



Langdon Meadows Comprehensive Development

CONCEPTUAL SCHEME



Bylaw C-6366-2006, Adopted December 5, 2006

MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44
Department of Planning and Community Services

MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44
BYLAW C-6366-2006

A Bylaw of the Municipal District of Rocky View No. 44 to adopt the attached Schedule "A" referred to as the "Langdon Meadows Conceptual Scheme", pursuant to Divisions 7 & 12 of Part 17 of the Municipal Government Act.

WHEREAS the Council of the Municipal District of Rocky View No. 44 has received an application to adopt a Conceptual Scheme to provide a comprehensive policy framework to guide and evaluate future redesignation, subdivision and development within a portion of the South ½ of Section 23-23-28-W4M consisting of approximately ± 132.7 acres being the proposed Langdon Meadows Conceptual Scheme area, as shown on Schedule 'A', attached to and forming part of this bylaw; and

WHEREAS the Council deems it desirable to adopt the Conceptual Scheme; and

WHEREAS a notice was published on Tuesday, November 7, 2006 and Tuesday, November 14, 2006 in the Rocky View Weekly, a newspaper circulating in the Municipal District of Rocky View No. 44, advising of the Public Hearing for Tuesday, December 5, 2006; and

WHEREAS Council held a Public Hearing and have given consideration to the representations made to it in accordance with Section 692 of the Municipal Government Act, being Chapter M-26 of the Revised Statutes of Alberta, 2000, and all amendments thereto.

NOW THEREFORE the Council enacts the following:

1. That the Conceptual Scheme be adopted to provide a comprehensive policy framework to guide and evaluate future redesignation, subdivision and development within a portion of the South ½ of Section 23-23-28-W4M consisting of approximately ± 132.7 acres being the proposed Langdon Meadows Conceptual Scheme area, as shown on Schedule 'A', attached to and forming part of this bylaw; and
2. The Bylaw comes into effect upon the date of its third reading.

Division: 4

File: 03223001/002/059/195 – 2005-RV-322

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, October 31, 2006 on a motion by Councillor Branson.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on December 5, 2006, on a motion by Councillor Habberfield.

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on December 5, 2006, on a motion by Councillor Goode.

REEVE OR DEPUTY REEVE

MUNICIPAL SECRETARY

SCHEDULE 'A'
FORMING PART OF BYLAW C-6366-2006

A Conceptual Scheme for a portion of the South ½ of Section 23-23-28-W4M consisting of approximately ± 132.7 acres being the proposed Langdon Meadows Conceptual Scheme area.

Prepared for:

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Base Property Consultants Ltd.
Environmental Consultants

Evans 2 Design
Architects

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Jubilee Engineering Ltd.

Level One and Limited Level Two Environmental Site Assessment,
Base Property Consultants Ltd.

Geotechnical Evaluation – Langdon Crossing, Langdon, Alberta
Mcintosh Lalani Engineering Ltd.

Langdon Meadows Development Project – Transportation Assessment,
Eagle Engineering Corp.

Vision

Langdon Meadows Planning Area (Planning Area) is envisioned as a mixed-use neighbourhood that caters to the needs of a growing hamlet with a “small town” character. When the “Meadows” is fully built-out, there will be a strong sense of place where one will have the opportunity to live, work, and play in proximity to each other. Sidewalks, combined with pathways within linear parks will provide an alternative in reducing vehicular usage.

The open space system encourages linking the existing, approved pathway systems in the north to those approved in the south. An additional pathway system is proposed within the linear park which borders both the residential and business park areas. A school reserve combined with playing fields, while strategically located within the neighbourhood, will be easily accessible by an arterial road system. All of the public open space components will provide for the most part active and passive recreational needs of the future Meadows’ residents. Communal open space over and above the typical 10% Municipal Reserve requirement is proposed as compensation wherever a residential lot size is less than minimum Hamlet requirements.

The residential area will allow a mixture of single detached as well as multi-dwelling and mixed use (commercial / residential) development cells. Lot sizes will vary and where appropriate may contain lanes, in order to address a broader housing mix. The multi-dwelling area, located near open space, will accommodate semi-detached and / or townhouse type housing forms. The mixed use area, located on Centre Street (Secondary Highway #797) and Dead Horse Road, will combine commercial (retail and office) uses with apartment style housing in a unique setting. Apartment development above retail is envisioned as an opportunity for affordable housing within the Hamlet. Architectural detailing for this site will encourage the historical attributes of Langdon.

A significant area designated as business park is proposed within the 300-metre habitable building setback from the existing wastewater treatment and solid waste transfer sites. Uses with this development area will include a wide range of commercial and industrial uses. Performance standards and development guidelines will address such items as landscaping, lighting, noise, signage, and fencing.

Architectural guidelines and appropriate landscaping will be promoted in all areas of the Planning Area.

All of these combined attributes portray the neighbourhood as having sustainable characteristics. Overall, the Langdon Meadows Planning Area is committed to creating a quality development which promotes housing and public open space components in proximity to employment opportunities.

1.0 Introduction

1.1 Purpose

The purpose of the Conceptual Scheme is to develop a comprehensive planning framework, which will establish guidelines for future land use redesignation and subdivision of the Conceptual Scheme Planning Area. It will be adopted by bylaw of the Council of the Municipal District of Rocky View No. 44 and appended to the Hamlet of Langdon Area Structure Plan.

1.2 History

On March 31, 2005, MD of Rocky View Council considered a redesignation application and approved the following motion which established the terms of reference for this Conceptual Scheme document:

“ That Council request the Applicant to pay the fee prescribed in the Master Rates Bylaw and prepare a Conceptual Scheme for the area noted on the attached map showing the Conceptual Scheme boundaries, within a portion of the South ½ of Section 23-23-27-W4M consisting of approximately 132.74 acres located within the Hamlet of Langdon Area Structure Plan area. The Conceptual Scheme will be adopted by bylaw as a prerequisite to Council considering redesignation and subdivision applicants for the subject lands. As part of the Conceptual Scheme, the Applicant shall include policies regarding implementation, consistency with the Hamlet of Langdon Area Structure Plan, and conduct at least one open house prior to first reading of the adopting bylaw (the open house must be advised in the official newspaper of the Municipality). The Conceptual Scheme should be prepared in a format acceptable to the Municipality and include, but not be limited to, the following items:

- a) a description of all lands contained within the Conceptual Scheme Area;*
- b) the proposed use of lands within the Conceptual Scheme Area;*
- c) proposed parcel size and density for the Conceptual Scheme Area,*
- d) the proposed internal street pattern and relationship with the greater Hamlet roads;*
- e) the location and functionality of the proposed business collector to serve the business parks and industrial areas to the north and ultimate connection to Twp. Rd. 234 (Glenmore Trail), as identified on Exhibit 6 – Street System of the Hamlet of Langdon Area Structure Plan;*
- f) an open space scheme identifying pedestrian pathways, linkages to the greater community open space network, the location and distribution of municipal, school and environmental reserve;*
- g) a servicing proposal including, but not limited to, public and private utilities for the Conceptual Scheme Area with consideration respecting over sizing and location of future extension of services to lands outside of Conceptual Scheme Area;*

- h) a stormwater management scheme identifying key elements of the scheme, the distribution of these elements within the Conceptual Scheme Area and their integration with other stormwater management systems operating within the Plan Area;*
- i) consideration of stormwater management with respect to the regional watershed and mitigation of potential impacts on Weed Lake;*
- j) an architectural and massing scheme for residential development within the Conceptual Scheme Area;*
- k) any special policies that may be required to give guidance to the preparation of tentative plans of subdivision including, but not limited to, geotechnical, hydrological, hazard and/or environmental conditions with the Conceptual Scheme Area;*
- l) a Crime Prevention Through Environmental Design (CPTED) strategy that anticipates problematic places and situations where crime can occur within the Conceptual Scheme and establish design factors that can enhance safety and security and should be addressed in the CPTED strategy include, awareness of the environment; visibility by others; and community context and finding help.*
- m) Shall evaluate and address any off-site development issues, which may result from development within the Conceptual Scheme Area;*
- n) Ensure that the transition between adjacent lands uses and proposed lands uses in the Conceptual Scheme Area are compatible or anticipated conflicts are mitigated;*
- o) An evaluation of any off-site hazards(s) and appropriate mitigations or avoidance measures;*
- p) An evaluation of on-site geotechnical features;*
- q) An evaluation of on-site environmental conditions;*
- r) An evaluation Site Assessment of lands within the Conceptual Scheme Area;*
- s) An evaluation of any on-site hydrological conditions;*
- t) An evaluation of the servicing proposal with respect to the provision or upgrading of off-site distribution, treatment or disposal facilities;*
- u) A Traffic Impact Analysis in consultation with the Municipality and Alberta Infrastructure and Transportation;*
- v) Any other matter deemed necessary the Municipality; “*

1.3 Objectives

The proposed Conceptual Scheme proposes the following objectives:

1. Provide the rationale and support for implementing residential land use changes within the Hamlet.
2. Establish the suitability of land for residential uses.

3. Identify development issues and assess impacts on surrounding land uses including measures for mitigation of impacts.
4. Facilitate the phasing of subdivision and development.
5. Facilitate efficient and comprehensive development by encouraging innovative subdivision design that maximizes lot yields, servicing efficiencies and development opportunities.
6. Facilitate and accommodate community input.
7. To establish a Conceptual Scheme that addresses existing development constraints and opportunities while protecting and enhancing subdivision and development opportunities for all lands within the Planning Area and the adjacent community.
8. Create an orderly, sustainable and cost-effective plan.
9. Establish policies that will guide and manage the proposed land uses.
10. Provide a range of land uses.
11. Address any infrastructure requirements necessary to allow a logical development sequence.
12. Respect historical hamlet patterns particularly where existing and proposed developments will interface.
13. Participate in the public consultation process by keeping adjacent residents and landowners informed.
14. Facilitate efficient and safe vehicular traffic movements respecting the rights of the pedestrian.

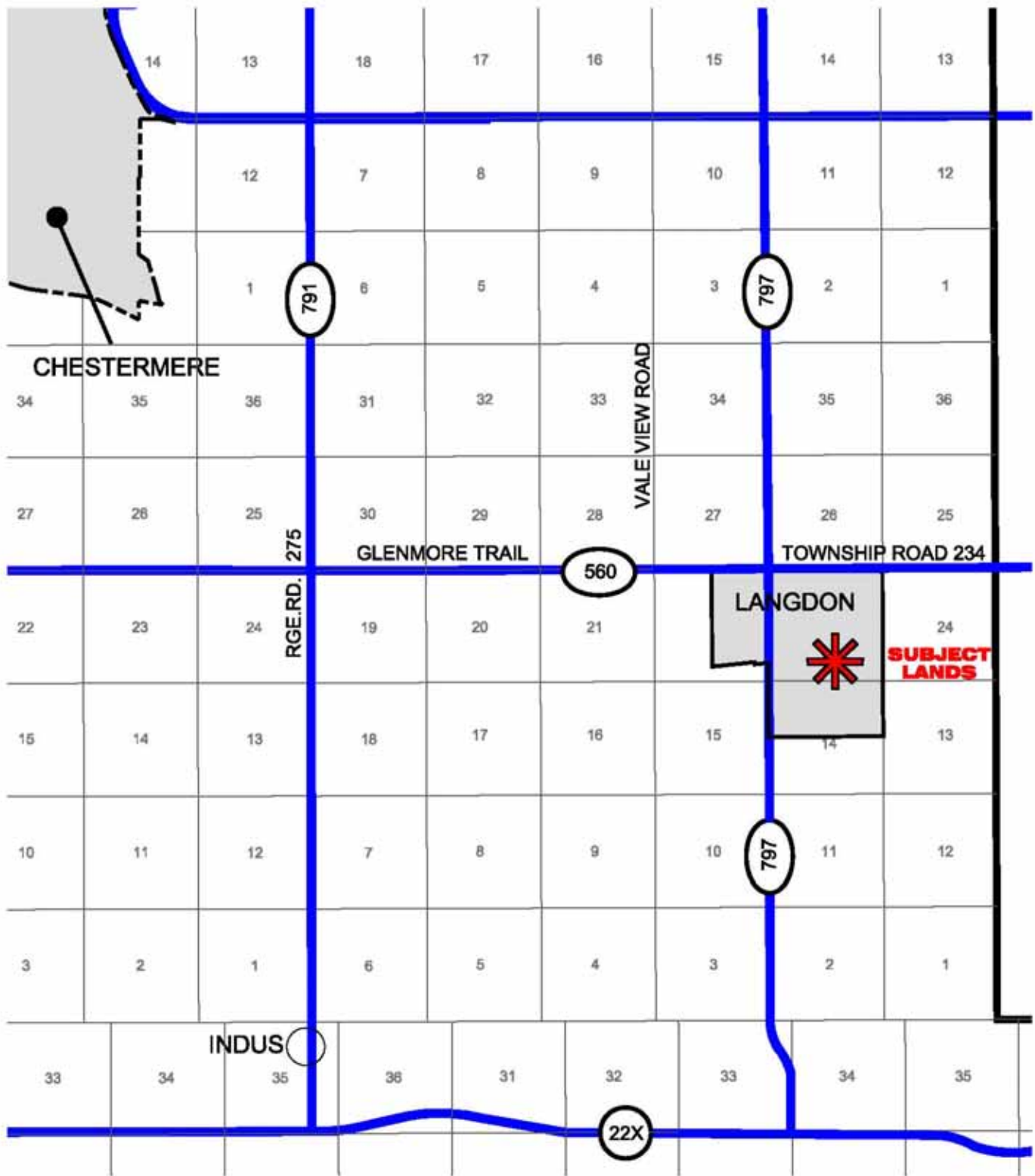


Figure 1
Location

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA

2.0 Conceptual Scheme Planning Area

2.1 Location and Boundary

The Conceptual Scheme Planning Area consisting of ± 135.04 acres, constitutes Cell A of the Wild Rose Developments and Dugdale Lands Conceptual Scheme, and is legally described as Portions of SE and SW23-23-27-W4M.

The Planning Area is bounded by:

- Centre Street (Secondary Highway #797) and existing hamlet development to the west,
- Existing hamlet development, wastewater treatment facility, solid waste transfer site, and vacant land to the north,
- Agricultural lands located outside the hamlet to the east; and
- Dead Horse Road and the Langdon Ranch proposal to the south.

Policy 2.1.1 Policies contained in the Conceptual Scheme shall apply to all lands identified in Figure 2 – Planning Area.

Policy 2.1.2 Future land use and subdivision shall generally be in accordance with the approved Conceptual Scheme. Minor variations as a result of detailed engineering shall be allowed without a need for an amendment to the Conceptual Scheme.

2.2 Development Cells

The ownership and area of Development Cells within the Planning Area, as illustrated in Figure 2 are as follows:

Cert of Title 001 055 794	± 79.59 acres	± 196.66 hectares
Cert of Title 991 255 015	± 41.92 acres	± 16.97 hectares
Cert of Title 041 287 233	± 12.22 acres	± 4.95 hectares
Road Rights-of-Way	<u>± 1.31 acres</u>	<u>± 0.53 hectare</u>
Total Area	± 135.04 acres	± 54.65 hectares

2.3 Land Use Context and Adjacent Land Uses

The existing land use for the subject parcels is RF or Ranch and Farm District and RF-3 or Ranch and Farm Three District. The existing land use(s):

- to the north are HR-1 or Hamlet Residential One District, HI or Hamlet Industrial, and RF or Ranch and Farm District,
- to the west is RF or Ranch and Farm District,
- to the east is AH or Agricultural Holding District, and
- to the south are F or Farmstead District, and DC85, to accommodate residential, public open spaces, and a golf course.

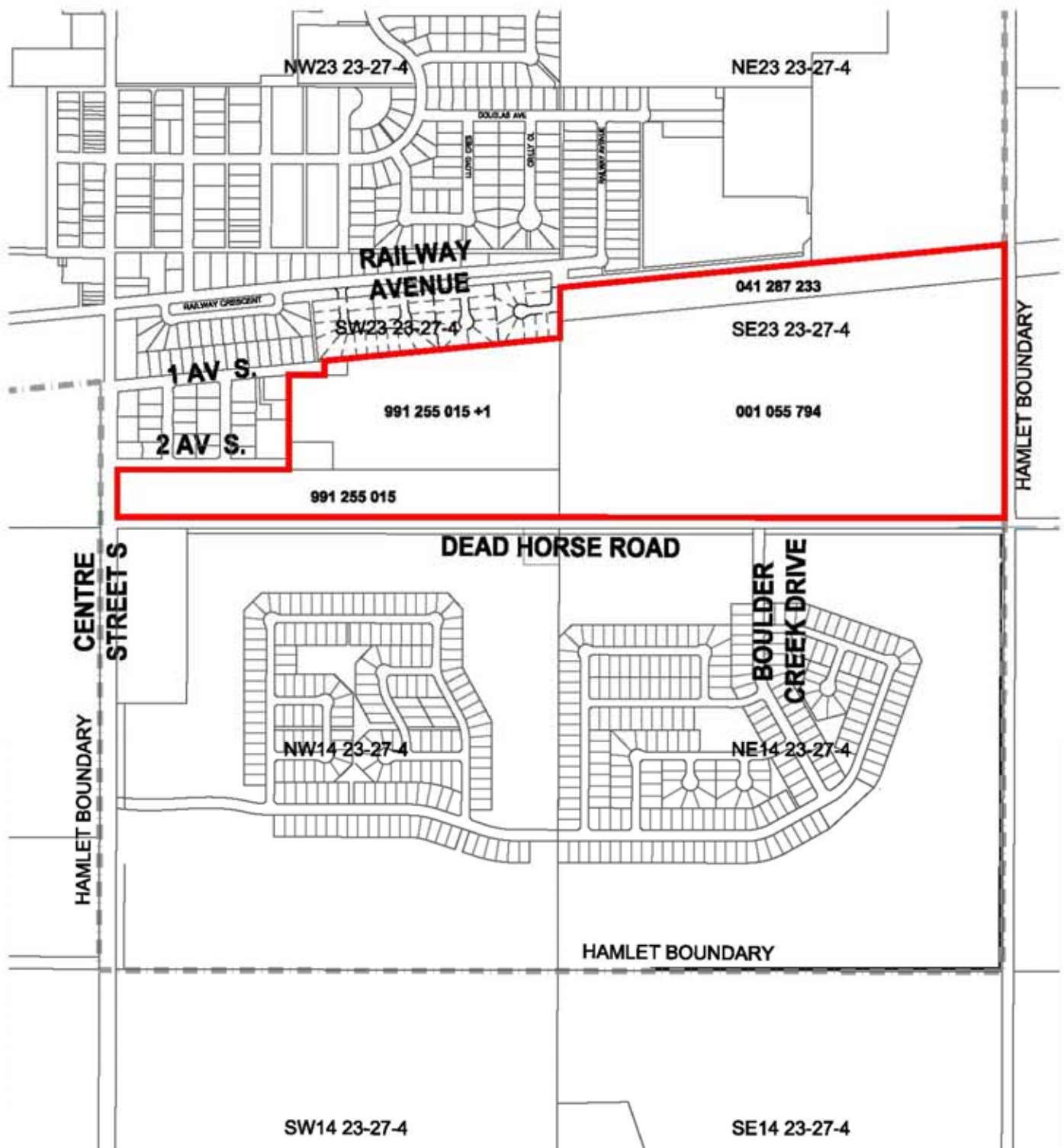
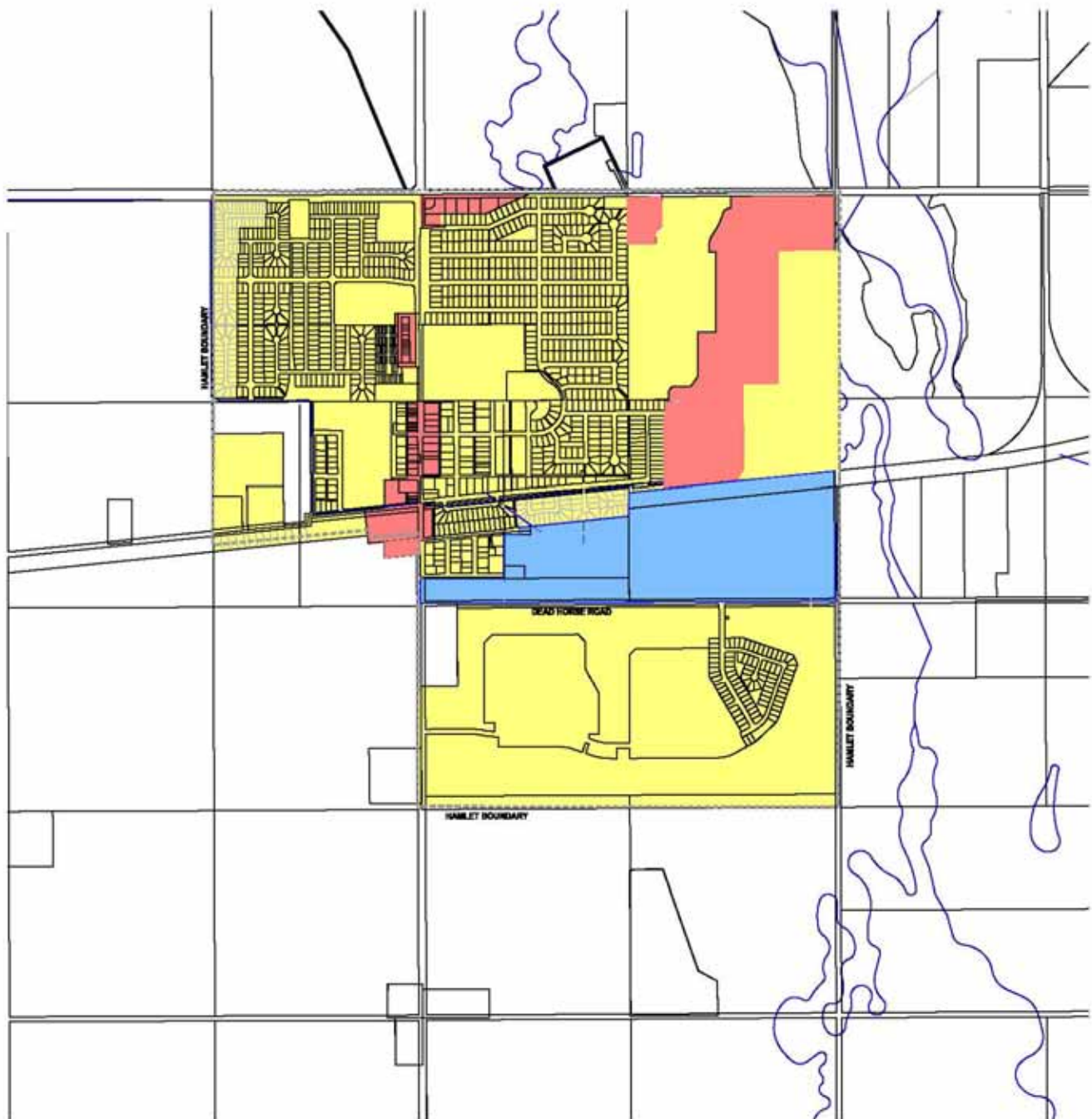


Figure 2
Planning Area

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA



LEGEND:

- Subject Lands
- Residential
- Commercial / Industrial
- Farm / Agricultural



Figure 3
Land Use Concept

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA



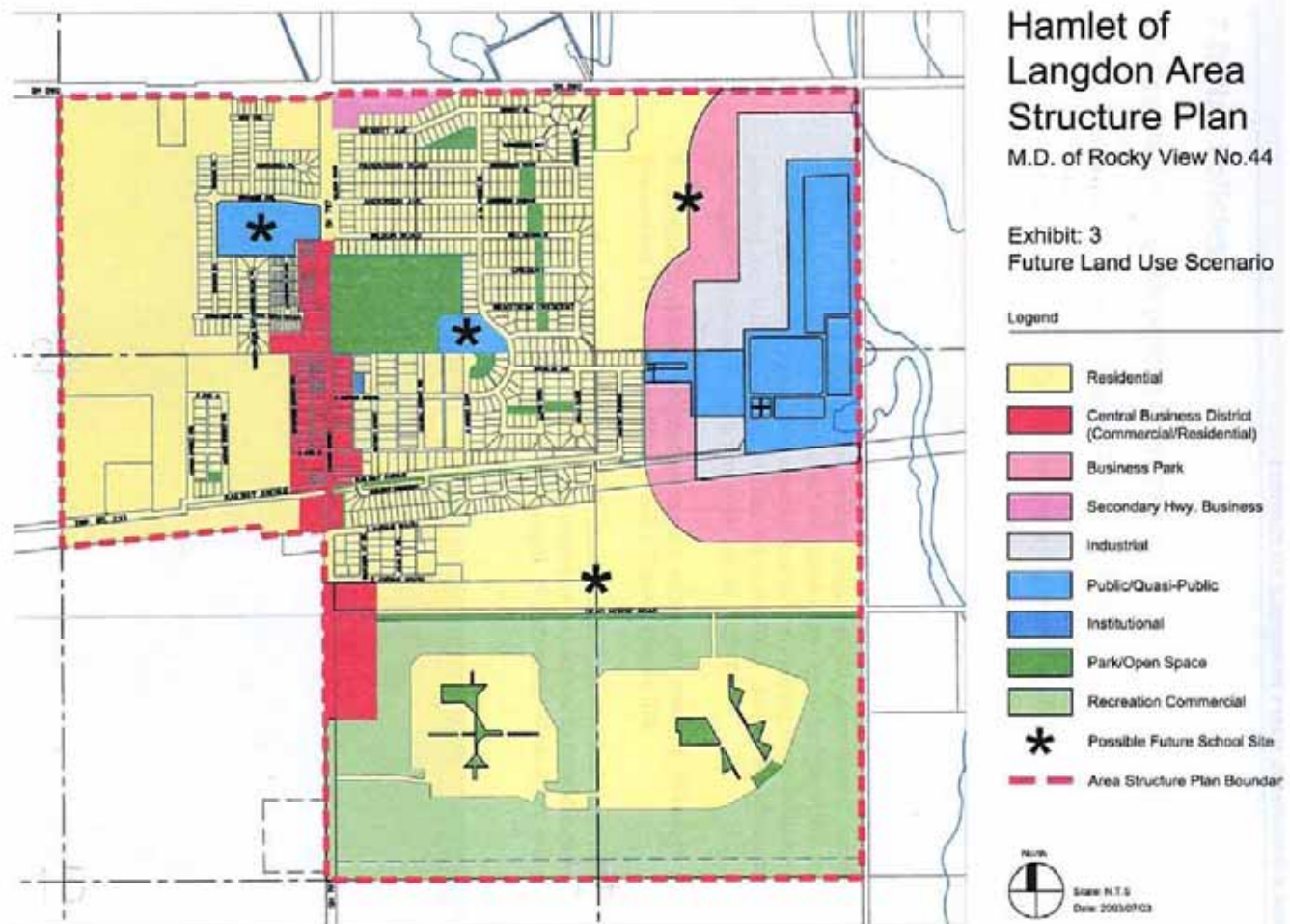
LEGEND:

- Planning Area Boundary
- - - Hamlet of Langdon Boundary



Figure 4
Aerial Photo

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA



SOURCE: HAMLET OF LANGDON AREA STRUCTURE PLAN
BYLAW C- 5049-99 ADOPTED APRIL 27, 1999



Figure 5 Hamlet of Langdon Area Structure Plan

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA

3.0 Conformity to the Hamlet of Langdon Area Structure Plan

The Langdon Meadows Conceptual Scheme is in general conformity to the Hamlet of Langdon Area Structure Plan (ASP), adopted by the MD of Rocky View Council on April 27, 1999 as per Bylaw C-5049-99. Subsequent amendments have occurred since the initial adoption. The Hamlet of Langdon ASP was adopted in recognition and conformity with the Municipal Development Plan adopted by the MD of Rocky View Council in July 1998.

Exhibit 3: Future Land Use Scenario of the Hamlet of Langdon ASP identifies the Conceptual Scheme Planning Area as containing a variety of land uses including: Residential, Central Business District (Commercial/Residential), Business Park, Industrial, and Possible Future School Site.

Under Section 7.2 Residential Land Use (p. 20), the following relationship between the Area Structure Plan and any Conceptual Scheme is realized:

“The Plan’s policy framework relies on the Conceptual Scheme to provide the rationale and support for implementing residential land use changes within the Plan Area. A Conceptual Scheme, when prepare in support of a redesignation and/or subdivision proposal can:

- *establish the suitability of land for residential uses;*
- *identify development issues and assess impacts on surrounding land uses including measure for the mitigation impacts;*
- *facilitate the phasing of subdivision and development;*
- *facilitate efficient and comprehensive development by encouraging innovation subdivision design that maximizes lot yields, servicing efficiencies and development opportunities; and,*
- *facilitate and accommodate community input.”*

Exhibit 10: Preferred Development Sequence of the Hamlet of Langdon ASP identifies the Conceptual Scheme Planning Area as Development Priority Area 2, which allows development to proceed in a sequential manner, and “As a general rule, future development should be contiguous with existing development.” (Section 8.0 Preferred Development Sequence – Hamlet of Langdon Area Structure Plan).

4.0 Site Assessment

4.1 Topography and Drainage

The subject lands are characterized by relatively flat topography, generally draining from west to east. Grade variation over the entire site is less than 2%.

Stormwater solutions to post-development drainage within the eastern portions of the MD of Rocky View, including the Hamlet of Langdon, are a challenge due to the flat topographic character of the terrain. As a result, careful consideration is to be given to the Master Drainage Plan in addressing design issues associated with the existing topography.

Policy 4.1.1 Alterations in the existing topography of the Planning Area can only process in accordance with a Stormwater Management Plan and overall grading plan, as approved by the MD of Rocky View.

4.2 Environmental Site Assessment (ESA)

A Level One and Limited Level Two Environmental Site Assessments (ESA) were completed by Base Property Consultants Ltd. in the Fall of 2004 for Certificates of Title 001 055 794 and 991 255 015. The Limited Level Two analysis included geotechnical borehole testing to determine any soil contamination from adjacent properties. Conclusion of these assessments indicated that there area no significant environmental impairments on the subject site and that further environmental investigation is not required.

No Environmental Site Assessment has been performed on the former railway lands (Certificate of Title 041 287 233). Therefore, assessment will be required before development commences on this titled property.

Policy 4.2.1 Prior to land use approval, a Phase 1 (and possible subsequent Phases 2 and 3) Environmental Site Assessment shall be completed for the property also known as Certificate of Title 041 287 233 all to the satisfaction of the MD of Rocky View.

4.3 Soil Analysis

A soil analysis (geotechnical evaluation) was prepared by McIntosh Lalani in September 2005 for Certificates of Title 001 055 794 and 991 255 015.

It concluded that there were no adverse soil conditions (surface and sub-surface) that would preclude development of the subject lands.

Due to the former use of the railway lands, further soils analysis will be required in conjunction with the property under Certificate of Title 041 287 233.

Policy 4.3.1 Prior to land use approval, a geotechnical evaluation of soils for the property also known as Certificate of Title 041 287 233 shall be completed to the satisfaction of the MD of Rocky View.



CONTOUR INTERVAL: 1 metre



Figure 6
Topography and Drainage
 LANGDON MEADOWS
 CONCEPTUAL SCHEME PLANNING AREA

4.4 Existing Development and Constraints

A number of uses currently exist on the Planning Area:

- An existing residence is located in the south central portion of the SE23-23-27-W4M. The buildings and associated septic field will be removed prior to redevelopment of the Planning Area.
- An existing telecommunications' facility is located in SW23-23-27-W4M immediately south of the former railway lands. This facility will remain in-situ with appropriate maintenance site access provided.
- An existing Telus fibre-optics line is located immediately north of and running parallel to Dead Horse Road. This utility will remain in-situ.

As previously mentioned, the former railway lands were used for rail transport purposes. As a result, site contamination is considered very likely Policies in Sections 4.2 and 4.3 will address any environmental and soils concerns prior to land use approval.

5.0 Development Concept

5.1 Description

The proposed Langdon Meadows development is envisioned as a high quality development comprising of a variety of land uses with architectural guidelines which will help to create an interesting and compatible neighbourhood.

The proposed Conceptual Scheme area is designed to respect existing and future developments, including access conditions.

The layout is typical of the Hamlet's existing grid pattern of roads. Notwithstanding this, cul-de-sac style roads are proposed to address design constraints as well as reduce the visual impact of smaller lot development backing on to Dead Horse Road. Connectivity with the existing Hamlet development in the northwest is addressed through a continuation of the grid pattern with limited access. Roads are purposely disjointed between existing and proposed developments in order to discourage through traffic movements. Pedestrian accessibility, however, is seamless and encouraged through the extensive use of sidewalks and connecting pathways in linear parks.

Residential streetscapes will provide for a variety of housing types. Bungalows will be encouraged but two-storeys will be the most common housing form. Open space in the form of linear parks, and pocket parks are interspersed throughout the plan area in order to provide ease of access and connectivity. These attributes will create a strong sense of community pride.

In general, the north-south Business Collector will serve as a boundary road between the Business Park areas to the east and residential and public open space areas to the west. Exceptions include: a residential cell located to the south of the Business Park which is buffered by a linear park.

Open space consists of a variety of forms:

- a combined Municipal and School Reserves' site located along the Business Collector and adjacent to a residential area with mixed lot sizes including a multi-dwelling area,
- linear parks accommodating pathways and public utilities, and
- pocket parks appropriately distributed throughout the Planning Area.

Open space over and above the 10% will be considered where an innovative approach to residential lot sizes and density. For example, lots smaller than the minimum Hamlet requirement only will be considered if compensated for by an equivalent amount of public open space. Notwithstanding this approach, the size of the proposed residential lots that interface with the existing Hamlet (HR-1) development will be a minimum of 0.25 acre.

**LEGEND:**

- Site Boundary
- Single Family Residential
- Multi - Dwelling Residential
- CBD Mixed Use Commercial / Residential
- Business Park
- Open Space
- Stormwater Management Facility
- 300m Habitable Building Setback
- Pathway



N.T.S.

Figure 7

Development Concept

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA

Other innovative approaches to a variety of housing types may include the introduction of lanes whereby vehicular access is expected from the rear. This would be introduced at the subdivision stage where design details will be determined.

Policy 5.1.1 Names of local pioneers in the naming of streets and developing neighbourhoods should be considered in the development of the Conceptual Scheme area.

Policy 5.1.2 Lot and block layouts shown in Figure 7 – Development Concept and Figure 8 – Future Land Use Scenario are conceptual only and may not reflect the final design, number or size of lots that may be proposed in future tentative plans of subdivision. The final size, configuration and design of individual parcels proposed through subdivision shall be determined at the tentative subdivision plan approval stage and to the satisfaction of the MD of Rocky View.

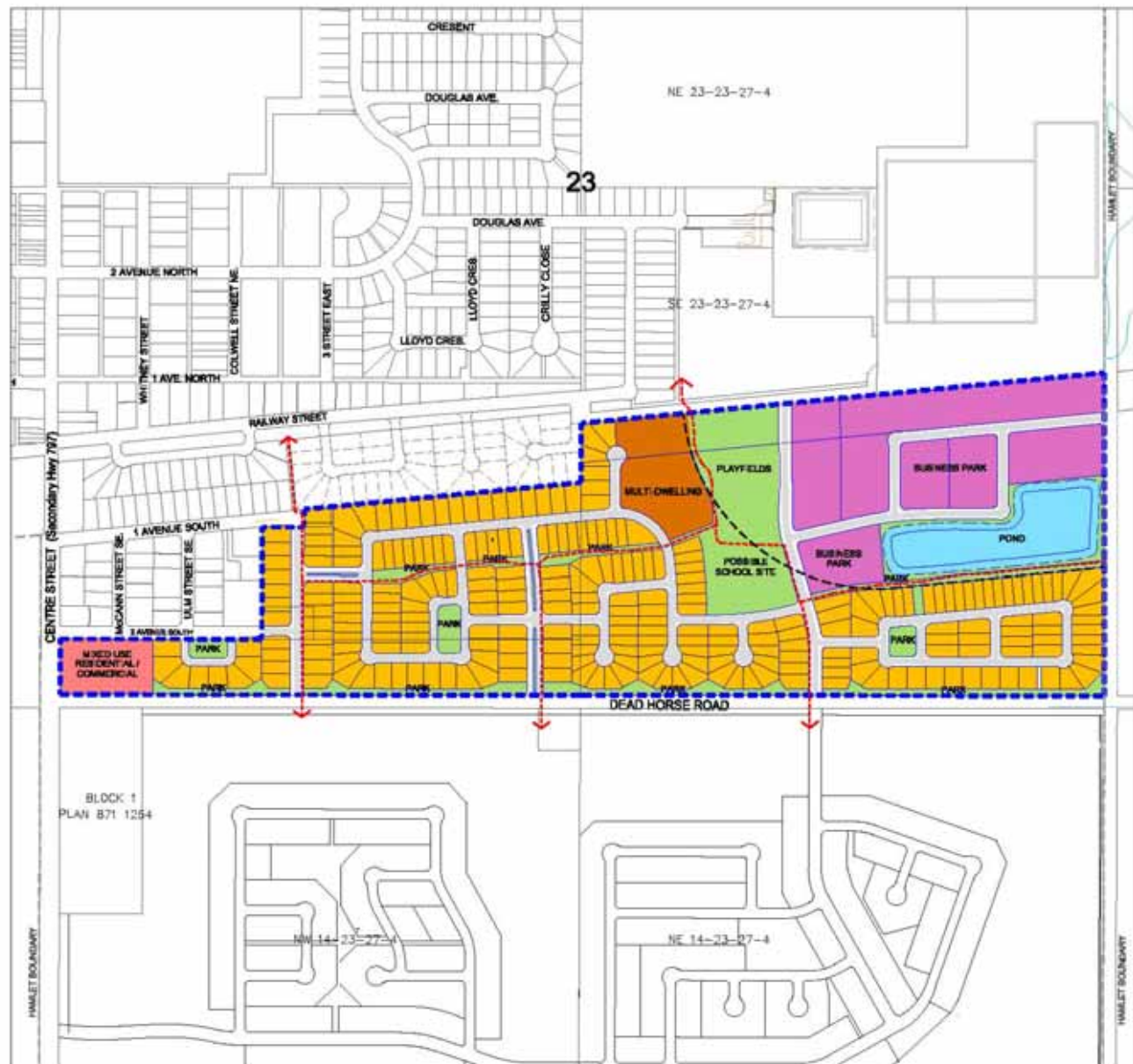
Policy 5.1.3 Lots smaller than the Hamlet's minimum requirements may be considered where an innovative approach is used to the benefit of the general public such as providing public open space on an equivalent area basis.

Policy 5.1.4 A laned option within a residential area as an innovative approach in introducing housing variety may be considered at the subdivision stage provided the intent of this Conceptual Scheme is met.

Policy 5.1.5 Details of the lane design will be determined at the subdivision stage to the satisfaction of the MD of Rocky View.

5.2 Compatibility with Existing Development

The proposed Conceptual Scheme is designed to be integrated with the adjacent, existing hamlet development through the use of limited road access, pedestrian linkages (sidewalks and pathways), and a transition of lot sizes.

**LEGEND:**

- Site Boundary
- Single Family Residential
- Multi - Dwelling Residential
- CBD Mixed Use Commercial / Residential
- Business Park
- Open Space
- Stormwater Management Facility
- 300m Habitable Building Setback
- Pathway



Figure 8

Future Land Use Scenerio

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA

5.3 Future Land Use and Subdivision

The Conceptual Scheme sets the framework for subsequent Land Use and Subdivision approval for the Planning Area. Land Use and Subdivision applications can be made for all or part of the development cell. Figure 8 shows a future land use scenario for the Planning Area.

The anticipated land use for the single detached residential area is a series of DC sites with HR-1 Hamlet Residential One District guidelines, in order to allow a variety of lot sizes in laned and laneless configurations. The anticipated land use for the multi dwelling residential area is DC with guidelines allowing semi-detached, townhouse, and possible apartment-style development. See Figure 9. Details will include; building height, site density, number of townhouse units attached, parking, and amenity space. The anticipated land use for the business park is DC with performance standards and development guidelines in consideration of such elements as noise, lighting, parking, and fencing. The anticipated land use for the public open spaces is PS Public Services District in order to allow Municipal and School Reserves.

Policy 5.3.1 The land uses within the Conceptual Scheme shall generally comply with the areas outlined in Exhibit 3: Future Land Use Scenario of the Hamlet of Langdon Area Structure Plan.

5.4 Residential

The future land use development scenario essentially shows a grid street pattern for the residential areas with three connections to Dead Horse Road. The street design to the existing hamlet development in the west is designed to limit access from the Planning Area. While access to the future Business Collector from the residential areas is unavoidable, it will be limited. Open space along the future Business Collector will provide visual variety and serve as a transitional buffer between the major uses.

Over time, the Hamlet of Langdon will need to provide a broader range of housing product in order to sustain the needs of the Hamlet, e.g. supporting local business as well as housing the employees who will work in local businesses. Therefore a greater opportunity will exist for smaller single family lots, additional attached and apartment-style housing. Innovative approaches to residential density are encouraged through public benefit (e.g. additional open space) within the Planning Area. This can be accommodated in Langdon Meadows Conceptual Scheme at Council's discretion.



Figure 9
Concept for Multi-Dwelling Site

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA

The 300-metre habitable building setback (for residential uses) from the wastewater facility and solid waste transfer site restricts residential development in the northeast portion of the development cell.

Policy 5.4.1 The residential lands within the Conceptual Scheme shall be considered new residential development areas.

Policy 5.4.2 Neighbourhood design for the residential area shall integrate existing design patterns found within the developed areas and maintaining common design elements between neighbourhoods.

Policy 5.4.3 A range of lot widths should be encouraged throughout the residential area.

Policy 5.4.4 Notwithstanding Policy 2.3, where new residential areas are developed in proximity to developed residential areas, there shall be an acceptable transition between the two areas through appropriate building form similar in height, massing and architectural design.

Policy 5.4.5 Low density residential land use shall be the dominant land use.

Policy 5.4.6 Lot sizes for single-detached residential should vary and be predicated on market conditions at the time of subdivision. The overall density for the entire Planning Area shall not exceed 4.0 units per acre for all single-detached residential development.

Policy 5.4.7 Medium density residential land use shall be generally located as shown in Figure 7: Development Concept of this Conceptual Scheme and shall conform to the following requirements:

Policy 5.4.7.1 Comprise no more than 7% of the overall new residential area proposed for development,

Policy 5.4.7.2 Located in proximity to community amenity areas such as open space and parks,

Policy 5.4.7.3 Located where there is minimal conflict with non-residential land uses,

Policy 5.4.7.4 Include semi-detached dwellings or attached townhouses clustered in groupings of less than six dwelling units and integrated into the overall land use structure of the neighbourhood,

Policy 5.4.7.5 Comprise articulated facades that define individual units at street level, where entrances to each individual dwelling unit shall be visually prominent from the front façade or from the inner façade fronting onto a common area,

- Policy 5.4.7.6** *Provide adequate on-site parking and as a minimum provide one (1) covered parking stall and one (1) off-street parking stall per dwelling unit,*
- Policy 5.4.7.7** *Shield on-site exterior lighting of buildings, parking and common areas in condominium ownership-based sites from neighbouring properties, and*
- Policy 5.4.7.8** *Density shall not exceed 10 dwelling units per acre for ground-oriented housing with private amenity spaces at-grade.*
- Policy 5.4.8** *Medium density residential land use should consider the following elements:*
- Policy 5.4.8.1** *Accommodated under fee-simple, condominium or bareland condominium ownership,*
- Policy 5.4.8.2** *Designed to provide access for emergency vehicles (i.e. fire, ambulance, and police), and*
- Policy 5.4.8.3** *Provide landscaped open space that is safe and secure for the residents and integrates private outdoor living areas with public open space.*
- Policy 5.4.8.4** *Notwithstanding Policies 5.4.8.2 and 5.4.8.3, Seniors' housing may be considered within the residential area. Details including but not limited to: density, building form, materials and colours, parking, and lighting, shall form a Direct Control land use bylaw to be approved by the Municipal Council.*
- Policy 5.4.9** *Notwithstanding the Policies 5.4.7 and 5.4.8, Council may chose to increase or decrease the number of units at its discretion.*

5.4.1. Density

Based on the land use and subdivision scenario described in Section 5.3 above, the Planning Area is expected to yield up to 317 residential units. This translates to 2.9 units per acre if the Business Park is excluded (± 135.04 acres – ± 26.59 acres = ± 108.45 acres). This density is in conformity to the density policies outlined in the Hamlet of Langdon ASP for New Residential Neighbourhood Density (Sections 7.2.25 and 7.2.26) of up to 4 units per acre without medium density residential or up to 4.5 units per acre with medium density residential. Therefore, while the expected density is below the maximum allowed, there are opportunities within the policies designed to address increasing densities where innovative approaches to subdivision design are proposed.

Table 1 summarizes the land uses, the residential unit type distribution, and density for the Conceptual Scheme area.

TABLE 1: GENERALIZED LAND USE STATISTICS							
All areas approximate and subject to refinement at subdivision stage							
		ha	acs				
Residential		23.95	59.18				
Single Family		21.88	54.06				
Multi-Family		2.07	5.11				
Mixed Use (Commercial / Residential)		1.24	3.06				
Business Park		10.76	26.59				
Open Space		8.61	21.28				
Public Utility Lots		1.33	3.29				
Roads Area		8.76	21.65				
Total Area		54.65	135.04				
UNIT TYPES							
UNIT TYPE	WIDTH *		DEPTH *		NUMBER	%	%
	metres	feet	metres	feet			
Shallow Wides	29	95	35	115	22	9.1%	6.9%
Quarter-Acre	22.5	74	45	148	79	32.6%	24.9%
One-Fifth Acre	20	66	45	148	14	5.8%	4.4%
Medium	18	59	45	148	36	14.9%	11.4%
Small	15.2	50	45	148	<u>91</u>	<u>37.6%</u>	28.7%
TOTAL SINGLE FAMILY					242	100%	
MULTI-FAMILY		5.11 acs	at	10 upa	51		16.1%
MIXED USE		3.06 acs	at	8 upa	<u>24</u>		<u>7.6%</u>
GRAND TOTAL					317		100%
DENSITY					2.9 upa		



Figure 10
Laned Cell Option

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA

5.5 Open Space

Based on the land use and subdivision scenario described in Section 5.3 above, the Planning Area will consist of 17.03 acres of Municipal Reserve and 4.25 acres of School Reserve for a total of 21.28 acres. This number is in accordance with or exceeds the requirements of the Municipal Government Act, which states up to 10% of the developable land is to be dedicated as Municipal (and/or School) Reserve.

The open space is laid out to allow appropriate distribution throughout the Planning Area. One joint municipal / school reserve site is proposed central to the plan area. See Figures 11 and 12. Additional municipal reserve is allocated in the form of a linear park and nodal park between the business park and the residential areas. Two other significant linear parks provide pedestrian connectivity along; Dead Horse Road from the Mixed Use area in the west to the Hamlet boundary in the east., and westerly from the school reserve providing off-street pedestrian access to a possible future school. Three neighbourhood parks are located one each in the west, central and east to serve a localized need of the area residents. Linear open spaces provide the balance of the municipal reserve and the linkages including pathways between the park areas as well as beyond the plan area to the east, north and south. Combined, these park areas meet the local recreational requirements of the Plannign Area.

Policy 5.5.1 The Open Space, Park and Municipal / School Reserves land use shall be generally located as shown in Figure 7: Cell A – Development Concept of this Conceptual Scheme.

Policy 5.5.2 Municipal Reserves and Municipal School Reserves may not be mutually exclusive on a landownership basis and therefore shall require a written agreement between the landowners that provides compensation for any inequities to the satisfaction of the Municipality.

Policy 5.5.3 Municipal Reserve (MR) and Municipal School Reserve (MSR) shall be taken in accordance with provisions of the Municipal Government Act and the Municipal Development Plan.

Policy 5.5.4 A Municipal School Reserve site shall be located within the Conceptual Scheme area, and its size to be a minimum of eight (8) acres (3.24 hectares).

Policy 5.5.5 The Municipal School Reserve shall be located on the corner of two intersecting roads.

**LEGEND:**





-  Site Boundary
-  Pathway
-  Credit Municipal Reserve
-  Stormwater Facility



Figure 11
Open Space

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA

Policy 5.5.6 A system of linear parks and walkways shall:

Policy 5.5.6.1 be developed generally as shown in Figure 11: Open Space of this Conceptual Scheme, and

Policy 5.5.6.2 provide linkages between the approved system south of Dead Horse Road to the existing and proposed system north of the Conceptual Scheme area.

Policy 5.5.7 Disposition of Municipal Reserve shall be in accordance with the provisions of the Municipal Government Act and Municipal policies.

Policy 5.5.8 The system of linear parks and walkways may be integrated with stormwater management corridors or works, where appropriate.

Policy 5.5.9 Where a pathway system runs parallel within a road right-of-way, that right-of-way may be widened to accommodate a more pleasant pathway experience by meandering it or separating it from vehicular movements.

Policy 5.5.10 Pedestrian linkages through an extensive system of sidewalks and park pathways should be encouraged throughout the Planning Area.

Policy 5.5.11 The school reserve provided for in Figure 12 – Concept for Municipal / School Reserve Site is an important design element for the proposed residential community. The location of the school reserve, the general parcel configuration and size is considered appropriate and should be maintained in subsequent applications for subdivision approval to the Municipality.

Policy 5.5.12 Open space shall be provided to compensate for any innovative residential lotting scheme whereby smaller lots are proposed in lieu of an equal amount of open space as if the lots were a minimum hamlet lot size.

5.6 Business Park

The future land use development scenario shows the Business Park located in the northeast portion of the Planning Cell. This is done in order to address the required 300-metre setback from the wastewater treatment facility and the solid waste transfer site. The grid street design provides efficient use of the land. Uses within the Business Park will cater to the needs of the hamlet residents and provide employment to the local area. The nature of some uses will be restricted in this area, with regard to its proximity to the previously mentioned public utilities (e.g. food processing, restaurants).

Policy 5.6.1 The Business Park land use shall be generally located as shown in Figure 7: Cell A – Development Concept of this Conceptual Scheme.

- Policy 5.6.2** *A buffer consisting of landscaping, berming and fencing of no less than 15.24 metres (50 feet) shall be provided between business park uses and existing and future residential dwelling units.*
- Policy 5.6.3** *When considering a business park development, the Municipality may require, prior to a land use amendment of the Land Use Bylaw that accommodates the proposal, the proponent to prepare a number of items as outlined in Section 7.3.3.6 of the Hamlet of Langdon Area Structure Plan.*
- Policy 5.6.4** *A Direct Control District(s) of the Land Use Bylaw shall be required and may include but not limited to; permitted and discretionary uses, parking, landscaping, and architectural and/or building design standards.*
- Policy 5.6.5** *Any business development proposed within the Business Park land use should comply with the Business Park Performance Standards and Development Guidelines under Section 7.3.3 of the Hamlet of Langdon Area Structure Plan.*

5.7 Central Business District (Mixed Use - Commercial / Residential)

The future land use development scenario shows the Central Business District (Commercial / Residential) located at the western end of the cell. This area is easily accessible to Centre Street (Secondary Highway #797) and Dead Horse Road. It is intended to provide some form of commercial (retail and / or office) combined with an associated residential component which may be located above the commercial or adjacent and attached to it. Vehicular access to this site should be directed to Centre Street (Secondary Highway #797) and / or Dead Horse Road in order to reduce the impact on the existing hamlet development to the north. Figure 9 illustrates a concept for this site.

- Policy 5.7.1** *The CBD land use shall be generally located as shown in Figure 7: Development Concept of this Conceptual Scheme.*
- Policy 5.7.2** *When a non-residential land use is to be considered in the CBD area, the Municipality may require, prior to a land use amendment of the Land Use Bylaw that accommodates the proposal, the proponent to prepare a number of items as outlined in Section 7.3.1.5 of the Hamlet of Langdon Area Structure Plan.*
- Policy 5.7.3** *A Direct Control District(s) of the Land Use Bylaw may be appropriate when considering innovative non-residential development, and may include but not limited to; permitted and discretionary uses, parking, landscaping, and architectural and/or building design standards.*
- Policy 5.7.4** *Mixed land use within the CBD land use may be appropriate where the residential dwelling units are located above the non-residential use.*
- Policy 5.7.5** *Future subdivision of the residential use from the non-residential use shall not be permitted.*

- Policy 5.7.6** *Non-residential uses should be oriented toward Centre Street (Secondary Highway #797) or Dead Horse Road and not toward adjacent residential areas or local residential streets.*
- Policy 5.7.7** *All non-residential servicing areas such as loading / garbage areas and service entrances shall be screened from adjacent residential areas.*
- Policy 5.7.8** *Lighting shall not adversely affect adjacent residential areas.*
- Policy 5.7.9** *Transition between non-residential land use in the CBD and adjacent residential lands uses should be addressed through building design, building scale and site landscaping.*
- Policy 5.7.10** *Landscaped areas should have the potential to accommodate pedestrian movements and meeting places.*
- Policy 5.7.11** *Two-storey buildings are encouraged and should have minimum yards on Centre Street and Dead Horse Road*
- Policy 5.7.12** *Parking areas should be designed in a manner that complement the non-residential development, provide clear and easy access to the street system and discourage overspill parking from the CBD into adjacent residential areas.*
- Policy 5.7.13** *Signage should be compatible with the architecture of the proposed development with respect to scale, materials, finishes, and colours. Front-lit signage is preferred and should be located so as to be directed away from adjacent residential development.*
- Policy 5.7.14** *Any business development proposed within the CBD land use should comply with the Business Park Performance Standards and Development Guidelines under Section 7.3.3 of the Hamlet of Langdon Area Structure Plan.*

5.8 Architectural Guidelines

Architectural guidelines which depict the historical nature of Langdon are to be encouraged. The intent of these guidelines is to allow a variety of styles with the consistency of colours and textures. Themes may vary throughout the development of the Planning Area as market trends may suggest. Therefore, the guidelines may be revised from time to time to reflect market changes.

- Policy 5.8.1** *Architectural guidelines are encouraged for all forms of development within the Conceptual Scheme area.*
- Policy 5.8.2** *Architectural design elements depicting Langdon's history should be incorporated into the building design.*
- Policy 5.8.3** *A variety of housing types including bungalows, two-storeys shall be encouraged throughout the residential area.*

5.9 Crime Prevention Through Environmental Design (CPTED)

Appropriate considerations during subdivision design can assist in preventing potential dangerous circumstances where members of the public are threatened. Examples include: where visual surveillance is fundamental, avoidance of linear spaces without public surveillance / access; proper placement of landscaping (shrub plantings, berming) in order to minimize potentially unsafe conditions; and design of appropriate street lighting to create a sense of security during non-daylight hours.

Policy 5.9.1 Parks shall be designed so as not to create potential entrapment areas. This includes but is not limited to; appropriate placement of landscaping materials (shrubs, trees, earth berms), minimize long, narrow linear parks, and assure proper lighting of all park spaces.



Figure 12

Concept for Municipal / School Reserve Site

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA





Figure 13
Concept for
Central Business District Area

LANGDON MEADOWS
 CONCEPTUAL SCHEME PLANNING AREA



Figure 14

Typical Massing Scheme for Residential Area

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA



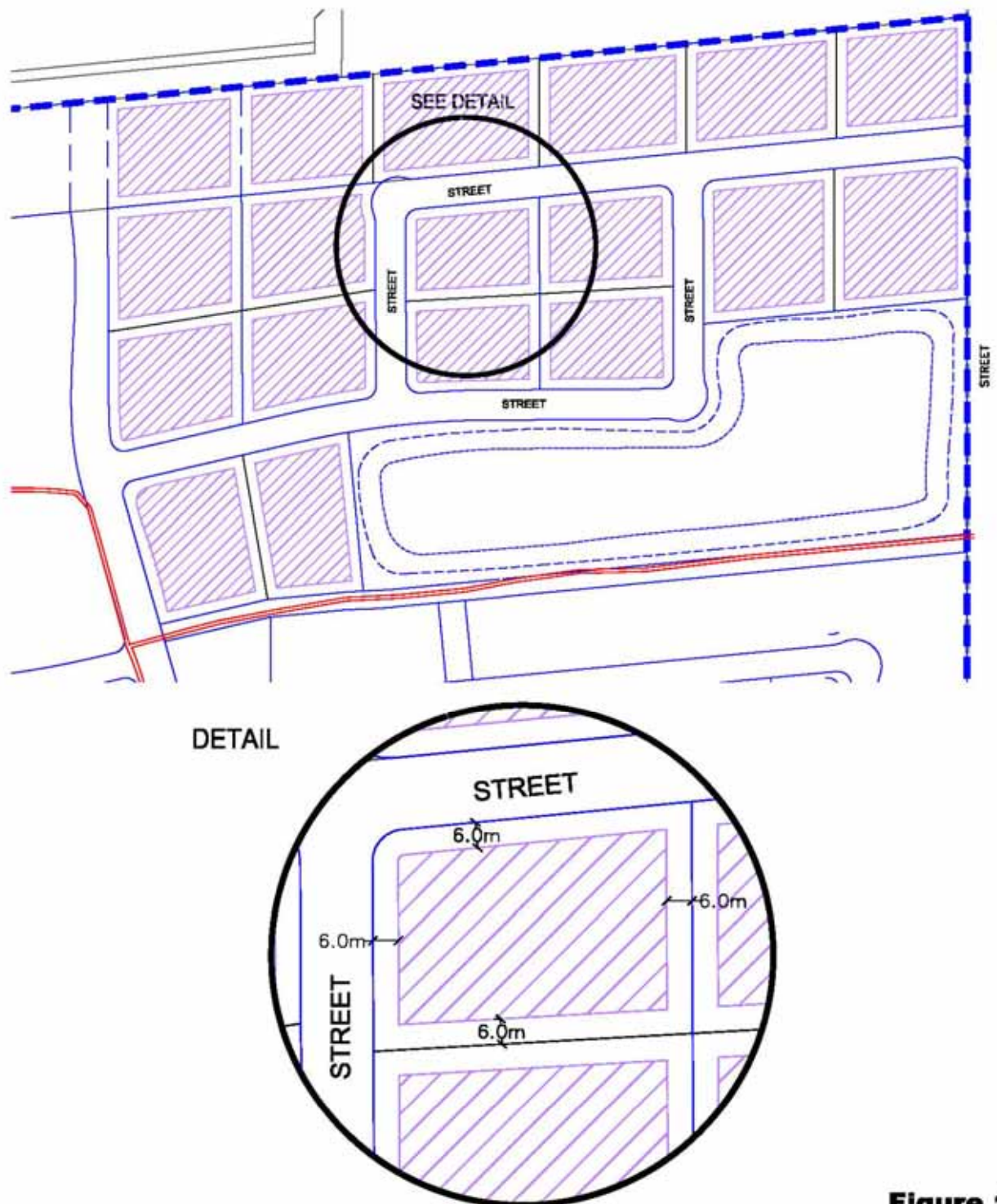


Figure 15

Typical Massing Scheme for Business Park

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA



6.0 Infrastructure

6.1 Transportation

The Conceptual Scheme Planning Area is bounded by the existing roads: Dead Horse Road to the south and Centre Street (Secondary Highway #797) to the west. A future north-south Business Collector is proposed in the eastern portion which will ultimately connect Secondary Highway 560 (Glenmore Trail) to Dead Horse Road. It is anticipated that all roads will be sized according to the anticipated traffic volumes expected on them.

A Traffic Impact Analysis in consultation with the MD of Rocky View and Alberta Infrastructure and Transportation was prepared by Eagle Engineering Corp., and submitted under separate cover.

- Policy 6.1.1 The road pattern within the Conceptual Scheme shall comply generally with the alignments outlined in Exhibit 6: Street System of the Hamlet of Langdon Area Structure Plan.***
- Policy 6.1.2 Signage in proximity to Centre Street (Secondary Highway #797) shall be regulated by the provisions of the Land Use Bylaw.***
- Policy 6.1.3 Centre Street (Secondary Highway #797) shall function as an arterial road.***
- Policy 6.1.4 Dead Horse Road and a future north-south road through the easterly portion of the Conceptual Scheme area should function as collectors, facilitating the movement of vehicular traffic to Secondary Highways #560 and #797.***
- Policy 6.1.5 Additional road widening for Dead Horse Road may be required and will be determined at the subdivision plan stage.***
- Policy 6.1.6 Roads not identified as collector roads in Exhibit 6: Street System of the Hamlet of Langdon Area Structure Plan are considered local roads that are intended to provide access/egress to local traffic only.***
- Policy 6.1.7 All Municipal roads within the Conceptual Scheme area shall be designed and constructed to Municipal Standards as may be amended from time to time.***
- Policy 6.1.8 Developers are encouraged to maintain the historical grid pattern of streets, with cul-de-sac roads to be minimized.***

6.2 Servicing

6.2.1. General

Policy 6.2.1.1 *All utility servicing within the Conceptual Scheme area shall be constructed in accordance with the Municipality's design standards and the regulations and/or guidelines established the relevant Provincial regulatory body/ies.*

Policy 6.2.1.2 *Cost recovery for utility oversizing as required by the Municipality will be negotiated through the Municipality whereby any benefiting users and/or landowners will be required to share in construction and operating costs.*

6.2.2. Water Supply

The proposed development area is located in southeast portion of the Hamlet of Langdon. The Hamlet has an existing water distribution system with a treatment facility. This system utilizes ground water through wells with treatment mainly for reduction of manganese and sodium.

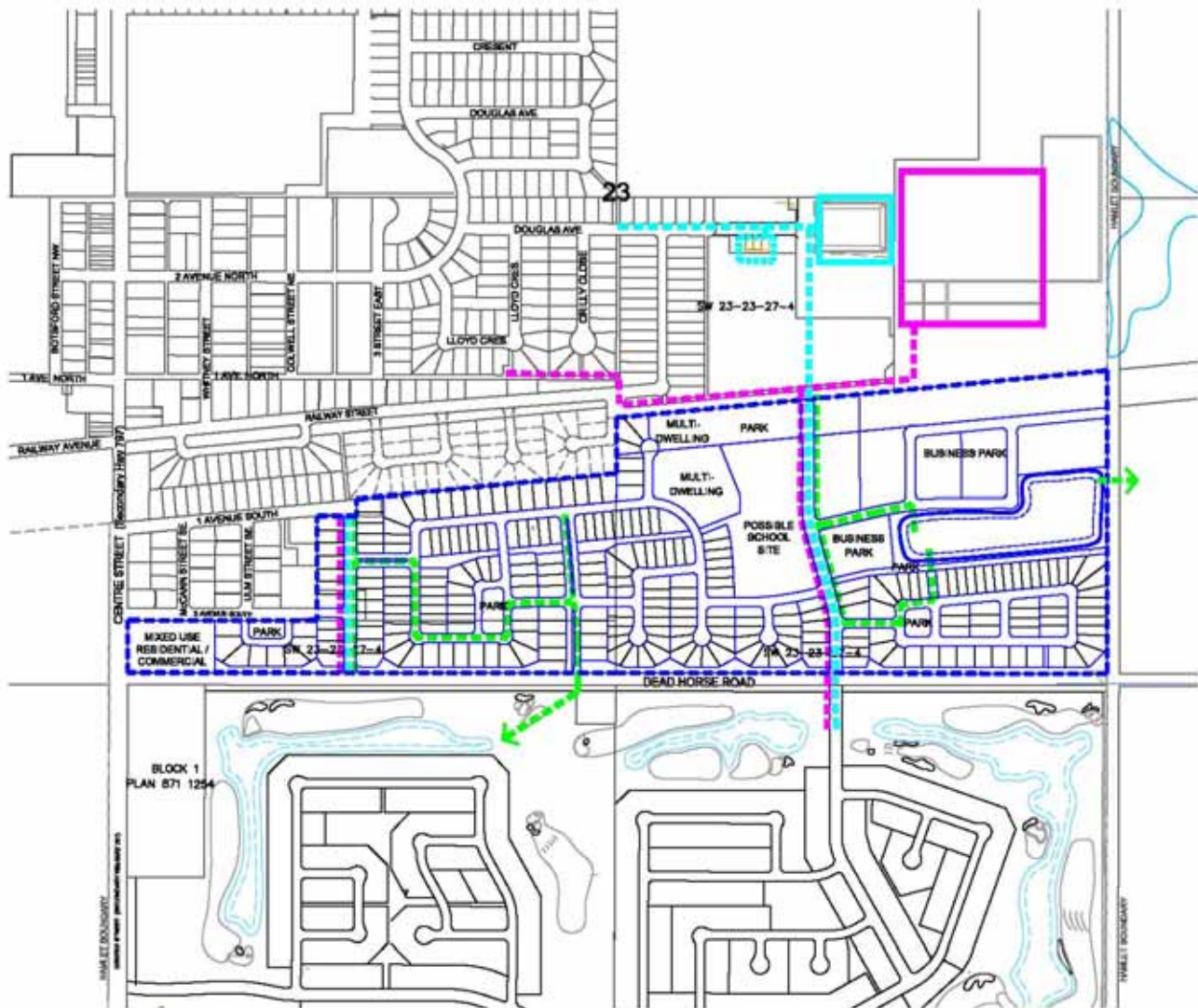
Due to the development rate of the Hamlet and surrounding areas, a new treatment facility is being constructed by the Langdon Water Authority. This facility shall have the capacity and distribution to service surrounding areas. See Figure 16.

The Planning Area is south of the treatment facility and water supply can be tied into the distribution system as mentioned above.

Policy 6.2.2.1 *The provision of water to the Conceptual Scheme area shall be in accordance with policy established by the Municipality and the guidelines of the Provincial regulatory body/ies.*

Policy 6.2.2.2 *Appropriate accessible water points located throughout the Conceptual Scheme area shall not compromise the ability to suppress fire.*

Policy 6.2.2.3 *All lots within new residential areas should have a caveat placed on them to advise of the high sodium content of the water unless measures to mitigate this fact are taken.*

**LEGEND:**

- Site Boundary
- Storm**
 - Existing / Proposed Stormwater Line (Tie to)
 - Stormwater Pond
- Sanitary**
 - Existing / Proposed Sanitary Line (Tie to)
 - Existing Wastewater Treatment Facility
- Water**
 - Existing / Proposed Water Line (Tie to)
 - Existing Water Treatment Plant
 - Proposed Water Treatment Plant



Figure 16
Servicing Plan

LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA

6.2.3. Sanitary

A system of sewage lagoons exists as the treatment facility for the Hamlet of Langdon. See Figure 16. The existing development in Langdon connects into the treatment facility and treated effluent is eventually discharged into the Weed Lake wetlands to the east and north of the Hamlet.

A new treatment facility is being designed adjacent to the existing one for future hamlet development. Sanitary ties from the Planning Area can be made to the existing sanitary and eventually to the new facility.

Policy 6.2.3.1 Residential land uses shall not be located within 300 metres (1,000 feet) of any Wastewater Treatment Facility or Solid Waste Transfer Site

Policy 6.2.3.2 All redesignations, subdivisions and developments shall be circulated to the appropriate division of the Province of Alberta for comment and review in accordance with the "Standards and Guidelines for Municipal Waterworks, Wastewater and Storm Drainage Systems".

Policy 6.2.3.3 Upgrades to the sanitary sewer system or viable alternative shall be required prior to the development of any area of the Conceptual Scheme.

Policy 6.2.3.4 All proposals for redesignation and subdivision approval within the Conceptual Scheme area shall be supported by a Sanitary Sewer Engineering Feasibility Study as detailed by the Municipality.

6.2.4. Stormwater

Stormwater management for the Planning Area is through a system of storm sewers and overland drainage which is divided into two halves; the runoff from the west portion will drain to the proposed ponds located south of Dead Horse Road and the eastern portion will drain to a pond located near the eastern edge of the Planning Area.

The ponds located south of Dead Horse Road have been designed by BSEI and it is confirmed that the ponds have the capacity to manage the stormwater for the western half of the Planning Area.

The proposed pond for the eastern half has been sized to accommodate the 1:100 year flows and for release at a rate less than the pre-development runoff. Site grading will determine the drainage to the ponds and the final outfall is to the Weed Lake wetland located east of the development cell.

The stormwater management shall adhere to the Weed Lake Stormwater Guidelines as provide by the MD of Rocky View. Refer to Figure 16 Servicing Plan for the generalized stormwater servicing scheme.

Policy 6.2.4.1 All proposals for redesignation and subdivision approval within the Conceptual Scheme area shall be supported by a stormwater management plan as detailed by the Municipality, and shall use “best management practices” that seek to retain as much of the natural runoff characteristics of the stormwater system as possible. These methods may include: grassed swales, wet ponds, dry ponds, or filter strips.

6.2.5. Shallow Utilities

Shallow utilities (electric, natural gas, telephone and cable television) will be provided by the service providers as each development stage occurs.

Policy 6.2.5.1 Shallow utilities (electric power, natural gas, telephone and cable television) shall be provided by the appropriate utility companies providing services to the Conceptual Scheme area.

Policy 6.2.5.2 An underground electrical distribution system shall be required in all residential areas.

Policy 6.2.5.3 Street lighting shall be required in all new residential areas.

7.0 Phasing Plan

The anticipated phasing of development for the Planning Area will coincide with the location of existing deep services, i.e. each phase of development will start at these locations and progress outward from them. Deep services are expected to traverse the Planning Area from north to south in two different locations, allowing development to begin in these areas.

Refer to Figure 17 Phasing Plan to illustrate the possible phasing development of the Langdon Meadows Conceptual Scheme Planning Area.

Policy 7.1 *Development shall occur generally in accordance to the availability of existing infrastructure (roads and utilities).*

Policy 7.2 *Figure 17 Phasing illustrates the preferred phasing within the Planning Area and in accordance with this Conceptual Scheme's Subdivision and Development Concept.*

Policy 7.3 *While the phasing of subdivision and development within the planning area is matched to a logical progression of servicing and other factors, applications for subdivision approval and development may proceed outside the phasing pattern established in this Conceptual Scheme provided the required infrastructure is in place and/or available to sustain the planned subdivision and development.*

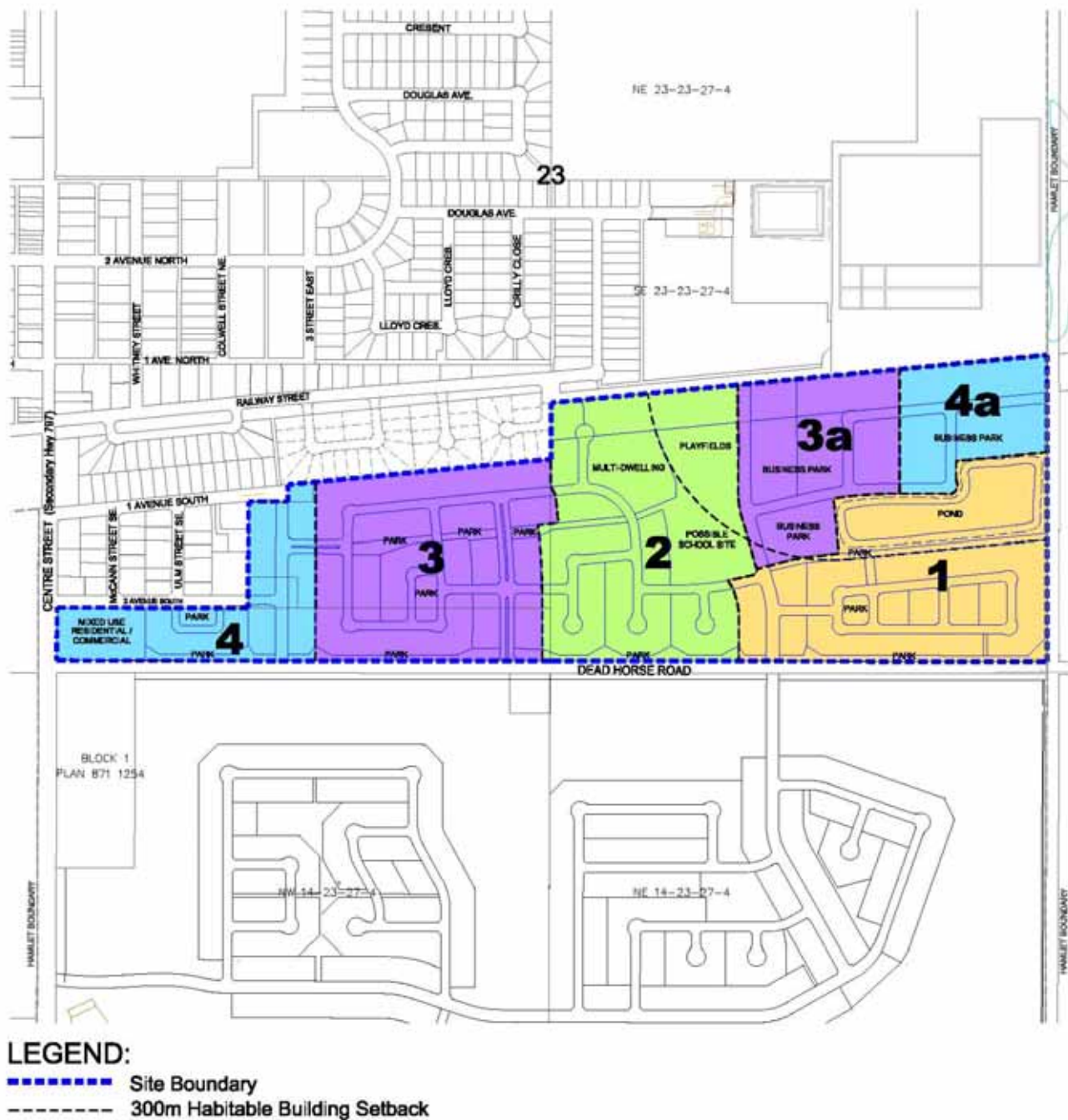


Figure 17 Phasing Plan

**LANGDON MEADOWS
CONCEPTUAL SCHEME PLANNING AREA**



8.0 Public Consultation

Representatives of the landowners and their consulting team held a Public Open House on Wednesday, May 17th, 2006 at the Langdon School. This open house was advertised in the Rocky View Weekly for two consecutive issues prior to the scheduled open house. Approximately ten residents attended this meeting. A concern was raised regarding the interface of existing residents to the proposed mixed use site at Centre Street and Dead Horse Road. It was stated that this would be dealt with through the land use amendment and development permit stages, where specific uses and building form would be addressed. No other significant concerns were raised.

9.0 Policy Summary

- Policy 2.1.1 Policies contained in the Conceptual Scheme shall apply to all lands identified in Figure 2 – Planning Area.***
- Policy 2.1.2 Future land use and subdivision shall generally be in accordance with the approved Conceptual Scheme. Minor variations as a result of detailed engineering shall be allowed without a need for an amendment to the Conceptual Scheme.***
- Policy 4.1.1 Alterations in the existing topography of the Planning Area can only process in accordance with a Stormwater Management Plan and overall grading plan, as approved by the MD of Rocky View.***
- Policy 4.2.1 Prior to land use approval, a Phase 1 (and possible subsequent Phases 2 and 3) Environmental Site Assessment shall be completed for the property also known as Certificate of Title 041 287 233 all to the satisfaction of the MD of Rocky View.***
- Policy 4.3.1 Prior to land use approval, a geotechnical evaluation of soils for the property also known as Certificate of Title 041 287 233 shall be completed to the satisfaction of the MD of Rocky View.***
- Policy 5.1.1 Names of local pioneers in the naming of streets and developing neighbourhoods should be considered in the development of the Conceptual Scheme area.***
- Policy 5.1.2 Lot and block layouts shown in Figure 7 – Development Concept and Figure 8 – Future Land Use Scenario are conceptual only and may not reflect the final design, number or size of lots that may be proposed in future tentative plans of subdivision. The final size, configuration and design of individual parcels proposed through subdivision shall be determined at the tentative subdivision plan approval stage and to the satisfaction of the MD of Rocky View.***
- Policy 5.1.3 Lots smaller than the Hamlet's minimum requirements may be considered where an innovative approach is used to the benefit of the general public such as providing public open space on an equivalent area basis.***
- Policy 5.1.4 A laned option within a residential area as an innovative approach in introducing housing variety may be considered at the subdivision stage provided the intent of this Conceptual Scheme is met.***
- Policy 5.1.5 Details of the lane design will be determined at the subdivision stage to the satisfaction of the MD of Rocky View.***
- Policy 5.3.1 The land uses within the Conceptual Scheme shall generally comply with the areas outlined in Exhibit 3: Future Land Use Scenario of the Hamlet of Langdon Area Structure Plan.***

- Policy 5.4.1** *The residential lands within the Conceptual Scheme shall be considered new residential development areas.*
- Policy 5.4.2** *Neighbourhood design for the residential area shall integrate existing design patterns found within the developed areas and maintaining common design elements between neighbourhoods.*
- Policy 5.4.3** *A range of lot widths should be encouraged throughout the residential area.*
- Policy 5.4.4** *Notwithstanding Policy 2.3, where new residential areas are developed in proximity to developed residential areas, there shall be an acceptable transition between the two areas through appropriate building form similar in height, massing and architectural design.*
- Policy 5.4.5** *Low density residential land use shall be the dominant land use.*
- Policy 5.4.6** *Lot sizes for single-detached residential should vary and be predicated on market conditions at the time of subdivision. The overall density for the entire Planning Area shall not exceed 4.0 units per acre for all single-detached residential development.*
- Policy 5.4.7** *Medium density residential land use shall be generally located as shown in Figure 7: Development Concept of this Conceptual Scheme and shall conform to the following requirements:*
- Policy 5.4.7.1** *Comprise no more than 7% of the overall new residential area proposed for development,*
 - Policy 5.4.7.2** *Located in proximity to community amenity areas such as open space and parks,*
 - Policy 5.4.7.3** *Located where there is minimal conflict with non-residential land uses,*
 - Policy 5.4.7.4** *Include semi-detached dwellings or attached townhouses clustered in groupings of less than six dwelling units and integrated into the overall land use structure of the neighbourhood,*
 - Policy 5.4.7.5** *Comprise articulated facades that define individual units at street level, where entrances to each individual dwelling unit shall be visually prominent from the front façade or from the inner façade fronting onto a common area,*

- Policy 5.4.7.6** *Provide adequate on-site parking and as a minimum provide one (1) covered parking stall and one (1) off-street parking stall per dwelling unit,*
- Policy 5.4.7.7** *Shield on-site exterior lighting of buildings, parking and common areas in condominium ownership-based sites from neighbouring properties, and*
- Policy 5.4.7.8** *Density shall not exceed 10 dwelling units per acre for ground-oriented housing with private amenity spaces at-grade.*
- Policy 5.4.8** *Medium density residential land use should consider the following elements:*
- Policy 5.4.8.1** *Accommodated under fee-simple, condominium or bareland condominium ownership,*
- Policy 5.4.8.2** *Designed to provide access for emergency vehicles (i.e. fire, ambulance, and police), and*
- Policy 5.4.8.3** *Provide landscaped open space that is safe and secure for the residents and integrates private outdoor living areas with public open space.*
- Policy 5.4.8.4** *Notwithstanding Policies 5.4.8.2 and 5.4.8.3, Seniors' housing may be considered within the residential area. Details including but not limited to: density, building form, materials and colours, parking, and lighting, shall form a Direct Control land use bylaw to be approved by the Municipal Council.*
- Policy 5.4.9** *Notwithstanding the Policies 5.4.7 and 5.4.8, Council may chose to increase or decrease the number of units at its discretion.*
- Policy 5.5.1** *The Open Space, Park and Municipal / School Reserves land use shall be generally located as shown in Figure 7: Cell A – Development Concept of this Conceptual Scheme.*
- Policy 5.5.2** *Municipal Reserves and Municipal School Reserves may not be mutually exclusive on a landownership basis and therefore shall require a written agreement between the landowners that provides compensation for any inequities to the satisfaction of the Municipality.*
- Policy 5.5.3** *Municipal Reserve (MR) and Municipal School Reserve (MSR) shall be taken in accordance with provisions of the Municipal Government Act and the Municipal Development Plan.*

- Policy 5.5.4** *A Municipal School Reserve site shall be located within the Conceptual Scheme area, and its size to be a minimum of eight (8) acres (3.24 hectares).*
- Policy 5.5.5** *The Municipal School Reserve shall be located on the corner of two intersecting roads.*
- Policy 5.5.6** *A system of linear parks and walkways shall:*
- Policy 5.5.6.1** *be developed generally as shown in Figure 11: Open Space of this Conceptual Scheme, and*
 - Policy 5.5.6.2** *provide linkages between the approved system south of Dead Horse Road to the existing and proposed system north of the Conceptual Scheme area.*
- Policy 5.5.7** *Disposition of Municipal Reserve shall be in accordance with the provisions of the Municipal Government Act and Municipal policies.*
- Policy 5.5.8** *The system of linear parks and walkways may be integrated with stormwater management corridors or works, where appropriate.*
- Policy 5.5.9** *Where a pathway system runs parallel within a road right-of-way, that right-of-way may be widened to accommodate a more pleasant pathway experience by meandering it or separating it from vehicular movements.*
- Policy 5.5.10** *Pedestrian linkages through an extensive system of sidewalks and park pathways should be encouraged throughout the Planning Area.*
- Policy 5.5.11** *The school reserve provided for in Figure 12 – Concept for Municipal / School Reserve Site is an important design element for the proposed residential community. The location of the school reserve, the general parcel configuration and size is considered appropriate and should be maintained in subsequent applications for subdivision approval to the Municipality.*
- Policy 5.5.12** *Open space shall be provided to compensate for any innovative residential lotting scheme whereby smaller lots are proposed in lieu of an equal amount of open space as if the lots were a minimum hamlet lot size.*
- Policy 5.6.1** *The Business Park land use shall be generally located as shown in Figure 7: Cell A – Development Concept of this Conceptual Scheme.*
- Policy 5.6.2** *A buffer consisting of landscaping, berming and fencing of no less than 15.24 metres (50 feet) shall be provided between business park uses and existing and future residential dwelling units.*

- Policy 5.6.3** *When considering a business park development, the Municipality may require, prior to a land use amendment of the Land Use Bylaw that accommodates the proposal, the proponent to prepare a number of items as outlined in Section 7.3.3.6 of the Hamlet of Langdon Area Structure Plan.*
- Policy 5.6.4** *A Direct Control District(s) of the Land Use Bylaw shall be required and may include but not limited to; permitted and discretionary uses, parking, landscaping, and architectural and/or building design standards.*
- Policy 5.6.5** *Any business development proposed within the Business Park land use should comply with the Business Park Performance Standards and Development Guidelines under Section 7.3.3 of the Hamlet of Langdon Area Structure Plan.*
- Policy 5.7.1** *The CBD land use shall be generally located as shown in Figure 7: Development Concept of this Conceptual Scheme.*
- Policy 5.7.2** *When a non-residential land use is to be considered in the CBD area, the Municipality may require, prior to a land use amendment of the Land Use Bylaw that accommodates the proposal, the proponent to prepare a number of items as outlined in Section 7.3.1.5 of the Hamlet of Langdon Area Structure Plan.*
- Policy 5.7.3** *A Direct Control District(s) of the Land Use Bylaw may be appropriate when considering innovative non-residential development, and may include but not limited to; permitted and discretionary uses, parking, landscaping, and architectural and/or building design standards.*
- Policy 5.7.4** *Mixed land use within the CBD land use may be appropriate where the residential dwelling units are located above the non-residential use.*
- Policy 5.7.5** *Future subdivision of the residential use from the non-residential use shall not be permitted.*
- Policy 5.7.6** *Non-residential uses should be oriented toward Centre Street (Secondary Highway #797) or Dead Horse Road and not toward adjacent residential areas or local residential streets.*
- Policy 5.7.7** *All non-residential servicing areas such as loading / garbage areas and service entrances shall be screened from adjacent residential areas.*
- Policy 5.7.8** *Lighting shall not adversely affect adjacent residential areas.*
- Policy 5.7.9** *Transition between non-residential land use in the CBD and adjacent residential lands uses should be addressed through building design, building scale and site landscaping.*
- Policy 5.7.10** *Landscaped areas should have the potential to accommodate pedestrian movements and meeting places.*

- Policy 5.7.11 Two-storey buildings are encouraged and should have minimum yards on Centre Street and Dead Horse Road***
- Policy 5.7.12 Parking areas should be designed in a manner that complement the non-residential development, provide clear and easy access to the street system and discourage overspill parking from the CBD into adjacent residential areas.***
- Policy 5.7.13 Signage should be compatible with the architecture of the proposed development with respect to scale, materials, finishes, and colours. Front-lit signage is preferred and should be located so as to be directed away from adjacent residential development.***
- Policy 5.7.14 Any business development proposed within the CBD land use should comply with the Business Park Performance Standards and Development Guidelines under Section 7.3.3 of the Hamlet of Langdon Area Structure Plan.***
- Policy 5.8.1 Architectural guidelines are encouraged for all forms of development within the Conceptual Scheme area.***
- Policy 5.8.2 Architectural design elements depicting Langdon's history should be incorporated into the building design.***
- Policy 5.8.3 A variety of housing types including bungalows, two-storeys shall be encouraged throughout the residential area.***
- Policy 5.9.1 Parks shall be designed so as not to create potential entrapment areas. This includes but is not limited to; appropriate placement of landscaping materials (shrubs, trees, earth berms), minimize long, narrow linear parks, and assure proper lighting of all park spaces.***
- Policy 6.1.1 The road pattern within the Conceptual Scheme shall comply generally with the alignments outlined in Exhibit 6: Street System of the Hamlet of Langdon Area Structure Plan.***
- Policy 6.1.2 Signage in proximity to Centre Street (Secondary Highway #797) shall be regulated by the provisions of the Land Use Bylaw.***
- Policy 6.1.3 Centre Street (Secondary Highway #797) shall function as an arterial road.***
- Policy 6.1.4 Dead Horse Road and a future north-south road through the easterly portion of the Conceptual Scheme area should function as collectors, facilitating the movement of vehicular traffic to Secondary Highways #560 and #797.***
- Policy 6.1.5 Additional road widening for Dead Horse Road may be required and will be determined at the subdivision plan stage.***
- Policy 6.1.6 Roads not identified as collector roads in Exhibit 6: Street System of the Hamlet of Langdon Area Structure Plan are considered local roads that are intended to provide access/egress to local traffic only.***

- Policy 6.1.7** *All Municipal roads within the Conceptual Scheme area shall be designed and constructed to Municipal Standards as may be amended from time to time.*
- Policy 6.1.8** *Developers are encouraged to maintain the historical grid pattern of streets, with cul-de-sac roads to be minimized.*
- Policy 6.2.1.1** *All utility servicing within the Conceptual Scheme area shall be constructed in accordance with the Municipality's design standards and the regulations and/or guidelines established the relevant Provincial regulatory body/ies.*
- Policy 6.2.1.2** *Cost recovery for utility oversizing as required by the Municipality will be negotiated through the Municipality whereby any benefiting users and/or landowners will be required to share in construction and operating costs.*
- Policy 6.2.3.1** *Residential land uses shall not be located within 300 metres (1,000 feet) of any Wastewater Treatment Facility or Solid Waste Transfer Site*
- Policy 6.2.3.2** *All redesignations, subdivisions and developments shall be circulated to the appropriate division of the Province of Alberta for comment and review in accordance with the "Standards and Guidelines for Municipal Waterworks, Wastewater and Storm Drainage Systems".*
- Policy 6.2.3.3** *Upgrades to the sanitary sewer system or viable alternative shall be required prior to the development of any area of the Conceptual Scheme.*
- Policy 6.2.3.4** *All proposals for redesignation and subdivision approval within the Conceptual Scheme area shall be supported by a Sanitary Sewer Engineering Feasibility Study as detailed by the Municipality.*

- Policy 6.2.4.1** *All proposals for redesignation and subdivision approval within the Conceptual Scheme area shall be supported by a stormwater management plan as detailed by the Municipality, and shall use “best management practices” that seek to retain as much of the natural runoff characteristics of the stormwater system as possible. These methods may include: grassed swales, wet ponds, dry ponds, or filter strips.*
- Policy 6.2.5.1** *Shallow utilities (electric power, natural gas, telephone and cable television) shall be provided by the appropriate utility companies providing services to the Conceptual Scheme area.*
- Policy 6.2.5.2** *An underground electrical distribution system shall be required in all residential areas.*
- Policy 6.2.5.3** *Street lighting shall be required in all new residential areas.*
- Policy 7.1** *Development shall occur generally in accordance to the availability of existing infrastructure (roads and utilities).*
- Policy 7.2** *Figure 17 Phasing illustrates the preferred phasing within the Planning Area and in accordance with this Conceptual Scheme’s Subdivision and Development Concept.*
- Policy 7.3** *While the phasing of subdivision and development within the planning area is matched to a logical progression of servicing and other factors, applications for subdivision approval and development may proceed outside the phasing pattern established in this Conceptual Scheme provided the required infrastructure is in place and/or available to sustain the planned subdivision and development.*

Appendix 1: Architectural Renderings





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