



Conrich Gateway Business Park

CONCEPTUAL SCHEME

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25



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1.0

Introduction

1.1 Purpose of this Plan

This Local Plan (i.e., Conceptual Scheme) describes the proposed implementation of **Conrich Gateway Business Park**, a new comprehensively planned development area within the Conrich Regional Business Centre. This Plan's policy framework is intended to guide ongoing development within the Industrial policy area of the Conrich Area Structure Plan (ASP).

The Conrich area is identified in the Rocky View County Plan as a regional business centre and is expected to see strong industrial development in the distribution sectors over the next decade. The associated employment growth that will coincide with this development will contribute to County's strategic objective to develop the greater Conrich community in a sustainable manner.

1.2 Motivation and Rationale

From a business development perspective, there is no denying that this Conceptual Scheme area is strategically located relative to existing regionally significant air, rail and road infrastructure. Given the continued expansion of the Calgary Logistics Park, the Conrich Regional Business Centre presently does not accommodate a variety of business types necessary to support the evolving large format distribution centre. The **Conrich Gateway Business Park** is ideally situated to accommodate additional business developments that are complementary to the Calgary Logistics Park and leverage proximity to the regional transportation network.

1.3 Conceptual Scheme Objectives

The objectives of the Conrich Gateway Business Park Conceptual Scheme are to:

- + Summarize an assessment of existing conditions within the Plan area by completing a series of technical reports that identify development opportunities and constraints.
- + Establish a future development concept alongside a land use framework that will facilitate industrial development within the Plan area in accordance with the provisions of the Conrich Area Structure Plan (ASP).
- + Establish a strategy to implement appropriate transportation, utility service and stormwater management infrastructure to support future subdivision and development and related uses in accordance with the County Servicing Standards.
- + Establish expectations for architectural controls to ensure coordinated treatment of building design, landscaping and signage considerations, including the Non-Residential/ Residential Interface requirements of the Conrich Area Structure Plan (ASP).
- + Establish a phasing strategy for development within the Plan area.
- + Establish expectations for fire, emergency response and community support services within the Plan area.
- + Summarize the conclusions of a Community Consultation Program implemented by the developer to inform & educate affected landowners and interested stakeholders regarding the proposed development.



2.0

Plan Area Description

2.1 Location

As shown on **Figure 1: Regional Context** and **Figure 2: Local Context**, the Plan area includes portions of NW and SW 30-24-28-W4M which are bounded to the south by TransCanada Highway 1, to the west by 84 Street NE (a paved road under the jurisdiction of the City of Calgary), to the north by 32 Avenue NE (a paved road under the jurisdiction of Rocky View County), to the east by existing agricultural lands, and to the southeast by the Canadian National Railway (CN) main line.

The Plan area's gently rolling topography, mountain views, proximity to regional transportation corridors, and convenient access to services in the Conrich Hamlet and northeast Calgary make the site an ideal location for a comprehensive development.

2.2 Legal Descriptions

As shown on **Figure 3: Legal Descriptions**, the Conceptual Scheme area includes ten (10) titled parcels with legal descriptions described in **Table 1: Ownership**.

Table 1: Legal Descriptions

Legal Description	± ha	± ac
SW 30-24-28-W4M	48.86	120.74
Lot 1, Block 1, Plan 071 1954	1.64	4.05
Lot 2, Block 1, Plan 071 1954	1.64	4.05
Lot 3, Block 1, Plan 071 1954	1.97	4.86
Lot 4, Block 1, Plan 071 1954	1.97	4.86
Lot 5, Block 1, Plan 071 1954	1.88	4.65
NW 30-24-28-W4M	15.73	38.86
Block B, Plan 6491 AV	42.13	104.11
Block A, Plan 6491 AV	2.88	7.12
Plan 641 LK	2.79	6.91
TOTAL PLAN AREA	121.49	300.21

Figure N°1 REGIONAL CONTEXT

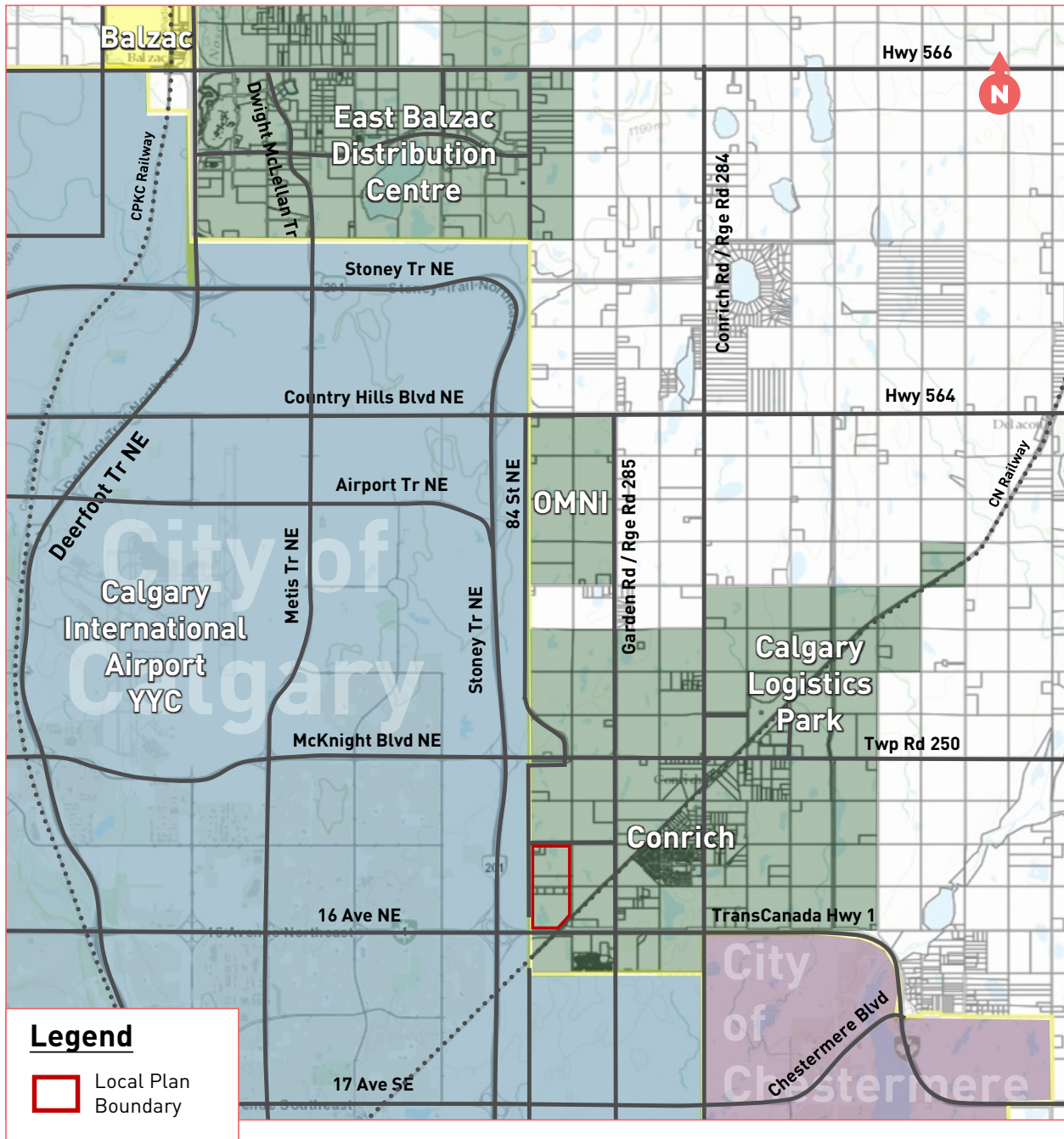


Figure N°2 LOCAL CONTEXT

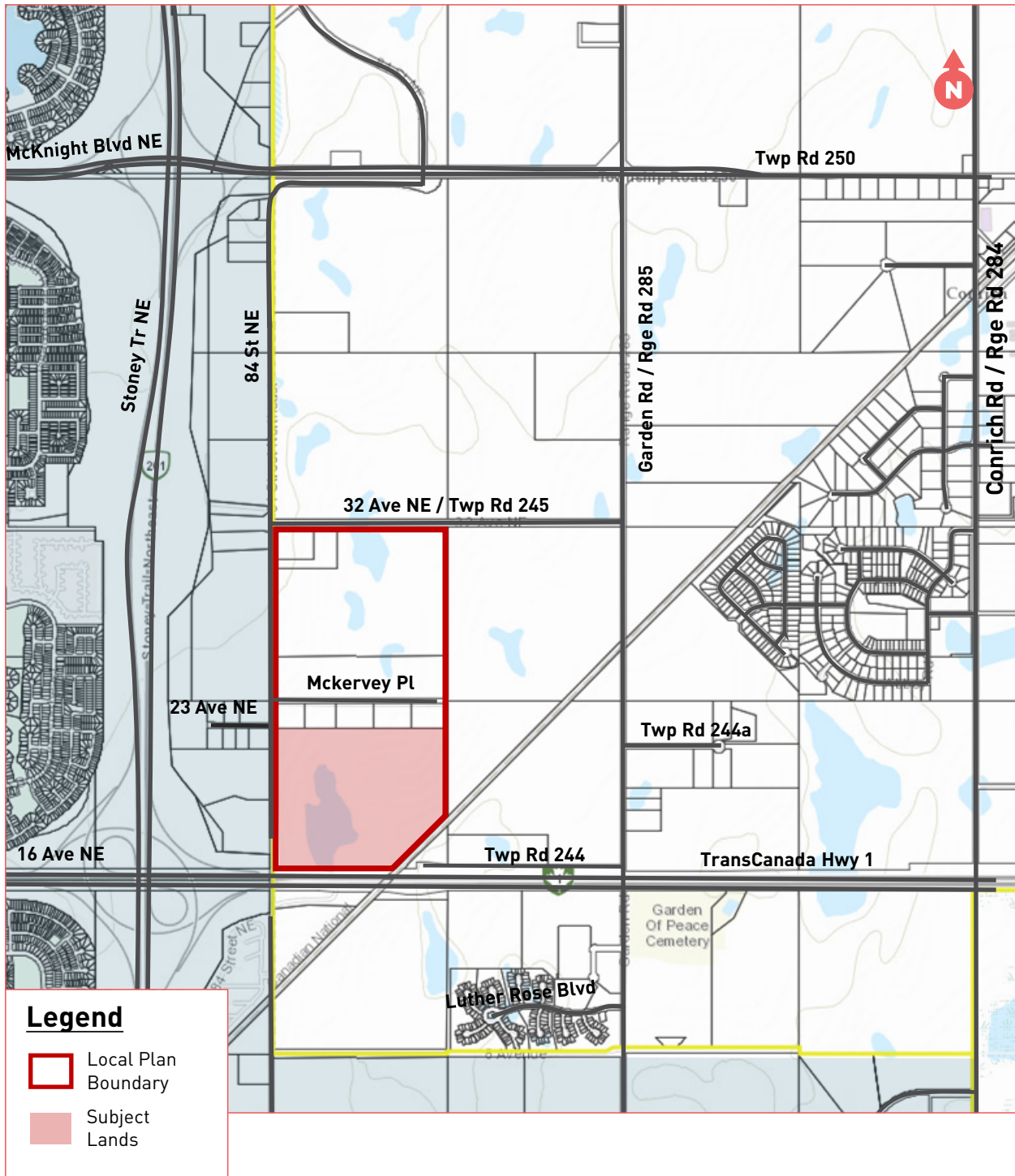
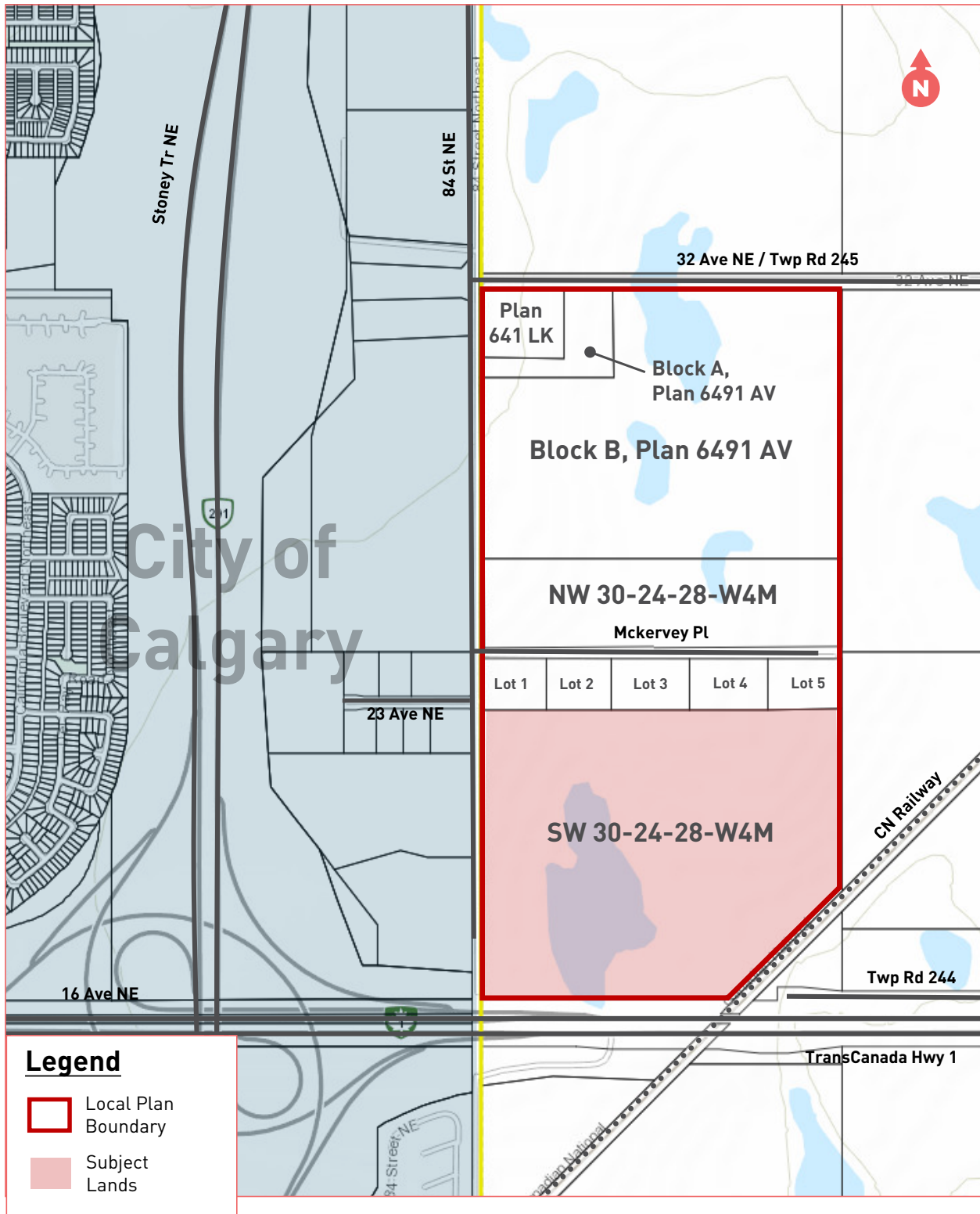


Figure N°3 LEGAL DESCRIPTIONS



2.3 Local Plan Boundary and Development Cells

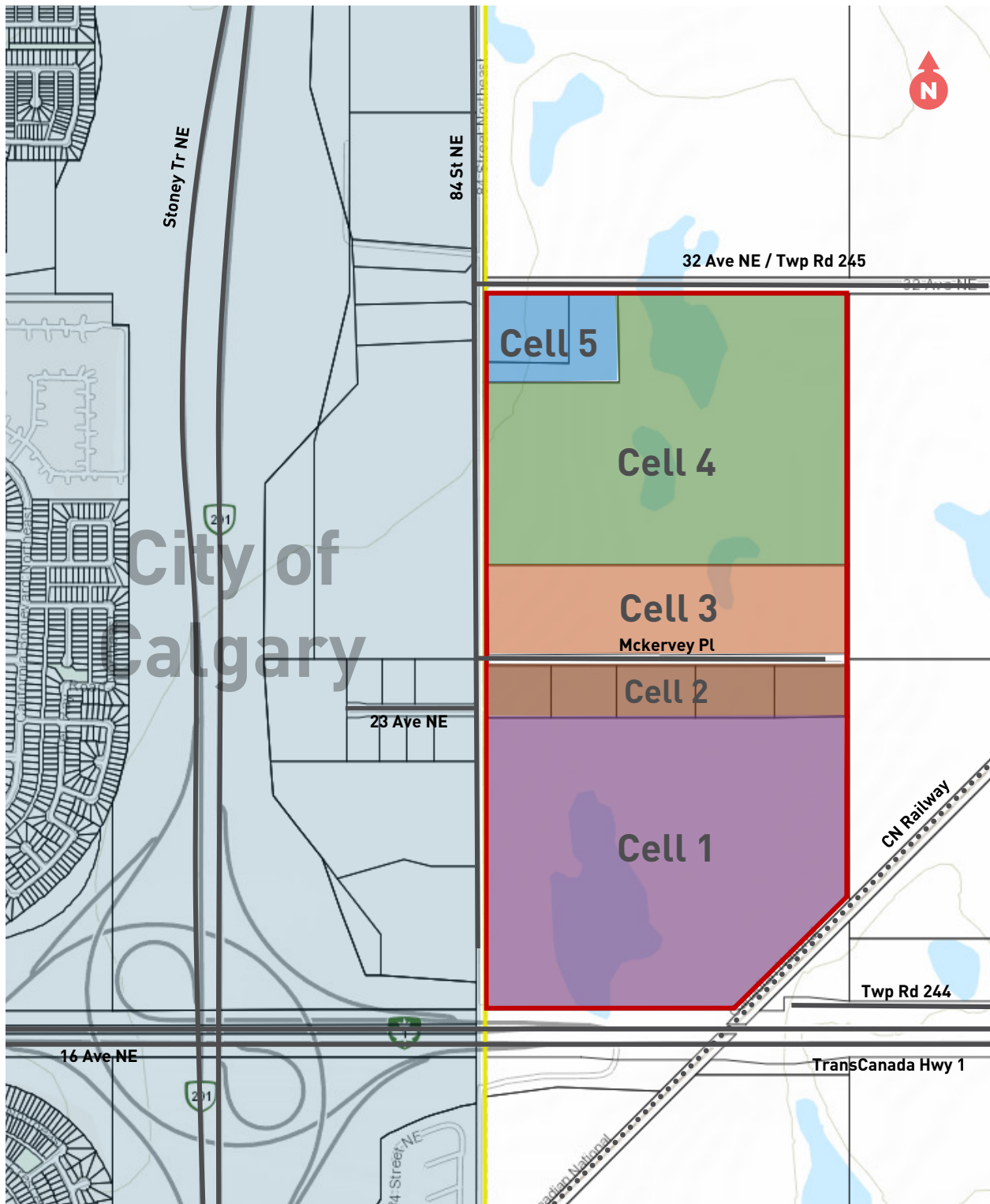
As shown on **Figure 4: Local Plan Boundary and Development Cells**, the Conceptual Scheme area is bounded to the south by the TransCanada Highway 1, to the west by 84 Street NE, to the north by 32 Avenue NE (Township Road 245), and to the east by agricultural lands. The Canadian National (CN) railway abuts the extreme southeast portion of the Plan. Rolling topography, mountain views, proximity to regional transportation corridors and convenient access to services in the Conrich Hamlet and northeast Calgary make the site an ideal location for a comprehensive development.

The Conrich ASP's Section 27.6 and Figure 12: Local Plans direct that comprehensive planning occur within lands directly east of 84 Street NE (adjacent to residual lands within the City of Calgary). It is noted that the proponent of this Conceptual Scheme is the owner of SW 30-24-28-W4M. Given existing fragmentation of lands within the Local Plan boundary, and the alignment of McKervey Place, this Conceptual Scheme establishes 'development cells' that are intended to be developed in accordance with the over-arching policy framework of the Conrich Area Structure Plan. Collaboration amongst the developers of each development cell is encouraged to accommodate comprehensive alignment of land use, transportation, utility servicing, and stormwater infrastructure.

The proponent of this Conceptual Scheme is seeking to implement light industrial development within Development Cell 1, as shown on Figure 4: Local Plan Boundary and Development Cells.

Policy 2.3.1	This Conceptual Scheme anticipates future development to proceed within Development Cells as illustrated on Figure 4: Local Plan Boundary and Development Cells.
Policy 2.3.2	Collaboration amongst the owners of each development cell is encouraged to accommodate the comprehensive alignment of land use, transportation, utility servicing, and stormwater infrastructure.
Policy 2.3.3	Policies within this Conceptual Scheme are intended to apply within Development Cell 1 only.
Policy 2.3.4	Future development within development cells #2 - #5 shall require an amendment to this Conceptual Scheme as described in Section 5.0 Future Conceptual Scheme Amendments , to the satisfaction of the County.

Figure N°4 LOCAL PLAN BOUNDARY & DEVELOPMENT CELLS



2.4 Existing Land Use

As shown on **Figure 5: Existing Land Use**, the Plan area is designated with a mix of Agricultural, General District (A-GEN), Agricultural Small District (A-SML), and Residential Rural District (R-RUR) in accordance with the County's Land Use Bylaw C-8000-2020. Adjacent parcels to the east include a mix of agricultural land uses (within the County) and adjacent parcels on the opposite side of 84 Street NW to the west contain a variety of industrial uses (within the City of Calgary). Land uses situated on the opposite side of the TransCanada Highway 1 to the southeast include a mix of residential developments containing the established community of Prince of Peace and the recently approved Princeton community.

It is noted that Council adopted the Westcon Business Park Conceptual Scheme affecting lands to the north within West ½ Section 31-24-28-W4M to facilitate a mix of business development types in accordance with the Conrich ASP. The proponents of that Local Plan have not yet initiated further land use amendments or subdivisions.

2.5 Existing Development

As shown on **Figure 6: Site Conditions**, the subject lands predominantly include existing agricultural lands under cultivation interspersed with natural drainage features and a variety of water bodies. A summary of existing developments within each parcel is described as follows:

- + SW 30-24-28-W4M contains an industrial shop and accessory building accessed via 84 Street NE, a paved road maintained by the City of Calgary. Servicing for the building site is provided via a cistern and sanitary pump out.
- + An abandoned well-site owned by CNOOC is located in the northwest corner of SW 30-24-28-W5M.
- + Two (2) of the five (5) residential parcels immediately south of McKervey Place contain single family dwellings and associated accessory buildings serviced by groundwater wells and private sewage treatment systems (PSTS). Access is provided via McKervey Place, a gravel road maintained by Rocky View County.
- + The two (2) relatively larger agricultural parcels within NW 30-24-28-W4M each contain single family dwellings and accessory buildings serviced by groundwater wells and private sewage treatment systems (PSTS). The southern agricultural parcel is accessed via McKervey Place and the northern agricultural parcel is accessed via 84 Street NE.
- + The smaller 'panhandle shaped' agricultural parcel in the northwest corner of NW 30-24-28-W4M contains a single-family dwelling and associated accessory buildings serviced by groundwater wells and private sewage treatment systems (PSTS). The parcel appears to include an operating business referred to as Lineman Communications.
- + The smaller agricultural parcel within the extreme northwest corner of NW 30-24-28-W4M contains a communications tower with an associated accessory building which contains a navigational beacon associated with the Calgary International Airport (YYC).

Figure N°5 EXISTING LAND USE

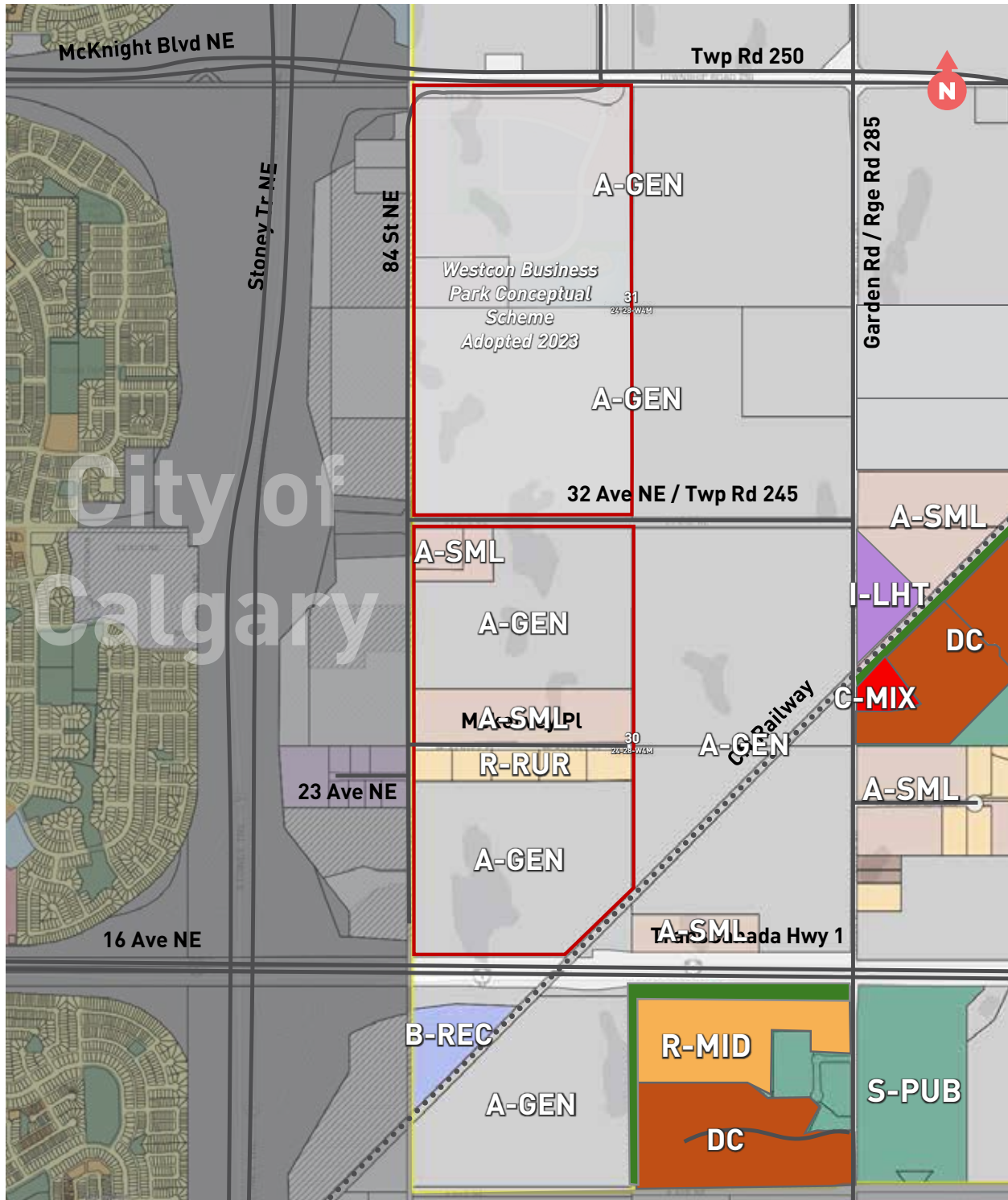
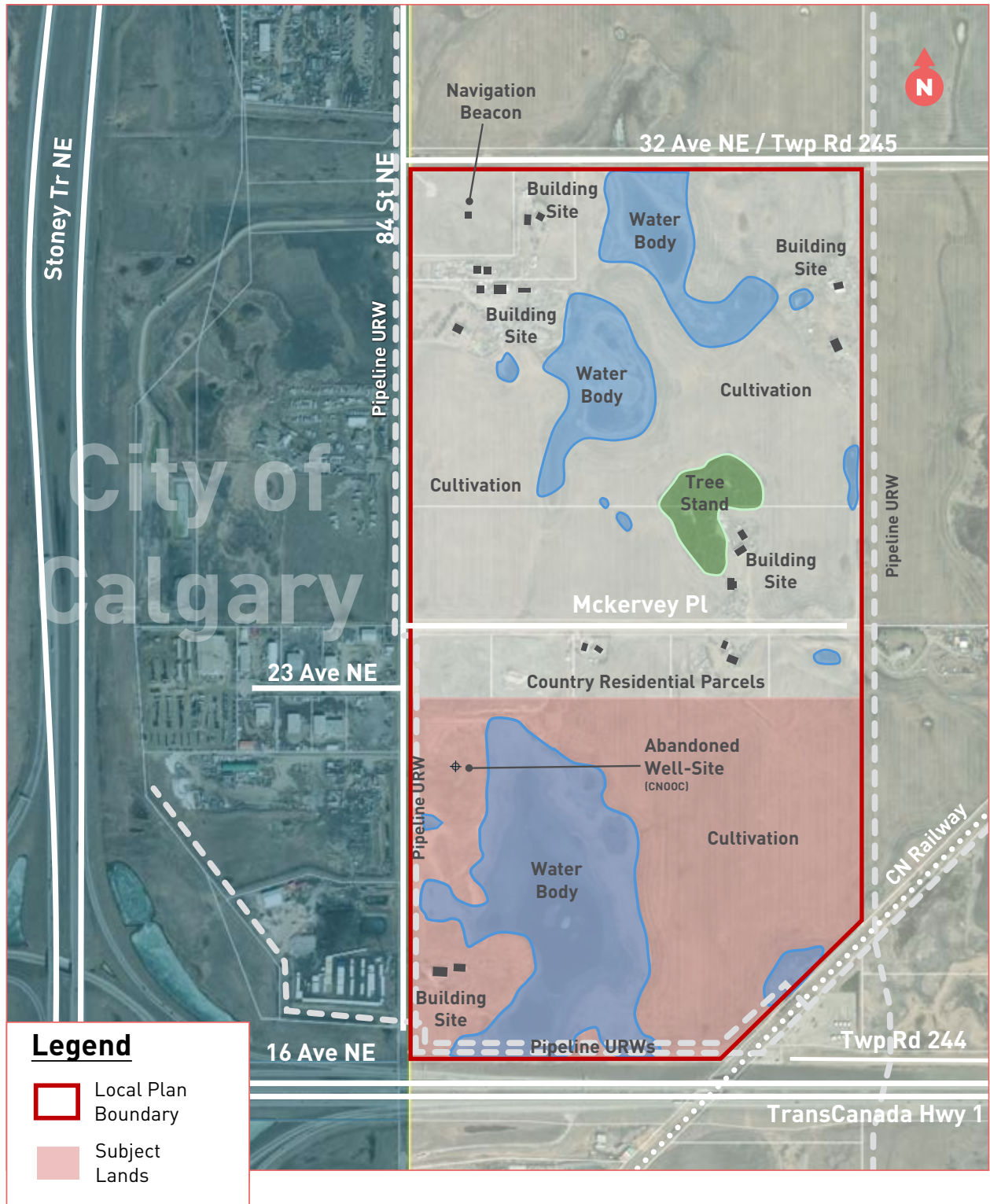


Figure N°6 SITE CONDITIONS



2.5.1 Environmental Site Assessment

A **Phase 1 Environmental Site Assessment** (Earthmaster, August 2023) was prepared in support of this Conceptual Scheme within SW 30-24-28-W4M to determine if lands within Development Cell 1 have potential to contain environmental impairments. Following research of historical and background site information from available private, government, and regulatory agencies (including aerial photo review), and a site reconnaissance, the subject property appeared to be in good condition with limited potential for associated environmental liability. Information gathered and reviewed does not suggest that current or previous operations on the subject property have caused off-site environmental impacts. Likewise, the adjacent lands surrounding the property do not appear to have caused negative impacts to the subject property.

The investigation concluded that the site contains a variety of below-ground pipeline infrastructure distributing natural gas (sweet). These pipelines are contained within existing utility rights-of-way, and as such, do not present development constraints. Existing structures and related improvements within the southwest corner of the SW 30-24-28-W4M are not expected to contain contaminated materials and will be demolished and removed from the site at the subdivision stage.

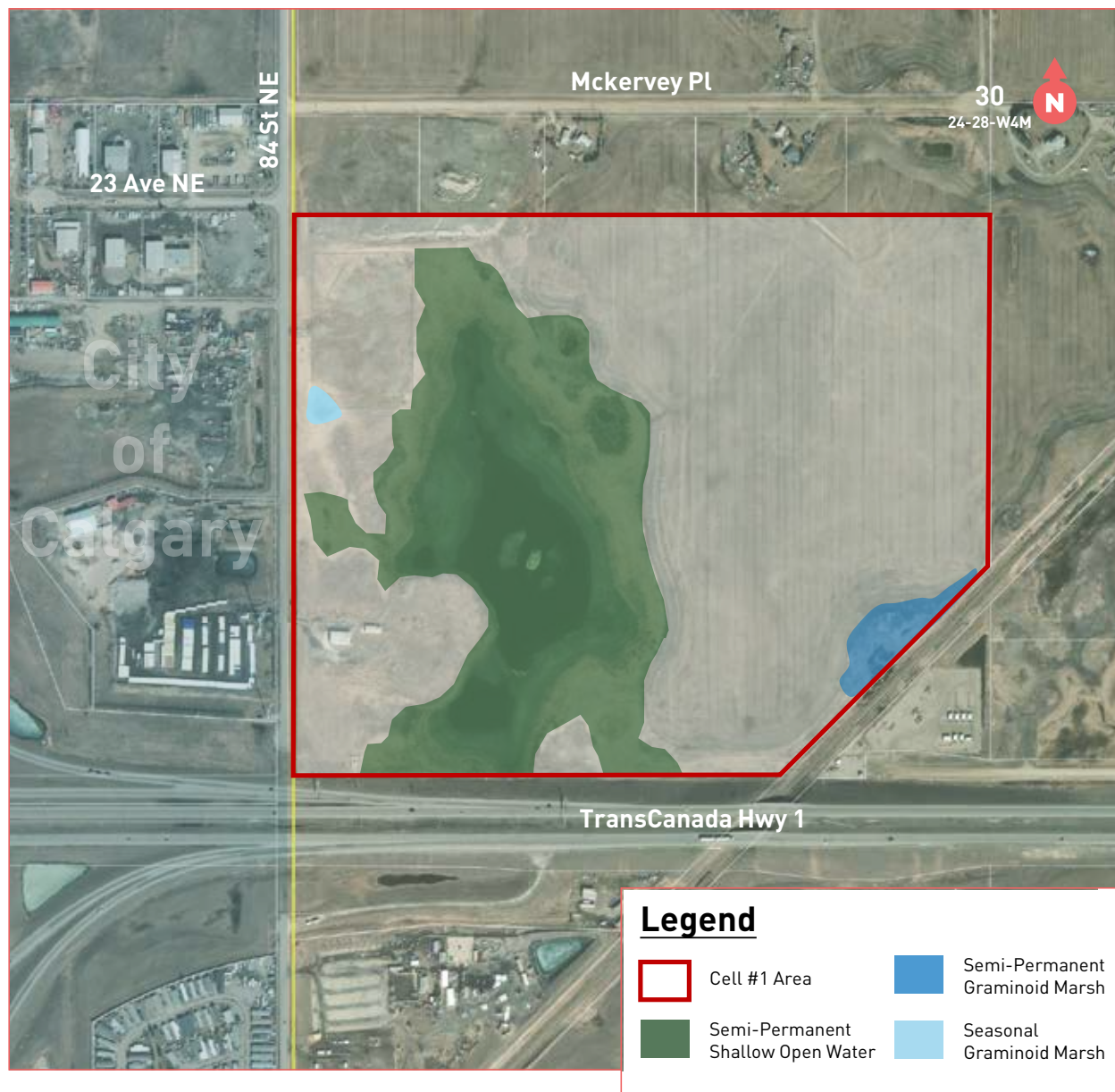
Policy 2.5.1.1	The preparation of a Phase II Environmental Site Assessment within Development Cell 1 is not required at the subdivision stage.
Policy 2.5.1.2	Future development within other Development Cells shall be supported by a Phase 1 Environmental Site Assessment, to the satisfaction of the County.

2.5.2 Biophysical Considerations

A **Biophysical Impact Assessment** (Trace, August 2024) was prepared in support of the Conceptual Scheme to investigate environmental conditions within SW 30-24-28-W5M. As illustrated on **Figure 7: Cell #1 Wetlands**, a portion of SW 30-24-28-W4M has been cultivated with cereal crop production in addition to a significant semi-permanent shallow open water wetland alongside several smaller permanent and seasonal marshes. Alberta Public Lands has indicated the large semi-permanent open water feature is claimed by the Crown, and as such, will be dedicated as Environmental Reserve (ER) at the subdivision stage. The smaller wetland features will be disturbed and reclaimed in accordance with the requirements of the Alberta Water Act and Wetland Policy.

It is acknowledged that wetland disturbances must proceed in accordance with the procedural, technical and compensation requirements of the Alberta Provincial Wetland Policy to the satisfaction of Alberta Environment and Protected Areas (AEP).

Figure N°7 CELL #1 WETLANDS



Policy 2.5.2.1	Wetland disturbances must proceed in accordance with the procedural, technical and compensation requirements established by Alberta Provincial Wetland Policy to the satisfaction of Alberta Environment & Parks (AEP).
Policy 2.5.2.2	The Developer shall prepare a Wetland Assessment Impact Report (WAIR) at the subdivision stage to confirm the specific wetlands to be disturbed and establish required compensation to the satisfaction of Alberta Environment and Protected Areas (AEP), Alberta Public Lands, and the County.
Policy 2.5.2.3	As referred to in the Biophysical Impact Assessment, the large semi-permanent shallow open water wetland will be dedicated as Environmental Reserve (ER) at the subdivision stage.
Policy 2.5.2.4	The boundary of the Environmental Reserve (ER) will include the existing bed & shore of the semi-permanent wetland shallow open water wetland, to be established at the subdivision stage to the satisfaction of the County, and if required, Alberta Public Lands and Alberta Environment and Protected Areas (AEP).

2.5.3 Geotechnical Considerations

A **Geotechnical Investigation** (Englobe, August 2024) was prepared in support of this Conceptual Scheme.

The conclusions of the report indicate the subsurface conditions within the Plan area are suitable for the proposed development. The report recommended more detailed geotechnical investigation should be prepared at the subdivision stage to confirm its preliminary findings relative to the detailed design of the proposed development.

Policy 2.5.3.1	The Developer shall submit a geotechnical analysis at the subdivision stage, to be prepared by a qualified Geotechnical Engineer, to confirm the suitability of subsurface conditions in accordance with the requirements of the County Servicing Standards.
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2.5.4 Archaeological & Historical Resources Considerations

Alberta's Listing of Historical Resources identifies the Plan area as being located within an HRV 5 listing area - which indicated the site may contain provincially significant historic resources. A request for Online Permitting and Clearance (oPac) was submitted to Alberta Culture in support of proposed development within SW 30-24-28-W4M. Alberta Culture evaluated the oPac application pursuant to the requirements of the Historical Resources Act and, subsequently in September 2023 provided clearance for the proposed development to proceed within the Plan area. As such, the preparation of a Historical Resource Impact Assessment (HRIA) is not required in support of development within Development Cell 1 (SW 30-24-28-W4M).

Policy 2.5.4.1	A Historical Resources Impact Assessment (HRIA) is not required in support of proposed development within Development Cell 1 (SW 30-24-28-W4M).
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3.0

Development Cell #1 Concept

3.1 Vision

The Conrich Gateway Business Park's Development Cell #1 is intended to accommodate a comprehensively planned industrial business park that accommodates development opportunities that benefit from proximity to Stoney Trail and TransCanada Highway 1, the Calgary International Airport and the evolving warehouse distribution centre surrounding the CN Calgary Logistics Park at Conrich.

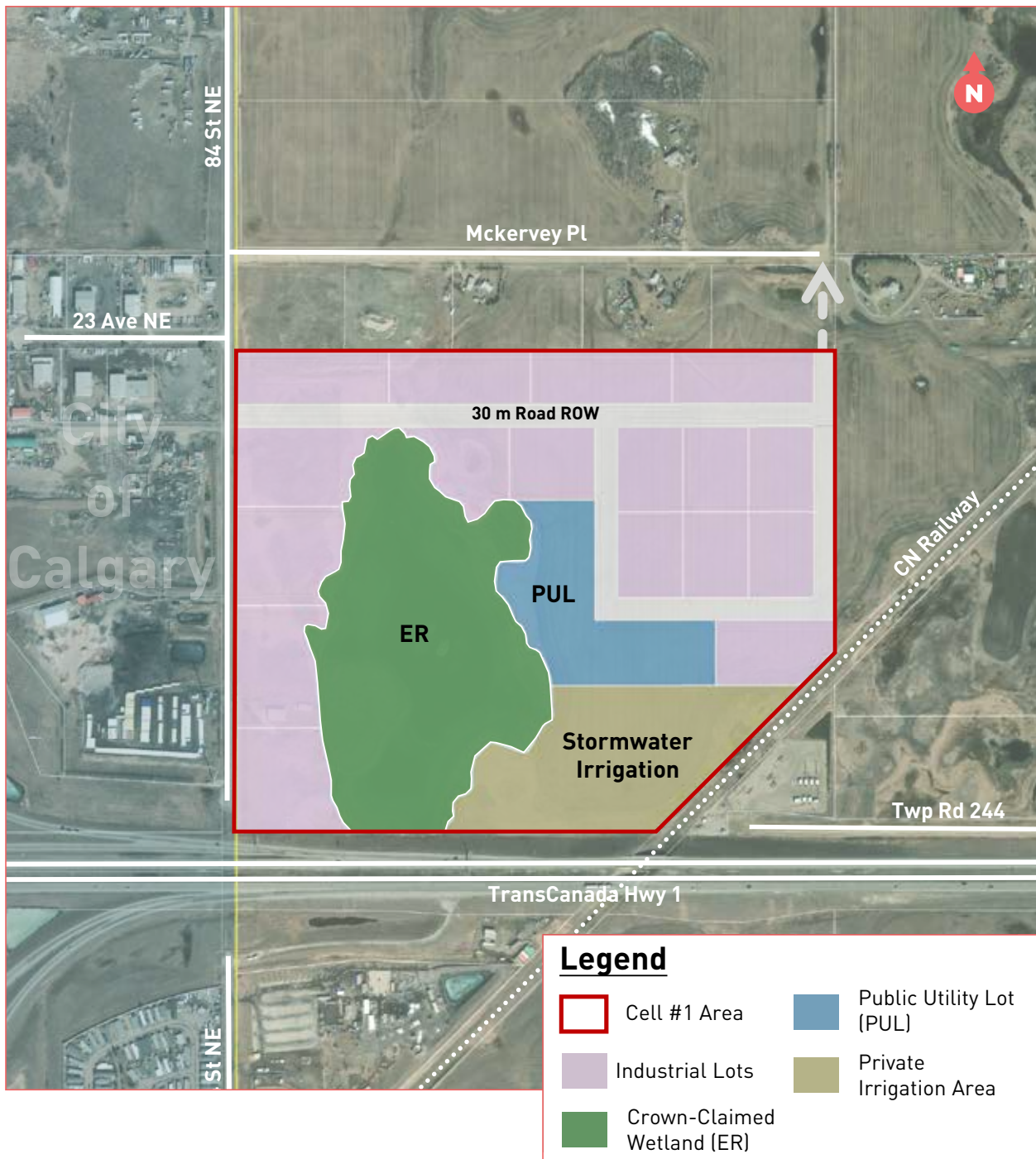
As illustrated on **Figure 8: Cell #1 Development Concept**, the design of The **Conrich Gateway Business Park** anticipates the creation of seventeen (17) industrial parcels, a centralized stormwater management facility and sanitary lift station to be constructed within a public utility lot (PUL), and dedication of environmental reserve (ER) to preserve the significant wetland within the central portion of the site.

The Plan area will be accessed via a paved industrial subdivision road to be constructed by the developer with an intersection off 84 Street NE. The design of the internal subdivision road network will accommodate a secondary/emergency access to Mckerverey Place via the adjacent lands immediately to the north of the Plan area in general accordance with the transportation network established by the Conrich Area Structure Plan.

Potable water and wastewater services will be provided via the County's Conrich Water System and the East Rocky View Wastewater Transmission Line (ERVWWTL). The developer will extend these municipal services to the boundary of the Plan area and construct an internal network of piped water distribution and wastewater collection infrastructure in accordance with the County Servicing Standards. The design of the internal water system will accommodate fire suppression requirements, including pressurized hydrants.

Stormwater management will be provided via a centralized stormwater facility to be constructed by the developer within a public utility lot (PUL) designed to retain surface drainage generated within SW 30-24-28-W4M (i.e., Development Cell #1). In accordance with the Cooperative Stormwater Management Initiative (CSMI), a privately-owned irrigation area will be developed directly adjacent to the PUL to facilitate seasonal drawdown of the stormwater retention pond. The subdivision will be implemented in two (2) phases, and pending opportunity to connect the drainage system with downstream CSMI infrastructure, two (2) temporary stormwater irrigation areas will be accommodated within Development Cell #1.

Figure N°8 CELL #1 DEVELOPMENT CONCEPT



Architectural controls will be established by the developer at the subdivision stage to ensure the design of all buildings, landscaping, outside storage, and signage maintain a coordinated style, colour, finish in keeping with the 'gateway' provisions of the Conrich Area Structure Plan (ASP) and the Rocky View County / City of Calgary Intermunicipal Development Plan (IDP). The developer is prepared to collaborate with the adjacent country residential parcels to facilitate utility servicing connections to support the conversion of these lots from residential to industrial land use (should the owners desire to do so). In doing so, this Conceptual Scheme anticipates the Non-Residential / Residential Interface policies of the Conrich Area Structure Plan can be appropriately mitigated.

3.2 Development Statistics

As illustrated on **Figure 8: Development Cell #1 Concept**, the configuration of land use and development types anticipated within the project area is described as follows:

Table 2: Development Cell 1 Statistics			
Land Use / Development Type	± ac	± ha	± %
Industrial Lots	54.86	22.2	45.4
Public Utility Lot (PUL)	9.51	3.85	7.9
Private Irrigation Area	15.11	6.12	12.5
Environmental Reserve (ER)	29.15	11.8	24.2
Road ROW	12.11	4.9	10
TOTAL	120.74	48.86	100%



3.3 Transportation

Access within Development Cell #1 will be provided by the developer as generally illustrated on **Figure 9: Cell #1 Transportation**. The business areas will be accessed from 84 Street NE via an internal subdivision road network designed and constructed in accordance with the County Servicing Standards. Approval from the City of Calgary shall be required for the intersection alignment off 84 Street NE. Likewise, the City shall be required to approve the approach locations for all industrial lots taking access from 84 Street NE.

Policy 3.3.1	Access will be provided to the Plan area shall be provided as generally illustrated on Figure 9: Development Cell # 1 Transportation, to the satisfaction of the County and The City of Calgary.
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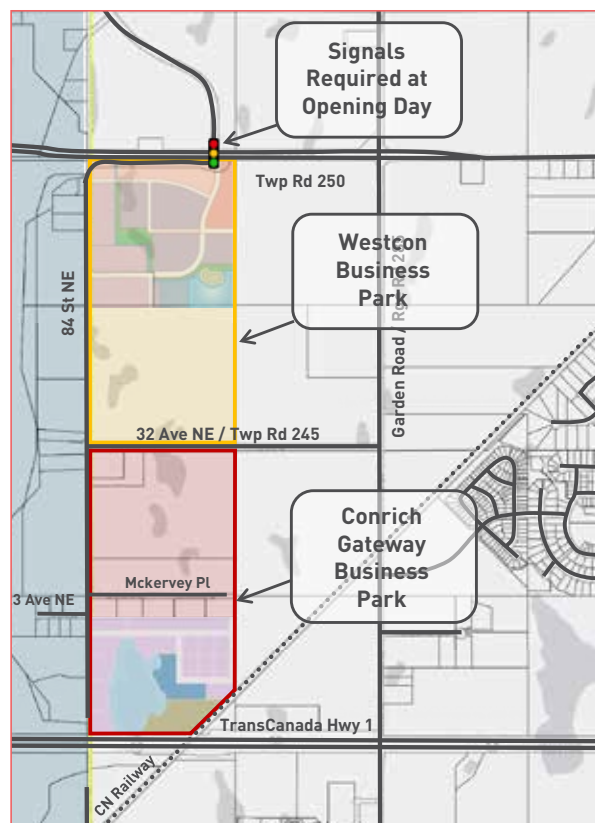
3.3.1 Transportation Impact Assessment (TIA)

A **Transportation Impact Assessment** (Bunt, April 2024) was prepared in support of this Conceptual Scheme to evaluate the impacts of the proposed development on the existing and future municipal and regional transportation network surrounding the project. The conclusions of the TIA indicate that all study intersections are currently operating acceptably within the existing road network and are expected to operate acceptably in the future within the revised transportation network that is assumed to be in place, without the inclusion of traffic from the proposed development.

On opening day, the TIA indicates that signalization is required at the intersection of Township Road 250 and 84 Street NE. Although the implementation of this improvement is planned in association with the recently adopted Westcon Business Park Conceptual Scheme, to date, the signals have not been installed. As such, if the proponent of this Plan initiates subdivision before the proponent of the Westcon Business Park, signalization at that intersection will be required as a condition of subdivision. Costs to construct the signals will be subject to the County's Infrastructure Cost Recovery Policy C-406.

All other existing municipal roadways intersections are expected to operate acceptably with the assumed future road network in place.

Over the 10-year and 20-year horizons, (beyond 2040), additional improvements are expected at the intersections of Township Road 250 and Garden Road (100 Street NE) and Township Road 245 and Garden Road (100 Street NE). Likewise, the classification of Township Road 245 and Garden Road (100 Street NE) will require enhancements, which are expected to be addressed via implementation of the County's Regional Transportation Off-Site Levy Bylaw.



Policy 3.3.1.1	All improvements to the municipal road network shall be provided by the developer at the subdivision stage in accordance with the recommendations of the Transportation Impact Assessment (TIA), to the satisfaction of the County and the City of Calgary.
Policy 3.3.1.2	Should the proponent of this Plan initiate development in advance of the proponent of the Westcon Business Park, signalization of the intersection of Township Road 250 (McKnight Boulevard NE) and 84 Street NE will be required as a condition of the first phase of subdivision.
Policy 3.3.1.3	Costs to install these signals shall be subject to cost recoveries from benefitting landowners in accordance with the County's Infrastructure Cost Recovery Policy C-406.
Policy 3.3.1.4	The developer shall provide payment of the applicable Regional Transportation Off-Site Levy at the subdivision stage.

3.3.2 Internal Subdivision Roads

The general alignment and configuration of internal subdivision roads within Development Cell #1 is illustrated on **Figure 9: Cell #1 Transportation**. The geometric design of all proposed intersections will be confirmed at the detailed subdivision design stage.

It is anticipated that all internal subdivision roads within the Plan area will include paved road surfaces constructed within 30 m rights-of-way, in accordance with the County Servicing Standards. The design and configuration of the road cross sections within the Plan area should consider opportunities to accommodate future transit.

The alignment of the internal subdivision road network shall accommodate a secondary/emergency access to McKervey road in accordance with the County Servicing Standards.

Policy 3.3.2.1	The design of the internal subdivision road network shall be established at the subdivision stage in accordance with the County Servicing Standards.
Policy 3.3.2.2	The alignment of the intersection off 84 Street NE shall require approval from The City of Calgary.
Policy 3.3.2.3	The internal roadways within Development Cell #1 are expected to include 30 m road ROW's, to be finalized at the subdivision stage in accordance with the County Servicing Standards.
Policy 3.3.2.4	All road cross sections within the Plan area should consider opportunities to accommodate future transit.
Policy 3.3.2.5	The design of the internal subdivision road network shall accommodate a secondary/emergency access to McKervey Place as illustrated on Figure 9: Cell #1 Transportation in accordance with the County Servicing Standards.
Policy 3.3.2.6	The developer will secure road ROW from the adjacent lot at the subdivision stage to facilitate the secondary / emergency access to Mckervey Place, to the satisfaction of the County.

Figure N°9 CELL #1 TRANSPORTATION



3.4 Utility Servicing

3.4.1 Potable Water Service

The Plan area will be serviced with potable water by the Conrich water system as generally illustrated on **Figure 10: Cell #1 Potable Water**.

Policy 3.4.1.1	Potable water service shall be provided within the Plan area by the Conrich water system as generally illustrated by Figure 10: Cell #1 Potable Water.
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3.4.2 Internal Water Distribution Network

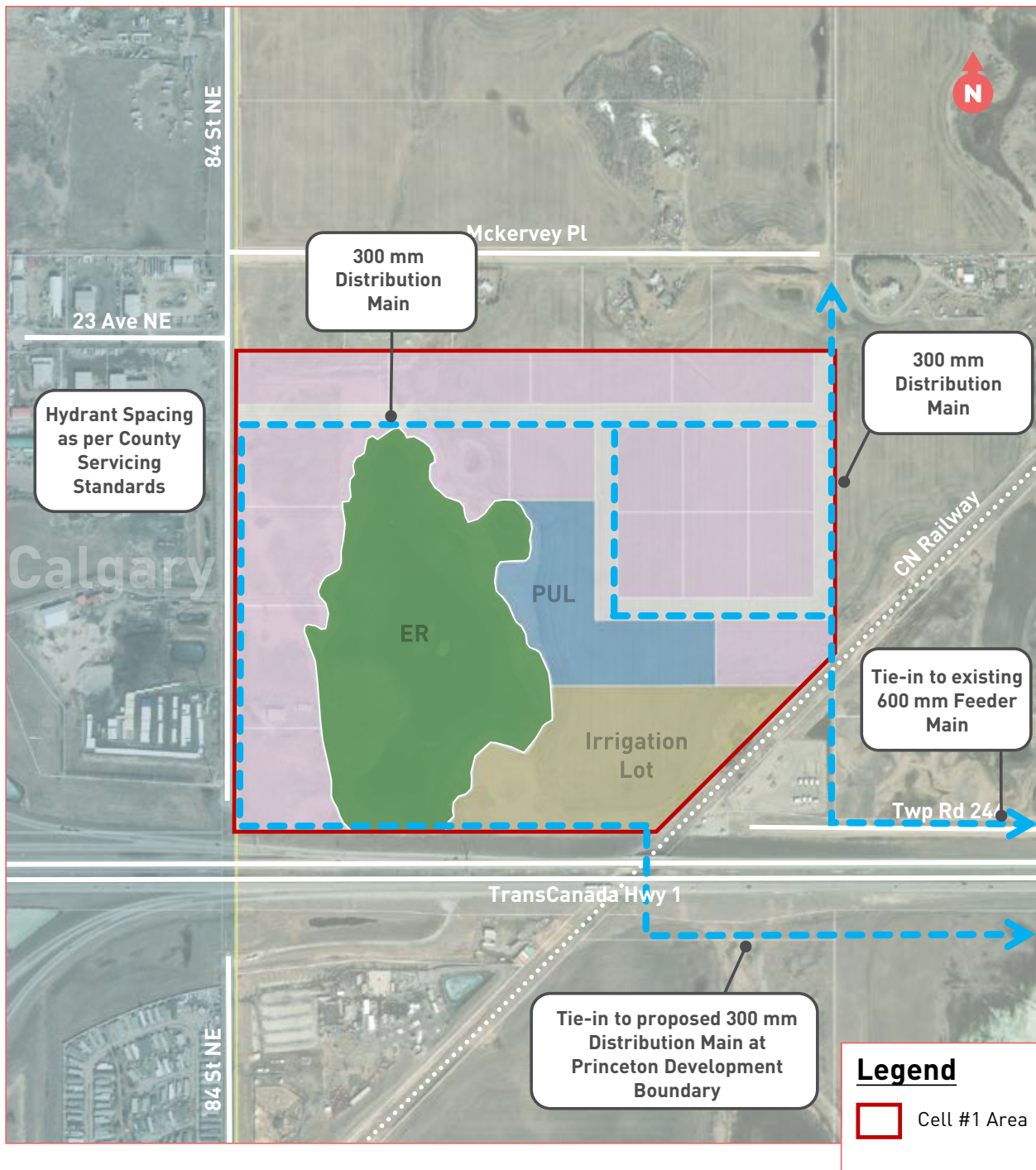
The developer will provide potable water service to the Plan area by constructing a tie-in to the existing 600 mm potable water feeder main situated on Range Road 285 (Garden Road) approximately ½ mile to the east. The developer will also construct a tie-in to the proposed 300 mm distribution main within the Princeton development located southeast of the Plan area. The developer will construct an internal water distribution network as generally illustrated on Figure 10: Development Cell #1 Potable Water. The design of the internal water system will accommodate fire suppression, including appropriately spaced pressurized hydrants, in accordance with applicable regulations and requirements and the County Servicing Standards and the Fire Hydrant Water Suppression Bylaw (C-7259-2013). If possible and practical, consideration should be made to accommodate potable water servicing connections to the existing country residential lots located directly to the north of Cell #1, immediately south of Mckervey Place.

Eligible infrastructure costs for potable water servicing will be subject to future recoveries in accordance with the County's Infrastructure Cost Recovery Policy C-406.

A **Servicing Design Brief** (LBC Engineering, August 2024) was prepared in support of this Plan. Analysis conducted in support of this report indicates the Conrich Water System has capacity to accommodate the development proposed by this Conceptual Scheme. Further analysis will be required at the detailed subdivision design stage.

Policy 3.4.2.1	An offsite feeder main and internal water distribution network shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.
Policy 3.4.2.2	The Developer shall engage a qualified professional to prepare a detailed estimation of water demand expected within the subdivision area at the subdivision stage.
Policy 3.4.2.3	The design of the internal water distribution network should consider servicing stubs for the country residential lots situated directly to the north (i.e., Development Cell #2).
Policy 3.4.2.4	The design of the internal water distribution network shall accommodate fire suppression in accordance with the County Servicing Standards.
Policy 3.4.2.5	All potable water infrastructure shall be owned and maintained by the County.
Policy 3.4.2.6	The developer shall provide payment of the applicable Regional Water & Wastewater Off-Site Levy at the subdivision stage.

Figure N°10 CELL #1 POTABLE WATER



3.4.3 Wastewater Service

The Plan area will be serviced with wastewater by the East Rocky View Wastewater Transmission Line as generally illustrated on **Figure 11: Cell #1 Wastewater**.

Policy 3.4.3.1	Wastewater shall be provided within the Plan area by the East Rocky View Wastewater Transmission Line as generally illustrated by Figure 11: Development Cell #1 Wastewater.
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3.4.4 Internal Wastewater Collection Network

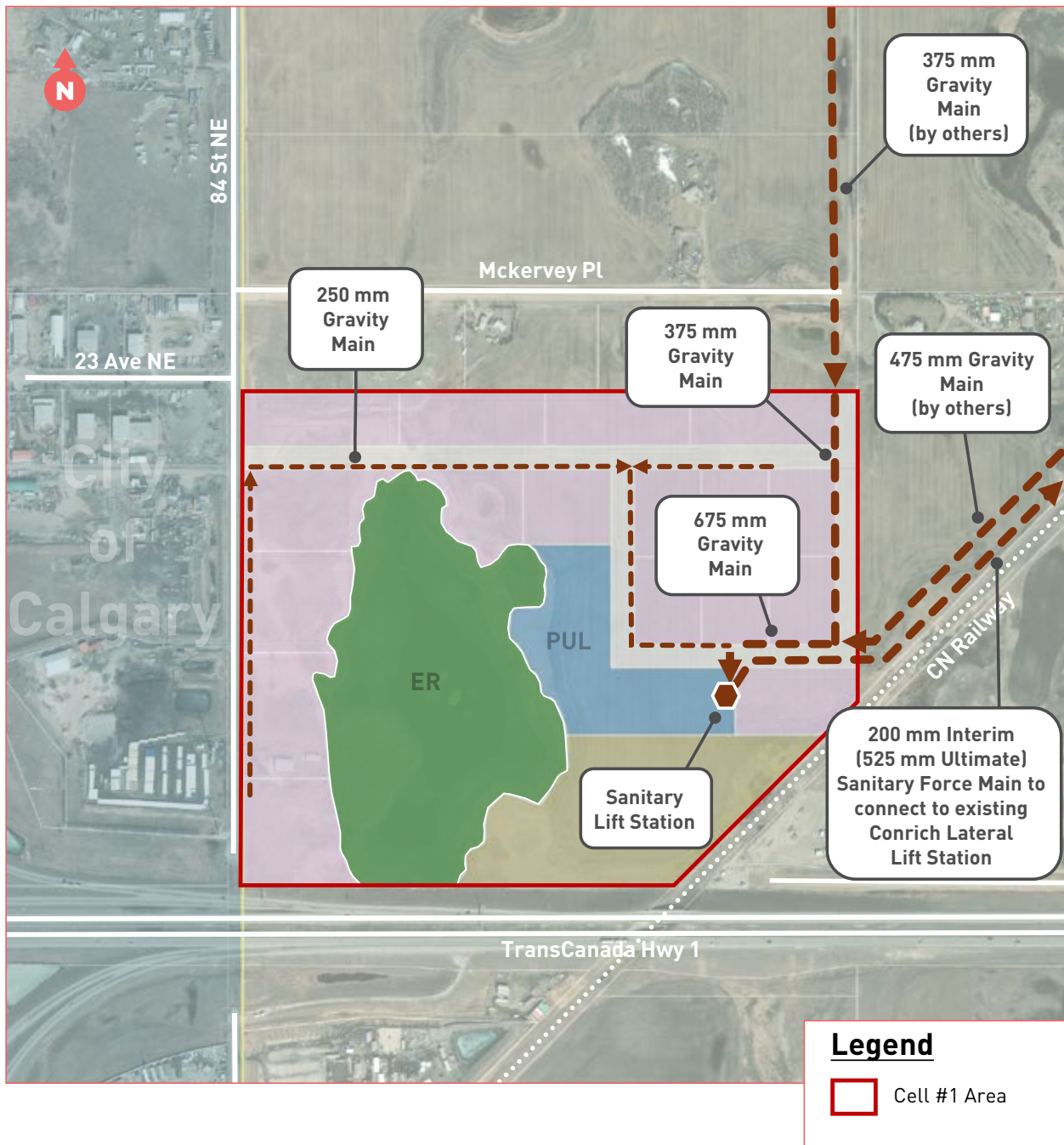
The developer will construct sanitary sewer collection system with a combination of gravity and force mains designed in accordance with the County Servicing Standards and the Conrich ASP's servicing strategy. The gravity sanitary sewers will be designed to flow to a sanitary lift station to be constructed within the southeast portion of Cell 1. The developer will construct a sanitary forcemain to convey effluent from the Plan area to the existing lateral lift station located in the Cambridge Park subdivision, as generally illustrated on **Figure 11: Cell #1 Wastewater**. Due to uncertainty of timing of development north of Cell 1, the developer will construct a 200 mm forcemain - which is expected to be upgraded by future developers at such time additional capacity is required. Likewise, the design of the local liftstation within Cell 1 will be sized to accommodate development within Cell 1 only (which will be upgraded by other developers when additional capacity is required). If possible and practical, consideration should be made to accommodate waste water servicing connections to the existing country residential lots located directly to the north of Cell #1, immediately south of Mckerverey Place.

Eligible infrastructure costs for wastewater servicing will be subject to future recoveries in accordance with the County's Infrastructure Cost Recovery Policy C-406.

A **Servicing Design Brief** (LBC Engineering, August 2024) was prepared in support of this Plan. Analysis conducted in support of this report indicates the existing East Rocky View Wastewater Transmission Line has capacity to accommodate the proposed development. Further analysis will be required at the detailed subdivision design stage.

Policy 3.4.4.1	The internal wastewater collection network shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.
Policy 3.4.4.2	The Developer shall engage a qualified professional to prepare a detailed estimation of proposed wastewater generation expected within the subdivision area at the subdivision stage.
Policy 3.4.4.3	The developer shall construct a local sanitary lift station to convey wastewater generated within the Plan area to the East Rocky View Wastewater Transmission Line.
Policy 3.4.4.4	The design of the internal wastewater collection and distribution network should consider servicing stubs for the country residential lots situated directly to the north (i.e., Development Cell #2).
Policy 3.4.4.5	The internal wastewater collection network shall be owned and maintained by the County.
Policy 3.4.4.6	The developer shall provide payment of the applicable Regional Water & Wastewater Off-Site Levy at the subdivision stage.
Policy 3.4.4.7	Where costs to install wastewater infrastructure is determined to benefit lands outside Development Cell #1, the County shall seek cost recoveries in accordance with the Infrastructure Cost Recover Policy C-406.

Figure N°11 CELL #1 WASTEWATER



3.4.5 Shallow Franchise Utilities

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

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

3.5 Stormwater Management

Generally, topographical relief within the Plan area slopes generally from west to east. As illustrated on **Figure 12: Cell #1 Stormwater Management**, the developer will construct a stormwater management system to retain surface drainage within the Plan area.

• • • • • • • • • •	Policy 3.5.1	Stormwater management shall be provided within the Plan area as generally illustrated on Figure 12: Cell #1 Stormwater Management.
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3.5.1 Conrich Master Drainage Plan

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

• • • • • • • • • •	Policy 3.5.1.1	The design of the stormwater management system within the Plan area shall be consistent with the requirements of the Conrich Master Drainage Plan.
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3.5.2 Stormwater Management Plan

A Conceptual Stormwater Management Report (Magna Engineering, September 2024) was prepared in support of the Conceptual Scheme and recommends an engineered stormwater management facility be constructed by the developer as generally illustrated on **Figure 12: Cell #1 Stormwater Management**. The final configuration of the stormwater management system shall be determined at the detailed subdivision design stage.

The stormwater facility is expected to include a nautilus pond and a main detention pond designed in accordance with the requirements of the County Servicing Standards with capacity to retain surface drainage generated within the Plan area in accordance with the established volume retention control and maximum release rates established by the Conrich Master Drainage Plan.

Figure N°12a CELL #1 STORMWATER MANAGEMENT



Figure N°12b CELL #1 PHASE 1 STORMWATER IRRIGATION

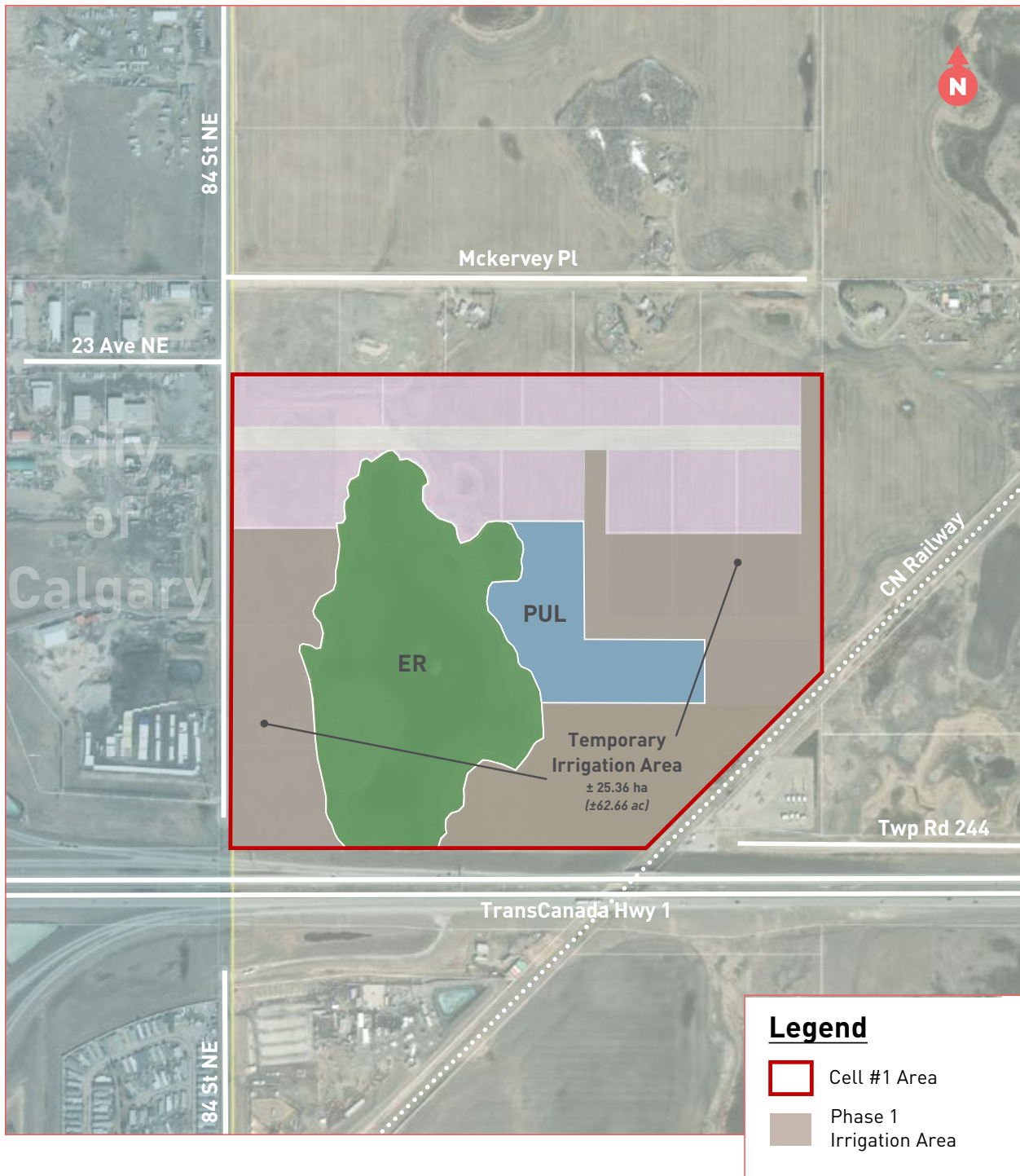


Figure N°12c CELL #1 PHASE 2 STORMWATER IRRIGATION



Captured runoff will be stored and treated within a Public Utility Lot (PUL) to be dedicated to the County at the subdivision stage. The operation of the stormwater facility will be augmented by a privately-owned 'irrigation area' to functionally maintain water levels in the retention ponds via seasonal irrigation. The permanent irrigation area will be owned and maintained by the developer (and/or a Business Lot Owner's Association).

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

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

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

3.5.3 Cooperative Stormwater Management Initiative (CSMI)

The County is pursuing the Cooperative Stormwater Management Initiative (CSMI) which is intended to establish a regional stormwater conveyance and treatment system within the Conrich ASP involving the Western Irrigation District (WID) and multiple jurisdictional partners. Pending eventual connection with the CSMI's regional downstream stormwater conveyance system, the design of the stormwater management system will rely on the developer establishing two 'temporary irrigation areas' and a 'permanent irrigation area' illustrated on **Figure 12b: Cell #1 Phase 1 Stormwater Management** and **Figure 12c: Cell #1 Phase 2 Stormwater Management**. Seasonal irrigation within these area will maintain water levels in the retention pond.

The 'Phase 1 Irrigation Area' shown on **Figure 12b: Cell #1 Phase 1 Stormwater Management**, will be encumbered by an overland drainage ROW and associated easement agreement pending eventual redevelopment with Phase 2 industrial uses at such time a downstream CSMI stormwater conveyance connection becomes available.

The 'Permanent Irrigation Area' shown on **Figure 12c: Cell #1 Phase 2 Stormwater Management** will be designated Direct Control District (DC) to establish specific criteria to utilize each site for stormwater irrigation purposes.

Policy 3.5.3.1	The developer shall provide a Site-Specific Stormwater Management Plan at the subdivision stage to confirm pre and post development surface drainage characteristics to ensure positive drainage conditions are maintained during and after the development's implementation.
Policy 3.5.3.2	The design of the stormwater management system shall accommodate the unit area release rates and volume retention targets within the Plan area as per the Conrich Master Drainage Plan.
Policy 3.5.3.3	The stormwater management facility shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.
Policy 3.5.3.4	The stormwater management facility shall be dedicated within a Public Utility Lot (PUL) at the subdivision stage.
Policy 3.5.3.5	The developer shall establish a Permanent Irrigation Area adjacent to the stormwater management facility as generally illustrated on Figure 12:a Cell #1 Stormwater Management.
Policy 3.5.3.6	Pending a stormwater discharge to the downstream CSMI regional infrastructure, the operation of the stormwater management system shall be augmented by the Phase 1 Irrigation Areas as generally illustrated on Figure 12b: Cell #1 Phase 1 Stormwater Irrigation.
Policy 3.5.3.7	The Phase 1 Stormwater Irrigation Area shall be operated and maintained by the developer.
Policy 3.5.3.8	The design, operation and maintenance of the Phase 1 and Phase 2 Irrigation Areas shall be determined at the subdivision stage in accordance with the recommendations of the Site-Specific Stormwater Management Report, to the satisfaction of the County.
Policy 3.5.3.9	The developer shall register an Overland Drainage ROW and Easement Agreement to reserve the County rights to gain access to all the stormwater management infrastructure, including the Phase 1 and Phase 2 Stormwater Irrigation Areas, in the event of emergency or to ensure required maintenance activities are completed.
Policy 3.5.3.10	The developer shall provide payment of the applicable Regional Stormwater Off-Site Levy at the subdivision stage.

3.6 Open Space

The open space system within the Plan area will include a combination of environmental reserve (ER) and a public utility lot (PUL) as generally illustrated on **Figure 13: Cell #1 Open Space**.

3.6.1 Environmental Reserve (ER)

As described in Section 2.5.2 of this Conceptual Scheme, the **Biophysical Impact Assessment** (BIA) prepared in support of anticipated development in Cell #1 concluded that the Province will claim the large semi-permanent open water wetland for the Crown. As such, it is anticipated that this wetland will be dedicated as Environmental Reserve (ER) at the subdivision stage.

• •	Policy 3.6.1.1 The developer shall dedicate the large semi-permanent open water wetland as Environmental Reserve (ER) and the subdivision stage.
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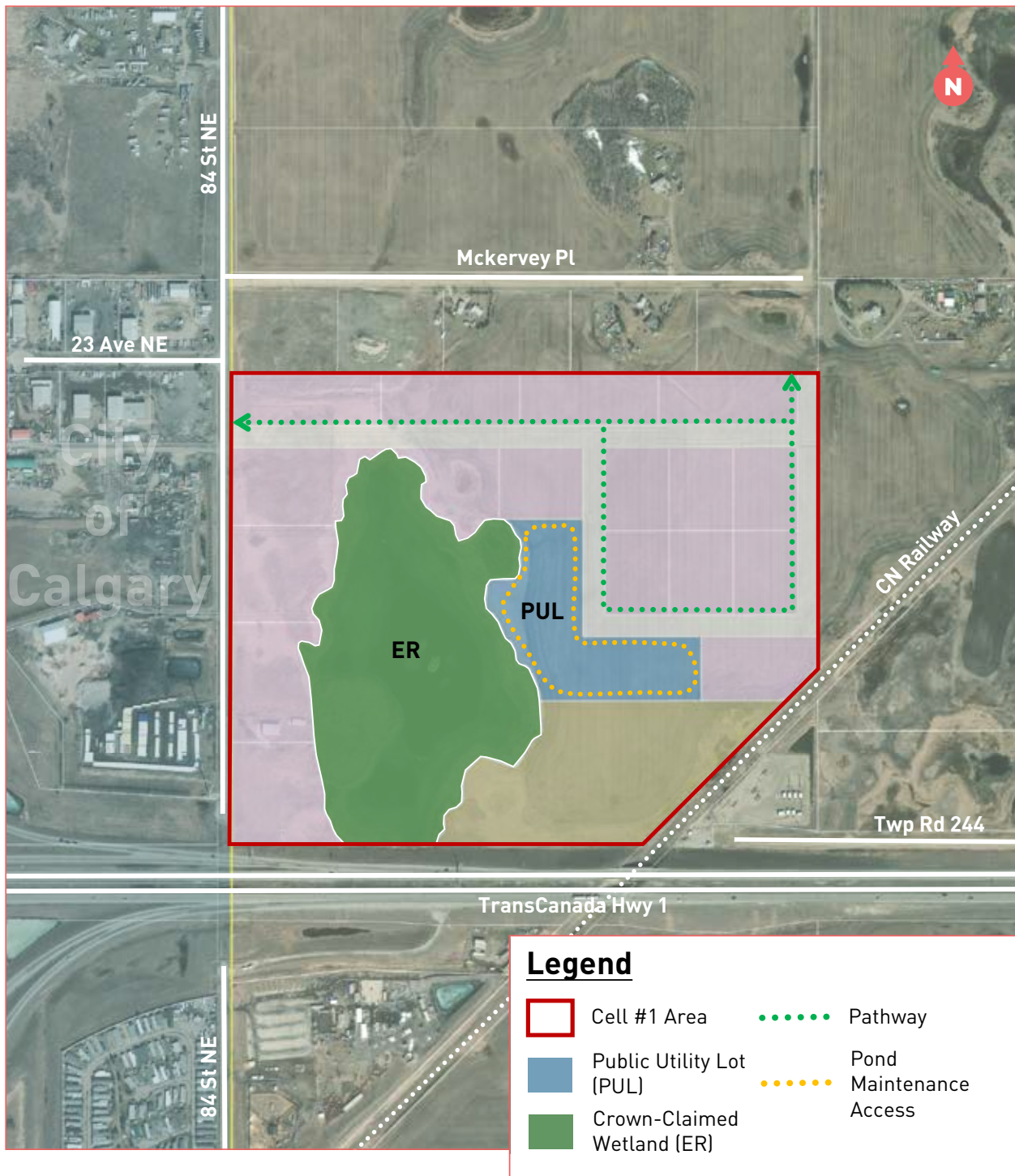
3.6.2 Anticipated Municipal Reserve (MR) Disposition

The amount of municipal reserve outstanding within the Plan area and anticipated disposition summarized in **Table 3: Development Cell #1 Anticipated Municipal Reserve Disposition**.

Table 3: Development Cell #1 Anticipated Municipal Reserve Disposition		
Legal Description	± ha	± ac
Gross Developable Area	48.86	120.74
Crown Claimed Wetland	11.8	29.15
Net Developable Area	37.06	91.59
Amount of MR Outstanding (10% of NDA)	3.71	9.16
Proposed MR Dedication (cash-in-lieu of Land)	3.71	9.16

• • • • • •	Policy 3.6.2.1 The dedication of outstanding municipal reserve (MR) shall be provided by the developer at the subdivision stage via cash-in-lieu payment in accordance with Section 667 of the Municipal Government Act.
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Figure N°13 CELL #1 OPEN SPACE



3.6.3 Pedestrian Infrastructure

The Conrich Area Structure Plan's Map 7: Open Space, Pathways, and Trails identifies a thematic alignment for pedestrian infrastructure within this Conceptual Scheme's Development Cell #1. As indicated in Section 3.6.2 of this Plan, the dedication of Municipal Reserve (MR) as land is not anticipated within this area. As such, the developer shall construct a pathway network along the frontage of each industrial lots as generally illustrated on **Figure 13: Cell #1 Open Space**. The specific alignment and pathway design shall be confirmed at the subdivision stage via preparation of a Landscaping Plan.

Policy 3.6.3.1	The developer shall construct a pedestrian pathway as generally illustrated on Figure 13: Cell #1 Open Space.
Policy 3.6.3.2	The specific alignment and design of the pedestrian pathway shall be confirmed by the developer at the subdivision stage via preparation of a Landscaping Plan, to the satisfaction of the County.



3.7 Community Support Services

3.7.1 Fire Response

Fire response within the Plan area is expected to be provided from the Temple Fire Station No. 22 situated within the City of Calgary. A secondary response may be provided from the Fire Hall in the City of Chestermere and from Fire Station No. 107 situated in East Balzac. Specific mechanisms to provide fire response within the Plan area will be established at the subdivision stage.

3.7.2 Police Response

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

3.7.3 Emergency Response

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

3.7.4 Solid Waste Management

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

Policy 3.7.4.1	The developer shall prepare a Waste Management Plan at the subdivision stage, to the satisfaction of the County.
Policy 3.7.4.2	The developer shall establish a Business Lot Owner Associations at the subdivision stage to manage contracts with solid waste management service providers within the Plan area.

4.0

Development Cell #1 Implementation

4.1 Proposed Land Use

Land use within Cell #1 is expected to occur in accordance with the Land Use Bylaw (C-8000-2020) as generally illustrated on **Figure 14: Cell #1 Proposed Land Use** and described as follows:

- + The industrial area will be designated Industrial, Light District (I-LHT).
- + The ER and PUL lots will be designated Special, Natural Open Space District (S-NOS) and Special, Public Service District (S-PUB); and
- + The permanent irrigation parcel will be designated Direct Control District (DC).

• • • • •	Policy 4.1.1	Land uses are expected to be assigned by Council within Development Cell #1 as generally illustrated on Figure 14: Cell #1 Proposed Land Use.
	Policy 4.1.2	Notwithstanding Policy 4.1.1, the Phase 1 Temporary Irrigation Area illustrated on Figure 12b may be designated Agriculture Small District (A-GEN). The Permanent Irrigation Area illustrated on Figure 12c will be designated Direct Control District (DC) as part of the Phase 2 development. A land use amendment will be required at that time.

4.2 Proposed Subdivision

Implementation of subdivision within Cell #1 is expected to occur within the Plan area as generally illustrated on **Figure 15: Cell #1 Proposed Subdivision** and described as follows:

- + Approximately seventeen (17) industrial lots ranging in size from 2.5 ac.
- + One (1) Environmental Reserve (ER) parcel to contain the Crown-claimed wetland.
- + One Public Utility Lot (PUL) to contain the stormwater management facility.
- + One parcel containing the permanent irrigation area.
- + Outstanding Municipal Reserve (MR) obligations to be addressed via payment of cash-in-lieu of land.

• • • • •	Policy 4.2.1	Subdivision is expected to proceed within Development Cell #1 as generally illustrated on Figure 15: Cell #1 Proposed Subdivision.
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Figure N°14 CELL #1 PROPOSED LAND USE

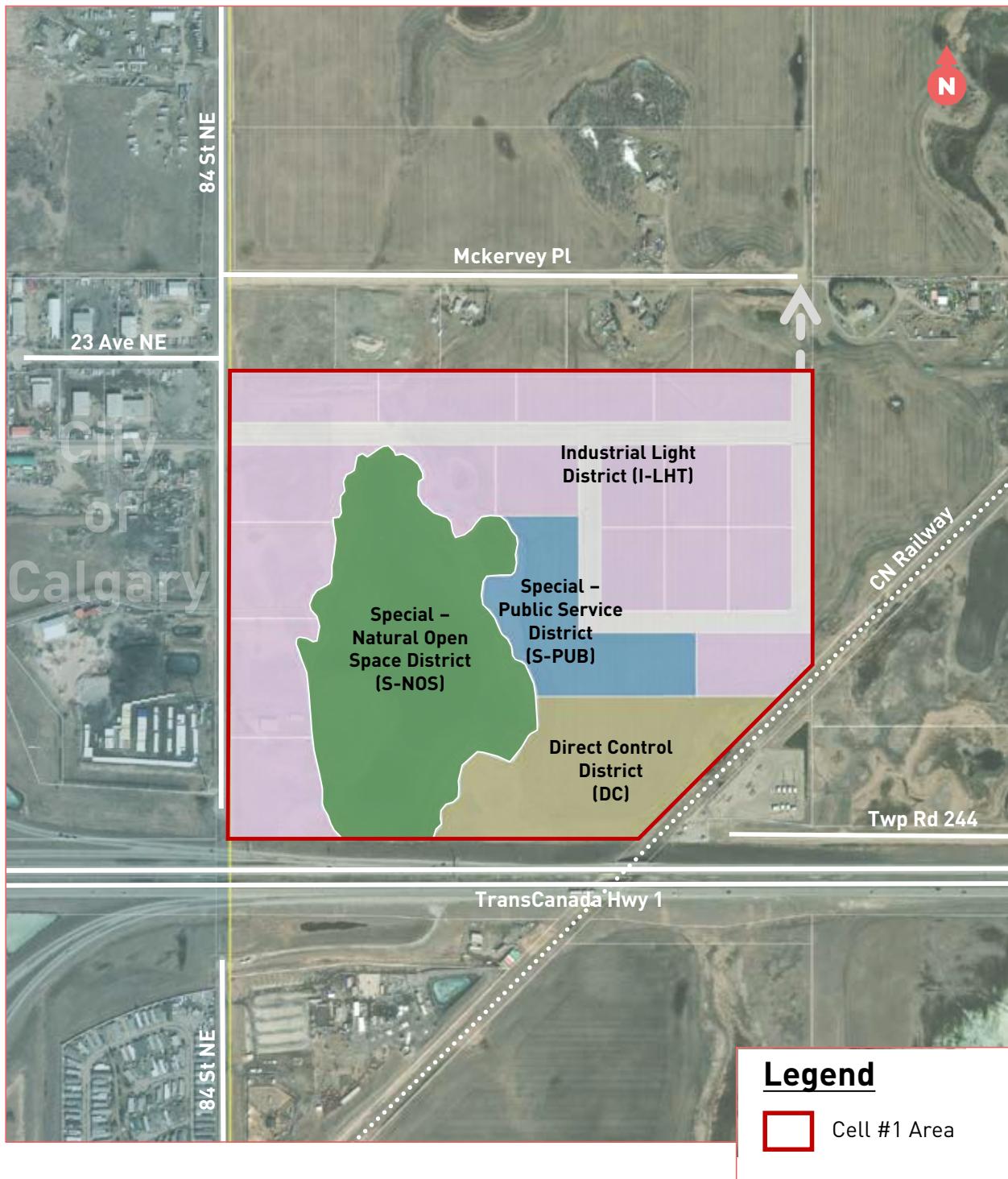
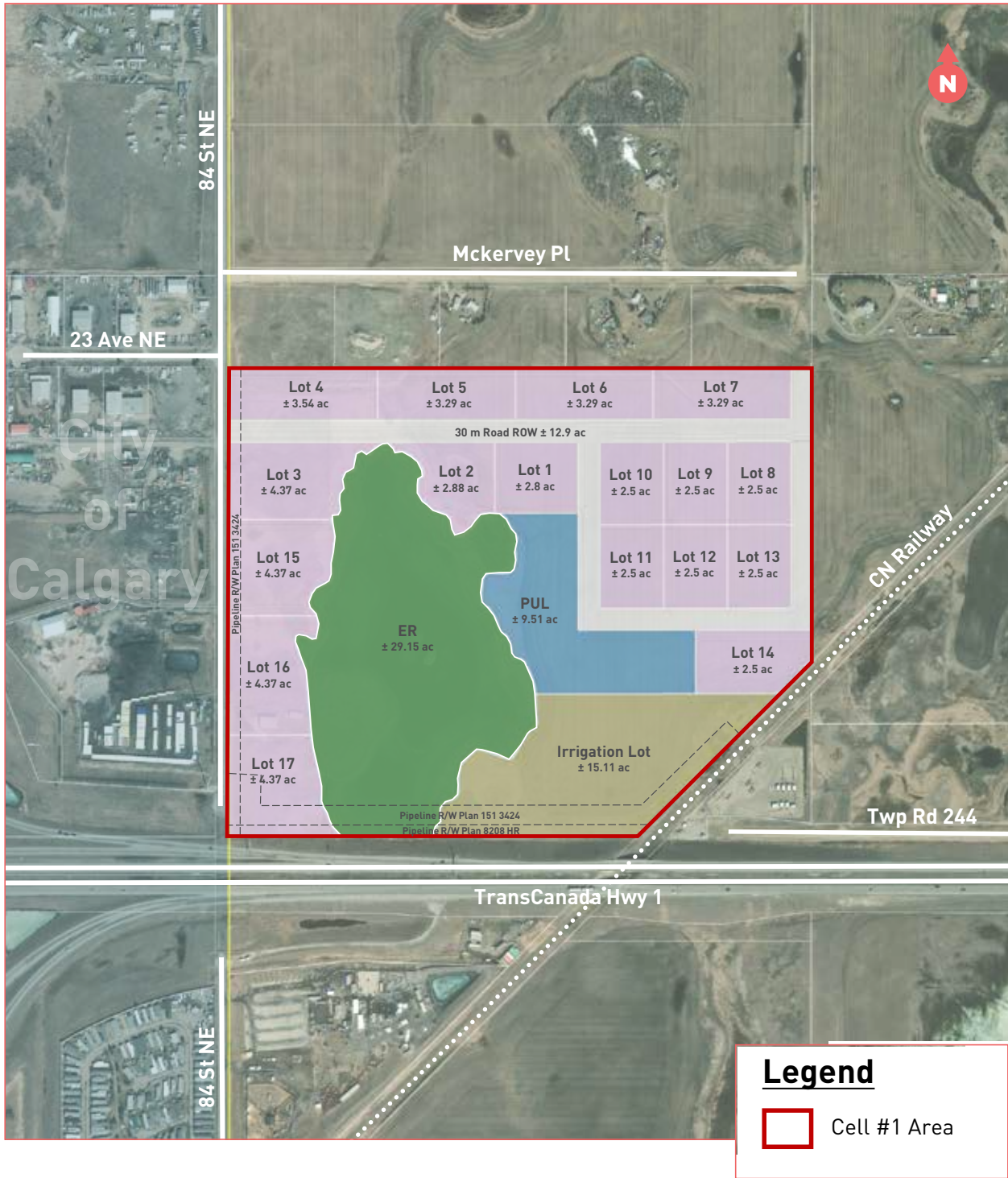


Figure N°15 CELL #1 PROPOSED SUBDIVISION



4.3 Development Phasing

Development within Cell #1 is expected to proceed in two (2) phases as generally illustrated on **Figure 16: Cell #1 Phasing**.

The Phase One Subdivision (1) is expected to include:

- + Lots 1 – 10.
- + A public utility lot (PUL) for the stormwater management facility and the local sanitary liftstation.
- + The environmental reserve (ER) parcel to contain the Crown-claimed wetland.
- + The temporary stormwater irrigation areas to be encumbered by an Overland Drainage Right-of-Way.
- + A portion of the internal subdivision road (including a portion of the pedestrian pathway).

The Phase Two (2) Subdivision is expected to include:

- + Subdivision of a portion of the temporary stormwater irrigation area to create Lots 11 – 17.
- + Creation of the permanent stormwater management irrigation area.
- + The remaining portion of the internal subdivision road (including a portion of the pedestrian pathway).

Policy 4.3.1	The development within the Plan area is expected to proceed in two (2) phases as generally illustrated on Figure 16: Cell #1 Phasing.
Policy 4.3.2	The developer may wish to develop the project in an alternate phasing program provided there is appropriate infrastructure available to support each subdivision phase.

Figure N°16 CELL #1 PHASING



4.4 Architectural Design Considerations

The **Conrich Gateway Business Park Conceptual Scheme** contemplates the creation of a master-planned business and residential development area that will be attractively designed, integrate with existing adjacent developments, respect the County's Commercial, Office and Industrial Design Guidelines.

4.4.1 Business Development Design Considerations

As part of the subdivision application for each business area, the developer shall establish architectural guidelines for Development Cell #1 to ensure the character of development within each phase maintains a cohesive built form by establishing specific design criteria relative to matters such as (but not limited to):

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

• • • • • • •	Policy 4.4.4.1 The developer shall establish Architectural Controls at the subdivision stage to coordinate development design criteria within Development Cell #1 in accordance with the County's Commercial, Office and Industrial Design Guidelines.
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4.5 Business Lot Owner Association

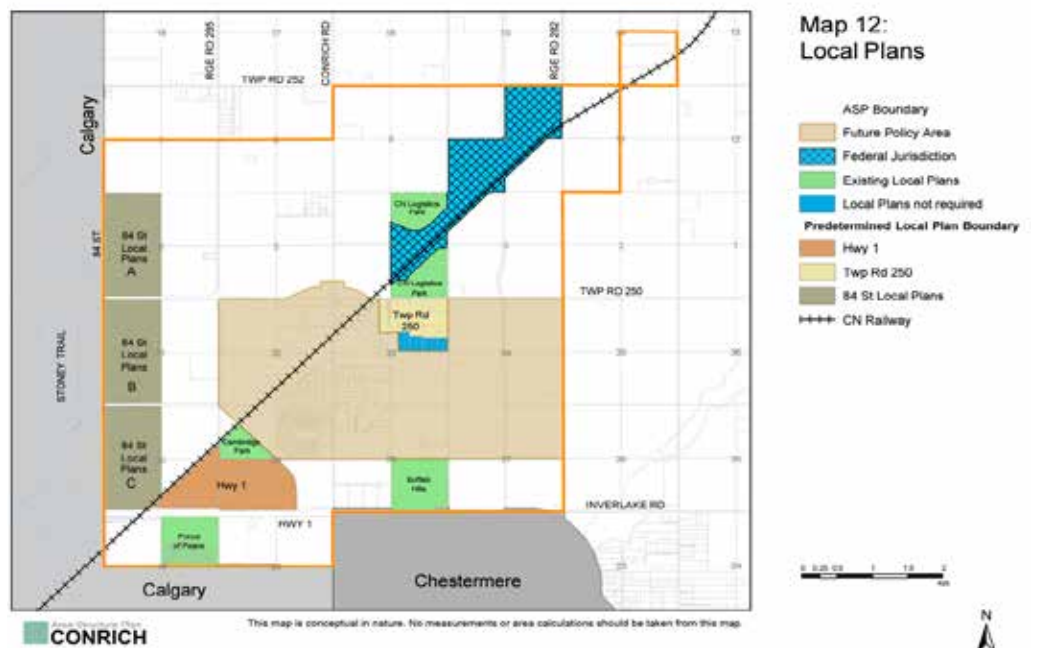
The developer will establish a Business Lot Owner Associations (BLOA) at the subdivision stage. The primary purpose of the BLOA will be to manage a contract with waste management providers and undertake other administrative and maintenance functions as required.

• • • • • • •	Policy 4.5.1 The developer shall establish a Business Lot Owner Associations at the subdivision stage for the purposes of managing a contract with a waste management provider, and other administrative and maintenance functions as required.
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5.0

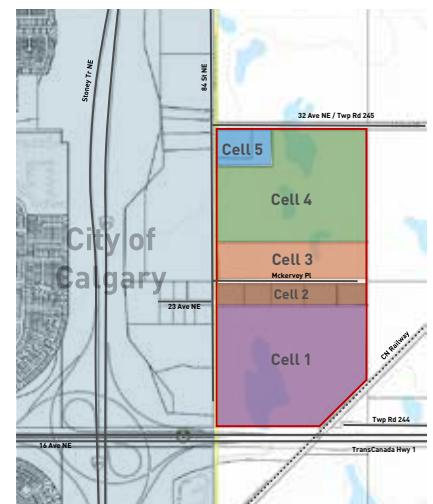
5.1 Planning Requirements for Development Cells #2 - #5

Map 12 of the Conrich Area Structure Plan identifies certain areas with pre-determined local plan boundaries with expectation that developers undertake comprehensive planning affecting lands directly east of 84 Street SE. This Conceptual Scheme includes the area identified as the “84 Street Local Plan C”.



As previously illustrated on **Figure 4: Local Plan Boundary and Development Cells**, the proponent of this Plan is the owner of SW 30-24-28-W4M. Given the amount of existing fragmentation within the Local Plan C Boundary (as defined by the Conrich ASP), and the alignment of Mckerverey Place, it is logical to break the Local Plan C area into five (5) Development Cells.

The proponent of this Conceptual Scheme has prepared a development concept for Development Cell #1 supported by various technical reports and justifications. However, future plans for the remaining development cells #2 - #5 have yet to be prepared.



Prior to the County approving any land use amendments and associated subdivision within Development Cells #2 - #5 as illustrated on **Figure 4: Local Plan Boundary and Development Cells**, the proponents of each development cell shall prepare an amendment to this Conceptual Scheme to include the following (but not limited to):

- + A comprehensive subdivision concept for each development cell that demonstrates logical and efficient extension of land use, transportation, utility servicing and stormwater management infrastructure as well as and open space / pedestrian alignments in accordance with the requirements of the Conrich Area Structure Plan.
- + Technical reports and associated analysis to demonstrate the suitability of the development cell for its intended use, in accordance with the requirements of the Conrich Area Structure Plan and The County Plan's Appendix C.
- + Implementation of the conclusions and recommendations of the developer's community consultation process.

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Policy 5.1.1

Prior to the County approving any land use amendment and associated subdivision applications within Development Cells #2 - #5, as illustrated on **Figure 4: Local Plan Boundary and Development Cells**, the proponents of each development cell shall prepare an amendment to this Conceptual Scheme, to the satisfaction of the County,

6.0

6.1 County Plan

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

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

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

- + Growth and Fiscal Sustainability
- + Agriculture
- + Rural Service
- + The Environment
- + Rural Communities
- + Partnerships

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

The **Conrich Gateway Business Park Conceptual Scheme** proposes to establish new business industrial development within an identified Regional Business Centre which is supported by an adopted statutory plan within vicinity of appropriate transportation & utility servicing infrastructure.

The **Conrich Gateway Business Park Conceptual Scheme’s** objectives are consistent with the County Plan’s strategic growth management strategy.

6.2 Conrich Area Structure Plan

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

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

The **Conrich Gateway Business Park Conceptual Scheme** is located entirely within the **Conrich ASP's Industrial Policy Area** with attendant policies that support the development of a regional business centre that provides local and regional employment opportunities, increase the County's business assessment base, and contribute to the long-term financial sustainability of the County in accordance with the following objectives:

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

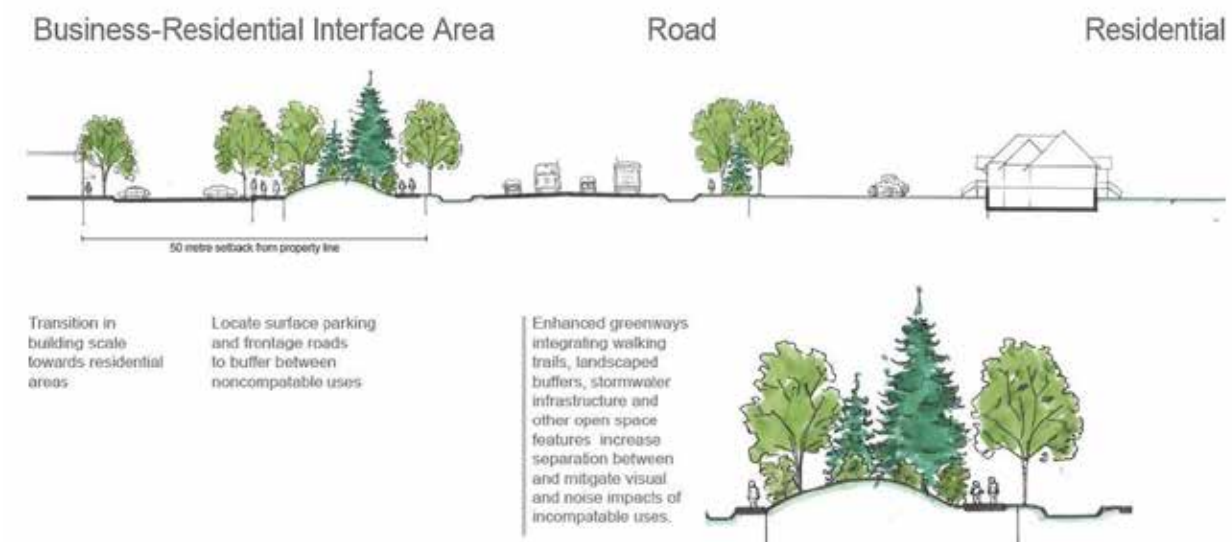
The Conrich Gateway Business Park Conceptual Scheme's development strategy is consistent with the development objectives of the industrial policies of the Conrich Area Structure Plan.

6.2.1 Non-Residential / Residential Interface

Section 14 of the Conrich Area Structure Plan establishes requirements for developments to minimize impacts of non-residential development on existing residential uses and to provide edge conditions between residential and non-residential subdivisions.

As generally illustrated on **Figure 15: Cell #1 Proposed Subdivision**, it is acknowledged that proposed Lots 4 - 7 within Development Cell #1 directly abut five (5) existing country residential parcels immediately south of Mckerverve Place. Given the alignment of the large semi-permanent open water wetland (to be dedicated as Environmental Reserve (ER), the subdivision design within Cell #1 is challenged to accommodate the required 50 m setback as schematically illustrated below.

Conrich Area Structure Plan Figure 3: Illustration of the Non-Residential / Residential Interface Area



The proponent of Development Cell #1 is prepared to collaborate with the owners of the five (5) adjacent residential parcels to mitigate the non-residential / residential interface requirements. Further, the developer anticipates these owners will demonstrate support for Council to remove the Non-Residential / Residential Interface along Mckerverve Place.

<ul style="list-style-type: none"> • • • • • • • 	<p>Policy 5.2.1.1 The developer shall collaborate with the five (5) owners of the country residential parcels directly north of Development Cell #1 to support a request for Council to request Council removing the Non-Residential / Residential Interface requirements along Mckerverve Place, as illustrated on the Conrich ASP's Map #6.</p>
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6.3 Regional Statutory Planning Framework

The following policy review section outlines the regional planning documents relevant to this Conceptual Scheme and indicates key areas of alignment with those policy documents, where applicable.

6.3.1 South Saskatchewan Regional Plan (SSRP)

The South Saskatchewan Regional Plan (SSRP) is a foundational planning tool that establishes a framework for managing Alberta's land and natural areas. The Plan has defined land-use regions and development plans for each area within the region which must be followed. All statutory plans that are prepared for lands within this region are required to align with the SSRP.

The policy framework of this Conceptual Scheme is consistent with the strategic objectives of the SSRP.

6.3.2 Calgary Metropolitan Region Board Growth Plan (CMRB)

In August 2022, the Calgary Metropolitan Region Board (CMRB) adopted the Regional Growth Plan to provide a policy framework for managing growth and implementing a long-term vision for the CMR. The Growth Plan is a set of strategies for planning and managing future population and employment growth to help achieve the desired future. The Growth Plan is guided and regulated by the Municipal Government Act and the Calgary Metropolitan Region Board Regulation (Alberta Regulation 190/2017 of the Municipal Government Act). The CMRB Regulation sets out the following objectives for the Growth Plan:

- a) to promote an integrated and strategic approach to planning for future growth in the CMR;
- b) to identify the overall development pattern and key future infrastructure investments that would:
 - + best complement existing infrastructure, services and land uses in the CMR,
 - + best complement the desired scale of development and community visions across the CMR,
 - + best address efficient and cost-effective growth and development, and iv) maximize benefits to the CMR;
- c) to coordinate decisions in the CMR to sustain economic growth and ensure strong communities and a healthy environment; and
- d) to promote the social, environmental and economic well-being and competitiveness of the CMR As described below, the proposed Princeton Conceptual Scheme (CS) aligns with the Conrich Area Structure Plan (ASP) and is therefore in accordance with the Growth Plan by forming a land use strategy to guide development in the area and determine opportunities for employment within the County.

The policy framework of this Conceptual Scheme is consistent with the strategic objectives of the CMRB.

6.3.3 Rocky View County / City of Calgary Intermunicipal Development Plan (IDP) Highway 1 East Corridor Focus Area and Interface Planning Considerations

The Rocky View County / City of Calgary Intermunicipal Development Plan (IDP) establishes high level strategic policies that aim to coordinate planning within Key Focus Areas as identified in the 2006 Annexation Agreement and address development adjacent to the major entranceways and border regions shared by each respective municipality.

The policy framework of this Conceptual Scheme is consistent with the strategic objectives of the Rocky View / Calgary IDP.

7.0

Consultation Summary

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

- + To ensure all key stakeholders are identified and included in the process.
- + To generate awareness about the Conceptual Scheme and provide opportunity for stakeholders to provide input.
- + To present preliminary plans for the development.
- + To solicit and record concerns from interested stakeholders so they can be proactively addressed during the Conceptual Scheme review process.
- + To ensure stakeholders are kept informed of the Plan's progress and provided opportunity to review additional information if desired.
- + To inform stakeholders how their input was used.
- + To ensure the engagement process is monitored and measured, and results are shared with all stakeholders.
- + To conduct communications related to the proposed development in an open, honest and respectful manner.
- + The smaller agricultural parcel within the extreme northwest corner of NW 30-24-28-W4M contains a communications tower with an associated accessory building which contains a navigational beacon associated with the Calgary International Airport (YYC)

A community consultation process will be completed after submission of the DRAFT Conceptual Scheme to administration for circulation and policy review.

This section of the DRAFT Conceptual Scheme will be updated prior to the Public Hearing following the conclusion of the developer's community consultation process.



A

Appendix A
**Supporting
Technical Reports**

SUPPORTING TECHNICAL REPORTS

- 1)** Phase 1 Environmental Site Assessment, Earthmaster Environmental Strategies, August 2023
- 2)** Biophysical Impact Assessment, Trace Associates, August 2024
- 3)** Geotechnical Investigation, Englobe, August 2024
- 4)** Transportation Impact Assessment, Bunt & Associates Engineering, April 2024
- 5)** Conceptual Stormwater Management Memo, Magna Engineering, August 2024
- 6)** Servicing Design Brief, LBC Engineering, August 2024



Conrich Gateway Business Park

CONCEPTUAL SCHEME

20
25 | JANUARY