



Area Structure Plan
CONRICH

**APPROVED DECEMBER 8, 2015
BYLAW C-7468-2015**

AMENDED MAY 10, 2017 BY MGB ORDER 020/17

AMENDED MAY 31, 2022 PURSUANT TO SECTION 633 OF THE MGA



ROCKY VIEW COUNTY
Cultivating Communities

OFFICE CONSOLIDATION

This document has been consolidated for convenience only. A copy of the original Bylaw and all amending Bylaws can be obtained from Rocky View County. This office consolidation comprises the following Bylaws:

Bylaw	Amendment Type	Date of Approval
C-7468-2015	Original Bylaw	December 8, 2015
C-8194-2021	Amendment to change a portion of the subject lands from Highway-Business to Residential	May 31, 2022

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I

Introduction

1.0 PLAN PURPOSE

What Is An Area Structure Plan?

An area structure plan is a statutory document approved by Council and adopted by bylaw. An area structure plan outlines the vision for the future physical development of an area with regard to such things as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements.

An area structure plan provides Council with a road map for considering land use changes, subdivision, and development. When making decisions regarding development within an area structure plan, Council must consider the plan and a wide range of other factors such as the economic goals of the County, County-wide growth, and the ability to provide servicing.

An area structure plan does not predict the rate of development within the plan area; ultimately growth is determined by market demand which reflects the overall economic climate of the region.

Through the process of preparing an area structure plan, citizens are provided with opportunities, at various stages in the process, to have input into the development of policy. It is important that the vision, goals, and policies contained in the plan address the interests of residents and stakeholders in the plan area, as well as the interests of those in other parts of the County.

The Alberta *Municipal Government Act* states an area structure plan must describe:

- proposed land uses;
- density of population and sequence of development;
- general location of major transportation routes and public utilities; and
- any other matters Council considers necessary.

The policies in an area structure plan form a bridge between the general planning policies contained in the *County Plan* and the more detailed planning and design direction contained in a *conceptual scheme* or a *master site development plan*. Area structure plan policies must align with the *County Plan* and applicable County policies. The area structure plan must be based on sound planning principles and respond to the particular natural and built form of the plan area.

Local Plans

For brevity, this document uses the term *local plan* to refer to a *conceptual scheme* or *master site development plan*. The County anticipates the majority of *local plans* within the area structure plan boundary will be submitted as *conceptual schemes*.

Local plans are developed within the framework provided by an area structure plan. Based on this framework, the *local plan* must demonstrate how development in the local area will retain the integrity of the overall area structure plan planning concept and how development will be connected and integrated with adjacent areas. Policy sections in the area structure plan identify the unique requirements that must be addressed in the *local plan* due to the location and specific development conditions of the area. The standard technical requirements of a *conceptual scheme* or *master site development plan* are identified in the *Rocky View County Plan* (Section 29 and Appendix C).

Local plan is a term that refers to a *conceptual scheme* or master site development plan. A local plan will have unique planning requirements, based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a *conceptual scheme* or master site development plan identified in the *County Plan* (Section 29 and Appendix C).

A **conceptual scheme** is a non-statutory plan, subordinate to an area structure plan. It may be adopted either by bylaw or by a resolution of Council. A *conceptual scheme* is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. *Conceptual schemes* provide detailed land use direction, subdivision design, and development guidance to Council, administration, and the public.

If a *conceptual scheme* area is of sufficient size that further detail is required for specific areas and phases, the *conceptual scheme* may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as development cells.

A **master site development plan** is a non-statutory plan that is adopted by Council resolution. A *master site development plan* accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A *master site development plan* addresses building placement, landscaping, lighting, parking, and architectural treatment. The plan emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.

Plan Interpretation

The following describes the meaning of some of the key words that are contained in a policy:

- Shall:** a directive term that indicates the actions outlined are mandatory and therefore must be complied with, without discretion, by Administration, the developer, the development authority, and subdivision authority.
- Should:** a directive term that indicates a strongly preferred course of action by Council, Administration, and/or the developer but one that is not mandatory.
- May:** a discretionary term, meaning the policy in question can be enforced by the County if it chooses to do so, dependent on the particular circumstances of the site and/or application.

2.0 PLAN ORGANIZATION

The Conrich Area Structure Plan is organized in three parts followed by three appendices.

Part I: Introduction: This part outlines the plan's purpose, boundaries, policy terminology, relationship to other plans, the public engagement process, and key issues, opportunities, and design ideas that informed the plan preparation process. It also contains a description of the development of the Conrich area from its early beginnings to today. Finally, it presents a vision of what Conrich could be like 30 plus years into the future and provides 10 broad goals that will guide the development of the area over this period.

Part II: Plan Policies: This part is the core of the plan, containing the policy direction to guide development in the Conrich area. This part contains 19 sections, each section dealing with specific land uses, services, or infrastructure in the subject area. Each of these sections contains an overall purpose statement, a list of objectives, introductory paragraphs, and a series of policies addressing the subject area. Where a purpose statement or introductory paragraph introduces a series of policies, it is provided for information to enhance the understanding of the policies.

Part III: Implementation and Monitoring: This part presents the plan implementation process; provides information on *local plan* areas, costs and levies, phasing, specific requirements to ensure the Conrich Area Structure Plan policies and strategies are adhered to; and provides direction regarding the process for the review and amendment of the plan. This part also addresses the need and method for intermunicipal coordination and cooperation.

Appendix A contains definitions of technical terms used in the Plan. Appendix B provides a list of design guidelines for commercial and industrial development. Appendix C provides a list of key Alberta Energy Regulator documents that applicants should refer to when developing near oil and gas infrastructure.

3.0 PLAN AREA

The Conrich Area Structure Plan applies to the area within the defined boundary as shown on [Map 1: Plan Area Location](#) and [Map 2: Plan Area Air Photo](#).

The plan area is centred on the hamlet of Conrich and encompasses 68 quarter sections (including road allowances) for a total of approximately 4,402 hectares (10,876 acres) ([Table 2](#)). The study area includes the following elements:

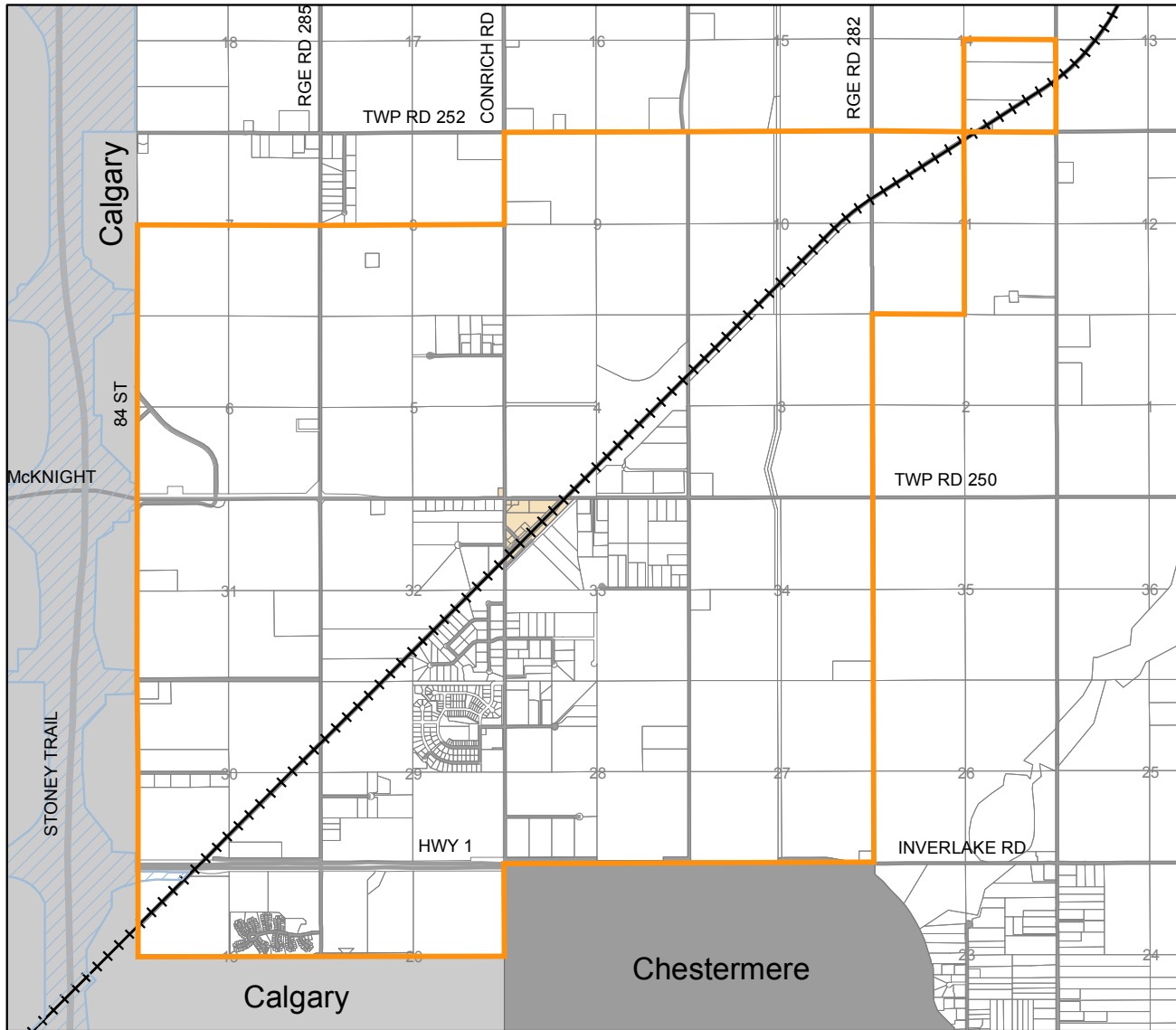
- the existing hamlet of Conrich located at the intersection of Conrich Road and Township Road 250 ([Map 1](#));
- developed or developing areas with approved *conceptual schemes* or *master site development plans*. These include Cambridge Park (South Conrich), CN Logistics Park, Buffalo Hills, and the Prince of Peace community;
- lands bordering the city of Calgary to the west and south, with the need to address transition, co-ordination, and compatibility;
- lands bordering the city of Chestermere to the south and southeast, with the need to address transition, co-ordination, and compatibility; and
- lands adjacent to expected regional transportation infrastructure (Highway 1, Stoney Trail, and the CN Rail line).

A **hamlet** is an unincorporated community, governed by the rules and regulations of the County with boundaries approved by Council.





The form of a hamlet may vary from a small cluster of houses to a mixed use community with houses, a commercial main street, a central gathering area or park, and possibly a school or a place of worship. The *County Plan* identifies the hamlet of Conrich as a full service rural community with a range of land uses, housing types, rural services, and associated businesses. A full service hamlet may have a population that ranges from 5,000 to 10,000 residents.

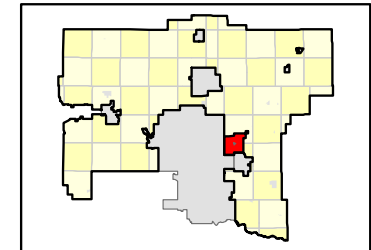
Plan Area Maps

The boundaries and locations of areas shown on the maps within the plan boundary are not intended to define exact areas except where they coincide with clearly recognizable features or fixed boundaries such as municipal boundaries, property lines, or road or utility rights-of-way. Furthermore, the locations of symbols depicting specific features on the maps are approximate only, not absolute, and should be interpreted as such. The precise location of these boundaries and areas will be determined by the County at the time of *local plan* consideration and approval.

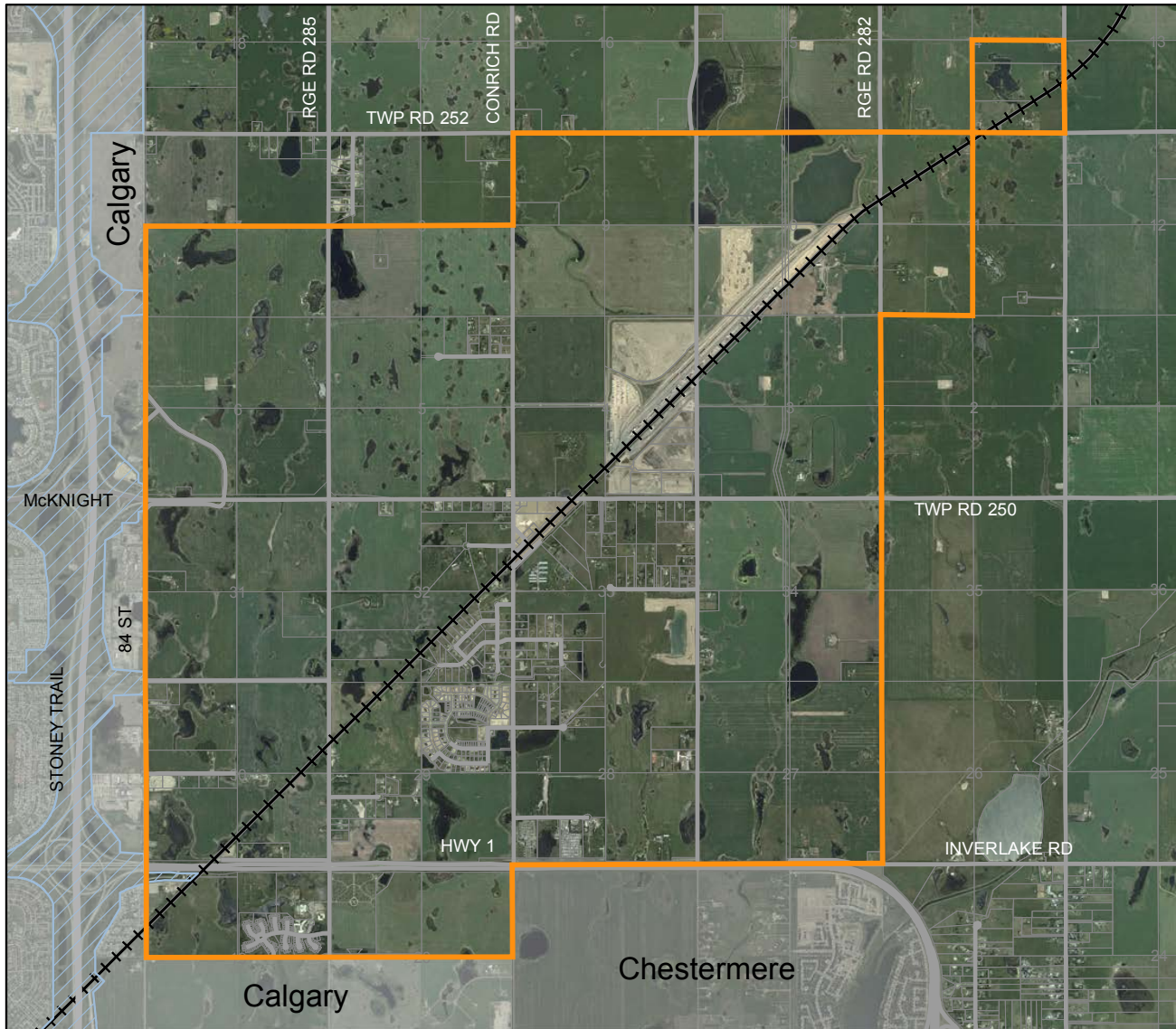


Map 1: Plan Area Location





-  ASP Boundary
-  Hamlet
-  Transportation and Utility Corridor
-  CN Railway



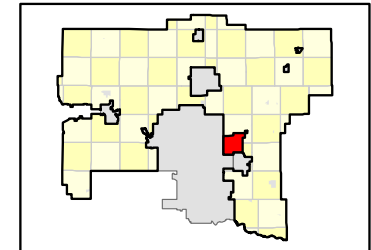
This map is conceptual in nature. No measurements or area calculations should be taken from this map.



Map 2: Air Photo

-  ASP Boundary
-  Hamlet
-  Transportation and Utility Corridor
-  CN Railway

Air Photo Date: Spring 2014



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

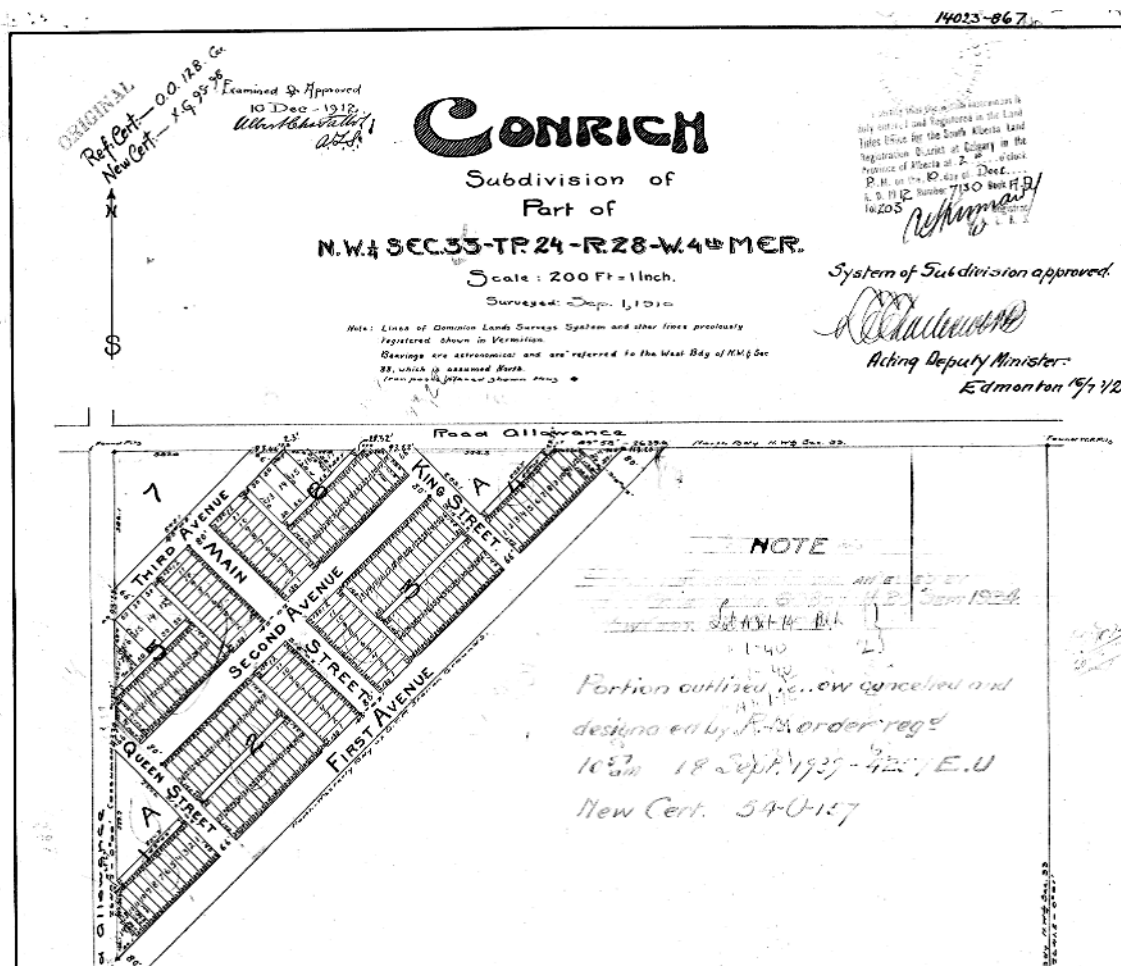
4.0 CONRICH TODAY

Early Beginnings

The Conrich area is located in the central east region of Rocky View County. It lies immediately to the east of Calgary and north of Chestermere. This settlement area was identified as a hamlet in 1913 with the building of a grain loading platform for the Grand Trunk Pacific Railway. It was named after two real estate developers active in the area; Connacher and Richardson.

The initial plan of survey was registered with the Province in 1910. The original plan has the hamlet adjacent to Conrich Road and Township Road 250 with a grid street network, a main street, and an industrial area centered on the rail line. The survey plan marks the current hamlet boundary with Queen Street, the only existing street that corresponds to the survey. A gas station has been in the area since 1920 and a local school, constructed in 1955, is still in operation (Khalsa School). Until the late 1950s and early 1960s, the Conrich area remained a predominantly agricultural area with a few residential lots in the hamlet and scattered acreages in the wider area. At that time, the demand for acreages and smaller agriculture lots adjacent to the hamlet began to occur.

Figure 1: Survey of the Conrich area circa 1910



1960s to Today

The existing land uses of the Conrich plan area are illustrated on [Map 3: Existing Land Use](#). [Map 4: Existing Conditions](#) identifies such elements as individual homes, institutions, the CN Rail Facility, Crown land, and water bodies. A description of existing conditions in the Conrich area is provided below.

AGRICULTURE AND THE NATURAL ENVIRONMENT

Agriculture continues to be the dominant form of development in the Conrich area, although it is gradually transitioning to residential and industrial uses. Agriculture is characterized by large- and small-scale operations interspersed with informal residential and small agricultural subdivisions.

Conrich, like much of east Rocky View County, is characterized by tilled soils, remnant prairie grasslands, wetland complexes, waterfowl migration routes, a high water table, and groundwater discharge areas. Relative to the western parts of the County, this region has decreased precipitation and a longer growing season; a change that results in fertile growing conditions for cereal crops, oil seeds, and hay production.

Topography is slightly rolling with the few defined drainage courses ([Map 11](#)) forming part of the Shepard sub-basin that flows south to the Bow River. Existing development has adopted rural stormwater management practices incorporating culverts, ditches, and natural conveyance systems. This site-specific form of development has resulted in stormwater flooding and conveyance problems. The preservation of wetlands and the regional management of stormwater are the primary natural challenges to the successful development of the Conrich area.

RESIDENTIAL

At the time of plan writing there are 442 homes within the plan area boundaries. The majority of these homes have been built since the 1960s, with about half located in the vicinity of the original hamlet. Many of the residents have a significant investment in their properties and a strong attachment to the area.

Residential development adjacent to the hamlet has been ad-hoc in nature. Small acreages have developed along Township Road 250, with comprehensively planned acreage development south of Township Road 250 being approved and/or built in the last decade. Cambridge Park is the most significant smaller lot residential development in the area. In general, these neighbourhoods situated close to the hamlet have not been well connected and there has been no focus on developing a cohesive community core and identity for the broader hamlet area. Currently, the population in, or near, the original hamlet is approximately 687 residents.

Another significant residential development in the plan area is the Prince of Peace community (463 residents), located south of Highway 1. The community began with the creation of a school in 1995 and now includes a church, villas, a supportive living facility for seniors, and a dementia care facility. With the addition of other smaller residential developments such as Pleasant Place, the overall population in the Conrich plan area was estimated to be 1,358 residents in 2013.

INDUSTRIAL, COMMERCIAL, AND INSTITUTIONAL USES

In 2012, Canadian National (CN) received federal approval to relocate its railway facility to the Conrich area. Situated adjacent to the railway, within CN's logistics park, the facility allows for loading of sea containers entering and leaving the Calgary region. The facility provides easy access for CN's customers to retrieve their merchandise and is expected to result in a demand for a variety of warehouses and light industrial development in the Conrich area.

Prior to the building of the CN logistics park, non-agricultural business was limited to the Conrich hog and poultry farm (now closed), the Conrich gas station, Mountain View campground, and the Frankonia RV and boat storage yard. Within Calgary, on the west boundary of the plan area, are a number of temporary developments including recreational vehicle storage and heavy equipment sales.

The Conrich area is home to a number of regional institutional uses such as the Prince of Peace care facility and associated church and school, the Chestermere Christian Fellowship Church, the K to 9 Khalsa School (a Sikh faith private school with 375 students), and the Rocky View Garden of Peace Cemetery.

TRANSPORTATION NETWORK

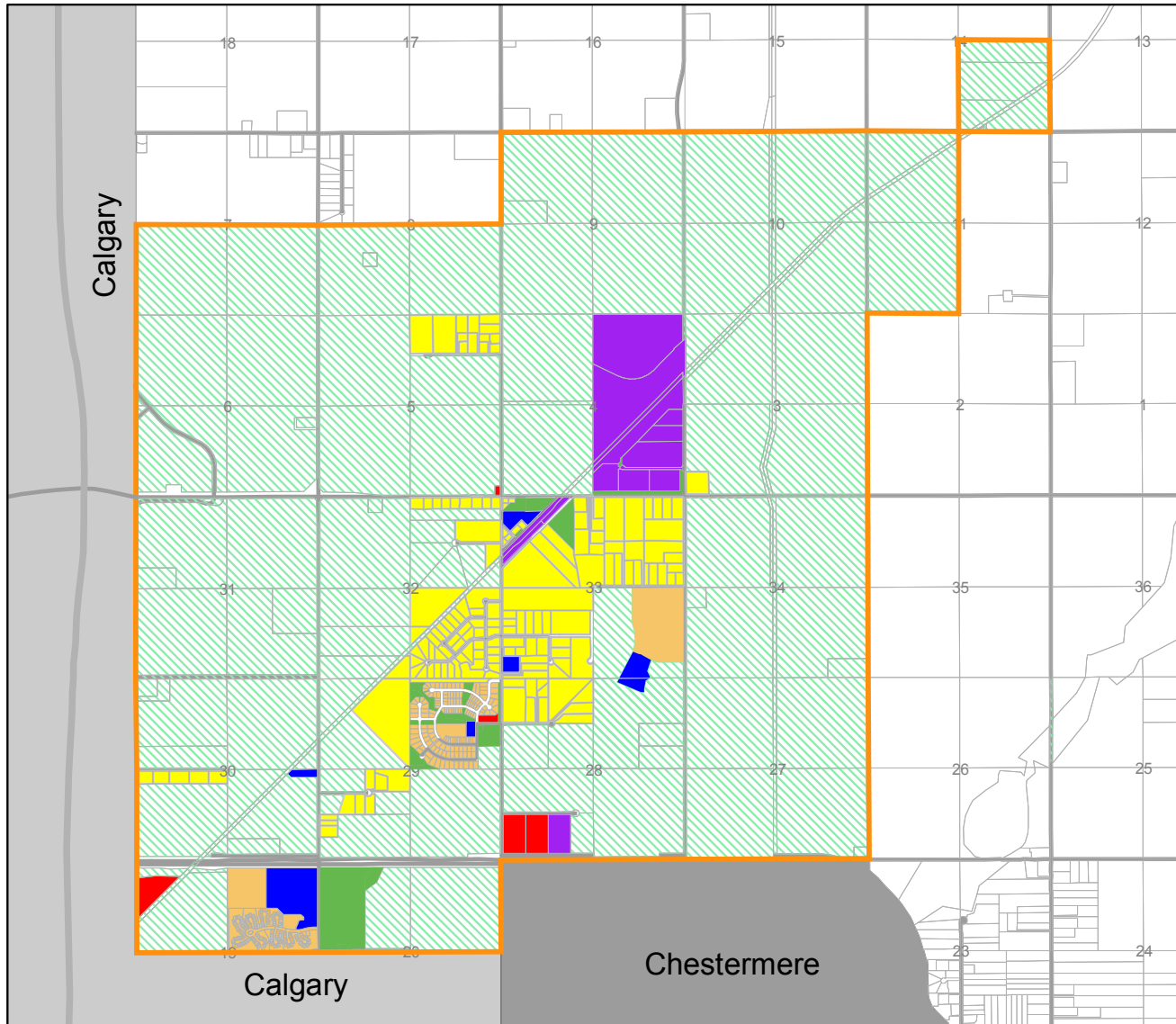
Transportation infrastructure frames the pattern of development in the Conrich area. The development of the CN line (Grand Trunk Pacific Railway), connecting Calgary to the CN mainline, triggered the hamlet's residential development. The angled north-east orientation of the rail line and its numerous road crossings provides a challenge to the safe and efficient movement of local traffic. Recent development of the Stoney Trail ring road and its interchange connection to Highway 1 created a nearby high speed vehicular transportation network. These major network improvements acted as a catalyst for the relocation of the CN Rail facility from Calgary to the Conrich area.

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

Recent industrial development and the resultant increase in traffic has directly impacted existing residential areas along Township Road 250 and indirectly affected most residential areas through offsite impacts such as noise and lights.

Summary

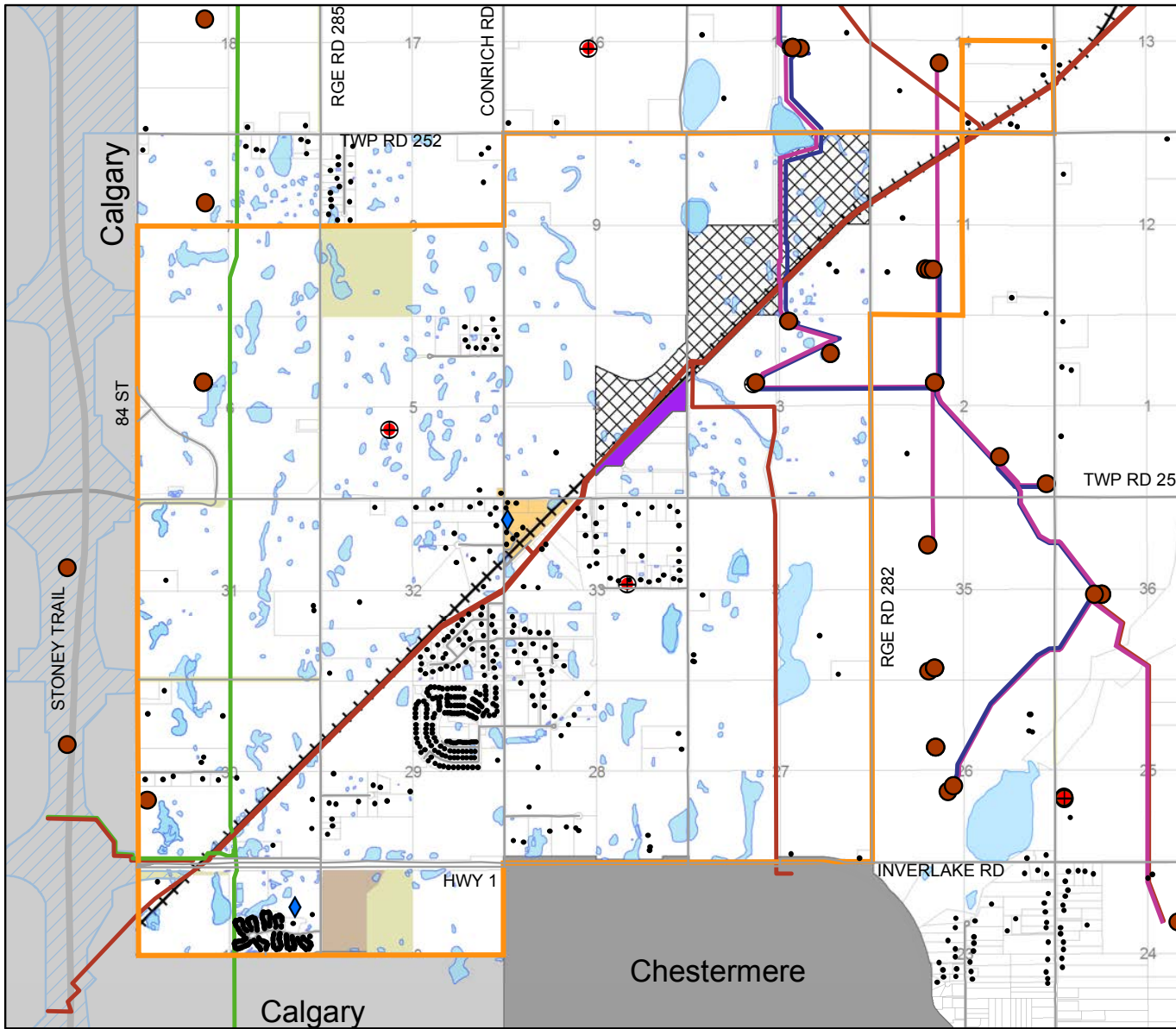
In summary, the Conrich area is defined by both its natural and built environment. The greatest challenge to the future physical development of the Conrich area is to create and implement a comprehensive long-term plan that will result in an attractive, safe, and cohesive rural community.



Map 3: Existing Land Use

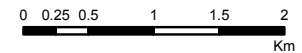
- ASP Boundary
- Agriculture
- Country Residential
- Residential
- Institutional
- Industrial
- Commercial
- Reserve Land





Map 4: Existing Conditions

- ASP Boundary
- Hamlet
- Cemetery
- Crown Land
- Waterbodies
- Federal Jurisdiction
- CN Rail Facility
- Homes
- Schools
- Oil/Gas Well
- Abandoned Well
- Fuel Gas
- LVP Products
- Natural Gas
- Sour Natural Gas
- Transportation and Utility Corridor
- CN Railway



5.0 PLANNING FOR TOMORROW

Overview

The need for the Conrich Area Structure Plan has been determined based on a number of factors including recent annexations, development pressure, public concern, changing conditions in adjacent municipalities, and the need for land use policy to align with the recently adopted *County Plan* and other County policies.

The preparation of the Conrich Area Structure Plan was a multi-faceted process that considered a number of elements including:

- strategic directions and policy of the *County Plan* and other applicable adopted County policies;
- ideas and input gathered throughout the public and stakeholder engagement process;
- key issues and opportunities identified by Administration, residents, landowners, stakeholders, and municipal neighbours; and
- physical constraints and attributes of the area.

An overview of the first three key factors informing the preparation of the Conrich Area Structure Plan is outlined below, while physical constraints and attributes are discussed in [Section 4 \(Conrich Today\)](#).

Policy Direction from Other Plans

COUNTY PLAN

The Conrich Area Structure Plan takes its main policy direction from the Rocky View *County Plan* regarding its economic role in the region, its land use, its growth rate, and other high level policy directions. The *County Plan* provides the overall policy framework for development in the Conrich area on matters ranging from the development of residential, commercial, and industrial areas to the provision of emergency services and infrastructure.

The Conrich area is identified in the *County Plan* as a hamlet and a regional business centre. Being identified as a hamlet means the County supports residential growth in the Conrich area and expects such development to occur through the expansion of the existing hamlet. By classifying the Conrich area as a regional business centre, it means the County supports the growth of the area from primarily agriculture to a mixed use industrial-commercial area.

The *County Plan* identifies Conrich as a **regional business centre** having the following characteristics:

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

CALGARY-CHESTERMERE CORRIDOR AREA STRUCTURE PLAN

Historically, detailed planning in the Conrich area was directed by the Calgary-Chestermere Corridor Area Structure Plan. The need for a new area structure plan for the Conrich area was recognized due to The City of Calgary's and City of Chestermere's annexations of large portions of the Calgary-Chestermere Corridor Area Structure Plan area, the approval of the relocation of the CN Rail facility by the Canadian Transport Agency, and the introduction of piped services into the Conrich area.

ROCKY VIEW/CALGARY INTERMUNICIPAL DEVELOPMENT PLAN

Portions of the Conrich Area Structure Plan area are affected by the Rocky View/Calgary Intermunicipal Development Plan (IDP). Most significantly, the IDP identifies a key focus area within the Conrich area adjacent to Highway 1 between Chestermere and Calgary. The objective of identifying key focus areas in the IDP is to achieve a greater degree of intermunicipal collaboration and involvement in the identified area and to collaborate in creating attractive entranceways for the benefit of residents and the traveling public. In addition, the IDP identifies residual long-term growth areas within the city of Calgary on the west boundary of the Conrich Area Structure Plan area. The IDP provides direction on the use and design of this area.

CITY OF CHESTERMERE

A portion of the Conrich Plan area borders Chestermere. Intermunicipal coordination with the City of Chestermere, in the absence of an intermunicipal development plan, will address issues related to interface planning, land use compatibility, and joint infrastructure requirements affecting both municipalities. An intermunicipal development plan may be adopted in the near future.

Public Engagement Process

Rocky View County's commitment to an open, transparent, and inclusive process with respect to the preparation of the Conrich Area Structure Plan included the implementation of an engagement strategy that provided stakeholders, landowners, adjacent municipalities, and the general public with several opportunities for meaningful discussion and input. A summary of this engagement is described below:

Phase 1 - Awareness, Issues, and Goals: The initial start-up phase began in October 2013. The first engagement session was intended to raise awareness of the plan preparation process. This phase included an online questionnaire and workshop to explore residents' ideas with respect to 'Hopes & Fears', 'Conrich Today', and the 'Future Conrich'. Over 120 people attended the workshop.

Phase 2 - Evaluating Options and Setting Direction: This phase began in December 2013 with a workshop and online survey to help confirm the vision for the plan and to explore areas where policy direction was still unclear. This workshop engaged participants in discussing (i) the vision and goals generated from workshop 1, (ii) 'big ideas' such as land use, economic development, traffic and mobility, community, and *open space*, and (iii) ideas regarding the re-design of the hamlet of Conrich and surrounding area. Over 70 people attended this workshop.

Phase 3 - Draft Policies and Actions: In this phase, (January - April, 2014) key policy directions were developed and presented at an open house to over 100 participants, who were then invited to provide comment on the session online. Policy areas included:

- An overall land use strategy;
- A preferred concept for the hamlet;
- Stormwater management;
- Transportation, including parks and pathways;
- Non-residential/residential interface.

Phase 4 - Plan Completion and Adoption: In this phase, the draft plan was released. The draft plan was refined through further public consultation, intermunicipal discussion, agency circulation, and technical review. Following these changes, a final open house and public hearing was held.

Key Issues, Opportunities, and Design Ideas

A number of key issues, opportunities, and design ideas were identified during the public and stakeholder engagement and are summarized below.

1. Hamlet Development and Design

Issue/Opportunity: Incremental development of residential areas to the south and east of the historic hamlet area has resulted in a disconnected community with no central focus.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to:

- Identify the hamlet as a distinct community. Community identity may be achieved through signage, identifiable boundaries, and the development of a community core/main street.

2. Land Use

Issue/Opportunity: There was strong support for allowing lands to be converted to commercial and industrial land uses by landowners wishing to take advantage of opportunities presented by the development of the CN Rail facility and highway transportation network. Conversely, residents who have been impacted by the traffic, noise, and lights were concerned about the prospects of additional development.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to:

- address the non-residential/residential interface in a manner that mitigates the impact on residential areas;
- provide for the development of a hamlet core that will strengthen the identity of Conrich and provide local commercial services to residents;
- arrange land uses that take advantage of commercial and industrial growth opportunities, while minimizing the impact on residential development; and

- provide for the development of a land use pattern that results in cost effective infrastructure systems, public facilities, and community services.

3. Stormwater Management

Issue/Opportunity: The Conrich area is generally flat and contains multiple wetlands. The need for comprehensive stormwater management was recognized in light of the local flooding issues experienced in the spring of 2013. Historically, the Conrich area discharged stormwater south to the Bow River. However, the development of homes and new roads south of the hamlet has impeded drainage in the area and this has proved to be a major challenge to the successful development of an effective stormwater management system.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to comprehensively and regionally address stormwater management and implement the provincial and County goals of wetland protection.

4. Transportation

Issue/Opportunity: Increased truck traffic associated with the operation of the CN Rail facility was identified as a key issue; additional development will add significantly to the traffic volume.

Plan Policy Direction: The development of a new area structure plan provides the opportunity to identify transportation corridors and provide the planning to ensure increased traffic volumes, access, and costs are accounted for and impacts are minimized to the greatest extent possible.

5. Infrastructure Servicing

Issue/Opportunity: County water and wastewater services have been provided to the plan area. However, there are utility service constraints that must be addressed before the development area reaches its full potential.

Plan Policy Direction: The plan allows for the long range planning of utility upgrades, while ensuring adequate capacity is available before development is allowed to proceed.

6.0 CONRICH VISION AND GOALS

Conrich Vision

The following vision statement provides an idea of what the Conrich area could look like 30 years into the future:

The Conrich area is known as a dynamic residential-industrial-commercial hub within Rocky View County and is seen as an important contributor to the economic vitality of the County. The hamlet is a well-planned, healthy community with diverse rural neighbourhoods existing in close harmony with a thriving industrial hub centred on the CN logistics park. Bordering the hamlet on the south, stretched out along Highway 1, is a major shopping destination serving the region.

The hamlet of Conrich has grown into a distinct and vital residential community, with a variety of rural style neighbourhoods linked together by beautiful natural open spaces, parks, and pathways. The new hamlet core is an attractive, pedestrian oriented zone with tree-lined sidewalks and a number of different businesses and services including a hair salon, restaurant, bank, small grocery store, places of worship, and a walk-in coffee shop. The local area businesses thrive because of the demand not only from local residents, but also from warehouse workers and other employees from the area who stop in at lunch and on their way home from work.

The attractiveness of locating near the CN Rail facility, with its opportunities for co-locating warehouses near a distribution centre has drawn a large number of light industries into the area. In addition to the warehousing, a wide range of industries related to the manufacturing, storage, and oil field service sectors, have taken advantage of the area's large industrial lots. Access to a fully functional regional transportation network has resulted in a development that serves not only local markets, but businesses from Winnipeg to Vancouver.

There has been substantial highway business development on the western and southern boundaries of Conrich. Several large format retail stores have developed adjacent to Stoney Trail, and major businesses along Highway 1 are developing now that highway interchanges are in place.

Conrich residents have work opportunities within a short distance from their homes and all County residents benefit from the financial contribution the area makes to the County's economic sustainability. Although development has resulted in extensive changes to the landscape, the sensitive environmental areas have been protected and the presence of an above ground regional stormwater system has allowed the retention of many of the area's original wetlands.

Goals

There are 10 goals that guide the development of the Conrich Area Structure Plan. These goals are based on policy direction of the *County Plan*, the existing physical characteristics of the area, and the key issues, constraints, and opportunities identified during the planning process. The goals are as follows:

1. Facilitate the development of the hamlet of Conrich as a vital and distinct community that retains its rural heritage and provides residents with
 - a. a range of housing choices;
 - b. a community focal point with public gathering places, parks, schools, other institutional uses, and local commercial services;
 - c. attractive streets, pedestrian pathways, and linked *open spaces* that facilitate a physically connected community; and
 - d. community facilities and services that promote a socially connected community.
2. Support the development of the Conrich area as a regional business centre by providing opportunities for well-designed commercial and industrial areas and taking advantage of the inter-provincial transportation network (roads and rail).
3. Create a well-designed, safe, and interconnected transportation network that addresses the needs of residents, motorists, pedestrians, and cyclists.
4. Provide for attractive and high quality gateways along Highway 1 and Township Road 250.
5. Protect existing and future residential areas with appropriate land use transition and design measures.
6. Support the continuation of existing agricultural operations until development of those lands to another use is deemed desirable.
7. Provide for potable water, wastewater, and stormwater systems in the plan area in a safe, cost effective, and fiscally sustainable manner.
8. Successfully manage stormwater through the development of a regional stormwater conveyance system and innovative stormwater management solutions.
9. Protect wetlands through the integration of wetlands as part of a sustainable stormwater solution.
10. Phase development in a manner that makes efficient use of road and utility infrastructure, while providing sufficient land to meet market demand.



Plan Policies

A. LAND USE

7.0 CONRICH DEVELOPMENT STRATEGY

The Conrich development strategy is a holistic approach to implementing the Conrich Area Structure Plan's vision and goals. The strategy identifies general land uses, the approximate boundaries of the land use areas, and policies that guide development. The strategy is discussed in general terms below, shown on [Map 5: Land Use Strategy](#), with related maps and policies in [Sections 8 to 28](#).

The strategy has four primary components:

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

In addition, the strategy has a number of sub-components that address other residential areas within the plan boundaries, transition areas (residential to business use), and phasing.

1. Hamlet of Conrich

The strategy supports the expansion of the hamlet of Conrich as an attractive residential community with a community core as a focal point that helps to provide a distinct community identity. There are a number of options for the location of a community core and hamlet residential development areas. The final land use plan for the hamlet will be developed as a separate process and amended into this plan. The study area for the hamlet is referred to as a future policy area and is shown on [Map 5](#).

FUTURE POLICY AREA

A future policy area is identified on the lands south of Township Road 252 and north of the highway business zone ([Map 5](#)). The future policy will include a hamlet boundary, a community core, and residential areas. It is not expected that all of the land within the future policy area will form part of the hamlet. Land not located within the final hamlet boundary will be identified for other uses that are consistent with the Conrich Area Structure Plan.

Objectives

Limit land use and development to agricultural redesignation, approved subdivisions, and allowed uses until the current land use districts, the hamlet of Conrich boundaries, community core, residential development areas, and other land uses are determined.

Policies

- 7.1 *Local plans*, land use redesignation, and new subdivision shall not be supported within the future policy area, as shown on [Map 5](#).
- 7.2 Notwithstanding [Policy 7.1](#), development consistent with [Section 12: Agriculture](#) of this plan shall be allowed.
- 7.3 Subdivisions approved prior to the adoption of this plan within the future policy area may proceed.

POPULATION

The approximate estimated population density for the plan area is shown in [Table 1](#). Final densities will be determined with amendments to the future policy area and preparation of *local plans*.

Table 1. Conrich area population and density at full build-out.

Development Area	Gross Area hectares (ac)	Gross Residential Area ¹ hectares (ac)	Units ² per hectare (ac)	Population	Population Density ² per hectare (ac)
Future Policy Area ³	To be determined	To be determined	To be determined	To be determined	To be determined
Prince of Peace	59.7 (147)	40 (98.8)	48.6 (19.7)	3507	87.65 (35.5)
Pleasant Place	43 (106)	43 (106)	6.9 (2.8)	420	10 (4)

¹Gross residential area = gross area - regional uses such as *open space*, commercial centres, institutional sites, business parks, express ways and environmental reserve.

²Units and population density per hectare are based on gross area.

³Population and density to be determined based on development within the future policy area.

⁴Population and density is based on a portion of the area (106 acres) being developed as hamlet residential. Final numbers may be higher or lower, based on chosen residential form.

2. Regional Business Centre

The strategy supports the development of the Conrich area as a regional business centre with commercial and industrial land uses that take advantage of the regional transportation network and the development of the CN Rail facility.

The majority of industrial uses are located to the north and west of the hamlet. Expected uses are those that will not have significant offsite impacts such as noise, odour, and dust e.g. warehousing and transportation. An area to the northeast of the hamlet may be used for development that results in offsite impacts. It is estimated that the amount of land dedicated to industrial uses will provide sufficient opportunities for industrial demand for 30 plus years.

The strategy identifies two highway business zones intended to serve the regional market. These are located along Highway 1 and at the intersection of Stoney Trail and Township Road 250 (McKnight Blvd.). Potential uses include regional grocery and retail stores, large format stores, shops, offices, business parks, entertainment, and accommodation.

This plan supports the development of these business areas through such measures as:

- Requiring detailed *local plans* to address non-residential/residential interface issues related to development;
- Providing for cost effective improvements to the County’s infrastructure;
- Providing for a transportation network that separates residential, commercial, and industrial traffic.

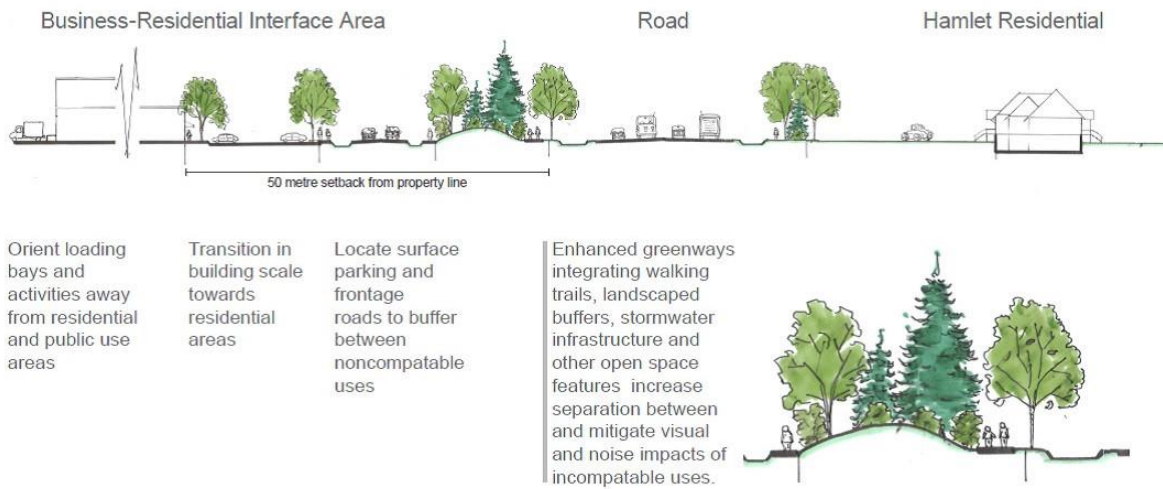
Table 2. Approximate gross areas of the land use types

Land Use Type	Gross area hectares (ac)
Residential	232 (575)
Future Policy Area	1,100 (2,717)
Industrial	1,957 (4,836)
Highway Business/Industrial	131 (324)
Highway Business	557 (1,376)
Institutional	32 (78)
Long Term Development	393 (970)
Total	4,402 (10,876)

3. Residential and Business Interface

The emergence of Conrich as a regional business centre provides a challenge to developing a vital and attractive community. The strategy addresses this challenge by requiring the implementation of non-residential/residential interface policies to mitigate the impact of commercial/industrial development through land use, building height, coverage, design, and landscaping.

Figure 2: Non-residential and Business Interface



4. Agriculture and the Natural Environment

Agriculture is supported within the plan area until such time as alternative development is required. The plan limits further fragmentation of these agriculture areas but allows for the development of a farmstead, first parcel out, or other agricultural land uses. The plan also supports the protection of wetlands and riparian areas, particularly those associated with natural stormwater conveyance systems.

SUB-COMPONENTS

Other residential areas

The Prince of Peace community intends to expand its long term care facility, increase its residential capacity, and provide local commercial services to its residents. The Conrich development strategy supports this direction and allows for residential development to the west of the Prince of Peace community.

Transition

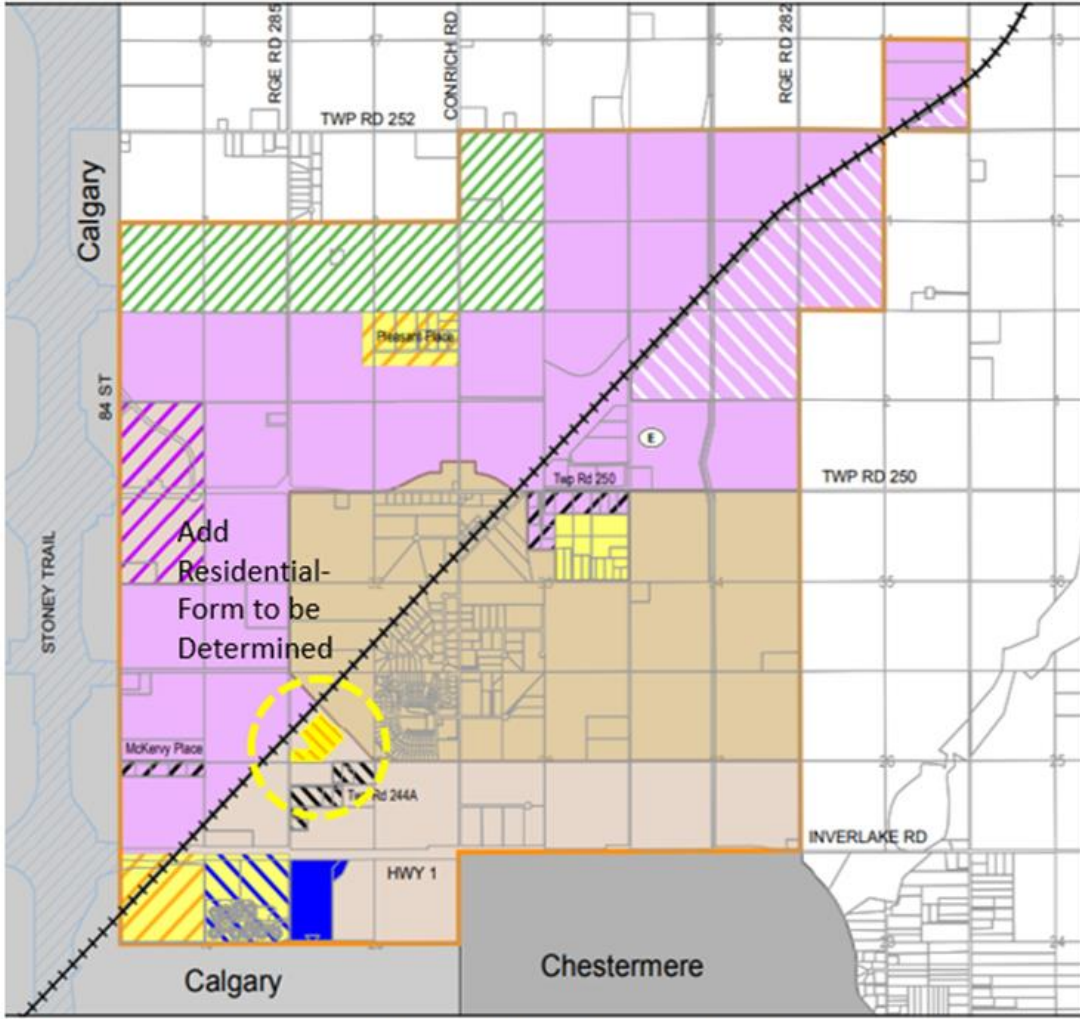
The strategy identifies three residential areas within the plan area that may transition to regional highway business or industrial uses and provides policy to support this transition. The identified areas are: (i) Township Road 244A, (ii) McKervey Place, and (iii) Township Road 250 ([Map 5](#)).

Phasing

The plan recognizes that development within the plan area should progress in a logical and efficient manner. The phasing concept (Map 13: Phasing) identifies the following areas for the first phase of development:

- lands adjacent to Township Road 250;
- lands within the hamlet;
- Prince of Peace; and
- lands within SE-14-25-28-W04M.

Development within all phases should be allowed to proceed when logical extensions of infrastructure are made available by Rocky View County or a developer, a market demand is identified, and a commitment is made to implement a regional stormwater conveyance system. The plan identifies a highway business area along Highway 1, where the final business uses will be determined at the time of *local plan* preparation. Approval to proceed in this area will require, among other things, a plan amendment and a market analysis to confirm demand. Finally, the phasing plan identifies long term development areas. It is anticipated that there will not be a demand for the use of these for an extended period of time. Development of the long term development area will require an amendment to this plan.



Map 5:
Land Use Strategy

- ASP Boundary
- Future Policy Area
- Residential-Form to be determined
- Country Residential
- Institutional/Residential
- Institutional
- Industrial
- Heavy Industrial
- Industrial Transition
- Highway Business Transition
- Highway Business
- Highway Business/Industrial
- Long Term Development Area
- Emergency Services
- Transportation and Utility Corridor
- CN Railway



Area Structure Plan
CONRICH

This map is conceptual in nature. No measurements or area calculations should be taken from this map.

8.0 HAMLET RESIDENTIAL

The purpose of hamlet residential is to accommodate and expand a form of residential development that has occurred in the Conrich area through the approval of Cambridge Park and Buffalo Hills Conceptual Schemes in 2007 and 2006 respectively ([Map 12: Local Plans](#)).

These hamlet residential areas are compatible with adjacent country residential areas within the hamlet, while providing an expanded range of housing choices for residents. *Local plans* will ensure consideration is given to providing compatible uses such as parks and pathways, as well as schools, where appropriate. While the predominant residential dwelling type will be single detached homes, all developments should include a range of residential options.

Objectives

- Support the development of comprehensively designed residential neighbourhoods that promote interaction between residents.
- Require neighbourhoods to have an integrated parks, *open space*, and trail system that promotes walking and cycling and provides for a positive recreational and/or cultural experience for residents.
- Ensure hamlet residential areas within the hamlet provide for an efficient internal transportation network, with connections to other neighbourhoods and the hamlet's core area.
- Provide for a range of lot sizes and housing types to accommodate the varying needs and incomes of Rocky View County residents.
- Provide for human scale design and attractive hamlet residential areas through the use of architectural and community design guidelines.

Policies

- 8.1 The predominant land use within the hamlet residential area shall be single detached residences; multi-family residences such as semi-detached homes, row houses, and townhouses shall also be allowed.
- 8.2 A comprehensive *local plan* shall be required to support applications for hamlet residential development.
- 8.3 The following uses in the hamlet residential area may be allowed where they are determined to be compatible and appropriate:
 - a. public, recreational, and institutional uses; and
 - b. local commercial uses.

DENSITY

- 8.4 The gross residential density of the hamlet residential area should be 9.63 units per hectare (3.9 units per acre).
- 8.5 Medium density residential (townhomes, row houses, and multi-unit) land use should comprise at least 10 per cent of the net *developable* area within a hamlet residential area.

Gross residential density calculations include land for residential lots and local uses such as hamlet commercial businesses, local parks, elementary schools, local roads, and small institutional sites such as daycares.

COMMUNITY DESIGN

- 8.6 A hamlet residential area should provide:
- street-oriented residential design;
 - a variety of lot widths and home sizes;
 - parks and pedestrian connections to adjacent areas;
 - sidewalks on at least one side of the roadway;
 - vehicular connections to other neighbourhoods within the hamlet; and
 - dark sky friendly street lighting.

Street-oriented design affects the character of the street and how neighbours interact with each other. A vital street with good design encourages activity by providing a safe and inviting pedestrian environment, a home design that encourages interaction, and a road design that calms traffic movement.

- 8.7 Medium density residential development should:
- be oriented to the public street with parking located in the rear or side;
 - be located in proximity to community amenity areas such as *open space*, a park, or the main street; and
 - provide landscaped open areas that are safe and secure for residents and integrate private outdoor living areas with public *open space*.
- 8.8 *Local plans* should provide architectural design guidelines that promote neighbourly interaction by:
- promoting front yard aesthetics;
 - providing street trees and street-oriented porches or patios; and
 - requiring garages to be located in the rear of residences, contiguous, or recessed from the front façade.
- 8.9 *Local plans* should encourage rural identity through the use of:
- street names;
 - architectural controls that emphasize a rural look and feel; and
 - landscaping that uses local/native plant species.
- 8.10 *Local plans* shall provide an analysis of *open space* and recreational needs and opportunities to determine the amount and location of land to be dedicated to parks and *open space* within a hamlet residential area.
- 8.11 *Local plans* shall provide a transportation analysis addressing the need for an efficient vehicular and pedestrian network within, and external to, the Hamlet Residential area.

PRINCE OF PEACE AREA

The Prince of Peace community, identified on [Map 12](#), is a low to medium density residential area that has been designed to accommodate the needs of seniors. The *master site development plan* and associated land use allows for semi-detached homes, medium density condominiums, assisted living accommodation, and dementia accommodation. Development of this area will comply with all relevant policies of this plan.

8.12 Residential development within the Prince of Peace area shall be in accordance with the Prince of Peace Master Site Development Plan and relevant policies of this plan.

Other areas

8.13 Map 5 identifies two areas referred to as ‘residential – form to be determined’ where the residential form is to be determined at the *local plan* stage. Options include country residential and/or residential densities equivalent to hamlet residential. Development in these areas shall be consistent with the relevant residential policies of this plan.

9.0 COUNTRY RESIDENTIAL

Country residential development within the plan area has occurred from the mid-1960s to the present. These areas are identified as country residential on Map 3: Existing Land Use. This plan supports the retention and build-out of certain existing country residential areas, while providing for the transition of other areas to new land uses.

Country residential development refers to the traditional residential acreages that have been created throughout the County since the early 1960s. Typically acreages have the land use designation residential one, two, or three district with a minimum of two (2), four (4) and ten (10) acre parcel size respectively. The lots may have been subdivided as part of a local plan or created on an individual basis. Wastewater is treated on-site through the use of a private sewage treatment system, while water is provided by well or a local water co-op.

Objectives

- Support some existing country residential areas to remain as viable communities.
- Support the retention of existing country residential areas identified as transition areas until change to an industrial or commercial use is deemed desirable.
- Ensure that the impact of commercial and industrial development on country residential development is minimized through the implementation of appropriate interface policies and design guidelines.

Policies

Map 5: Land Use Strategy shows the country residential areas within the plan boundary that are expected to remain as country residential developments.

- 9.1 Country residential development within the hamlet of Conrich shall be supported in the areas identified as 'country residential' on Map 5.

PLEASANT PLACE

Pleasant Place is a residential area located outside of the hamlet of Conrich that is intended to remain and expand as a residential area. The Pleasant Place community consists of 11 homes located one kilometre north of Township Road 250 and west of Conrich Road. The plan recognizes the desire of its residents to remain as a viable residential community.

- 9.2 The existing country residential area known as Pleasant Place is identified on Map 5 as 'residential - form to be determined'. Expansion to the west and south of Pleasant Place is also identified as 'residential - form to be determined' on Map 5. The new residential development form within this area shall be determined at the time of *local plan* preparation and shall be consistent with the policies of this plan.
- 9.3 Industrial development adjacent to the existing or expanded Pleasant Place residential area shall be subject to the non-residential/residential interface policies and design guidelines of this plan (Map 6 and Section 14).
- 9.4 Development of land to the north of Pleasant Place, within the long term development area, shall be compatible with the existing Pleasant Place land use.

RESIDENTIAL TRANSITION AREAS

Residential transition areas are those areas currently designated for country residential use where future industrial or commercial development is supported. This plan ([Map 5](#)) recognizes three transitional areas: (i) Township Road 244A (highway business transition), (ii) McKervey Place (industrial transition), and (iii) Township Road 250 (industrial transition).

- 9.5 The country residential uses on lands identified for industrial transition or highway business transition ([Map 5](#)) are allowed to continue until such time as a transition to industrial or highway business use is deemed desirable and a *local plan* has been prepared, in accordance with the policies of this plan.
- 9.6 Applications for highway businesses or industrial uses adjacent to transition areas shall be subject to the non-residential/residential interface policies of this plan ([Section 14](#)), unless otherwise determined by a *local plan* to not be necessary.
- 9.7 Notwithstanding the intended highway business or industrial land uses for the transition area, the County may consider a 'work/live' land use without the preparation of a *local plan*.
- 9.8 Subdivision of an industrial transition or highway business transition area into additional residential or additional 'work/live' lots shall not be supported.

A 'work/live' land use would allow a business to operate on the same property as a private residence. Creating this land use permits a greater intensity of business use than is currently contemplated under existing residential districts or home based businesses.

This land use may be of benefit to homeowners within a transition area that are impacted by business development but are unable to transition to a commercial or industrial land use because of a lack of market interest.

The County does not have a 'work/live' land use district as envisioned in this plan but will consider the adoption of such as district as part of the plan implementation ([Section 27](#)).

TOWNSHIP ROAD 250 TRANSITION AREA

With the development of the CN Rail facility, homes accessing Township Road 250 south of the CN logistics park have been impacted by increased truck traffic and facility operations. This plan provides for the transition of this area to industrial land use, which in turn may impact adjacent country residential development to the south. Due to the complex land use and design issues in this transition area, the plan recommends future design work to be carried out by the County.

- 9.9 Applications for industrial and residential development in the area identified on [Map 12: Local Plans](#) as Township Road 250 requires a *local plan*. Due to the fragmented nature of the area, the County shall prepare the *local plan*, following consultation with the landowners.

OTHER TRANSITION AREAS

The plan recognizes other transition areas as land:

- where future industrial or commercial development is supported;
 - contain a residence; and
 - have been impacted by the loading and shuttling of rail cars associated with the CN Rail facility.
- 9.10 Notwithstanding the intended commercial or industrial land uses for these lands, the County may consider a 'work/live' land use without the preparation of a *local plan*.
- 9.11 Subdivision of transition areas into additional 'work/live' lots shall not be supported.

10.0 COMMERCIAL

Commercial areas provide a wide range of services to Rocky View County residents and the region, while contributing to the fiscal sustainability of the County. This plan envisions two different forms of commercial development for the Conrich area; regional highway business development and hamlet commercial.

HIGHWAY BUSINESS

Highway business developments are moderate to large in size and primarily serve the needs of the:

- traveling public and tourists;
- regional population; and
- industrial and commercial employees from the region.

Uses may include a combination of grocery and retail stores, large format stores, shops, services to the public, offices, office parks, entertainment, and accommodation. Light industry may be considered if there are no nuisance factors outside of the enclosed building. Institutional uses are also appropriate in this area and may include schools, religious assemblies, campgrounds, medical treatment centres, and recreational uses. Highway business areas are to be comprehensively planned, attractively designed, landscaped, and include pedestrian-friendly parking areas. Where they are adjacent to existing or future residential areas, they must follow the non-residential/residential interface area policies ([Section 14](#)).

HAMLET COMMERCIAL

The hamlet commercial area should form part of the community core and will be determined as part of the future policy area review. Hamlet commercial contributes to the social aspect of the hamlet and the development of a sense of community for the Conrich area. It will add visual interest to the community and provide local services, a pedestrian orientated main street development, and casual meeting places for area residents.

Objectives

- Provide for attractive and high quality highway business and hamlet commercial development.
- Provide for an attractive commercial core that adds to the social fabric of the hamlet and provides a wide variety of services to residents.
- Promote the development of regional highway business development focused on Highway 1 and Stoney Trail that is of a high quality design and provides safe access and egress from adjacent highways.
- Provide guidance on development type and design.
- Ensure commercial uses are compatible with existing and future land uses.

Policies

GENERAL

- 10.1 Highway business development shall be located in the areas identified on Map 5.
- 10.2 Development areas should proceed in an orderly and efficient manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

LAND USE - HIGHWAY BUSINESS

- 10.3 The primary regional highway business land uses should be large format retail centres, shopping centres, outlet malls, office buildings, business parks, regional services, and tourist facilities that benefit from access to Highway 1 or Stoney Trail. Other acceptable uses include institutional uses, campgrounds, medical treatment centres, recreation facilities, and light industry where there are no nuisance factors outside of the enclosed building.
- 10.4 Highway business uses should primarily be carried on within an enclosed building, where the operation does not generate any significant nuisance or environmental factors such as noise, appearance, or odour outside of the enclosed building.
- 10.5 Outdoor storage as a primary use should not be permitted. Outside storage incidental to the primary use of the site shall be screened and located to the side or rear of the primary building.
- 10.6 Outside display areas are permitted provided they are limited to examples of equipment, products, or items related to the site's use.
- 10.7 Highway business areas shall be situated in a location that ensures safe and efficient access and egress from adjacent roadways.
- 10.8 Highway business uses located adjacent to existing or future residential or agriculture areas shall address the agriculture interface and non-residential/residential area policies of this plan (Sections [13](#), [14](#), and [Map 6](#)).

HIGHWAY BUSINESS/INDUSTRIAL - STONEY TRAIL

- 10.9 The land use for the area identified as highway business/industrial on [Map 5](#) will be determined as part of the *local plan* preparation. The determination of land use shall be done at the quarter section scale and the relevant commercial or industrial polices of this plan shall apply.

LAND USE - HAMLET COMMERCIAL

- 10.10 Hamlet commercial uses should be small scale businesses and services that serve the residents of the hamlet and plan area.
- 10.11 The hamlet commercial area shall provide a range of local services that support the hamlet of Conrich and contribute to an attractive pedestrian environment and meeting places for residents.
- 10.12 While the majority of local area commercial shall should be located within the hamlet core, other local neighbourhood commercial development may be allowed within the hamlet's neighbourhoods.

DESIGN

- 10.13 Commercial development shall be attractively designed, fit with existing development, and address the County's Commercial, Office, and Industrial Design Guidelines and the design requirements of [Appendix B](#).
- 10.14 Commercial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.
- 10.15 Buildings in the hamlet commercial area should be built close to the street with onsite parking located in the side and rear.
- 10.16 Wide sidewalks and angled parking are encouraged as design features consistent with rural prairie towns, in the hamlet commercial area.
- 10.17 All private lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' Land Use bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 10.18 The use of fencing in commercial areas should not be permitted, other than for buffering adjacent lands in non-residential/residential interface areas, screening of outside storage, screening of garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

LOCAL PLANS

- 10.19 A *local plan* shall be required to support applications (see [Section 27](#)) for highway business development. The *local plan* should:
 - a. provide detailed planning and design policies and guidelines;
 - b. address the County's Commercial, Office, and Industrial Design Guidelines and document how the *local plan* meets those guidelines;
 - c. provide architectural and site guidelines in order to provide a consistent, thematic design to the commercial area;
 - d. where applicable, coordinate with the adjacent municipality to ensure effective transition across municipal boundaries;
 - e. where necessary, provide for current and future access requirements to Highway 1; and
 - f. where necessary, ensure vehicle and pedestrian connections are in general accordance with other *local plan* areas, and, with [Maps 7](#) and [8](#) of this plan.

11.0 INDUSTRIAL

Over the next three decades, Rocky View County is expected to capture a greater share of the region's industrial development due to demand, a growing urban market and labour force, competitive land values, and good transportation access.

The Conrich area is identified in the *Rocky View County Plan (Map 1: Managing Growth)* as a regional business centre and is expected to see strong industrial development in the distribution sectors over the next decade. The associated employment growth that will come with this development will contribute to the evolution of a well-rounded living environment in the Conrich area.

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

Objectives

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

Policies

GENERAL

- 11.1 All industrial development shall be located in the areas identified on [Map 5](#).
- 11.2 Development of industrial uses should proceed in an orderly manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

LAND USE

- 11.3 Industrial uses such as distribution logistics, warehousing, transportation, industrial services, construction, manufacturing, services (business, petroleum, professional, scientific, and technical), and industrial storage that do not have significant offsite nuisance factors are appropriate within the industrial area.

The term **distribution logistics** refers to the business and activities associated with the management, handling, and movement of goods and finished products from their point of origin and manufacture to their point of consumption.

- 11.4 Commercial and other business uses that are compatible with industrial uses, and have minimal impact on the local infrastructure, may be appropriate within an industrial area.

- 11.5 Industrial uses with the potential for offsite impacts such as unsightly appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods may be located in the area identified as heavy industrial on [Map 5](#).

The County has identified the following broad sectors as emerging areas of growth potential based on employment and business trends:

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

LOCAL PLANS

- 11.6 A *local plan* shall be required to support applications for industrial development. The local plan shall:
- a. ensure that the type of uses for the industrial area are consistent with those identified in Policies [11.3](#) to [11.5](#);
 - b. where necessary, provide a strategy to mitigate offsite impacts; including noise reduction due to operations;
 - c. address the policies of this plan regarding non-residential/residential interface areas, where required;
 - d. address the County's Commercial, Office, and Industrial Design Guidelines and document how the local plan meets those guidelines; and
 - e. provide landscaping, lot, and building design requirements that provide for high quality development.
- 11.7 All private lighting, including security and parking area lighting, shall be designed according to the County's 'dark sky' Land Use bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 11.8 Where appropriate and feasible, a local plan should incorporate policies that provide for green building techniques and energy efficient design.

12.0 AGRICULTURE

The continued use of land for agriculture, until such time as the land is developed for other uses, is appropriate and desirable. The policies support the retention and development of agriculture uses as described in the Rocky View *County Plan*, while Section 13 provides direction on developing adjacent to agricultural operations in a manner that minimizes land use conflict.

Objectives

- Support agricultural operations until alternative forms of development are determined to be appropriate.
- Provide for appropriate development of farmsteads and first parcels out.

Policies

GENERAL

- 12.1 Existing agricultural operations within the plan boundary are encouraged to continue until development of those lands to another use is deemed desirable and that use is determined to be in accordance with the policies of this plan.
- 12.2 The creation of a single lot from an un-subdivided quarter section for the purposes of a farmstead, first parcel out subdivision, or other agriculture development should be supported without the requirement of a local plan when it is in accordance with the relevant policies of this plan and the *County Plan*.
- 12.3 Farmstead lot size shall meet the minimum and maximum size requirements of the *County Plan* and be no larger than is necessary to encompass the existing residence, associated buildings, landscape improvements, and access.
- 12.4 Residential first parcels out shall be situated in a manner that minimizes the impact on future development of the site. Residential first parcels out:
 - a. shall meet the site requirements of the *County Plan*;
 - b. shall meet the County's access management standards; and
 - c. should be located on the corners of the quarter section.
- 12.5 Applications for confined feeding operations shall not be supported in the Plan area.

13.0 AGRICULTURE INTERFACE

Agriculture is a significant land use within the Conrich plan area and will continue until envisioned development occurs. It is important that agricultural uses are allowed to continue unimpeded until the land transitions to an alternate land use.

In accordance with the policies and actions of the *County Plan*, agricultural boundary design guidelines are being developed. When completed, the guidelines will provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts.

Objective

- Ensure an appropriate interface between non-agricultural uses and agricultural land and operations, in order to avoid negative impacts on agriculture operations.

Policies

- 13.1 Until such time as the Agricultural Boundary Design Guidelines are adopted, the policies of this Plan shall guide the design of developments bordering agricultural lands.
- 13.2 Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of the Plan boundary should incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.
- 13.3 Agricultural buffering techniques may include a combination of the following:
 - a. barrier fencing to prevent access;
 - b. vegetated berms;
 - c. community agriculture plots;
 - d. stormwater management facilities;
 - e. ecological/vegetative buffers;
 - f. use of topographic barriers such as slopes, roads, watercourses or wetlands; and
 - g. increased setbacks for housing and other buildings.
- 13.4 Public access such as trails, pathways, and parks should be discouraged adjacent to agricultural lands unless supported by the *open space* and pathway plan ([Map 7](#)).

14.0 NON-RESIDENTIAL/RESIDENTIAL INTERFACE

The development of the Conrich area requires careful and sensitive integration of future business uses that are adjacent to existing and planned residential areas. The goals and policies of this section are intended to achieve a compatible interface and mitigate the impact of non-residential uses.

The term **non-residential** refers to commercial, industrial, or other types of business development.

The **non-residential/residential interface area** is meant to provide a compatible interface between business and residential development. The non-residential/residential interface area contains the land designated for industrial, commercial, or other business use adjacent to the residential interface. A compatible interface is achieved by providing for the appropriate land use, building setbacks, lot and building design, and landscaping within this area.

Objectives

- To minimize the impact of non-residential development on residential development.
- To provide edge conditions in non-residential/residential interface areas that are complementary to adjacent residential areas.

Policies

GENERAL

- 14.1 *Local plans* for business uses adjacent to areas identified on [Map 6](#) shall include an interface strategy that addresses the policies of this section.
- 14.2 The local road network within the non-residential area should be separated from and/or buffered from the adjacent residential areas.

BUSINESS USES

- 14.3 Business uses located in those areas identified on [Map 6](#) as non-residential/residential interface shall comply with the following requirements:
- a. Acceptable uses are those business activities primarily carried on within an enclosed building that generate no significant nuisance factor outside of the enclosed building. Business uses that interfere with the use and enjoyment of adjacent residential development because of the nature of the business use should not be permitted, even where the business activities may be fully enclosed within a building.
 - b. Outside storage is not an acceptable use in the non-residential/residential interface area.

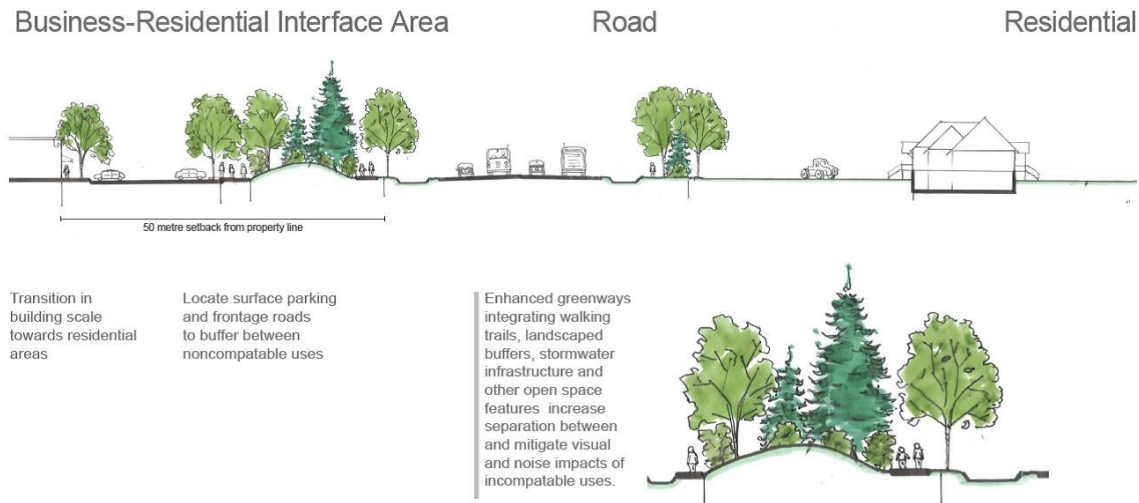
SETBACK AREA

Spatial separation between non-residential and residential uses is achieved by providing setbacks for the non-residential buildings within the interface areas.

- 14.4 Where non-residential buildings are on lands adjacent to a residential area, the non-residential building shall be set back a minimum of 50 metres from the non-residential property line.

14.5 Where a trail or pathway is located within, or adjacent to, a non-residential/residential interface area, the pathway and associated *open space*, including municipal reserve, may be counted as part of the 50-metre building setback.

Figure 3: Illustration of the Non-residential/Residential Interface area.



SETBACK AREA USE AND LANDSCAPING

14.6 Uses within the setback of a non-residential/residential interface area may include:

- a. landscaping, berms, landscaped stormwater ponds, natural wetlands, trails, and linear parks; and
- b. surface parking where the parking is hidden from view by berms and/or landscaping.

14.7 High quality landscaping should be emphasized in the setback area. A landscape plan shall be prepared for the setback as part of a *local plan* that address the County's Land Use bylaw and the [Appendix B](#) guidelines.

14.8 Mass plantings and/or berms are required to minimize the visual impact of the commercial/industrial buildings within an interface area. The plantings and/or berms:

- a. should incorporate natural contours and variations in height in order to achieve a natural landscaped appearance; and
- b. may be located in either the non-residential/residential interface area or the municipal reserve, if provided.

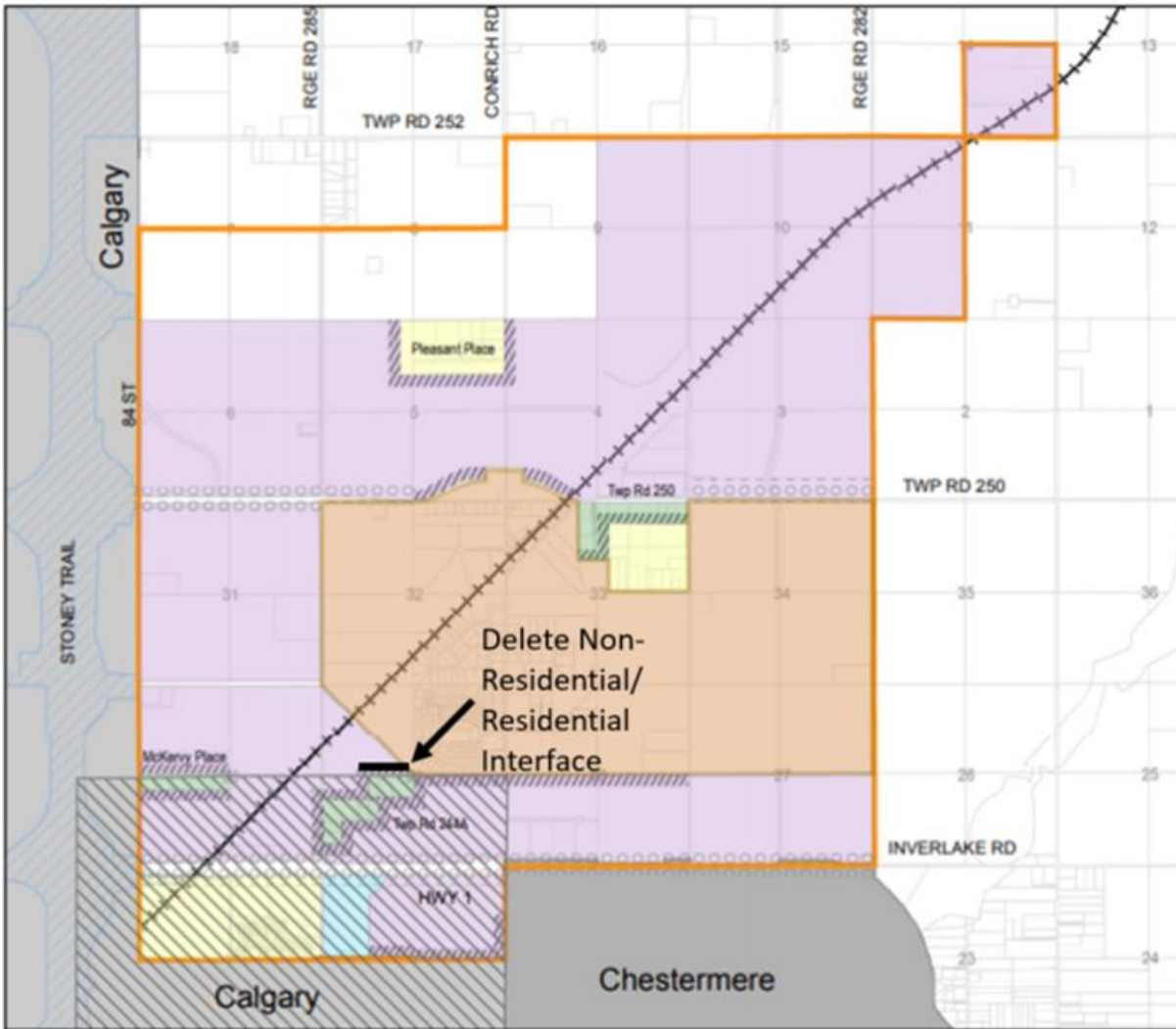
BUILDING QUALITY AND APPEARANCE

14.9 High quality building appearance should be emphasized where non-residential buildings face residential areas. Building design shall address the requirements of [Appendix B](#) of this plan.

14.10 The maximum height of buildings on lots adjacent to a residential area shall be 12.5 metres or lower, where required by the County's Land Use bylaw.

14.11 The lot coverage of buildings on lots adjacent to a residential area should be a maximum of 25 per cent.

14.12 Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots adjacent to a residential area should not face the residential area.



Area Structure Plan
CONRICH

This map is conceptual in nature. No measurements or area calculations should be taken from this map.

Map 6: Non-Residential/ Residential Interface

- ASP Boundary
- Future Policy Area
- Residential
- Institutional
- Business
- Transition
- Non-Residential/
Residential Interface
- Gateways
- Transportation and Utility
Corridor
- Key Focus Area
(RVC/Calgary
Intermunicipal
Development Plan)
- CN Railway



15.0 GATEWAYS AND HIGHWAY 1 EAST CORRIDOR FOCUS AREA

Gateways are important entrances, along major roads, entering and exiting a municipality and a community. They represent a 'community's welcome' and it is important that they are visually attractive and well maintained. Highway 1 forms a gateway between Rocky View County, the city of Calgary, and the city of Chestermere. The Rocky View/Calgary Intermunicipal Development Plan (IDP) identifies the Highway 1 East Corridor, as shown on [Map 6](#), as a key focus area. The objective of the IDP key focus area is to achieve a greater degree of intermunicipal collaboration and involvement in the identified area, particularly with respect to gateways, planning, and transportation.

Objectives

- Create attractive, orderly, and well maintained gateways through high quality development and landscaping.
- Ensure gateway development is coordinated with adjacent municipalities.
- Ensure Highway 1 East Corridor key focus area development is consistent with the IDP key focus area policies.

Policies

HIGHWAY 1 AND TOWNSHIP ROAD 250 (MCKNIGHT BOULEVARD)

- 15.1 Highway Business and industrial lands adjacent to Highway 1 and Township Road 250 (McKnight Boulevard), as shown on [Map 6: Non-residential/Residential Interface](#), shall be subject to the gateway policies of this Plan.
- 15.2 Consideration shall be given to a high quality visual appearance when determining appropriate land use, siting, building design, and landscaping.
- 15.3 *Local plan* design guidelines for gateways should consider such factors as sight lines, noise attenuation, setbacks, natural land features, innovative building design, and high quality landscaping and signage.
- 15.4 Gateways and lands within the Highway 1 East Corridor key focus area should be developed in accordance with the County's Commercial, Office, and Industrial Design Guidelines.
- 15.5 Planning and development within the Highway 1 East Corridor key focus area shall be subject to the policies of the IDP as well as the policies of this Plan.
- 15.6 Rocky View County will collaborate with Alberta Transportation, The City of Calgary, and the City of Chestermere to identify opportunities to create an attractive gateway along Highway 1.

RANGE ROAD 285

- 15.7 Industrial land adjacent to Range Road 285 that faces the hamlet of Conrich, as shown on [Map 6](#) should achieve high quality visual appearance and develop in accordance with the County's Commercial, Office, and Industrial Design Guidelines.

B. SERVICES

16.0 SCHOOLS

Rocky View County and the school authorities administering the schools in the County have determined that three elementary schools and a high school may be required for the Conrich area. Locations will be determined as part of the future policy area review in accordance with demand and the policies of this plan. Locational criteria and school size respect the reserves agreement in place with Rocky View Schools and the Calgary Catholic Board of Education.

Objectives

- Identify future school needs and potential school sites in the plan area.
- Collaborate with school authorities on site selection and development.
- Explore the feasibility of joint use community and school facilities with school authorities.

Policies

LOCATION AND SIZE

- 16.1 The location of future school sites shall be determined as part of the future policy area review.
- 16.2 As *local plans* are prepared, consultation shall occur with the school boards and other relevant partners to confirm additional school needs and specific locations for future school sites. The preferred location for a high school at the present time is on land within the highway business area south of the hamlet of Conrich.
- 16.3 The amount of land dedicated for a future school site should be consistent with the size requirements delineated in the reserves agreement between Rocky View County and the school boards. Current size requirements are 10 acres for an elementary school, 15 acres for a middle school, and 25 acres for a high school.
- 16.4 Proposals for school sites that vary from the agreed upon size requirements (as per Policy 16.3) shall require the agreement of the appropriate school board and the County.
- 16.5 Redesignation and subdivision applications for school sites shall address land use compatibility matters, servicing needs, transportation requirements, and ensure the site is of sufficient size to accommodate parking needs.
- 16.6 School sites should provide suitable land for active playfields and park space to meet the needs of students and should be connected to the community through trails, pathways, and/or sidewalks.

Land Suitability

- 16.7 Suitability of proposed school sites shall be evaluated by the school authority in consultation with the County.

JOINT USE

- 16.8 The County may partner with the school authorities to facilitate the creation of joint use facilities or amenities.
- 16.9 The County should encourage community groups and other organizations to consider collaboration with the school authorities and the County for joint-use opportunities on municipal land and school sites.

ACCESS

- 16.10 Rocky View County and the school authorities shall collaborate with CN to mitigate impacts of train movement on school access via bussing, walking, or other modes of transportation.

17.0 RECREATION, CULTURAL, AND COMMUNITY USES

Community space and facilities for recreation, culture, and community uses are an important component of a hamlet. Once the spaces are created, the recreation, cultural, institutional, and social programs can be supported through a variety of mechanisms.

The County is developing a Recreation and Culture Master Plan that will consider the requirements for facilities and amenities on a County-wide and intermunicipal scale. In addition to providing recommendations on the required type, size, and scale of facilities and amenities, the plan will identify potential funding mechanisms and appropriate public/private partnerships to achieve desired services levels.

Objectives

- Provide public and private space for recreation, culture, and community uses that foster the quality of life, health, and social well-being of residents.
- Support recreation, culture, institutional, and community uses in accordance with the recommendations of the *County Plan* and the County's Recreation and Culture Master Plan once adopted.

Policies

RECREATION, CULTURE, INSTITUTIONAL, AND COMMUNITY FACILITIES

The following policies should be addressed in accordance with the *County Plan* and the County's Recreation and Culture Master Plan.

- 17.1 *Local plans* shall consider the appropriate type, size, and scale of recreation, cultural, and community facilities and/or amenities.
- 17.2 *Local plans* shall consider and, where required, provide for the location of lands for recreation, cultural, and community uses, in accordance with this plan by any such mechanism as may be approved by the County.
- 17.3 The County supports the development of recreation, cultural, and community facilities and amenities through appropriate funding mechanisms.
- 17.4 The County encourages both public and private partnerships to provide recreation, cultural, and community facilities and/or amenities.

SUPPORT OF PROGRAMS

- 17.5 The County encourages and supports recreation, cultural, and community programs through appropriate mechanisms and public/private partnerships.

18.0 OPEN SPACE AND PARKS

Open Space, Parks, Pathways, and Trails

Open space, parks, pathways, and trails contribute to community building by preserving rural landscapes and providing residents with opportunities for passive and active recreation. Communities need to have a wide range of accessible, connected, inviting, and safe parks and *open spaces* to meet the diverse needs of residents, businesses, schools, and other institutions. Pathways that connect neighbouring municipalities are also important to provide regional connections to adjoining areas and amenities.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas, and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Objectives

- Promote, conserve, and enhance an interconnected *open space* system.
- Ensure that *open space* and parks have an ecological, social, cultural, recreational, and/or aesthetic function and that each space operates in a sustainable manner.
- Provide for a variety of parks that are well designed and accommodate residents' recreational and cultural needs.
- Provide for an interconnected regional and local network of pathway and trail connections.
- Provide pedestrian connections that link the hamlet's residential areas to the community core.
- Provide opportunities for passive recreation and alternative transportation modes within residential, industrial, and commercial areas.

Policies

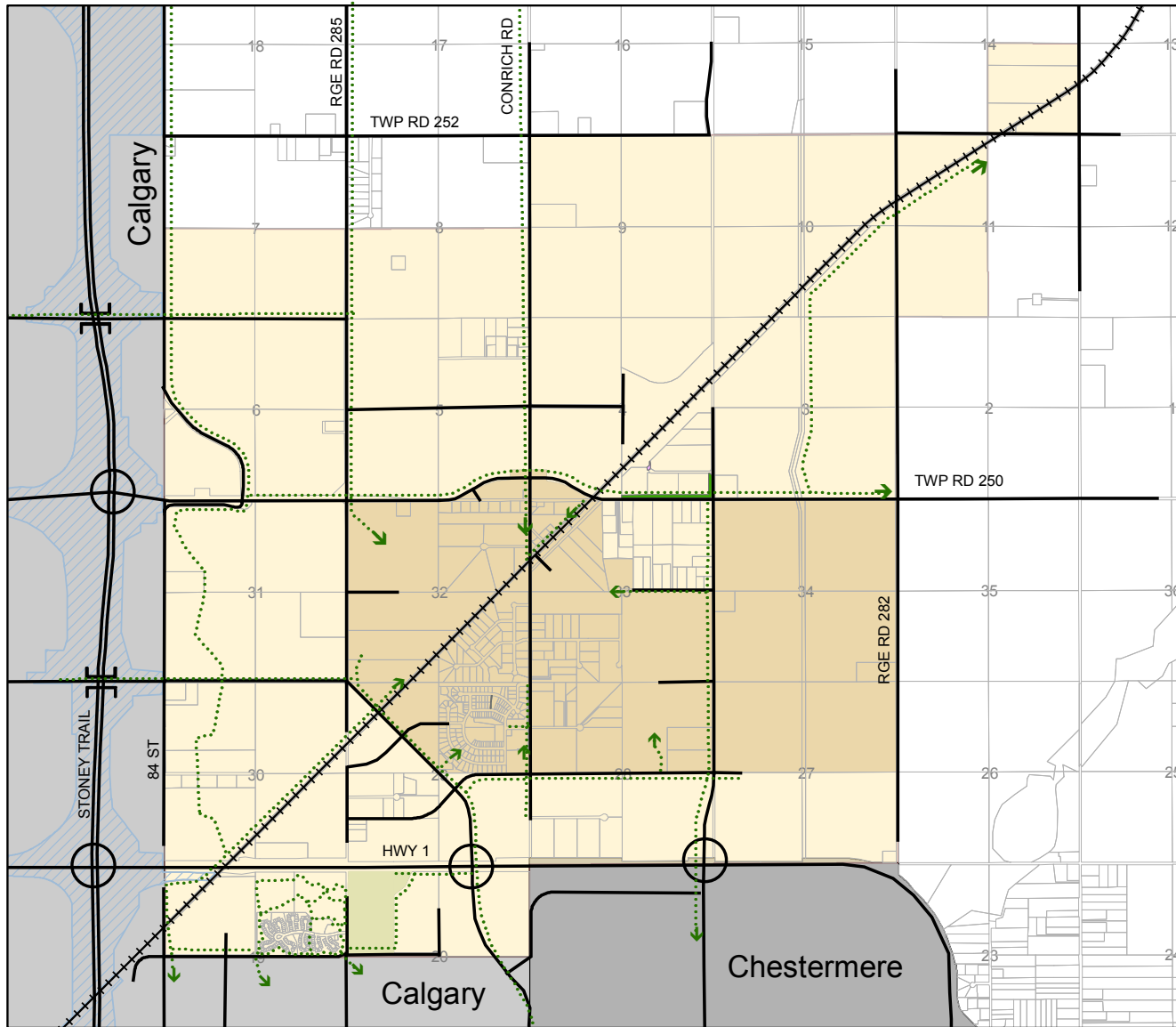
OPEN SPACE

- 18.1 An interconnected system of *open space* shall be provided in the plan area that is in general accordance with [Map 7: Open Space, Pathways, and Trails](#).
- 18.2 *Open space* shall be provided through such means as:
- a. the dedication of reserve lands, environmental reserves, and public utility lots;
 - b. the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;
 - c. government lands for public use;
 - d. privately owned land that is accessible to the public;
 - e. publicly owned stormwater conveyance systems;
 - f. land purchases, endowment funds, land swaps, and donations; and/or
 - g. other mechanisms as may be approved by the County.

- 18.3 *Open space* shall be planned and integrated into the plan area so that the function of each space will provide a positive and safe social, cultural, and/or recreational experience for the community.
- 18.4 *Open space* shall have an ecological, social, cultural, recreational, and/or aesthetic function that is sustainable.

PARKS, PATHWAYS, TRAILS, AND SIDEWALKS

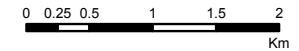
- 18.5 Multi-purpose and joint use sites for schools, parks, and recreation facilities are encouraged, where needed.
- 18.6 The network of pathways, trails, and sidewalks should promote walking and cycling; the network should provide connections between residential, commercial, institutional, and industrial areas.
- 18.7 Residential development shall provide for pathway, trail, or sidewalk linkages within, and external to, the *local plan* area.
- 18.8 The design and construction of parks, pathways, trails, and associated amenities shall be of high quality and adhere to the County's servicing standards and the County's Parks and Open space Master Plan design criteria.
- 18.9 Hamlet residential development shall:
- a. include sidewalks within the road right-of-way; and
 - b. provide for public parks that connect to the *open space* network.
- 18.10 *Local plan* preparation should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map 7, and:
- a. provide connections within, and external to, the *local plan* area;
 - b. wherever possible, be located within, or align with, a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area;
 - c. incorporate crime prevention through environmental design (CPTED) features; and
 - d. contribute to the regional trail and pathway system and, where required, connect with other municipalities' pedestrian networks.
- 18.11 Where the regional pathway, trail, and sidewalk network cannot be located within a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area, it may be located within a road right-of-way in accordance with applicable County standards or in municipal reserve land adjacent to a road.



Map 7: Open Space, Pathways and Trails

- ASP Area
- Future Policy Area
- Existing Municipal Reserve
- Public Utility Lot
- Existing Cemetery
- Transportation and Utility Corridor
- CN Railway
- Interchange
- Fly Over

Pathway connection into Future Policy Area to be determined at future planning stage



19.0 NATURAL ENVIRONMENT

Scattered throughout the Conrich area are a number of wetland complexes, with a series of permanent wetlands, located in the southwest corner of the plan area. Natural drainage from Conrich is south to the Shepard Wetland complex and then to the Bow River. The purpose of these policies is to provide for the long term conservation of valued wetlands.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activity that are adapted to a wet environment.

A **wetland complex** is two or more permanent or intermittent wetlands connected by natural vegetation and drainage.

Riparian land is the vegetated (green zone) area adjacent to rivers, creeks, lakes, and wetlands. These areas have a distinct vegetative community that is a result of increased soil moisture and different soil types.

Wetlands and riparian areas connect ground water to surface water, provide important wildlife and waterfowl habitat, clean and purify water, and provide recreational opportunities.

Objectives

- Provide for the protection and enhancement of wetlands and wetland values.
- Ensure wetlands are assessed through the *local plan* preparation process.
- Provide for the protection and enhancement of riparian areas adjacent to wetlands and watercourses.
- Provide guidance regarding building and development in and through riparian areas.

Wetland value is based on the function of the wetland (e.g. abundance and biodiversity) and the benefits it provides to society (e.g. water quality improvement and flood protection).

Policies

WETLANDS

- 19.1 Wetland protection shall be guided by County and provincial policy.
- 19.2 The County shall require the use of the provincial system to determine wetland classification and relative wetland value.
- 19.3 *Local plans* shall identify the classification and value of wetlands within the *local plan* area boundary. This shall be done as part of a wetland assessment, to be provided at the *local plan* preparation stage.
- 19.4 *Local plans* shall determine, through consultation with the Province, whether wetlands are Crown-owned land.

The Province has published the "Guide for Assessing Permanence of Wetland Basins" as a tool to assist in the identification of Crown-owned land.

- 19.5 Wetlands, not claimed by the Crown, that have a high relative value should be dedicated as environmental reserve or environmental reserve easement.

- 19.6 Wetlands that form part of a stormwater drainage conveyance system (Map 11) shall be retained.
- 19.7 Where wetlands are not retained, developers shall provide for appropriate replacement, in accordance with provincial policy.

RIPARIAN AREAS

- 19.8 Riparian area protection shall be guided by County and provincial policy.
- 19.9 The riparian setback area from a protected watercourse shall be determined using the Province's "Stepping Back from the Waters: A Beneficial Management Practices Guide For New Development Near Water Bodies in Alberta's Settled Region" or a similar provincial document which may replace this document.
- 19.10 The riparian setback area shall be protected as environmental reserve, environmental reserve easement, municipal reserve, or by other means satisfactory to the County.
- 19.11 Building and development in the riparian setback area shall be in accordance with the County's Land Use bylaw and the County's Riparian Setback policy.
- 19.12 The riparian setback area uses may include parks, pathways, and trails.
- 19.13 Public roads and private access roads are allowed in the riparian setback area but should be located, designed, and constructed so as to minimize disturbance to the riparian area.
- 19.14 The riparian protection area shall remain vegetated and development proponents are strongly encouraged to maintain the natural riparian function through the use of native plant species.

20.0 RESERVES

Reserves and environmental reserves are lands dedicated to the County as public land during the subdivision process. Reserves enhance the community by providing land for parks, schools, and recreational amenities. Environmental reserves protect the community and natural environment by preventing development in hazardous areas such as ravines and floodways.

Reserves are lands dedicated to the County by the developer through the subdivision process as defined in the *Municipal Government Act*. They include:

- municipal reserves;
- community services;
- school and municipal reserves;
- school reserves.

Instead of a land dedication, the County may accept the equivalent value of the land as money. Cash-in-lieu money is shared between the school boards and the recreation districts.

Community services reserves are defined in the *Municipal Government Act* as lands declared surplus by the school boards. Community services reserve land may be used for:

- a public library;
- a police station, a fire station, or an ambulance services facility;
- a non-profit day care facility, senior citizens facility, or special needs facility;
- a municipal facility providing service directly to the public; and
- affordable housing.

Environmental reserves are defined in the *Municipal Government Act* as lands dedicated to prevent development in hazard areas (e.g. floodways or escarpments), reduce water pollution, and provide access to lakes and rivers. Environmental reserves are dedicated as public land.

Objectives

- Provide for the dedication of reserves to meet the educational, recreational, cultural, social, and other community service needs of the community.
- Provide for the taking of money in place of land for municipal reserve, school reserve, or municipal school reserve.
- Provide direction on the timing of reserve dedication.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve or environmental reserve easements.

Policies

- 20.1 Reserves owing on a parcel of land shall be provided as:
 - a. municipal reserve, school reserve, or municipal and school reserve;
 - b. money in place of reserve land; or
 - c. a combination of land and money.
- 20.2 Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the *Municipal Government Act*.
- 20.3 Prior to the disposition of municipal or school reserve land declared surplus by the school board, the County will determine if the land is required for community services reserve land as provided for in the *Municipal Government Act*.
- 20.4 Voluntary dedication of reserve land beyond the maximum amount allowed by the *Municipal Government Act* may be considered if it is demonstrated that the additional reserve will benefit the community and result in no additional acquisition costs to the County.
- 20.5 All, or a portion of, reserve land requirements may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision.
- 20.6 The acquisition, deferral, and disposal of reserve land, and the use of money in place of reserve land, shall adhere to County policy, agreements with local school boards, and the requirements of the *Municipal Government Act*.
- 20.7 Provision and allocation of reserves shall be determined at the time of subdivision by the County's subdivision approving authority.
- 20.8 The dedication of reserves should meet the present or future needs of the plan area by considering the recommendations of this area structure plan, the Parks and Open Space Master Plan, Recreation and Culture Master Plan, *local plan*, school boards, and/or recreation boards.
- 20.9 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.
- 20.10 Where an identified park, trail, and pathway system (Map 7) or land for recreational or cultural amenities cannot be provided through the dedication of municipal reserves or private easement, consideration should be given to acquiring land through the use of:
 - a. money in place of reserve land;
 - b. money from the sale of surplus reserve land; or
 - c. other sources of identified funding.

ENVIRONMENTAL RESERVES

- 20.11 Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the *Municipal Government Act*.
- 20.12 Other lands determined to be of environmental significance, but not qualifying as

environmental reserve, should be protected in their natural state through alternative means as determined by the County.

20.13 Environmental reserves should be determined by conducting:

- a. a biophysical impact analysis report;
- b. a geotechnical analysis; and/or
- c. other assessments acceptable to the County.

RESERVE ANALYSIS

20.14 A reserve analysis shall be required with the preparation of a *local plan* to determine the amount, type, and use of reserves owing within the *local plan area*.

20.15 The reserve analysis shall include a determination of:

- a. the total gross area of the *local plan*;
- b. the type and use of reserves to be provided within the *local plan area*;
- c. other reserves owing on an ownership basis;
- d. the location of the reserve types and amounts in relation to the *local plan area's* overall *open space* system, with this information to be shown on a map; and
- e. the amount of residual reserves to be taken as money in place of land.

21.0 EMERGENCY SERVICES

Emergency services within the plan area include fire and protective service needs.

Objectives

- Ensure an appropriate and efficient level of fire and protective services is made available for current and future residents in order to provide for a safe and livable community.
- Ensure communities are designed and constructed to optimize the delivery of fire and protective services.

An **emergency services facility** is a site and building(s) containing the staff, equipment, and other apparatus required to deliver fire and/or protective services within the County and may include facilities and space for other related services.

Policies

- 21.1 In association with County Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to meet current needs, as well as future needs, based on projected population growth and demographic change in the plan area.
- 21.2 An emergency services facility site shall be required for the Conrich area and a potential location is identified on [Map 5](#).
- 21.3 The specific site for an emergency services facility should:
- a. be a minimum of 1.2 hectares (3.0 acres) in size;
 - b. not be located in a residential area;
 - c. allow for an all-turns access to a major road;
 - d. provide a minimum of two vehicular access points onto a road;
 - e. incorporate road signalization, where needed; and
 - f. provide an acceptable response time to all areas within the service district.
- 21.4 Policing will be provided by the RCMP as per the provincial Police Service Agreement, until such time as another policing solution is required or sought out.
- 21.5 Prior to the approval of a development that will result in the Conrich area's population exceeding 5,000 residents; the County will review the policing requirements for the Conrich area and identify additional resources needed.
- 21.6 All industrial and commercial buildings should provide fire suppression systems and they shall be in compliance with the County's Fire Suppression bylaw and the Alberta Building Code.
- 21.7 *Local plans* shall address fire and protection response measures and on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, wildland fire protection, and fire control measures.

- 21.8 Crime prevention through environmental design (CPTED) features should be considered and incorporated into the design and construction of all new development, wherever possible.
- 21.9 The County shall collaborate with CN to develop an emergency response plan to mitigate delays to emergency response due to train movements.

C. INFRASTRUCTURE

22.0 TRANSPORTATION

The transportation network must develop in a manner that is safe, functional, and efficient. The network should minimize impacts on major wetlands and natural features, integrate development within the Conrich area, and provide regional opportunities for walking, cycling, and public transportation. Map 8: Transportation Network and Map 8a: East Stoney Trail Transportation Infrastructure show the provincial, regional, and some local transportation networks in the Conrich area, provide information on road classifications, special study areas, railway crossings, and highway interchanges and fly-overs.

Objectives

- Support a regional road network, based on the township and grid system, that:
 - efficiently accesses and aligns with the provincial and regional highway network; and
 - encourages the separation of residential, commercial, and industrial traffic.
- Provide for connections to a regional pathway and trail system.
- Provide for an internal road network that contributes to a high quality built environment and efficiently and safely aligns to the regional road network.
- Provide for an internal road network within the residential areas that:
 - facilitates connectivity within and between neighbourhoods; and
 - provides for a safe pedestrian and cycling environment.

Policies

GENERAL

- 22.1 A transportation impact assessment shall be required as part of the *local plan* preparation and/or subdivision application process.
- 22.2 All subordinate transportation analyses must respect and conform to the Conrich Master Transportation Plan.

REGIONAL TRANSPORTATION NETWORK

- 22.3 The regional transportation system should be developed in general accordance with Map 8: Transportation Network and Map 8a: East Stoney Trail Transportation Infrastructure. The classifications of the grid road network may be refined through further transportation analysis and/or at the *local plan* stage.
- 22.4 No new direct access shall be allowed from the Conrich Plan area to Stoney Trail or Highway 1, unless otherwise determined by the Province and County to be necessary.
- 22.5 Access management and road design requirements for 84th Street shall be in accordance with The City of Calgary requirements. Rocky View County shall collaborate with The City of Calgary to develop a joint study for 84th Street in accordance with Action Item 2 [see Section 27: Implementation].

- 22.6 The existing at-grade intersections on Highway 1 at Garden Road, Conrich Road, and Rainbow Road are considered temporary and will ultimately be removed and replaced by grade separated interchanges at the locations indicated in Alberta Transportation's functional planning studies, as generally shown on [Map 8](#).
- 22.7 The County will work with the Province to monitor the operation of the existing at-grade intersections on Highway 1 within the plan area, and ensure that growth within the plan area does not adversely affect the safe and effective operation of these intersections and/or the operation of Highway 1.
- 22.8 Subdivision and/or development within the plan area that affect these at-grade intersections must be closely reviewed by Rocky View County and the Province to ensure the intersections operate safely on an interim basis. Infrastructure improvements to support subdivision/development are to be constructed by the proponent(s), and may consist of construction of upgrades to the existing at-grade intersections to improve safety and operations, or the redirection of traffic to an intersection location with additional capacity.
- 22.9 The County encourages and supports opportunities to connect to a regional public/private transportation system. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long term operation and maintenance requirements.
- 22.10 Where required *local plans* shall:
- a. Be designed to accommodate existing and/or potential changes in access to the provincial transportation network, as identified on [Map 8](#); and
 - b. Identify the land required for future highway interchanges.
- 22.11 The County should collaborate with adjacent municipalities to ensure connections of streets, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries.
- 22.12 The County encourages and supports the inclusion of a pedestrian and bicycle network as part of the provincial highway interchange design and construction processes.

EAST STONEY TRAIL TRANSPORTATION INFRASTRUCTURE

The County and The City of Calgary recognize that further transportation planning analysis is required with respect to East Stoney Trail and its related transportation infrastructure and the impact and/or benefit related to the development of the Conrich Area Structure Plan area.

- 22.13 The County shall collaborate with The City of Calgary and the Province regarding regional road connections and interchange designs with respect to Stoney Trail and related transportation infrastructure as shown on [Map 8a](#).
- 22.14 The County shall work collaboratively with The City of Calgary to identify transportation infrastructure needs along East Stoney Trail as identified in [Map 8a](#) and develop recommendations for transportation priorities and County cost contribution based upon impact and/or benefit related to the development of the Conrich Area Structure Plan area.

22.15 Impacts on East Stoney Trail transportation infrastructure resulting from development within the Conrich Area Structure Plan area shall be evaluated in accordance with the policies of this Plan and Policy 13 of the Rocky View County/Calgary Intermunicipal Development Plan.

LOCAL TRANSPORTATION NETWORK - GENERAL

22.16 The design and construction of roadways within the local transportation network shall utilize sound access management principles and shall be in accordance with the County servicing standards.

22.17 The designation and design of local roads within the transportation network, including classification, street sizing, and intersection/access spacing, shall be determined at the time of *local plan* preparation. Local roads shall be designed in accordance with the urban or rural cross section requirements established by the County.

LOCAL ROADS - INDUSTRIAL AND COMMERCIAL

22.18 The type of road cross section (urban or rural) within industrial areas shall be determined at the time of *local plan* preparation.

22.19 Industrial areas should provide internal pathways and pathway connections to the regional trail network.

22.20 All roads within commercial areas should be designed to an urban road standard. Commercial development shall provide for safe and efficient pedestrian and bicycle circulation between buildings, sites, and, where applicable, adjacent areas.

LOCAL ROADS - RESIDENTIAL

22.21 The road network in residential areas shall be designed to support an interconnected road and pedestrian system.

22.22 All roads within the hamlet residential area shall be designed to an urban road standard and provide for pedestrian movement on at least side one side of the road.

22.23 The type of road cross section (urban or rural) for country residential development shall be determined at the time of *local plan* preparation.

22.24 *Local plans* for country residential development shall provide for pathway, trail, or sidewalk linkages within, and external to, the *local plan* area.

TOWNSHIP ROAD 250

Township Road 250 between the northwest of Section 32 and the northeast of Section 31 will be relocated north ([Map 8](#)). The relocation will provide for better intersection design, a perpendicular crossing of the CN Rail line, and the movement of heavy truck traffic away from existing homes.

22.25 A portion of Township Road 250 will be relocated to the north as per [Map 8](#).

SOUTH OF HIGHWAY 1

The Conrich Area Structure Plan is adjacent to the City of Calgary and the City of Chestermere in this area. This area requires coordinated transportation planning.

- 22.26 Further transportation planning analysis and design shall be required for the area identified as 'Intermunicipal Transportation Study Area' on [Map 8](#) prior to the approval of a *local plan* for lands within the area.
- 22.27 Rocky View County shall work collaboratively with The City of Calgary, the City of Chestermere, and Alberta Transportation to:
- a. resolve transportation requirements within the 'Intermunicipal Transportation Study Area'; and
 - b. develop access that is safe, efficient, and consistent with the Conrich Land Use Strategy ([Map 5](#)).

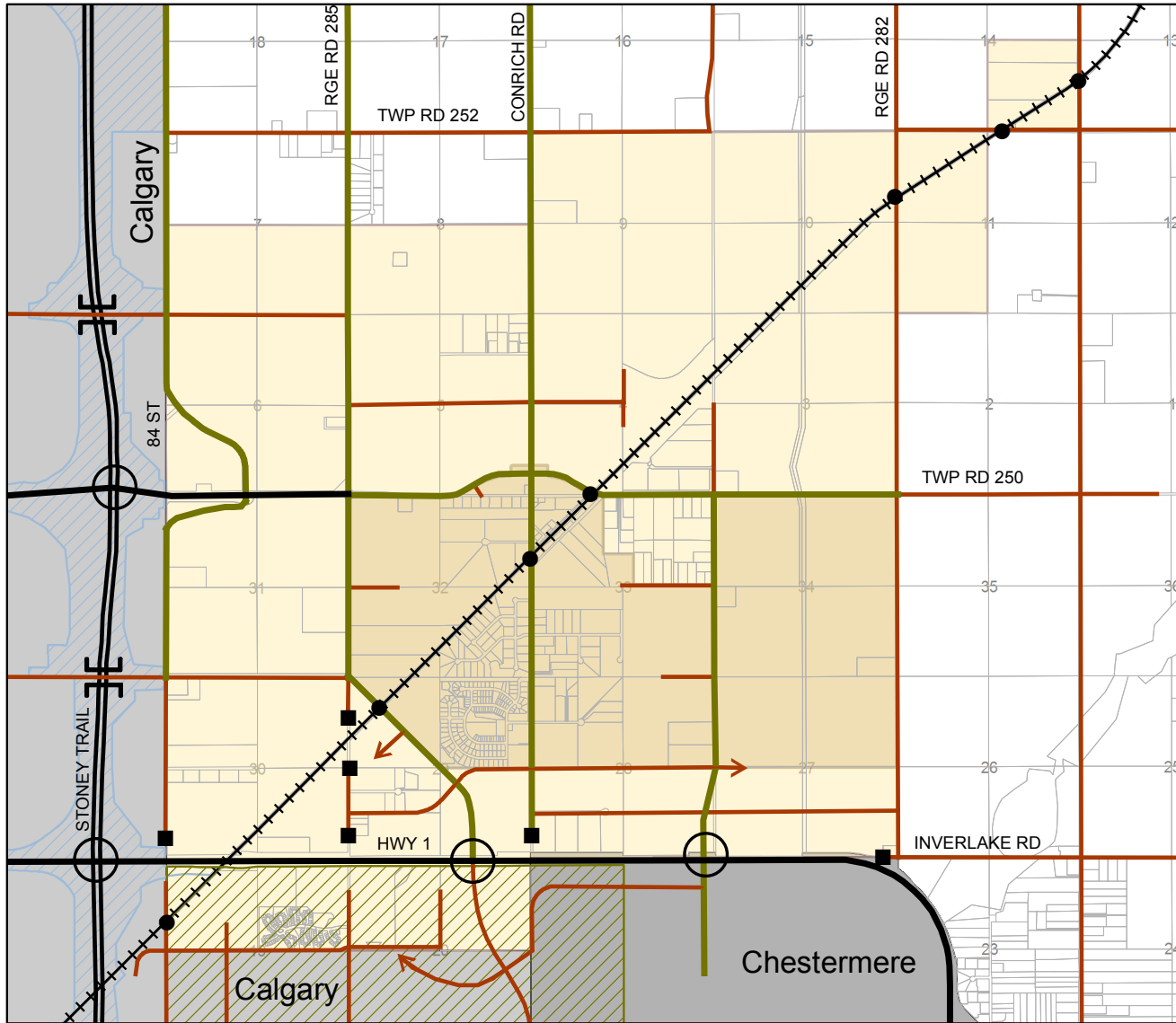
84TH STREET

84th Street forms the west boundary of the Conrich Area Structure Plan. The roadway is under the jurisdiction of The City of Calgary and therefore collaboration will be required with respect to plans regarding this roadway.

- 22.28 Access management and road design requirements for 84th Street shall be in accordance with The City of Calgary requirements. Rocky View County shall collaborate with The City of Calgary to develop a joint study for 84th Street in accordance with Action Item 2 [see [Section 27: Implementation](#)].
- 22.29 Rocky View County shall work collaboratively with The City of Calgary and Alberta Transportation on the transportation requirements and connections to Stoney Trail within, and external to, the plan area and County.

DEVELOPMENT ADJACENT TO THE RAILWAY LINE

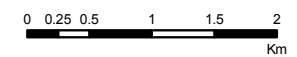
- 22.30 Land uses (such as schools and child care services) which may be adversely affected by the safety and nuisance impacts of passing trains should not locate immediately adjacent to the railway.
- 22.31 Appropriate safety measures and methods to provide noise and vibration attenuation for development adjacent to the railway should include such elements as setbacks, berming, and landscaped screening.
- 22.32 Where a development site is located adjacent to the railway, the distance from the railway right-of-way to the closest part of any building should be in accordance with Canadian National Railway company policies and safety standards.
- 22.33 Where roads or pedestrian networks cross the railway, the County shall collaborate with CN to ensure that crossings are constructed according to appropriate safety standards and any necessary upgrades are undertaken to ensure a safe crossing.



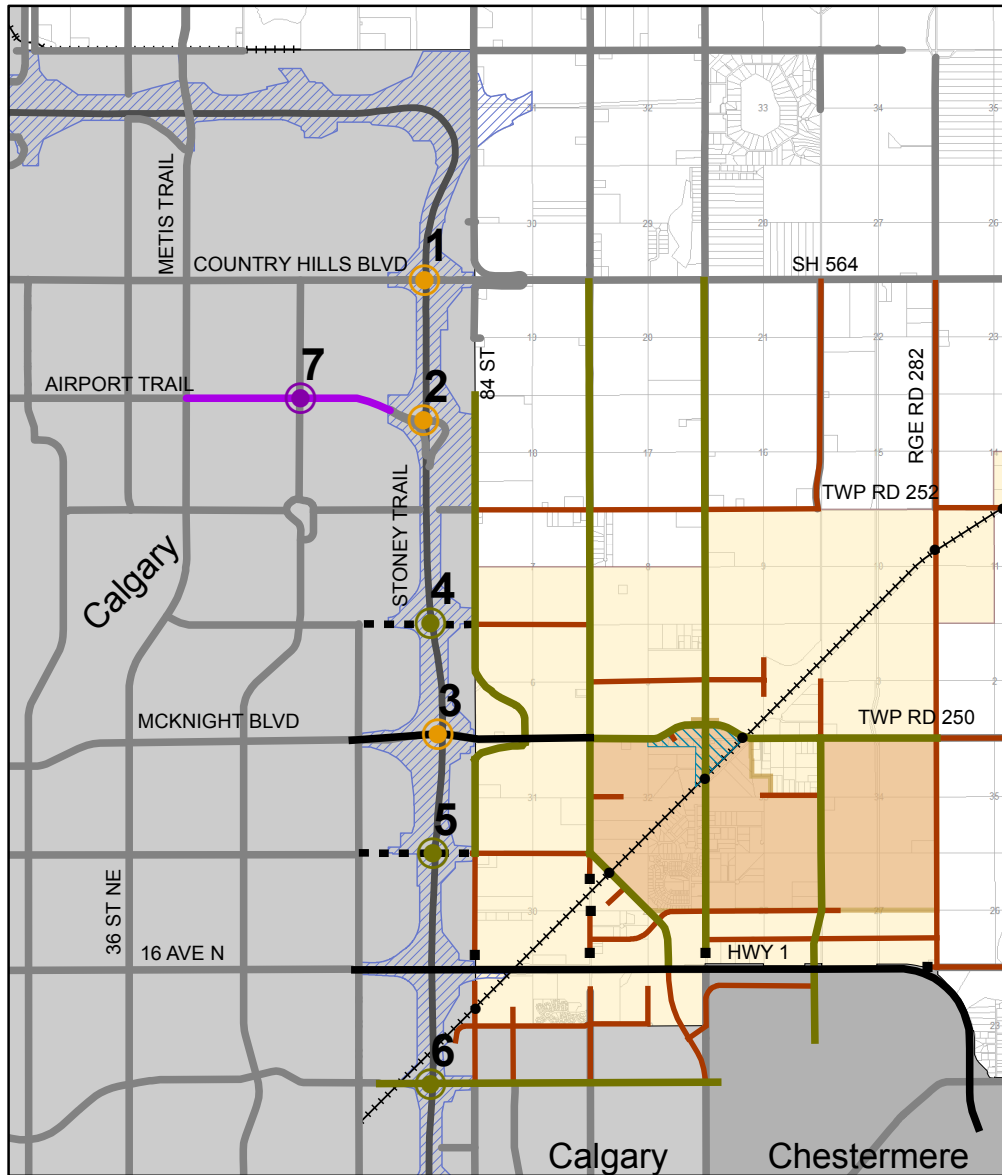
Map 8: Transportation Network

- ASP Area
- Future Policy Area
- Transportation and Utility Corridor
- Intermunicipal Transportation Study Area
- At Grade Railroad Crossing
- Termination
- Interchange
- Fly Over
- Expressway-6 Lanes
- Major-4 Lanes
- Collector-2 Lanes
- CN Railway

Location of servicing infrastructures and improvements subject to changes and reviews based on final land use scenario for the 'Future Policy Area'



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

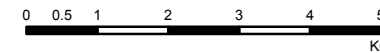


Map 8A: East Stoney Trail Transportation Infrastructure

- ASP Area
- Future Policy Area
- Transportation and Utility Corridor
- At Grade Railroad Crossing
- Termination
- Expressway-6 Lanes
- Major-4 Lanes
- Collector-2 Lanes
- Classification to be determined
- CN Railway
- Stoney Trail Interchange Upgrades:
 - 1) Country Hills Blvd
 - 2) Airport Trail
 - 3) McKnight Blvd
- Stoney Trail Flyovers:
 - 4) 64th Avenue
 - 5) 32nd Avenue
 - 6) Memorial Drive
- Construct link and interchange:
 - 7) Airport Trail west to Metis Trail

National Roads Network used for the Non-Rocky View segments.

Location of servicing infrastructures and improvements subject to changes and reviews based on final land use scenario for the 'Future Policy Area'



23.0 UTILITY SERVICES

Utility Services

Well-designed and effective utility services are the foundation of a well-planned community and competitive business area. Traditionally, development in the Conrich area has relied on stand-alone utilities such as groundwater wells and septic fields. With the development of the Balzac East Regional Business Centre to the north of the plan area and the CN Rail facility, piped utilities have been brought into the Conrich area. New development is expected to connect to the County utility system. The County's utility system supplies development with potable water as well as transmission lines and associated facilities to dispose of sewage and wastewater. Private companies provide shallow utilities such as gas, electricity, and telecommunications to the area.

Map 9: Water, shows the alignments of existing and proposed water transmission lines, pump stations, and reservoirs in the Conrich area. Map 10: Wastewater, shows existing and proposed sewage transmission lines, lift stations, and sanitary catchment areas in the Conrich area.

Objectives

- Ensure potable water and wastewater systems are provided to the plan area in a safe, cost effective, and fiscally sustainable manner.
- Identify and protect utility service routes.
- Support water conservation.
- Ensure shallow private utility systems are provided to new development.
- Ensure fire suppression and water supply infrastructure is provided to deliver the appropriate level of fire protection within the plan area.

Policies

SYSTEM CAPACITY

- 23.1 Land use applications relying on County utility services shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.
- 23.2 The County shall determine servicing capacity requirements and allocation within, and external to, the plan area.
- 23.3 Development requiring high water volumes may not be supported.

UTILITY LOCATION

- 23.4 Utility service development should support an orderly, logical, and sequential pattern of development.
- 23.5 The provision, alignment, and capacity of the water distribution system shall be in general accordance with Map 9: Water.

- 23.6 The provision, alignment, and capacity of the sanitary sewer system shall be in general accordance with [Map 10: Wastewater](#).
- 23.7 The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the *local plan* stage to the mutual satisfaction of the County, the developer, and the utility companies.
- 23.8 Utility rights-of-way and easements shall be provided to accommodate County utilities and shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.

Water

- 23.9 All new development shall connect to the County's potable water system.
- 23.10 A water use assessment conforming to the Conrich Potable Water Network Plan shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine water demand and infrastructure required to meet that demand.
- 23.11 Notwithstanding Policy 23.9 and 23.10, the following uses may be allowed to attain their potable water from water wells in accordance with County and provincial requirements;
 - a. country residential, 'work/live', and agriculture land uses; and
 - b. golf course playing areas.
- 23.12 Potable water provided by the County utility system shall not be used for the irrigation of non-residential development areas, with the exception of:
 - a. areas within the hamlet of Conrich; and
 - b. new landscaped areas for a period of two years from occupancy.The County encourages the use of stormwater to irrigate the above uses.
- 23.13 Development and buildings relying on potable water provided by the County utility system shall use low flow fixtures and appliances.
- 23.14 The County encourages the reduction and reuse of water in accordance with provincial laws and regulations.

Wastewater

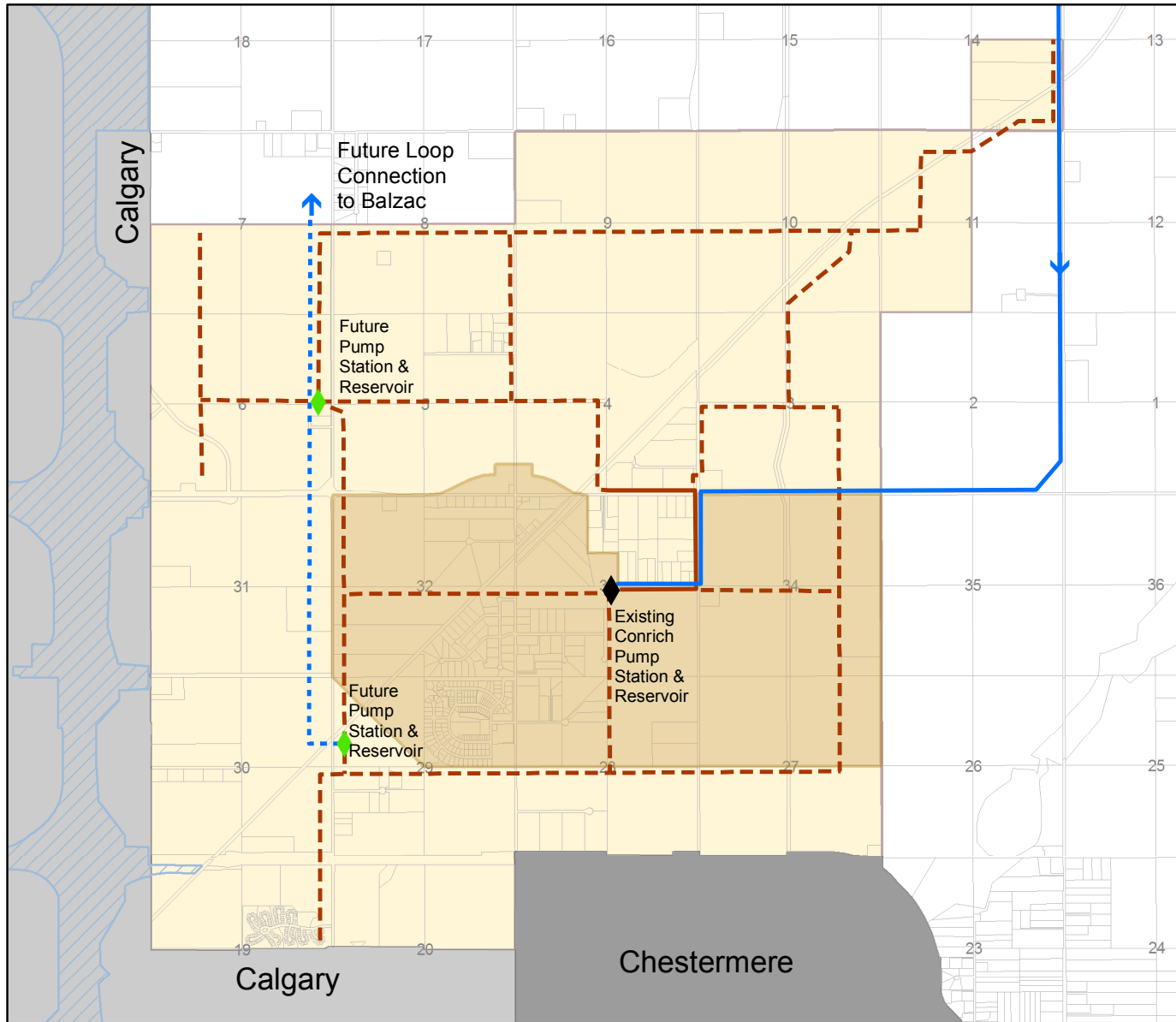
- 23.15 All new development shall be required to connect to the County's wastewater system.
- 23.16 A wastewater servicing study conforming to the Conrich Wastewater Servicing Plan shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine wastewater demand and infrastructure required to meet that demand.
- 23.17 Notwithstanding Policy 23.15 and 23.16, country residential, 'work/live', and agriculture land uses may provide wastewater service by a private sewage treatment system in accordance with County policy and provincial regulation.
- 23.18 Sump pumps and stormwater drainage systems shall not be connected to the wastewater system.

Shallow Utilities

- 23.19 All new residential and non-residential development shall be serviced with shallow utilities at the expense of the developer.
- 23.20 Commercial communications facilities should locate on land identified for industrial, commercial, or long term development use and be in accordance with County policy.

Emergency Service Infrastructure

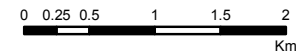
- 23.21 All industrial and commercial buildings are required to provide fire suppression systems and shall be in compliance with the County's Fire Suppression bylaw.
- 23.22 All water systems serving developments within the Conrich area shall be designed to provide adequate water pressure to combat fires.

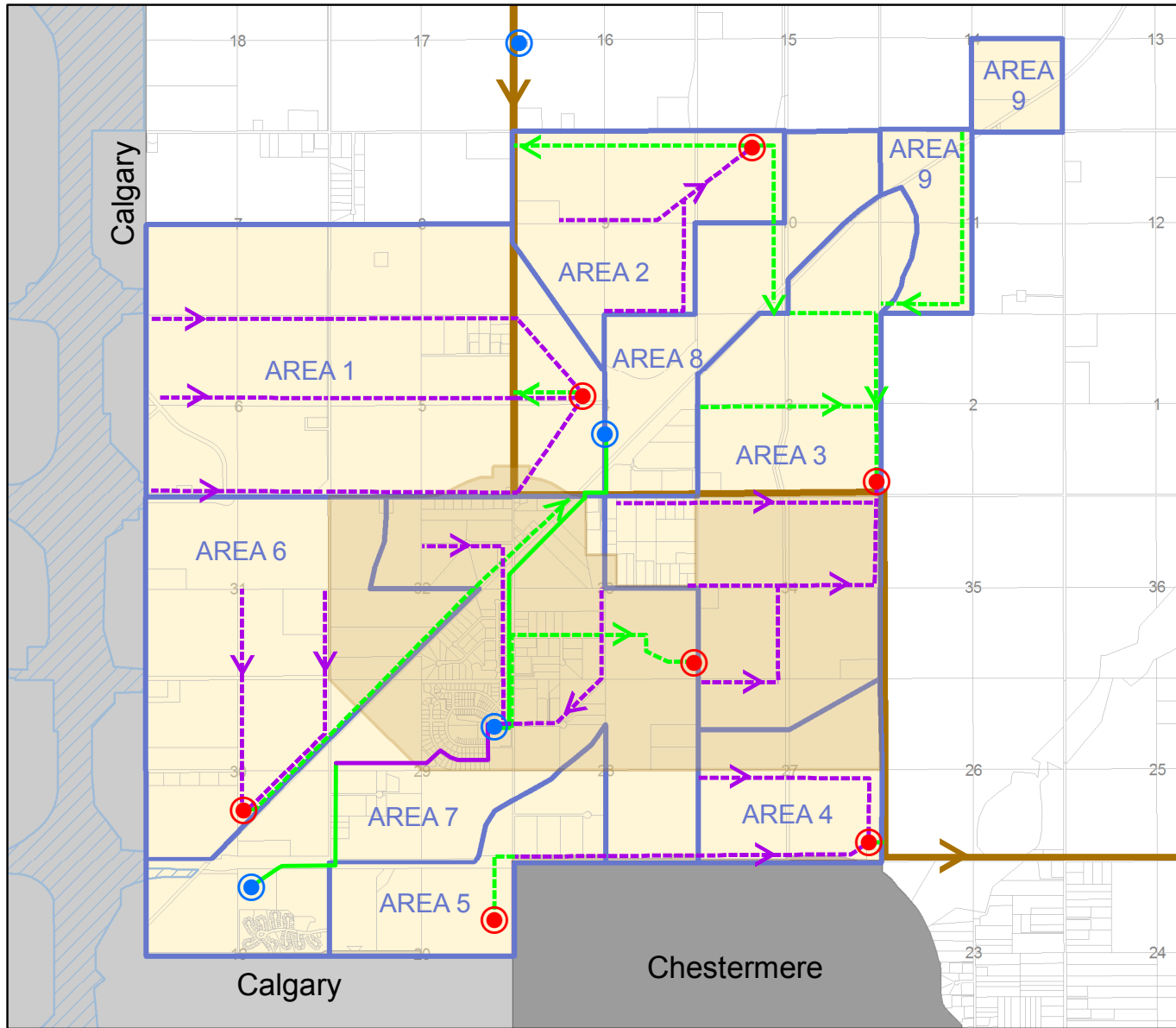


Map 9: Water

- ASP Area
- Future Policy Area
- Pump Station & Reservoir**
- Existing
- Future
- Transmission Main**
- Existing
- Future
- Feeder Main**
- Existing
- Future

Location of servicing infrastructures and improvements subject to changes and reviews based on final land use scenario for the "Future Policy Area"

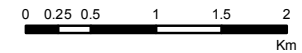




Map 10: Wastewater

- ASP Area
- Future Policy Area
- Sanitary Catchment
- Lift Station-Existing
- Lift Station-Proposed
- Transmission Main
- Gravity Main**
- Existing
- Proposed
- Forcemain**
- Existing
- Proposed
- Transportation and Utility Corridor

Location of servicing infrastructures and improvements subject to changes and reviews based on final land use scenario for the 'Future Policy Area'



24.0 STORMWATER

The Conrich area is located within the Shepard Regional Drainage Basin which empties into the Bow River. Over time, the north to south movement of stormwater has been impeded by buildings, roadways, and irrigation canals. Significant further development requires the identification and construction of a regional conveyance and treatment system involving multi-jurisdictional partners.

Map 11: Stormwater shows the main wetland areas and the existing and proposed stormwater conveyance routes in the Conrich area.

Two alternative regional stormwater conveyance and treatment systems were investigated at the time this area structure plan was being prepared. These are the:

- Cooperative Stormwater Management Initiative, which proposes to take water east and north to the Red Deer River drainage basin.
- Shepard Regional Drainage Plan, which proposes to take water south to the Bow River.

The Cooperative Stormwater Management Initiative (CSMI) proposes the use of the Western Irrigation District (WID) canal system and right-of-way as a medium term conveyance solution. The CSMI option is for an out-of-canal solution whereby all stormwater runoff is diverted away from the WID irrigation canal by utilizing WID rights-of-way to build a separate conveyance system that discharges to Weed Lake. This initiative may result in a stormwater management system that complements the Shepard Regional Drainage Plan system or, alternatively, replaces the Shepard Regional Drainage Plan. The CSMI option is the County's preferred solution.

The Shepard Regional Drainage Plan proposes to treat and move water southward through a series of natural and constructed conveyance systems. This solution is long term and costly, particularly for upstream development areas such as Conrich.

Objectives

- Ensure effective, sustainable, and responsible stormwater services to the plan area.
- Provide and protect stormwater storage areas and conveyance routes.
- Maximize the use of natural stormwater drainage conveyance systems.
- Investigate and provide for stormwater reuse and recycling opportunities.
- Support innovative conservation methods and best management practices with respect to stormwater management.
- Preserve high value wetlands within the plan area.

Policies

REGIONAL STORMWATER MANAGEMENT

- 24.1 The County shall work collaboratively with adjoining municipalities, the Western Irrigation District, Alberta Environment, and Ducks Unlimited to develop a comprehensive and regional approach to stormwater management and to reaching agreements where municipal infrastructure in another municipality is intended to be used for stormwater resulting from new development within the County.

DESIGN

- 24.2 Until such time as a regional conveyance system is finalized, the stormwater drainage system (conveyance and storage areas) shall be designed to comply with the Shepard Regional Drainage Plan, the Cooperative Stormwater Management Initiative Plan, the Conrich Master Drainage Plan and the Western Headworks Stormwater Management Agreement (2013).
- 24.3 Stormwater management systems should be designed at a scale that services the *local plan* area. The County discourages stormwater ponds designed for individual lots.

COOPERATIVE STORMWATER MANAGEMENT INITIATIVE (CSMI)

- 24.4 Stormwater shall be discharged to the east into the CSMI system, which will take water to Weed Lake once it becomes operational in accordance with the CSMI plan, or other plans that amend, replace, or add to that plan.
- 24.5 The County shall:
- a. protect and require the acquisition of conveyance routes that are necessary to discharge into the CSMI system, as generally shown on [Map 11: Stormwater](#); and
 - b. investigate and, if necessary, implement stormwater treatment standards necessary for discharge into the CSMI system.
- 24.6 The volume and rate of stormwater discharge to the CSMI system shall be in accordance with the CSMI plan and the Conrich Master Drainage Plan, or other plans that amend, replace, or add to those plans.

SHEPARD REGIONAL DRAINAGE PLAN

- 24.7 Stormwater may be discharged to the south into the Shepard Ditch once it becomes operational in accordance with the Shepard Regional Drainage Plan, or other plans that amend, replace, or add to that plan.
- 24.8 The County shall protect and acquire conveyance routes that are necessary to discharge into the Shepard Regional Drainage system, in general accordance with [Map 11](#).
- 24.9 The volume and rate of stormwater discharge shall be in accordance with the Shepard Regional Drainage Plan, Conrich Master Drainage Plan, or as otherwise agreed to by the municipal partners.
- 24.10 Rocky View County shall work with the City of Chestermere to determine the amount of stormwater diverted southward to the City of Chestermere.

INTERIM DRAINAGE SOLUTIONS

On-site zero discharge is a potential interim method of stormwater management; it is the least preferred method. On-site treatment and retention of stormwater requires extensive dedication of land for stormwater ponds, active management of stormwater systems, and designated emergency downstream discharge routes.

24.11 Until such time as a permanent stormwater management system is constructed, interim solutions may be allowed as per the phasing plan ([Map 13](#)). Options include:

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

Rocky View County **servicing standards** require zero discharge systems to provide a ratio of 1 m² of land dedicated to evaporation surface area for every 1 m² of impervious land area.

24.12 Where an interim stormwater solution is permitted, those portions of stormwater ponds identified for interim storage may remain as privately owned land if the land is designated to a district that is limited to utility and other complimentary uses.

24.13 Where a private interim storage pond is approved:

- a. Access to the stormwater pond shall be provided to the County;
- b. A management and operation plan for the interim stormwater pond and local stormwater system shall be provided;
- c. Management and operation of the interim stormwater pond and local stormwater system is the responsibility of the private landowner; and
- d. A transition plan that addresses the transfer of the stormwater infrastructure to the County, when an interim solution is no longer required is provided.

24.14 All costs, including public utility costs, associated with the re-purposing of a privately owned interim storage pond that is no longer needed, shall be the developer's responsibility.

LOCAL STORMWATER MANAGEMENT

24.15 The location of the natural stormwater drainage conveyance system shall be protected and acquired as part of the development process, in general accordance with [Map 11](#) and the Master Drainage Plan.

24.16 Stormwater conveyance systems should develop in an orderly, logical, and sequential pattern of development.

- 24.17 Stormwater shall be conveyed downstream in a manner that protects downstream properties.
- 24.18 Where required, proponents of new development shall identify and secure, in consultation with the County, the downstream stormwater conveyance system.
- 24.19 Stormwater conveyance systems must provide a right-of-way of sufficient width to accommodate upstream stormwater flow.

STORMWATER PONDS, CONSTRUCTED WETLANDS, AND WETLANDS

A **stormwater pond** is an artificial pond that is designed to collect and treat stormwater to an acceptable County and provincial standard. The stormwater pond disposes of stormwater through controlled release, absorption into the ground, and/or evaporation.

A **constructed wetland** is an artificial wetland created as a new or restored habitat for native vegetation and wildlife; it provides the same function as a stormwater pond.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activities that are adapted to a wet environment.

- 24.20 Stormwater ponds or constructed wetlands should be located:
 - a. in general accordance with the locations identified in the Conrich Master Drainage Plan;
 - b. on an accessible public utility lot; and
 - c. outside of the riparian setback area.

A **Master Drainage Plan** is a plan that determines the rate and volume of stormwater flow and addresses the methods and infrastructure requirements for stormwater treatment and conveyance.

- 24.21 Natural wetlands and/or natural drainage courses that are retained should receive treated stormwater through direct or indirect flow in order to maintain the value of the wetland and the drainage course.

REDUCE, RECYCLE, AND REUSE

- 24.22 The County should explore and support the collection of stormwater at the sub-regional catchment level in order to filter and reclaim stormwater, bringing it to a purple pipe or potable water standard.

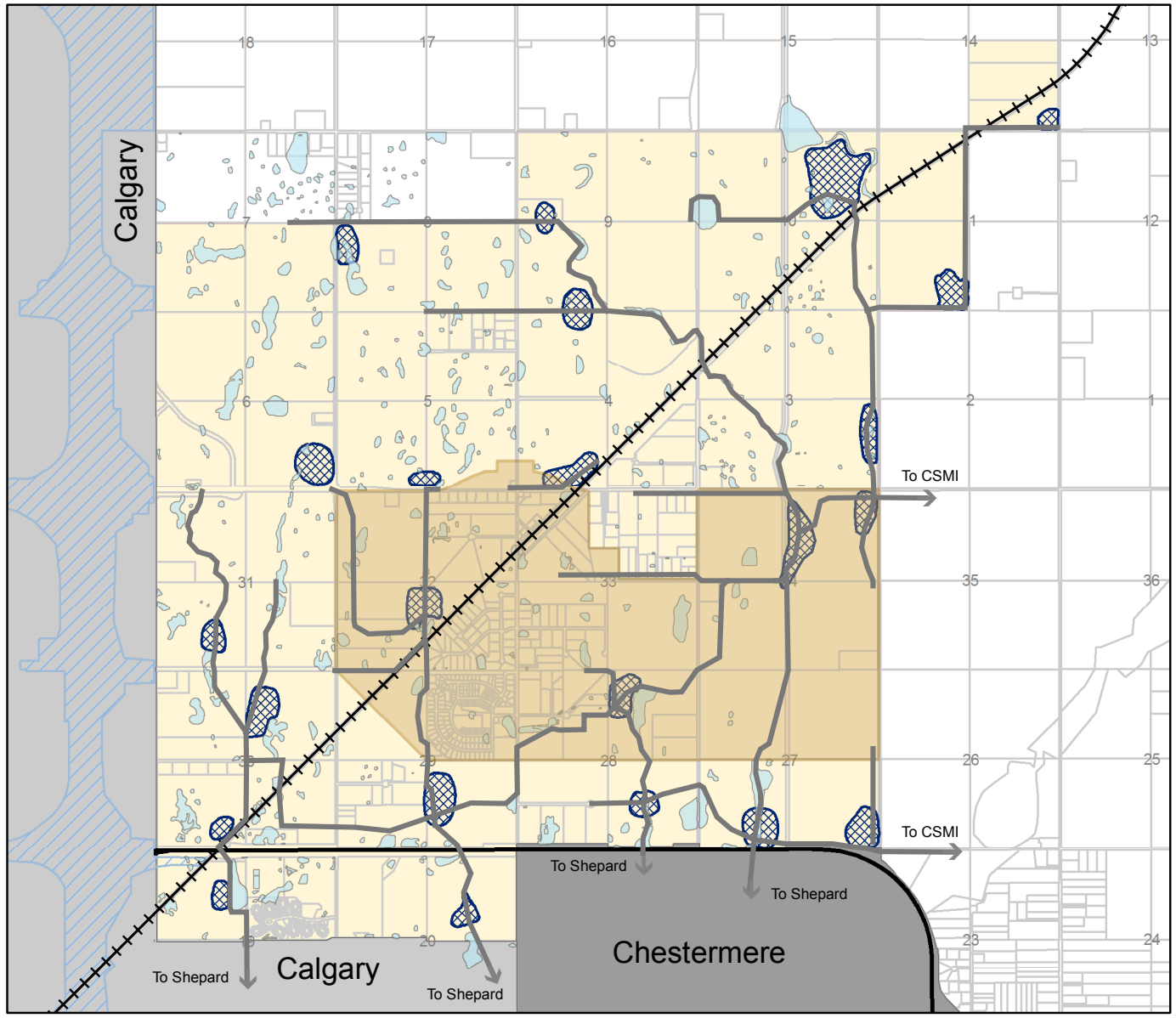
Purple pipe refers to the colour of pipe used to transport water that has been recycled from a stormwater retention area or municipal waste system. Reclaimed water is filtered and processed to a required provincial standard.

- 24.23 As part of preparation of a *local plan* and supporting sub-catchment master drainage plan, best management practices, and alternative solutions for the improvement of stormwater quality and reduction of stormwater quantity are required. Solutions may include:
 - a. design of stormwater facilities to incorporate source controls in order to reduce the amount of water moving down stream and the need for end-of-pipe stormwater treatment solutions;

- b. use of low impact development methods, such as constructed wetlands and bio-swales;
- c. reduction of impermeable surface runoff;
- d. reuse of stormwater for irrigation; and
- e. consideration of stormwater ponds at the sub-regional level to support the reuse of stormwater.

STANDARDS AND DESIGN

- 24.24 Stormwater infrastructure shall be constructed, operated, and maintained in accordance with the County servicing standards, County policy, and provincial regulations. The stormwater management system should be designed to:
- a. operate on a gravity basis;
 - b. wherever possible, use the stormwater drainage conveyance system, as generally shown on [Map 11](#);
 - c. accommodate stormwater flows from adjacent transportation networks;
 - d. preserve the value of existing wetlands; and
 - e. conform to an urban standard where a curb and gutter transportation system is provided.
- 24.25 Stormwater conveyance alignments and ponds are shown conceptually on [Map 11](#). Alternate and more cost effective alignments may be considered at the *local plan* stage if it can be shown that the impact on wetlands within the identified conveyance system is reduced through the use of an alternative alignment.
- 24.26 As part of a *local plan* preparation process, the applicant shall submit a sub-catchment master drainage plan that is consistent with the approved Master Drainage Plan and the policies of this plan.
- 24.27 A sub-catchment master drainage plan for a *local plan* area shall comply with any new stormwater plans, management policies, and interim servicing policies that may be introduced after the adoption of this plan.



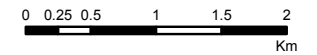
Map 11: Stormwater

- ASP Area
- Future Policy Area
- Wetlands
- Regional Conveyance System
- Regional Storm Detention Storage
- Transportation and Utility Corridor
- CN Railway

CSMI- Cooperative Stormwater Management Initiative

Shepard-Shepard Regional Drainage System

Location of servicing infrastrucures and improvements subject to changes and reviews based on final land use scenario for the 'Future Policy Area'



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

25.0 SOLID WASTE

Solid waste policies address the management of solid waste through all stages of development; from construction and demolition to full build-out. The policies emphasize the reduction and diversion of waste through the recycling and reuse of materials. Each development stage has different solid waste requirements and the policies below provide guidance to developers and residents on effectively managing solid waste.

Objectives

- Ensure *local plans* address solid waste management during all stages of development and are in alignment with the County's Solid Waste Master Plan.
- Promote proper disposal and recycling of solid waste material from construction sites.
- Encourage solid waste management plans to have a diversion target of 50 per cent.
- Provide direction on the expected level of post-construction waste management service to be provided by Rocky View County.

Policies

GENERAL

- 25.1 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction.
- 25.2 Waste minimization and waste diversion practices are encouraged in the plan area. A diversion target of 50 per cent is recommended.
- 25.3 A *local plan* should:
- a. address solid waste management through all stages of development, including occupancy;
 - b. identify the appropriate waste collection stations that serve the *local plan* area;
 - c. conform to the policies of the County's Solid Waste Master Plan; and
 - d. set a solid waste diversion target to inform the subdivision construction management plan.

The Province of Alberta has developed a provincial waste strategy document titled "Too Good to Waste: Making Conservation a Priority" in order to promote the diversion of waste from landfills through the reuse and recycling of materials.

INDUSTRIAL AND COMMERCIAL

- 25.4 Industrial and commercial business owners shall be responsible for providing their own solid waste services.

COUNTRY RESIDENTIAL AND AGRICULTURE AREAS

- 25.5 Solid waste management shall be the responsibility of property owners in country residential and agriculture areas.
- 25.6 Waste collection stations should be used for the disposal of solid waste and recyclable materials.

HAMLET OF CONRICH AND OTHER HAMLET RESIDENTIAL AREAS

County solid waste services will be considered for the hamlet of Conrich when the population approaches the threshold of 5,000 residents.

- 25.7 Solid waste management will be the responsibility of property owners within the hamlet of Conrich until such time as a County service is provided.
- 25.8 The Prince of Peace Community and other hamlet residential areas shall be responsible for their solid waste management.
- 25.9 Lot owners' associations shall coordinate solid waste services in developing areas in the hamlet residential and compact country residential areas until such time as a County service is provided.

26.0 OIL AND GAS

Oil and gas facilities, infrastructure, and operations are industrial land uses that have the potential to affect public safety, quality of life, and the natural environment. The co-existence of these oil and gas activities with other forms of development in the Conrich area is an important consideration in the area's development.

Map 4: Existing Conditions identifies the locations of gas lines and operating and abandoned oil and gas wells within the plan area.

Objectives

- Ensure appropriate and safe land development in relationship to petroleum facilities and wells.
- Allow for the continued safe operation of petroleum facilities and wells.

Petroleum facilities are plants, pipelines, and batteries used to process and transport oil and gas. Petroleum wells are producing, suspended, or abandoned oil and gas wells.

Policies

GENERAL

26.1 Applicants proposing to develop land in the vicinity of petroleum facilities and wells shall adhere to the setback requirements and policies of this plan, and the directives and bulletins of the Alberta Energy Regulator ([Appendix C](#)).

Directives are documents that set out Alberta Energy Regulator (AER) requirements or processes for implementation. Licensees, permittees, and other approval holders under the jurisdiction of the AER are required to obey all directives.

Bulletins inform the energy industry and the public of an Alberta Energy Regulator activity, such as a consultation, new regulatory requirement, new program, or electronic submission of data.

- 26.2 At the time of subdivision or development, a restrictive covenant shall be registered that prevents the construction of any building within the setback area associated with an active, suspended, or abandoned well.
- 26.3 As part of a *local plan* preparation process, applicants shall obtain a land development information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines (abandoned and operating) in the *local plan* area. In addition, the applicant must determine if an emergency planning zone has been established around a sour gas facility or well.
- 26.4 Prior to the preparation of a *local plan* to develop lands within 1.5 km of a petroleum facility that is situated within an emergency planning zone, the developer shall consult with the County and the operator of the facility to determine how an emergency response plan will be prepared, updated, or replaced.

26.5 The location, development setbacks, emergency planning zones, and emergency response planning regarding all petroleum facilities shall be identified in the *local plan* and included in any marketing information and other public communication materials for petroleum facilities.

ABANDONED OIL & GAS WELLS

Within the Plan area there are two known abandoned well sites. The following policies apply for land located in proximity to an abandoned well site.

- 26.6 All buildings located in proximity to an abandoned well site shall comply with the Alberta Energy Regulator setback requirements or provide a minimum building setback of 40 metres for residential development and 20 metres for all other development, whichever is greater.
- 26.7 Vehicular access to an abandoned well site shall:
- a. be determined through discussion with the abandoned well licensee;
 - b. be identified in the *local plan*; and
 - c. be protected by easements in favour of the County at the time of subdivision or development approval.
- 26.8 In conjunction with the preparation of a *local plan*, or a subdivision, or development permit application for any parcel containing an abandoned well, the applicant shall provide:
- a. surveyed locations of abandoned wells and pipelines and confirmation of the setback requirements;
 - b. a phase I environmental site assessment specific to the abandoned well or pipeline; and
 - c. a phase II environmental site assessment specific to the abandoned well or pipeline, as deemed necessary by the County.
- 26.9 Public roads should not be located over an abandoned well.
- 26.10 During land development, all abandoned well sites shall be marked with temporary signage identifying the location of the abandoned well and providing contact information for the Alberta Energy Regulator. Such signage, as well as adequate fencing and any other necessary protective measures, shall be in place during the development process to prevent damage to the abandoned well bore.

PIPELINES

- 26.11 All setbacks from a pipeline shall be in accordance with provincial regulations.
- 26.12 All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operation of the pipeline.
- 26.13 Crossing and access agreements shall be in place prior to conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.

26.14 Pathways and other recreational uses may be allowed on pipeline rights-of-way with the consent of the easement holder and at the discretion of the approving authority.

DISCONTINUED/ABANDONED PIPELINE POLICIES

26.15 A discontinued pipeline is a temporarily deactivated pipeline that may go back into service in the future, and therefore, the setback requirements shall remain as if the pipeline was operating and in compliance with provincial regulations.

26.16 An abandoned pipeline is one which will not be reactivated for service; therefore, the minimum setback for an abandoned pipeline is the edge of the pipeline right-of-way unless the pipeline has been removed.



Implementation

27.0 IMPLEMENTATION

The Conrich Area Structure Plan outlines the vision for the future physical development of the Conrich area and provides guidance with regard to infrastructure, land use, subdivision, and development. The purpose of this section is to describe the plan implementation process, to provide detail on the phases of development, and to specify requirements to ensure the area structure plan policies and strategies are adhered to.

Objectives

- Implement the Land Use Strategy and policies of the Conrich Area Structure Plan.
- Ensure the cost of infrastructure development is identified and provided.
- Provide for the logical phasing of development.
- Implement key actions to facilitate development, provide guidance to *local plans*, and ensure a coordinated planning and implementation approach.
- Ensure *local plans* adhere to the vision and policies of the plan.
- Provide for the review and amendment of the plan as required.

Policies

LOCAL PLANS, REDESIGNATION, SUBDIVISION, AND DEVELOPMENT APPLICATIONS

Local plans are to be developed within the framework provided by this area structure plan. Policy sections identify the unique requirements that must be addressed in the *local plan* due to the location and specific conditions of the proposed development area. The standard technical requirements of a *conceptual scheme* or *master site development plan* are identified in the *County Plan* (Section 29 and Appendix C).

- 27.1 Applications for redesignation, subdivision, and/or development require the concurrent or prior adoption of a *local plan*, unless otherwise directed by the policies of this plan or determined by the County not to be required.
- 27.2 Notwithstanding Policy 27.1, applications for a development permit in an area where a land use has been approved prior to the adoption of this plan do not require a *local plan*.
- 27.3 *Local plans* shall address and adhere to the requirements of the Conrich Area Structure Plan. In support of *local plans* and redesignation applications, the developer will be required to submit a rationale showing how their proposal is consistent with the vision and policies of the Conrich Area Structure Plan.
- 27.4 Subdivision and development applications shall address and adhere to the requirements of the *local plan* and the policies of the Conrich Area Structure Plan.
- 27.5 Where a *local plan* does not exist or is silent on a subject, the policies of the Conrich Area Structure Plan shall apply.

LOCAL PLAN BOUNDARIES

The boundaries of *local plans* should be based on the natural and physical conditions in the Conrich area, as well as other factors such as the availability of servicing, parcel layout, and proposed transportation improvements. Map 12: Local Plans identifies the locations of existing *local plans*, areas with predetermined *local plan* boundaries, and areas where *local plans* are not required.

- 27.6 Map 12: Local Plans identifies five *local plan* boundaries that are required based on (i) the existence of major transportation network components, including Highway 1 and the CN rail line (Highway 1), (ii) unique planning conditions associated with the proximity to the CN Rail yards (Township Road 250), and (iii) unique planning conditions associated with location along 84th Street, adjacent to residual lands within the city of Calgary, as identified in the Rocky View/ Calgary Intermunicipal Development Plan. All other *local plan* boundaries shall be determined in consultation with the County at the time of application. The preferred minimum planning area is one quarter section (160 acres) in size.
- 27.7 Existing *local plans* identified in Map 12 shall be revised so that undeveloped areas are consistent with the policies of this plan, prior to further land use or subdivision approvals.
- 27.8 Where the policies of an existing *local plan* conflict with the Conrich Area Structure Plan, the policies of the Conrich Area Structure Plan shall prevail.

INFRASTRUCTURE COSTS AND LEVIES

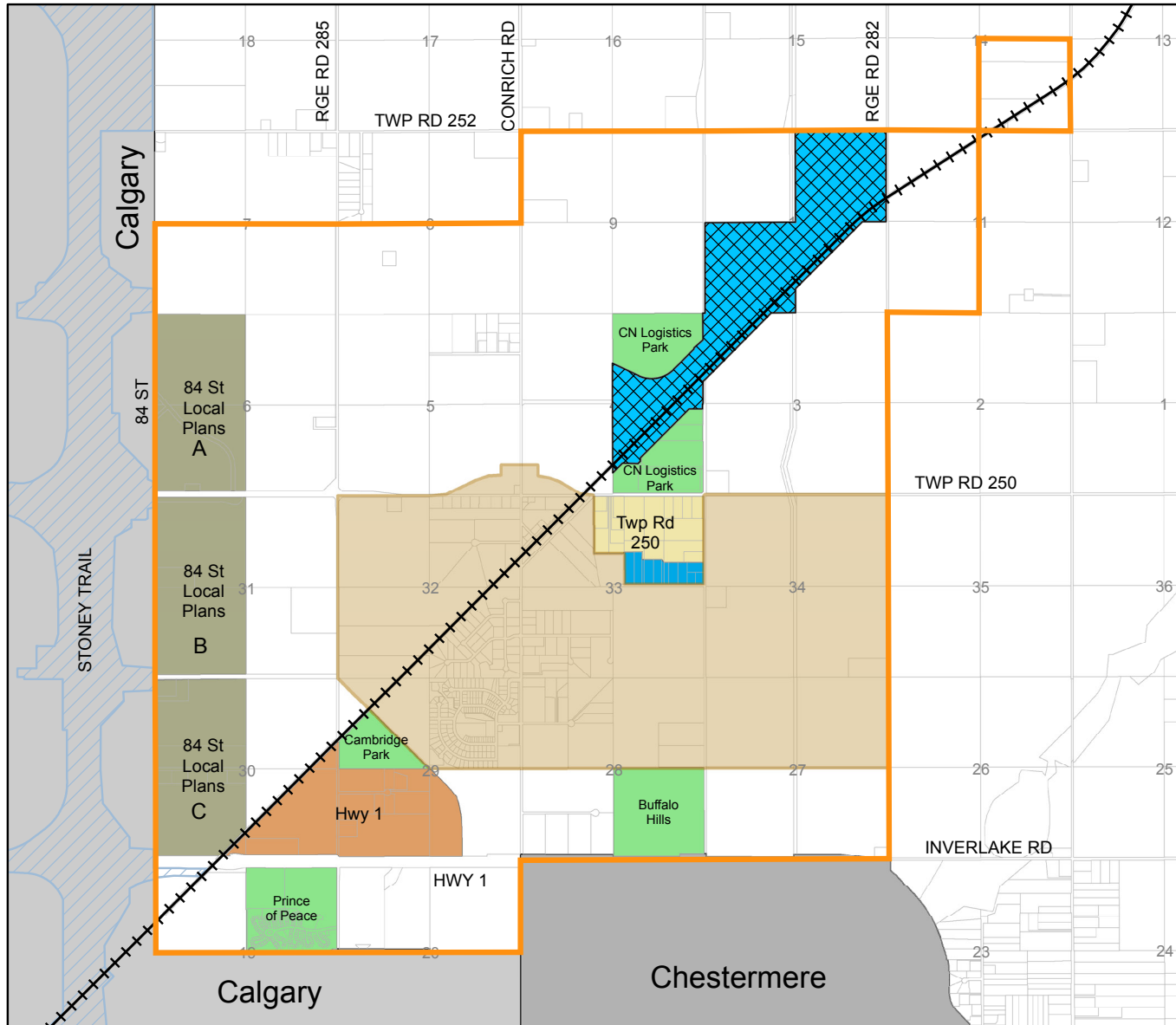
The Conrich Plan recognizes development implementation will require infrastructure improvements within and external to the plan area. The costs incurred by development of lands will be covered through a variety of revenue sources including developer improvements, development levies, County improvements, provincial contributions, and user fees.

The need, cost, and timing of infrastructure vary with the type of infrastructure improvement. Offsite Levies for transportation, water, wastewater, and stormwater servicing have or will be developed for the Conrich Area Structure Plan. All levies are subject to periodic review and include development costs associated with internal and external improvements to service the plan area. Non-levy costs and improvements will be determined through periodic review of the master servicing documents and at the *local plan* preparation stage.










It is important to note that infrastructure costs do not represent the full costs to service the plan area. Complete community costs also include costs associated with program and service delivery to residents and business owners (e.g. community recreation, fire and property protection, parks maintenance, waste and recycling operations, etc.), which serve community needs and are an essential part of a community.

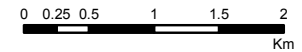
- 27.9 As part of the *local plan* approval process the identification, timing, and funding of any required off-site improvements is required. Off-site improvements that are:
- a. internal to the plan area will be determined to the satisfaction of the County; or

- b. external to the plan area, including provincial or adjacent municipal infrastructure will be determined to the satisfaction of the County, in consultation with the relevant municipality and/or provincial department.
- 27.10 Developers relying on regional County utility services (water, wastewater, and/or stormwater) shall be required to front-end the costs of utility service upgrades where deemed necessary by the County.
- 27.11 Costs associated with transportation and/or utility service improvements are the developer's responsibility.
- 27.12 Developers relying on transportation and/or utility infrastructure improvements (water, wastewater, and/or stormwater) provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreement.
- 27.13 Development proponents shall be required to pay the Rocky View County:
- a. Water and Wastewater Off-Site Levy;
 - b. Stormwater Off-Site Levy; and
 - c. Transportation Off-Site Levy.



Map 12: Local Plans

-  ASP Boundary
-  Future Policy Area
-  Federal Jurisdiction
-  Existing Local Plans
-  Local Plans not required
- Predetermined Local Plan Boundary**
-  Hwy 1
-  Twp Rd 250
-  84 St Local Plans
-  CN Railway



PHASING

The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. [Map 13: Phasing](#) identifies four development phases for the growth of the Conrich area (Phase 1, Phase 2, Future Policy Area, and Long Term Development areas).

27.14 Phasing of development in the Conrich Area Structure Plan area should be done in a logical and cost effective manner and shall be guided by the phasing strategy of this plan, as shown on [Map 13](#).

Phase 1

Phase 1 lands are lands that may proceed with development. The identification of Phase 1 lands is based on:

- existing planning approvals;
- proximity to existing or near term transportation and/or utility infrastructure; and
- industrial land demand.

27.15 Phase 1 lands may proceed with development subject to the policies of this plan. If Phase 1 lands proceed to development, an irrigation or evaporation system under zero discharge conditions shall be constructed as referenced in Policies 24.11-24.14, until such time as a regional solution has been chosen and mechanisms to implement the construction of the system have been identified.

Phase 2

Phase 2 lands are portions of the plan area where industrial, highway business, or residential land may be required for development during the life of this plan.

27.16 Phase 2 lands may proceed with development subject to the policies of this plan and when:

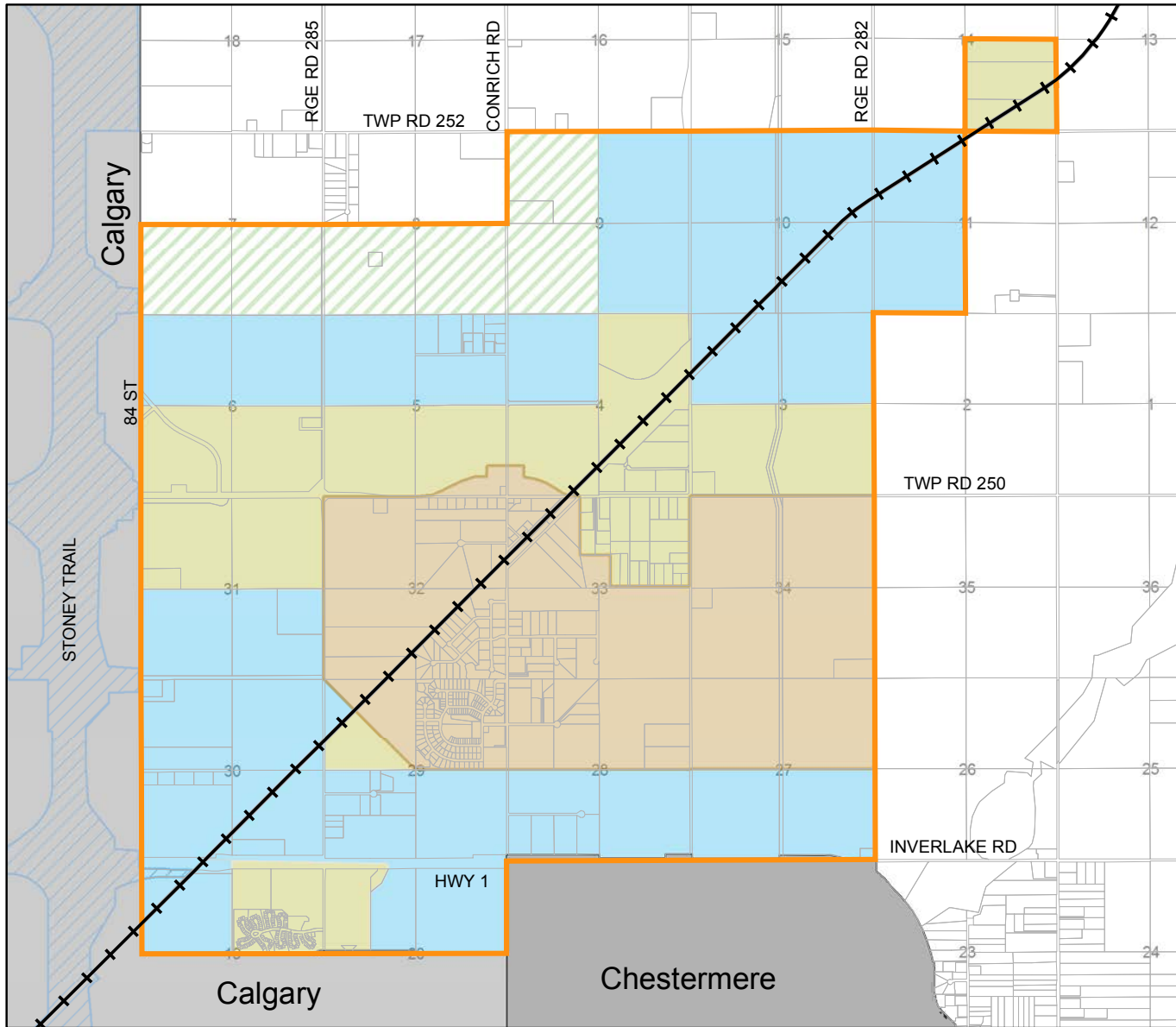
- a. market demand has been demonstrated; and
- b. a regional stormwater conveyance system has been chosen, and appropriate governance system has been adopted, and mechanisms to implement the construction of the system have been identified.

FUTURE POLICY AREA








27.17 Phasing of the future policy area shall be determined as part of the future policy area review.

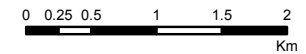
LONG TERM DEVELOPMENT

Long term development areas are portions of the plan area where industrial, commercial, or residential land uses are not required for the life of this plan. Nevertheless, the protection of these areas from interim uses or fragmentation is deemed important in order to facilitate a future efficient development pattern.



Map 13: Phasing

-  ASP Boundary
-  Future Policy Area
-  Phase 1
-  Phase 2
-  Long Term Development
-  Transportation and Utility Corridor
-  Railway Lines



- 27.18 Redesignation and/or subdivision in the long term development area to any new use, other than a farmstead, first parcel out, or an agricultural use shall require an amendment to this plan.
- 27.19 New uses within the long term development areas shall be compatible with existing adjoining uses.
- 27.20 Prior to amending this plan to allow for development within the long term development area:
- a. a public engagement process shall be undertaken and an overall land use strategy and supporting policies for the amendment area shall be developed; and
 - b. a regional stormwater conveyance system has been adopted by Rocky View County.

TECHNICAL REQUIREMENTS AND SUBMISSIONS

The various policy sections in the Conrich Area Structure Plan identify specific requirements of a *local plan (conceptual scheme or master site development plan)* for the Conrich area. All other standard technical requirements of a *local plan* are identified in the *County Plan*.

27.21 *Local plans* shall address the requirements as set out in the policies of this plan and Section 29 and Appendix C of the *County Plan*.

27.22 All planning or development applications, and any associated infrastructure construction, should meet the technical requirements of the *County Plan*, County Land Use bylaw, Conrich Area Structure Plan and associated technical studies, relevant *local plan*, County servicing standards, County policy, and provincial and federal requirements.

MONITORING

The progress in implementing the Conrich Area Structure Plan will be monitored. Where necessary, County Administration will make recommendations as to how to manage growth in Conrich or how the plan may be updated to meet changing circumstances.

27.23 County Administration will report to Council on implementation of the Conrich Area Structure Plan as part of Administration's yearly reporting on the overall implementation of the *County Plan*.

PLAN REVIEW AND AMENDMENT

The future land use and development outlined in the Conrich Area Structure Plan is intended to address a 30-year plus build-out of the area. While the Area Structure Plan is sufficiently flexible to account for change, periodic review and occasional amendment of the Area Structure Plan may be required.

Under normal circumstances, the County will undertake a plan assessment every 10 years to determine if a full review is required, as per the *County Plan*. However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

27.24 The County may consider periodic review and occasional amendment of the Conrich Area Structure Plan in accordance with the *County Plan*, County policy, and the *Municipal Government Act*.

27.25 The Conrich Area Structure Plan shall be subject to an assessment and possible review every 10 years.

ACTIONS

Actions are activities that need to be carried out by the County to achieve the goals, objectives, and policies of the plan. The following are the recommended County actions to assist in the implementation of the Conrich Area Structure Plan.

1. Develop a terms of reference to direct the review of the Future Policy Area (Map 5).
2. Develop a Terms of Reference, with The City of Calgary, to direct a joint study to determine the ultimate configuration of 84th Street, including future alignment, access management, and right-of-way requirements (84th Street Study).
3. Develop a *local plan* for the Township Road 250 industrial transition area, as per Policy 9.9 and Map 12, to address a unique non-residential/residential interface issue.
4. Prior to the hamlet of Conrich's population exceeding 5,000 residents, the County will:
 - a. review the community's policing requirements and identify additional needed resources, if any (Policy 21.5); and
 - b. consider providing the Conrich area with County managed solid waste services (Policy 25.7).
5. Consider the adoption of a new hamlet of Conrich boundary.
6. Consider a funding and design strategy for entryway signage for Rocky View hamlets.
7. Consider the adoption of a 'work/live' land use district.
8. Consider the adoption of a utility district for the designation of private stormwater ponds.
9. Work with The City of Calgary to amend the Rocky View/Calgary Intermunicipal Development Plan to determine appropriate land use, interface policies, and servicing strategies for the residual lands within Calgary that border the Conrich Area Structure Plan.
10. Monitor and report on the plan implementation as part of the yearly *County Plan* reporting (Policy 27.23).
11. Work with The City of Calgary to prepare the East Stoney Trail and Related Infrastructure Analysis as per Policy 22.14.

28.0 INTERMUNICIPAL COORDINATION AND COOPERATION

The plan area is bordered by Calgary to the west and south, and Chestermere to the south and east. The plan acknowledges the land use intent of these adjacent municipalities and provides for appropriate, compatible land use transitions at the interface areas. In addition, the plan contains specific stormwater ([Section 24](#)), transportation ([Section 22](#)), *open space* ([Section 18](#)), business interface ([Section 14](#)), and intermunicipal ([Section 28](#)) policies that promote a coordinated and cooperative approach to planning.

Specific planning objectives were identified in the 2007 annexation agreement between Rocky View County and The City of Calgary in terms of the need for coordinated planning. Follow up consultation led to the identification of key focus (geographic) areas and planning principles for future planning endeavours. The coordinated approach to planning was later refined and formalized through the 2011 Rocky View/Calgary Intermunicipal Development Plan (IDP). The County is currently engaged with the City of Chestermere to develop a separate IDP that will provide direction on areas of interest, cooperation, and consultation.

Objectives

- Ensure ongoing, meaningful consultation occurs between Rocky View County, The City of Calgary, and the City of Chestermere on matters related to the implementation of the Conrich Area Structure Plan.
- Ensure a coordinated and cooperative approach to planning with adjacent municipalities.

Policies

- 28.1 The County shall consult with The City of Calgary and City of Chestermere on planning processes affecting land that borders the adjacent municipality and/or on other matters identified through an intermunicipal development plan as areas requiring planning coordination.
- 28.2 The County shall work with The City of Calgary and City of Chestermere to deliver a coordinated planning process and ensure continued meaningful communication between the three municipalities as subsequent *local plans* are prepared.
- 28.3 Intermunicipal circulation of planning proposals shall comply with the *Municipal Government Act*, the Rocky View/Calgary Intermunicipal Development Plan and any other agreement(s) or new intermunicipal development plan(s) jointly approved by adjacent municipal councils.

ROCKY VIEW COUNTY - CITY OF CHESTERMERE

- 28.4 Development adjacent to the city of Chestermere shall be coordinated between Rocky View County and the City of Chestermere, or as otherwise required by any future intermunicipal development plan.

ROCKY VIEW COUNTY – THE CITY OF CALGARY

- 28.5 The County shall implement the policies of this plan that apply to the interface areas adjacent to the residual long-term growth areas as identified in the Rocky View/Calgary Intermunicipal Development Plan.
- 28.6 Development within the key focus areas identified in the Rocky View/Calgary Intermunicipal Development Plan shall be subject to the policies of the Intermunicipal Development Plan as well as the policies of this plan.
- 28.7 Planning and development applications within the entire Conrich Area Structure Plan area shall be circulated to The City of Calgary for transportation review and comment in accordance with the circulation and response timelines as per the Rocky View County/City of Calgary Intermunicipal Development Plan.
- 28.8 The County shall implement the policies of this Plan that apply to the interface areas adjacent to the residual long-term growth areas along 84th Street, as identified in the Rocky View/Calgary Intermunicipal Development Plan (Action items 2 and 9 in Section 27).

LOCAL PLANS, REDESIGNATION, AND SUBDIVISION

- 28.9 Rocky View County shall ensure that *local plans* and applications for redesignation and subdivision of lands in areas adjacent to The City of Calgary and City of Chestermere address:
 - a. regional drainage to ensure the protection of required drainage corridors;
 - b. alignment and connectivity of pathways, roadways, and utilities with the adjacent municipality;
 - c. land use compatibility with adjacent municipal land uses; and
 - d. other appropriate policies of this plan.
- 28.10 Rocky View County, in collaboration with The City of Calgary, shall ensure that *local plans* and applications for redesignation and subdivision of lands along 84th Street, as shown on Map 12, address:
 - a. Access management and right-of-way requirements along 84th Street (Action Item 2 in Section 27);
 - b. Consideration of adjacent lands within the city of Calgary as identified in the IDP;
 - c. If the Terms of Reference for the 84th Street study has been completed (Action Item 2 in Section 27) but the 84th Street study has not yet been completed by The City and the County prior to the preparation of the *local plan*, then the 84th Street study must be prepared by the development proponent in conjunction with the *local plan* in accordance with the Terms of Reference; and
 - d. Other appropriate policies of this Plan.



IV

Appendices

APPENDIX A: DEFINITIONS

Conceptual scheme is a non-statutory plan, subordinate to an area structure plan. It may be adopted either by bylaw or by a resolution of Council. A *conceptual scheme* is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. *Conceptual schemes* provide detailed land use direction, subdivision design, and development guidance to Council, Administration, and the public.

If a *conceptual scheme* area is of sufficient size that further detail is required for specific areas and phases, the *conceptual scheme* may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as 'development cells'.

Local plan is a term that refers to a *conceptual scheme* or *master site development plan*. A local plan will have unique planning requirements based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a *conceptual scheme* or *master site development plan* identified in the County Plan (Section 29 and Appendix C).

Master site development plan is a non-statutory plan that is adopted by Council resolution. A *master site development plan* accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A *master site development plan* addresses building placement, landscaping, lighting, parking, and architectural treatment. The plan emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.

Open land means publicly or privately owned land within a comprehensively designed compact country residential neighbourhood or larger community, where the land is used for the primary purpose of conservation, recreation, or agriculture.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Developable land means privately owned land that has no natural or human caused constraints to residential development. Constraints to development include land determined to be unstable, hazardous, environmental reserve, contaminated, or regulatory setbacks as identified by the provincial or federal governments.

APPENDIX B: COMMERCIAL AND INDUSTRIAL DEVELOPMENT LANDSCAPING AND DESIGN GUIDELINES

The following design guidelines are intended to promote and ensure a coordinated and pleasant visual presence of commercial or industrial development in the Conrich plan area.

1. Local plans shall consider the County's Land Use bylaw landscaping and screening requirements and the County's Commercial, Office, and Industrial Design Guidelines and document how the local plan meets those requirements and guidelines.
2. Where buildings are located adjacent to a residential area, the building design emphasis should be on those building elevations that are facing the residential area.
3. Within any single parcel, the colours, materials, and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance.
4. All buildings shall be permanent structures with good quality exterior finishing materials which may include quality metal panel products, pre-cast concrete, architectural site-cast concrete, architectural tile, and commercial grade stucco, brick, or stone masonry. Wood, unfinished concrete, and concrete block may be used as a secondary material only.
5. Façades of buildings that exceed 30 metres measured horizontally, and facing residential areas or roadways, shall incorporate wall plane projections or recesses having a depth of at least 3 per cent of the length of the façade and extending at least 20 per cent of the length of the façade.
6. Façades of buildings facing adjacent residential areas shall include at least three of the following architectural elements:
 - a. colour change;
 - b. texture change;
 - c. material change; and
 - d. expression of an architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
7. Rooftop apparatus should be located and concealed to reduce or eliminate public view from adjacent roads or homes.
8. Roofs should have at least two of the following features:
 - a. Parapets concealing flat roofs and/or rooftop mechanical and electrical equipment;
 - b. Overhanging eaves extending past the supporting wall;
 - c. Sloping or pitched roofs with two or more roof slope planes; and
 - d. Roof-top gardens that support ecological functions such as stormwater retention, building insulation, bird habitat, outdoor green space, etc.
9. Each primary building shall have a clearly defined main entrance featuring at least

two of the following:

- a. Canopy or portico;
 - b. Overhang or arcade;
 - c. Raised corniced parapet over the door;
 - d. Outdoor amenity area;
 - e. Upgraded window glazing areas;
 - f. Integrated planters or landscaped sitting areas.
10. A minimum 3 metre landscaped area should be provided between the front of any primary building and any adjoining parking or lot area.
11. Landscape plans shall:
- a. promote the use of native plant material and plants proven for the climate of the region;
 - b. not rely on potable water for irrigation once the landscaped areas are established;
 - c. avoid species monoculture over large areas;
 - d. provide for massing of plantings;
 - e. ensure retaining walls and front yard fencing is decorative as well as functional; and
 - f. provide attractive landscape designs at key public intersections and entryways.

APPENDIX C: KEY ALBERTA ENERGY REGULATOR INFORMATION

- AER Bulletin 2013-03 Mandated Subdivision and Development Application Referrals, Setback Relaxations, Land Development Information Package, and Abandoned Well Information.
- Interim Directive ID 81-3: Minimum Distance Requirements Separating New Sour Gas Facilities from Residential and Other Developments.
- Directive 026: Setback Requirements for Oil Effluent Pipelines
- Directive 079: Surface Development in Proximity to Abandoned Wells
- Directive 056: Energy Development Applications and Schedules
- EnerFAQs: Explaining AER Setbacks - This EnerFAQs explains setbacks in the energy industry, how they are determined, and how they may affect Alberta citizens and their communities.

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