



Submitted to

ROCKY VIEW COUNTY

Submitted by

MANGO DEVELOPMENTS LTD

PROJECT CONSULTANT TEAM

Suteki Group (Architectural)

Darrell Grant (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 5**
- 2.1 Location 5
- 2.2 Legal Descriptions 5
- 2.3 Local Development Context 7
- 2.4 Existing Land Uses 7
- 2.5 Existing Site Conditions 8

- 3.0 MUNICIPAL POLICY FRAMEWORK 9**
- 3.1 The Municipal Development Plan (MDP) 9
- 3.2 Conrich Area Structure Plan (CASP) 9
- 3.3 Rocky View County Land Use Bylaw 10

- 4.0 IMPLEMENTATION 11**
- 4.1 The Implementation Process 11
- 4.2 Proposed Land Uses 11
- 4.3 Future Subdivision Within the Highway 1 Conceptual Scheme 12
- 4.4 Non-Residential/Residential Interface 12
- 4.5 Subdivision Phasing 13
- 4.6 Architectural & Landscaping Guidelines 13
- 4.7 Geotechnical Considerations 14
- 4.8 Biophysical Considerations 15
- 4.9 Archaeological & Historical Resource Considerations 15
- 4.10 Transportation 16
- 4.11 Utilities – Deep 17
 - 4.11.1 Water 17
 - 4.11.2 Wastewater 17
 - 4.11.3 Stormwater 17
- 4.12 Utilities – Shallow 18
- 4.13 Fire Suppression 18
- 4.14 Public Open Space & Pedestrian Mobility 20
- 4.15 Emergency Response 20
- 4.16 Solid Waste Management 21
- 4.17 Commercial Design Guidelines 21
- 4.18 Gateways and Highway 1 East Corridor Focus Area 21
- 4.19 Development Adjacent to the Canadian National Railway (CNR) Line 22

- 5.0 PUBLIC ENGAGEMENT 23**

Figures, Tables, & Supplements

F1	Highway 1 Conceptual Scheme & Associated Appendices	1
F2	Future Development Considerations for Highway 1 Conceptual Scheme	3
F3	Regional Context	5
F4	Highway 1 Conceptual Scheme Legal Parcels - Location	6
F5	Existing Land Uses for Highway 1 Conceptual Scheme	7
F6	Conceptual Scheme Landowners' Engagement Summary – April 2025	25
T1	Highway 1 Conceptual Scheme Legal Parcels - Details	6
S1	January 2025 Letter to Conceptual Scheme Landowners	28
S2	March 2025 Letter to Conceptual Scheme Landowners	30
S3	April 2025 Letter to Conceptual Scheme Landowners	31
S4	Open House Notification	32
S5	Open House Sample Comment Sheet	33

Introduction

1.1 DEFINITIONS

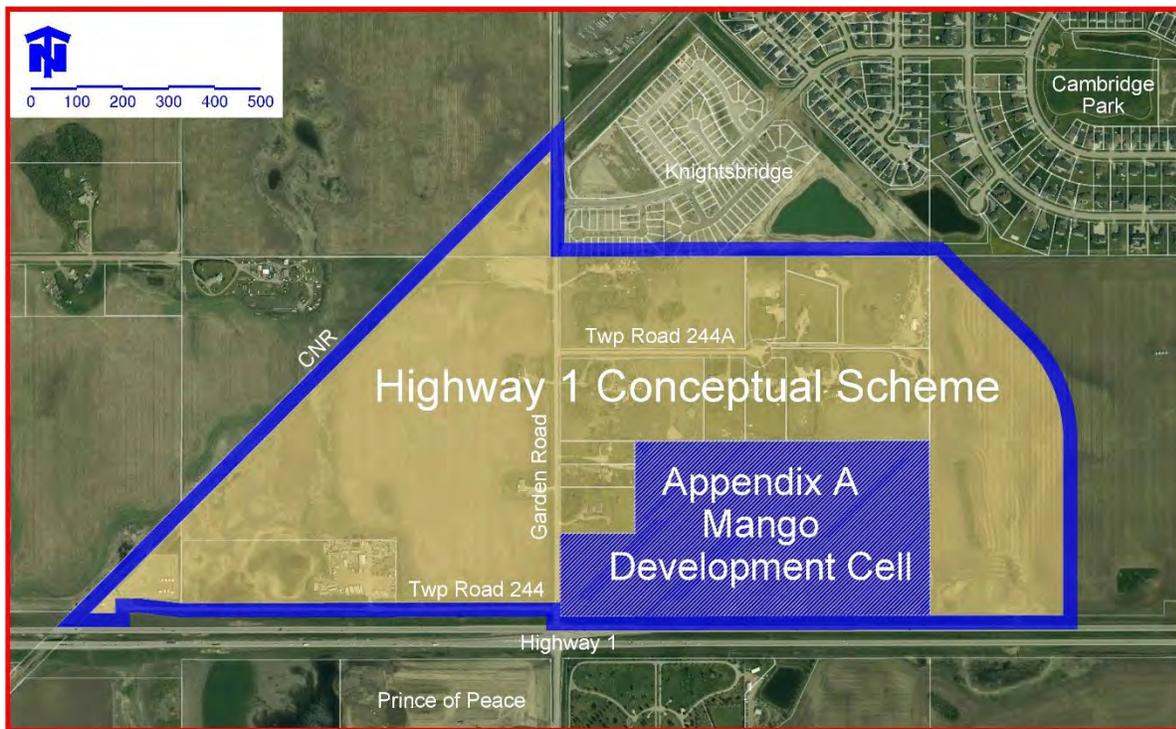
The following definitions help to understand the complexities of the Appendix A – Mango Development Concept as it is related to the Highway 1 Conceptual Scheme (H1CS). See [Figure 1: Highway 1 Conceptual Scheme and Associated Appendices](#) for a graphic representation.

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

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

Appendix A - Mango Development Concept The land owned by the proponents for immediate land use redesignation and subdivision of 27.51 hectares (67.98 acres). The Appendix A - Mango 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 & Associated Appendices



Policy 1.1.1 *Each landowner within the Highway 1 Conceptual Scheme area who wishes to apply for a land use redesignation and subdivision shall append this*

Conceptual Scheme with its respective Development Concept as a sequentially lettered Appendix.

Policy 1.1.2 *Each application submitted to the County, per Policy 1.1.1 above, shall address the following criteria:*

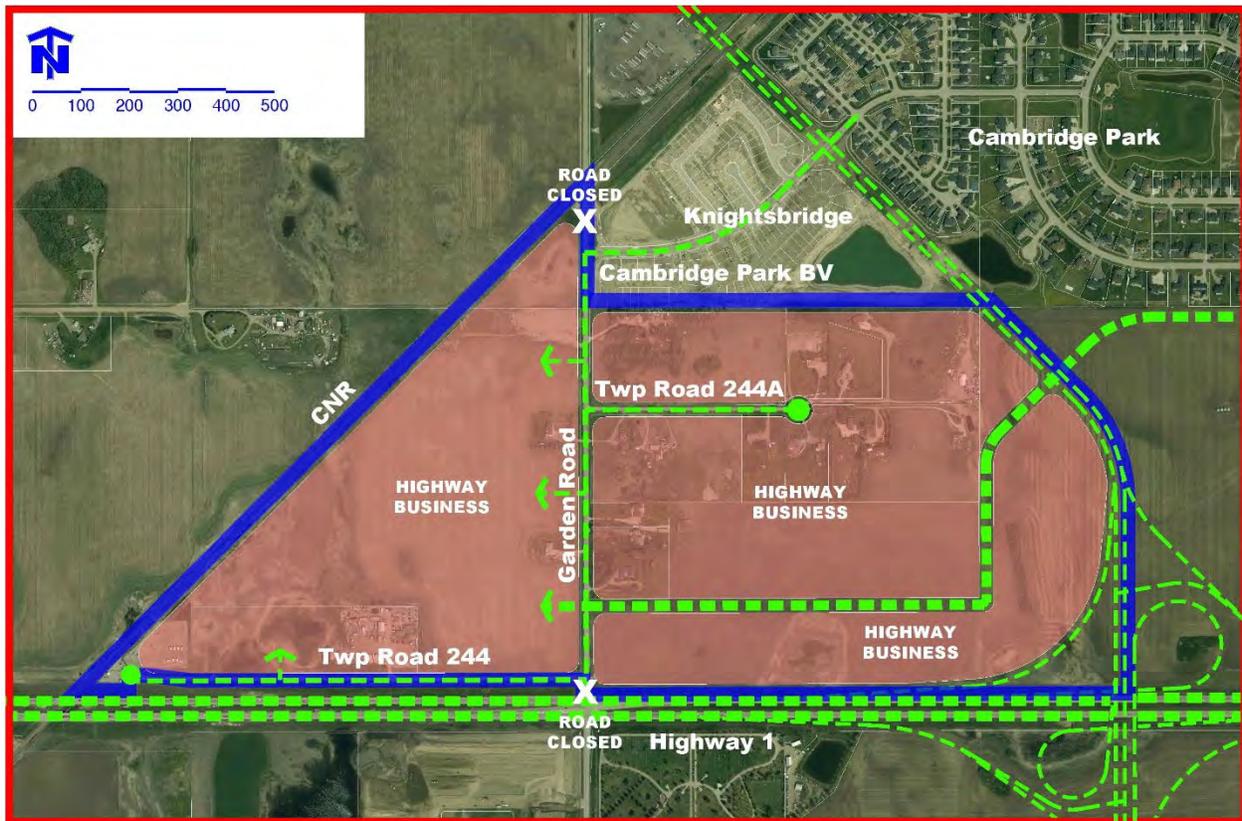
- 1. A plan showing the proposed parcel configuration and orientation of the subdivision;*
- 2. A plan showing how lands containing identified wetlands and or historic resources can be mitigated prior to surface disturbances occurring in accordance with the applicable regulatory authority;*
- 3. Technical reporting that demonstrates how the required transportation, utility servicing, and stormwater management infrastructure will be provided in accordance with the County Servicing Standards, and the requirement of any applicable regulatory authority;*
- 4. 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.*
- 5. A plan showing any Environmental Reserve as defined and implemented in accordance with the Alberta Municipal Government Act;*

Policy 1.1.3 *Each application submitted to the County, per Policy 1.1.1 above, shall amend Figure 1: Highway 1 Conceptual Scheme & Associated Appendices to include its respective Appendix' geographical area.*

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: Future Development Considerations for Highway 1 Conceptual Scheme



Policy 1.2.1 *If Figure 2: Future Developability Considerations for Highway 1 Conceptual Scheme is altered, it shall be replaced in this document with the newer version.*

Policy 1.2.2 *Residential Density for any development proposals within the Highway 1 Conceptual Scheme area shall adhere to Policy 3.1.1.*

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 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:

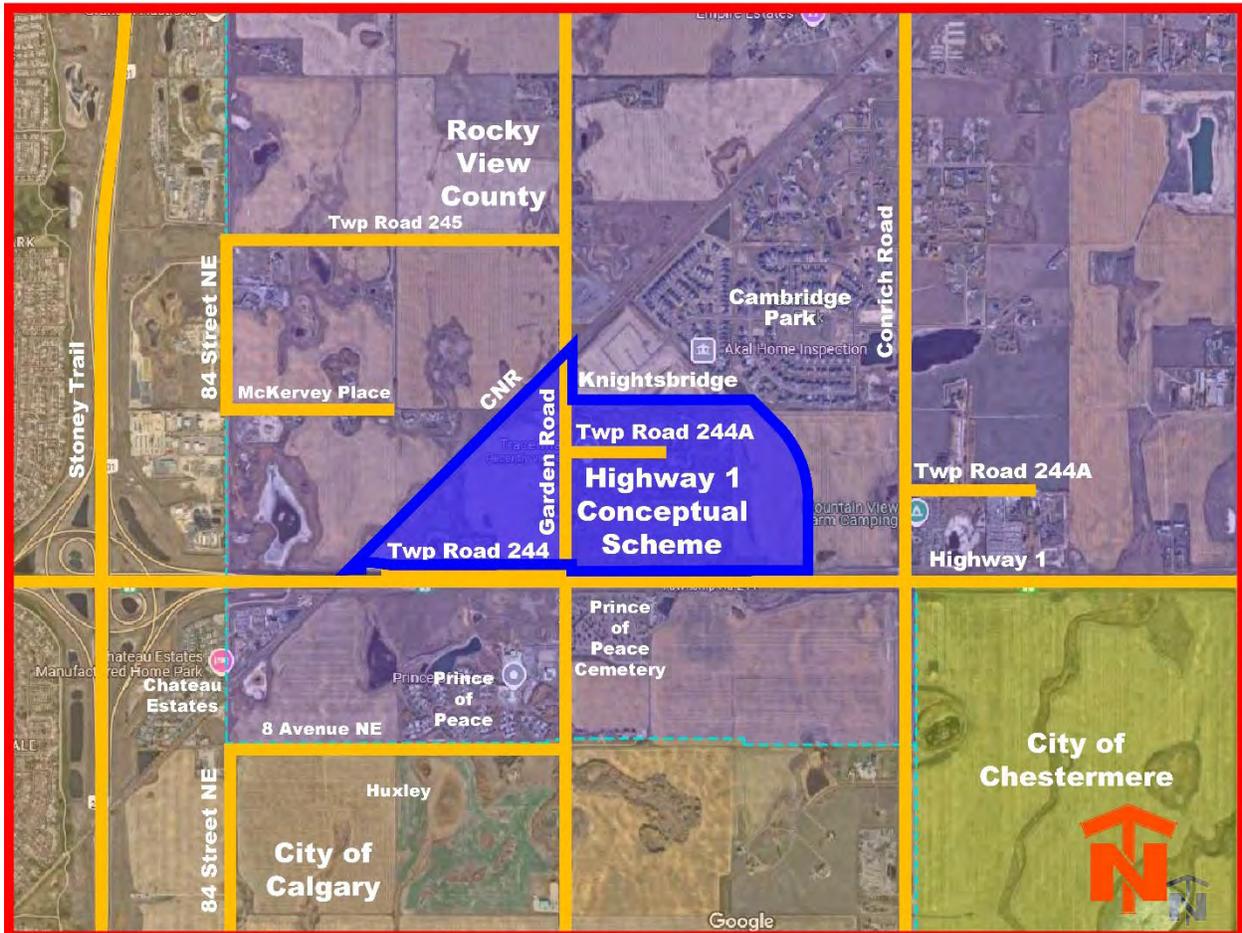
- a) Summarize existing conditions within the Plan Area to identify development opportunities and constraints,
- b) Establish a future development concept supported by an integrated land use framework designed to facilitate commercial development within the Conceptual Scheme area in accordance with the Conrich Area Structure Plan (CASP) and Rocky View County 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.

Conceptual Scheme Description

2.1 LOCATION

As shown in **Figure 3: Regional Context**, the Highway 1 Conceptual Scheme area is shown within the broader context of the surrounding Conrich community.

Figure 3: Regional Context



Source: Google Maps

2.2 LEGAL DESCRIPTIONS

There are a total of seventeen (17) parcels in the H1CS. **Table 1: Highway 1 Conceptual Scheme Parcels - Details** summarizes their respective legal descriptions, areas, addresses, where applicable, and land uses, and **Figure 4: 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 *		EXISTING LAND USE
			hectares	acres	
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 4: 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:

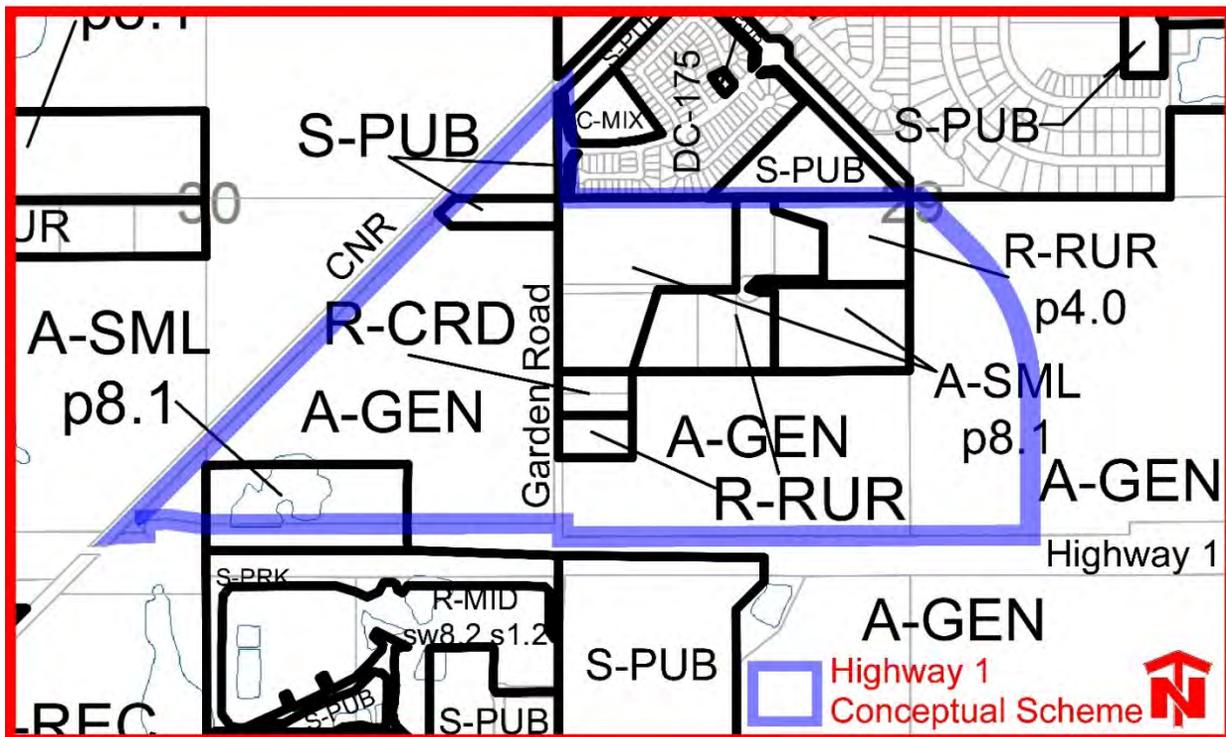
- characterized by previously subdivided agricultural parcels, in the general range of 2 to 16 hectares, containing single-detached homes, and accessory structures.

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 A-GEN 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 S-PUB land use district is intended for institutional, educational, and recreational purposes.

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

Figure 5: Existing Land Uses for Highway 1 Conceptual Scheme



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 grassed clearings. The Plan Area includes seventeen (17) parcels, most of which are presently developed with single-detached dwellings and accessory buildings, 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.

Municipal Policy Framework

3.1 THE MUNICIPAL DEVELOPMENT PLAN (MDP)

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 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.*

The last bullet is where this document excels. The future development of highway business uses, including retail and office, along Highway 1, will promote economic diversity, local employment opportunities, and setting 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 policies.

3.2 CONRICH AREA STRUCTURE PLAN (CASP)

The 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 be 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)*.

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 reinforcing.

Although detailed design of the lots and dwellings themselves 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 C-HWY land use district, including meeting its minimum parcel size, respecting its maximum building height, setbacks, landscaping, and servicing requirements.

Policy 3.4.1 ***For all appendices of this Conceptual Scheme, any proposed land use district shall adhere to the rules and regulations of the County Land Use Bylaw.***

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: Future Developability Considerations for Highway 1 Conceptual Scheme**, suggests commercial development will occur throughout the Conceptual Scheme area, the policies of this Conceptual Scheme do not obligate any of the 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 County requirements, to seek land use redesignation and subdivision approvals in accordance with the Highway 1 Conceptual Scheme, the Conrich ASP, and County Servicing Standards requirements.*

Policy 4.1.2 *Each landowner within this Conceptual Scheme shall proceed with each phase subject to receiving required approvals from Rocky View County and that the required transportation and utility servicing infrastructure can be provided in accordance with the County 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. C-HWY and B-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 Servicing Standards. If the intent is not for commercial development, then the County will evaluate the proposal on its own merits.

Policy 4.2.1 *Prior to redeveloping their lands, each landowner within the Conceptual Scheme area shall apply for a Land Use Amendment to the County to satisfy the relevant policies described in this Conceptual Scheme, to the satisfaction of the County.*

Policy 4.2.2 *Should a landowner wish to pursue a land use district other than commercial in nature, the County shall evaluate it in context with this Conceptual Scheme and on its own merit.*

4.3 FUTURE SUBDIVISION WITHIN THE HIGHWAY 1 CONCEPTUAL SCHEME

Subdivision of the parcels within the H1CS area is expected to occur as generally illustrated by **Figure 2: Future Development Considerations for Highway 1 Conceptual Scheme**, 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 the County Servicing Standards.

Policy 4.3.1 *Each plan of subdivision shall be prepared by a legal survey for registration on each parcel, identifying all restrictions to buildable areas, that is, wetlands, streams, unstable slopes, and their associated setbacks, if any, in addition to yard setbacks as outlined in the County Land Use Bylaw.*

4.4 NON-RESIDENTIAL/RESIDENTIAL INTERFACE

Non-Residential/Residential Interface areas are identified between existing residential 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, wetlands, storm ponds, linear parks, and trails. 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. Spacing from the residential property line to the non-residential building is expected to be a minimum of 50 metres. However, the challenge is the future purpose of the residential parcels is to become commercial (CASP Policies 9.5 and 9.6). Therefore, the 50-metre spacing is considered an interim measure that would, in the future, become moot.

Policy 4.4.1 *Notwithstanding the Conrich Area Structure Plan's requirement for a 50-metre setback, a modified setback shall be considered at the*

development permit stage that considers where proposed buildings are to be in relation to existing residences on adjacent parcels and what form of landscaping is proposed, where berms provide the best interface, all to the satisfaction of the County.

4.4.2 *A landscape plan shall be prepared at the development permit stage that conforms to the County’s Land Use Bylaw and the Conrich Area Structure Plan’s Appendix B guidelines.*

4.4.3 *Building quality and appearance shall be addressed through Architectural Guidelines at the development permit stage, that conform to the County’s Land Use Bylaw and the Conrich Area Structure Plan’s Appendix B guidelines.*

4.5 SUBDIVISION PHASING

Subdivision phasing in H1CS will occur as each landowner chooses to develop. The sequence of future subdivisions and development phases will enable each landowner to pursue Land Use Amendment and Subdivision applications according to their own individual aspirations and associated timelines. As described in this Conceptual Scheme, each landowner will be required to construct the required transportation, utility servicing, and stormwater management details, in accordance with the over-arching policies of this Conceptual Scheme and the terms of the County’s Development Agreement process.

4.6 ARCHITECTURAL & LANDSCAPING GUIDELINES

The developer will establish and implement specific Architectural & Landscaping Guidelines at the subdivision stage to ensure all commercial development reflects a consistent style and coordinated theme. Specific benchmarks for exterior building criteria will be established to consider design elements such as:

- The use of natural material finishings such as stone, wood siding and timber is encouraged – the use of stucco will be limited.
- Rooflines with variable peaks, gables and dormers are encouraged.
- Exterior illumination will be minimized and implemented in accordance with dark sky principles.
- Areas of extensive ‘manicured’ exterior landscaping should be minimized in favour of natural drought-resistant plantings that require minimal irrigation and maintenance requirements.

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

-
- Policy 4.6.1** *The developer shall establish Architectural & Landscaping Guidelines at the subdivision stage to regulate specific building criteria such as material finishes, colours, landscaping, and exterior illumination.*
- Policy 4.6.2** *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 4.6.3** *While some business branding is acknowledged, building colours should be subdued such that the general overall appearance is considered attractive.*
- Policy 4.6.4** *Lengths of building façades, particularly those facing Highway 1, shall be limited in length, to reduce the effect of building massing as a means of creating an attractive landscape.*
- Policy 4.6.5** *Abundant soft landscaping is encouraged to reduce the effects of greenhouse gas emissions.*
- Policy 4.6.6** *Conversely, hard landscaping shall be minimized, wherever possible.*
- Policy 4.6.7** *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 4.6.8** *All lighting installations shall be Dark Sky friendly.*

4.7 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 4.7.1** *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 Servicing Standards.*
- Policy 4.7.2** *A full geotechnical report shall be submitted to the County in accordance with the County Servicing Standards Section 300.*
- Policy 4.7.3** *The developer shall confirm that, for each residential lot, it will contain a minimum of one contiguous acre of geotechnically developable area in accordance with the County Servicing Standards.*

4.8 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 4.8.1 *The developer shall prepare a Biophysical Impact Assessment (BIA) in accordance with the County Servicing Standards, which would identify valued ecosystem components (VECs), such as rare/protected wildlife and waterbodies (includes watercourses, intermittent streams, and wetlands), potential project interactions with VECs, mitigation recommendations, anticipated residual impacts, and additional environmental regulations and processes that may apply, at the submission of a land use redesignation application.*

Policy 4.8.2 *The developer shall retain qualified professionals to complete required biophysical analyses and documentation in accordance with requirements detailed in the County 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 4.8.3 *Activities associated with potential impacts a waterbody shall proceed only once authorization(s) from the Government of Alberta (GoA) have been received.*

4.9 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 4.9.1: *For development to proceed, each developer shall submit a Historical Resource application to the province through Alberta Arts, Culture, and Status of Women's online Permitting and Clearance System (OPaC), prior to proceeding with any surface disturbances, to the satisfaction of the province.*

Policy 4.9.2: *If required, the developer of each parcel shall prepare a Historical Resource Impact Assessment (HRIA) and complete any required mitigative actions, to the satisfaction of the province.*

4.10 TRANSPORTATION

Understanding road connectivity for the Highway 1 Conceptual Scheme area is important when considering redevelopment. A Traffic Impact Assessment (TIA) will be required for large applications or a simple letter report for smaller ones. Consultation with the County is required to establish the terms of reference.

Policy 4.10.1 *When a development is proposed within the Highway 1 Conceptual Scheme area, the proponent shall consult the County to establish what level of transportation analyses may be required based on the significance of the proposal.*

Policy 4.10.2 *The outcome(s) of any transportation report shall be addressed prior to the subdivision or development permit stages, whichever comes first.*

Policy 4.10.3 *The design of the internal subdivision road network, including intersections with the surrounding municipal road network, shall be established at the subdivision stage in accordance with the County Servicing Standards.*

Policy 4.10.4 *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 Servicing Standards.*

Policy 4.10.5 *The developer shall be required to provide applicable Transportation Off-Site Levies at the subdivision stage.*

Policy 4.10.6 *The developer shall complete all offsite road/intersection upgrades as per any recommendations of the Traffic Impact Assessment (TIA) at its cost to the satisfaction of the county and Alberta Transportation and Economic Corridors (ATEC).*

Policy 4.10.7

The developer is encouraged to engage with the province to seek alternate access and egress opportunities between the internal road pattern and Highway 1.

4.11 UTILITIES - DEEP

4.11.1 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 Servicing Standards, and the Rocky View Water Co-op's specifications.

Policy 4.11.1.1 *The developer shall connect, at its cost, to the Rocky View County Utility System presently located in Garden Road.*

Policy 4.11.1.2 *At the subdivision stage, the developer shall extend potable water infrastructure within the developable area, at its cost, in accordance with applicable provincial regulatory requirements and the County Servicing Standards.*

4.11.2 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 developer.

Policy 4.11.2.1 *The developer shall connect, at its cost, to the Rocky View County Utility System presently located in Garden Road.*

Policy 4.11.2.2 *The internal wastewater distribution network shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.*

4.11.3 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 4.11.3.1 *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 4.11.3.2 *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 4.11.3.3 *The developer shall provide payment for required infrastructure upgrades at the subdivision stage in accordance with the County's Stormwater Offsite Levy Bylaw.*

Policy 4.11.3.4 *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.*

4.12 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 4.12.1 *Shallow utilities shall be installed and/or financed at the subdivision stage in consultation with the applicable utility providers.*

Policy 4.12.2 *The alignments for utility installations shall be determined at the subdivision stage in accordance with the County Servicing Standards.*

4.13 FIRE SUPPRESSION

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, providing sprinkler systems for each commercial building.

Policy 4.13.1 *Fire suppression methods for any form of development shall encourage the use of stormwater management facilities as an auxiliary source.*

Policy 4.13.2 *Fire suppression methods for all commercial buildings shall include a sprinkler system.*

4.14 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 for MR dedication.

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 an easement to the municipality (ERE).

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 this CS area to adjacent development areas, including Cambridge Park. More specifically, access from the existing Abbey Road in Cambridge Park should be linked to this CS area through sidewalks along the proposed road north of the future interchange.

- Policy 4.14.1** *The developer shall determine prior to the subdivision stage whether MR is owing on their respective property.*
- Policy 4.14.2** *If MR is owing, the developer shall provide the outstanding MR, at the subdivision stage, 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 4.14.3** *Developers of commercial developments shall be encouraged to incorporate passive recreational activities within their respective developments to enhance the people gathering experience.*
- Policy 4.14.4** *All public roads within the Highway 1 CS area shall be designed to include sidewalks on both sides.*
- Policy 4.14.5** *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.*

4.15 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 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. Policing will be provided by the Rocky View County Community Peace Officers, 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.

Policy 4.15.1 *As there is presently no primary fire response facility in the county fire station, all commercial buildings shall propose appropriate sprinkling systems, to the satisfaction of the County.*

Policy 4.15.2 *Any proposed non-commercial buildings shall adhere to the County's Fire Suppression Bylaw C-7259-2013 of 30.48 metres (100 feet).*

4.16 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 4.16.1 *Solid waste management shall be provided by a qualified waste management operator through a contract managed by each residential lot owner.*

4.17 COMMERCIAL DESIGN GUIDELINES

The *Appendix B: Commercial and Industrial Development Landscape and Design Guidelines* of the CASP 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 4.17.1 *All developments in the Highway 1 Conceptual Scheme area should be encouraged to address the Conrich ASP's Appendix B: Commercial and Industrial Development Landscaping and Design Guidelines at the development permit stage.*

Policy 4.17.2 *Part 5 – General Regulations of the Rocky View County Land Use Bylaw shall be addressed for any proposed development at the development permit stage.*

4.18 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA

Section 15.0 Gateways and Highway 1A (sic) East Corridor Focus Area of the CASP identifies the need for a visually attractive and well-maintained interface between future development in Rocky View County adjacent to Highway 1.

Policy 4.18.1 *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, and high-quality landscaping and signage, all to be incorporated with the creation of Architectural & Landscaping Guidelines at the subdivision stage.*

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

Section 22: TRANSPORTATION 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 county standards, in collaboration with the CNR.*

Public Engagement

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 6: 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 6: 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.

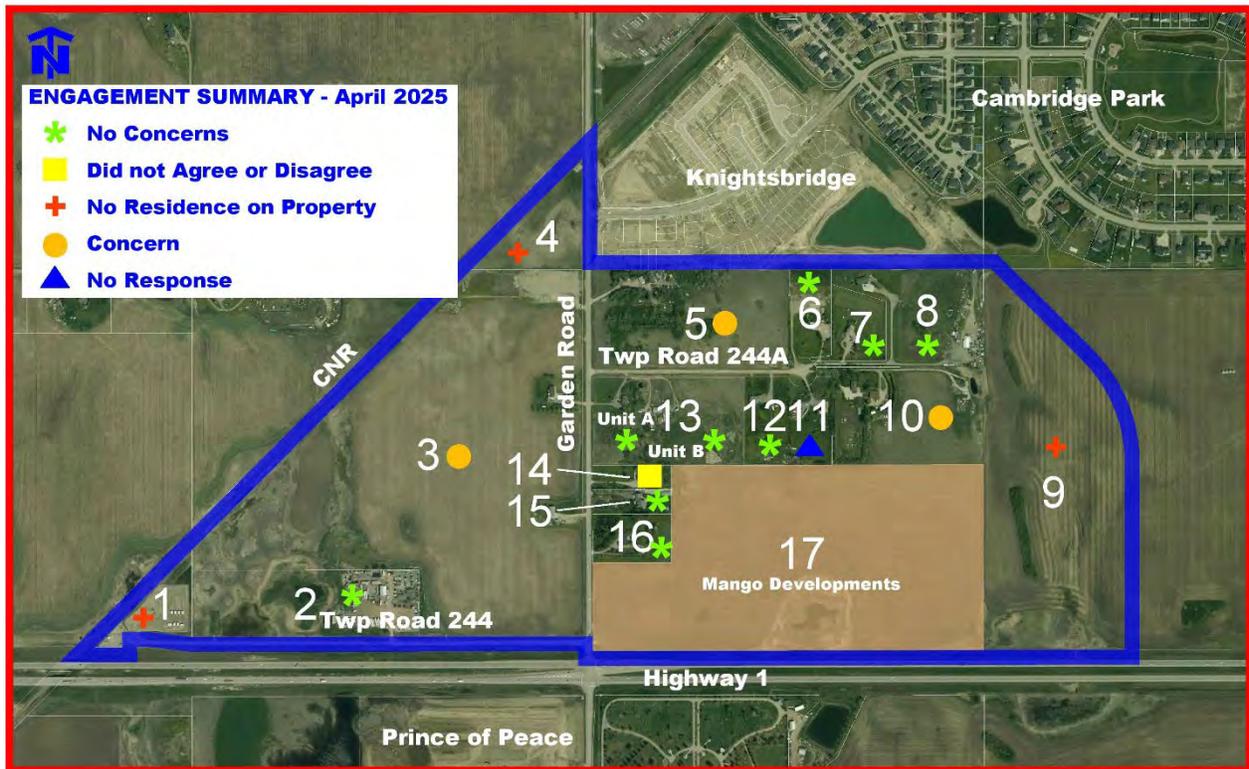
Concern 3 – Parcel 10

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 6: 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.

Supplement 1

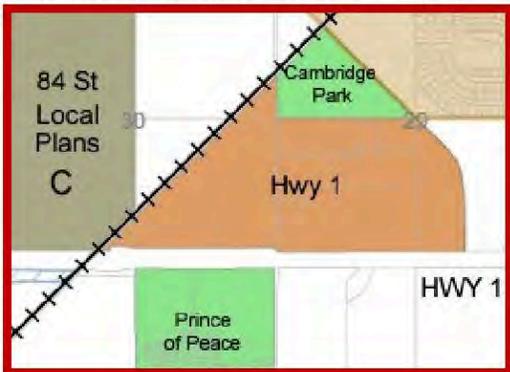
13 January 2025

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

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



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 | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. We/I do not plan to develop our/my land at the same pace as Mango wishes to develop its land | <input type="checkbox"/> | <input type="checkbox"/> |

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



Supplement 4

OPEN HOUSE

June 11th, 2025

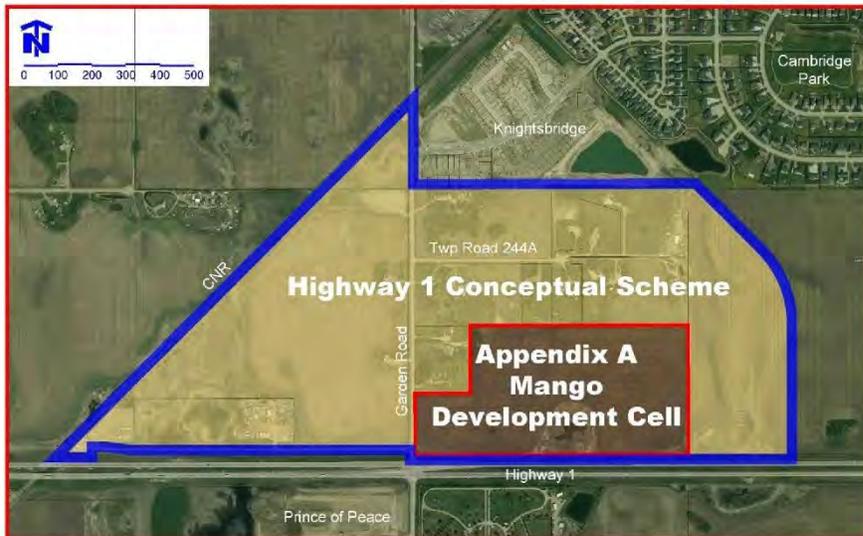
430pm to 730pm – Come and Go Format

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



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



or



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.

THIS PAGE LEFT INTENTIONALLY BLANK

Highway 1 Conceptual Scheme

Appendix A

MANGO

November 2025

Submitted to

ROCKY VIEW COUNTY

Submitted for



Source: Google Earth

PROJECT CONSULTANT TEAM

Suketi Group

Cirno Design

Darrell Grant

Vertex Professional Services Ltd

Bunt & Associates Engineering Ltd.

Richview Engineering Inc

PrairieGEO Engineering Ltd



Contents

1.0	INTRODUCTION	1	3.5	Solid Waste Management	20
1.1	Purpose of this Appendix	1	3.6	Fire Suppression	20
1.2	Development Rationale	1	3.7	Emergency Response	20
			3.8	Public Open Space	21
2.0	PLAN AREA DESCRIPTION	3	4.0	IMPLEMENTATION	22
2.1	Local Development Context	3	4.1	Proposed Land Use	22
2.2	Legal Description	3	4.2	Proposed Subdivision	23
2.3	Existing Site Conditions	3	4.3	Architectural & Landscaping Guidelines	24
2.4	Geophysical Considerations	4	4.4	Commercial Design Guidelines	25
2.5	Biophysical Considerations	5	4.5	Gateways and Highway 1 East Corridor Focus Area	26
2.6	Archaeological & Historical Resources Considerations	9	4.6	Non-Residential/Residential Interface	26
3.0	DEVELOPMENT CONCEPT	10	4.7	Phasing	28
3.1	Objectives	10	4.8	Interim Emergency Access	29
3.2	Mango Development Cell Statistics	13	5.0	PUBLIC CONSULTATION	30
3.3	Transportation	14	6.0	SUPPORTING TECHNICAL REPORTS	35
3.4	Utility Servicing	16			
	3.4.1 Potable Water	16			
	3.4.2 Wastewater	17			
	3.4.3 Stormwater Management	18			
	3.4.4 Shallow Utilities	20			

Figures, Tables, & Supplements

F1	Local Area Context	2
F2	Existing Site Conditions	4
F3	Current Wetland Delineations (2025)	7
F4	Vegetation Communities	8
F5	Development Concept	11
F6	Concept Plan	12
F7	Internal Road Standard	15
F8	Mango Development Cell Connection to Rocky View County Utility Infrastructure	17
F9	Stormwater Management Scheme	19
F10	Proposed Land Use Plan	22
F11	Proposed Subdivision Plan	23
F12	Proposed Non-Residential/Residential Interface	27
F13	Phasing	28
F14	Interim Emergency Access	29
F15	Conceptual Scheme Landowners' Engagement Summary – April 2025	32
T1	Mango Development Concept Statistics	13
S1	January 2025 Letter to Conceptual Scheme Landowners	36
S2	March 2025 Letter to Conceptual Scheme Landowners	38
S3	April 2025 Letter to Conceptual Scheme Landowners	39
S4	Open House Notification	40
S5	Open House Sample Comment Sheet	41
S6	Mango Developments Conceptual Design Overview	42

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 County 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:

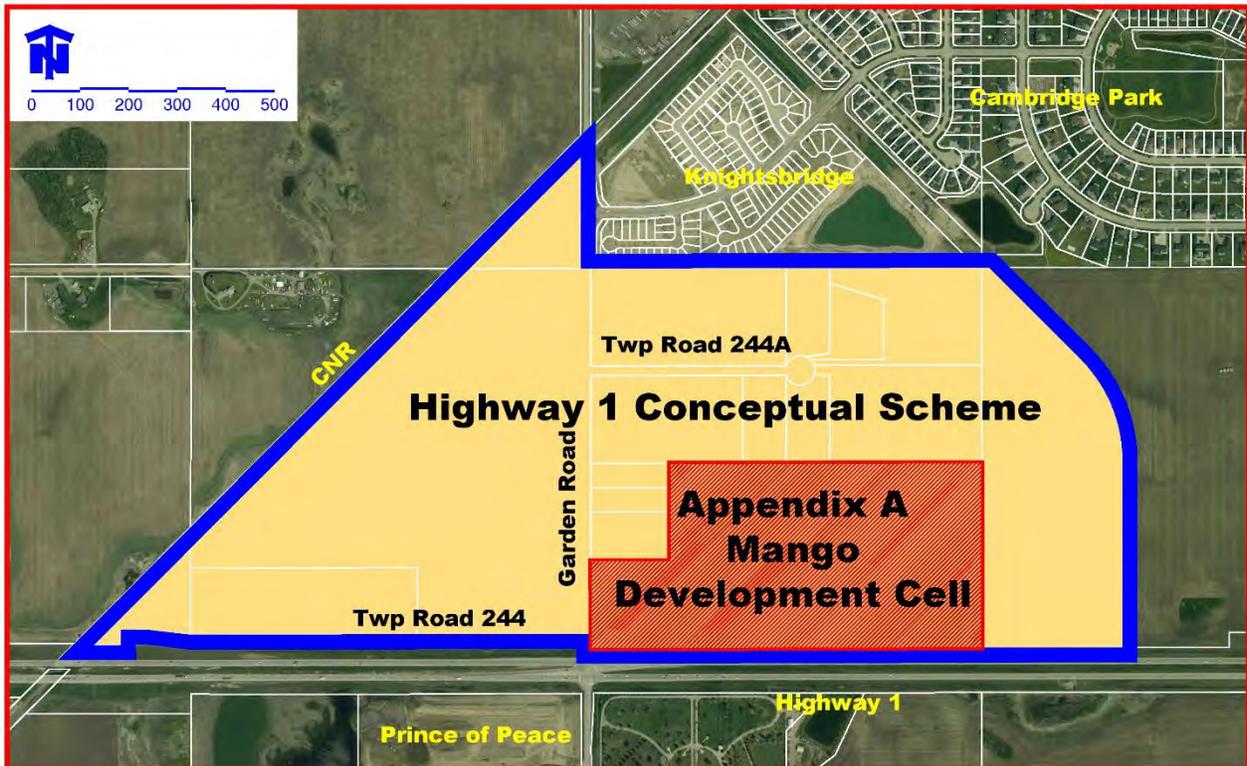
- compatible future land uses,
- connections to the county's servicing infrastructure,
- a creative solution to stormwater management,
- interim and ultimate solutions to transportation infrastructure, and
- dedication of public roads as land, municipal reserve as cash-in-lieu, and environmental reserve.

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 for the two parcels 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.

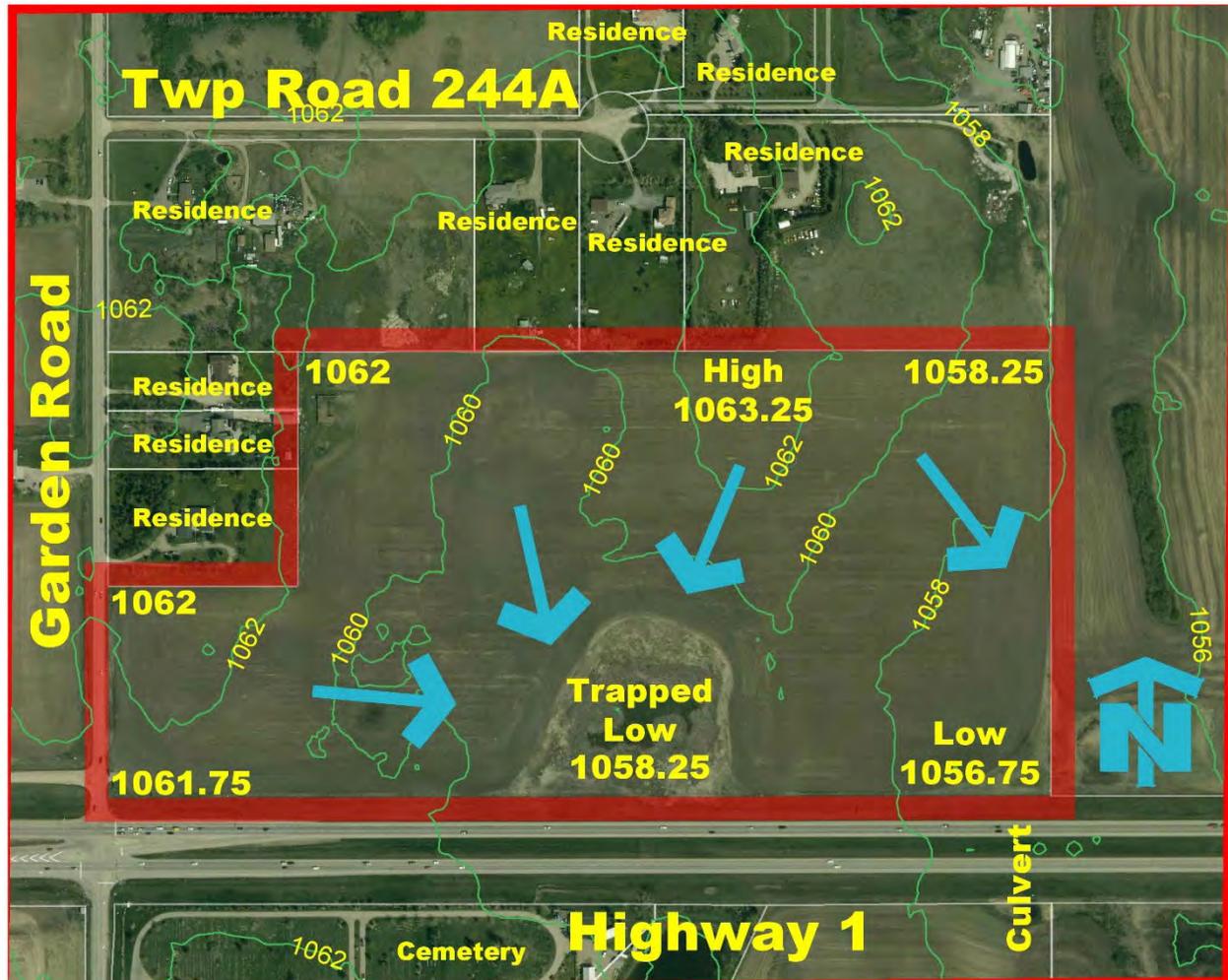
2.2 LEGAL DESCRIPTION

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. It includes two existing country residences with private driveways, and several accessory buildings. 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 located 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



2.4 GEOPHYSICAL CONSIDERATIONS

In October 2024, PrairieGEO Engineering Ltd. prepared 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 2.4.1 *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 2.4.2 *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.*

2.5 BIOPHYSICAL CONSIDERATIONS

Vertex Professional Services Ltd prepared an Environmental Screening Report in November 2024, on behalf of Mango Developments Inc.

The Project 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 further recommended that the Alberta Wetland Policy should 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 2.5.1** *The developer shall prepare a Biophysical Impact Assessment (BIA) to the satisfaction of the County.*
- Policy 2.5.2** *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 2.5.3** *The developer shall retain a portion of Wetland WL02 as identified in Figure 3: Desktop Wetland Delineation, and their associated setbacks as a Constructed Wetland per the Alberta Municipal Government Act.*
- Policy 2.5.4** *The Mango Development Cell development will adhere to the recommendations as outlined in the Phase 1 Environmental Site Assessment, as reported by Vertex Professional Services Ltd, dated November 2024.*
- Policy 2.5.5** *The Mango Development Cell development will adhere to the recommendations as outlined in the Environmental Screening Report, as reported by Vertex Professional Services Ltd, dated December 2024.*
- Policy 2.5.6** *The developer shall avoid construction activities inside the wildlife restricted activity period (RAP), which is the peak nesting and breeding season between April 1st and August 20th.*
- Policy 2.5.7** *In the instance that construction does not start prior to the wildlife restricted activity period and nesting habitat exists within or adjacent to the construction area, then a nest sweep shall be required prior to construction commencing:*
- *The objective of the nest sweep is to detect any occupied nests present, and if found provide specific mitigation measures to prevent the damage, destruction or disturbance, or removal of the nest of a bird, protected under the Migratory Birds Convention Act or under the Alberta Wildlife Act.*
 - *An occupied nest is defined as a nest that is currently being used by birds as confirmed through the visual presence of a bird or viable egg, or evidence of territorial displays, fresh bird*

feces and/or feathers.

- *A Professional Biologist must conduct a nest sweep by cautiously and systematically surveying the ground, shrubs, and treed areas.*
- *If no occupied nests are encountered during the sweep the activity can commence, subject to other regulatory requirements,*
- *Construction must commence within ten days of completing the sweep, and*
- *Details of the nest sweep will be documented in the field and will include personnel name, date and time, weather conditions, GPS tracks, results, and any recommended mitigation measures.*

Figure 3: Current Wetland Delineations (2025)

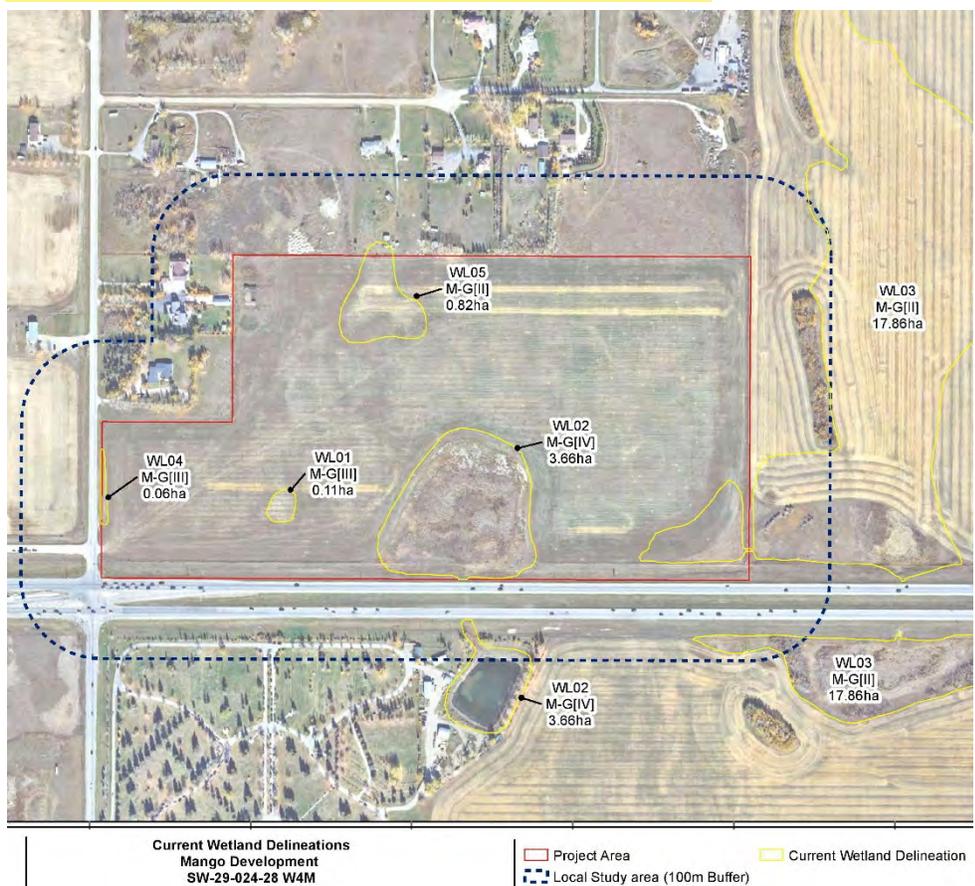


Figure 4: Vegetation Communities



**Vegetation Communities
Mango Development
(SW-29-024-28 W4M)**

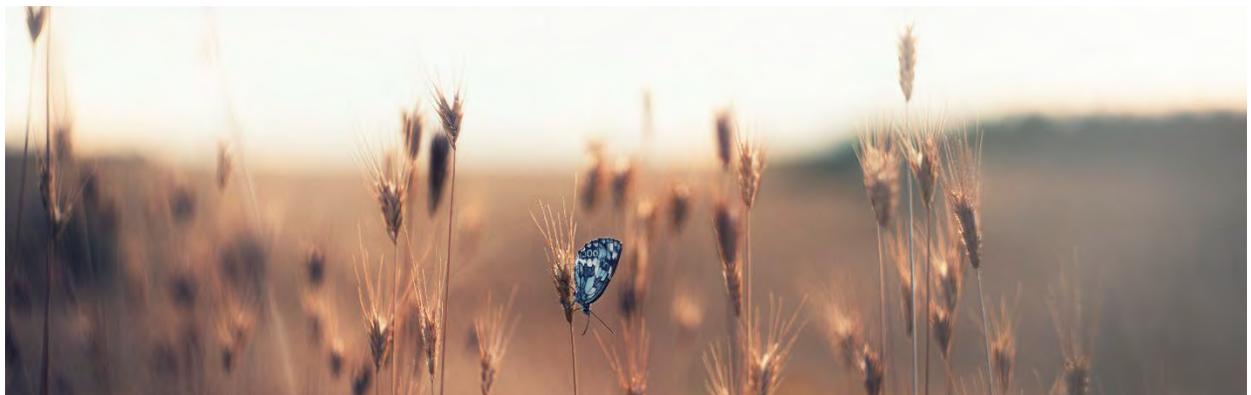
- Project Area
- Local Study Area (100 m buffer)

Wetlands

- Temporary graminoid marsh (M-G[II])
- Seasonal graminoid marsh (M-G[III])
- Semi-permanent graminoid marsh (M-G[IV])

Grassland Vegetation Inventory

- Crop (Non-irrigated)
- Developed
- Rural



2.6 ARCHEOLOGICAL & HISTORICAL RESOURCES CONSIDERATIONS

Archeological and historical analyses for any proposed development in Alberta are required before any soil disturbance occurs. A 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).

Policy 2.6.1 *The developer shall prepare a Historical Resources Overview (HRO) before or at the subdivision stage, to the satisfaction of the Government of Alberta.*

Policy 2.6.1 *If a Historical Resources Impact Assessment (HRIA) is recommended from Policy 2.6.1, it shall be completed prior to subdivision approval, to the satisfaction of the Government of Alberta.*

3.0 Development Concept

As conceptually illustrated in **Figure 5: Development Concept**, the proponent of these parcels wishes to create three retail/office parcels, one constructed wetland parcel, 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 Constructed Wetland approach and a 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.
- 2) Construct an internal subdivision road network designed in accordance with the County 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) Acknowledge the existing topography by minimizing overall grading when placing buildings.
- 6) 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 5: Development Concept

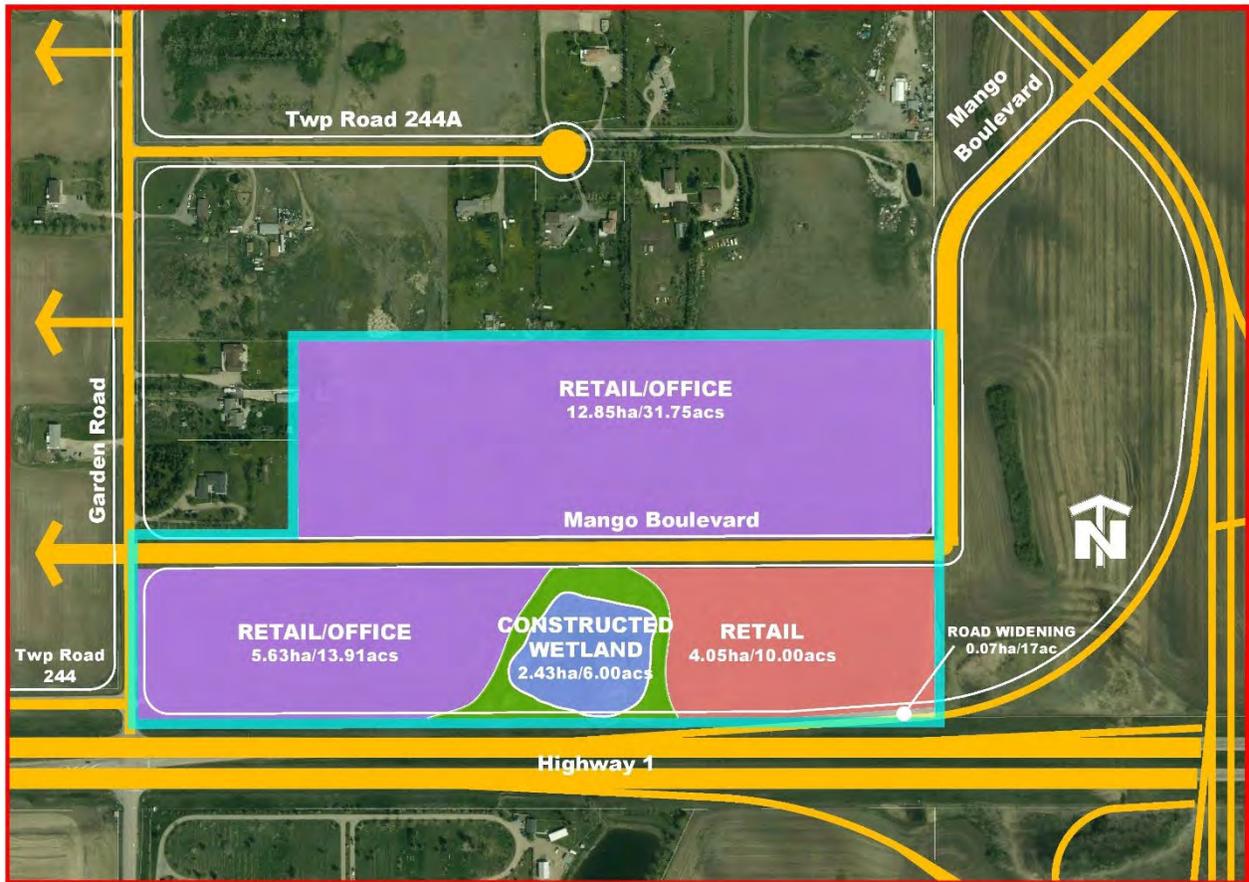


Figure 6: Concept Plan



Policy 3.1.1 *The Mango Development Cell shall generally align with Figure 5: Development Concept and Figure 6: Concept Plan.*

3.2 MANGO DEVELOPMENT CELL STATISTICS

Table 1: Mango Development Concept Statistics highlights the land use area calculations. Two parcels are proposed to include retail and office uses, and one parcel is more retail-based, catering to highway traffic. One parcel is proposed to accommodate a constructed wetland, to accommodate the development’s stormwater facility.

Table 1: Mango Development Concept Statistics

<i>Mango Developments Inc.</i>				
LAND AREAS - STATISTICAL SUMMARY				
<u>USE</u>	<u>HECTARES</u>	<u>ACRES</u>	<u>PERCENT</u>	<u>PROPOSED LAND USE</u>
Titled Holding	27.51	67.98		
Less Road Widening (Highway 1)	0.07	0.17		
Gross Developable Area	27.44	67.80	100.0%	
Retail/Office	18.48	45.66	67.3%	C-HWY
Retail	4.05	10.00	14.7%	C-HWY
Constructed Wetland	2.43	6.00	8.9%	S-PUB
Roads	6.53	16.14	23.8%	

SQUARE FOOTAGE SUMMARY		
<u>USE</u>	<u>SQ METRES</u>	<u>SQUARE FEET</u>
Retail	68587	738000
Office	2230	24000
TOTAL	70818	762000
Floor Area Ratio (FAR)		0.31

Policy 3.2.1 The Mango Development Cell shall generally align with the figures as outlined in **Table 2: Mango Development 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 site development 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.
- Recognize 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 7: Internal Road Standard** will be designed and constructed at the subdivision stage in accordance with the County Servicing Standards.

Figure 7: Internal Road Standard



- Policy 3.3.1** *The proposed internal road, as shown on Figure 7: Internal Road Standard, shall be designed as an Industrial/Commercial (I/C) County Standard or Sheet 400.5 in the County's Servicing Standards.*
- Policy 3.3.2** *An updated Transportation Impact Assessment (TIA) shall be required at the development permit stage.*
- Policy 3.3.3** *The developer shall complete all offsite road/intersection upgrades as per any recommendations of the Traffic Impact Assessment (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 total developable square footage, said 40% equates to 26,000 square metres (280,000 square feet), as generally illustrated on Figure 12: Phasing, until such time as the interchange and Highway 1 improvements are operational in a satisfactory form.*

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

Policy 3.3.7 *A TIA shall be submitted with each development permit.*

Policy 3.3.8 *Notwithstanding Policy 3.3.7, a TIA may be submitted to the county at any time, to determine if additional square footage may be developed without the operation of the interchange and Highway 1 improvements.*

Policy 3.3.9 *The developer is encouraged to engage with the province to seek alternate access and egress opportunities between the internal road pattern and Highway 1.*

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 Servicing Standards. The proponent will extend the distribution network in Garden Road along the east-west collector, as generally shown on **Figure 8: Mango Development Cell Connection to the Rocky View County Utility Infrastructure**.

Policy 3.4.1.2 *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 8: Mango Development Cell Connection to Rocky View County Utility Infrastructure, all to the satisfaction of the County Servicing Standards.*

3.4.2 WASTEWATER

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 extend the distribution network in Garden Road along the east-west collector, as generally shown on **Figure 8: Mango Development Cell Connection to Rocky View County Utility Infrastructure**.

Policy 3.4.1.2 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 8: Mango Development Cell Connection to Rocky View County Utility Infrastructure, all to the satisfaction of the County Servicing Standards.

Figure 8: Mango Development Cell Connection to the Rocky View County Utility Infrastructure



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 natural and constructed 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 utilizing the existing wetland as a constructed wetland and a canal/swale system will be explored for the Mango Development Cell. See Figure 9: 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 Figure 9: Stormwater Management Scheme shall be generally followed when the comprehensive Stormwater Management Report is prepared.***
- Policy 3.4.3.3 Best management practices shall be encouraged as the stormwater management plan for Mango Development Cell.***
- Policy 3.4.3.4 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 3.4.3.5 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 3.4.3.6 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 regulations.*
- Policy 3.4.3.8** *A constructed wetland approach to stormwater management may be pursued with details to be provided in a future subdivision application.*
- Policy 3.4.3.9** *Bioretention shall be encouraged to reduce volumes and enhance soil moisture for plant growth, while reducing reliance on limited potable water.*
- Policy 3.4.3.10** *Grading shall consider existing topography and surface drainage routes to minimize impacts.*

Figure 9: 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 of 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 developer.*

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 Servicing Standards.

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

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 Rocky View County Community Peace Officers, 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

Dedication of Municipal Reserve (MR) for the Mango Development Cell is proposed via cash in-lieu payment of land, or the equivalent of 10% of the gross development area.

Policy 3.8.1 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.



4.0 Implementation

4.1 PROPOSED LAND USE

C-HWY (Commercial, Highway District) is proposed for 25.05 hectares / 61.90 acres of the Mango Development Cell, and will accommodate the following general uses (but not limited to):

- Retail, Office, Hotel/Motel, Station (Gas/Electric), Car Wash, Establishments, Conference Centre, Recreation, Special Function Business.

The balance of the cell, or 2.46 hectares / 6.08 acres, is proposed to be redesignated to S-PUB Special, Public Service District for the purpose of a storm pond.

Figure 10: Proposed Land Use Plan



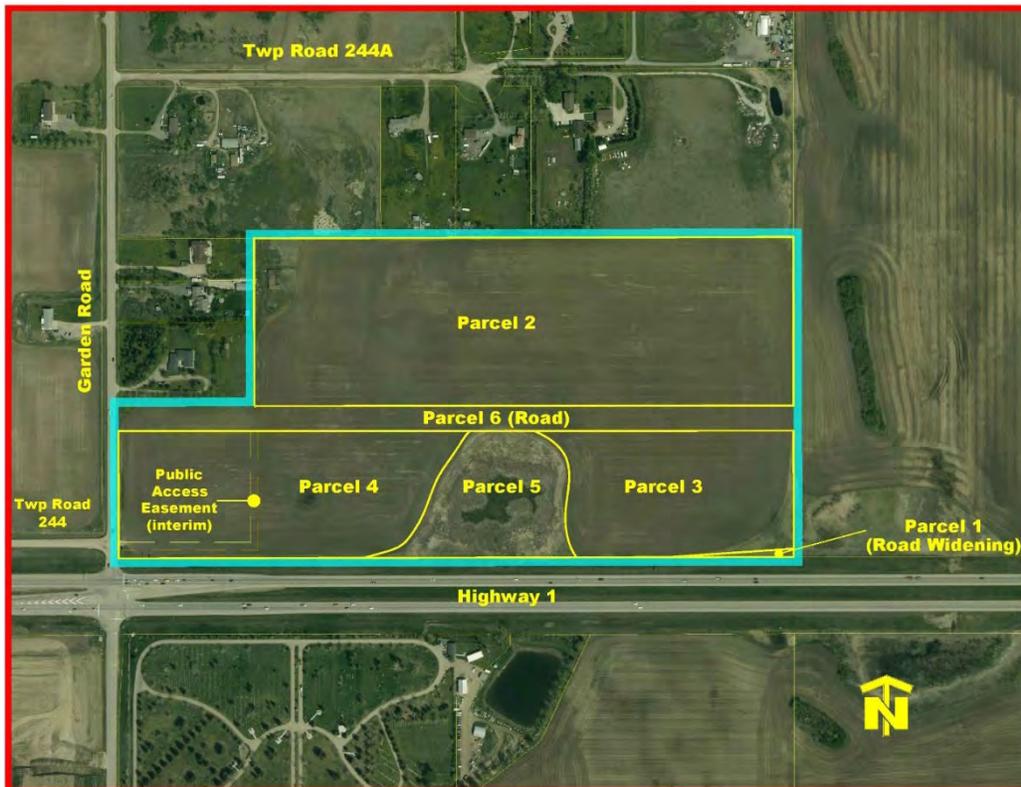
Policy 4.1.1 All intended proposed uses, and general rules shall adhere to the Rocky View County Land Use Bylaw under Section C-HWY Commercial, Highway District or S-PUB Special, Public Service District as well as other Parts of the Bylaw, where appropriate.

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 parcel sizes to be in accordance with the requirements of the County’s applicable land use designation.
- Any outstanding Municipal Reserves (MRs) to be addressed as 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 Servicing Standards.

Figure 11: Proposed Subdivision Plan



Policy 4.2.1 *Any plan of subdivision shall be prepared by legal survey for registration on each parcel, identifying all restrictions to buildable areas, that is, wetlands, streams, unstable slopes, and their associated setbacks, if any, in addition to yard setbacks as outlined in the County Land Use Bylaw.*

4.3 ARCHITECTURAL & LANDSCAPING GUIDELINES

The developer will establish and implement specific Architectural & Landscaping Guidelines at the subdivision stage to ensure all commercial development reflects a consistent style and coordinated theme. Specific benchmarks for exterior building criteria will be established to consider design elements such as:

- The use of natural material finishings such as stone, wood siding and timber is encouraged – the use of stucco will be limited.
- Rooflines with variable peaks, gables and dormers are encouraged.
- Exterior illumination will be minimized and implemented in accordance with dark sky principles.
- Areas of extensive ‘manicured’ exterior landscaping should be minimized in favour of natural drought-resistant plantings that require minimal irrigation and maintenance requirements.

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

Policy 4.3.1 *The developer shall establish Architectural & Landscaping Guidelines at the subdivision stage to regulate specific building criteria such as material finishes, colours, landscaping, and exterior illumination.*

Policy 4.3.2 *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 4.3.3 *Abundant soft landscaping is encouraged to reduce the effects of greenhouse gas emissions.*

Policy 4.3.4 *Conversely, hard landscaping shall be minimized, wherever possible.*

Policy 4.3.5 *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 4.3.6 *The Mango Developments Conceptual Design Overview, as identified in Supplement 6 of this document, shall be addressed.*

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 should be encouraged to address the Conrich ASP’s Appendix B: Commercial and Industrial Development Landscaping and Design Guidelines at the development permit stage.*

Policy 4.4.2 *Part 5 – General Regulations of the Rocky View County Land Use Bylaw shall be addressed for any proposed development at the development permit stage.*

Policy 4.4.3 *The Mango Developments Conceptual Design Overview, as identified in Supplement 6 of this document, shall be addressed.*



4.5 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA

Section 15.0 Gateways and Highway 1A (sic) East Corridor Focus Area of the CASP identifies the need for visually attractive and well-maintained interface between future development in Rocky View County for any lands adjacent to Highway 1.

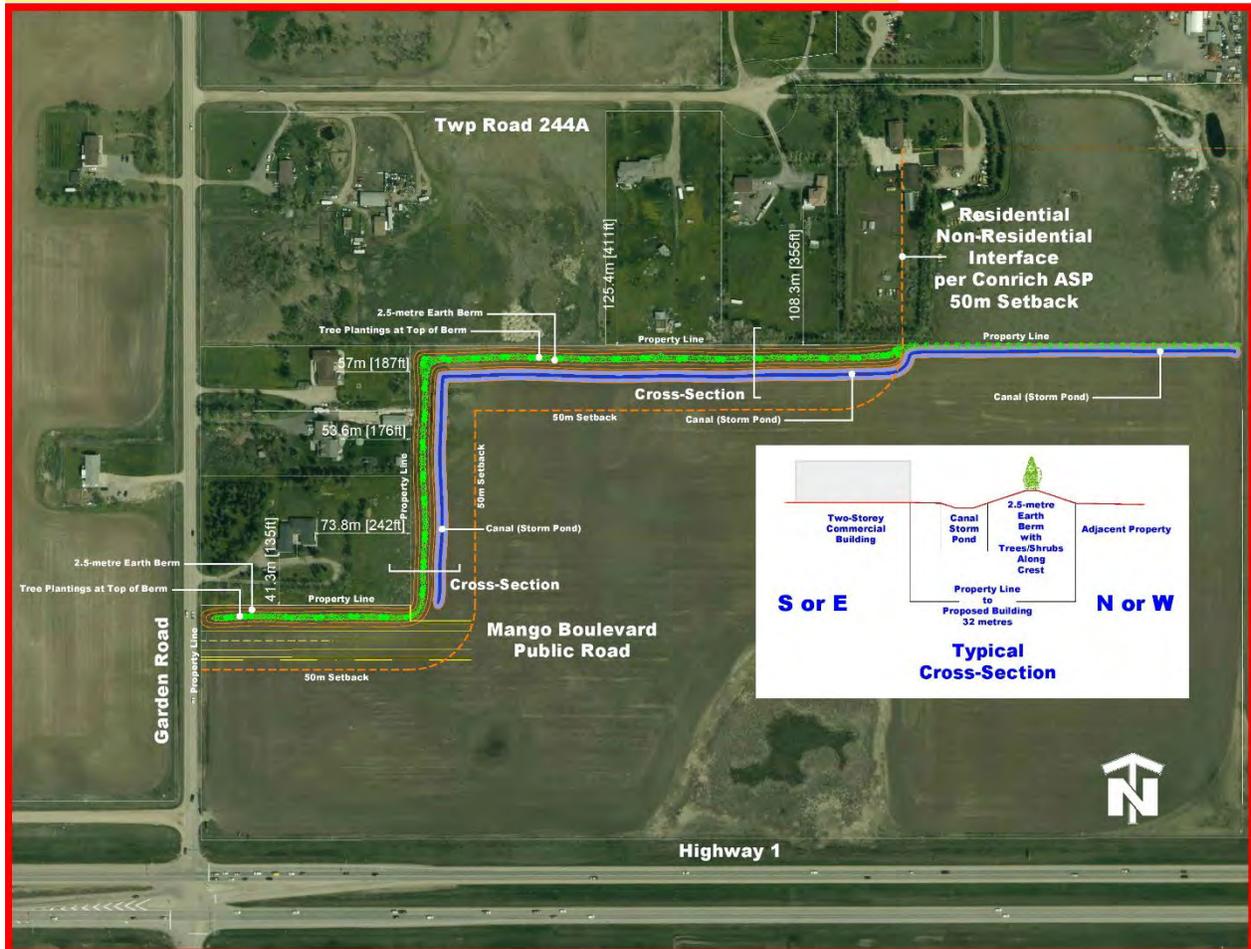
Policy 4.5.1 *Design guidelines for those lands within the Mango Development Cell, adjacent to Highway 1, should consider such factors as sight lines, noise attenuation, setbacks, natural land features, innovative building design, and high-quality landscaping and signage.*

Policy 4.5.2 *The Mango Developments Conceptual Design Overview, as identified in Supplement 6 of this document, shall be addressed.*

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 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 trails. 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. However, the challenge is the future intent for these residential parcels is to become commercial (CASP Policies 9.5 and 9.6). Therefore, the 50-metre spacing is considered an interim measure that would, in the future, become obsolete. Nevertheless, an appropriate setback is to be considered in the Mango Development Cell that would consider both the vertical and horizontal aspects of an interface between existing residential buildings, that are approximately 54 metres or greater from the Mango Development Cell property, and future commercial buildings. An earth berm and strategically placed tree/shrub plantings are proposed to be used for the vertical buffering and the berm and a canal feature, for storm pond purposes, are proposed for the horizontal buffering. A minimum horizontal distance of 32 metres is expected to result in proposing these aspects. Refer to **Figure 12: Proposed Non-Residential/Residential Interface.**

Figure 12: Proposed Non-Residential/Residential Interface



Policy 4.6.1 *Notwithstanding the Conrich Area Structure Plan’s requirement for a 50-metre setback, a modified setback of no less than 32 metres, shall be considered at the development permit stage to address where proposed buildings should be placed in relation to existing residences on adjacent parcels, all to the satisfaction of the County.*

Policy 4.6.2 *An earth berm, combined with strategically placed tree and shrub plantings plus a canal for stormwater purposes, shall be designed to minimize any negative visual effects from the proposed development.*

Policy 4.6.3 *A landscape plan shall be prepared at the Development Permit stage that conforms to the County’s Land Use Bylaw and the Conrich Area Structure Plan’s Appendix B guidelines.*

Policy 4.6.4 *Building quality and appearance shall be addressed through Architectural Guidelines at the Development Permit stage, that conform to the County’s Land Use Bylaw and the Conrich Area Structure Plan’s Appendix B guidelines.*

Policy 4.6.5 *The Mango Developments Conceptual Design Overview, as identified in Supplement 6 of this document, shall be addressed.*

4.7 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 infrastructure to the east is established. Refer to **Figure 13: Phasing**.

Figure 13: Phasing



Policy 4.7.1 *Phasing shall be generally from the southwest to the northeast, as shown in Figure 12: Phasing.*

4.8 INTERIM EMERGENCY ACCESS

Appendix A – Mang 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 effected parcel of land, to be discharged when the ultimate public road design no longer requires this encumbrance. See **Figure 14: Interim Emergency Access.**

Figure 14: Interim Emergency Access



Policy 4.8.1 *A public access easement shall be registered on the effected title at the subdivision stage, to ensure interim emergency access is constructed, to the satisfaction of the County Servicing Standards.*

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	<u>4</u>
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 15: 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 15: 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.

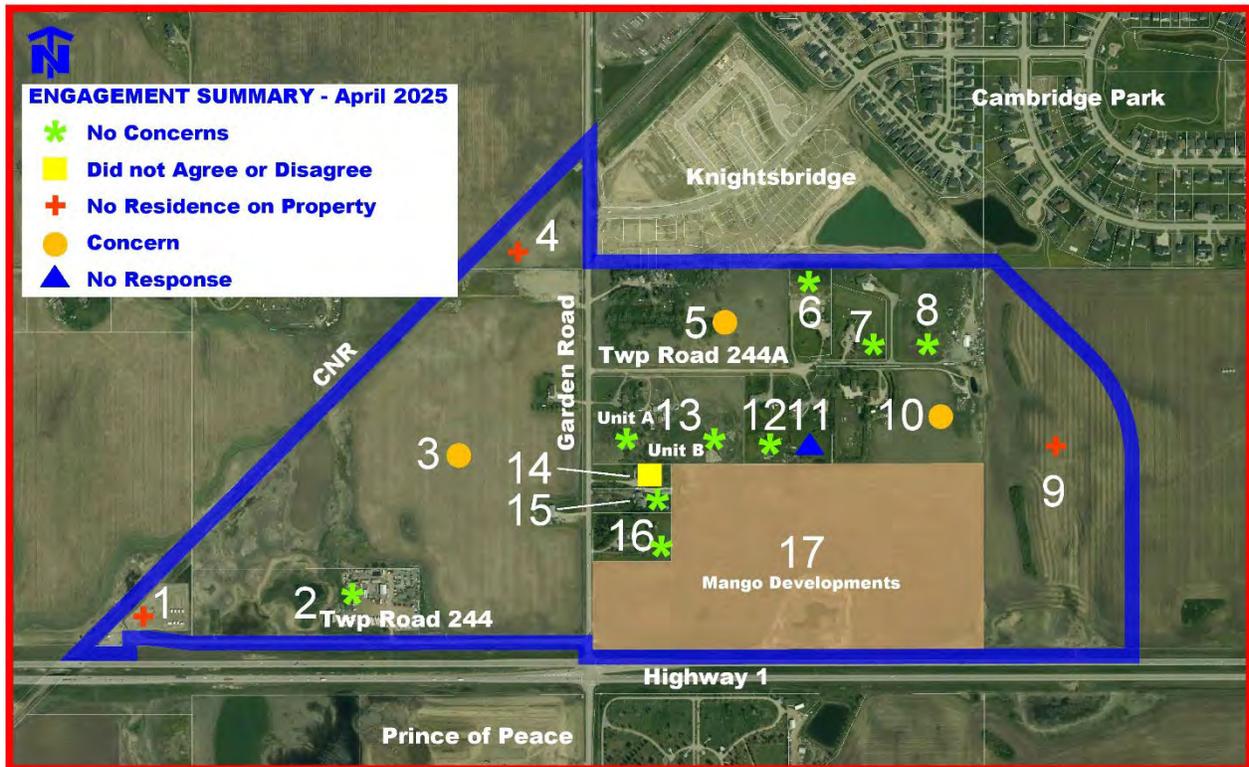
Concern 3 – Parcel 10

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 15: 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”
- “Looking forward to restaurants”
- “Enough parking and traffic flow?”
- “No concerns”
- “It will be good to have more convenience close to home”
- “Not able to speak to anyone from the MD”
- “I have respect for that project”
- “Recommend a pedestrian overpass”
- “Keep in mind the eco-system and environment”
- “Thank you for being here”

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 12 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 cover:

- 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 Conceptual Design Overview (August 2025)

Supplement 1

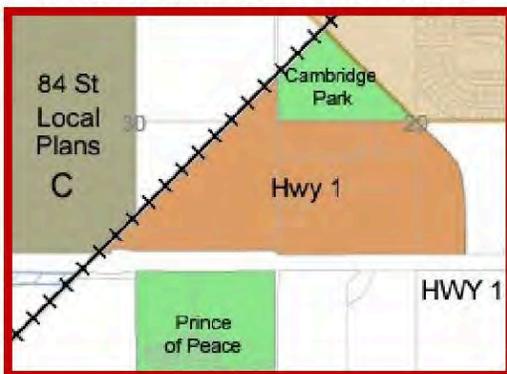
13 January 2025

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

Supplement 1 cont'd

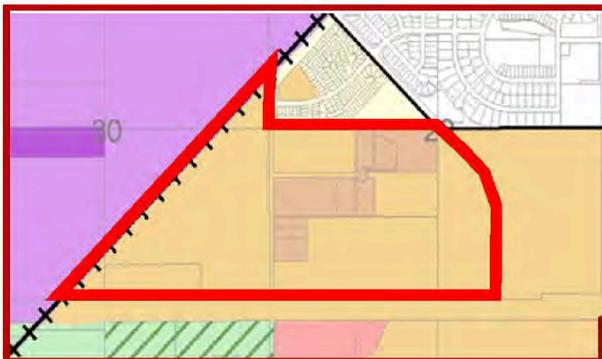
13 January 2025



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



Supplement 2

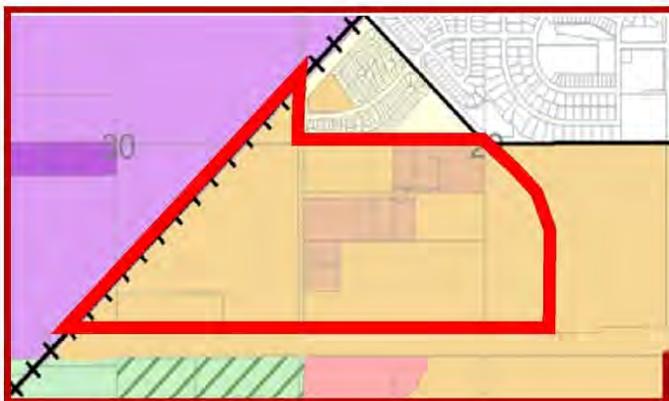
ATTENTION: OKSANA NEWMEN
Senior Planner
Rocky View County

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



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 | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. We/I do not plan to develop our/my land at the same pace as Mango wishes to develop its land | <input type="checkbox"/> | <input type="checkbox"/> |

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



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



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



or



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.



Supplement 6



Mango Developments CONCEPTUAL DESIGN OVERVIEW

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW



CONCEPTUAL DESIGN OVERVIEW

Table of contents

1.0 Introduction	3
2.0 Massing Strategy	5
3.0 Policy Considerations	6
4.0 Architectural Articulation & Materials	8
5.0 Landscaping	15
6.0 Signage Strategy 6.1 Highway Landmark Pylon Sign	24
7.0 Conclusion	26

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

INTRODUCTION

This Conceptual Design Overview presents the initial vision for Mango Developments; a commercial business hub strategically located at the intersection of Township Road 244 (16 Avenue NE / Highway 1) and Range Road 285. As a gateway site with high visibility and convenient access from Highway 1, the development is positioned to become a regional destination for commerce, services, and economic activity.

The intent of this document is to outline the core planning, architectural, and landscape strategies that will guide the evolution of the site. From land use 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.

This overview will serve as the foundation for detailed design development and future regulatory approvals, ensuring the project aligns with the objectives of Rocky View County and the Conrich Area Structure Plan.

CONCEPTUAL DESIGN OVERVIEW

3

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

MANGO DEVELOPMENT



CONCEPTUAL DESIGN OVERVIEW

4

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

2.0 MASSING STRATEGY

The massing layout of Mango Development balances large anchor uses with walkable mid-scale buildings. Major elements like the supermarket, banquet hall, and hotel are placed along 16 Ave to maximize visibility and access, while smaller commercial and office units are distributed internally with a 1-4 stories height for a pedestrian-friendly scale.

Buildings are arranged around a central roundabout, creating strong visual orientation and circulation flow. Setbacks, landscaped edges, and internal roads help define clear massing zones while supporting future subdivision flexibility.

This massing ensures:

- Strong frontage along Highway 1
- Clear visual anchors and internal rhythm
- Balanced density with green/open space



CONCEPTUAL DESIGN OVERVIEW

5

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

3.0 POLICY CONSIDERATIONS

3.1 NOISE MITIGATION

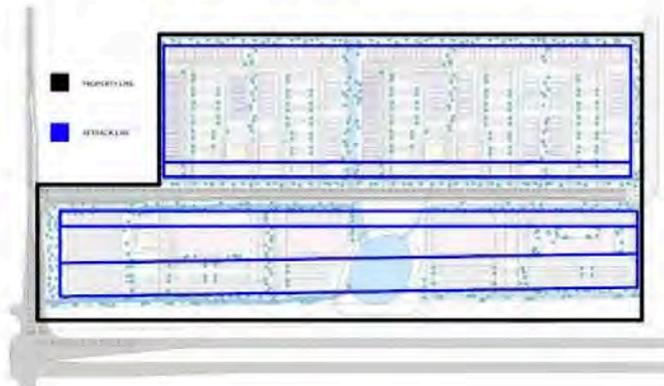
This site is located along a highway, which contributes to elevated ambient noise levels. However, due to the proximity of nearby residential areas, it is important to minimize additional noise from commercial activities.

All operations must keep noise at reasonable levels and comply with local noise ordinances. Activities that may generate elevated noise should be limited to regular business hours. Quiet hours may apply, and repeated violations may result in penalties or lease action.

3.2 SETBACKS

Please refer to the setback illustration image for our site, which outlines the specific minimum setback requirements applicable under the C-HWY (Commercial, Highway) District. The illustrated setbacks reflect our site's relationship to highways, county roads, and adjacent parcels, with building setbacks ranging from 15.0 m to 60.0 m and parking/storage setbacks from 6.0 m to 15.0 m, as required.

These setbacks are based on the current C-HWY zoning, but the zoning and corresponding setback requirements may change following subdivision approval. Finally, site-specific setbacks must comply with the Rocky View County Land Use Bylaw and reflect any updated zoning designations.



CONCEPTUAL DESIGN OVERVIEW

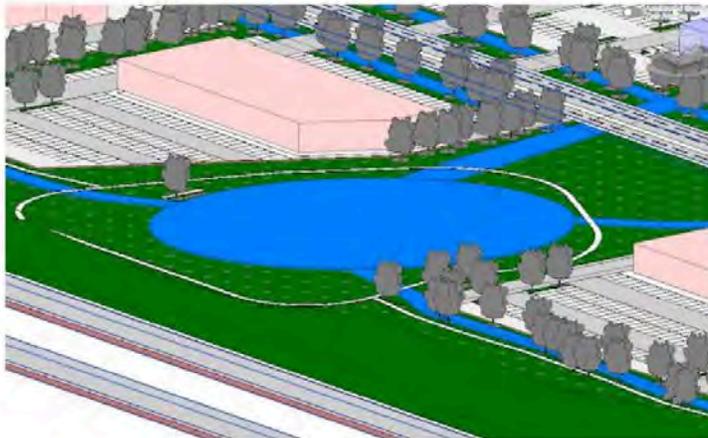
6

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

3.3 NATURAL LAND FEATURES

The site includes a natural pond, which provides an excellent opportunity for sustainable water management. We plan to utilize this existing pond for rainwater storage, helping to manage stormwater runoff efficiently and reduce the impact on local drainage systems. This approach supports environmental conservation by making use of the natural landscape features already present on the property.



CONCEPTUAL DESIGN OVERVIEW

7

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

4.0 ARCHITECTURAL ARTICULATION & MATERIALS

- For this site, we propose incorporating brick, stone, and wood as feature elements throughout the development to create a visually appealing and context-sensitive commercial environment. These materials will be used strategically on building façades, entryways, and key architectural accents to introduce warmth, texture, and a sense of quality, while the main building finishes will consist of functional base materials such as stucco, Hardie panels, glass, and steel.
- This approach balances durability, efficiency, and aesthetics, aligning with the design intentions outlined in the Rocky View County Land Use Bylaw and the Conrich Area Structure Plan, which encourage the use of natural, durable materials that contribute to a cohesive streetscape. This material strategy reflects our intent to deliver a well-designed, enduring, and attractive commercial site.



Coffee Shop

CONCEPTUAL DESIGN OVERVIEW

8

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW



Office/COM

Event Center



CONCEPTUAL DESIGN OVERVIEW

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW



Center

CRU



CONCEPTUAL DESIGN OVERVIEW

10

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW



Hotel

Sport Center



CONCEPTUAL DESIGN OVERVIEW

11

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW



GYM

Medical Center



CONCEPTUAL DESIGN OVERVIEW

12

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW



Gas Station

The Hub/ Center of Attraction



CONCEPTUAL DESIGN OVERVIEW

13

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW



Bank

Supermarket



CONCEPTUAL DESIGN OVERVIEW

14

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

5.0 LANDSCAPING

5.1 DESIGN CONCEPT

The landscaping concept for the site prioritizes natural, drought-tolerant design elements suitable for Calgary's Zone 3b climate. Plant selections will include ornamental grasses, hardy native shrubs, and small trees arranged to provide year-round visual interest with minimal irrigation.

Pedestrian pathways and walkways will feature decorative surfacing such as paving stone or exposed aggregate concrete, bordered with soft landscaping and low-level LED lighting (bollards or ground lights). These will enhance the pedestrian experience and safety without contributing to light pollution.

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. Where possible, landscaped buffers will also serve to frame the site's edges and define key circulation corridors.

Decorative site elements such as natural boulders, wood or concrete benches, and low retaining walls may be incorporated to provide both functional and aesthetic value in gathering areas and key view corridors.

CONCEPTUAL DESIGN OVERVIEW

15

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

5.2 VISUAL REFERENCES

- Site Entrance View with Landscaping



CONCEPTUAL DESIGN OVERVIEW

16

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

- Pylon Sign Landscaping Area



CONCEPTUAL DESIGN OVERVIEW

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

- Pedestrian Path with Landscaping



CONCEPTUAL DESIGN OVERVIEW

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

- Tree Planting Along Parking or Building Edge



CONCEPTUAL DESIGN OVERVIEW

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

- Bollard Lights or Ground Lights



CONCEPTUAL DESIGN OVERVIEW

20

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

- Decorative Elements in Landscaping



planters



CONCEPTUAL DESIGN OVERVIEW

21

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

sculpture



CONCEPTUAL DESIGN OVERVIEW

22

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW



Water Feature



Trash Bins

CONCEPTUAL DESIGN OVERVIEW

23

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

6.0 SIGNAGE STRATEGY

6.1 HIGHWAY LANDMARK PYLON SIGN

A 9-meter freestanding sign at the site's main entrance, designed as a bold visual anchor. It includes up to 10 illuminated tenant panels, framed in black aluminum with a stone or masonry base. Native landscaping and decorative boulders enhance its presence.



CONCEPTUAL DESIGN OVERVIEW

24

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

6.2 Interior Minimalist Totem Sign

An 8.5-meter sleek vertical sign within the plaza, featuring up to 6 edge-lit tenant names in white on a matte black face. The base includes polished concrete, soft lighting, and native grasses for a refined and cohesive look.



CONCEPTUAL DESIGN OVERVIEW

Supplement 6 cont'd

CONCEPTUAL DESIGN OVERVIEW

7.0 CONCLUSION

Mango Developments represents a forward-looking commercial center that integrates functionality, visibility, and thoughtful design. The proposed layout harmonizes large-format and mid-scale uses in a walkable, cohesive framework that supports both vehicular and pedestrian circulation. With durable materials, native landscaping, and clear architectural identity, the site is designed to evolve with future business needs while respecting environmental and municipal parameters.

As this development progresses, Mango Developments will serve not only as a key commercial node along the Highway 1 corridor but also as a high-quality example of context-sensitive, sustainable design within Rocky View County. This conceptual framework lays the groundwork for a prosperous, adaptable, and community-oriented business hub.

CONCEPTUAL DESIGN OVERVIEW

26