water supply system with appropriate design and adequate water pressure that considers applicable hydrant spacing.

The ASP identifies potential for a fire station located within the Conceptual Scheme area. The specifics of the site are contained within the Conrich ASP, which references a site a minimum of 3 acres in size. The developer is prepared to discuss this with the County at the subdivision stage.

POLICIES:

- 7.1.1 Fire protection is an important service and the Developer will work with the County to determine which station will provide fire response for the CS area.

7.2 Police Response

Police service is expected to be provided by the Royal Canadian Mounted Police Detachments situated in the Town of Chestermere and supported by Rocky View County Community Peace Officers.

7.3 Emergency Medical Service Response (EMS)

The Plan area will be serviced by 911 Emergency Services with an emergency locator system set up for each individual property. EMS response is expected from EMS Stations situated in the City of Calgary.

7.4 Emergency Response Plan

Given the industrial nature of anticipated development in Conrich Station and the presence of sour gas facilities on the site, the preparation and implementation of Emergency Response Evacuation Plan is an important consideration to ensure an appropriate strategy is followed in the event of an emergency. As such, at the subdivision stage of each phase of anticipated industrial and office development will include a strategy to respond to emergency situations that may arise within these portions of the Conceptual Scheme area.

7.5 Community Recreation Contribution

The developer will consider contributing to the Community Recreation Fund at the subdivision and/or development permit application stage.

7.6 Community Facilities

No school, recreation, cultural, or community uses (as per the County's Recreation and Culture Master Plan) are anticipated under this Local Plan.

8.0

**DESIGN
CONSIDERATIONS**

8.1 Architectural Design Principles

The Conrich Station Conceptual Scheme contemplates the creation of a master-planned business park that accommodates a variety of strategic economic development opportunities in keeping with the Rocky View County Plan.

Rocky View County has adopted a set of Commercial, Office and Industrial Guidelines which are intended to guide the establishment of attractive, cohesive and recognizable business development landscapes throughout the entire municipality.

Commercial development shall be attractively designed, fit with existing development, and address the County's Commercial, Office and Industrial Design Guidelines and the design requirements of Appendix A of the Conrich ASP.

The specific type and scale of business development anticipated within the plan area is expected to include business developments of varying types, scales and intensities. In all cases, business land use within the plan area is expected to establish and maintain an appropriately attractive development form. However, the uniform application of one specific set of architectural guidelines across the entire site would be problematic due to the wide variability of anticipated built form expected within the Plan area as illustrated on **Figure 12: Development Concept**.

As part of the subdivision application for each phase of development, the developer will be required to prepare specific architectural guidelines to ensure the form of development within each Development Cell maintains a cohesive built-form within the context of development expected in each of the land use areas proposed by this Conceptual Scheme as well between each of the development cells and the adjacent Calgary CN Logistics Park.

The architectural guidelines to be prepared as part of each phase and subdivision will establish specific design criteria expectations to be implemented at each development phase such as:

- Consistency of public realm design elements (if any);
- Requirements for landscaping (public and private);
- Requirements for entrance features;
- Generalized building form and character (architectural theming);
- Anticipated massing of buildings, with particular emphasis on mitigating negative impacts along the Twp Rd 250 frontage;
- Consistency with other development cells in the Conceptual Scheme area and the CN Logistics Park;
- Variety in surface materials (colour & texture) and roof line articulation;
- Location & design of off-street parking & loading areas;
- Location & design of shared vehicular circulation areas (between individual lots);
- Location & design of lighting elements (dark sky friendly street lighting);
- Green building techniques and energy efficient design where feasible and appropriate;
- Location & design of signage elements;
- Location & design of outside storage elements; and
- Location & design of fencing & screening elements.

POLICIES:

- 8.1.1 Site design and architectural controls will be detailed at the subdivision stage for each Development Cell in accordance with the provisos of the County's Commercial, Office and Industrial Guidelines and 'dark sky' policies.

8.2 Private Landscaping Concept

The overall aesthetic of development within the plan area will be predominantly influenced by the form and character of private landscaping elements to be provided internal to the site within private lots.

Integrated landscaped areas will be provided within Conrich Station not only for visual enhancements, but also to aid in the management of surface drainage. By carefully designing and implementing grading, drainage and plantings, landscaped elements will aid in the conveyance, management, treatment and storage of stormwater (in addition to visually enhancing the appearance of the development). Improvement of runoff quality and quantity will ultimately result in reduced erosion and less sedimentation and contamination in the receiving water bodies.

Key locations of the development expected to accommodate private landscape treatment include:

- minimum +/- 4 m landscaped buffer adjacent to internal public roadways (as required by the County's Land Use Bylaw);
- building façade and entrance areas; and
- parking areas.

POLICIES:

- 8.2.1 The implementation of private landscaping elements will occur over the course of the development project in accordance with the provisions of the subdivision and/or development permit process.

9.0

**MUNICIPAL
POLICY
FRAMEWORK**

9.1 County Plan (Municipal Development Plan), 2013

The County supports residential growth in the Conrich area and expects such development to occur through the consolidation and expansion of the existing Hamlet. The County Plan also identifies the Conrich area as a 'Regional Business Centre'. A regional business centre has the following characteristics:

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

By classifying the Conrich area as a Regional Business Centre, it means the County strongly supports the growth of the area as a mixed use industrial-commercial area.

The purpose of a regional business centre is to provide regional and national business services, and local and regional employment opportunities. This regional business centre, along with its thriving industrial hub centred on the CN Logistics Park, will provide a significant contribution in achieving the County's fiscal objectives. Industrial growth in this area is required to support local and regional commercial development.

Development anticipated within the Conrich Station Conceptual Scheme is consistent with the intent of the County Plan and Conrich Area Structure Plan in this regard.

9.2 Conrich Community Area Structure Plan, 2015

With the approval of the Conrich Area Structure Plan development expectations have been established within the Conrich community and surrounding area. The ASP sees 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.

During the planning process to update the ASP, there was strong support for allowing lands to be converted to commercial and industrial land uses by landowners wishing to take advantage of opportunities presented by development of the CN rail facility and highway transportation network. On the other hand, residents who have been impacted by the traffic, noise, and lights were concerned about the prospects of additional development.

Overall, the ASP strategy supports the development of the Conrich area as a Regional Business Centre with commercial and industrial land uses that take advantage of the regional transportation network and the development of the CN rail facility. The general development concept established by this Conceptual Scheme (local plan) is consistent with the overall development objectives established by the Conrich ASP. The ASP addresses a 20 year plus build-out of the area and will be re-evaluated from time to time.

9.3 Parks & Open Space Master Plan

The Open Space Master Plan does not appear to contemplate any recreation improvements within the subject site.

The Calgary Logistics Park at Conrich includes a linear MR along Twp 250 and a portion of Logistics Parkway which is intended to provide a land use buffer between the CN Calgary Logistics Park and the Conrich Community.

A similar treatment of linear MR dedication is proposed within the Conrich Station Plan area. The developers are prepared to work with the County with respect to provision of a pedestrian trail within the proposed MR dedications.

9.4 Intermunicipal Considerations

The County Plan (Municipal Development Plan) encourages intermunicipal cooperation affecting developments wherein matters of mutual planning interests overlap.

It is acknowledged that development within Conrich Station has the potential to influence planning & development interests within the City of Calgary and the Town of Chestermere, particularly with regards to regional transportation considerations as per the Rocky View/Calgary Intermunicipal Development Plan (IDP) (Bylaws 14P2011-2012 January 9 and C-7078-2011 - 2012 February 28). Specifically, the IDP identifies a Key Focus Area within the Conrich area, adjacent to Highway 1 between the Town of Chestermere and the City of Calgary.

It is expected that the County will meet with each jurisdiction's intermunicipal Committee to discuss any mutual interests during the review of this Conceptual Scheme.

10.0

IMPLEMENTATION

10.1 Land Use

The Conrich Station plan area is expected to accommodate predominantly industrial land use designations with limited commercial/office land designations including potential for a hotel on the north half of section 3-25-28-W4M.

The Conrich ASP identifies that an area to the north-east of the Hamlet may be used for development that may result in some offsite impacts (General Industry Types I, II and III as per the Land Use Bylaw). Although it is expected that specific land use designation contained within the County's Land Use Bylaw can accommodate the development expected within the Plan area, the preparation of a Direct Control Bylaw may be required to implement unique development considerations not presently contemplated.

POLICIES:

- 10.1.1 The specific land use designations anticipated within the site will be in accordance with the land use bylaw.

10.2 Subdivision

Subdivision is generally anticipated to proceed in four (4) phases, following the boundaries of the Development Cells, which have been articulated in this Plan in accordance with existing ownership and their corresponding development aspirations. It is possible that each cell may be developed in one or more sub-phases and this is to be identified at the subdivision stage.

Notwithstanding, subdivision within the Plan area may proceed in accordance with an alternate phasing pattern without requirement of an amendment to this Plan subject to the availability of transportation and utility servicing infrastructure.

This Conrich Station Conceptual Scheme establishes a strategic development framework to guide the implementation of phased development within the site, over time. Typically, the policy framework established by a Conceptual Scheme is implemented through subsequent land use amendment, subdivision and development approval processes.

It is expected that each development phase and subdivision application shall address the following:

- Expected allocation of specific land use within the development phase;
- An illustration of anticipated lot configurations within the subdivision area;
- An update to the Master Utility Servicing Plan to detail the specific mechanisms

and expectations regarding implementation of utility service infrastructure in relation to the requirements of the overall plan area and surrounding lands;

- An update to the Traffic Impact Assessment to detail the specific mechanisms and expectations required to implement local and regional roadway improvements in relation to the requirements of the overall plan area and surrounding lands;
- An update to the Sub Catchment Master Drainage Plan to detail the specific mechanisms and expectations regarding implementation of stormwater infrastructure in relation to the requirements of the overall plan area and surrounding lands;
- Assess wetlands in more detail through the subdivision application;
- Where dedication of Municipal Reserve is contemplated, a Landscaping & Public Amenities Plan to detail the anticipated public improvements therein including expectations for use and maintenance responsibilities;
- Specific criteria for the preparation of an Emergency Response Plan as may be required to ensure a strategy is put in place to address emergency responses and/or evacuations in the event of a major industrial accident;
- Specific criteria for the preparation of a land use amendment as may be required to implement the specific subdivision/development phase;
- A summary of specific performance standards and architectural controls as may be required to implement development considerations such as architectural theme, parking & loading expectations, fencing and screening considerations, signage & lighting elements, etc.;
- Landscaping, lot, and building design requirements that provide for high quality development; and
- Where necessary, a strategy to mitigate offsite impacts of industrial use.

10.3 Development Phasing

The purpose of the phasing strategy in the Conrich ASP is to provide for the logical and cost effective progression of development. Map 14: Phasing of the Conrich ASP identifies three development phases for the growth of the Conrich area (Phase 1, Phase 2, and Long Term Development areas). This is shown on **Figure 19: Conrich ASP Phasing**. The phasing concept in the Conrich ASP identifies lands adjacent to Twp. Rd. 250 for the first phase of development. Development within Phase Two should not occur until such time as there are logical extensions of infrastructure available, a market demand is identified, and a commitment is made to implement a regional stormwater conveyance system. Evidence of market demand, logical and efficient provision of infrastructure including stormwater conveyance must be demonstrated for Phase 2.

Conrich Station consists of a larger area that will be developed in multiple phases generally corresponding with the ownership cells owing to different development aspirations and timelines for each cell. Phasing must conform with the phasing plan of the Conrich ASP.

POLICIES:

- 10.3.1 Development phasing is expected to proceed within the Plan area in accordance with Figure 19: Development Phasing.
- 10.3.2 Development will be phased in a manner that makes efficient use of road and utility infrastructure, while providing sufficient land to meet market demand.

10.4 Weed Management Plan

A Weed Management Plan will be prepared and submitted in accordance with Rocky View County requirements to address any issues with invasive weeds during the construction and grading process.

POLICIES:

- 10.4.1 A Weed Management Plan shall be provided by the developer at the subdivision stage in accordance with Rocky View County requirements that controls, impedes and removes weed growth during construction and grading.

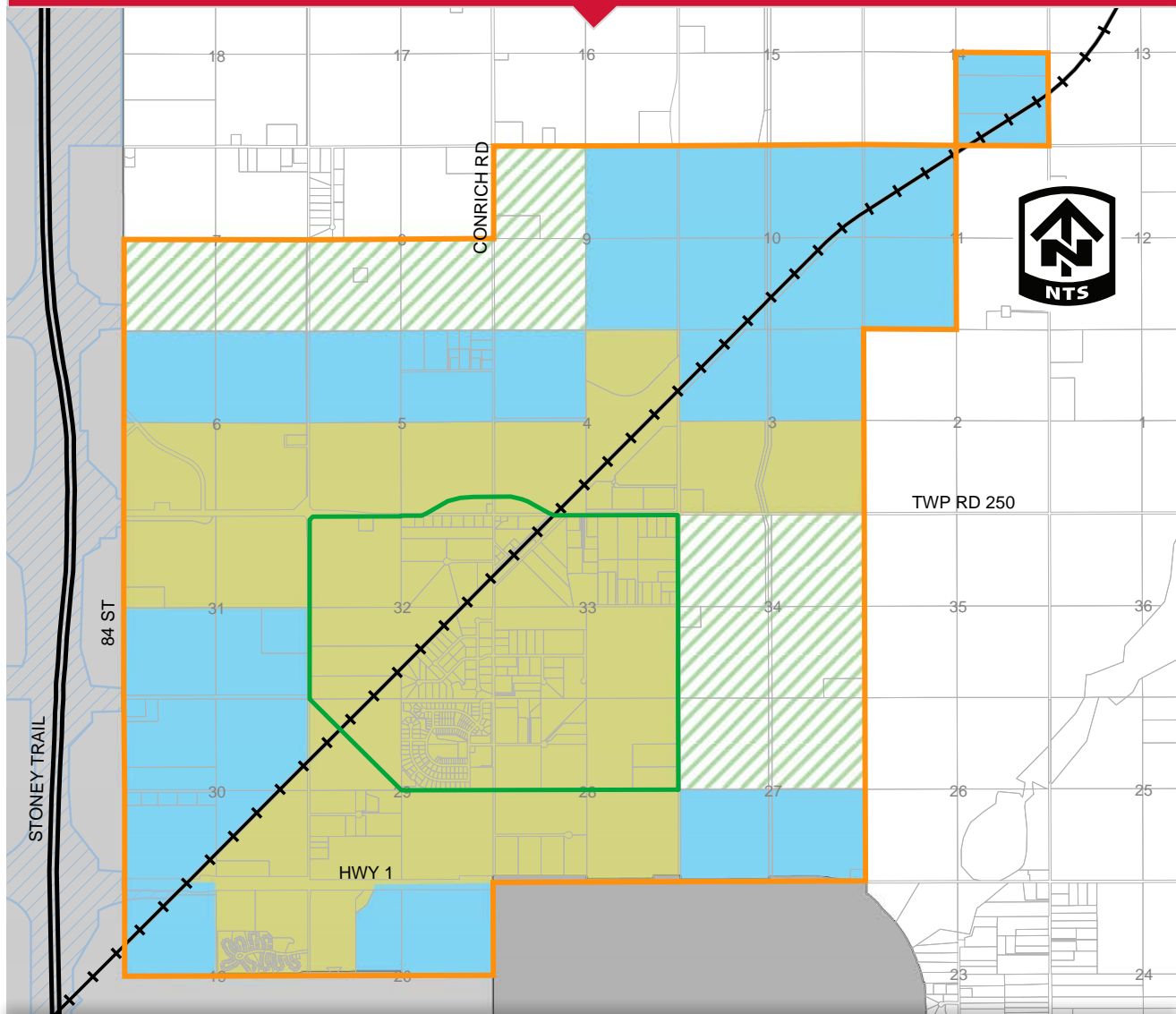
10.5 Construction Management Plan

The developer shall submit a Construction Management Plan at the subdivision stage to address any ongoing construction issues, such as noise and construction access to the Plan area, which may have a negative impact on surrounding residents.

POLICIES:

- 10.5.1 A Construction Management Plan shall be provided by the developer at the subdivision stage to establish potential mitigation measures as may be necessary to limit negative impacts to surrounding residents during ongoing construction activities including noise, sedimentation and erosion control, construction waste management, emergency response procedures, an evacuation plan, hazardous material containment.

FIGURE 18
CONRICH ASP Phasing

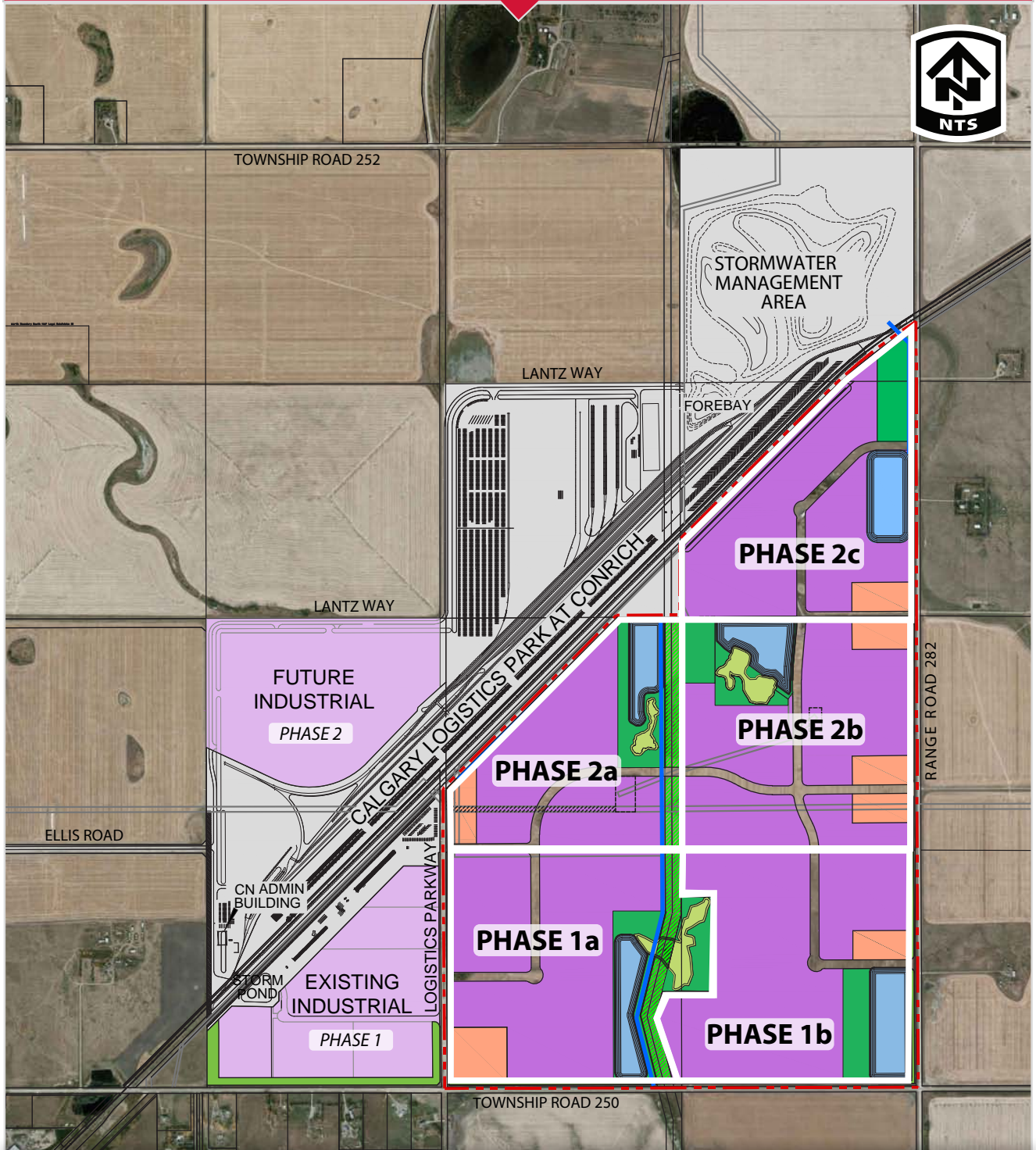


LEGEND

- | | | |
|--------------|---------|-----------------------------------|
| ASP Boundary | Phase 1 | Long Term Development |
| Hamlet | Phase 2 | Transportation & Utility Corridor |
| | | Railway Lines |

Source: Adapted From Draft Conrich Area Structure Plan

FIGURE 19
DEVELOPMENT PHASING



10.6 Subdivision & Road Naming

An application for Subdivision & Road Naming will be submitted at the subdivision stage. Naming of roads within each phase of development is expected to follow the County's standard naming conventions.

POLICIES:

- 10.6.1 A Subdivision & Road Naming application shall be provided by the developer at the subdivision stage.

10.7 Sediment & Erosion Control

The developer shall submit a Sediment & Erosion Control Plan at the subdivision stage to address any drainage issues that might be created due to construction activities within the Plan area in order to mitigate potential for negative impact on surrounding properties.

POLICIES:

- 10.7.1 A Sediment & Erosion Control Plan shall be provided by the developer at the subdivision stage to address any drainage issues that might be created due to construction activities within the Plan area in order to mitigate potential for negative impact on surrounding properties.

10.8 Conceptual Scheme Cost Recovery

Under *Policy #309 Conceptual Scheme Cost Recovery*, the developer/landowner of Cell 1 is eligible to recover the proportionate cost of the preparation of the Conrich Station Conceptual Scheme. Cost recoveries will only apply to benefitting lands within the boundaries of the Conceptual Scheme.

POLICIES:

- 10.8.1 The developer of Cell 1 shall be eligible to apply for recovery of costs related to preparation of the Conrich Station Conceptual Scheme in accordance with the County's Policy #309 Conceptual Scheme Cost Recovery.

10.9 Business Lot Owner's Association

The developer will establish a Business Lot Owner's Association (BLOA) at the subdivision stage. The purpose of the BLOA is to enter into and manage a contract with the County to operate and maintain the private landscaped easement areas. Individual lot owners will continue to own their respective private landscaped easement areas while being a member of the BLOA. A restrictive covenant will be registered against the title of each lot specifying the owner's responsibilities as part of the Association.

The appropriate encumbrances will be registered against titles to ensure proper implementation of the stormwater management plan. As previously mentioned in Section 6.6, a Private Landscaped Easement area agreement will also be registered on each title concurrently, identifying each owner's responsibilities for maintenance, access as well as liability with respect to the irrigation areas.

POLICIES:

- 10.9.1 A Business Lot Owner's Association shall be established at the subdivision stage for the purposes of managing a contract with the County for maintaining and operating the stormwater management facilities; a restrictive covenant shall be registered on each lot specifying the owner's responsibilities as part of the Association

11.0

**COMMUNITY
CONSULTATION**

11.1 Community Consultation

An Open House was advertised in the local paper and held on January 16, 2014 at the Prince of Peace Manor. Approximately 33 people attended. The development concept was generally well received and comments revolved mainly around impacts from the CN rail facility. The comments were taken into consideration while developing this Plan.

12.0

**SUPPORTING
TECHNICAL
STUDIES**

12.1 Supporting Technical Studies (under separate cover)

1. Phase One Environmental Site Assessment prepared by Golder Associates dated October 2, 2013 – for Cells 1 & 1A;
2. Phase One Environmental Site Assessment prepared by Rangeland Conservation Services Ltd. dated May 2012 – for Cell 3;
3. Historical Resources Act - Signed Clearance Application 4835-13-0075;
4. Conrich Station Preliminary Engineering Support prepared by Sedulous Engineering Inc. dated October, 2014;
5. Transportation Impact Assessment prepared by Bunt and Associates dated October 27, 2014;
6. Sub Catchment Master Drainage Plan prepared by Westhoff Engineering Resources Inc. Final Report November 19, 2014;
7. Biophysical Overview for SE & SW 3-25-28-W4M (Cell 1 & 1A) prepared by Sweetgrass Consultants Ltd dated November 2011;
8. Biophysical Overview for NW 3-25-28-W4M (Cell 2) prepared by Westhoff Engineering Resources Inc. dated December 10, 2013;
9. Biophysical Overview for NE 3-25-28-W4M (Cell 3) prepared by Sweetgrass Consultants Ltd dated July 2013;
10. Biophysical Overview for SE 10-25-28-W4M (Cell 4) prepared by Sweetgrass Consultants Ltd dated July 2013.



CONRICH STATION

**CONCEPTUAL
SCHEME**