

HIGHWAY 1

Conceptual Scheme

November 2026

Submitted to

ROCKY VIEW COUNTY

Submitted by

MANGO DEVELOPMENTS LTD

PROJECT CONSULTANT TEAM

Suteki Group (Architectural)

NDG Planning (Planning)

Bunt & Associates Engineering Ltd. (Transportation)

Richview Engineering Inc. (Civil Engineering)

PrairieGeo Engineering Ltd (Geotechnical)

Vertex Professional Services Ltd (Biophysical)

Vertex Professional Services Ltd (Environmental)

Contents

1.0 Introduction 1

1.1 DEFINITIONS 1

1.2 PURPOSE OF THIS PLAN 2

1.3 PROJECT GOALS 3

1.4 CONCEPTUAL SCHEME OBJECTIVES 4

2.0 Conceptual Scheme Description 6

2.1 LOCATION 6

2.2 LEGAL DESCRIPTIONS 6

2.3 LOCAL DEVELOPMENT CONTEXT 8

2.4 EXISTING LAND USES 8

2.5 EXISTING SITE CONDITIONS 9

3.0 Municipal Policy Framework 10

3.1 THE MUNICIPAL DEVELOPMENT PLAN (MDP) 10

3.2 CONRICH AREA STRUCTURE PLAN (CASP) 11

3.3 ROCKY VIEW COUNTY LAND USE BYLAW 11

3.4 ROCKY VIEW / CALGARY INTERMUNICIPAL DEVELOPMENT PLAN (IDP) 12

4.0 Implementation 13

4.1 THE IMPLEMENTATION PROCESS 13

4.2 PROPOSED LAND USES 13

4.3 FUTURE SUBDIVISION 13

4.4 GEOTECHNICAL CONSIDERATIONS 14

4.5 BIOPHYSICAL CONSIDERATIONS 14

4.6 ARCHAEOLOGICAL & HISTORICAL RESOURCE CONSIDERATIONS 15

4.7 TRANSPORTATION 15

4.8 UTILITIES - DEEP 16

4.8.1 Water 16

4.8.2 Wastewater 17

4.8.3 Stormwater 17

4.9 UTILITIES – SHALLOW 18

4.10 FIRE SUPRESSION 18

4.11 EMERGENCY RESPONSE 19

4.12 PUBLIC OPEN SPACE & PEDESTRIAN MOBILITY 19
4.13 SOLID WASTE MANAGEMENT 21
4.14 ARCHITECTURAL & LANDSCAPING GUIDELINES 21
4.15 AGRICULTURAL INTERFACE 22
4.16 NON-RESIDENTIAL / RESIDENTIAL INTERFACE 22
4.17 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA 23
4.18 APPENDIX B: COMMERCIAL AND INDUSTRIAL DEVELOPMENT 23
LANDSCAPING AND DESIGN GUIDELINES 23
4.19 DEVELOPMENT ADJACENT TO THE CANADIAN NATIONAL RAILWAY (CNR) LINE 24
4.20 BUSINESS LOT OWNER'S ASSOCIATION 24
5.0 Public Engagement 25

Figures, Tables & Supplements

F1 Highway 1 Conceptual Scheme & Associated Appendices 1
F2 Conceptual Development Plan 3
F3 Possible Future Appendices' Area 5
F4 Regional Context 6
F5 Highway 1 Conceptual Scheme Legal Parcels - Location 7
F6 Existing Land Uses 8
F7 Possible Abbey Road Connection 20
F8 Conceptual Scheme Landowners' Engagement Summary – April 2025 27

T1 Highway 1 Conceptual Scheme Legal Parcels - Details 7

S1 January 2025 Letter to Conceptual Scheme Landowners 30
S2 March 2025 Letter to Conceptual Scheme Landowners 32
S3 April 2025 Letter to Conceptual Scheme Landowners 33
S4 Open House Notification 34
S5 Open House Sample Comment Sheet 35

1.0 Introduction

1.1 DEFINITIONS

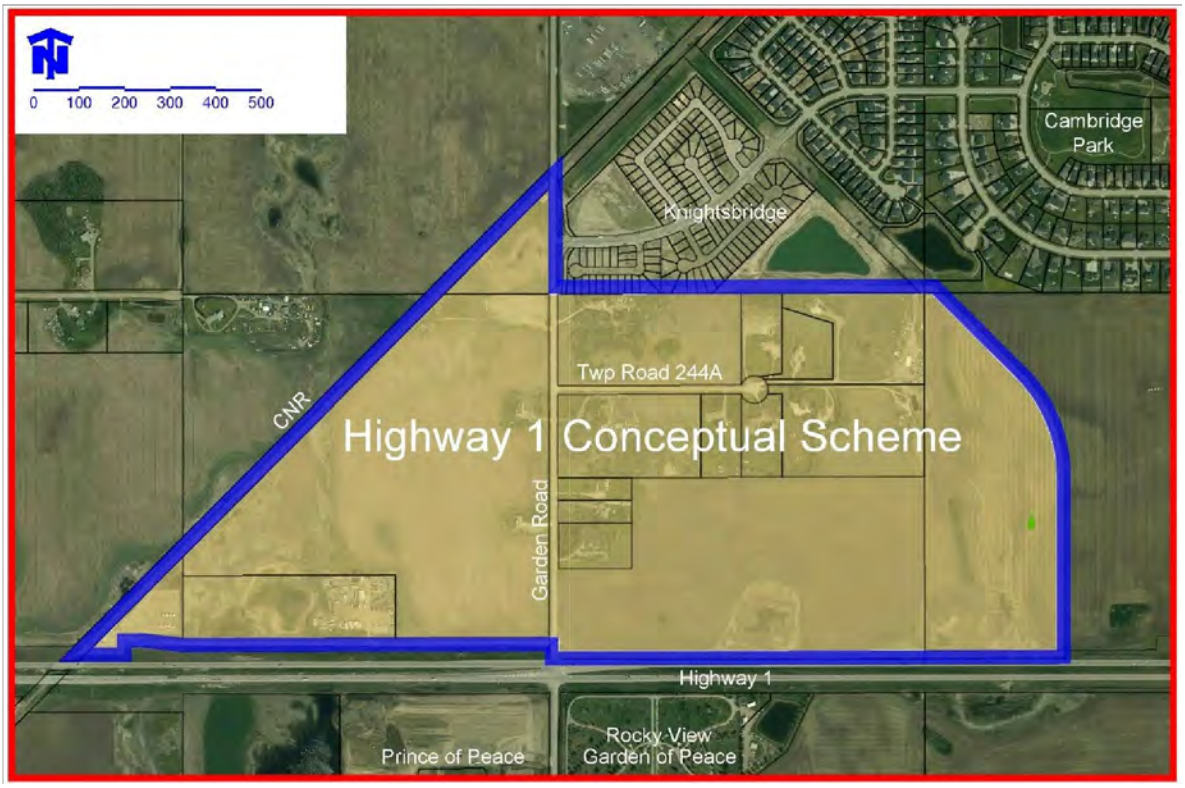
The following definitions help to understand the complexities of the Appendix A – Mango Development Concept as it is related to the Highway 1 Conceptual Scheme (H1CS). See **Figure 1: Conceptual Scheme** for a graphic representation.

Conceptual Scheme or Plan Area The total area of the H1CS, comprising approximately 131.82 hectares (325.71 acres), located in the Conrich Area Structure Plan, southeast of the CNR and north of Highway 1.

Proponents Landowners of a portion of SW29-24-28 W4M, who wish to immediately redesignate and subdivide their respective properties.

Appendix A - Mango Development Cell The land owned by the proponents for immediate land use redesignation and subdivision of 27.51 hectares (67.98 acres). The Appendix A - Mango Development application will include the necessary reports to support its developability as one phase of development in the Highway 1 Conceptual Scheme area.

Figure 1: Highway 1 Conceptual Scheme



Policy 1.1.1 ***Landowners developing with the Highway 1 Conceptual Scheme area shall be required to prepare a conceptual scheme specific to their development to be appended to this plan, in addition to any required land use amendment(s), subdivision, and/or development permit(s).***

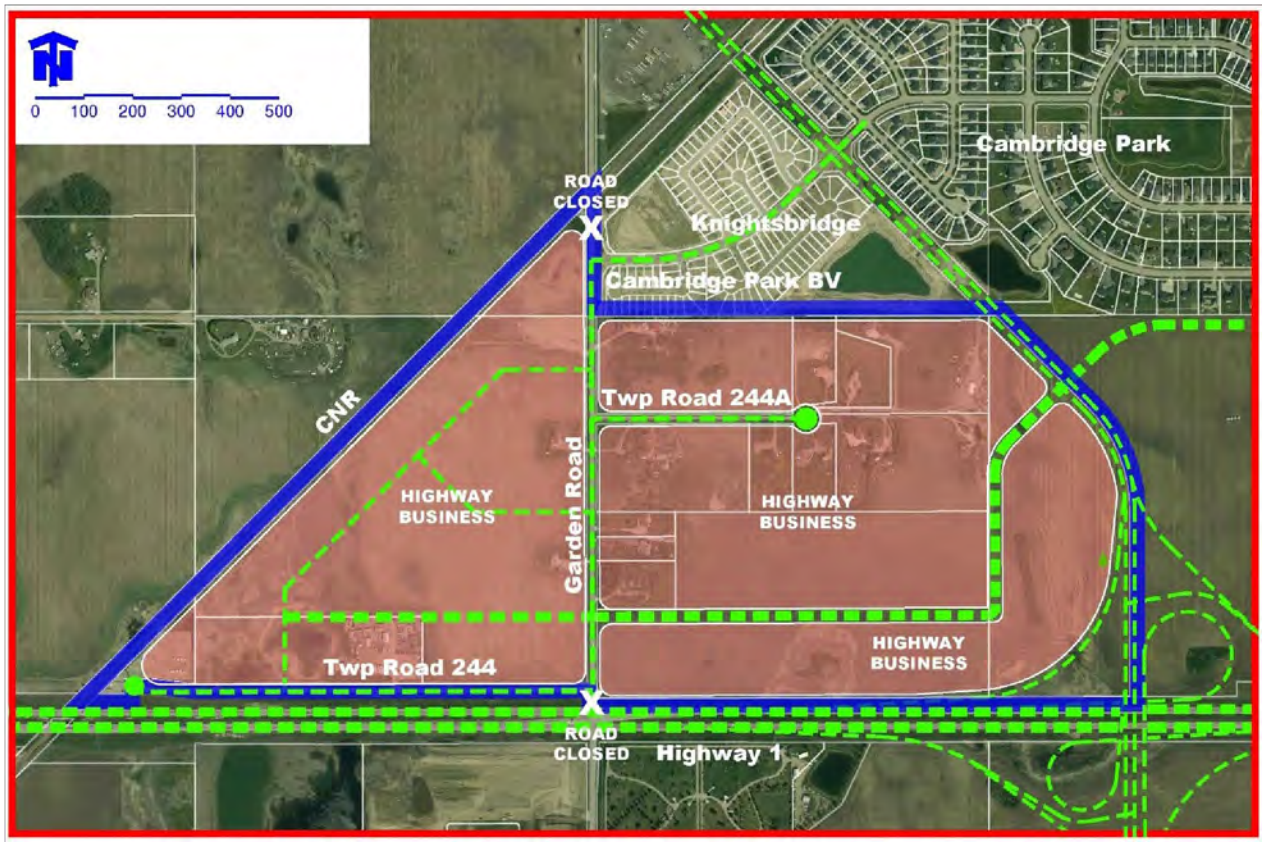
Policy 1.1.2 ***Each application submitted to the county, per Policy 1.1.1 above, shall address the following criteria and any other matters appropriate to the development as determined by the county:***

1. ***Shall be consistent with the vision, goals, and policies of the Conrich Area Structure Plan;***
2. ***A plan showing the proposed parcel configuration and orientation of the subdivision;***
3. ***A plan showing how lands containing identified wetlands and/or historic resources can be mitigated prior to surface disturbances occurring in accordance with the applicable regulatory authority;***
4. ***Technical reporting that demonstrates how the required transportation, utility servicing, and stormwater management infrastructure will be provided in accordance with the county's Servicing Standards, and the requirement of any applicable regulatory authority;***
5. ***A plan showing the proposed disposition of outstanding Municipal Reserve to be provided at the subdivision stage through dedication of land, cash-in-lieu, or a combination of both.***
6. ***A plan showing any Environmental Reserve as defined and implemented in accordance with the Alberta Municipal Government Act;***

1.2 PURPOSE OF THIS PLAN

H1CS establishes a comprehensive development vision, rationale, and implementation framework to support the development of a comprehensively planned Highway Business centre in accordance with the Conrich Area Structure Plan (Conrich ASP). The Conceptual Scheme's policies are intended to facilitate the immediate subdivision of a portion of the SW29-24-28 W4M, in addition to establishing a framework for the potential, further development of the other parcels within the subject area. The H1CS implementation framework is intended to guide the county's decision-making process regarding future applications for land use redesignation and subdivision.

Figure 2: Conceptual Development Plan



Policy 1.2.1 ***If Figure 2: Conceptual Development Plan is altered, it shall be replaced in this document with a newer version.***

Policy 1.2.2 ***Figure 2: Conceptual Development Plan is conceptual only and subject to future appendix planning.***

1.3 PROJECT GOALS

The H1CS contemplates a comprehensively planned highway-based commercial centre in accordance with the following goals:

- Establish a policy framework that ensures future development respects the existing site adjacent conditions within the Plan Area, including the configuration of existing building sites, topography, surface drainage, and vegetation patterns.
- Ensure new commercial development is supported by appropriate improvements to the municipal transportation network.
- Ensure the new commercial subdivision is supported by an appropriate potable water supply.

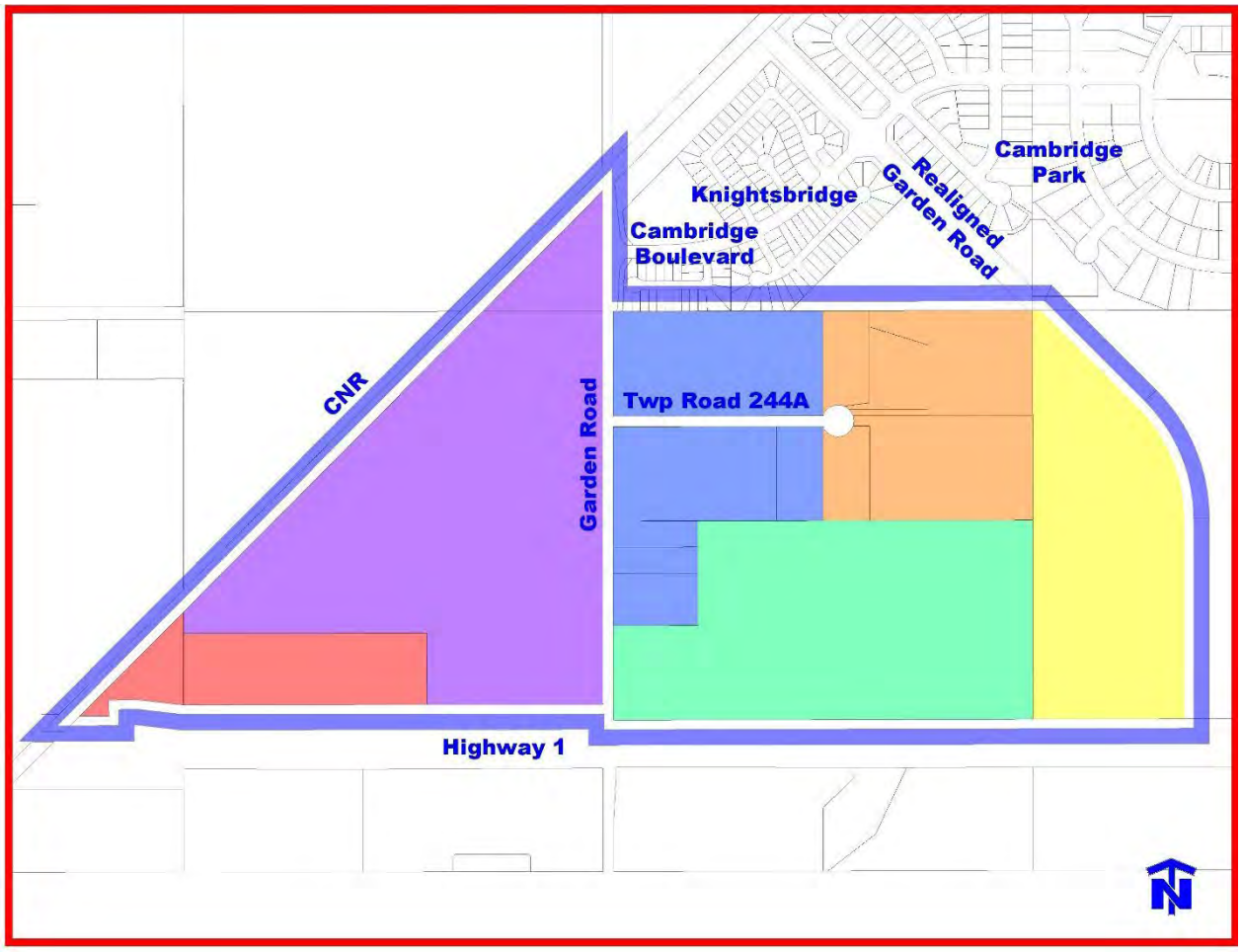
- Ensure the new commercial subdivision is supported by an appropriate wastewater connection to the county's utility system.
- Establish a strategy to maintain positive stormwater management in accordance with the Conrich Master Drainage Plan.
- Establish a phasing strategy that accommodates future redevelopment in an orderly and sequential manner, in accordance with the aspirations of each landowner within the Plan Area, based on the availability of required infrastructure and market demand.

1.4 CONCEPTUAL SCHEME OBJECTIVES

The objectives of the H1CS are to:

a) Summarize existing conditions within the Plan Area to identify development opportunities and constraints,
b) Establish a future development concept supported by an integrated land use framework designed to facilitate commercial development within the Conceptual Scheme area in accordance with the Conrich Area Structure Plan (CASP) and the Rocky View County (county's) Servicing Standards,
c) Establish a strategy to implement transportation, utility services, and stormwater management infrastructure as required to support commercial development and related uses,
d) Establish expectations for the provision of Emergency Response within the Plan Area, and
f) Summarize a community consultation program implemented to inform and educate affected landowners and interested stakeholders.
g) Provide logical progression of appendices to be attached to this Conceptual Scheme that are appropriately sized to avoid redundancy.

Figure 3: Possible Future Appendices' Areas



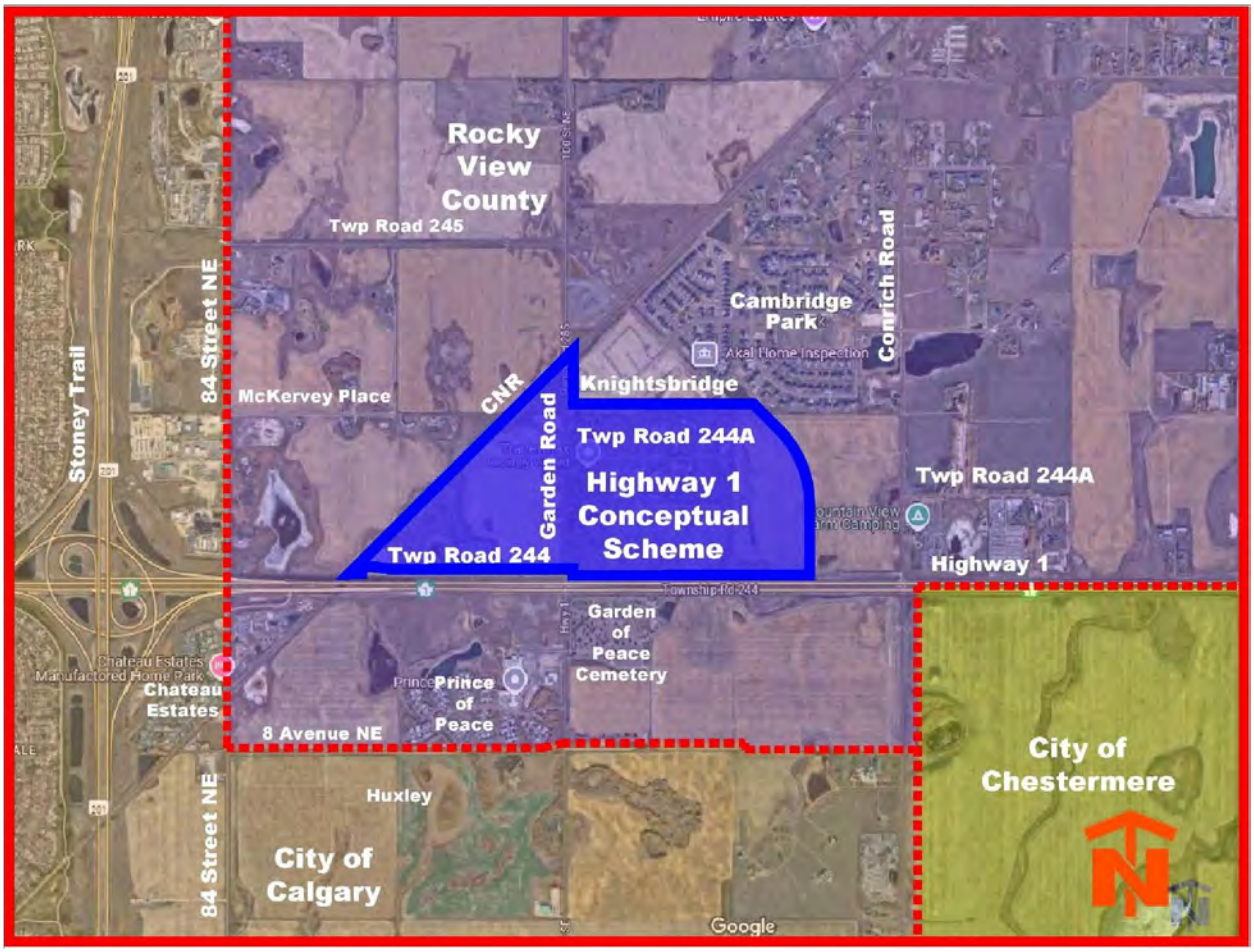
Policy 1.4.1 *Figure 3: Possible Appendices' Areas suggests how future appendices may be formed to provide a logical approach to good planning practices. Larger appendices will be acceptable.*

2.0 Conceptual Scheme Description

2.1 LOCATION

As shown in **Figure 4: Regional Context**, the Highway 1 Conceptual Scheme area is shown within the broader context of the surrounding Conrich community.

Figure 4: Regional Context



Source: Google Maps

2.2 LEGAL DESCRIPTIONS

There is a total of seventeen (17) parcels in the H1CS. **Table 1: Highway 1 Conceptual Scheme Parcels - Details** summarizes the respective legal descriptions, areas, addresses, where applicable, and land uses, and **Figure 5: Highway 1 Conceptual Scheme Legal Parcels - Location** identifies the location of each numbered parcel referenced in the table.

Table 1: Highway 1 Conceptual Scheme Legal Parcels - Details

PARCEL	LEGAL DESCRIPTION	ADDRESS	APPROX AREA * hectares	APPROX AREA * acres	EXISTING LAND USE
1	SW30-24-28 W4M (portion)	285152 Twp Road 244	1.60	3.94	
2	Lot 1 Plan 8811045	285060 Twp Road 244	6.40	15.81	A-SML p8.1
3	SE30-24-28 W4M (portion)	244041, 244077 Range Road 285	37.79	93.39	A-GEN/S-PUB
4	NE30-24-28 W4M (portion)	None	2.59	6.41	A-GEN
5	Block A Plan 4646 HS	244116 Range Road 285	8.10	20.01	A-SML p8.1
6	Lot 1 Block C Plan 9812444	284188 Twp Road 244A	1.62	4.00	R-RUR
7	Lot 2 Block C Plan 0514468	284184 Twp Road 244A	1.62	4.00	R-RUR
8	Lot 3 Block C Plan 0514468	284172 Twp Road 244A	4.78	11.80	R-RUR p4.0
9	SE29-24-28 W4M (portion)	None	20.12	49.72	A-GEN
10	Block D Plan 4556 JK	284185 Twp Road 244A	6.35	15.70	A-SML p8.1
11	Block F Plan 9411471	284187 Twp Road 244A	1.54	3.81	R-RUR
12	Block E Plan 9111274	284199 Twp Road 244A	1.62	4.00	R-RUR
13	Block B Plan 4646 HS	Units A & B 244084 Range Road 285	5.66	13.99	A-SML p8.1/R-RUR
14	SW29-24-28 W4M (portion)	244054 Range Road 285	0.81	2.00	R-CRD
15	SW29-24-28 W4M (portion)	244052 Range Road 285	0.81	2.00	R-CRD
16	Block G Plan 9610310	244030 Range Road 285	1.62	4.00	R-RUR
17	SW29-24-28 W4M (portion)	None	27.51	67.98	A-GEN
SubTotal			130.54	322.54	
Roads			1.28	3.17	
TOTAL			**131.82**	**325.71**	

* *Areas extracted from the online Rocky View County Atlas link*

Figure 5: Highway 1 Conceptual Scheme Legal Parcels - Location



2.3 LOCAL DEVELOPMENT CONTEXT

The existing character pattern in the H1CS area includes an evolving mix of rural residential lots and small holdings' agricultural parcels, generally described as follows:

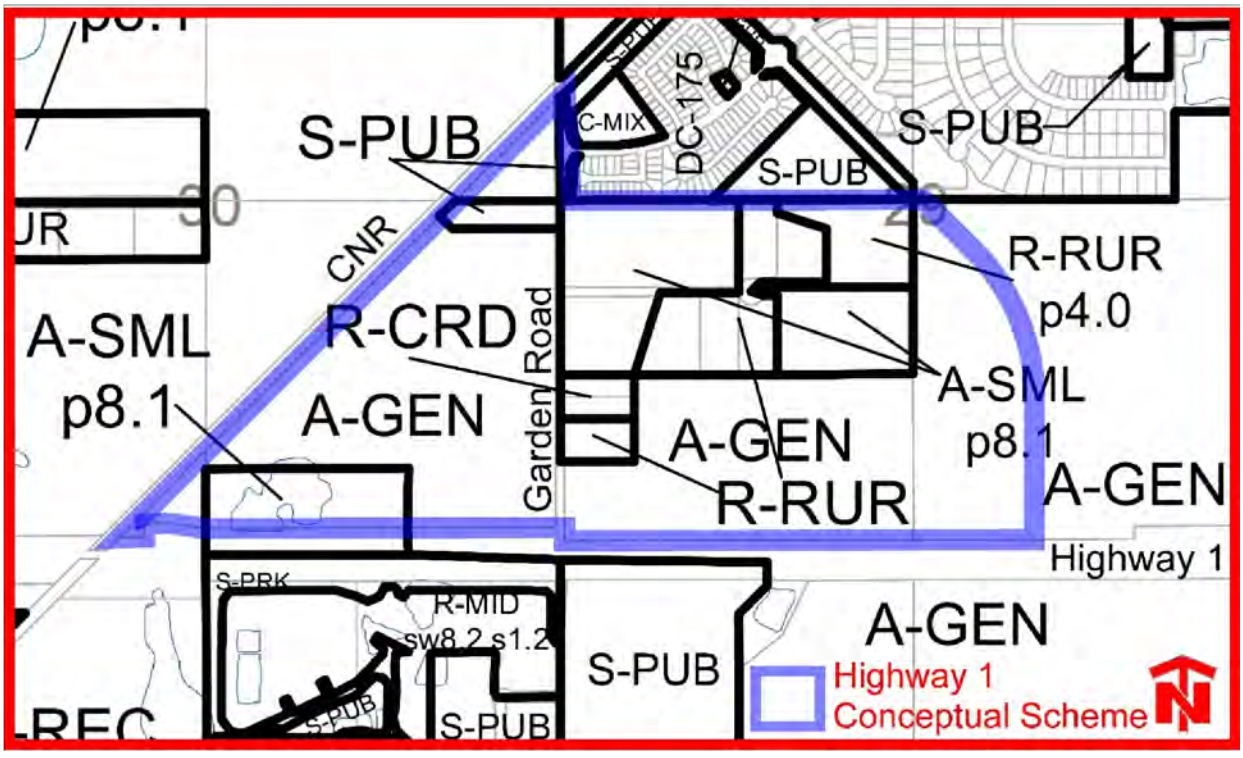
- characterized by previously subdivided agricultural parcels, in the general range of 2 to 16 acres, containing single-detached homes and accessory structures.

2.4 EXISTING LAND USES

The existing land uses within the Highway 1 Conceptual Scheme are Agricultural (A-GEN and A-SML p8.1) Residential (R-CRD, R-RUR, R-RUR p4.0), and Special (S-PUB). The purpose of the AGEN and A-SML land use districts is to provide for a range of large to mid-size parcels for agricultural use to accommodate traditional and emerging trends in agriculture. The purpose of the R-CRD, R-RUR, R-RUR p4.0 land use districts is to provide for residential uses in a rural setting, on parcels which may accommodate limited agricultural pursuits. The purpose of the SPUB land use district is intended for institutional, educational, and recreational purposes.

It is noted that all land within the Conceptual Scheme area are anticipated to accommodate commercial subdivisions in accordance with the provisions of the Conrich Area Structure Plan (CASP).

Figure 6: Existing Land Uses



2.5 EXISTING SITE CONDITIONS

The Highway 1 Conceptual Scheme area includes flat to gently sloping land with sparse tree cover with predominant cultivated fields and open grass clearings. The Plan Area includes seventeen (17) parcels, most of which are presently developed with single-detached dwellings and accessory buildings, and some with private businesses. A storage yard and public works' facilities are located along Township Road 244, a service road to Highway 1. There are a few water bodies interspersed throughout the Plan Area.

H1CS is presently accessed in the south via Highway 1, at Garden Road and in the north via Garden Road or Cambridge Park Boulevard. Access is restricted along Highway 1 in the south and by the CNR line in the west.

3.0 Municipal Policy Framework

3.1 THE MUNICIPAL DEVELOPMENT PLAN (MDP)

Under the MDP, the Plan Area is in the Conrich Distinct Community Area (Map 2), which states, *"…a healthy mix of residential, commercial, and industrial uses…"*. The Plan Area also falls within the Growth Hamlet Area of Conrich (Map 3), which states, *"…are mixed-use communities that co-locate higher intensity development including a range of residential options and diverse employment, institutional, and community uses.".*

The MDP includes the following vision statement:

> *Rocky View is home to diverse communities offering a range of rural lifestyles and opportunities for residents and businesses at every stage of life.*

The Business Highway component proposed in H1CS addresses the opportunity for residents (Conrich, Prince of Peace, and Princeton) to access much needed commercial services that are conveniently located near them.

The MDP establishes goals in which all future developments within the municipality are expected to embrace:

- *Focused Growth and Effective Services.*
- *Celebrate the County's Diverse Communities and Lifestyles.*
- *Support Agriculture.*
- *Maintain Healthy Land and Water, and*
- *Grow Our Business Community.*

Focused Growth and Effective Services

H1CS is in the Conrich ASP and near the Hamlet of Conrich, identified as a Distinct Community Area and Growth Hamlet Area, where utilities are available and required to connect to. Concentrating on retail and office uses in this area will assist in focusing on growth where the county requires it.

Celebrate the County's Diverse Communities and Lifestyles

H1CS offers uses to complement the diverse communities in the area, including urban-style residences in the hamlet, country residences elsewhere, and aging-in-place residences within the Prince of Peace area.

Maintain Healthy Land and Water

It is anticipated that H1CS will offer unique stormwater solutions that may integrate existing wetlands to aid in their continued, healthy existence.

Grow Our Business Community

The future development of highway business uses, including retail and office, along Highway 1, will promote economic diversity, local employment opportunities, and set the stage for a visually enticing development within the county's central-eastern sector. As such, this document is consistent with the MDP's Managing Growth goals and policies.

3.2 CONRICH AREA STRUCTURE PLAN (CASP)

H1CS includes an implementation strategy to facilitate Highway Business and Transition uses which is consistent with *Map 5: Land Use Strategy* in the Conrich ASP. Most of the Plan Area is designed as Highway Business and would support large format retail centres, shopping centres, outlet malls, office buildings, business parks, regional services, and tourist facilities. There is a cul-de-sac of residential development on Township Road 244A, that is designated "Transition", intended to support the transition from country residential to highway business uses. As illustrated on *Map 13: Phasing*, H1CS is situated within the Conrich ASP's Phase 2 boundary, which requires a market demand and a regional stormwater conveyance system to been chosen (Policy 27.16), prior to a land use amendment and subdivision proceeding. This Conceptual Scheme has been prepared pursuant to the future land use and development phasing provisions of the Conrich ASP and addresses the specific policies described in *Sections 9 Country Residential (Transition) and 10 Commercial (Highway Business)*.

The CASP identifies the Plan Area as requiring policy direction regarding Gateways and Highway 1 East Corridor Focus Area (Section 15). Lands adjacent to Highway 1 should be developed in a sensitive manner to emulate an attractive and maintained environment as one travels through the county.

The CASP contains policies related to the treatment of interfaces between residential and non-residential uses to permit careful and sensitive integration of businesses into the area (Section 14).

Policy 3.2.1 ***For all appendices of the Conceptual Scheme, Gateway and Non-Residential / Residential Interface policies shall be addressed.***

3.3 ROCKY VIEW COUNTY LAND USE BYLAW

The vision for H1CS is for commercial development and therefore, land uses listed in the "C" or Commercial and/or "B" or Business categories would be generally supported in land use redesignation applications. The Direct Control district may be appropriate if specific CASP goals and objectives require reinforcement. Uses are intended to serve the traveling public, tourists, and local communities, and may include hotels/motels, drinking and entertainment establishments, public or private recreational uses, gas / electric stations, and small and large format retail uses.

Although detailed design of the lots will not be determined until after the land use redesignation and this Conceptual Scheme are approved, the proposed development broadly complies with the provisions of the B-REG, B-LOC, C-HWY, and / or C-REG land use districts, including meeting minimum parcel size, maximum building height, setbacks, landscaping, and servicing requirements.

Policy 3.3.1 ***For all appendices of this Conceptual Scheme, any proposed land use district shall adhere to the rules and regulations of the county's Land Use Bylaw.***

3.4 ROCKY VIEW / CALGARY INTERMUNICIPAL DEVELOPMENT PLAN (IDP)

The IDP includes the Plan Area and therefore, policies relevant to this area of the county are to be addressed. Under *Key Focus Areas, Section 4.5 Highway 1 East Corridor*, the following two policies are of note:

> *4.5.1 Rocky View and Calgary should ensure that The Town of Chestermere is engaged as a stakeholder in planning processes that occur within this Key Focus Area and that are adjacent to the Town's boundary. BYLAW 24P2012 C-7197-2012*
>
> *4.5.2 Coordination of land use policy and transportation should be carefully considered as future development will be contiguous across the boundary.*

Policy 3.4.1 ***For all appendices of the Conceptual Scheme, any proposal shall adhere to relevant policies outlined in the Rocky View / Calgary Intermunicipal Development Plan.***

4.0 Implementation

4.1 THE IMPLEMENTATION PROCESS

The H1CS's policy framework is intended to guide the implementation of a comprehensively designed commercial development for the entire Conceptual Scheme over time, as generally contemplated by the Conrich Area Structure Plan. While the illustrated scenario in **Figure 2: Conceptual Development Plan** suggests commercial development will occur throughout the Conceptual Scheme area, the policies of this Conceptual Scheme do not obligate any landowners to redevelop their lands with a prescribed land use or within a prescribed timeline. Instead, it is anticipated that each landowner will pursue the redevelopment process of their lands, subject to their own individual development aspirations and associated timelines.

Policy 4.1.1 ***Each landowner within this Conceptual Scheme shall prepare the necessary documentation in accordance with the county's requirements, to seek land use redesignation and subdivision approvals in accordance with the Highway 1 Conceptual Scheme, the Rocky View County Municipal Development Plan, the Rocky View / Calgary Intermunicipal Development Plan, the Conrich ASP, and the county's Servicing Standards.***

4.2 PROPOSED LAND USES

The ultimate configuration of land uses within the H1CS area is expected to be dominated by commercial and/or business land use districts, e.g. B-REG, B-LOC, C-HWY, or C-REG . When ready for further development, each landowner will apply for a land use amendment to pursue the intended development on their property, in accordance with the provisions of this Conceptual Scheme, the requirements of the Conrich Area Structure Plan, as amended, and the county's Servicing Standards. If the intent is not for commercial development, then the county will evaluate the proposal on its own merits. As there are some small parcels in the Plan Area, it would be beneficial / cost effective / best planning practice if groups were to work together on appendices.

Policy 4.2.1 ***Due to the small size of some of the parcels within the Plan Area, landowners should be encouraged to combine their efforts for appendix submissions of a minimum of 8.1 hectares (20.0 acres).***

4.3 FUTURE SUBDIVISION

Subdivision of the parcels within the H1CS area is expected to occur as generally illustrated by **Figure 2: Conceptual Development Plan,** according to design criteria described as follows:

- Minimum parcel sizes shall be in accordance with the requirements of the county's applicable land use designations.
- Dedication of any Public Utility Lots (PULs), Municipal Reserve (MR), and Environmental Reserve (ER) as contemplated by this Conceptual Scheme.
- Implementation of required transportation, utility servicing, and stormwater management infrastructure, as contemplated by this Conceptual Scheme, in accordance with the provisions of the county's Development Agreement Process and Servicing Standards.

4.4 GEOTECHNICAL CONSIDERATIONS

It is important that the land upon which development is to occur is geotechnically stable, particularly where there are slopes greater than 15%. All landowners wishing to develop their respective properties require this analysis and any recommendations to be completed prior to subdivision.

Policy 4.4.1 ***A full geotechnical report shall be submitted to the county for each appendix submission in accordance with the county's Servicing Standards Section 300.***

Policy 4.4.2 ***The developer shall provide a detailed geotechnical investigation, at or prior to the subdivision stage, to demonstrate that sub-surface conditions are favourable for the intended development, in terms of both slope stability and groundwater, in accordance with the requirements of the county's Servicing Standards.***

4.5 BIOPHYSICAL CONSIDERATIONS

To successfully manage land use and guide design for future development in the H1CS area, documentation of the existing biophysical conditions will provide the foundation for identifying valued ecosystem components (VECs), which are biophysical features or conditions that are important for healthy ecosystems. These can include features such as steeply sloping terrain, rare wildlife, and waterbodies. Once existing biophysical conditions are known, construction and proposed land use activities are then analyzed for potential interactions with VECs. Outcomes of this impact analysis includes design- or project-specific mitigation measures to avoid or minimize project interactions with a VEC, and where impact avoidance or minimization were not achieved, compensation or other types of recommendations are proposed.

There are roughly eight ecosystem components examined in a general environmental assessment; and site-specific conditions for any one of these components may trigger the need for more types of environmental assessments depending on the development activity. Landowners need to understand their environmental responsibilities when planning to develop their property, as follows:

Policy 4.5.1 ***The developer shall prepare a Biophysical Impact Assessment (BIA) in accordance with the county's Servicing Standards. Furthermore, the developer shall retain qualified professionals to complete required biophysical analyses and documentation in accordance with requirements detailed in the county's Servicing Standards, provincial Wetland Policy, and any other regulations/standards that may apply, based on biophysical conditions and type of land use activities proposed.***

Policy 4.5.2 ***The developer shall assure any lands identified as Environmental Reserve are delineated and protected by Section 19.0 Natural Environment of the Conrich ASP.***

Policy 4.5.3 ***Activities associated with potential impacts on a waterbody shall proceed only once authorization(s) from the Government of Alberta (GoA) have been received.***

4.6 ARCHAEOLOGICAL & HISTORICAL RESOURCE CONSIDERATIONS

Archeological and historical considerations, when land is to be disturbed, must be addressed through provincial regulations. This includes, at least, a Historical Resource Overview (HRO). In turn, a HRO may require further work to be completed, via a Historical Resource Impact Assessment (HRIA), prior to the commencement of physical activity on the land.

Policy 4.6.1 ***Each appendix shall submit a Historical Resource Overview (HRO) to the province to determine if any further mitigation work is required.***

Policy 4.6.2 ***Should it be determined from the HRO that a Historical Resources Impact Assessment is required, the required work shall be completed prior to subdivision approval.***

4.7 TRANSPORTATION

The H1CS is located on the fringe of Stoney Trail, Calgary's ring road, and adjacent to and north of Highway 1. This physical position places the H1CS in a highly visually exposed circumstance, prompting the need to support various policy documents that acknowledge the impact development will have as one travels along Highway 1.

H1CS's current access to Highway 1 to the south and Township Road 250 to the north are via controlled intersections at Garden Road. Due to development pressures in the general Conrich area, a Parclo-A4 interchange is proposed on the east side of the H1CS area. When this infrastructure is completed and in operation, it will necessitate the closure of the intersection of Highway 1 and Garden Road. Traffic patterns will shift to the interchange, including future road connections within the general Conrich area. Traffic impact assessments will need to address

this future infrastructure in determining vehicular movements, volumes, and safety considerations. As a result, for each appendix submission, consultation with the county is required to establish the appropriate level of traffic impact study and to establish a term of reference.

The Garden Road crossing at the CNR line, north of Cambridge Park Boulevard, is anticipated to close once a future eastward road connection is constructed. This would allow Garden Road to be realigned along a more direct route to the planned interchange at Highway 1. Refer to **Figure 2: Conceptual Development Plan**.

Policy 4.7.1 ***Each appendix submission shall submit a Traffic Impact Assessment (TIA) in consultation with the county to establish a Terms of Reference.***

Policy 4.7.2 ***All TIAs shall be in adherence to the county's Servicing Standards and any other policy requirements including in consideration of the IDP and Alberta Transportation requirements.***

Policy 4.7.3 ***If any secondary/emergency access is required for any proposed subdivision in the Highway 1 Conceptual Scheme area, it shall be designed in accordance with the county's Servicing Standards.***

Policy 4.7.4 ***The developer shall be required to provide applicable Transportation Off-Site Levies at the subdivision stage.***

Policy 4.7.5 ***The developer shall complete all offsite road/intersection upgrades as per any recommendations of a Traffic Impact Assessment (TIA) at its cost to the satisfaction of the county and Alberta Transportation and Economic Corridors (ATEC).***

Policy 4.7.6 ***The Garden Road crossing of the CNR line shall be closed when an alternate road crossing is constructed further east.***

Policy 4.7.7 ***Any land acquisition required to accommodate the future expansion of Highway 1, including widening and interchange improvements, shall be identified at the subdivision stage and addressed to the satisfaction of the province and the county.***

4.8 UTILITIES - DEEP

4.8.1 Water

Commercial development in Highway 1 Conceptual Scheme will be serviced with potable water via the Rocky View Water Co-op. Any construction of the potable water infrastructure will be provided by the landowner, in accordance with the applicable

provincial regulatory requirements, the county's Servicing Standards, and the Rocky View Water Co-op's specifications.

Policy 4.8.1.1 ***The developer shall, at its sole cost, connect to the Rocky View County Utility System and undertake any upgrades to existing potable water infrastructure required to facilitate the connection.***

Policy 4.8.1.2 ***At the subdivision stage, the developer shall construct the internal water distribution network, in accordance with applicable provincial regulatory requirements and the county's Servicing Standards.***

4.8.2 Wastewater

Wastewater service within the Highway 1 Conceptual Scheme area will be provided via the extension of the Rocky View County Utility System, located in the area. Any costs associated with this connection will be borne by the respective developers.

Policy 4.8.2.1 ***The developer shall, at its sole cost, connect to the Rocky View County Utility System and undertake any upgrades to existing wastewater infrastructure required to facilitate the connection.***

Policy 4.8.2.2 ***At the subdivision stage, the developer shall construct the internal wastewater distribution network in accordance with the county's Servicing Standards.***

4.8.3 Stormwater

Topography within the Highway 1 Conceptual Scheme area is gently undulating with slopes generally ranging from 0% to 4%, located within the Shepard Regional Drainage Basin, a tributary to Bow River. The Conceptual Scheme area drains southeast along an overland drainage course that exits under Highway 1 approximately 630 metres west of Conrich Road.

The ultimate solution to stormwater management for the H1CS is the Cooperative Stormwater Management Initiative (CMSI), which is long term, and costly. Therefore, interim solutions are available, provided certain studies are used to form an acceptable management plan. Provisions should be made for any development in the H1CS area to connect to CSMI system and to be compliant with its requirements at the time of connection.

The county prepared the Conrich Master Drainage Plan (CMDP) to assess the surface drainage characteristics of the surrounding drainage basin. The CMDP establishes a 0 L/sec/ha maximum runoff release rate which all developments within the basin are required to maintain.

Policy 4.8.3.1 ***The developer shall provide a site-specific Stormwater Management Plan at the subdivision stage to assess pre- and post-development surface drainage characteristics to ensure positive drainage conditions are maintained during and after the development's implementation.***

Policy 4.8.3.2 ***The design of the stormwater management system shall accommodate the unit area release rates and volume retention targets per the Conrich Master Drainage Plan.***

Policy 4.8.3.3 ***The developer shall provide payment for required infrastructure upgrades at the subdivision stage in accordance with the county's Stormwater Offsite Levy Bylaw.***

Policy 4.8.3.4 ***The developer shall ensure provisions are made for any development within the H1CS area to be compliant with the Cooperative Stormwater Management Initiative (CMSI) system requirements.***

Policy 4.8.3.5 ***The size of any stormwater management facility shall be determined through a Stormwater Management Report at the subdivision stage, to the satisfaction of the county and in accordance with the Conrich Master Drainage Plan and the county's Servicing Standards.***

4.9 UTILITIES – SHALLOW

Shallow utilities (i.e., electricity, telecommunications, natural gas) will be provided by the landowner at the subdivision stage in consultation with all applicable shallow utility providers. Tie-ins will be from the existing infrastructure for each service.

Policy 4.9.1 ***Shallow utilities shall be installed and/or financed at the subdivision stage in consultation with the applicable utility providers.***

Policy 4.9.2 ***The alignments for utility installations shall be determined at the subdivision stage in accordance with the county's Servicing Standards.***

4.10 FIRE SUPRESSION

It is acknowledged that while any proposed development with the H1CS area will be required to connect to the county's potable water utility, other methods to assist in fire suppression should be explored and encouraged. This may include utilizing the stormwater management facilities to provide a water supply with a drafting hydrant or providing a sprinkler system for each commercial building.

Policy 4.10.1 ***All commercial buildings shall propose appropriate sprinkling systems, to the satisfaction of the county.***

Policy 4.10.2 ***Any water capacity calculations shall include the design appropriate to provide for fire suppression.***

4.11 EMERGENCY RESPONSE

There is no fire station located within the Emergency response time of ten minutes of the H1CS. The CASP identifies a future site to be located to the north and will provide the 10-minute response time as noted in building code documentation. Secondary fire response is anticipated from the Cities of Calgary and/or Chestermere, subject to the terms of the applicable Intermunicipal Agreement. Policing will be provided by the Cities of Calgary and/or Chestermere, with support from the Rocky View County Community Peace Officers. Emergency Response will be addressed by the 911 system with dispatch of ambulance service from EMS facilities within the City of Calgary.

Policy 4.11.1 ***Until fire response times are reduced to less than ten minutes, all proposed buildings within the H1CS shall comply with the applicable provincial building code requirements, including the installation of fire sprinkler systems.***

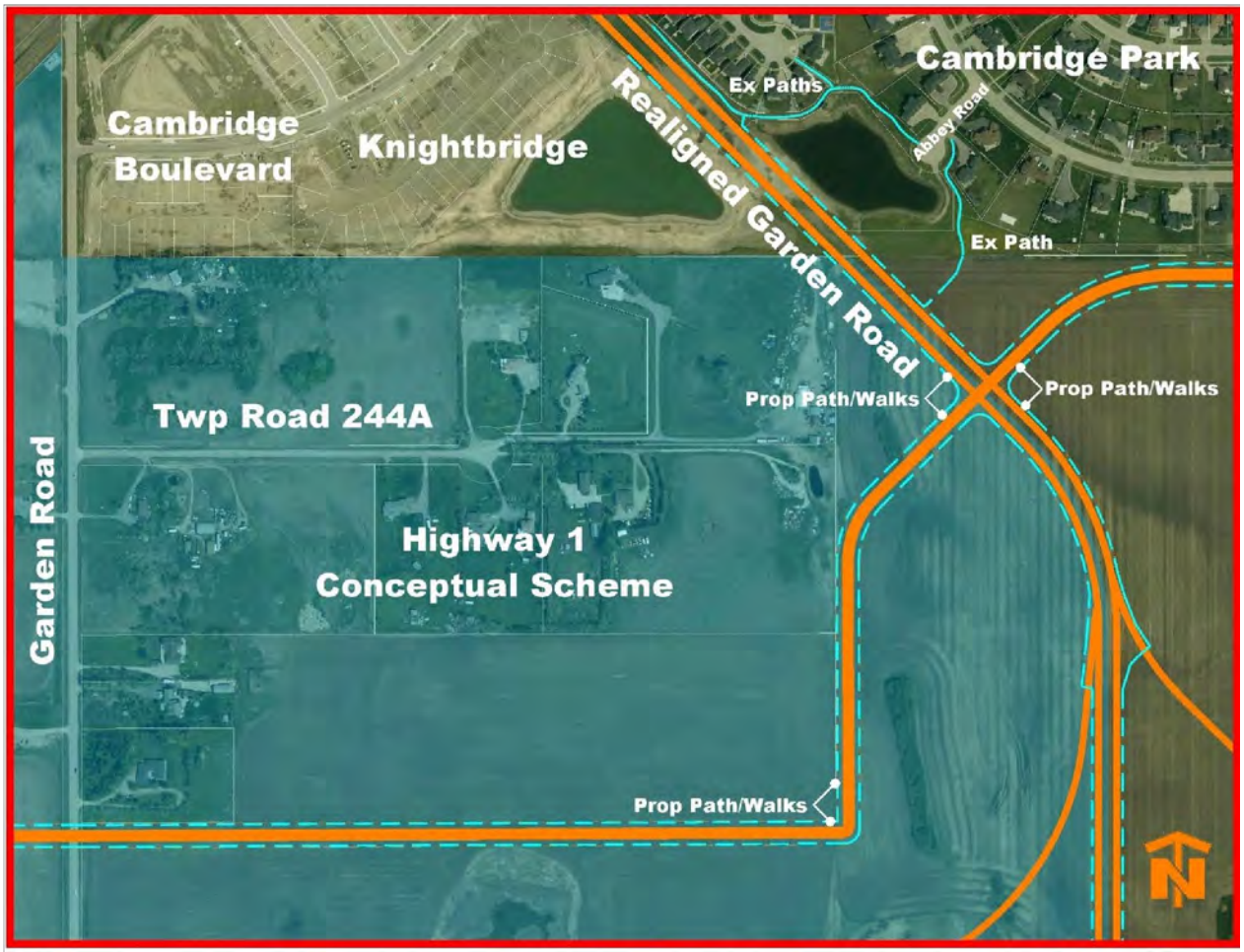
4.12 PUBLIC OPEN SPACE & PEDESTRIAN MOBILITY

The landowner, should they wish to subdivide, is required to provide any outstanding Municipal Reserve (MR) at the subdivision stage, either by land dedication or cash-in-lieu in accordance with the requirements of the Municipal Government Act. It is noted that the county may consider cash-in-lieu, dedication of land, or deferral of land, or a combination of all three for MR dedication. All future developments should outline provision of municipal reserves as appropriate in consideration of the Conrich ASP and any other parks and/or open space policy documents.

Environmental Reserve (ER) is identified in the Municipal Government Act as those lands that are generally considered unsafe to the public and undevelopable due to containing waterbody and/or steep slope landforms. This is determined through the Conceptual Scheme and subsequent subdivision processes and provided as either titled property (ER) or as an easement in favour of the municipality (ERE). Land that may be of environmental significance but not qualifying as environmental reserve, such as tree stands, should be protected in their natural state through alternative means as determined by the county.

Pedestrian mobility is an important community design tool to encourage a healthy lifestyle. All public roads should be developed with sidewalks on both sides. Consideration should also be given to linking H1CS to adjacent development areas, including Cambridge Park. More specifically, access from Abbey Road in Cambridge Park should be linked to H1CS through sidewalks along the proposed road north of the future interchange. **Figure 7: Possible Abbey Road Connection** illustrates this mobility opportunity.

FIGURE 7: Possible Abbey Road Connection



Policy 4.12.1 *For each appendix submission, if MR is owing, the developer shall provide the outstanding MR, by dedication of land and/or cash-in-lieu and/or deferral of land, in consultation with the county and in accordance with the requirements of the Municipal Government Act.*

Policy 4.12.2 *All appendix applications shall outline the provisions of municipal reserve as appropriate in consideration of Section 18.0 Open Space and Parks and Section 20.0 Reserves of the Conrich ASP and any other parks and/or open space policy documents.*

Policy 4.12.3 *Land that does not qualify as environmental reserve, but considered environmentally significant, should be protected through alternative means as determined by the county.*

Policy 4.12.4 *Developers of commercial developments shall be encouraged to incorporate passive recreational activities within their respective developments to enhance people gathering experiences.*

Policy 4.12.5 ***Pathways shall be considered in Public Access Easements (PAEs), per Conrich ASP Policies 18.1.d. and 20.10, provided they are constructed and maintained through a Business Lot Owners' Association (BLOA).***

Policy 4.12.6 ***The pathway at the south end of Abbey Road shall connect to the sidewalk system as part of the overall public road design in this CS area to be considered in the appropriate appendix.***

4.13 SOLID WASTE MANAGEMENT

Solid waste management shall be the responsibility of each appendix submission and will be managed through a Business Lot Owner's Association (BLOA).

Policy 4.13.1 ***For each appendix submission, solid waste management shall be provided by a qualified waste management operator through a contract managed by a BLOA.***

4.14 ARCHITECTURAL & LANDSCAPING GUIDELINES

The developer will establish and implement specific Architectural & Landscaping Guidelines at each development cell stage to ensure all commercial development reflects a consistent style and coordinated theme. The H1CS will be attractively designed, integrate with existing adjacent developments, and respect the requirements of the following CASP sections and guidelines:

- Section 13.0 Agricultural Interface,
- Section 14.0 Non-Residential / Residential Interface,
- Section 15.0 Gateways and Highway 1 East Corridor Focus Area, and
- Appendix B Commercial, Office, and Industrial Design Guidelines

The specific type and scale of development anticipated within the H1CS is expected to include business operations of varying type, scale, and intensity. However, in all cases, business development within the Plan area is expected to establish and maintain an attractive development form.

As part of the subdivision application for each development cell, the developer will prepare specific guidelines to ensure the form of development within each development cell maintains a cohesive built form and will establish specific design criteria such as, but not limited to:

- Consistence of public realm design elements;
- Water conservation measures;
- Landscaping requirements (public & private);
- Entrance signage / feature requirements;
- Generalized building form & character architectural theming;
- Appropriately scaled lighting that respects the county's dark sky requirements; and

- Appropriate articulation of building massing and treatment of facades, material finishing & colour and glazing with the objective of maintaining a coordinated design aesthetic along the Highway 1 frontage;

Where architectural and/or landscaping design elements are located on public land, a Business Lot Owner's Association (LOA) will be responsible for its construction and maintenance.

Policy 4.14.1 ***Developers shall establish Architectural & Landscaping Guidelines at the subdivision stage to coordinate industrial building design criteria such as massing, material finishing and colour, break of bulk massing, glazing, landscaping, all to be considered as a high-quality development.***

Policy 4.14.2 ***Developers shall comply with the county's 'dark sky' requirements for all private lighting, including security and parking area lighting.***

Policy 4.14.3 ***Developers will be encouraged to provide green building techniques and energy efficient design.***

Policy 4.14.4 ***Where architectural or landscaping guidelines imply an element on public land, they shall be managed by the BLOA.***

4.15 AGRICULTURAL INTERFACE

Section 13.0 of the CASP identifies the need for an appropriate interface between agricultural and non-agricultural lands, to avoid impacts on existing agricultural operations.

Policy 4.15.1 ***Developments proposed adjacent to agricultural parcels shall provide buffering, siting, and design techniques to address any negative impacts on agricultural lands, adhering to the county's Agricultural Boundary Design Guidelines.***

4.16 NON-RESIDENTIAL / RESIDENTIAL INTERFACE

Section 14.0 of the CASP identifies areas that interface between non-residential and residential uses. Specifically, these areas are identified between existing residential uses on Township Road 244A and adjacent future non-residential uses, and are intended to provide appropriate screening, in favour of the residential properties. Screening may be in the form of plantings, berming, water bodies, linear parks, paths, and parking. Architectural and landscaping integrity is paramount for non-residential uses adjacent to residential parcels. Certain uses are considered inappropriate as an interface to residential parcels: garbage storage, loading bays, loading doors, and activities creating heavy truck traffic.

Policy 4.16.1 ***A 50-metre building setback, from the non-residential property line, shall be required where any non-residential use is proposed to be located adjacent to an existing residential use.***

Policy 4.16.2 ***Screening within the 50-metre setback shall comprise any or all the following: plantings, berming, water bodies, linear parks, paths, and parking.***

Policy 4.16.3 ***Surface parking may be permitted where the parking is hidden from view by berms and/or landscaping.***

Policy 4.16.4 ***A landscape plan shall be prepared for the setback as part of any appendix, with detailed landscaping plans prepared by qualified professionals to be provided through subsequent subdivision and/or development permit phases.***

Policy 4.16.5 ***Uses such as garbage storage, loading bays, loading doors, and activities creating heavy truck traffic should be discouraged within the 50-metre building setback.***

Policy 4.16.6 ***Any building facing residential areas shall be of a high-quality appearance and be no higher than 12.5 metres.***

Policy 4.16.7 ***Outdoor storage within the 50-metre building setback shall not be permitted.***

4.17 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA

Section 15.0 of the CASP identifies the need for a visually attractive and well-maintained interface between any future development in Rocky View County and Highway 1. Aspects such as sight lines, noise attenuation, building design and setbacks, natural land features, landscaping, and signage will require special focus, for each applicable appendix, through Architectural & Landscaping Guidelines.

Policy 4.17.1 ***Design guidelines for lands within the Highway 1 Conceptual Scheme and located adjacent to Highway 1 should consider such factors as sight lines, noise attenuation, setbacks, natural land features, innovative building design, landscaping, and signage, all to be incorporated in the Architectural & Landscaping Guidelines to be prepared as part of each appendix.***

4.18 APPENDIX B: COMMERCIAL AND INDUSTRIAL DEVELOPMENT LANDSCAPING AND DESIGN GUIDELINES

It is important that the H1CS demonstrates, over time, to be a legacy for the developer, business community, and county. Building design and placement, hard and soft landscaping, parking areas, sidewalk / pathway functionality, and interfaces with the county's adjacent lands, are elements that require further study at subsequent development stages, through each appendix submission. As such, the guidelines outlined in The *Commercial, Office, and Industrial Design Guidelines* will be reviewed and implemented, wherever feasible.

Policy 4.18.1 ***The developer shall utilize the Commercial, Office, and Industrial Design Guidelines to address design principles to be prepared as part of each appendix.***

4.19 DEVELOPMENT ADJACENT TO THE CANADIAN NATIONAL RAILWAY (CNR) LINE

Section 22 of the CASP identifies considerations for properties that are adjacent to the CNR line situated along the northwest boundary of the CS. Certain land uses should not be in this area. Sound and vibration attenuation must be addressed through the elements of setbacks, berming, or landscaping screening. Building distance to the rail line should be addressed through CNR policies and safety standards. If a rail crossing is considered, they should address all safety standards associated with the design of same.

Policy 4.19.1 ***Certain land uses, such as schools and childcare facilities, should not be located adjacent to the railway.***

Policy 4.19.2 ***Policies and safety standards from CNR shall be reviewed and addressed for any proposed development adjacent to the CNR line.***

Policy 4.19.3 ***Elements such as setbacks, berming, and landscaped screening shall be considered when developing adjacent to the CNR line.***

Policy 4.19.4 ***Any road and/or pedestrian crossings of the CNR line shall be done in accordance with the county's standards, in collaboration with the CNR.***

4.20 BUSINESS LOT OWNER'S ASSOCIATION

The developer will establish a Business Lot Owner's Association (BLOA) at the subdivision stage. The purpose of the BLOA will be to sign a contract with a waste management provider and undertake other administrative and maintenance functions as required. Stormwater management and any architectural and/or landscaping elements within public lands will be managed by the BLOA.

Policy 4.20.1 ***A Business Lot Owner's Association shall be established at the subdivision stage for the purpose of managing any landscaping within public roads, private passive recreational areas, and solid waste services.***

5.0 Public Engagement

WHAT WE HEARD

In January 2025, the applicant contacted all Conceptual Scheme (CS) landowners via a mailout letter to advise them of the proposed CS and Land Use Redesignation applications that were submitted to the county in January. A follow-up query was made to one of the landowners to seek further dialogue, as a liaison for the neighbours. This letter can be found in Supplement 1.

In March 2025, a follow-up visit was made to some of the CS landowners to seek their opinion regarding the proposal. Five signatures supporting the proposal were received at that time. This letter can be found in Supplement 2.

In April 2025, the applicant was able to personally visit 10 of the total 12 residents within the CS area (count excludes the applicant's parcel). All landowners received a copy of the proposed CS document.

No Concerns	9
Concerns	3
No Residence	4
TOTAL	**16**

This letter can be found in Supplement 3.

The following points pertain to those parcels with no residences:

1. Parcel 1 in **Figure 8: Conceptual Scheme Landowners' Engagement Summary** is owned by ATCO and contains a facility on site and no residence. This facility is expected to remain indefinite. ATCO will be contacted through the county's circulation process, for any formal comments.

2. Parcels 1, 4, and 9 on **Figure 8: Conceptual Scheme Landowners' Engagement Summary** do not have a residence located on them and therefore, reliance on their responses to the January 2025 mailout letter are relevant, however, no responses were received.

Three landowners on Parcels 3, 5, and 10 had concerns and they are listed below with responses, respectively:

Concern 1 – Parcel 3

Too many roads are shown on my property.

Response

The proposed road layout is conceptual at this stage: any design details ultimately lie with the affected landowner when they choose to develop, in consultation with the county. Nevertheless, the road pattern on the subject parcel has been revised, in this document, to reflect the collector system as illustrated in the Conrich ASP. A letter to this effect was sent to the concerned landowner, who chose to not sign the April 2025 letter.

Concern 2 – Parcel 5

I would like to develop my property as residential.

Response

Presently, the subject property is proposed as *Highway Business* and is defined in the Conrich ASP as to *"…primarily serve the needs of the traveling public and tourists, regional population, and industrial and commercial employees from the region…"* (Conrich Area Structure Plan, p36). The landowner may make an application to the county to reconsider the property for residential purposes with county council deciding on the merits with a rendered decision. Mango wishes to illustrate the areas outside its influence to be aligned with the current Conrich ASP. A letter to this effect was sent to the concerned landowner, who chose to not sign the April 2025 letter.

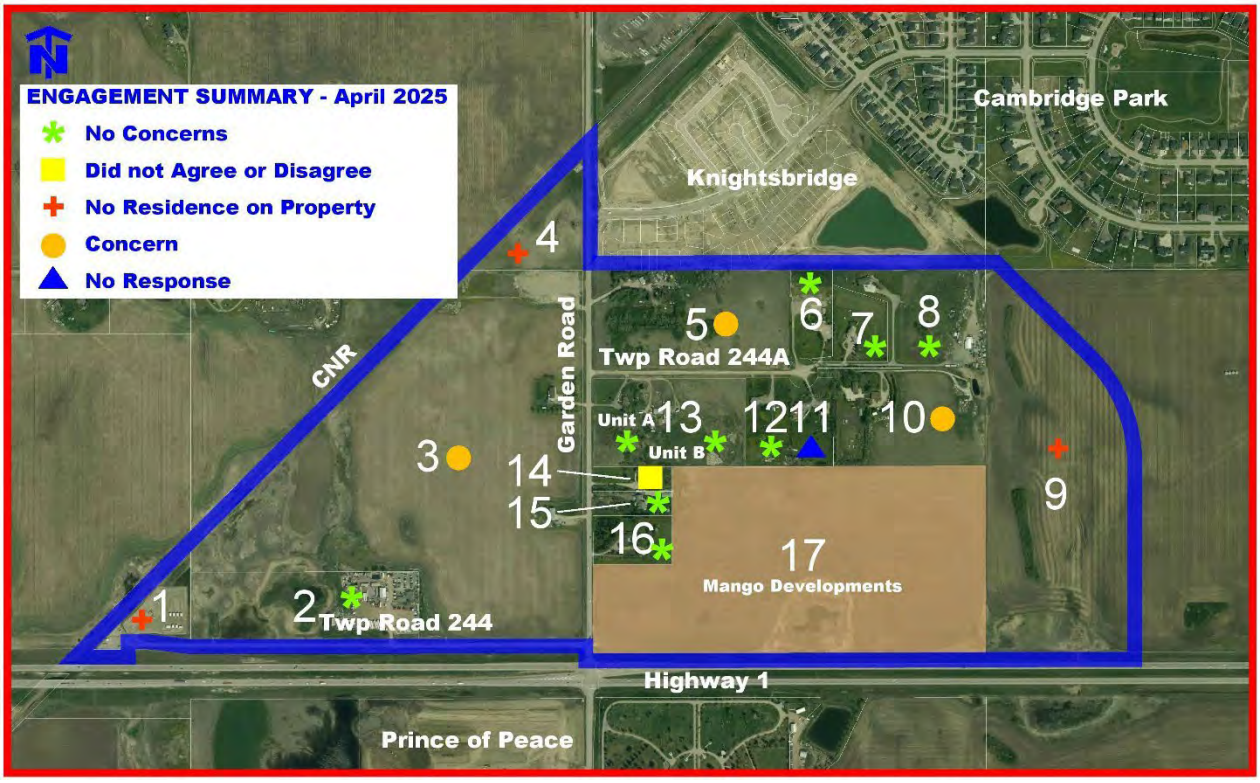
Concern 3 – Parcel 10

A roundabout is located on my property.

Response

The layout is conceptual and subject to the following actions: the ultimate road design will be determined firstly by the affected landowners and when they are ready to develop, should they wish to develop, and secondly, by road design standards, as regulated by the county and the province. Nevertheless, the roundabout has been shifted eastward and will be subject to further review when plans, outside of this application, are made. A letter to this effect was sent to the concerned landowner, who chose to not sign the April 2025 letter.

Figure 8: Conceptual Scheme Landowners' Engagement Summary – April 2025



On 11 June 2025, a public open house was held with a mailout provided to include a 1.6kilometre radius of the subject property. See Supplement 4. Approximately 70 residents attended with generally positive, upbeat responses. The following quotes were extracted from the comment sheets (Supplement 5):

"Inability to access from Prince of Peace"

"I have respect for that project"

"Looking forward to restaurants"

"Recommend a pedestrian overpass"

"Enough parking and traffic flow?"

"Keep in mind the eco-system and environment"

"No concerns"

"Thank you for being here"

"It will be good to have more convenience close to home"

"Not able to speak to anyone from the MD"

Two letters were received during the county's circulation period. Below provides a summary of their concerns, and the applicant's responses:

Concern 1 – Parcel 10

Safe access/egress to Highway 1.

Response

The Traffic Impact Assessment (TIA) considers safety concerns and addresses them through mitigation effects. Ultimately, when the future interchange proposed on the east side of the H1CS is completed, it will be designed to address any safety considerations stemming from development in the area.

Concern 2 – Parcel 10

A collector road runs through a reed area and pond.

Response

Plan will revert to the existing cul-de-sac. At the time that the cul-de-sac property owners wish to develop, they can address any road design details.

Concern 3 – Parcel 10

Loss of green space, too much commercial, gateway to Calgary.

Response

No green space is lost as this is private property, and the landowner chooses to follow the ASP land use strategy to develop Highway Business on this property. The landowner has heard there is a need for these services, and discussions at the open house affirmed this observation. The landowners will address key gateway aesthetics per the ASP policies.

Concern 4 – Parcel 10

50-metre setback requirement between residential and non-residential lands is not provided.

Response

Lands in question are either designated Highway Business or Highway Business Transitional to Business Highway, meaning the land could become Highway Business. To clarify, Parcel 10 is labeled Highway Business so there is no need for a buffer between like uses. Adjacent properties are in the Transition designation and are destined to become Highway Business and for the same reason above, would not ultimately require a buffer. However, this is currently in conflict with Policy 14.4 and will be discussed with the county through this conceptual scheme (aka local area plan) process per Policy 9.6.

Concern 1 – Resident Located Off Map

No need for retail: noise and congestion. ***Response***

The Applicant is aligning its development plans to the intent uses identified in the Conrich ASP: i.e. no changes to the county's land use strategy. The Applicant has found there is a need for these types of uses in this location and has received significant retail and others' interest in being a part of this development.

Since the open house, ongoing communications have occurred with some of the landowners within the H1CS area. One comment received regarded the parking areas impact on their adjacent property. With the 50-metre building setback including visual attenuation (berming and vegetation), the parking concern should be mitigated. Other comments were received favourably with letters of support registered with the county.

Supplement 1

13 January 2025

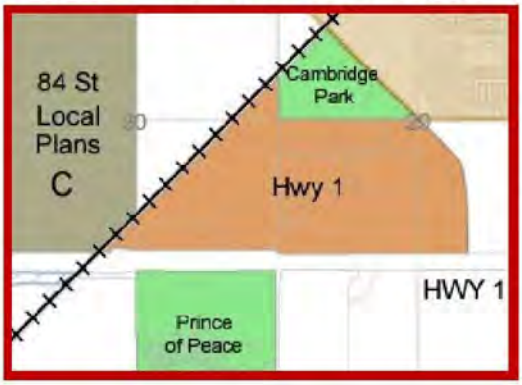
[redacted]

Hello Neighbour,

On behalf of Mango Developments Inc, I am reaching out to you to inform you that we are commencing a planning process with Rocky View County Administration that includes your property. See the map below:



This process is called a Conceptual Scheme or Local Area Plan and is referenced in the Conrich Area Structure Plan (ASP) as the Highway 1 Local Area Plan (p86):



Policies, at a very high level, are written in this document. It provides the option to develop the land in the future, however it does not require it: there are no deadlines, it will not change your current land use, nor will your taxes change. You may pursue developing your property in the future, at your convenience.

please see other side

Supplement 1 cont'd

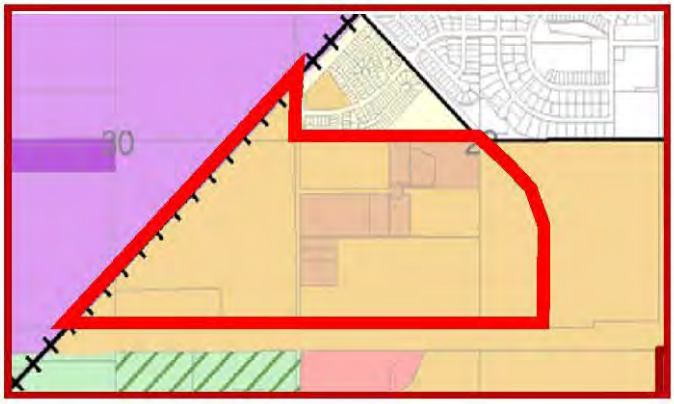
13 January 2025



My client has a specific interest in Parcel 17 and proposes highway business uses through the county's land use bylaw designation of C-HWY *for this site only*.

Studies are required to seek this land use approval and include geotechnical, traffic, biological, archeological, and historical assessments. These have been completed or will be provided at the appropriate time.

The process is to have the proposal circulate through the county's process, review, and revise the documents accordingly, then prepare to take the applications to council for its consideration.



Proposed uses are intended to be based on the Conrich Area Structure Plan (ASP) Land Use map. See to the left:

Yellow – Highway Business

Salmon – Highway Business - Transition

Both districts promote business-type uses: those in the salmon colour can retain their existing designation until they wish to transition to the Highway Business (yellow colour).

We plan to have an open house soon; however, we wanted to let you know as part of the Conceptual Scheme area per the ASP plan. Feel free to reach out to me at your convenience with any questions or concerns:

Darrell Grant [redacted]

Supplement 2

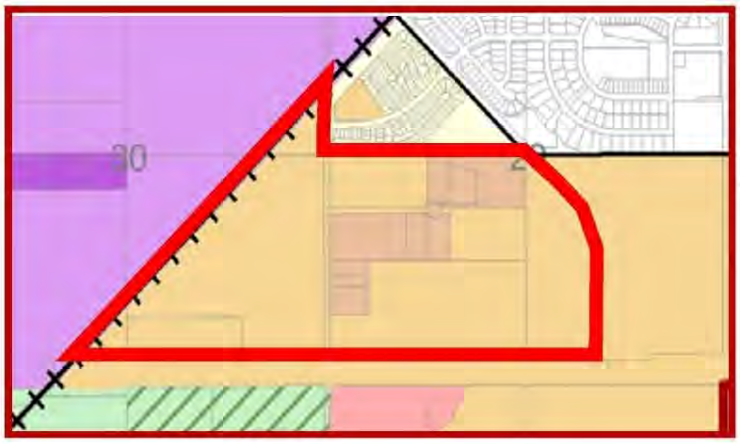
ATTENTION: OKSANA NEWMEN
Senior Planner
Rocky View County

We the undersigned, were made aware of a proposed Highway 1 Conceptual Scheme proposal for the Mosca lands along Highway 1, east of Garden Road, via a letter sent to us, from Darrell Grant, Planning Consultant, dated 13 January 2025.

Based on the information provided, we support the inclusion of our property into the Conceptual Scheme and understand that we do not need to follow a development route, unless we choose to do so. It is further understood, the inclusion of our lands into the Conceptual Scheme will not trigger a municipal tax change to our respective properties.

Thank you.

Signature	Date	Address
Signature	Date	Address
Signature	Date	Address
Signature	Date	Address
Signature	Date	Address



Conrich Area Structure Plan (ASP) Land Use map:

Yellow – Highway Business

Salmon – Highway Business - Transition

Supplement 3

23 April 2025

Hello Again Neighbour!

Since sending our initial letter to you dated 13 January 2025, Rocky View County Council, at its meeting yesterday, requested that we acknowledge your understanding of the planning process proposed for your property. We wish to provide a copy of the proposed document, and to request your receipt of the same and that you agree or disagree with the following statements:

	AGREE	DISAGREE
1. We/I acknowledge receipt of a draft copy of the proposed document and understand it may change, and that we/I will have an opportunity to review and provide comments through this planning process, accordingly	☐	☐
2. We/I understand the intent of the Conceptual Scheme and that nothing will change on my property (e.g. no municipal tax adjustment), other than my property being included in the document	☐	☐
3. We/I do not plan to develop our/my land at the same pace as Mango wishes to develop its land	☐	☐

Additional comments to share at this time (or why you may disagree)?

_____

_____

_____

_____

Address **Legal Description**

Name **Signature**

Note: the above information is confidential and will not be shared with anyone except the Rocky View County File Manager

Thank you for your cooperation.

Malkeet S. Johal
President
Strategic Operations

MANGO
DEVELOPMENTS INC



Supplement 4

OPEN HOUSE

June 11th, 2025
430pm to 730pm – Come and Go Format
PRINCE OF PEACE MANOR
300 Prince of Peace Way
Rocky View County AB

You are invited to an open house regarding the development proposal for lands located north of the Trans-Canada Highway and east of the CNR line for approximately two kilometres east – see map below:



The proposal is for a Conceptual Scheme with Appendix and a Land Use Redesignation. The intent for the Mango property is to align the land use with Conrich Area Structure Plan designation for these lands as Highway Business, allowing the following uses: "*large format retail centres, shopping centres, outlet malls, office buildings, business parks, regional services, tourist facilities, institutional uses, campgrounds, medical treatment centres, recreation facilities, and light industry where there are no nuisance factors outside of the enclosed building.*"

Darrell Grant
Planning Consultant for

MANGO
DEVELOPMENTS INC

[redacted]

Supplement 5

OPEN HOUSE – 11Jun2025 430pm to 730pm

Prince of Peace Manor

PROPOSED HIGHWAY 1 CONCEPTUAL SCHEME and APPENDIX A – MANGO DEVELOPMENT CELL

COMMENT SHEET

We would appreciate if you would take some time to provide us with any comments you may have. You may complete the form here and drop it off in the blue box or you may take it away to complete and mail or email it to the following addresses:

Darrell Grant

[redacted] or [redacted]

WERE YOUR QUESTIONS ANSWERED SUFFICIENTLY? IF NOT, PLEASE EXPLAIN.

_____

_____

ARE YOU CONCERNED ABOUT ANY ASPECT OF THIS PROPOSAL – WHAT IS IT?

_____

_____

ANY OTHER COMMENTS?

_____

_____

_____

WOULD YOU LIKE TO BE KEPT INFORM OF THE ACTIVITIES OF THESE APPLICATIONS?

IF YES, HOW DO WE COMMUNICATE WITH YOU?

_____

_____

Please use the reverse side to continue. Thank you for your time.

Highway 1 Conceptual Scheme

Appendix A

MANGO Development Cell

November 2026

Submitted to

ROCKY VIEW COUNTY

Submitted for

MANGO DEVELOPMENTS INC.



Source: Google Earth

PROJECT CONSULTANT TEAM

Suteki Group

Cirno Design Ltd

NDG Planning

Vertex Professional Services Ltd

Bunt & Associates Engineering Ltd.

Richview Engineering Inc

PrairieGEO Engineering Ltd



Contents

1.0 Introduction 1

1.1 PURPOSE OF THIS APPENDIX 1

1.2 DEVELOPMENT RATIONALE 1

2.0 Plan Area Description 3

2.1 LOCAL DEVELOPMENT CONTEXT 3

2.2 LEGAL DESCRIPTION 3

2.3 EXISTING SITE CONDITIONS 3

3.0 Development Concept 5

3.1 OBJECTIVES 5

3.2 MANGO DEVELOPMENT CELL STATISTICS 8

3.3 TRANSPORTATION 9

3.3.1 Parking 12

3.4 UTILITY SERVICING 14

3.4.1 Potable Water 14

3.4.2 Wastewater 15

3.4.3 Stormwater Management 17

3.4.4 Shallow Utilities 19

3.5 SOLID WASTE MANAGEMENT 19

3.6 FIRE SUPPRESSION 20

3.7 EMERGENCY RESPONSE 20

3.8 PUBLIC OPEN SPACE 21

3.9 GEOTECHNICAL CONSIDERATIONS 23

3.10 BIOPHYSICAL CONSIDERATIONS 23

3.11 ARCHEOLOGICAL & HISTORICAL RESOURCES CONSIDERATIONS 27

3.12 BUSINESS LOT OWNER'S ASSOCIATION 27

4.0 Implementation 28

4.1 PROPOSED LAND USES 28

4.2 PROPOSED SUBDIVISION 29

4.3 ARCHITECTURAL & LANDSCAPING GUIDELINES 30

4.4 COMMERCIAL DESIGN GUIDELINES 32

4.5 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA 33
4.6 NON-RESIDENTIAL/RESIDENTIAL INTERFACE 36
4.7 AGRICULTURE INTERFACE 39
4.8 PHASING 40
4.9 INTERIM EMERGENCY ACCESS 41
4.10 PROPOSED ROAD NAME 42
5.0 Public Consultation **43**
6.0 Supporting Technical Reports **48**

Figures, Tables, & Supplements

F1	Local Area Context	2
F2	Existing Site Conditions	4
F3	Development Concept Plan	6
F4	Site Concept Plan	7
F5	Internal Road Standard	10
F6	Cross Section for Future Garden Road	11
F7	Cross Section for Mango Boulevard	12
F8	Preliminary Parking Plan	13
F9	Connection to Rocky View County Utility Infrastructure	16
F10	Stormwater Management Scheme	19
F11	Proposed Public Access Easements	22
F12	Current Wetland Delineations (2025)	25
F13	Vegetation Communities	26
F14	Proposed Land Use Plan	28
F15	Proposed Subdivision Plan	29
F16	Proposed Landscaping Interface with Highway 1	34
F17	Proposed Non-Residential/Residential Interface, Detail, and Cross-Section	36, 37
F18	Proposed Phasing	40
F19	Interim Emergency Access	41
F20	Conceptual Scheme Landowners' Engagement Summary – April 2025	45
T1	Mango Development Concept Statistics	8
T2	Mango Site Concept Statistics	8
T3	Land Use Bylaw Parking Stall Compliance	14
S1	January 2025 Letter to Conceptual Scheme Landowners	49
S2	March 2025 Letter to Conceptual Scheme Landowners	51
S3	April 2025 Letter to Conceptual Scheme Landowners	52
S4	Open House Notification	53
S5	Open House Sample Comment Sheet	54
S6	Architectural & Landscaping Guidelines	55

1.0 Introduction

1.1 PURPOSE OF THIS APPENDIX

Appendix A - Mango Development Cell (Appendix A or Mango Development Cell) applies to lands identified in the Highway 1 Conceptual Scheme (H1CS) and is shown in **Figure 1: Local Area Context** of this document. Appendix A provides supporting land use rationale for the redesignation of the subject property and conforms to the comprehensive policy framework set forth in the H1CS. The objective of this amendment is to ensure orderly and sustainable development within the context of Rocky View County's Municipal Development Plan, the Conrich Area Structure Plan (CASP), and the H1CS. The individual policies of the H1CS and the requirements for conceptual schemes identified in the County Plan and CASP have been addressed in the preparation of this document. As is the case for the H1CS, the policies of Appendix A address:

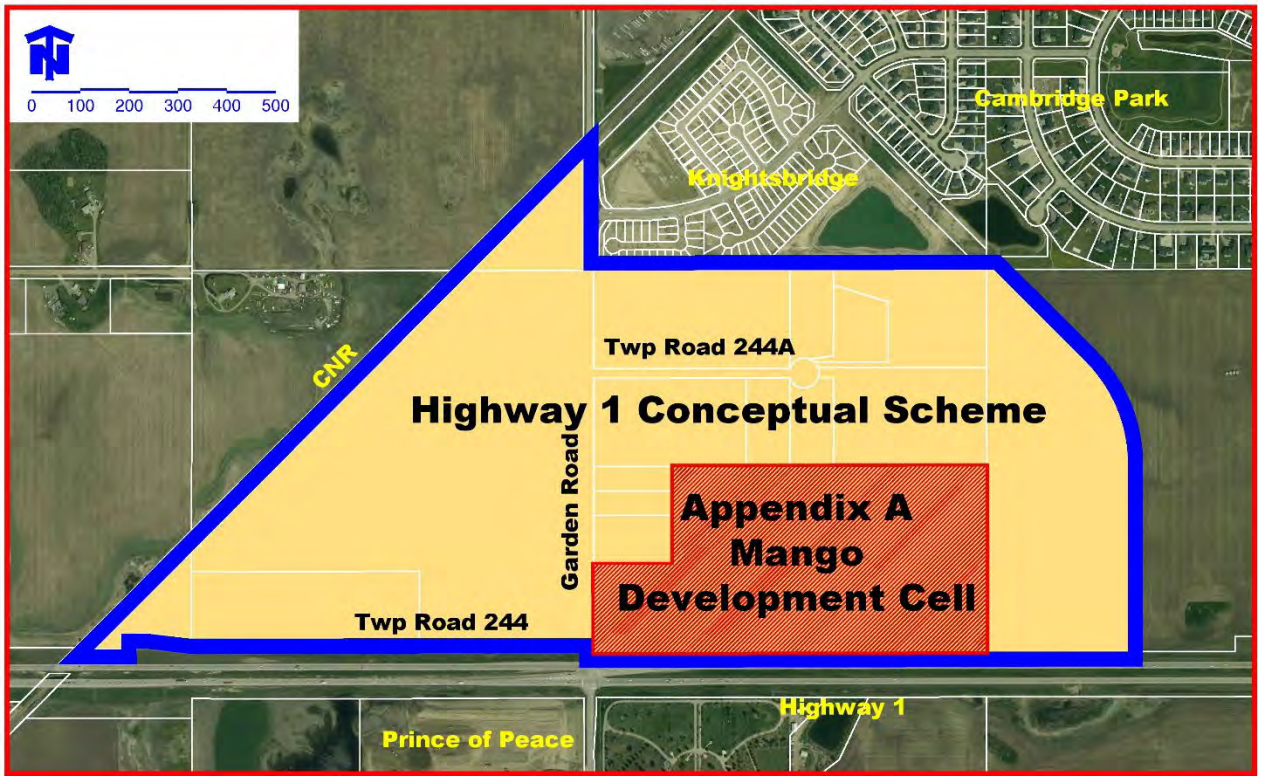
- compatible future land uses,
- connections to the county's servicing infrastructure,
- a creative solution to stormwater management,
- interim and ultimate solutions to transportation infrastructure, and
- dedication of public roads as land and municipal reserve as cash-in-lieu.

1.2 DEVELOPMENT RATIONALE

The proponent of the Mango Development Cell owns property located within a portion of SW29-24-28 W4M, containing 27.51 hectares (67.98 acres). The proponent wishes to redevelop their property, in a co-operative manner, for commercial lots. Technical reports completed in support of this Concept conclude that the subject site does not contain any significant development constraints. Subsequently, the policies establish a strategy moving forward for the proponent to provide the necessary transportation, utility servicing, and stormwater management infrastructure at the subdivision stage. The proposed Development Concept does not impede the developability of any other parcels within the Highway 1 Conceptual Scheme. As such, the Mango Development Cell implementation framework suggests this development can proceed and the remaining proponents within the H1CS area will have the opportunity to

pursue similar proposals to redevelop their lands in accordance with their own individual development aspirations and timelines.

Figure 1: Local Area Context



2.0 Plan Area Description

2.1 LOCAL DEVELOPMENT CONTEXT

As shown on **Figure 1: Local Area Context**, the Mango Development Cell is bound on the north and northwest by existing country residential parcels; on the east and west by large holding agricultural parcels; and on the south by Highway 1. Access is from Garden Road on the west side.

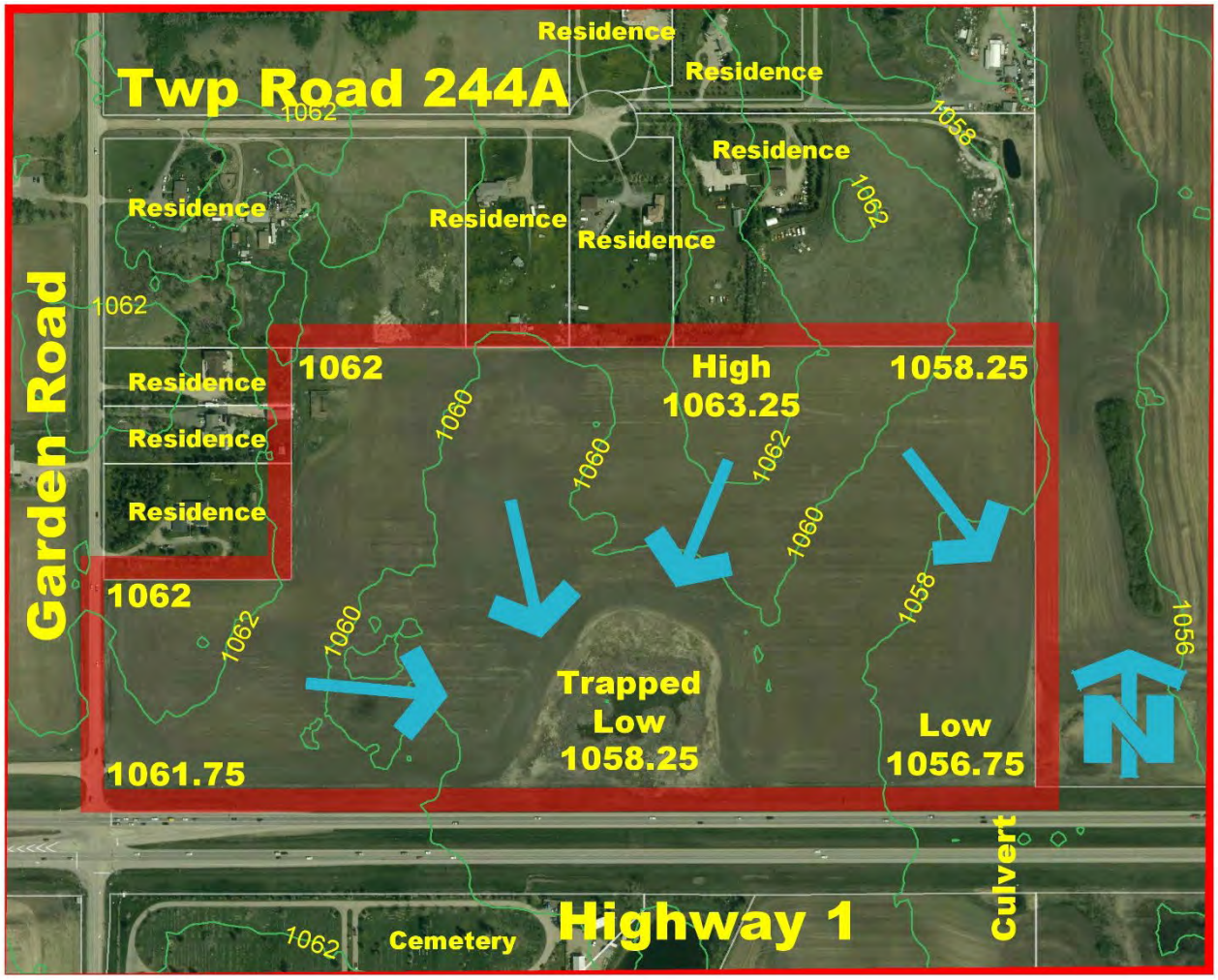
2.2 LEGAL DESCRIPTION

The Mango Development Cell is legally described as a portion of SW29-24-28 W4M, containing 27.51 hectares (67.98 acres).

2.3 EXISTING SITE CONDITIONS

Figure 2: Existing Site Conditions illustrates the current conditions for the subject site. The topography is relatively flat with high points in the west and northeast, drawing down to the south and southeast. Remnants of a farm building foundation is in the northwest and a low-lying area in the south-central area. The majority of the Plan Area is characterized as a hayfield, cultivated annually.

Figure 2: Existing Site Conditions



3.0 Development Concept

As conceptually illustrated in **Figure 3: Development Concept Plan**, the proponent of these parcels wishes to create three commercial parcels, one storm pond and park, a Highway 1 road widening parcel, and a public road. Access to the Plan Area will be initially via Garden Road that connects directly to Highway 1 at a controlled intersection. Ultimately, a shift in traffic will occur with the development of the Highway 1 / Conrich Road interchange, whereby the controlled intersection at Garden Road and Highway 1 will be permanently closed. Potable water and wastewater servicing will be designed from ties to the existing infrastructure located along Garden Road. Stormwater management will be provided through a combination of a storm pond and canal / swale system. The use of several Low Impact Development (LID) and water conservation methods will be highly recommended through the development process.

3.1 OBJECTIVES

With careful respect and consideration of these design objectives, the proponents of Mango Development Cell are proposing a new commercial neighbourhood with the following objectives:

1) Create a comprehensive retail/office hub, adjacent to Highway 1 in the Conrich area, in accordance with the requirements of the county's Land Use Bylaw C-8000-2020 and other policy documents.
2) Construct an internal subdivision road network designed in accordance with the county's Servicing Standards.
3) Accommodate the extension of Rocky View County's water and wastewater utility infrastructure to support this development.
4) Establish a comprehensive stormwater management system that promotes best management practices with low impact development methods.
5) Establish architectural and landscaping guidelines at the subdivision stage to ensure the future building sites are developed with appropriately designed architectural finishes and landscaping is abundant and appropriate for greenhouse gas emission capture.

Figure 3: Development Concept Plan

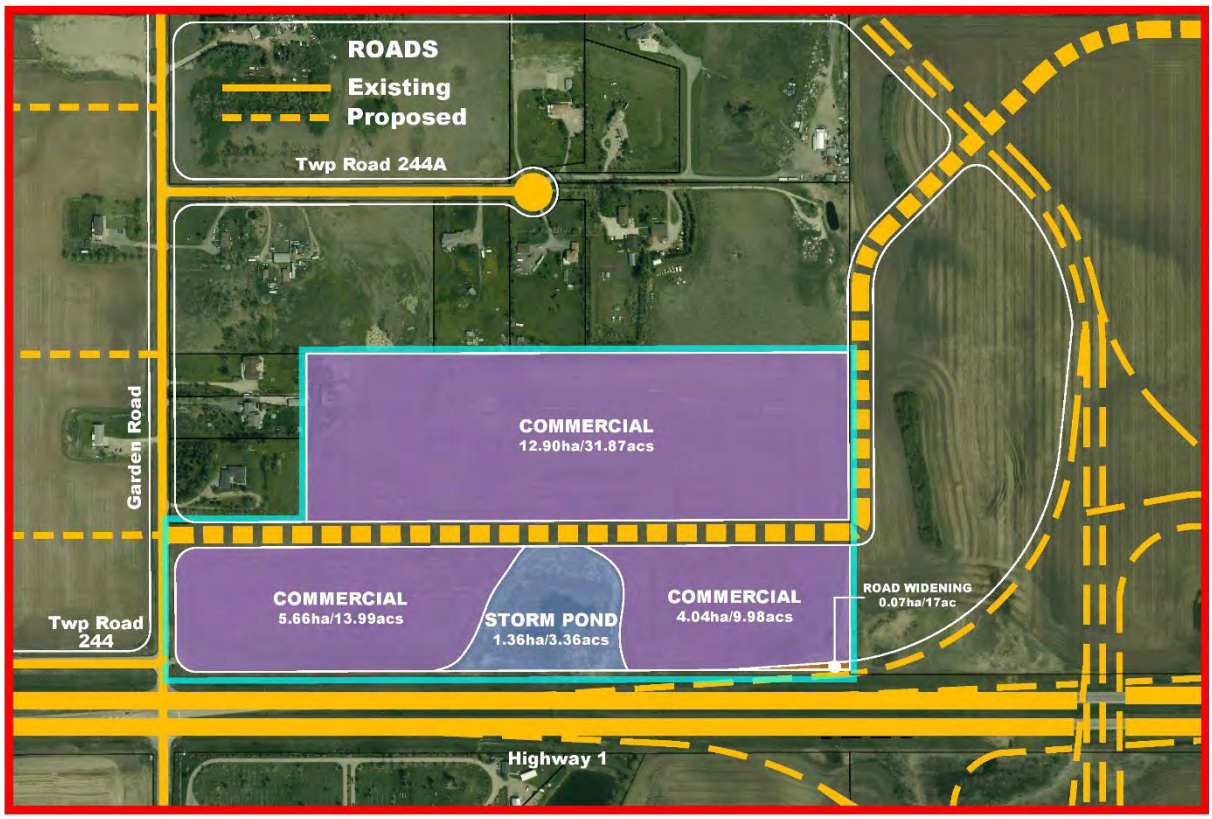
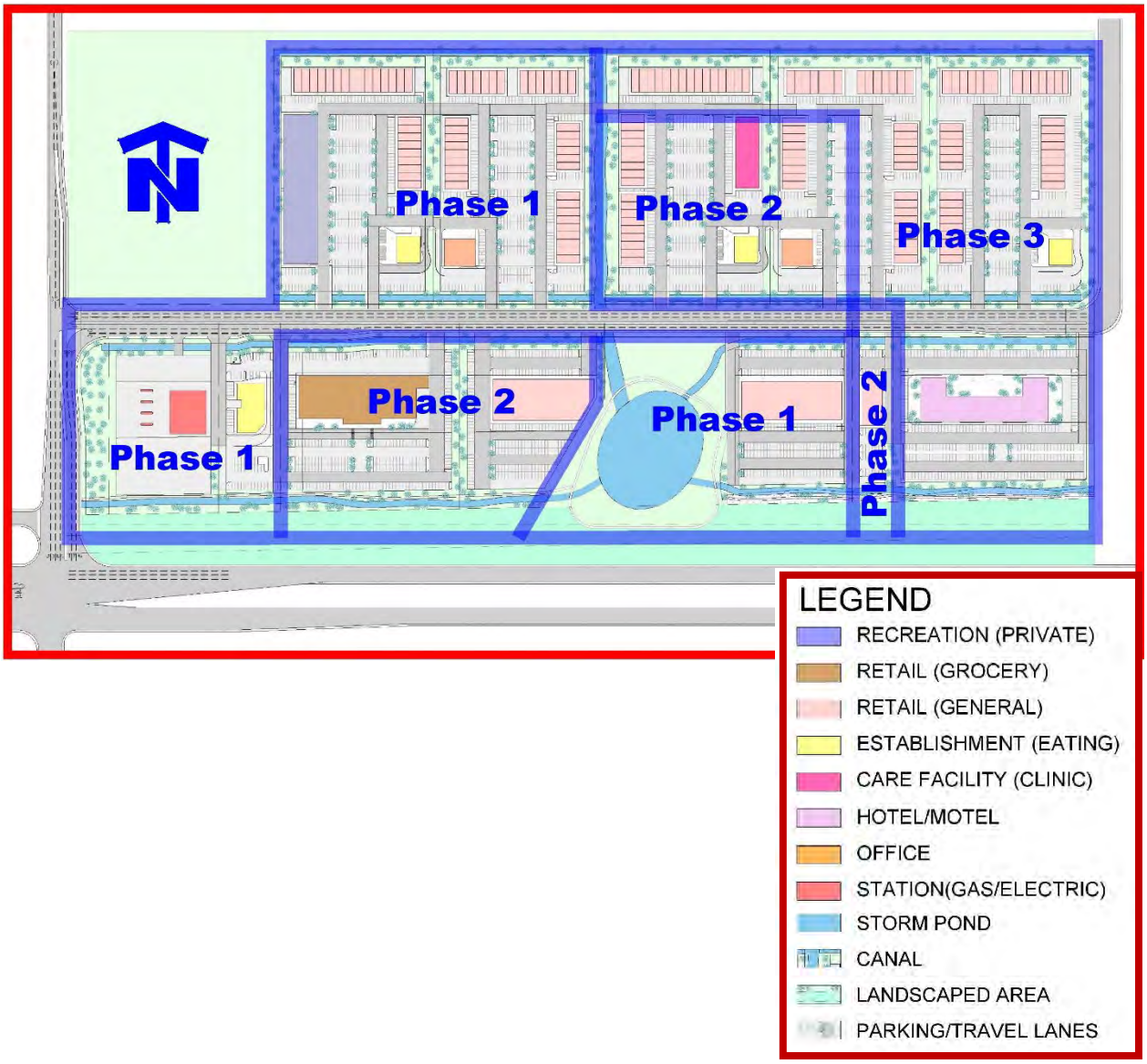


Figure 4: Site Concept Plan



Policy 3.1.1 *The Mango Development Cell shall generally align with Figure 3: Development Concept and Figure 4: Site Concept Plan.*

3.2 MANGO DEVELOPMENT CELL STATISTICS

Table 1: Mango Development Concept Statistics highlights the land use area calculations in association with **Figure 3: Development Concept Plan**.

Table 1: Mango Development Concept Statistics

GENERAL AREAS - STATISTICAL SUMMARY

USE	HECTARES	ACRES	PERCENT	PROPOSED LAND USE
Titled Holding	27.51	67.98		
Less Road Widening (Highway 1)	0.07	0.17		
Gross Developable Area	27.44	67.80	100.0%	
Commercial	22.60	55.84	82.4%	C-HWY
Storm Pond	1.36	3.36	5.0%	S-PUB
Roads	3.48	8.60	12.7%	

Table 2: Mango Site Concept Statistics highlights the building area calculations by Land Use Bylaw uses in association with **Figure 4: Site Concept Plan**.

Table 2: Mango Site Concept Statistics

BUILDING AREAS - SUMMARY BY USE

USE	PHASE 1		PHASE 2		PHASE 3		TOTAL	
	SQ METRES	SQUARE FEET	SQ METRES	SQUARE FEET	SQ METRES	SQUARE FEET	SQ METRES	SQUARE FEET
Recreation (Private)	6410	69000	0	0	0	0	6410	69000
Retail (Grocery)	0	0	3716	40000	0	0	3716	40000
Retail (General)	4896	52700	4766	51300	28670	308600	38332	412600
Establishment (Eating)	390	4200	437	4700	780	8400	1607	17300
Care Facility (Clinic)	753	8100	0	0	0	0	753	8100
Hotel/Motel	0	0	0	0	7432	80000		80000
Station (Gas/Electric)	465	5000	0	0	0	0	465	5000
Office	0	0	3159	34000	3159	34000	6317	68000
TOTAL	**12914**	**139000**	**12077**	**130000**	**40041**	**431000**	**57600**	**700000**
Floor Area Ratio (FAR)								0.27
NOTE	**PHASES 1 AND 2 COMPRISE APPROXIMATELY 40% OF THE ENTIRE MANGO DEVELOPEMENT CELL**							

Refer to phase boundaries in **Figure 16: Proposed Phasing**.

Policy 3.2.1 The Mango Development Cell shall generally align with the numbers as outlined in Table 1: Mango Development Concept Statistics and Table 2: Mango Site Concept Statistics.

3.3 TRANSPORTATION

Vehicular access will be provided from Garden Road, which runs north-south on the west side of the Plan Area. Garden Road is classified as a municipal grid road with a paved surface maintained in good condition. It intersects Highway 1 at the southwest corner of the Plan Area as a controlled intersection. Highway 1 is a four-lane, divided provincial/national highway maintained in good condition. A future interchange on Highway 1 is proposed approximately 300 metres east of the Plan Area, requiring a minor land acquisition from the Plan Area.

A Traffic Impact Assessment was prepared by Bunt and Associates Engineering Ltd in December 2024 and provided the following conclusions:

- Garden Road, adjacent to the Plan Area on the west side, requires additional lanes between Highway 1 and the site access.
- Future improvements to Highway 1 would entail one additional lane in each direction, to accommodate full development of the Plan Area.
- The future interchange will relieve any expected traffic pressures and thereby permit 100% of the development to occur.
- Accommodation of up to 40% of the gross floor area is possible without the interchange and without improvements to Highway 1 on the basis that the province allows a variance such that the AM peak hour westbound through and northbound left movements to continue to operate at their current “at capacity” levels of service. These variances are justified, as follows:
    - Other improvements to the Highway 1 / Garden Road intersection are made to reduce the modest traffic impact during the AM peak hour, and
    - The weekday PM peak hour traffic is accommodated as there is no conflict between the eastbound-through and the site-generated eastbound left-turn movements.
- Recognizes that any improvements to Garden Road are considered redundant, as this intersection will be closed once the interchange is operating.

The internal subdivision road as illustrated in **Figure 5: Internal Road Standard** will be designed and constructed at the subdivision stage in accordance with the county’s Servicing Standards.

Figure 5: Internal Road Standard



Policy 3.3.1 *The proposed internal road, as shown on Figure 5: Internal Road Standard, shall be designed as an Urban Industrial / Commercial (UI/C) road standard as identified in the county's Servicing Standards.*

Policy 3.3.2 *An updated Transportation Impact Assessment (TIA) shall be required for each development permit application.*

Policy 3.3.3 *The developer shall complete all offsite road/intersection upgrades as per any recommendations of the TIA at its cost to the satisfaction of the county and Alberta Transportation and Economic Corridors (ATEC).*

Policy 3.3.4 *The province shall engage with the developer to acquire the necessary land for the proposed interchange on Highway 1, located to the east of the Plan Area.*

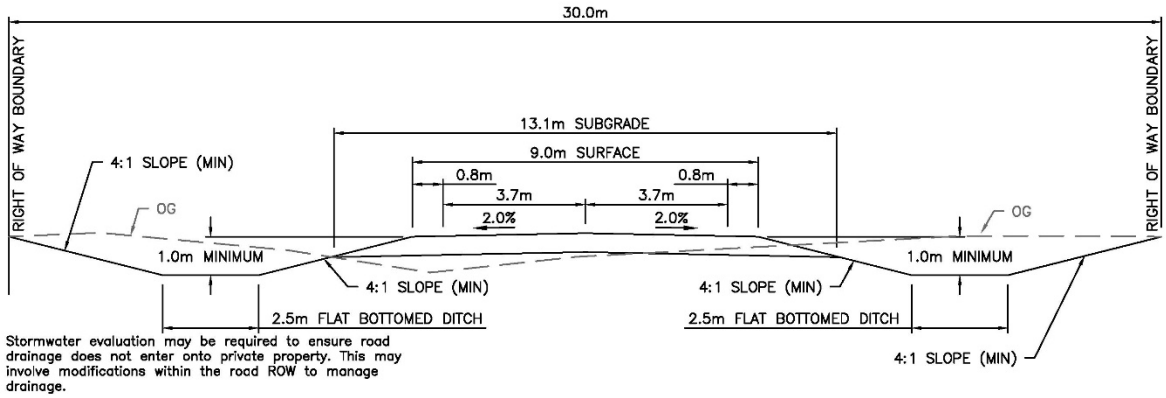
Policy 3.3.5 *Per the recommendation in the TIA prepared by Bunt & Associates dated December 2024, the developer shall restrict its development to 40% of the gross*

floor area, said 40% equates to 26,000 square metres (280,000 square feet), as generally Illustrated on Figure 15: Proposed Phasing, until such time as the interchange and Highway 1 improvements are operational in a satisfactory form to the county.

Policy 3.3.6 *In conjunction with Policy 3.3.5, operational variances such that the AM peak hour westbound through and northbound left movements shall be allowed to continue to operate at their current capacity levels of service, to the satisfaction of the province.*

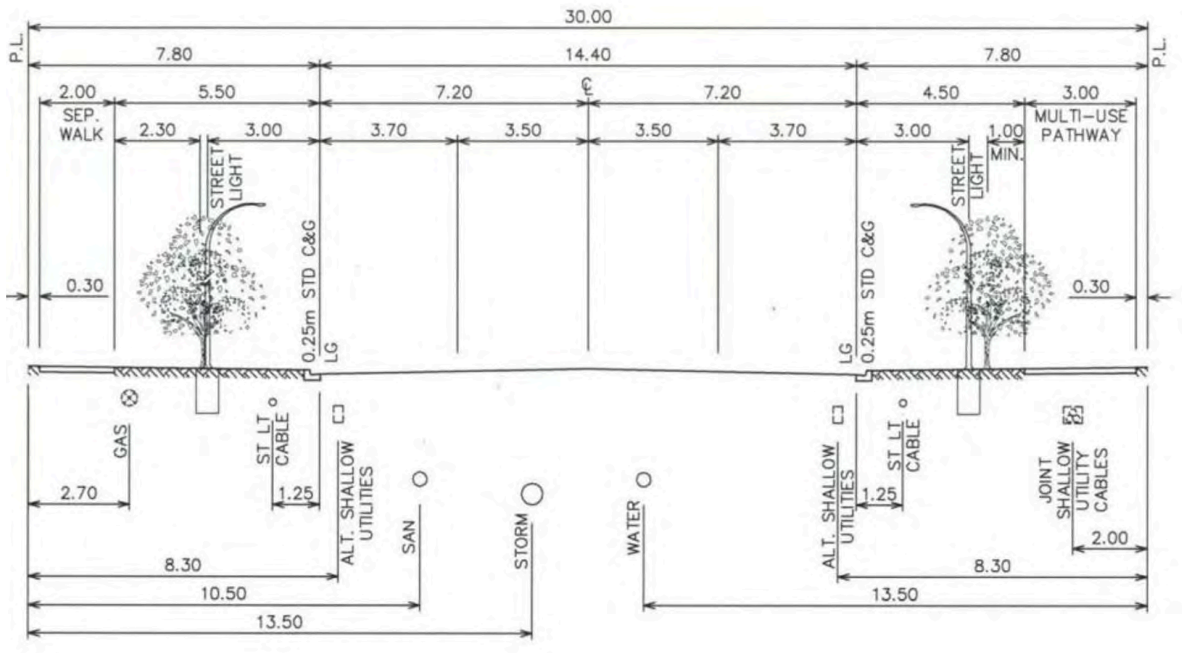
Policy 3.3.7 *The maximum 40% gross floor area metric referenced in Policy 3.3.5 shall be monitored through the development permit process.*

Figure 6: Cross Section for Future Garden Road



Rocky View County Servicing Standards, Rural Collector (RC) Road Sheet 400.8

Figure 7: Cross Section for Mango Boulevard



City of Calgary Design Guidelines for Subdivision Servicing, 2020, Industrial/Arterial Road Sheet 454.1008.059

3.3.1 Parking

The Mango Development Cell provides 2,587 off-street parking stalls distributed across 11 zones as shown on **Figure 8: Preliminary Parking Plan**. Five zones occupy the northern portion of the site (1,501 stalls) and six zones occupy the southern portion (1,086 stalls). Stalls are unassigned and shared across all land uses within the site.

Parking requirements have been calculated in accordance with Section 55 and Table 5 of the Rocky View County Land Use (LUB), applied to each use type at the gross floor areas specified in **Table 2: Mango Site Concept Statistics**. Rates are expressed as stalls per 100.0 m^2 (1,076.39 ft^2) of gross floor area, as stated in LUB *Table 5 – Parking Minimums*.

The LUB parking minimum for the Mango Development Cell is 1,560 stalls, determined on a use-specific basis and provided in **Table 3: Land Use Bylaw Parking Stall Compliance**.

The 2,587 stalls provided represent a surplus of 1,027 stalls, equal to 65.8% above the LUB minimum. The *Hotel/Motel* allocation reflects the LUB *Table 5 – Parking Minimums* rate of 3

stalls plus 1 stall per guest room applied to the 64-guest rooms. All other area-based requirements have been calculated by converting gross floor areas from the figures in **Table 2: Mango Site Concept Statistics** to square metres and applying the applicable LUB *Table 5 – Parking Minimum* rates per 100.0 m^2. A parking compliance summary including the LUB ratios, gross floor areas, stalls required, and stalls provided by use are provided in **Table 3: Land Use Bylaw Parking Stall Compliance**.

Figure 8: Preliminary Parking Plan

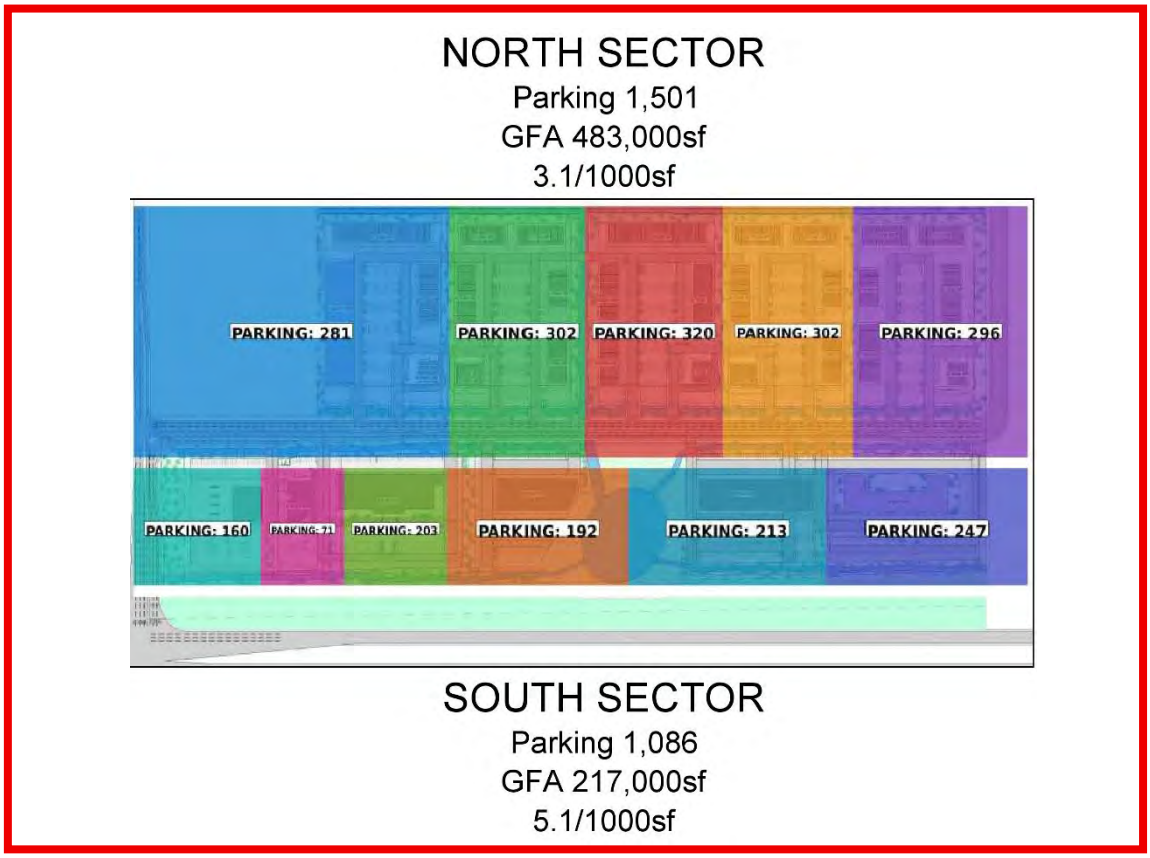


Table 3: Land Use Bylaw Parking Stall Compliance

USE TYPE	LUB PARKING RATIO (C-8000-2020, s.55 Table 5)	GFA / UNITS (CS Table 2, 30 Oct 2026)	STALLS REQUIRED	STALLS PROVIDED	SURPLUS / DEFICIT
Recreation (Private)	5 per 100 m^2	69,000 SF	**321**	-	-
Retail (Grocery)	3 per 100 m^2	40,000 SF	**111**	-	-
Retail (General)	2 per 100 m^2	412,600 SF	**767**	-	-
Eating Establishment	5 per 100 m^2	17,300 SF	**80**	-	-
Care Facility (Clinic)	2 per 100 m^2	8,100 SF	**15**	-	-
Hotel / Motel	3 stalls + 1 per guest room	64 rooms	**67**	-	-
Station (Gas/Electric)	2 per 100 m^2	5,000 SF	**9**	-	-
Office	3 per 100 m^2	68,000 SF	**190**	-	-
TOTAL		700,000 SF + 64 rooms	1,560	2,587	+1,027

Policy 3.3.1.1 ***At the Development Permit stage, the parking supply shall meet or exceed the minimum requirements of the Rocky View County Land Use Bylaw for each approved use at the time of application. A detailed parking analysis, demonstrating compliance, shall form part of every Development Permit submission.***

3.4 UTILITY SERVICING

3.4.1 Potable Water

The construction of the potable water infrastructure will be provided by the proponent, in accordance with the applicable provincial regulatory requirements and the county's Servicing Standards. The proponent will extend the distribution network in Garden Road along the east-west collector, as generally shown on **Figure 9: Connection to the Rocky View County Utility Infrastructure**.

Policy 3.4.1.1 ***The developer shall, at its cost, provide a potable water connection from the current location in Garden Road to be distributed through the future road infrastructure, as generally shown on Figure 9: Connection***

to the Rocky View County Utility Infrastructure, all to the satisfaction of the county's Servicing Standards.

Policy 3.4.1.2 ***At the time of future subdivision, the developer shall prepare a comprehensive hydraulic network analysis of the potable water distribution system, at the developer's expense, to the satisfaction of the county to demonstrate that the existing and proposed water distribution system is capable of meeting the required domestic demands including fire flow requirements, and minimum operating pressures in accordance with the county's Servicing Standards and all applicable regulatory standards.***

Policy 3.4.2.3 ***Where the hydraulic network analysis identifies deficiencies or capacity constraints within the existing or proposed water distribution system resulting from the proposed development, the developer, at its expense, shall be responsible for the design and construction of all on-site and off-site infrastructure improvements required to service the development to the satisfaction of the county.***

3.4.2 Wastewater

A *Preliminary Assessment of Proposed Controlled Wastewater Tie-In* memo was prepared by Richview Engineering Inc. in September 2026. The intent was to determine wastewater capacity and existing loads on the system. The analysis concluded that standard discharge mechanisms into the existing infrastructure was not possible. A modified process is proposed that provides the ability to force wastewater into the system during off-peak hours and to be implemented through a Sanitary Equalization System.

The construction of the wastewater infrastructure will be provided by the proponent, in accordance with the applicable provincial regulatory requirements and the County Servicing Standards. The proponent will tie into the existing distribution network in Garden Road along the east-west collector, as generally shown on **Figure 9: Connection to the Rocky View County Utility Infrastructure**.

Figure 9: Connection to the Rocky View County Utility Infrastructure



Policy 3.4.2.1 *The developer shall, at its cost, provide a wastewater connection from the current location in Garden Road to be distributed through the future road infrastructure, as generally shown on Figure 9: Connection to the Rocky View County Utility Infrastructure, all to the satisfaction of the county's Servicing Standards.*

Policy 3.4.2.2 *The operation, maintenance, repair, and replacement for the equalization system and associated infrastructure, shall be under the ownership and sole responsibility of a Business Lot Owners' Association (BLOA).*

Policy 3.4.2.3 *At the time of future subdivision, the Developer shall prepare a comprehensive hydraulic network analysis of the wastewater distribution system, to demonstrate that the existing and proposed*

wastewater distribution system is capable of meeting the required domestic demands and minimum operating pressures, at the Developer's sole cost and in accordance with Rocky View County, and all applicable regulatory standards.

Policy 3.4.2.4 ***Where the hydraulic network analysis in Policy 3.4.2.3 identifies deficiencies or capacity constraints within the existing or proposed wastewater distribution system resulting from the proposed development, the Developer, at its sole cost, shall be responsible for the design and construction of all on-site and off-site infrastructure improvements required to service the development to the satisfaction of Rocky View County.***

3.4.3 Stormwater Management

Mango Development Cell is in the Conrich ASP and therefore, within the Shepard Regional Drainage Basin, which is discharged into the Bow River. The Cooperative Stormwater Management Initiative (CSMI) provides the ultimate plan to treat and move stormwater through a series of conveyance systems, generally from north to south. This is a long-term and expensive solution. As a result, interim solutions have been proposed to permit development to proceed. One such solution comprises designing a stormwater system under zero discharge conditions. Infrastructure must, therefore, be "overdesigned" but as an interim solution. An evaporation pond combined with a canal/swale system will be explored for the Mango Development Cell. See **Figure 10: Stormwater Management Scheme**. Further analysis will be implemented to redevelop stormwater infrastructure that will not be required in the ultimate solution. The developer will be required to prepare a comprehensive stormwater management report at the subdivision stage.

Policy 3.4.3.1 ***A comprehensive Stormwater Management Report shall be prepared in a future subdivision application.***

Policy 3.4.3.2 ***The proposed stormwater management system is generally illustrated in Figure 10: Stormwater Management Scheme.***

Policy 3.4.3.3 ***Compliance to the policies outlined in Section 24.0 Stormwater of the Conrich ASP shall be followed, specifically adhering to the Cooperative Stormwater Management Initiative Plan, the Conrich Master Drainage Plan, and the Western Headworks Stormwater Management Agreement.***

Policy 3.4.3.4 ***Development is expected to be phased and therefore, the stormwater management report shall be phased to align with the required storage and release conditions per each phase of development.***

Policy 3.4.3.5 ***The developer shall be responsible for any costs associated with the transition of the interim stormwater system to the ultimate stormwater system.***

Policy 3.4.3.6 ***Ultimately, when a downstream solution is provided, the stormwater solution on the Mango Development Cell may be repurposed at the developer's expense.***

Policy 3.4.3.7 ***All standards and design of the stormwater infrastructure shall be to the satisfaction of the province and county's Servicing Standards.***

Policy 3.4.3.8 ***Bioretention shall be encouraged to reduce volumes and enhance soil moisture for plant growth, while reducing reliance on limited potable water***

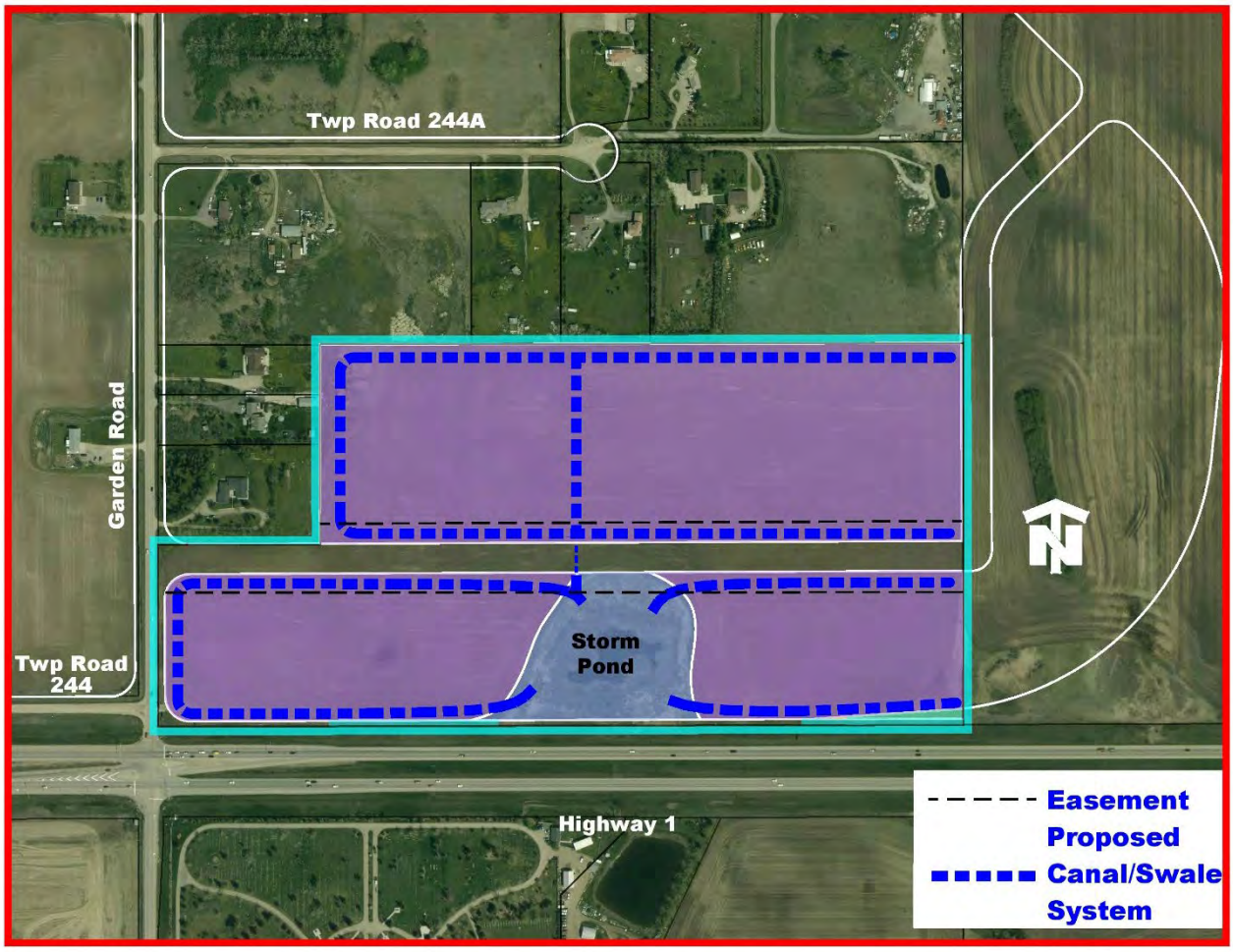
Policy 3.4.3.9 ***Grading shall consider existing topography and surface drainage routes to minimize impacts on adjacent properties.***

Policy 3.4.3.10 ***The stormwater management system shall be owned and operated by a Business Lot Owners' Association (BLOA).***

Policy 3.4.3.11 ***At the subdivision stage, as per the Conrich Master Drainage Plan, dedication of a utility right-of-way for the construction of a future drainage course shall be provided.***

Policy 3.4.3.12 ***The operations and maintenance of the storm pond and associated infrastructure, shall be under the ownership and sole responsibility of a Business Lot Owners' Association (BLOA).***

Figure 10: Stormwater Management Scheme



3.4.4 Shallow Utilities

Shallow utilities (electricity, telecommunications, natural gas) will be provided by the landowner at the subdivision stage in consultation with all applicable shallow utility providers.

Policy 3.4.4.1 ***The developer shall provide shallow utilities from their respective sources to the property line for each respective development parcel.***

3.5 SOLID WASTE MANAGEMENT

Provision of solid waste management will be provided for each subdivision by a qualified solid waste management operator to be managed through a contract.

Policy 3.5.1 ***Solid waste management shall be provided by a qualified waste management operator through a contract managed by the Business Lot Owners' Association (BLOA).***

3.6 FIRE SUPPRESSION

At the subdivision and development permit stages, the developer will be required to prepare a design scheme for fire hydrants distribution, under the minimum fire flow requirements as identified in the county's Servicing Standards, the Fire Hydrant Water Suppression Bylaw, and Alberta Building Code. All commercial buildings will require their own fire suppression system, i.e. sprinklers.

Policy 3.6.1 ***At the subdivision stage, the developer shall provide fire hydrants as required under the rules of the county's Servicing Standards.***

Policy 3.6.2 ***All industrial and commercial buildings should provide fire suppression systems and shall adhere to the county's Fire Suppression Bylaw and the Alberta Building Code.***

3.7 EMERGENCY RESPONSE



There is no fire station located within the emergency response time of ten minutes of the Mango Development Cell. The CASP identifies a future site to be located to the northeast and will provide the 10-minute response time as noted in building code documentation. Secondary fire response is anticipated from the Cities of Calgary and/or Chestermere, subject to the terms of the applicable Intermunicipal Agreement. All buildings will be equipped with state-of-the-art sprinkling systems as they are non-residential. Police will be provided by the Royal Canadian Mounted Police (RCMP) as per the provincial Police Service Agreement, with support from both the Cities of Calgary and/or Chestermere. Emergency Response will be addressed by the 911 system with dispatch of ambulance service from EMS facilities within the City of Calgary.

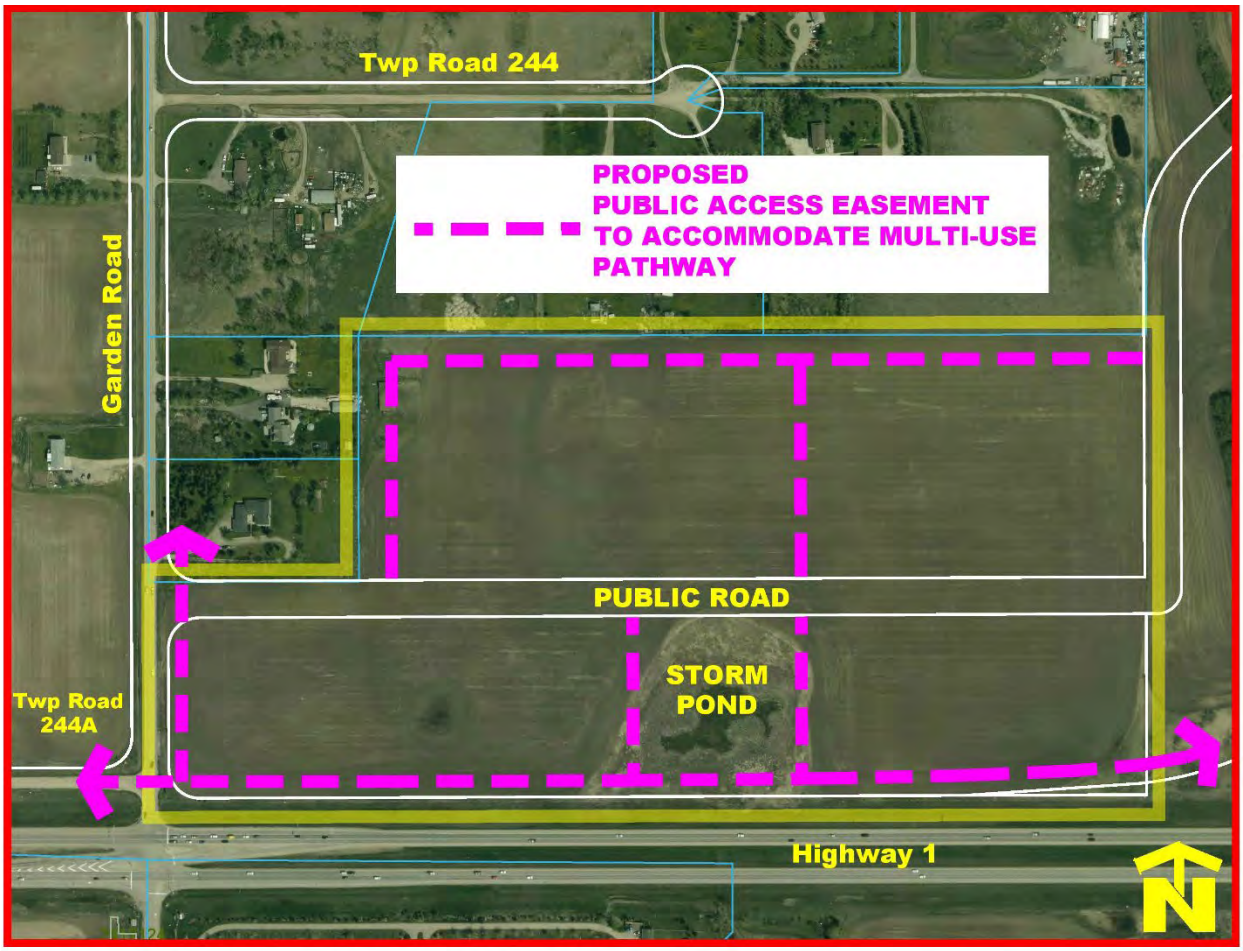
3.8 PUBLIC OPEN SPACE

For the Mango Development Cell, cash-in-lieu of Municipal Reserve (MR) is proposed, equivalent to 10% of the gross development area.

Policies 18.1.d. and 20.10 of the Conrich Area Structure Plan (CASP) recognize that pathways may be accommodated through Public Access Easements (PAEs), provided they remain accessible to the public. A Business Lot Owners' Association (BLOA) will be established at the subdivision stage and will be responsible for the ongoing maintenance of the PAEs, ensuring this infrastructure is properly maintained in perpetuity. In addition, open space plaza(s) will be incorporated into the commercial parcels at the Development Permit stage to provide social gathering spaces for users of the commercial development. Refer to **Figure 11: Proposed Public Access Easements**, which illustrates the proposed location of PAEs within the commercial parcels.

A multi-use pathway is also proposed within the main east-west roadway to support active mobility and enhance connectivity within the public realm. Refer to **Figure 7: Cross-Section of Mango Boulevard**, which illustrates the multi-use pathway within the proposed roadway cross-section.

Figure 11: Proposed Public Access Easements



Policy 3.8.1 *The developer shall determine prior to the subdivision stage whether MR is owing on their respective property.*

Policy 3.8.2 *Municipal Reserve (MR) shall be provided as cash-in-lieu, in consultation with the county and in accordance with the requirements of the Municipal Government Act.*

Policy 3.8.3 *At the subdivision stage, the developer shall provide a market appraisal for the equivalent of 10% of the gross developable area of the Mango Development Cell.*

Policy 3.8.4 *Pathways shall be considered in Public Access Easements (PAEs), per Conrich ASP Policies 18.1.d. and 20.10, provided they are constructed and maintained through a Business Lot Owners' Association (BLOA).*

MANGO
DEVELOPMENTS INC.

Policy 3.8.5 ***A minimum of 30 square metres of private amenity space shall be required within the private commercial lands.***

3.9 GEOTECHNICAL CONSIDERATIONS

In October 2024, PrairieGEO Engineering Ltd. prepared a Geotechnical Investigation for the Mango Development Cell area. No slopes greater than 15% were found and therefore, no development setbacks are required within the property to meet a 1.50 Failure of Slope (FOS) against global instability.

Policy 3.9.1 ***The developer may be required to provide a more detailed Geotechnical Investigation at the subdivision stage to verify sub-surface conditions are favourable for the proposed development, in terms of both slope stability and groundwater depth, to the satisfaction of the County.***

Policy 3.9.2 ***As a condition of subdivision approval, a post-grading stability analysis shall be prepared by a qualified professional engineer to identify proposed grades and development surcharges, based on final lot lines.***

3.10 BIOPHYSICAL CONSIDERATIONS

On behalf of Mango Developments, Vertex Professional Services Ltd prepared an Environmental Screening Report in November 2024 and a full Biophysical Impact Assessment in July 2025.

The Mango Development Cell will be developed on land that is primarily agricultural (cropland) and is adjacent to agricultural, rural residential and transportation activities. Three wetlands exist within the project of which a total of approximately 7.05 hectares / 17.42 acres will be permanently altered. The wetland effects were a key feature in this evaluation as they were determined to be an affected Valued Ecosystem Components (VECs). The project area is largely agricultural and does not appear to provide important wildlife habitat; however, the project occurs within sensitive raptor, Sharp-tailed Grouse range and grassland bird range. The project does not occur within any areas designated as an Environmentally Sensitive Area (ESA). Additionally, there are no watercourses or fish-bearing waterbodies; therefore, fish and fish habitat will not be affected. Following the appropriate implementation of mitigation measures as outlined, there will likely be no significant or residual impacts to soils, terrain, ground/surface water, vegetation, or wildlife Species at Risk (SAR).

Considering the proposed development will directly and permanently impact the three potential wetlands or VECs, Rocky View County requires a complete Biophysical Impact Assessment (BIA), in addition to a detailed desktop assessment required in accordance with the Alberta Wetland Assessment and Impact Report (WAIR) Directive, as per the Alberta Water Act. This will include detailed field-based wetland assessments to determine the value of the

wetlands by using the Alberta Wetland Rapid Evaluation Tool – Actual (ABWRET-A). Mitigation measures, to reduce the project-related effects on wetlands adjacent to the project footprint, will reduce indirect and cumulative impacts. Field activities will occur in 2025, followed by the completion of a BIA.

It is required that the Alberta Wetland Policy be followed. The Government of Alberta recommends a three-stage approach to wetland alterations or loss: avoidance, minimization of impacts, and replacement (Government of Alberta, 2023). If the wetland cannot be avoided or the impact of project construction and operation cannot be minimized, authorization is required under the Water Act, as per the Alberta Wetland Policy. Suteki should seek to retain high value wetlands for their ecosystem benefits; however, should avoidance of the wetlands not be feasible, Mango Developments may opt to pay a wetland replacement fee for the permanent loss of wetland area. A completed Wetland Replacement Fee form is required to obtain Water Act approval for the proposed development (Government of Alberta, 2023).

Policy 3.10.1 ***The Mango Development Cell development will adhere to the recommendations as outlined in the BIA, as reported by Vertex Professional Services Ltd, dated July 2025.***

Policy 3.10.2 ***The developer shall prepare a Wetland Assessment Impact Report (WAIR) at the subdivision stage to confirm the specific wetland area to be disturbed and/or lost and establish replacement requirements to the satisfaction of Rocky View County and the Government of Alberta.***

Policy 3.10.3 ***Wetland WL02 as shown in Figure 12: Current Wetland Delineations, is Crown claimable and shall require both Public Lands Act authorization and approval under the Water Act prior to Project development.***

Policy 3.10.4 ***Wetlands WL01, WL03, WL04, and WL05 as shown in Figure 12: Current Wetland Delineations, shall require approval under the Water Act prior to any development to occur.***

Figure 12: Current Wetland Delineations (2025)

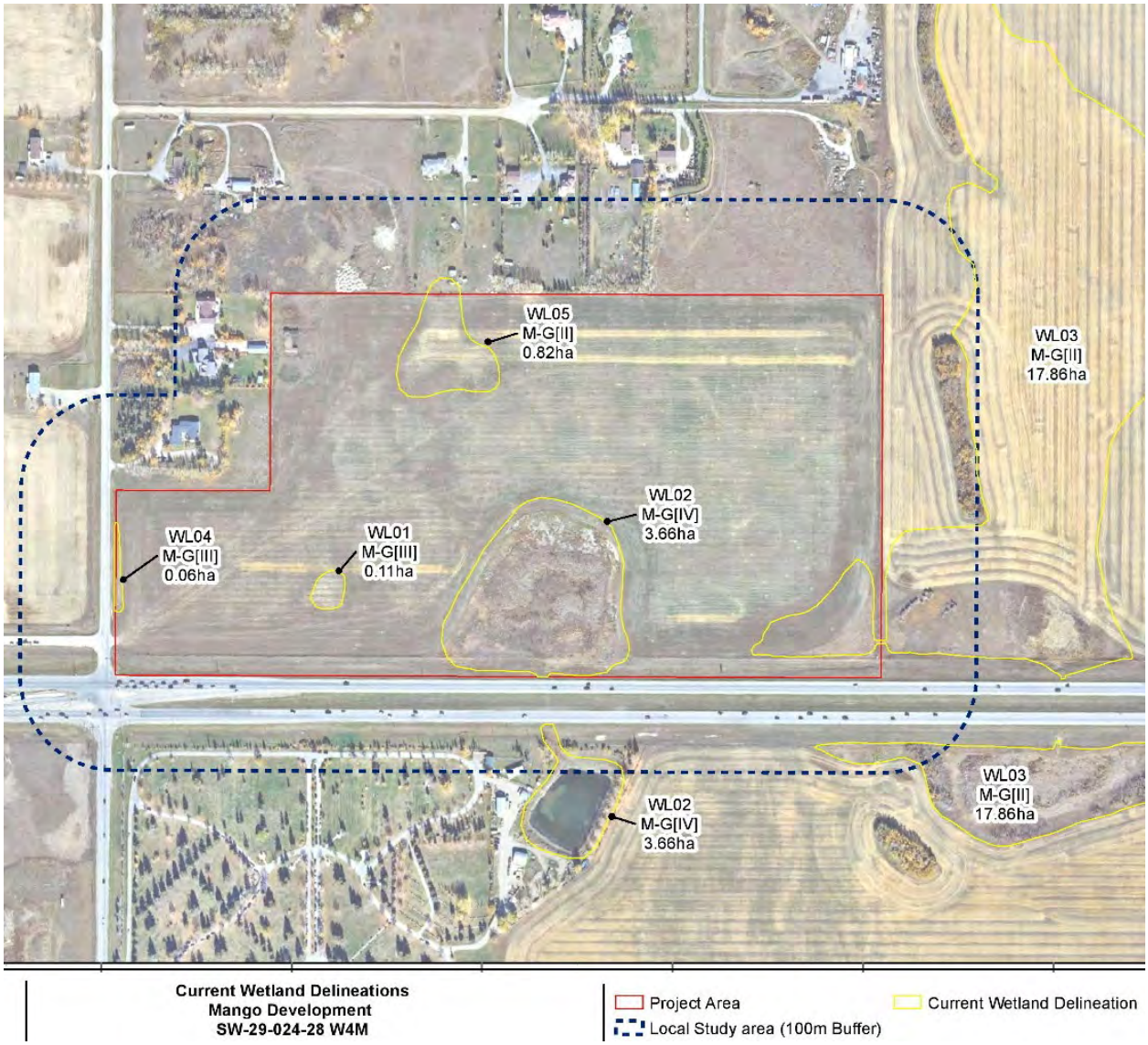
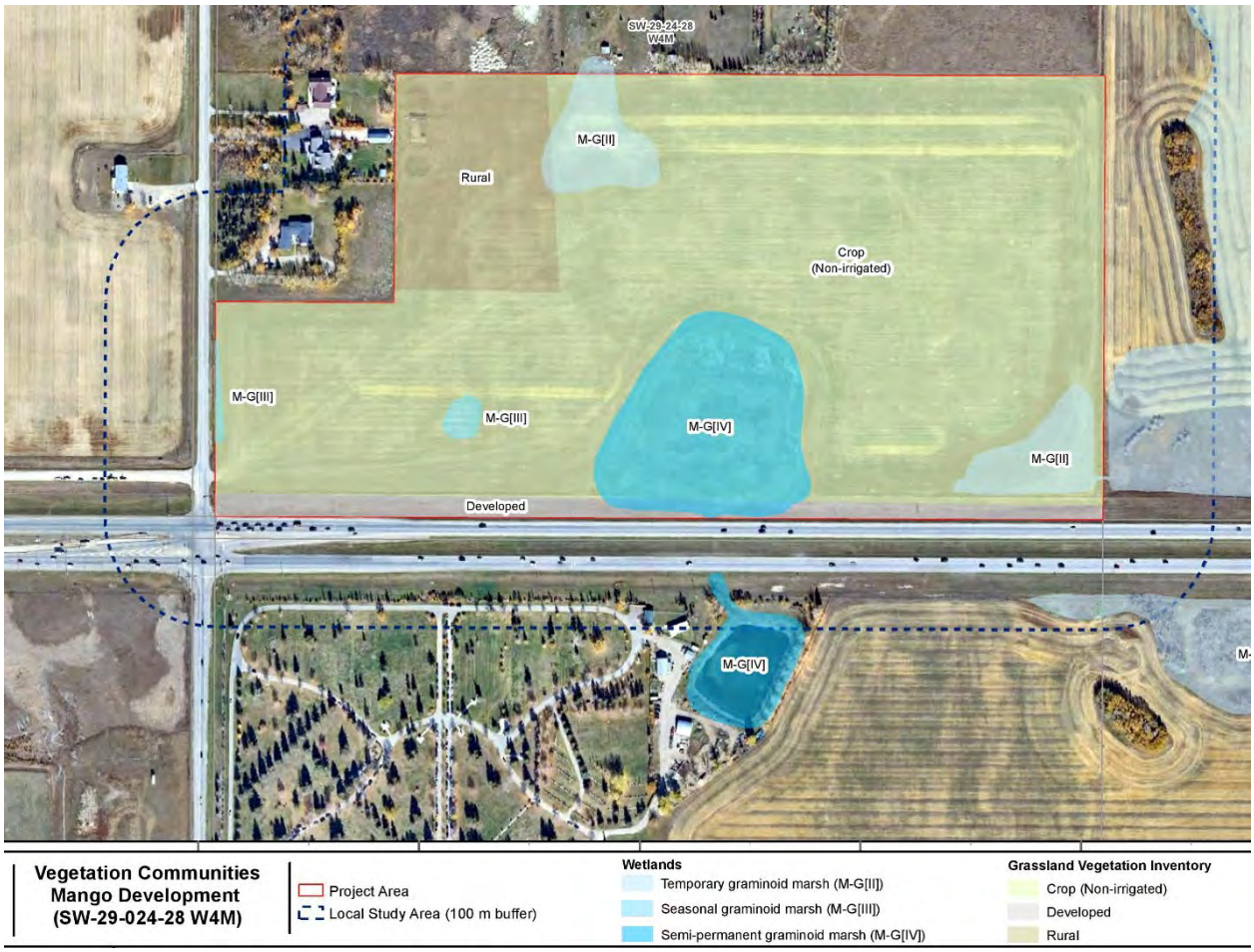
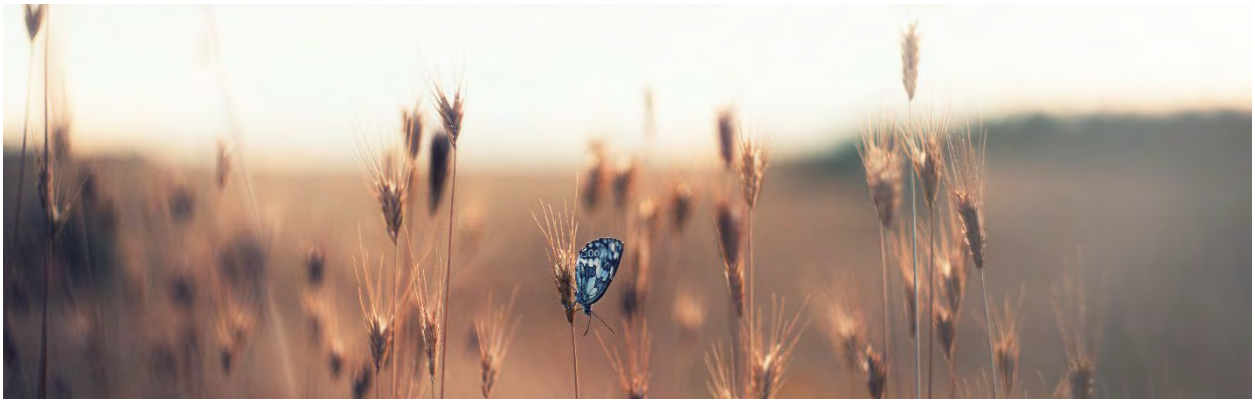


Figure 13: Vegetation Communities





3.11 ARCHEOLOGICAL & HISTORICAL RESOURCES CONSIDERATIONS

Archeological and historical analyses of any proposed development in Alberta are required before any soil disturbance occurs. An Historical Resources Overview (HRO), or desktop review, is conducted, possibly resulting in the need for further on-site work to be performed, to determine the extent of findings. This is known as a Historical Resources Impact Assessment (HRIA).

Vertex, as part of its Biophysical Impact Assessment review, examined the Listing of Historic Resources, and concluded that no historical resource value was identified within or adjacent to the Mango Development Cell.

Policy 3.11.1 ***The developer shall prepare a Historical Resources Overview (HRO) at or prior to the subdivision stage to the satisfaction of the Government of Alberta.***

Policy 3.11.2 ***If a Historical Resources Impact Assessment (HRIA) is required from the HRO from Policy 3.11.1, it shall be completed prior to subdivision approval, to the satisfaction of the Government of Alberta.***

3.12 BUSINESS LOT OWNER'S ASSOCIATION

A Business Lot Owners' Association (BLOA) will be established at the subdivision stage as the ongoing governance body for the development cell. The BLOA is responsible for landscape maintenance (Supplement 6), solid waste management (Section 3.5), stormwater system operation (Policies 3.4.3.1 through 3.4.3.12), and sanitary equalization system ownership, operation (Policy 3.4.2.2), and architectural and landscaping guidelines (Section 4.3). BLOA membership is mandatory for all landowners within the development cell from the date of subdivision registration. The BLOA framework provides the County with a single, accountable legal entity for all ongoing infrastructure obligations - removing any reliance on individual lot compliance.

Policy 3.12.1 ***At the subdivision stage, a Business Lot Owners' Association shall be established for the entire Mango Development Cell commercial lands.***

4.0 Implementation

4.1 PROPOSED LAND USES

C-HWY (Commercial, Highway District) is proposed for 25.08 hectares / 61.97 acres[1] of the Mango Development Cell, and will accommodate the following general uses (but not limited to):

- Retail (General), Office, Station (Gas/Electric), Car Wash, Establishments, Recreation (Private), Care Facility (Clinic).

Uses may be limited to those listed in *Section 10.0 Commercial* of the Conrich ASP.

The balance of the cell, or 2.43 hectares / 6.01 acres, is proposed to be redesignated to S-PUB Special, Public Service District for the purpose of a storm pond and public open space.

Figure 14: Proposed Land Use Plan



Policy 4.1.1 All proposed uses, and general rules shall adhere to the county's Land Use Bylaw and the Conrich ASP.

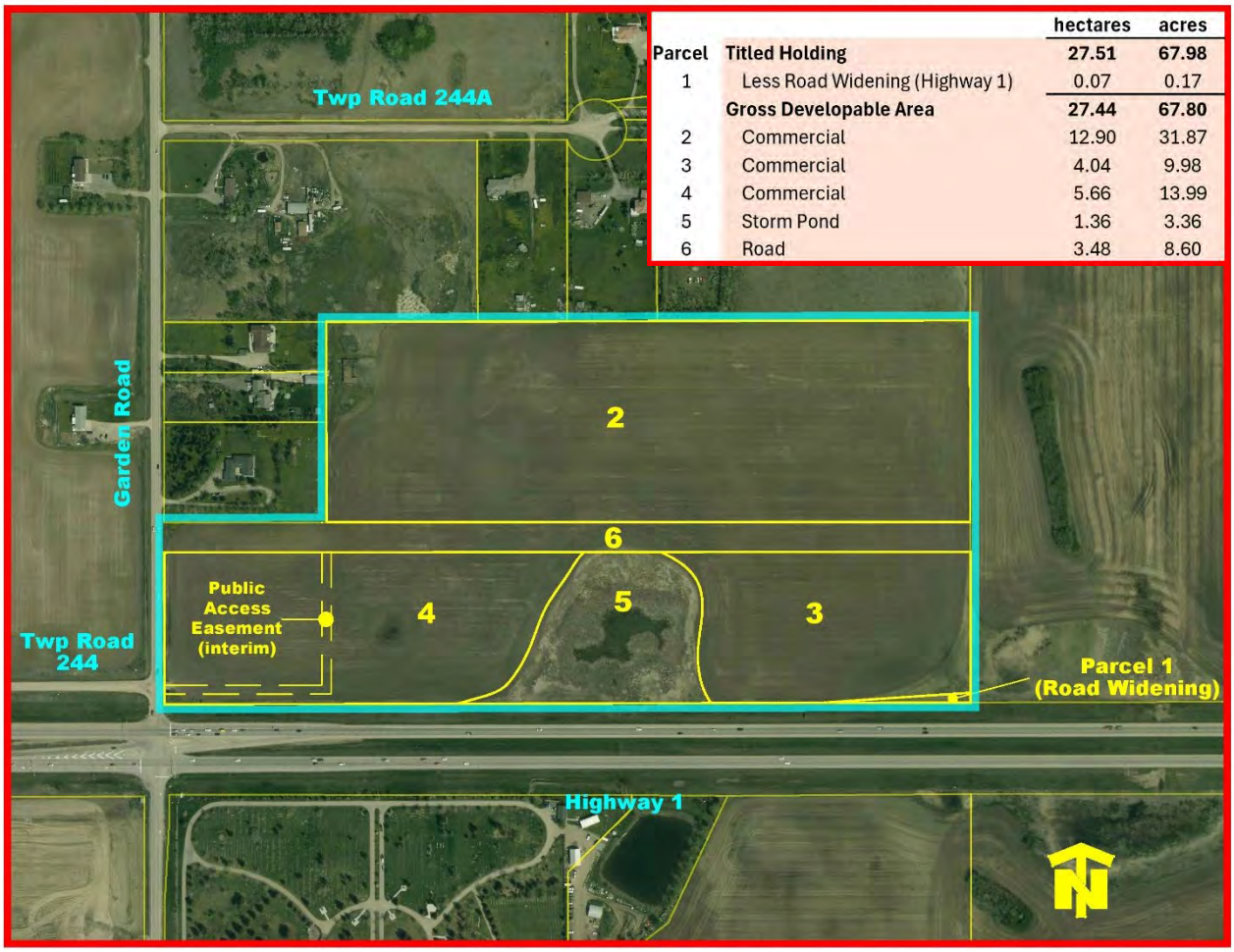
[1] This figure includes 2.48 hectares / 6.13 acres for Public Roads and Road Widening for Highway 1

4.2 PROPOSED SUBDIVISION

The subdivision of the Mango Development Cell is expected to occur within the short term according to design criteria described as follows:

- Appropriately sized parcels to be in accordance with the requirements of the County's applicable land use designation.
- Any required Municipal Reserves (MRs) to be addressed as a mix of land and cash-in-lieu.
- Implementation of required transportation, utility servicing, and stormwater management infrastructure, as contemplated by the Highway 1 Conceptual Scheme, in accordance with the provisions of the county's Development Agreement Process and county's Servicing Standards.

Figure 15: Proposed Subdivision Plan



Parcel		hectares	acres
	Titled Holding	**27.51**	**67.98**
1	Less Road Widening (Highway 1)	0.07	0.17
	Gross Developable Area	**27.44**	**67.80**
2	Commercial	12.90	31.87
3	Commercial	4.04	9.98
4	Commercial	5.66	13.99
5	Storm Pond	1.36	3.36
6	Road	3.48	8.60

4.3 ARCHITECTURAL & LANDSCAPING GUIDELINES

The developer proposes Architectural & Landscaping Guidelines to be implemented by all property/building owners in accordance with CASP's Section 15.0 (Gateways and Highway 1 East Corridor Focus Area) policies. These will ensure all commercial development reflects a consistent style and coordinated theme. Specific benchmarks for site design criteria will be established under the following categories:

- Material finishings
- Façade articulation
- Roof design
- Entrance design
- Glazing standards
- Illumination
- Signage framework
- Parking design
- Servicing and loading areas
- Sustainability measures
- Mobility
- Landscaping

The developer will register the Architectural & Landscaping Guidelines on each certificate of title, for each commercial property at the subdivision stage, to inform the future owners of their specific development obligations.

Mango's Architectural and Landscaping Guidelines are included in Supplement 6 of this document.

Policy 4.3.1 ***The developer shall register the Architectural & Landscaping Guidelines on the certificate of title for each property at the subdivision stage to advise the future owners of their specific development requirements related to the Guidelines.***

Policy 4.3.2 ***A Business Lot Owners' Association (BLOA) shall be responsible for enforcing the Architectural & Landscaping Guidelines.***

Policy 4.3.3 ***Façade articulation shall be required where buildings are in highly visible areas.***

Policy 4.3.4 ***All lighting shall adhere to Dark Sky principles.***

Policy 4.3.5 ***Abundant soft landscaping is encouraged to reduce the effects of greenhouse gas emissions.***

Policy 4.3.6 ***The Architectural & Landscaping Guidelines shall incorporate appropriate language around the use of drought-tolerant, wind-tolerant, and hardy species native to Calgary Region Zone 3b.***

Policy 4.3.7 ***The Mango Architectural Landscaping Guidelines shall be included in the Mango Development Cell and if amended, shall not require an amendment to this Development Cell.***

Policy 4.3.8 ***the Architectural & Landscaping Guidelines proposed for the Mango Development Cell shall adhere to the CASP's Section 15.0 (Gateways and Highway 1 East Corridor Focus Area) policies.***

4.4 COMMERCIAL DESIGN GUIDELINES

The *Appendix B: Commercial and Industrial Development Landscape and Design Guidelines* of the Conrich ASP are intended to *"ensure a coordinated and pleasant visual appearance of commercial or industrial development"*. Architectural guidelines cover aspects such as building placement, façade extents, colours, materials, finishes, rooftop apparatus and roof design, and defined building entrances. Landscaping guidelines cover minimum yards for landscaped areas, use of native plant material, avoid species monoculture, reduced long-term watering usage, encourage massing of plantings, use of decorative materials, and attractive landscape designs at key locations.

Policy 4.4.1 ***All developments in the Highway 1 Conceptual Scheme area shall address the Conrich ASP's Appendix B: Commercial and Industrial Development Landscaping and Design Guidelines at the development permit stage.***



4.5 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA

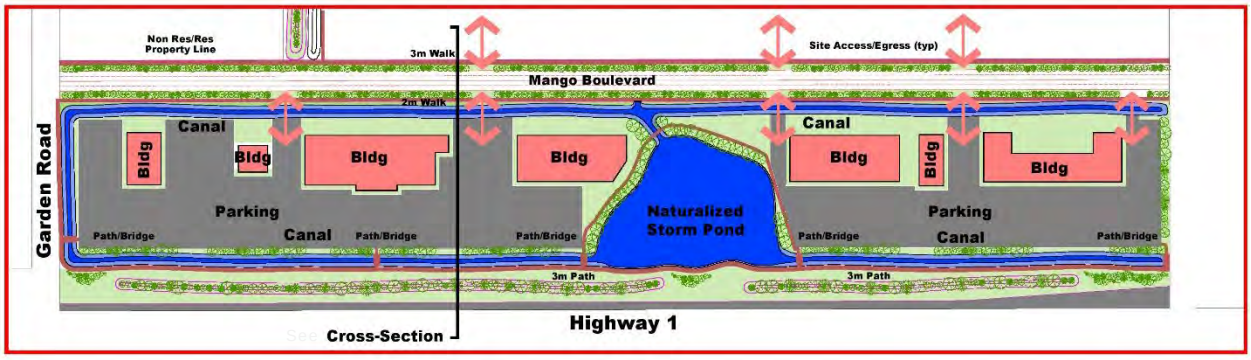
Section 15.0 Gateways and Highway 1 East Corridor Focus Area of the CASP identifies the need for a visually attractive and well-maintained interface between future developments in Rocky View County for any lands adjacent to Highway 1. While there is a need to provide some degree of exposure for the businesses adjacent to the Highway 1 Corridor, a pleasing landscape with mature vegetation is to be encouraged. Some berming may be considered to add visual relief. Signage will also become an important element to assist in wayfinding.



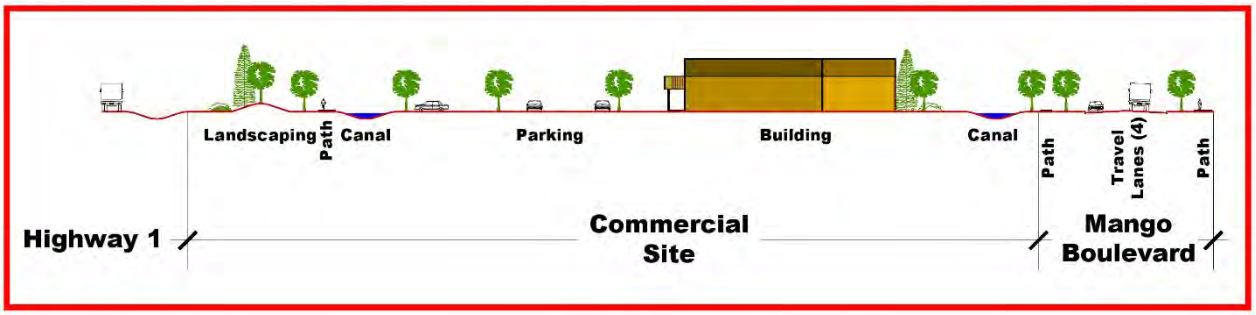




Figure 16: Proposed Landscaping Interface with Highway 1



Cross-Section



Policy 4.5.1 *Any interface to Highway 1 shall be developed in accordance with the county's Commercial, Office, and Industrial Design Guidelines, the Architectural & Landscaping Guidelines of this document, and policies of the IDP.*

Policy 4.5.2 *At the development permit stage, an internal pathway system and associated widths shall be established to the satisfaction of the county.*

The following policies pertain to any building façade that faces Highway 1:

Policy 4.5.3 *Any building façade shall be designed as the primary architectural elevation with a minimum of 30% glazing on the ground floor and a minimum of 15% glazing on any upper floors.*

Policy 4.5.4 *Parapet variation shall have a minimum of 0.6 metre in height and shall change every 20 metres in length.*

Policy 4.5.5 *No blank walls shall be permitted over eight metres in length and to mitigate the aspect, shall use articulation elements such as material change, colour*

change, structural bay expression, recessed glazing, and / or projected frames.

Policy 4.5.6 *The primary building material shall not comprise more than 50% of the façade area.*

The following policies pertain to any building that is located adjacent to Highway 1:

Policy 4.5.7 *Any building higher than two storeys shall be recessed after the second storey by a minimum of three metres.*

The following policies pertain to the area between Highway 1 and adjacent buildings:

Policy 4.5.8 *Any tree and shrub planting shall comprise 25% more than the requirement in the county's Land Use Bylaw.*

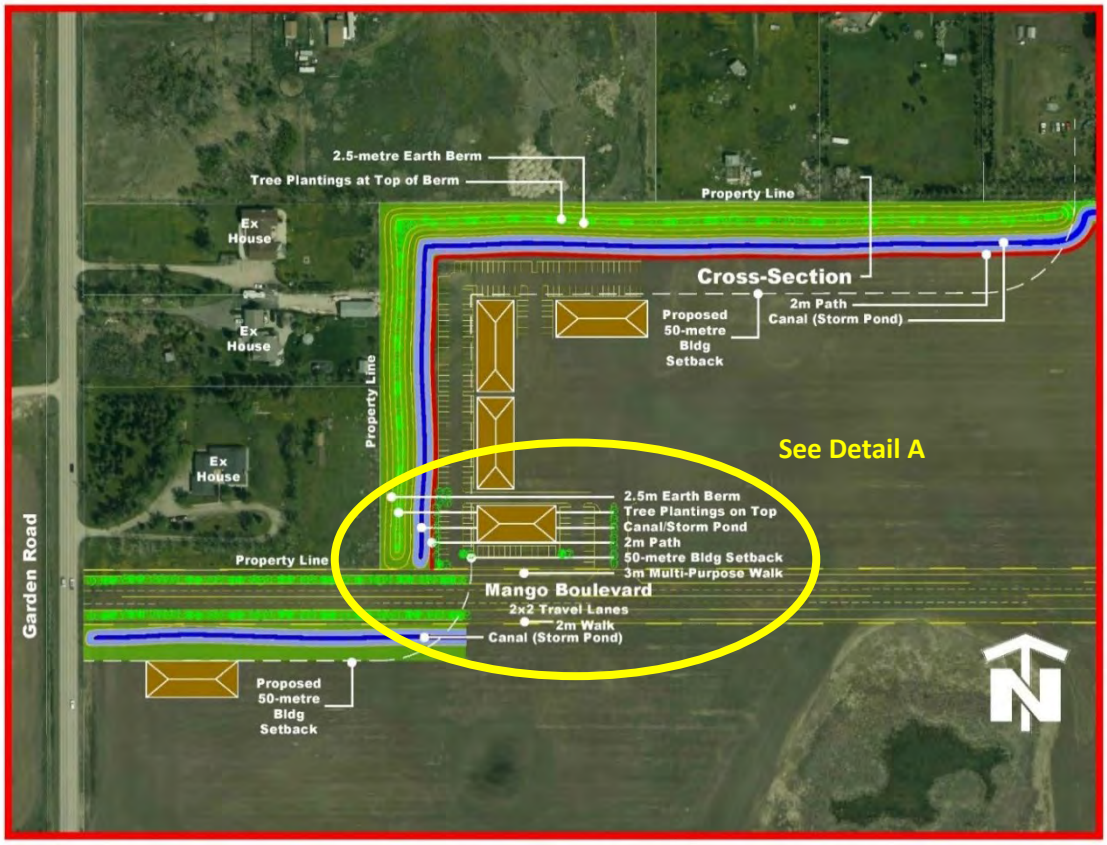
Policy 4.5.9 *Earth berms may be considered as a visual relief tool however they should keep a low profile to permit visual recognition of the businesses and their need for drive-by exposure. Figure 16: Proposed Landscaping Interface with Highway 1 shall be used as a guiding reference in conjunction with the Architectural & Landscaping Guidelines of this document.*



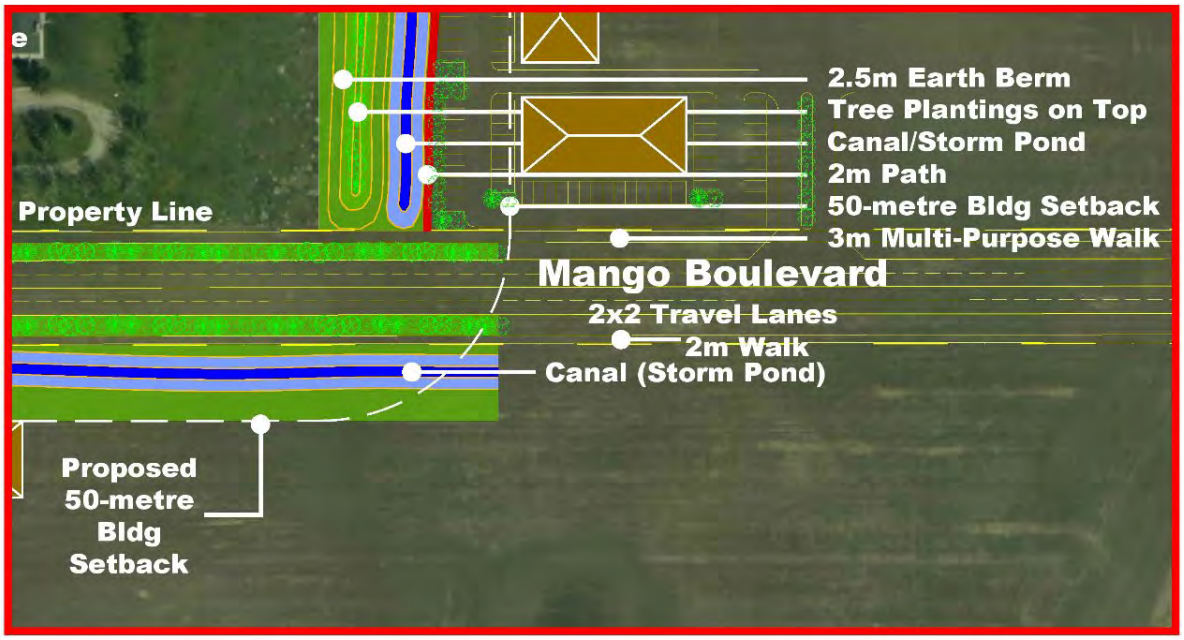
4.6 NON-RESIDENTIAL/RESIDENTIAL INTERFACE

Non-Residential/Residential Interface areas are identified between existing residential properties on Township Road 244A/Garden Road and adjacent future non-residential uses in the Mango Development Cell. This interface is intended to be of high quality and to provide appropriate visual screening, in favour of the residential properties, with such screening to be in the form of plantings, berming, wetlands, storm ponds, linear parks, and/or paths. Architectural and landscaping integrity is paramount for non-residential uses adjacent to existing residential parcels. Certain uses are considered inappropriate as an interface to residential parcels: garbage storage, loading bays, loading doors, and activities creating heavy truck traffic. Spacing from the residential property line to the non-residential building is identified to be a minimum of 50 metres. An earth berm and strategically placed tree/shrub plantings are proposed to be used for a vertical buffer and surface parking, a path, and a canal feature for storm pond purposes, are proposed for the horizontal buffer. Refer to **Figure 17: Proposed Non-Residential/Residential Interface**.

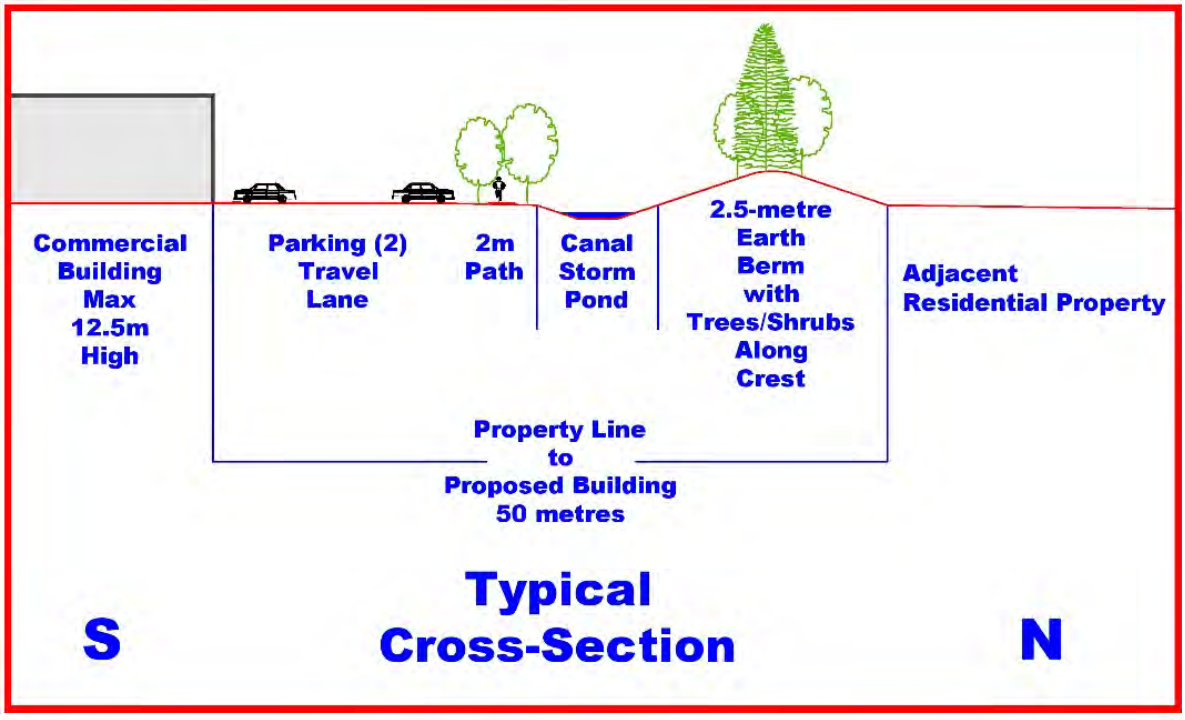
Figure 17: Proposed Non-Residential/Residential Interface



Detail A



Cross Section of Non-Residential/Residential Interface



Policy 4.6.1 ***High-quality building appearance should be emphasized where non-residential buildings face residential areas.***

Policy 4.6.2 ***Building design shall address the requirements of Appendix B of the CASP.***

Policy 4.6.3 ***Any non-residential building shall be set back a minimum of 50 metres from the Mango Development Cell property line adjacent to an existing residential area property line.***

Policy 4.6.4 ***Methods to assist in mitigating negative visual effects from the proposed development shall include a minimum 2.5-metre-high earth berm, strategically placed tree and shrub plantings, comprising 40% more than required in the county's Land Use Bylaw, a canal for stormwater purposes, and surface parking.***

Policy 4.6.5 ***Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots of adjacent to a residential area shall not face the residential area.***

Policy 4.6.6 ***Outdoor storage shall not be permitted.***

Policy 4.6.7 ***The maximum building height for any building adjacent to a residential area shall be 12.5 metres in height.***

Policy 4.6.8 ***Up to one glazed entrance opening per building, of no more than 4 metres wide, shall be permitted facing a residential area.***

4.7 AGRICULTURE INTERFACE

As agriculture is the primary use in Rocky View County, it is important that agricultural activities on these lands should be allowed to continue to operate as they have historically. The CASP suggests the use of the county's Agricultural Boundary Design Guidelines as a tool to address this interface. Some areas of the Mango Development Cell are affected by interfacing with lands currently identified as existing agriculture. Mitigative measures include the placement in the northeast of a stormwater feature (canal) and in the east, with extensive vegetation within the commercial parcels and a public road. It is noted; these agricultural lands are proposed to become another use under the CASP's *Map 5: Land Use Strategy*: either *Highway Business* or *Highway Business Transition*. In either case, these uses will ultimately eliminate the need for an Agriculture Interface.

Policy 4.7.1 ***Any vegetation proposed in the interface land shall be 20% greater than the requirement in the county's Land Use Bylaw.***

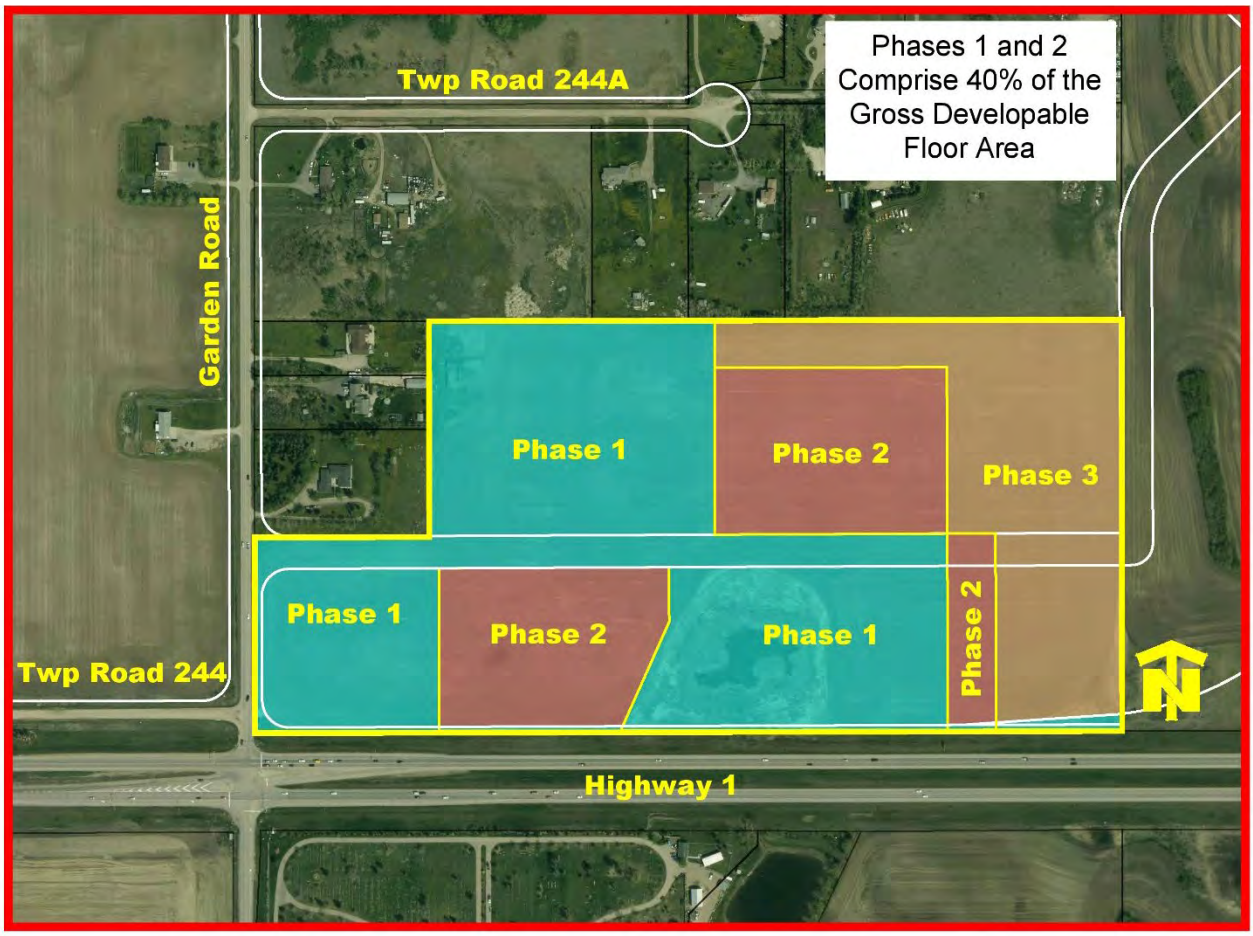
Policy 4.7.2 ***Stormwater shall not be directed onto agricultural lands.***

Policy 4.7.3 ***Pathways and walks shall not connect to agricultural lands.***

4.8 PHASING

The first phase of development for the Mango Development Cell, after road and stormwater infrastructure is completed, is expected to commence in the southwest, where a controlled intersection is located with Highway 1 and Garden Road. Subsequent phasing will proceed as market conditions permit and future road infrastructure to the east is established. Refer to **Figure 18: Proposed Phasing**.

Figure 18: Proposed Phasing



Policy 4.8.1 ***Phasing shall be generally from the west to the east, as shown in Figure 18: Proposed Phasing.***

4.9 INTERIM EMERGENCY ACCESS

Appendix A – Mango Development Cell will require an interim emergency access before the ultimate interchange and associated infrastructure is completed. The intent is to accommodate this infrastructure with minimal change to the ultimate design of this cell. A public access agreement will be registered on the affected parcel of land, to be discharged when the ultimate public road design no longer requires this encumbrance. See **Figure 19: Interim Emergency Access**.

Figure 19: Interim Emergency Access



Policy 4.9.1 ***A public access easement shall be registered on the affected title at the subdivision stage, to ensure interim emergency access is constructed, to the satisfaction of the county's Servicing Standards.***

Policy 4.9.2 ***When the easement in Policy 4.9.1 is no longer required, as determined by the county, it shall be discharged from affected title(s) at the developer's expense.***

4.10 PROPOSED ROAD NAME

One public road will require a name to be assigned to it prior to subdivision approval.

Policy 4.10.1 ***One internal road name shall be identified at the time of subdivision and be applied in accordance with the county's Road Naming Policy.***

5.0 Public Consultation

WHAT WE HAVE HEARD

In January 2025, the applicant contacted all Conceptual Scheme (CS) landowners via a mailout letter to advise them of the proposed CS and Land Use Redesignation applications that were submitted to the County in January. A follow-up query was made to one of the landowners to seek further dialogue, as a liaison for the neighbours. This letter can be found in Supplement 1.

In March 2025, a follow-up visit was made to some of the CS landowners to seek their opinion regarding the proposal. Five signatures supporting the proposal were received at that time. This letter can be found in Supplement 2.

In April 2025, the applicant was able to personally visit 10 of the total 12 residents within the CS area (count excludes the applicant's parcel). All landowners received a copy of the proposed CS document.

No Concerns	9
Concerns	3
No Residence	4
TOTAL	**16**

This letter can be found in Supplement 3.

The following points pertain to those parcels with no residences:

1. Parcel 1 on **Figure 20: Conceptual Scheme Landowners' Engagement Summary** is owned by ATCO and contains a facility on site and no residence. This facility is expected to remain indefinite. ATCO will be contacted through the county's circulation process, for any formal comments.

2. Parcels 1, 4, and 9 on **Figure 20: Conceptual Scheme Landowners' Engagement Summary** do not have a residence located on them and therefore, reliance on their responses to the January 2025 mailout letter are relevant, however, no responses were received.

Three landowners on Parcels 3, 5, and 10 had concerns and they are listed below with responses, respectively:

Concern 1 – Parcel 3

Too many roads are shown on my property.

Response

The proposed road layout is conceptual at this stage: any design details ultimately lie with the affected landowner when they choose to develop, in consultation with the county. Nevertheless, the road pattern on the subject parcel has been revised, in this document, to reflect the collector system as illustrated in the Conrich ASP. A letter to this effect was sent to the concerned landowner, who chose to not sign the April 2025 letter.

Concern 2 – Parcel 5

I would like to develop my property as residential.

Response

Presently, the subject property is proposed as *Highway Business* and is defined in the Conrich ASP as to *"…primarily serve the needs of the traveling public and tourists, regional population, and industrial and commercial employees from the region…"* (Conrich Area Structure Plan, p36). The landowner may make an application to the county to reconsider the property for residential purposes with county council deciding on the merits with a rendered decision. Mango wishes to illustrate the areas outside its influence to be aligned with the current Conrich ASP. A letter to this effect was sent to the concerned landowner, who chose to not sign the April 2025 letter.

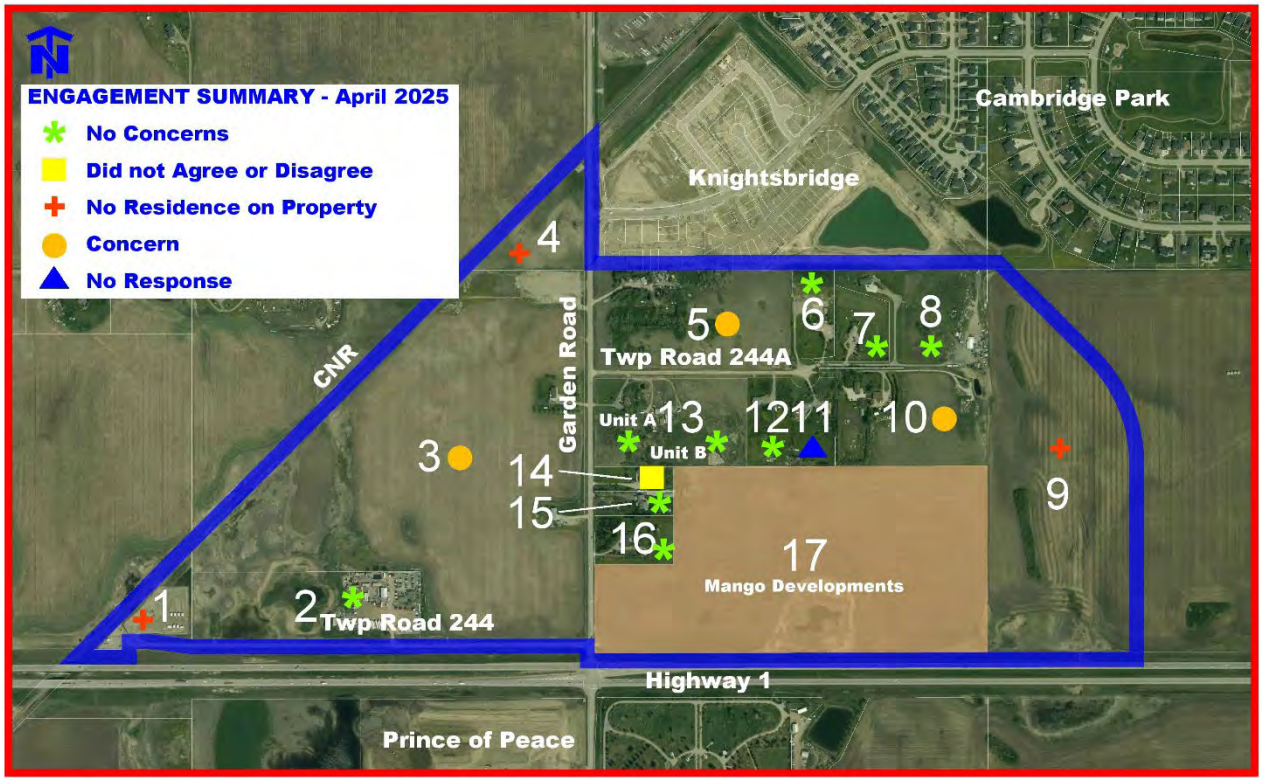
Concern 3 – Parcel 10

A roundabout is located on my property.

Response

The layout is conceptual and subject to the following actions: the ultimate road design will be determined firstly by the affected landowners and when they are ready to develop, should they wish to develop, and secondly, by road design standards, as regulated by the county and the province. Nevertheless, the roundabout has been shifted eastward and will be subject to further review when plans, outside of this application, are made. A letter to this effect was sent to the concerned landowner, who chose to not sign the April 2025 letter.

Figure 20: Conceptual Scheme Landowners' Engagement Summary – April 2025



On 11 June 2025, a public open house was held with a mailout provided to include a 1.6-kilometre radius of the subject property. See Supplement 4. Approximately 70 residents attended with generally positive, upbeat responses. The following quotes were extracted from the comment sheets (Supplement 5):

"Inability to access from Prince of Peace"

"I have respect for that project"

"Looking forward to restaurants"

"Recommend a pedestrian overpass"

"Enough parking and traffic flow?"

"Keep in mind the eco-system and environment"

"No concerns"

"Thank you for being here"

"It will be good to have more convenience close to home"

"Not able to speak to anyone from the MD"

Two letters were received during the county's circulation period. Below provides a summary of their concerns, and the applicant's responses:

Concern 1 – Parcel 10

Safe access/egress to Highway 1.

Response

The Traffic Impact Assessment (TIA) will address any concerns and TEC (AB government) will respond.

Concern 2 – Parcel 10

A collector road runs through a reed area and pond.

Response

Plan will revert to the ex. cul-de-sac. At the time that the cul-de-sac property owners wish to develop, they can address any road design details.

Concern 3 – Parcel 10

Loss of green space, too much commercial, gateway to Calgary.

Response

No green space is lost as this is private property, and the landowner chooses to follow the ASP land use strategy to develop Highway Business on this property. The landowner has heard there is a need for these services, and discussions at the open house affirmed this observation. The landowners will address key gateway aesthetics per the ASP policies.

Concern 4 – Parcel 10

50-metre setback requirement between residential and non-residential lands is not provided.

Response

Lands in question are either designated Highway Business or Highway Business Transitional to Business Highway, meaning the land could become Highway Business. To clarify, Parcel 10 is labeled Highway Business so there is no need for a buffer between like uses. Adjacent properties are in the Transition designation and are destined to become Highway Business and for the same reason above, would not ultimately require a buffer. However, this is currently in conflict with Policy 14.4 and will be discussed with the county through this conceptual scheme (aka local area plan) process per Policy 9.6.

Concern 1 – Resident Located Off Map

No need for retail: noise and congestion.

Response

The Applicant is aligning its development plans to the intent uses identified in the Conrich ASP: i.e. no changes to the county's land use strategy. The Applicant has found there is a need for these types of uses in this location and has received significant retail and others' interest in being a part of this development.

In August, the Applicant sent a mailout to all landowners immediately adjacent to the development cell boundary, to approach the topic of the physical interface between the existing residences and the future retail and office uses. A plan was shared (see **Figure 17: Proposed Non-Residential/Residential Interface** in this document) to provide a graphic of the proposed berm and general landscaping. Three residents responded and were generally in favour of the proposal, provided uses, odours, and lighting would be addressed at the development permit stage.

6.0 Supporting Technical Reports

The following technical reports are submitted under separate covers:

1 Phase One Environmental Site Assessment, Vertex Professional Services Ltd (November 2024)

2 Geotechnical Investigation, PrairieGEO Engineering Ltd (October 2024)

3 Environmental Screening Report, Vertex Professional Services Ltd (December 2024)

4 Traffic Impact Assessment, Bunt & Associates Engineering Ltd. (December 2024)

5 Stormwater Management Report, Richview Engineering Inc (October 2025)

6 Biophysical Impact Assessment Report, Vertex Professional Services Ltd (July 2025)

7 Mango Developments Architectural & Landscaping Guidelines, Cirno Design Ltd. (April 2026)

8 Preliminary Assessment of Proposed Controlled Wastewater Tie-In, Richview Engineering Inc (September 2026)

Supplement 1

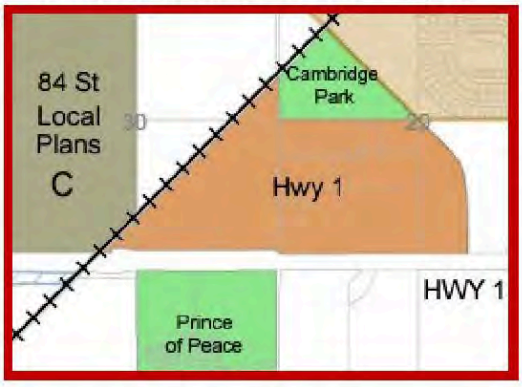
13 January 2025

Hello Neighbour,

On behalf of Mango Developments Inc, I am reaching out to you to inform you that we are commencing a planning process with Rocky View County Administration that includes your property. See the map below:



This process is called a Conceptual Scheme or Local Area Plan and is referenced in the Conrich Area Structure Plan (ASP) as the Highway 1 Local Area Plan (p86):



Policies, at a very high level, are written in this document. It provides the option to develop the land in the future, however it does not require it: there are no deadlines, it will not change your current land use, nor will your taxes change. You may pursue developing your property in the future, at your convenience.

please see other side

MANGO DEVELOPMENTS INC.

Supplement 1 cont'd

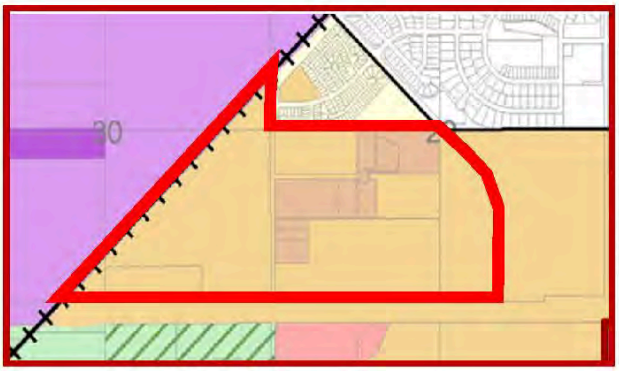
13 January 2025



My client has a specific interest in Parcel 17 and proposes highway business uses through the county's land use bylaw designation of C-HWY *for this site only*.

Studies are required to seek this land use approval and include geotechnical, traffic, biological, archeological, and historical assessments. These have been completed or will be provided at the appropriate time.

The process is to have the proposal circulate through the county's process, review, and revise the documents accordingly, then prepare to take the applications to council for its consideration.



Proposed uses are intended to be based on the Conrich Area Structure Plan (ASP) Land Use map. See to the left:

Yellow – Highway Business

Salmon – Highway Business - Transition

Both districts promote business-type uses: those in the salmon colour can retain their existing designation until they wish to transition to the Highway Business (yellow colour).

We plan to have an open house soon; however, we wanted to let you know as part of the Conceptual Scheme area per the ASP plan. Feel free to reach out to me at your convenience with any questions or concerns:

Darrell Grant [redacted]

MANGO DEVELOPMENTS INC.

Supplement 2

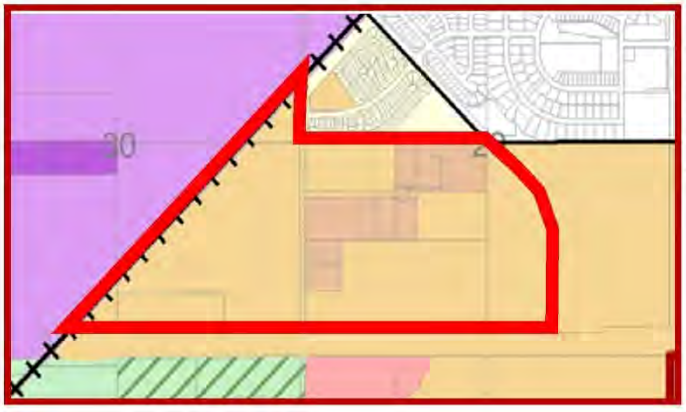
ATTENTION: OKSANA NEWMEN
Senior Planner
Rocky View County

We the undersigned, were made aware of a proposed Highway 1 Conceptual Scheme proposal for the Mosca lands along Highway 1, east of Garden Road, via a letter sent to us, from Darrell Grant, Planning Consultant, dated 13 January 2025.

Based on the information provided, we support the inclusion of our property into the Conceptual Scheme and understand that we do not need to follow a development route, unless we choose to do so. It is further understood, the inclusion of our lands into the Conceptual Scheme will not trigger a municipal tax change to our respective properties.

Thank you.

Signature	Date	Address
Signature	Date	Address
Signature	Date	Address
Signature	Date	Address
Signature	Date	Address



Conrich Area Structure Plan (ASP) Land Use map:

Yellow – Highway Business

Salmon – Highway Business - Transition

Supplement 3

23 April 2025

Hello Again Neighbour!

Since sending our initial letter to you dated 13 January 2025, Rocky View County Council, at its meeting yesterday, requested that we acknowledge your understanding of the planning process proposed for your property. We wish to provide a copy of the proposed document, and to request your receipt of the same and that you agree or disagree with the following statements:

	AGREE	DISAGREE
1. We/I acknowledge receipt of a draft copy of the proposed document and understand it may change, and that we/I will have an opportunity to review and provide comments through this planning process, accordingly	☐	☐
2. We/I understand the intent of the Conceptual Scheme and that nothing will change on my property (e.g. no municipal tax adjustment), other than my property being included in the document	☐	☐
3. We/I do not plan to develop our/my land at the same pace as Mango wishes to develop its land	☐	☐

Additional comments to share at this time (or why you may disagree)?

_____

_____

_____

_____

Address **Legal Description**

Name **Signature**

Note: the above information is confidential and will not be shared with anyone except the Rocky View County File Manager

Thank you for your cooperation.

Malkeet S. Johal
President
Strategic Operations

MANGO
DEVELOPMENTS INC.



MANGO
DEVELOPMENTS INC.

Supplement 4

OPEN HOUSE

June 11th, 2025
430pm to 730pm – Come and Go Format
PRINCE OF PEACE MANOR
300 Prince of Peace Way
Rocky View County AB

You are invited to an open house regarding the development proposal for lands located north of the Trans-Canada Highway and east of the CNR line for approximately two kilometres east – see map below:



The proposal is for a Conceptual Scheme with Appendix and a Land Use Redesignation. The intent for the Mango property is to align the land use with Conrich Area Structure Plan designation for these lands as Highway Business, allowing the following uses: "*large format retail centres, shopping centres, outlet malls, office buildings, business parks, regional services, tourist facilities, institutional uses, campgrounds, medical treatment centres, recreation facilities, and light industry where there are no nuisance factors outside of the enclosed building.*"

Darrell Grant
Planning Consultant for

MANGO DEVELOPMENTS INC.

[redacted]

Supplement 5

OPEN HOUSE – 11Jun2025 430pm to 730pm
Prince of Peace Manor

PROPOSED HIGHWAY 1 CONCEPTUAL SCHEME and APPENDIX A – MANGO DEVELOPMENT CELL

COMMENT SHEET

We would appreciate if you would take some time to provide us with any comments you may have. You may complete the form here and drop it off in the blue box or you may take it away to complete and mail or email it to the following addresses:

Darrell Grant

[redacted] or [redacted]

WERE YOUR QUESTIONS ANSWERED SUFFICIENTLY? IF NOT, PLEASE EXPLAIN.

_____

_____

ARE YOU CONCERNED ABOUT ANY ASPECT OF THIS PROPOSAL – WHAT IS IT?

_____

_____

ANY OTHER COMMENTS?

_____

_____

_____

WOULD YOU LIKE TO BE KEPT INFORM OF THE ACTIVITIES OF THESE APPLICATIONS?

IF YES, HOW DO WE COMMUNICATE WITH YOU?

_____

_____

Please use the reverse side to continue. Thank you for your time.

MANGO DEVELOPMENTS INC.

Supplement 6

Architectural & Landscaping Guidelines

TABLE OF CONTENTS

1.0 STATUTORY AUTHORITY AND LEGAL FRAMEWORK
2.0 PURPOSE AND INTENT
3.0 VISION AND GATEWAY IDENTITY
4.0 POLICY HIERARCHY
5.0 MAP 7 SPATIAL APPLICATION
6.0 MASTER PLANNING PRINCIPLES
7.0 MASSING STRATEGY
8.0 BUILDING ARTICULATION REQUIREMENTS
9.0 ARCHITECTURAL CHARACTER
10.0 MATERIAL STANDARDS
11.0 ROOF DESIGN
12.0 BUILDING ENTRANCE DESIGN
13.0 GLAZING STANDARDS
14.0 ARCHITECTURAL LIGHTING
15.0 SIGNAGE FRAMEWORK
16.0 LANDSCAPING
17.0 PARKING DESIGN
18.0 STORM POND DESIGN
19.0 SUSTAINABILITY MEASURES
20.0 MOBILITY
21.0 SERVICING AND LOADING
22.0 PARKS
23.0 MANGO BOULEVARD FRONTAGE STANDARDS
24.0 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA STANDARDS
25.0 NON-RESIDENTIAL TO RESIDENTIAL INTERFACE STANDARDS
26.0 AGRICULTURE INTERFACE STANDARDS
27.0 SUBMISSION, IMPLEMENTATION AND GOVERNANCE

1.0 STATUTORY AUTHORITY AND LEGAL FRAMEWORK

.1 Legal Authority: This Architectural Controls Manual is adopted as a binding regulatory instrument governing development within the Mango Development Cell. These controls shall be registered on title and shall bind all current and future landowners.

.2 Relationship with Statutory Plans: This Manual implements and operationalizes:

a. Conrich Area Structure Plan (CASP) Sections 13.0, 14.0 and 15.0
b. CASP Appendix B – Commercial and Industrial Landscaping and Design Guidelines
c. Highway 1 Conceptual Scheme Sections 4.3 and 4.6
d. Rocky View County Land Use Bylaw (C-HWY District)
e. Rocky View County's Commercial, Office, and Industrial Design Guidelines.

.3 This Manual establishes a higher or more restrictive standard than municipal regulations.

.4 Where this Manual is more restrictive than applicable statutory documents, it shall prevail unless superseded by higher-order statutory plans.

1. If there is any inconsistency within this Architectural Guideline, the section with the strictest requirements will take precedence.

2.0 PURPOSE AND INTENT

.1 Regulatory Function: This document is not advisory. It is prescriptive. Each policy is measurable and enforceable.

.2 Long-Term Design Integrity: The controls are structured to ensure architectural consistency over multi-phase buildout and long-term ownership transitions.

3.0 VISION AND GATEWAY IDENTITY

.1 The Mango Development Cell shall function as a landmark highway commercial destination and a defining eastern gateway. Architecture must reflect permanence, clarity of form, and material richness appropriate to regional visibility at highway speeds.

.2 Buildings shall avoid generic "box retail" appearance. Instead, massing, facade articulation, and material transitions shall create depth, shadow, and visual rhythm.

.3 From massing and circulation patterns to material articulation and environmental responsiveness, every aspect of the conceptual design supports the creation of a vibrant, accessible, and enduring commercial environment.

4.0 POLICY HIERARCHY

.1 Hierarchy of application is as follows:

1. CASP Appendix B (prevailing design standards)
2. Gateway and Interface policies

3. Architectural & landscape guidelines
4. Land Use Bylaw

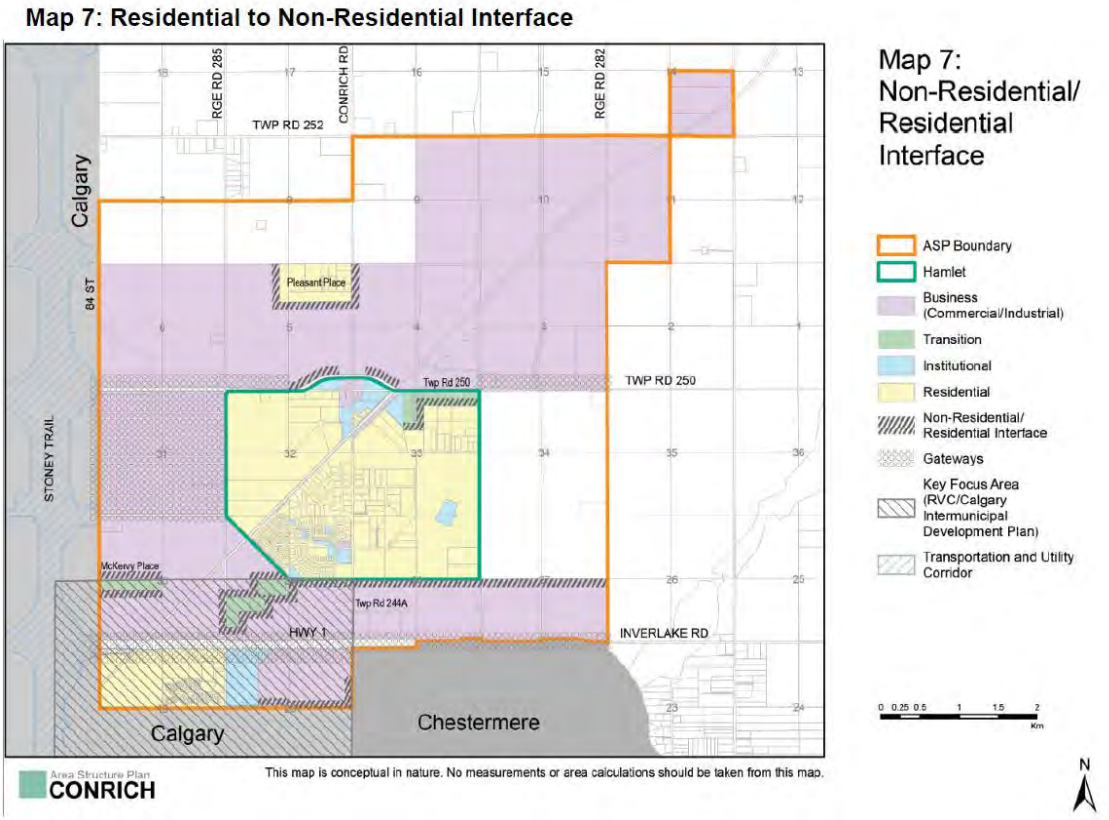
5.0 MAP 7 SPATIAL APPLICATION

.1 All proposed site plans must identify adjoining zones for permitting as shown below:

a. Non-Residential to Residential Interface Zone
b. Agricultural Interface Zone
c. Gateways and Highway 1 East Corridor Focus Area

.2 Refer to Map 7 shown below for the different spatial zoning:

Map 7: Non-Residential/Residential Interface

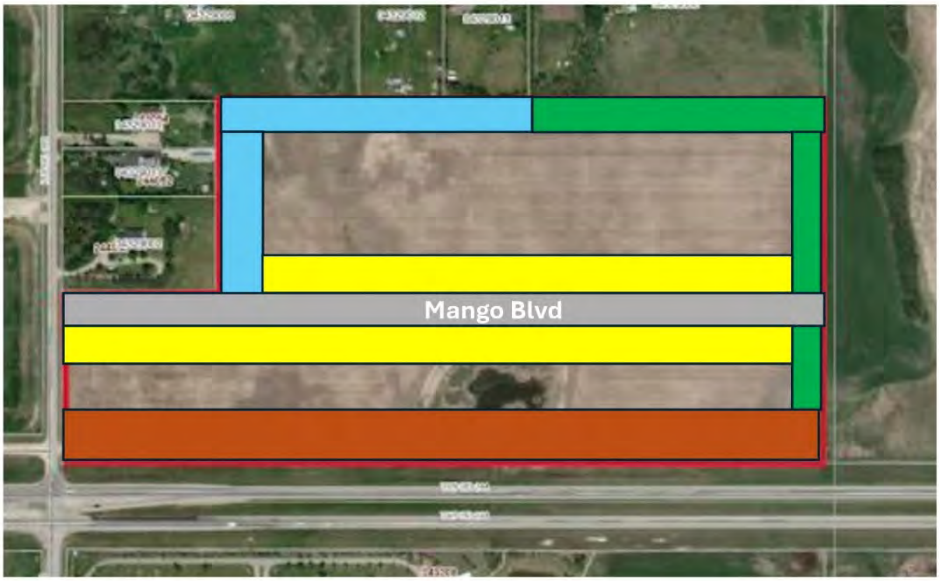


.3 Each zone triggers specific mandatory standards outlined herein. Below are the different zones for clarity.

.4 In addition to the different zones established in the Conrich Area Structure Plan, this Architectural guideline introduces an additional interface zone: Mango Boulevard Zone.

.5 See subsection under each zone for detailed requirements.

.6 The different interface zones are shown in the sketch below:



LEGEND

Non-Residential to Residential Interface Zone

Agricultural Interface Zone

Gateways and highway 1 East corridor focus area

Mango Boulevard Zone

Note: The zones shown in the sketch above are supplementary planning zones established by Mango Developments Inc. for design guidance purposes. They do not represent official CASP Map 7 designations.

6.0 MASTER PLANNING PRINCIPLES

.1 Anchor buildings (e.g. Supermarket) shall define Highway 1 frontage.

.2 Internal parcels shall maintain pedestrian orientation and human-scale built form.

7.0 MASSING STRATEGY

.1 Primary frontage buildings have no height restriction at the south side of the development, except as required by the Land Use Bylaw.

.2 Primary frontage buildings at the North Side proposed Mango Boulevard are limited to 12.5m height facing the road if it is within 60m of the road, measured from the property line.

.3 Maximum Building Length along Highway 1 – The Maximum building length along highway 1 shall be 100m.

8.0 BUILDING ARTICULATION REQUIREMENTS

.1 Facades exceeding 30m shall incorporate wall plane projections or recesses with a minimum depth of 3% across at least 20% of the façade. At least three of the following must be included:

a. Material change
b. Color change
c. Structural Bay expression
d. Recessed glazing
e. Projected frames

9.0 ARCHITECTURAL CHARACTER

.1 Architecture shall be contemporary and avoid applied historical themes.

.2 Exposed concrete blocks are prohibited on primary facades.

10.0 MATERIAL STANDARDS

.1 Only commercial-grade exterior materials are permitted. This includes, but is not limited to:

a. Stucco, flat metal siding, corrugated metal siding, insulated metal panel, aluminum composite panel, brick, brick veneer, stone and concrete precast system.

.2 Primary materials must represent a maximum of 60% of the facade area.

.3 Metal panels and Metal sidings are required to use systems with hidden fasteners.

.4 The use of vinyl siding and fibreboard sidings is not permitted.

.5 Buildings must use more than one material; glazing does not count as a material for this rule.

.6 Where there are more stringent materials restrictions for specific locations of the sites, the stricter rule shall govern.

.7 Stucco and EIFS/synthetic stucco-family finishes are permitted as secondary or accent materials only and shall not exceed 30% of any facade, whether used individually or in combination.

11.0 ROOF DESIGN

.1 Only flat roofs with articulated parapets are permitted.

.2 The flat roofs can have a maximum slope of 3% for drainage.

.3 A sloped or gable roof may be used on a small portion of the building if it covers not more than 5% of the building's footprint area and is entirely concealed behind parapets.

.4 The use of metal and asphalt shingle roofing materials is prohibited.

.5 All rooftop mechanical equipment must be fully screened from public view.

12.0 BUILDING ENTRANCE DESIGN

.1 Entrances must incorporate:

a. Weather protection canopies with a minimum projection of 1m.
b. Enhanced glazing
c. Integrated lighting
d. Decorative paving

.2 Entrances must be designed to be distinct from the rest of the building.

.3 Entrances must be designed to allow for the signage of the building above it.

.4 Entrances must be constructed using curtain wall glazing systems.

13.0 GLAZING STANDARDS

.1 Retail uses must provide a minimum of 25% glazing at ground floor facing the front.

.2 Where multiple zones apply with different glazing restrictions, the most restrictive glazing requirement shall govern.

.3 Mirrored or highly reflective glazing is prohibited.

.4 Curtain wall glazing systems shall be used for exit doors that face the streets.

14.0 ARCHITECTURAL LIGHTING

.1 All exterior lighting fixtures must utilize a full cut-off design.

.2 The maximum allowable height for light poles in parking lots is 9 meters.

.3 Building-mounted lighting shall not exceed a height of 6 m.

.4 LED strip lighting at the outlines of the building is not permitted.

.5 Exterior Illumination shall be implemented in accordance with dark sky principles. These include the following specifications:

a. Full cut off (Shielding): All exterior luminaires installed on the sites --as well as within public rights-of-way -shall be 100% full cut-off fixtures (0% uplight above horizontal).

b. Color Temperature Limits: Outdoor lighting sources across the ASP area shall not exceed a Correlated Color Temperature (CCT) of 3000K Warm-toned lighting (2200K -2700K) is encouraged for pedestrian pathways and open-space buffers.

c. Maximum Illumination & Light Trespass, Illumination levels must conform to the minimum recommended practices of the Illuminating Engineering Society (IES). Direct light spill across property boundaries or into sensitive natural areas agricultural borders shall be 0.0 foot-candles/ 0.0 lux at the property line.

d. Lighting Automation: All non-essential commercial, security, and decorative architectural exterior lighting must automatically dim at least. 50% or turn off between 11 :00 PM and 6:00 AM using smart control systems .

.6 Provide bollard lights or ground lights for way finding along sidewalks that are not adjacent to Buildings at a maximum distance of every 30m length of the sidewalk.

15.0 SIGNAGE FRAMEWORK

.1 Gateway pylon signs shall not exceed a maximum height of 9 meters.

.2 Freestanding signs shall use materials and colours consistent with the principal buildings.

.3 Rotating, flashing and animated signs will not be permitted on any sites.

.4 The use of digital screen signs is prohibited on this site.

.5 Ensure that building signage is seamlessly integrated with the architectural design and remains uniform across the entire development.

16.0 LANDSCAPING

.1 Landscaping plans must demonstrate biodiversity, seasonal interest, and drought tolerance.

.2 The number of trees is to be 25% more than the land use bylaw requirement.

.3 Irrigation systems, if required, shall use smart controllers.

.4 Areas of extensive manicured landscaping shall be minimized in favour of natural drought resistant planting that does not require irrigation.

.5 Landscaping to feature native species that require limited maintenance.

.6 Green planting zones will be introduced around parking areas, along building frontages, and near major signage elements (such as the pylon sign), softening hard surfaces and providing visual comfort.

.7 It is recommended to include decorative elements—such as natural boulders, wood or concrete benches, and low retaining walls—in gathering spaces and important view corridors, as they offer both functional benefits and aesthetic appeal.

.8 Parking lots must have a maximum length of no more than ten stalls before there is a tree planting buffer zone.

.9 Amenity spaces, seating areas, and benches must be placed next to or within landscaped areas.

.10 Landscaping shall be used to enhance the interface between buildings and the public realm, where appropriate.

17.0 PARKING DESIGN

.1 Provide a minimum of one tree per ten parking stalls in the parking area.

.2 Provide parking islands with a minimum width of 2.5m.

.3 All parking areas must have asphalt surfaces.

.4 Gravel parking areas are prohibited.

.5 A 15% increase in landscape tree plantings, relative to the municipal bylaw requirement, shall be provided within street-facing parking setbacks for enhanced visual screening.

18.0 STORM POND DESIGN

.1 The landscaping surrounding the storm pond shall incorporate native wetland plant species.

.2 Public seating areas must be built using materials that are both durable and weather resistant.

.3 The existing pond shall be used for rainwater storage, helping to manage stormwater runoff efficiently and reduce the impact on local drainage systems.

.4 Stormwater management for each site shall be addressed in a Stormwater Management Report prepared by a qualified engineer, to be submitted as part of the Development Permit application to Rocky View County.

.5 Public amenities shall be integrated to support passive recreation around, and adjacent to, the storm pond.

.6 A looped pathway system around the pond and through the park enables active lifestyles offering opportunities for walking and cycling. Adjacent sites shall provide sidewalks that connect from the building entrances to the public pathway system.

.7 Private gathering and use of the pond for more than six people on the public park is not allowed unless permission has been received from the developer.

.8 Provide an additional 3m of building setbacks in addition to the required setbacks for the side of the lots facing the storm pond.

19.0 SUSTAINABILITY MEASURES

The following sustainability measures are required:

.1 High-performance glazing is required.

.2 The use of single pane glazing at the exterior is prohibited.

.3 The buildings are required to exceed the National Energy Code of Canada for Buildings (NECB) requirements by 10%.

.4 Design the site to have reduced irrigation demand.

.5 Provide solar panels on roofs with a surface area of at least 10% of total roof area for each building.

20.0 MOBILITY

.1 Sidewalk must have a minimum width of 1.8m.

.2 Sidewalks and pathways shall feature decorative surfacing such as paving stone or exposed aggregate concrete, bordered with soft landscaping and low-level LED lighting (bollards or ground lights).

.3 Design and construction of the internal road network shall adhere to the Rocky View County's Infrastructure Design and Construction Specifications.

.4 Provide sidewalks to connect the entrances of one building to adjacent buildings and to the pathway at the storm pond to emphasize interconnectivity between different lots.

.5 Provide at least one driveway to connect between lots to give the impression that the entire commercial hub is a cohesive whole.

.6 Drive-through facilities shall provide at least five stacking spaces for vehicles waiting in line and being positioned to avoid obstructing any entrances or blocking other parking stalls.

.7 Drive-thru exits must be a minimum 10m away from their respective entrances.

21.0 SERVICING AND LOADING

.1 Loading areas shall be screened by architectural walls with a minimum height of 2.4m such that they are not directly visible from Mango Boulevard.

.2 Overhead doors must not be located at the front of the buildings facing Mango Boulevard.

.3 For overhead doors that are parallel to the street, provide a wall with a minimum height of 6m and length of 6m on the side facing the street to provide adequate screening from Mango Boulevard.

.4 Garbage enclosures shall be in areas that are not visible from the street.

.5 Garbage enclosures must complement the architectural style of the development and be constructed using materials consistent with those used in the buildings they serve.

22.0 PARKS

.1 Each lot must provide a section of a minimum area of 30 sqm for private parks.

.2 Private parks must be designed for all-season use and enjoyment.

.3 Private parks shall be connected to the lots sidewalk system.

.4 Private parks shall provide amenities for all ages and abilities

.5 Private Parks shall include seating and bike racks.

23.0 MANGO BOULEVARD FRONTAGE STANDARDS

The following design measures are required to ensure a balanced interface between non-residential and residential developments:

.1 Buildings facing the Mango Boulevard shall be designed as primary architectural elevations with a minimum of 30% glazing at ground floor (retail uses), a minimum 20% glazing at upper floors.

.2 Buildings must have articulated parapets with a minimum height difference of 0.6m at a maximum length of 20m.

.3 Provide additional material variation compared to the rest of the building.

.4 Integrated lighting accents

.5 Primary material is limited to not more than 50% of the façade.

.6 Provide a step back of at least 1.5m for a building after the height of 9m if the building is within 30m of the property Line facing Mango Boulevard.

.7 There shall be no blank walls greater than 15m horizontally without articulation elements.

.8 Tree count on Gateway sections shall be 20% more than what is required in the Land-use bylaw requirement for the sides facing the Mango Boulevard zone.

24.0 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA STANDARDS

The Mango Development Cell is located within the Highway 1 East Corridor key focus area as identified in the Rocky View / Calgary Intermunicipal Development Plan. Planning and development within this site shall comply with the policies of the IDP as well as the CASP.

Gateways are important entrances along major roads, entering and exiting a municipality and a community. Development within the Gateway Frontage Zone shall achieve a high-quality visual appearance consistent with a primary regional gateway, in accordance with CASP Section 15.0.

The following are additional guidelines:

.1 Parapet variation minimum of 0.6m height change for a maximum of 20m of façade.

.2 Provide a minimum setback of 3m for all portions of the building above 9m in height or above the 2nd storey, whichever threshold is higher.

.3 Provide a minimum of 30% glazing at ground floor for retail use.

.4 Provide a minimum of 15% glazing for storeys above main floor.

.5 Provide additional material variation compared to the rest of the building.

.6 Primary material is limited to not more than 50% of the façade.

.7 There shall be no blank walls greater than 20m horizontally without articulation elements.

25.0 NON-RESIDENTIAL TO RESIDENTIAL INTERFACE STANDARDS

Below are the measures required to be considered during design for a balanced approach to non-residential to residential interface with commercial developments.

.1 Provide a minimum of 50m landscaped setback measured from the property line. This setback shall act as a buffer area.

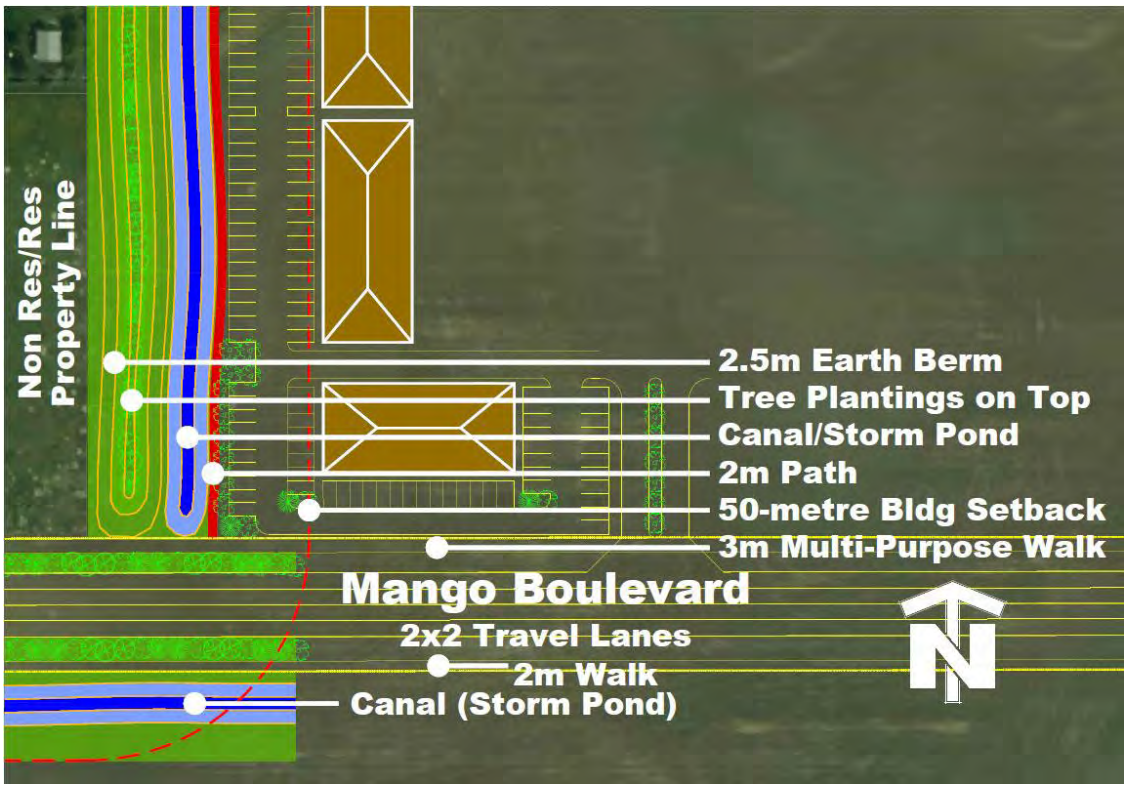
.2 Buffer area design requirements are as follows:

a. Buffer shall include a berm with a minimum height of 1.5m.

b. Planting count on the buffer zone shall be increased by 40% of the requirement in the Land use bylaw.

c. The design must conform to the requirements as shown below:

Figure: Non-Residential/Residential Interface — 50-Metre Building Setback and Buffer Design (Mango Development Cell, 10 April 2026)



.3 Only one glazed doorway opening is allowed per Building facing the residential zone.

.4 Glazed entrance openings on the main floor facing the residential zone are not allowed to be wider than 4m.

.5 Lighting on the building facing the residential zone is permitted to reach a maximum of 0.5 lux.

.6 The maximum building height for any building within the Non-Residential to Residential Interface Zone is 12.5 metres

.7 Outdoor storage shall not be permitted within the Non-Residential to Residential Interface Zone.

.8 Garbage storage areas, loading bays, loading doors, and activities generating heavy truck movements shall not face or be directed toward the residential property boundary.

26.0 AGRICULTURE INTERFACE STANDARDS

.1 The setback area that faces agricultural land must have plantings count increased by 20% above the minimum specified in the land use bylaw.

.2 Stormwater shall not be directed onto agricultural lands.

27.0 SUBMISSION, IMPLEMENTATION AND GOVERNANCE

.1 Cirno Design Ltd is the designated Architectural Consultant responsible for submitting the Development Permit and Building Permit Drawings for this site.

.2 Where a different design is to be proposed, contact Cirno Design Ltd. or alternatively provide an architectural drawing that includes site plan, floor plans, elevations, material boards, landscape plans, and interface buffer details.

.3 This guideline is registered on title and is enforceable through development approval conditions.

.4 Contact information for Cirno Design is as follows:

Cirno Design Ltd.

1530 27 Ave NE #205, Calgary, AB T2E 7S6.

+1 (403)-224-0388

info@cirnodesign.com

cirnodesign.com