SCHEDULE ‘A’
FORMING PART OF BYLAW C-6902-2010
Conceptual Scheme Consulting Team:

Urban Systems Ltd.
RTKL Associates
Carson McCulloch Landscape Architects
Cohos Evamy Integrated Design
Sass Communications Inc.

Independent Technical Support:

McIntosh Lalani Engineering Ltd.
Bison Historical Services
Base Property Consultants
Thomas Consultants Inc.
Waterline Resources Inc.
Executive Summary
Executive Summary

The Bingham Crossing Conceptual Scheme has been submitted to Rocky View County to set the foundation for a future retail, office/business and open space development in the Springbank area. The plan covers an area of approximately ±125 ha (±309 acres) and the lands are currently undeveloped.

Bingham Crossing is comprised of three major components that, when integrated together, will form a master-planned and comprehensive commercial and business development. These components are a retail/lifestyle centre development, office and business park, and open spaces. Bingham Crossing will provide local employment opportunities within Springbank (full time and part time) and social gathering places for the community. The development will be phased according to market conditions, infrastructure capacities and timing for approvals from Rocky View County.

Approximately two-thirds of the Bingham Crossing project is intended for commercial development. This will be in the form of stores, services, restaurants, entertainment facilities, hotels, offices, a visitor centre, and leisure and social opportunities. Strict architectural standards will be applied to ensure consistency, quality and scale. The development is designed to offer shoppers a main street experience within the inner core while also providing for larger stores in the outer circle. An eclectic collection of restaurants, boutique shops, cafés, and services will provide a unique retail experience. A civic space that is centrally located will shape the core of Bingham Crossing and will provide a town centre that has a diverse mix of retail, business, civic, and open spaces.

The northerly one-third of the plan area will contain an expansive linear park integrated with an office/business park. This area will provide an extensive recreation system for area residents, employees and the public, create a positive interface to the development, and transition to the existing and possible future residential lands located outside of the plan boundary to the north and east. The linear park will aid in softening the edges of Bingham Crossing while providing a unique gateway to the development. This passive park space will contain a native prairie ecosystem with grasslands, wet ponds and clustered Aspen stands linked by pathways. The office/business park will function as an employment centre for the Springbank Airport and region. Distinctive, highly articulated buildings, complemented by a generous open space system, will provide employees and visitors opportunities to recreate, relax, and re-energize.

An additional linear park along the TransCanada Highway will serve the dual purpose of functioning as a visual interest to traffic along the highway and perform as an infiltration area for high quality treated wastewater. Visually the effect will be as a landscaped park with signature fencing, lighting and vegetation that provides an entryway and identity to the development.

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>ha (±)</th>
<th>acres (±)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shops and Services</td>
<td>38.32</td>
<td>94.69</td>
</tr>
<tr>
<td>Offices and Businesses</td>
<td>12.97</td>
<td>32.06</td>
</tr>
<tr>
<td>Civic Core</td>
<td>5.49</td>
<td>13.57</td>
</tr>
<tr>
<td>Main Street</td>
<td>10.71</td>
<td>26.46</td>
</tr>
<tr>
<td>Open Space-Municipal Reserve</td>
<td>10.41</td>
<td>25.72</td>
</tr>
<tr>
<td>Open Space (Voluntary)</td>
<td>2.13</td>
<td>5.26</td>
</tr>
<tr>
<td>Open Space-Additional (Infiltration)</td>
<td>8.72</td>
<td>21.55</td>
</tr>
<tr>
<td>Public Utility Lot (PUL)</td>
<td>5.50</td>
<td>13.59</td>
</tr>
<tr>
<td>Roads (All Internal)</td>
<td>15.59</td>
<td>38.52</td>
</tr>
<tr>
<td>Other</td>
<td>15.16</td>
<td>37.46</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>125.00</td>
<td>308.88</td>
</tr>
</tbody>
</table>

Access will be from Township Road 250 along the north boundary with a right in/right out at Range Road 33 along the western boundary. An internal roadway network has been designed to effectively manage traffic flow. Parking will be completely contained on-site - integrated with on-street parking, landscaped areas in parking lots and pedestrian connections. Bingham Crossing will be fully serviced with water and sanitary sewers through on-site infrastructure. Stormwater will be managed on-site with a series of stormwater ponds.
1.0 Introduction
Known records of the land date back to 1887 with the first homesteader, Mr. William Bingham.

On June 27, 2006, Rocky View County Council directed the applicant (on behalf of the landowner’s representative) to prepare a Conceptual Scheme for the subject lands. The Conceptual Scheme would be adopted by bylaw, as a prerequisite to any future Council consideration(s) of land use redesignation and subdivision for the lands.

1.1 Site History

Known records of the land date back to 1887 with the first homesteader, Mr. William Bingham, for the northeast quarter. The northwest quarter was homesteaded by Mr. Howard Dick starting in 1899. In 1902, both quarters were purchased by Mr. David Johnson who built a home on the site and resided there for several years.

Over time, the lands have changed ownership and have always been used for agricultural activity. The name Bingham Crossing is a reflection of the original homesteader, Mr. William Bingham, for which this project is named.
1.2 Conceptual Scheme Purpose

The Rocky View Municipal Development Plan (MDP) provides the foundation for planning matters and directions in Rocky View County. It allows Council to direct applicants to undertake a Conceptual Scheme process to address the future form and function of a proposed plan.

The purpose of a Conceptual Scheme is to ensure planning, engineering and transportation items, and any other elements deemed by Council, are addressed prior to redesignation and subdivision of land. The County defines a Conceptual Scheme as:

“A Conceptual Scheme is not a statutory plan; however one may be adopted by a council by bylaw in order to relate a subdivision application to the future subdivision and development of adjacent lands. A Conceptual Scheme also provides policy direction; however it is the developer’s vision, interests and commitment as to what they will do which is captured in the policies. In essence Conceptual Schemes provide a much greater level of detail in terms of the actual subdivision design, site specific technical analysis and how the proposal will fit in with an area and most importantly relates the proposed development to the policies of the MDP (or ASP, if one has been adopted), to illustrate the proposal is in keeping with the overall Municipal Goals for development within the Municipality.”

Source: Rocky View County website (http://www.rockyview.ca).

1.3 Conceptual Scheme Objectives

The objective of this Conceptual Scheme is to determine the policies and guidelines appropriate for developing the N½-34-24-3-W5M. This plan will guide the future redesignation and subdivision of the plan area to ensure consistency with its directives and the North Springbank Area Structure Plan (as amended).

On June 27, 2006, a Council motion directed the applicant to prepare a Conceptual Scheme document that addresses:

» THE EXISTING SITUATION
A baseline description and evaluation of matters such as:
• Existing land use
• Ownership
• Existing development
• Springbank Airport
• Topography
• Geotechnical evaluation
• Soils and vegetation
• Agricultural capability
• Existing utilities and transportation routes
• Archaeological and historical consideration
• Adjacent land uses
• Environmental sensitivity and significance
• Phase 1 environmental site assessment
• Any other matters requested by the municipality

» FUTURE DEVELOPMENT
An evaluation and description of the development within the Conceptual Scheme area relating to the following:
• The intended nature of the development
• The viability of the development
• How the development will contribute to Rocky View County achieving its strategic goals
• How the development relates to the North Springbank Area Structure Plan
Introduction

1.3 Conceptual Scheme Objectives

• How the development will complement and be compatible with the Springbank Airport Master Plan
• Identification of any intermunicipal interests
• How the community will be innovative while efficiently using the land base
• Identification of open spaces and linkages
• Identification of land dedication areas such as PULs, MRs, easements, etc.
• Infrastructure capacity to support the land
• Identification of technical development considerations such as geotechnical evaluation, environmental assessment, historical overview
• How the development will not adversely affect the viability of existing uses on adjacent lands
• A utility servicing strategy to identify water supply, sewage disposal system and solid waste system management
• A stormwater management strategy
• A traffic impact study
• A community services assessment
• Phasing of the development and anticipated build-out
• Addressing on-site and off-site visual impacts
• Location of community mailboxes
• Proposed road names
• Consultation directly and indirectly with affected landowners including a minimum of two public open houses

» REGIONAL MATTERS
To evaluate and describe the following matters relating to areas outside of the Conceptual Scheme boundary:
• Analysis of the regional transportation network
• Regional socio-economic impacts
• The development's impacts upon the surrounding North Springbank community
2.0 Project Area and Description
Within Rocky View County, the lands are identified as being in a transition area. Recent development approvals and proposals are contributing to additional development activity in the area and the area is viewed as the gateway to the west.

2.1 Location

The subject lands are located within Rocky View County approximately 4.8 km (three miles) west of the boundary of the City of Calgary and adjacent to the TransCanada Highway (see Figure 2A-Rocky View County Location Plan and Figure 2B-Aerial Photo). The area subject to the Conceptual Scheme is approximately ±125 ha (±309 acres) and currently contains three single family residences.

The subject lands front onto the TransCanada Highway and Range Road 33, which is the crossroad to two significant transportation corridors in the County. Current access to the site is from an existing road allowance (known as Township Road 250) along the entire north boundary of the plan area which continues to the east and west.

The lands are identified as being in a Major Business Corridor (Nodal Development) in the Rocky View County 2060 - Growth Management Strategy report and is half a mile from the Springbank Airport, a significant current and proposed employment area in Springbank. Recent development approvals and proposals for the Harmony project, the Edge School and the Springbank Airport are contributing to additional development activity in the area. Additional residential developments proposed or approved in the area, such as Pradera Springs, Springbank Creek and Morgans Rise, will ensure this area functions as a gateway to the west as it progresses to a diverse economic hub. The combination of these varied uses will create a focal point that will serve as a landmark bisecting the mountains and the City of Calgary.
Figure 2A: Rocky View County Location Plan
Figure 2C: Legal Base Plan
2.2 Land Ownership

The lands are currently shown on title as being under the ownership of Bingham Crossing Properties Inc.

A summary of the legal descriptions and ownerships is represented in the table below.

<table>
<thead>
<tr>
<th>OWNER</th>
<th>LEGAL DESCRIPTION</th>
<th>AREA (ha/ ac)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bingham Crossing Properties Inc.</td>
<td>NW¼-Sec.34-24-3-W5M</td>
<td>61.82 ha (152.98 ac)</td>
</tr>
<tr>
<td>Bingham Crossing Properties Inc.</td>
<td>NE¼-Sec.34-24-3-W5M</td>
<td>60.89 ha (150.59 ac)</td>
</tr>
<tr>
<td>Bingham Crossing Properties Inc.</td>
<td>Ptn. of NE¼-Sec.34-24-3-W5M</td>
<td>2.15 ha (5.30 ac)</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>124.86 ha (308.87 ac)</strong></td>
</tr>
</tbody>
</table>

Legal descriptions on the plan are shown in Figure 2C-Legal Base Plan.

2.3 Physical Land Features

The Conceptual Scheme area is approximately ±125 ha (309 acres) and is relatively flat. The topography generally slopes from the east to the west with an overall grade difference of 10 metres. It has been historically used for agricultural uses, but has limitations regarding its agricultural viability.

The site generally drains to the northwest and northeast corners. There are three single family residences on the land, of which one was constructed in approximately 1915.

2.4 Background and Supporting Studies

Several sub-consultant studies have been undertaken in support of this Conceptual Scheme. The complete copies of each study have been submitted to Rocky View County under separate cover with the Conceptual Scheme application. However, summaries of each study are provided below.

HISTORICAL RESOURCES OVERVIEW:
Bison Historical Services (December 4, 2006)

A Historical Resources Overview (HRO) was completed by Bison Historical Services. The purpose of the study was to determine the potential for significant historical items, artifacts and/or events to have occurred on the subject lands. The HRO undertook a comprehensive review and concluded that the potential for encountering intact historical resources on-site is low. The report recommended clearance for the project and that no additional historical resources impact assessments are required.
PHASE 1 ENVIRONMENTAL SITE ASSESSMENT:
Base Property Consultants (February 2, 2007)

A Phase One Environmental Site Assessment (ESA) was completed by Base Property Consultants. The review considered historical uses on the site, the possibility for certain contaminants, known environmental records, and a site visit. The report concluded that no significant environmental impairment exists on the subject site. The report also recommended that specific measures be undertaken with future demolition and clean up of existing buildings.

GEOTECHNICAL SITE ANALYSIS:
Mcintosh Lalani Engineering Ltd. (February 2007)

Mcintosh Lalani Engineering completed a geotechnical evaluation for the subject lands to assess the general subsurface soil conditions and provide geotechnical construction guidelines for the proposed development. The report concluded that, from a geotechnical perspective, the lands are suitable for residential and commercial development.

BINGHAM CROSSING RETAIL OPPORTUNITY STUDY
- January 2009 Update:
Thomas Consultants Inc. (January 30, 2009)

The purpose of this report was to serve as an Appendix to the original retail study (Springbank Retail Opportunity Study) that was completed in March 2007. This report updated local market conditions related to new retail development, local market conditions related to new retail development, new residential development, changes in consumer expenditure patterns, and demographic trends.

SPRINGBANK RETAIL OPPORTUNITY STUDY:
Thomas Consultants Inc. (March 14, 2007)

The purpose of this report was to identify the retail opportunity for the proposed site by undertaking the following:

- Identify the strengths and weaknesses of the site
- Identify a trade area and the tourist market segment
- Assess the role and function of existing retail centres within the trade area
- Determine the strategic positioning using the above data and integrating global retail trends and concepts
- Estimate the retail opportunity magnitude (i.e. supportable floor space) and anchor store functions (such as retail, food/beverage, entertainment, etc.) to set the stage for the overall development.

BINGHAM CROSSING ECONOMIC IMPACT ANALYSIS:
Thomas Consultants Inc. (June 4, 2009 and March 2010 update)

The purpose of this report was to prepare a Retail Impact Analysis for Bingham Crossing outlining any economic benefits and market implications. The site was assessed in terms of:

- Employment Generation - through both the development/construction phases, as well as operating phase
- Tax Revenue - for Rocky View County
- Retail Market Impact - on the development potential, role and function of other projects in the surrounding region.

In terms of employment generation, the report anticipates that Bingham Crossing will provide approximately 990 FTE (full time equivalent) jobs during construction and approximately 1,271 FTEs subsequently for operating the retail component of the site.

Tax generation will benefit Rocky View County to estimated property tax revenue of $1,408,264/annum for Phase 1 (Year 2014). Additional tax benefits include increased property values and desire/demand to live in an area that has strong retail amenities.

The report took into consideration the impacts that Bingham Crossing would have on retail projects in proximity to the site, specifically Harmony (Bordeaux Developments) and Heritage West (Taradar Developments). The retail market impact concludes that there is
enough residual market for the three developments given reasonable estimates on sales outflow, capture rates and performance in a partial build-out in 2014 and full build-out in 2030.

Based on the comprehensive analysis, the report concluded that the project has the capacity for approximately ±32,516 m² (±350,000 ft²) of retail, leisure and entertainment uses for its initial Phase 1 of development. To differentiate itself from competitors in the region, it was recommended that the project adopt a Retail Village/main street theme to provide a leisure and destination experience for customers.

Based on the Thomas study in the first phase of development, the project is anticipated to generate approximately $1,079,986 in annual non-residential property tax for Rocky View County and create approximately 1,240 jobs.

2.5 Current Land Uses

The plan area covers the majority of two quarter sections to comprise approximately 125 ha (309 acres). Most of the plan area is designated as Ranch and Farm District (RF) and approximately five acres is designated as Farmstead District (F) and is the location of the existing residence on the site. The land uses are shown in Figure 2D-Land Use Map on Page 12.

2.6 Current Adjacent Land Uses and Proposed Developments

Adjacent lands on the north side of the TransCanada Highway are primarily residential with Residential Two District (R-2) lands to the east of the site representing residential uses on parcels of a minimum size of 4.0 acres.

Lands to the north of the site are designated as Ranch and Farm District (RF) with two smaller parcels designated as Agricultural Business District (B-5) and Agricultural Holdings District (A-H).

To the northeast are lands designated as R-2 and Residential One District (R-1) which has a minimum parcel size of ±2.0 acres.
Figure 2D: Land Use Map
Lands to the west are also designated as RF and there is a ±40 acre parcel designated as Public Service District (PS) which is for the Edge School development.

Lands to the northwest are designated DC (27) which represents an existing church site, R-2, A-H, General Business District (B-2), and Recreation Business District (B-4). Lands further to the northwest are designated Airport District (AP) for the existing Springbank Airport facility.

Lands on the south side of the TransCanada Highway have established commercial and recreationally based uses, as well as some RF areas. To the southwest of the subject lands is the Calaway Park development which is designated as B-4 and DC-20. The DC-20 land use is to accommodate a factory outlet shopping centre which has not been developed on the site.

To the south of the development is a Highway Business District (B-1) and sites designated as DC-18 (amended), DC-19, DC-87, DC-86 (amended), PS, B-4, A-H, and DC-105. Descriptions of the DC sites are as follows:

- DC-18 (amended): development of a western museum, limited range of commercial uses, light manufacturing, storage and work areas, and equine facilities.
- DC-19: a range of rural industrial and rural commercial land uses such as indoor storage of industrial vehicles, products and equipment, distribution and storage facilities for industrial and commercial pursuits, wholesale and retail sales, public buildings, offices for retail and wholesale sales, and vehicle and equipment repair facilities.
- DC-86: to provide for a range of general business uses in an area requiring aesthetic considerations.
- DC-87: to provide for the development of a recreational vehicle sales and service facility.
- DC-105: to provide for a range of general business uses in an area requiring aesthetic considerations.

Within the RF lands is a cell designated as F. Lands to the southeast of the plan area are also designated as RF.
3.0 Project Rationale
The subject lands are located within the Intermunicipal Development Plan area between Rocky View County and the City of Calgary. With the proposed commercial development uses on the site, it will serve as a dual gateway for both communities. Bingham Crossing, with its signature theming of the Rockies meeting the prairies, will be a focal point between Calgary and Rocky View County. It will provide a meeting place for both residents and visitors to gather while shopping or enjoying the recreational amenities. The use of natural building materials such as fieldstone, river rock, etc., will highlight the Rockies feeling, while the wide expansive park spaces will reinforce the prairie experience. Those travelling eastbound into the City of Calgary can experience a high quality shopping area with an array of high quality retailers; those travelling westbound to the foothills and beyond can appreciate the site for the lifestyle amenities it offers.

The TransCanada Highway (10 lane ultimate design) on the western periphery of Calgary is a major tourism corridor. Starting with Canada Olympic Park within the City, to Calaway Park within Rocky View County and continuing westward with the abundance of year-round outdoor recreational activities in the foothills and Rocky Mountains, this site is well situated to enhance tourism opportunities within Rocky View County.

Within the boundaries of the County, Rocky View Council has endorsed Rocky View 2060 - Growth Management Strategy to set a land use vision for Rocky View that is based on principles of sustainability, Smart Growth, and triple-bottom-line decision-making. The purpose of the document is to establish a long term vision for Rocky View while respecting anticipated growth over the next 50 years. “The land use vision portrayed in the Growth Management Strategy supports substantial nodal growth and a targeted development footprint associated with increased residential and business development in focused areas throughout the Municipality.” One of the growth management strategy themes includes “Encouraging business development that will provide jobs and strengthen the financial sustainability of the Municipality.” Bingham Crossing is located within the Growth Management Strategy Map as within a “Major Business Corridor”. These corridors provide non-contiguous and nodal development opportunities located along provincial highways, around interchanges and...
highway access points. Proximity to the City of Calgary, the Town of Cochrane, TransCanada Highway #1, and the Springbank Airport supports business development in this area.

The subject site will provide much needed office, retail and commercial services to the residents and businesses in Rocky View County in addition to employment and open spaces for the enjoyment of area residents. The western region of the County is experiencing growth with the development of several approved and proposed large scale residential projects, as well as opportunities for business park (employment) developments. The subject site will keep “Rocky View dollars in Rocky View” and provide a commercial tax base to support the overall property taxes collected in the County and support municipal services provided.

The Conceptual Scheme identifies approximately 31.85 ha (78.70 acres) of land in the northerly one-third of the plan area for an office/business campus and linear parkway. To respect the existing homeowners to the north and east of the subject lands, uses will transition from higher intensity uses in the core of the development to an expansive park along the entire northerly property line.

The location of the site is in a transition zone where there is established commercial and recreational development to the south, airport and associated uses to the northwest, and proposed residential and business/commercial developments also to the south, north and northwest.

This location will use two linear parks bordering the development as view corridors that will enhance the experience of the visitor/employee by providing substantial open spaces around Bingham Crossing. This will protect the area from buildings and will allow viewing opportunities to the mountains. Buildings will be consciously designed and oriented to consider views, natural light, wind, etc. The first phase is proposed to be in the westerly portion of Bingham Crossing and will consist of retail, services, a stormwater pond and open spaces.
3.1 Project Vision

The lands are well-suited for commercial, office and business given the high visibility from the TransCanada Highway, excellent access, current low agricultural land capability, and transitioning benefits for the community. The location, at the intersection of two major roadways, supports the development of the lands for office type employment uses and could become a natural central gathering place for the community to meet. Lifestyle opportunities are plentiful in Springbank with local recreational opportunities and the close proximity to the mountains which are both factors to attract employees and visitors to Bingham Crossing.

Bingham Crossing is a combined unique lifestyle centre, working and shopping destination. High end retailers and service providers will locate here to provide many goods and services that have not been available thus far in the Southern Alberta region. Employers, employees and visitors will be comfortable walking through a pedestrian-scaled marketplace environment that will be attractively landscaped and enhanced with people-friendly urban design elements, such as meeting places, benches, outdoor patios, comprehensively themed architecture, and attractive low impact lighting. One-of-a-kind shops and day-to-day convenience services and stores will be available for area residents, employers’ employees and tourists. Bingham Crossing may be enhanced with such amenities as an outdoor recreation retailer, cinemas, personal services, a western historical museum, and civic uses such as a church or community support services to provide entertainment and lifestyle opportunities to surrounding residents.

Employers contained within the office and business park will benefit from approximately 12.75 ha (127,500 m²) of office/business space within a campus-like setting. Trails, pathways and open spaces will contribute to a relaxed, healthy environment with numerous amenities such as restaurants, cafés, and shopping close by.

Open spaces will be abundant in Bingham Crossing in the form of large green spaces, pedestrian linkages, skating rinks and small ponds, meeting places, and parks. Walkability is enhanced with well-lit, maintained and visually appealing open spaces that effectively link to shops and services.

Bingham Crossing will be a sustainable, quality shopping, service and employment centre for people in the region and beyond.
3.2 Development Guiding Principles

Bingham Crossing will be developed by three guiding principles:

<table>
<thead>
<tr>
<th>PRINCIPLE 1:</th>
<th>PRINCIPLE 2:</th>
<th>PRINCIPLE 3:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A development that is comprehensively designed, environmentally sensitive and sustainable</td>
<td>A development that provides quality services and furthers the economic growth directives of Rocky View County</td>
<td>A development that “fits” with our neighbours and the region</td>
</tr>
</tbody>
</table>

Bingham Crossing is the result of the contributions of experts in urban design, open space programming, retail opportunities, municipal servicing, and transportation network planning and design. It is the culmination of these efforts that has formed the Conceptual Scheme layout.

Architecturally, buildings will be complementary and consistent in their appearance. Details such as lighting, scale, massing, and trimmings will be addressed. The location of building sites in Bingham Crossing will be deliberately thought out to address natural light, wind, shadows, and connectivity. Details such as pedestrian scale lighting to minimize light pollution and to provide a human scale will be integrated.

Walkability between stores will be easy, safe and attractive. Opportunities for meeting with neighbours, friends, co-workers, etc., will be provided in various areas, such as passive parks, programmed recreational areas, patios, and so on.

Shops, services and lifestyle opportunities at Bingham Crossing will be unique to those seen elsewhere in southern Alberta. The commercial area will be designed to attract high quality, well respected retailers.

Office and business uses will be located in a campus-like setting which will positively contribute to the health and well being of employers and employees. The business park will be designed for easy pedestrian access management.

Phasing of Bingham Crossing will be strategic so as not to overload the region prematurely. The development will be sustainable in terms of long term economic viability.

The design, construction and maintenance of water services and sanitary sewers will be borne solely by the developers. Rocky View County will not be requested to finance or incur debt for these components.

Rocky View County will receive ongoing taxation benefits from the commercial and employment areas of Bingham Crossing.

Bingham Crossing is located on the north side of a developing commercial core area and east of the airport-commercial area.

The Conceptual Scheme is designed to meet the needs of the adjacent community with shops, services, office/business, gathering places, and recreational opportunities. The plan will transition the density from the central hub outward with a linear parkway providing an appropriate interface with the residential acreage and agricultural neighbours.

There will be many open spaces integrated within Bingham Crossing with linkages to connect lands to the east, north and west.

The utility servicing strategy will be part of the area. Servicing and extensions will provide logical connections for a communal system with potential for integration into a regional system.
3.3 Project Theming and Identity

Bingham Crossing will be a completely unique offering for the Southern Alberta area. Featuring the most innovative attributes of a dynamic mixed-use retail and workplace function, Bingham Crossing will have a little bit of something for everyone.

A central open space at the core of Bingham Crossing will be surrounded by an office/business campus and a commercial centre. It will act as the civic centre at the heart of the project and will be home to local events on an outdoor central green with festivals, farmers markets and family concerts envisioned. A series of parks and open spaces will provide multiple areas for public recreation.

The central open space is surrounded by a business campus to the north and a civic core/main street retail district to the south with shops and services forming the outer layer. The retail area will offer a variety of environments for people to shop, dine and relax, and is divided into three distinct sub-precints:

- An outdoor-oriented civic core
- A village main street, featuring local, regional and first time international retailers
- A comprehensively designed shops and services district

All of Bingham Crossing is designed to be especially pedestrian-friendly, with natural pathways and trailways conducive for walking and biking, coordinated to connect to adjacent parks, water features and developments. This prime amenity at Bingham Crossing reinforces the healthy lifestyle of employees and area residents. 9.48% of open spaces will contribute to municipal reserve for the site, with the remainder provided as a cash-in-lieu payment. Upwards of 17% of the overall land is dedicated to open space, which will maintain an important emotional connection to the landscape surrounding the area. The overall development of Bingham Crossing will feature the latest in renewable design and sustainable technologies. This very important balance of development and respect for the environment will become a signature part of the project brand.
The style of the development will fit seamlessly with Rocky Mountain themed architecture. The building façades are softened by wide walkways, arcades and landscaping, creating an ambiance that encourages people to enjoy the outdoors while being protected from the weather.

3.4 Leadership in Energy and Environmental Design (LEED)

LEED (Leadership in Energy and Environmental Design) was developed by the United States Green Building Council for the design, construction and operation of high performance green buildings. The LEED program advocates a rating system which ranges from certified, to silver, gold, and platinum depending on the number of possible points a project accrues. Applying the LEED system principles to Bingham Crossing supports the concept that the development will be environmentally sensitive and sustainable. This will aid in contributing to a healthy environment.

Policy 3.4.1: Commercial and office buildings should incorporate LEED or equivalent standards during design and development.

Policy 3.4.2: Commercial and office buildings should apply the following principles:

- Alternative transportation, bicycle storage and changing rooms
- Light pollution reduction
- Water efficient landscaping
- Innovative wastewater technologies
- Water use reduction
- Maximizing open space
- Construction waste management
- Low-emitting materials (adhesives, sealants, paints, coatings, carpet systems, composite wood, and agrifiber products)
- Indoor chemical and pollutant source control
- Optimize energy management
- Recycled content
- Heat island effect - roof
- Green power
3.5 Triple Bottom Line Assessment

The Triple Bottom Line is a decision making framework that takes into account economic, environmental and social issues for decision processes to add additional levels of consideration towards creating communities that can be safe, energetic, sustainable, healthy, and comfortable.

The Bingham Crossing plan has incorporated this Triple Bottom Line approach and strives to integrate the economic, environmental and social objectives. Each has been addressed as follows:

- Concentrate development in a recognized and established growth corridor in Rocky View County; as a growth corridor in Rocky View County, Bingham Crossing will provide commercial services and offices to meet local and regional demands
- Efficient utilization of water, wastewater and stormwater facilities through sensitive, low impact design
- Contribute to the potential for future integration of a regional water and wastewater infrastructure system for current and future users
- Reduce levels of vehicular dependency through provision of goods and services in Springbank
- Create additional retail and employment choices in the area
- Provide an effective transition and buffer from the core commercial uses for established residential areas in the community
- Integrate pedestrian linkages and open spaces for active and passive recreation
- Develop a project that has commercial and office/business densities to be sustainable for the long term
3.6 Economic Impact

Bingham Crossing will be a retail, commercial use and office/business park with significant economic benefits for Rocky View County. The benefits will be realized through additional tax revenue from commercial and office/business developments, increased spending dollars being retained in the County, provision of jobs (full time and part time), and improvements to both roads and underground utility structures.

The Phase 1 component of Bingham Crossing is projected to develop approximately ±32,516 m² (±350,000 ft²) of retail, leisure and entertainment functions. While not comparable in the style of development, this size is similar to the Westhills shopping district in Calgary. Based on findings in a retail study by Thomas Consultants Inc. completed specifically for this project, this will benefit Rocky View County by generating approximately $1,079,986 in annual non-residential property tax (net of school taxes) and creating up to 1,240 new retail jobs just for the first phase proposed.

It is expected that employees for the commercial areas could be from the Springbank community (including future residents of Harmony once it’s developed) and some westerly communities in Calgary (such as Valley Ridge, Crestmont, Cougar Ridge, Springbank Hill, etc.). Employees could be a broad cross section of the population, such as students and seniors (for part time positions), local entrepreneurs, and community business owners. Employees for the office and business component could be those who live in Springbank and wish to work close to home or also possibly those in surrounding communities.

Ultimate build-out of the commercial lands is expected to be approximately 20 years (by 2030). This is estimated to supplement Rocky View County’s annual tax revenue for a non-residential use to $5,000,000 and provide over 2,000 retail jobs and approximately 1,300 full time office jobs in the community according to the economic impact assessment completed by Thomas Consultants Inc.
The commercial uses at this location create municipal benefits:

- It is consistent with Rocky View County’s identification of this area as a growth corridor (Rocky View 2060 - Growth Management Strategy)
- It contributes to Rocky View County’s economic growth strategy of concentrated development in strategic locations
- It is a high-visibility site on a high-volume highway (the TransCanada Highway)
- It will serve as a transition area between urban uses to the east in the City of Calgary and rural uses further to the west in Rocky View County
- This project provides opportunities for people to work nearby where they live
- It will generate non-residential property taxes for Rocky View County

3.7 Social Impact

Bingham Crossing will bring a positive social benefit to the region. The development will influence people’s daily life, livelihood, culture, and community by contributing an employment centre for the area allowing people to live and work in proximity, and allowing opportunities for social interaction which will contribute to people’s well-being. Having retail and shopping close by will contribute to easy access to everyday conveniences for residents in the area. Public spaces and art throughout the development will provide a use and enjoyment that will allow people to interact in a positive manner.

3.8 Soil and Land Suitability Assessment

The Alberta Soil Information Viewer reveals that the Land Suitability Rating for the Bingham Crossing site is a 2C2 and 3T3, meaning that the soil conditions are poorly suited for cereal crop cultivation. The breakdown of this rating, as per the Land Suitability Rating System for Agricultural Crops, is as follows:

**Class 2:** soils in this class have moderate limitations that restrict the range of crops or require moderate conservation practices.

**Class 3:** soils have moderately severe limitations that restrict the range of crops and require special conservation practices.

**Subclass C (Adverse Climate):** significant adverse climate for crop production.

**Subclass T (Topography):** made up of soils where topography is a limitation - both the percentage of slope and the pattern or frequency of slopes in different directions affect the cost of farming and the uniformity of growth and maturity of crops, as well as the hazard of erosion.

3.9 Springbank Airport Master Plan 2009-2029

The Springbank Airport Master Plan guides the planning and development of the airport over the next 20 years. The airport currently functions as a “satellite airport” which complements the operations of the Calgary International Airport. The Master Plan discusses that land development initiatives are being proposed in the airport vicinity implying that this area is in transition and will be experiencing additional development. Also, as part of the Master Plan process, areas for future airport development have been explored and integrated into the current airport. Ultimately, the Springbank Airport may be located within a much more urban environment. In order for proposed developments to be compatible with the airport, effective land use planning is important. Coordination and communication between all parties including local developers, residents, business owners, and Rocky View County will aid in achieving the goal of ensuring compatible land use in the area of Springbank Airport. Continued growth of the airport in terms of aircraft movements and the development of land (for airport business) will be complementary to Bingham Crossing, as Bingham Crossing will provide additional and supportive services for employees, passengers, instructors, and trainees using and conducting business with the airport through businesses located in the office park area. To further support these businesses, various options for shopping, dining and recreating will be close by and easily accessible from the airport and businesses in Bingham Crossing. Bingham Crossing with its expansive green spaces also provides a suitable interface for the airport buffering adjacent existing residential uses from the airport and airport operations. Bingham Crossing in combination with the Springbank Airport will be a draw for the area offering a unique mix of opportunities and services.
Previous sections of this Conceptual Scheme have provided background information and development rationale for the Bingham Crossing project. The project is comprised of three major components that, when integrated together, will form a master planned and comprehensive development. These components are commercial development, office/business and open spaces; each will be discussed in more detail in this section and are shown graphically in Figure 4A on the following page. This section will also introduce policy directives which will be adopted with Council’s approval of the Conceptual Scheme.

The project is comprised of three major components that, when integrated together, will form a master planned and comprehensive development.
Figure 4A: Concept Plan
4.1 Commercial Development

Approximately two-thirds of the Bingham Crossing project is intended for commercial development (Figure 4A). This will be in the form of stores, services, restaurants, hotels, entertainment facilities, offices, a visitor centre, and leisure opportunities. At ultimate build-out, Bingham Crossing is anticipated to have ±146,136 m² (±1,573,000 ft²) of the aforementioned types of commercial services and generate over 2,000 jobs (full time and part time).

The vision for this project is a cohesive and comprehensive development with strict architectural standards mandatory for buildings. Proposed architectural guidelines will ensure consistency and scale of buildings within the commercial area that aids in the overall visitor experience and view from the neighbourhood. Although not finalized at this time, preliminary site plans have been generated with careful attention to building placement, spacing, type, form, footprint, and adjacent impact. Commercial buildings will be pedestrian scaled using elements such as canopies, arcades, display windows, detailed entrances and projections, peaked roofs, and articulated walls to encourage a street level presence. While covering ±200 acres, the developers emphasize the importance of human scale and pleasant pedestrian experiences while at Bingham Crossing. Considering the highly visible location of Bingham Crossing from the TransCanada Highway, hotels, accommodation and tourist destinations may also be considered in the commercial areas.

Commercial development will be developed as various retail formats and in specific locations. The formats will be a civic pedestrian core, a main street area, and shops and services. Each will be well connected through the local roadway system, sidewalks and off-street pathways (for pedestrians and cyclists).

The commercial area will be screened from the TransCanada Highway and not highly visible from the nearby residential areas. From the TransCanada Highway, the adjacent open space will be landscaped with trees, shrubs and/or berms as possible. From the adjacent residential areas, the separation will be achieved by the addition of an expansive linear greenway with trees, pathways and ponds along the north and east property lines of the site.

Bingham Crossing is envisioned to be a well-connected pedestrian environment. Connectivity between buildings and uses will be easy, accomplished through block layouts, locations of key nodes, moderate walking distances between businesses, and well designed landscaping (such as tree-lined corridors) to encourage a safe and walkable public environment.

The following policies apply to the commercial uses at Bingham Crossing:

Policy 4.1.1: The Bingham Crossing development shall provide commercial uses in the area which could include uses such as retail stores, services, restaurants, hotels, entertainment, and leisure uses. Opportunities for office/employment uses to be developed within the commercial area are to be encouraged where possible.

Policy 4.1.2: Architectural standards shall adhere to the “Bingham Crossing Architectural Design Guidelines - Commercial” established by the developer and shall be registered on title to ensure a consistent, high quality development.
Policy 4.1.3: Based on the submitted Retail Opportunity Study, the Bingham Crossing development's commercial uses should not exceed ±146,136 m² (±1,573,000 ft²) at full build-out in order to remain economically sustainable.

Policy 4.1.4: A re-evaluation of the maximum build-out size could occur with a subsequent retail study.

Policy 4.1.5: Commercial uses adjacent to Highway 1 (TransCanada) will be screened from the highway by a linear park and pathways, and landscaped with trees, fencing, and/or berms to ensure an effective visual barrier and transition that is sensitive to existing viewsheds and landscape character.

Policy 4.1.6: Commercial uses will be located in three areas of the community: Civic Core, main street, and Shops and Services linked by a primary retail spine, as well as pedestrian connections to form a comprehensively designed commercial centre to the development. Where opportunity exists, office/employment uses should be encouraged to locate in these three areas as well.

Policy 4.1.7: Pedestrian connectivity will be paramount to Bingham Crossing and will be accomplished through well defined block layouts, key activity spaces, 5 to 15 minute walking distances between businesses, and landscaping including tree-lined corridors to create a safe and walkable public environment.

Policy 4.1.8: A blend of large-scale retail (with maximum areas of ±15,794 m² (±170,000 ft²) will be determined by future land use applications), smaller independent shops and mid-sized retailers will provide a range of high end goods and services.

Policy 4.1.9: Commercial buildings will be pedestrian scaled using elements such as canopies, arcades, display windows, columns, detailed entrances, projections, peaked roofs, and articulated walls to encourage street level presence.

Policy 4.1.10: Natural light and pedestrian scaled lighting will be integrated throughout the commercial area to ensure a comfortable, positive experience.

4.2 Office/Business District

The office/business development will be primarily located along the primary east-west connection road, but office uses can be considered within the shops and services and main street districts. The office/business district is situated in a key central area of Bingham Crossing, numerous services and amenities will be available to employers and employees to encourage them to locate here. A viable and successful office park development is dependent upon local amenities and services to support the needs of the employees, strengthen the local employment base and to encourage other supportive businesses to locate nearby. This district will feature a campus-like setting with buildings, pathways and trails interwoven through an extensive open space system. Building architecture will be distinctive and highly articulated. With retail and open space in proximity, there will be ample opportunity for eating, shopping and recreational pursuits ensuring Bingham Crossing is an enjoyable place to work.

Policy 4.2.1: Office and business uses within the office/business district will be located within a campus-like setting featuring pedestrian connections and open spaces.

Policy 4.2.2: Office uses may be integrated throughout the commercial and/or main street areas in accordance with the design principles for the district.
Policy 4.2.3: Building architecture will be of a high quality using distinctive elements (such as prominent entrances, architectural detailing and human scaled elements) to create a positive environment for employees.

Policy 4.2.4: Architectural standards shall adhere to the “Bingham Crossing Architectural Design Guidelines - Business” established by the developer, and shall be registered on title to ensure a consistent, high quality development.

4.3 Pedestrian Circulation

Pedestrian circulation is defined by a system of sidewalks, pathways, trails, and roads. Based on historical experience, pedestrian circulation and connectivity is enhanced when the route is obvious and reasonably direct, and the walking time between destinations is limited to approximately a 5 minute walk (400 metres). Figure 4B-Open Space and Pedestrian Circulation Diagram identifies key activity spaces within Bingham Crossing with circles indicating a five minute walk. Pedestrian connections will be designed to be well linked, safe, easy, and attractive to use. The plan illustrates a network around activity spaces to tie the open spaces, the office business campus and commercial areas together.

Policy 4.3.1: Prior to approval for subdivision or commercial and business development, a pedestrian circulation plan will be submitted that shows the following priorities are implemented in the plan of subdivision or site plan:

- development is organized into units of a 400 metre radius (5 minute walk) to facilitate walkable activity spaces;
- layout of pedestrian features provides convenient, safe, accessible, and attractive pedestrian routes for people to park once and walk between businesses within activity spaces; and
- open space features are integrated as detailed in Section 4.4.2: Key Aspects of the Open Space System.

Policy 4.3.2: A pedestrian circulation network will utilize multi-use regional pathways, traditional concrete sidewalks, and multi-use rustic trails to create continuous, direct pedestrian routes between the open spaces, office/business campus and commercial area.

Policy 4.3.3: Connect pedestrian-friendly activity centres to encourage walking throughout the site and between the office/business campus and commercial areas.

Policy 4.3.4: Pedestrian routes must be accessible to mobility challenged citizens.

Policy 4.3.5: Plan for potential transit service by indicating approximate future transit stops. Ensure that street design will permit these to function safely and allow for the provision of transit amenities such as loading areas and bus shelters.
Future road widening as per Rocky View County, Springbank Functional Study, May 2008.

Figure 4B: Open Space and Pedestrian Circulation Diagram
4.4 Open Spaces

4.4.1 Concept Summary

Bingham Crossing proposes to allocate sufficient land for parks and recreational needs. The open space network will be comprised of fully publicly accessible (privately owned) or publicly owned areas, and will take the form of two linear parks, one large central park, and a pocket park. Municipal reserve will be dedicated as shown in Figure 4B-Open Space and Pedestrian Circulation Diagram. The open space network proposed within the project will support a sustainable, walkable and visually appealing place to work, shop and play. It will also encourage people to utilize the spaces as social gathering spots.

Open spaces will be designed with various uses and users in mind. They will range from active and programmed open spaces to passive, informal and casual open spaces; all will be fully accessible to the public to promote recreation, gathering and enjoyment. They will be well connected by pathways, trails and sidewalks, and will converge into areas of softscape, hardscape and public gathering places. Various forms of these open spaces will be plazas, courtyards, linear parks and trails, active play areas, and passive spaces.
A natural environment philosophy will inspire the landscape and water management design for the north perimeter linear park while maintaining appropriate public uses. Two naturalized wet ponds will be designed as part of the stormwater facilities. A multi-use pathway will form part of a regional linkage in the future. These facilities and the linear park system as a whole will incorporate native vegetation (trees, shrubs, grasses, and wildflowers) to ensure long term sustainability. The landscape will feature prairie grasslands and native Aspen stands interconnected with a pathway/trail system. Viewing decks, boardwalks and trail nodes will allow opportunities for interaction and rest within the natural environment in a serene setting. This park will be viewed along the length of Township Road 250 and will ensure a unique gateway to Bingham Crossing. It will provide a prairiescape entryway to the development and will buffer the adjacent residents to the north and east from the development. Residents’ views will be of an expansive green space that is available for their passive leisure pursuits.

A second linear park located along the southerly boundary of Bingham Crossing, bordering the TransCanada Highway will contain approximately ±8.0 ha (±20 acres) of park space. This green space will contain landscape features, furnishings and thematic elements contributing positively to the boundary interface. Signage, fencing, accent planting, and trail nodes will complement an informal pathway corridor. This linear park system will incorporate a natural plant palate with sweeping grassed berms accented with clustered plantings of trees. It is envisioned that the pathways will meander between berms revealing new perspectives in and out of the site. Natural swale areas with gravel beds will also be incorporated to encourage infiltration and filtering of site surface water. An infiltration bed located within the park will contain highly treated effluent water that will be pumped from elsewhere on the site. These elements combined will contribute to a positive aesthetic impression to travellers along the TransCanada Highway.

The central open space will function as the core of the development and will be bordered by civic and low intensity commercial uses. This location will contribute to its importance as the heart of the development. The concept is for a flexible open space available for a venue of events such as farmer’s markets, open air concerts, skating, community events, and informal play/meeting spaces. This space will serve as the central hub to the surrounding linear park system, as well as for the extensive pedestrian network connecting through and around the space.

The pocket park which lies to the south of the central open space provides visual and physical connections to internal and external portions of the site. Situated at the midpoint of the south linear park, it provides opportunities for rest, for users of the rustic trail and provides a connection point along the main civic axis. Establishing a strong desire line through the site from Township Road 250, its incorporation creates a hierarchy of open space and bolsters the prominence of the central civic open space.

A pedestrian circulation network (see Figure 4B: Open Space and Pedestrian Circulation Diagram) will contain traditional concrete sidewalks, multi-use regional pathways, and multi-use rustic trails. This network provides for circulation within Bingham Crossing and links key areas and open spaces within the development. The paved sidewalks will be used by pedestrians within the commercial areas. The multi-use regional pathway will be located within the northern linear park and will provide for running, cycling and in-line skating. The southerly linear park will contain a multi-use rustic trail that will have a variety of uses (hiking, walking, running, mountain biking, etc). Trail and view nodes will be established throughout the linear park system to provide opportunities for rest and for passive interaction with the surrounding natural landscape. These nodes could include a compliment of benches, informal gathering space or small built structures such as a gazebo or similar.

In determining the design of the open space system, the existing site conditions, topography and the proposed development were considered. Figure 4B highlights the open space system and pedestrian circulation. Open spaces of various sizes, configurations and location will serve all visitors of Bingham Crossing.

Within the open space network there are important contributors to the overall quality of experience that Bingham Crossing provides. This area will account for 17% of the development not including small parks and
Conceptual North Linear Park - Plan View

Conceptual South Linear Park and Infiltration Bed - Cross Section
Conceptual Scheme

4.4 Open Spaces

Conceptual Central Open Space - Rendering
open spaces. Open spaces are described in the following section – “Key Aspects of Open Spaces” in the form of public spaces, semi-private/communal spaces and streetscape.

4.4.2 Key Aspects of the Open Space System

Open space can be defined as all land and water that offer some sense of active or passive space for recreation. This can include parks, pathways, plazas, paseos or areas that act as building buffers, quiet retreats, children’s play area or social gathering spots. Main-street trees, plaza trees, tree-lined boulevards, and key intersections are also integral to the open space environment creating an ambience and highlighting key features of Bingham Crossing.

» Landscape:
• Plant mature trees to mitigate heat and glare from the sun
• Use a rich and coordinated palette of landscape materials to provide scale, texture, and colour
• Encourage the use of drought tolerant / adapted species (not all areas will be irrigated)
• Use landscape to screen storage facilities, service areas, and obscure parking
• Soften parking areas with landscaping
• Trees and shrubs should provide year-round colour and interest

» Outdoor Lighting:
• Provide pedestrian scaled light fixtures
• Space light fixtures at frequent intervals in active pedestrian zones
• Incorporate lighting for use with public artwork and signage
• Coordinate fixture design to contribute to open space identity
• Lighting at low heights to minimize light pollution (protect the night-skies)

» Hardscape / Furniture:
• Provide ample outdoor furniture
• Group street furniture adjacent to points of interest (i.e., fountains, artwork, landscaping, etc.)

» Public Signage and Art:
• Use art and signage to identify areas with a unique identity or celebrate the entrance to a public place
• Incorporate art into public infrastructure projects
• Present art to draw people through public spaces yet not impede pedestrian flow (sculptures, murals, etc.)
• Encourage works of civic art that reflect local history and culture
• Provide way finding (directional signage) and project identifiers throughout

» Linear Parks:
• Active/passive leisure space
• Wet ponds as landscape amenities
• Educational opportunities
• Use of native vegetation
• Environmental and conservation
• Pathways
• Pedestrian corridor
• Visual entryway to development
• Signature lighting, planting and signage

» Plazas:
• Primary retail corridor
• Public green space and pedestrian promenade
• Hardscape and softscape
• Multi-functional public space for festivals, farmer’s market, concerts, etc.

» Paseos:
• Narrow pedestrian passageway
• Commercial activity
Bingham Crossing
Conceptual Scheme

4.4 Open Spaces

- Lighting, banners, trees, sculpture, etc., for accent
- Hardscaped
- Public or semi-private

» Pathways:
  - Multi-use regional pathway
  - Sidewalks
  - Multi-use rustic trail

» Main-Street Trees:
  - Traffic buffer between pedestrians and street
  - Periodic planting of trees used to create pleasing rhythm
  - Trees provide micro-climate opportunities (i.e. protection from sun, rain, wind, etc.)

» Plaza Trees:
  - Trees used to create an outdoor room effect
  - Can be colourful or flowering trees

» Tree-Lined Streets:
  - Canopy trees create shade for pedestrians
  - Creation of ambience for live/work residential streets

» Key Intersections:
  - Specialty paving
  - Traffic calming
  - Enhances district identity
  - Safety from oncoming traffic

» Trail Nodes:
  - Scattered throughout the network, placed at strategic intervals
  - Envisioned to provide areas for rest and may incorporate such elements as benches, small shade structures, gazebos, way-finding monuments, interpretive plaques, and programmable spaces, as well as garbage and recycling receptacles
  - Intended for both active and passive participation, the nodes will enhance the pedestrian experience along the path/trail network
  - Provide opportunities for interaction within the natural environment in a serene setting
The following policies apply to open spaces within the Bingham Crossing development:

Policy 4.4.1: The required municipal reserve will be provided and dedicated for parks, pathways and open spaces.

Policy 4.4.2: The Developer intends to provide the Voluntary Recreation Contribution for the lands at each phase of the subdivision.

Policy 4.4.3: A Merchants’ Association is to be established to maintain open spaces.

Policy 4.4.4: Until such time as the Merchant’s Association is established, the developer shall be responsible for maintenance of all open spaces.

Policy 4.4.5: Public open spaces such as parks, plazas, courtyards, green roofs, and tree lined streets provide opportunities for gathering, social interaction and play spaces as defined in Section 4.4.2 Key Aspects of the Open Space System.

Policy 4.4.6: Streetscapes, referenced in 4.4.2 Key Aspects of the Open Space System, are to be designed to create an ambience and distinct identity in Bingham Crossing.

Policy 4.4.7: The park, referenced in 4.4.2 Key Aspects of the Open Space System - Linear Parks, along the south boundary of Bingham Crossing will function as an important entry providing signature themed elements (signage, accent planting, lighting, and fencing) to identify the development while also serving as a regional pedestrian corridor and infiltration bed. A right-of-way shall be registered over this area in favour of the County.

Policy 4.4.8: The park referenced in 4.4.2 Key Aspects of the Open Space System - Linear Parks, along the north boundary of Bingham Crossing is to be designed to create an extensive, continuous green space that will serve as the gateway to Bingham Crossing. It will function as a multi-purpose open space that serves a variety of needs and users by providing opportunities for activities, gathering, passive uses, and educational opportunities.

4.5 Civic/Pedestrian Core District

The civic core functions as the foundation of the community and will contain main street type commercial uses, civic uses and parks. The office/business park will be an additional land use to the civic core district for longer term employment opportunities. The civic core will be pedestrian oriented and include on-street parking, decorative sidewalks, landscaping, trees, street theme elements (i.e. banners), and public art. It will hold key events and allow for social and economic exchanges, which will bring people together encouraging a sense of community. Community supportive services including non-profit groups should be encouraged to locate in the civic core area. Opportunities in the forms of rent reduction, subsidies, services-in-kind (e.g. providing free or reduced support services), and partnerships with local community groups should be available to prospective organizations.

The following policies apply to the civic/pedestrian core district uses within the Bingham Crossing development:

Policy 4.5.1: The civic pedestrian core will contain a variety of uses that will include, but not be limited to:

- offices;
- main street commercial uses (such as smaller frontage, independent, etc.);
- public open spaces and plazas; and
- community services.
Policy 4.5.2: The civic pedestrian core will serve as a central node within the development and will be designed to be pedestrian oriented using tree-lined corridors, public art, street furniture, and decorative elements and features to enhance its function.

Policy 4.5.3: The central open space will be a multi-purpose, easily adaptable area for a variety of uses such as: farmer’s markets, open air concerts, community events, and informal play and meeting spaces.

Policy 4.5.4: The developers of Bingham Crossing should encourage community-oriented or non-profit groups to locate within the civic core area using incentives such as rent reduction, subsidies, services-in-kind, and/or partnerships.

4.6 Main Street District

The main street commercial uses are the pedestrian focal point of Bingham Crossing. It is an area for shopping and socializing, and will have buildings with varying heights and storefronts with the potential for offices above the main floors. The buildings will be articulated on all sides of the façades and will have street edges with small plazas to enhance the pedestrian experience. Buildings will incorporate trellises, canopies, arcades, and awnings to soften building edges. Building materials will include organic and rustic materials. Shopping streets will have restaurants, cafés and bistros to activate the walking corridors. The combination of these elements will contribute to a unique atmosphere.

The following policies apply to the main street uses within the Bingham Crossing development:

Policy 4.6.1: Main street uses will be located within a pedestrian friendly, market environment that will allow opportunities for interaction and socializing through the use of meeting places, outdoor patios, landscaping, and other design elements.

Policy 4.6.2: Buildings contained within the main street are to be varied in height and appropriately articulated with façade treatments on all sides using trellises, canopies, arcades, and awnings to soften building edges materials such as fieldstone, river rock, timber, copper, and slate.

Policy 4.6.3: Building frontages will be no greater than 30-40% of the depth of the building to ensure a pedestrian scaled environment.

4.7 Shops and Services District

The project will be comprehensively designed with coordinated parking, landscaping, lighting and thematic elements. Larger format retail uses are envisioned to be located as an outer layer to the civic/pedestrian core and main street. These uses form an effective buffer and transition from the heavy traffic volumes on the TransCanada Highway. Shops and services, as well as offices, could be interspersed within the shopping area with landscaped parking lots, articulated buildings, pedestrian connections, and low intensity lighting.

The following policies apply to the shops and services district within the Bingham Crossing development:

Policy 4.7.1: Large format retail uses will be located within a well designed environment with pedestrian connections between buildings.
Policy 4.7.2: Small format retail uses may be allowed on smaller parcels to address a variety of uses within the district.

Policy 4.7.3: Buildings will use pedestrian scaled elements such as detailed entrances, projections, peaked roofs, and articulated walls to encourage street level presence.

Policy 4.7.4: Landscaping, landscaped parking areas and low intensity lighting will be integrated throughout this area to ensure a comfortable, positive experience for pedestrians.

Policy 4.7.5: Office and/or business campus uses can be considered an appropriate use within the shops and services district without amending this plan.

Policy 4.7.6: Accommodation and tourist destination uses may be considered appropriate in the shops and services district without amending this plan.

4.8 Architectural Design Guidelines

Bingham Crossing is a retail shopping and business development set in an urban pedestrian oriented environment. Development within Bingham Crossing will be consistent with the Bingham Crossing Design Guidelines in order to ensure that it is sustainable, consistent, high quality, and human scaled. Emphasis is placed upon the building appearance and consistency. Buildings, parking lots, social spaces, and open spaces shall be designed to encourage ease of pedestrian movement and comfortable scale.

The Architectural Design Guidelines:

Policy 4.8.1: Shall be consistent with the design policies specified throughout Section 4.0 and any other applicable municipal policy.

Policy 4.8.2: Should reinforce the design policies of Section 4.0 by providing more detailed design guidance to existing policy.

Policy 4.8.3: Should provide detail to implement the following goals and objectives:

- buildings that allow individuality, while using quality materials and finishes consistent with major regional landscape features (Rocky Mountains meet the prairies), such as fieldstone, river rock, timber, copper and slate;
- buildings will be pedestrian scaled using elements such as canopies, arcades, display windows, detailed entrances and projections, peaked roofs, and articulated walls to encourage a street level presence;
- retail building faces adjacent to the TransCanada Highway will be designed with architectural variety and interest, including vertical and horizontal recesses, and changes in material, texture or colour to avoid the appearance of a blank wall;
- unique storefronts with ample transparency;
- simple and eye-catching themed signage to provide an identity to the development;
- provide well established and comfortable areas for outdoor dining with protection from the elements;
- create three activity centres, each with its own individual character attributable to a mixture of uses, scales, open spaces, and movement patterns;
- incorporate various open spaces such as plazas, green spaces and outdoor rooms throughout the development;
- ensure visual and physical pedestrian connectivity between sidewalks, pathways and open spaces;
Conceptual Civic Plaza - Rendering
4.9 Interface Approach

Bingham Crossing will be a good fit with the existing and future communities in the region. Located along the TransCanada Highway, it is a location well-suited to retail development. Planning of the site has considered the transition of uses and development density outwards to the north boundary to respect current residents.

Access points are located in order to draw traffic to the collector road network and not to encourage short-cutting or sight-seeing in the development.

Phasing for development of Bingham Crossing will start at the west boundary and move eastward as market conditions and demand permit. Following the eastward progression, it is anticipated that the final phases of development will be the easterly portion of the site.

Adjacent uses to the east of the plan area contain country residential development. These uses will be minimally impacted from an interface perspective as a continuous linear parkway will be located along the north boundary appropriately screening the adjacent development.

The following policies apply to the interface approach uses within the Bingham Crossing development:

Policy 4.9.1: An edge condition containing a linear greenbelt and pathways, high quality building design materials, landscaping, fencing, or berms along the TransCanada Highway will contribute to the entranceway to the City of Calgary and Rocky View County with respect to existing view sheds and landscape corridors. As a gateway to the Rockies, Bingham Crossing will serve as an entryway celebrating the surrounding environment of prairies meeting the mountains.

Policy 4.9.2: Buildings along the southerly edge of Bingham Crossing, adjacent to the TransCanada Highway, will complement viewsheds and contribute to the visual interest of the Highway corridor through enhanced architectural detail on each facade of the building. Materials and finishes shall be consistent with major landscape features (Rocky Mountains meets the Prairies), fully screened garbage and loading areas, low intensity, downward directed lighting, and heavily landscaped side and rear yards.

Policy 4.9.3: An office and business park in a campus-like setting combined with municipal reserve along the north boundary of Bingham Crossing will provide an effective buffer and transition for the lands to the north.

Policy 4.9.4: Buildings along the easterly edge of Bingham Crossing will have enhanced architectural detail on each façade of the building, fully screened garbage and loading areas, low intensity, downward directed lighting, lower building heights, and heavily landscaped side and rear yards to effectively screen or transition uses to the east.

Policy 4.9.4: An edge condition containing a linear greenbelt and pathways, high quality building design materials, landscaping, fencing, or berms along the TransCanada Highway will contribute to the entranceway to the City of Calgary and Rocky View County with respect to existing view sheds and landscape corridors. As a gateway to the Rockies, Bingham Crossing will serve as an entryway celebrating the surrounding environment of prairies meeting the mountains.

Policy 4.9.2: Buildings along the southerly edge of Bingham Crossing, adjacent to the TransCanada Highway, will complement viewsheds and contribute to the visual interest of the Highway corridor through enhanced architectural detail on each facade of the building. Materials and finishes shall be consistent with major landscape features (Rocky Mountains meets the Prairies), fully screened garbage and loading areas, low intensity, downward directed lighting, and heavily landscaped side and rear yards.

Policy 4.9.3: An office and business park in a campus-like setting combined with municipal reserve along the north boundary of Bingham Crossing will provide an effective buffer and transition for the lands to the north.

Policy 4.9.4: Buildings along the easterly edge of Bingham Crossing will have enhanced architectural detail on each façade of the building, fully screened garbage and loading areas, low intensity, downward directed lighting, lower building heights, and heavily landscaped side and rear yards to effectively screen or transition uses to the east.

The following policies apply to the interface approach uses within the Bingham Crossing development:

Policy 4.9.1: An edge condition containing a linear greenbelt and pathways, high quality building design materials, landscaping, fencing, or berms along the TransCanada Highway will contribute to the entranceway to the City of Calgary and Rocky View County with respect to existing view sheds and landscape corridors. As a gateway to the Rockies, Bingham Crossing will serve as an entryway celebrating the surrounding environment of prairies meeting the mountains.

Policy 4.9.2: Buildings along the southerly edge of Bingham Crossing, adjacent to the TransCanada Highway, will complement viewsheds and contribute to the visual interest of the Highway corridor through enhanced architectural detail on each facade of the building. Materials and finishes shall be consistent with major landscape features (Rocky Mountains meets the Prairies), fully screened garbage and loading areas, low intensity, downward directed lighting, and heavily landscaped side and rear yards.

Policy 4.9.3: An office and business park in a campus-like setting combined with municipal reserve along the north boundary of Bingham Crossing will provide an effective buffer and transition for the lands to the north.

Policy 4.9.4: Buildings along the easterly edge of Bingham Crossing will have enhanced architectural detail on each façade of the building, fully screened garbage and loading areas, low intensity, downward directed lighting, lower building heights, and heavily landscaped side and rear yards to effectively screen or transition uses to the east.
5.0 Servicing and Utilities
Bingham Crossing will be a fully serviced development and will include a piped water supply, a fully charged hydrant system, sanitary sewer servicing, and stormwater management facilities. A master water and sanitary servicing plan will be prepared prior to initial subdivision approval, and updates will be provided for each subsequent phase of development. Phase 1 of the project will connect to a piped water supply provider and will incorporate the collection and reuse of stormwater for irrigation purposes within the site. The design, construction and maintenance of utilities will be the sole responsibility and cost of the developer, with no costs borne by Rocky View County.

This approach to servicing will further enhance the economic development goals of Rocky View County because it can also benefit other current and future developments in the region through roadway upgrades and improvements, potential infrastructure availability (such as off-site water lines, stormwater), and local population base.

5.1 Domestic Water Supply

At full build-out of the Bingham Crossing project, there may be a demand of up to 215 acre-feet (265,000 cubic metres) of domestic water annually. This water supply will be provided from the following sources:

- Phase 1 water demands of 47 acre-feet (58,000 cubic metres) will be supplied by Calalta Waterworks Ltd. which operates a water supply and treatment facility, located across the TransCanada Highway, at the Calaway Park site. This volume of water is under contract between the developer and Calalta, and can be delivered to the Bingham site once a treatment plant and storage reservoir are completed and a supply main extended to the project. A transfer of license amendment has been issued by Alberta Environment for the 47 acre-feet.
- Bingham Crossing Properties Inc. is in the process of acquiring additional water license transfers for their development. They currently have a Memorandum of Understanding with Elbow Valley Water Corporation for the transfer of 20 acre-feet to the site.
- Bordeaux Developments Corporation has proposed to provide additional treated water as required to the Bingham project site from...
5.1 Domestic Water Supply

The water system that is being developed as part of the Harmony project. Bordeaux would provide this treated water from a portion of the preliminary certificate of water supply that Bordeaux has from the Bow River. This additional water supply will satisfy the remainder of the Bingham project, and complete the water demands for the project.

All of the above water supplies will feed a below ground treated water and fire protection reservoir within the Bingham site, as shown on Figure 5A. A distribution pumphouse will be located adjacent to the reservoir that will supply water to a looped internal water system that will be developed as part of the Bingham project.

Bingham Crossing recognizes the value of water as a limited natural resource and will implement low water consumption principles into the design of landscaping. These will include low maintenance or xeriscape landscaping, mandatory water meters, low flow water fixtures (for example, toilets, sinks, showers, appliances), and rainwater collection areas for irrigating open space.

All potable water, fire protection water and delivery components will be paid for by the developer, and Rocky View County will not be requested to finance or incur debt for these components.

The following policies will be applied to water services for Bingham Crossing:

Policy 5.1.1: Water services for all phases of Bingham Crossing will be from an approved piped water supply system.

Policy 5.1.2: Fire suppression infrastructure shall be provided through a charged hydrant system that is consistent with National Fire Protection Association standards.

Policy 5.1.3: Water conservation measures will be implemented through architectural controls and include, but are not limited to, low maintenance or xeriscape landscaping, mandatory water meters, low flow water fixtures, and rainwater collection areas.
Figure 5A: Conceptual Location for Major Water and Sanitary Facilities
Policy 5.1.4: A water servicing analysis will be submitted to Rocky View County prior to subdivision approval at each phase of development.

Policy 5.1.5: An agreement relating to the Bingham Crossing utility including system design criteria, overall water system ownership, ownership of lands accommodating utility components, system financing, and system operations will be executed between Bingham Crossing Properties Inc. and Rocky View County prior to the initial subdivision approval.

5.2 Wastewater Collection, Treatment and Disposal

As mentioned in the previous section, water service will be provided by the previously mentioned three sources. There will be no sanitary capacity available from Harmony developments for the Bingham Crossing project. Therefore, this Conceptual Scheme is proposing a phased approach for the sanitary treatment. Details of the proposed sanitary system are described below and it is noted that all costs for the treatment works and ground disposal system will be designed, constructed and financed by the developer, with no costs or debt incurred by Rocky View County.

Sanitary servicing for the Phase 1 lands will be handled by a packaged wastewater treatment plant. This wastewater treatment plant will be located in Phase 1 with discharge to a disposal field located along the south boundary of the site. The wastewater treatment plant will be sized for the ultimate flows from the previously mentioned water licenses, with expansions of the facility developed as the project phases proceed. The treatment plant will have the appearance of a small commercial building and will be designed to complement adjacent buildings. Wastewater will be treated to a quality that is in excess of that required to meet existing provincial standards for ground disposal of effluent. The facility will be an advanced wastewater treatment plant that will incorporate flow equalization, biological treatment, membrane filtration, and ultraviolet disinfection. Effluent from the development will exceed the standards dictated by Alberta Environment in Table 3.1 or 3.2 of the Standards and Guidelines as determined by the Provincial Regulator.

The treated effluent will be released in subsurface disposal fields that are located below frost level, whereby the effluent will be further filtered by the native soils and existing soil bacteria. An infiltration area will be located in the south linear park along the TransCanada Highway. This green space will be landscaped with signature trees, fencing and pathways providing a prominent entry to the development. Equalization storage will reduce and moderate peak inflows and will optimize the size of the treatment works, providing a more consistent flow rate and improved performance. The treatment and disposal facilities will be componentized, thereby allowing parallel expansions with future phases.

A preliminary hydrogeological report will be prepared by a qualified hydrogeologist to understand the movement of the treated effluent into underground aquifers and to ensure there is no negative impact to neighbouring wells prior to Conceptual Scheme approval. The groundwater return must be approved by Alberta Environment (AENV) under the Water Act in Alberta. The final hydrogeological report will be prepared prior to subdivision approval of Phase 1.

The following policies will be applied to sanitary services for Bingham Crossing:

Policy 5.2.1: Effluent for Phases 1, 2 and 3 lands will be accommodated through an advanced wastewater treatment facility with ground disposal, on a disposal field.

Policy 5.2.2: Effluent treatment and disposal works will be phased and sized to accommodate the approved land use redesignations. Sizing will be designed to accommodate demands for each phase with subdivision or development applications.

Policy 5.2.3: A sanitary servicing analysis will be provided to Rocky View County prior to subdivision approval at each phase of subdivision.
Policy 5.2.4: A final hydrogeological report will be prepared prior to subdivision approval of Phase 1 of Bingham Crossing.

5.3 Stormwater Management

An overall Stormwater Management Drainage Plan has been undertaken to accommodate and integrate the stormwater runoff in the Bingham Crossing project. The stormwater ponds and the entire underground piping network associated with on-site stormwater will be designed, constructed and financed by the developer. Rocky View County will not be requested to finance or incur debt for these components.

The stormwater Master Drainage Plan considers on-site flow conveyance and storage facilities that allow for the runoff leaving the site to be consistent with the pre-development runoff rates.

The overall stormwater management system for the proposed development consists of two basic components:

1) Existing off-site drainage courses to convey site runoff to the downstream receiving water bodies.
2) On-site storage facilities to manage the quality of and rate at which runoff leaves the site.

Runoff from the site and adjacent public roads currently drains to two different receiving water bodies via separate drainage courses. Approximately ±54 ha (±133 acres) of land currently drains toward the southwest corner of the site and enters the existing ditch/gully system that ultimately reaches the Elbow River. The remaining ±78 ha (±193 acres) of land currently drains toward the northeast corner of the site and enters the ditch/gully system that ultimately reaches the Bow River through a coulee system. The post-development drainage areas may vary slightly from the pre-development areas and appropriate accommodation for runoff allowances will be made.

Each of the existing drainage courses noted above will be reviewed to ensure the following:

- There are no existing downstream obstructions or erosion issues.
- Discharge from the Bingham Crossing project will not directly cause erosion to the existing drainage course or create flooding concerns.

The stormwater management system proposed for the Bingham Crossing project is to be designed using a minor (piped) and major (overland) system. Curb and gutter, and catchbasins along roadways and in parking areas will convey runoff to one of two stormwater storage facilities (wet ponds). A portion of the stormwater will be conveyed to green spaces for irrigation purposes. LID (Low Impact Development) techniques will be encouraged and explored for stormwater management. The storage facilities will be located in the northeast and northwest corners of the project area. Each facility will be designed to accommodate the 100 year storage and water quality requirements established by Alberta Environment. Additionally, the storage facilities will be designed such that the post-development discharge rate from them will be consistent with the pre-development rate. The Drainage Strategies for Springbank, Westhoff Engineering Resources Ltd., January 2004 report established a pre-development discharge rate for the area of 1.714 L/s/ha. This discharge rate applies to both the Elbow River and the Bow River.

The following policies will apply to the development of the stormwater management system for the Bingham Crossing project.

Policy 5.3.1: The project will have an urban minor/major stormwater system that connects either storage facility (wet ponds located on the east and west sides of the site). Each pond will be located in a PUL.

Policy 5.3.2: Each wet pond will be designed to ensure that the discharge rate from the pond will be required to meet Subdivision Drainage Strategies (Westhoff Engineering, 2004) and Alberta Environment water quality guidelines.

Policy 5.3.3: With the submission of the first and each subsequent subdivision plan for the project, a Stormwater Management
Plan is to be submitted for review and approval by Rocky View County.

Policy 5.3.4: Development of individual commercial and institutional lots will require a Site Drainage Plan and possibly an Overland Drainage Plan to be submitted for review and approval by Rocky View County.

Policy 5.4.5: Existing drainage courses that carry stormwater discharge from the Bingham Crossing site will be reviewed to ensure the following:
- There are no existing downstream obstructions or erosion issues
- Discharge from the Bingham Crossing project will not directly cause erosion to the existing drainage course or create flooding concerns
- Discharge from the Bingham Crossing project will not directly negatively impact the biophysical features of the coulee system that drains into the Bow River northeast of the site.

Policy 5.4.6: A Biophysical Impact Assessment may be required for the coulee system that drains to the Bow River northeast of the Bingham Crossing site to address the requirements of Policy 5.3.3.

Policy 5.4.7: As stormwater discharge enters both the Elbow and Bow Rivers, water quality will be required to meet both the Elbow River Basin Watershed Management Plan and the Bow Basin Watershed Management Plan.

5.4 Shallow Utilities

Bingham Crossing will be fully serviced at each phase with shallow utilities being natural gas, electricity, telephone, and fibre optic services. Connections to each utility will be provided by extensions from existing services in the area.

The following policies will apply regarding the provision of shallow utilities:
Policy 5.4.1: Each phase of the development will be fully serviced with electrical, natural gas, telephone, and fibre optic connections.

Policy 5.4.2: Locations for easements for shallow utility extensions will be determined at the subdivision stage.

Policy 5.4.3: Electrical power will be transmitted by underground power cables.

5.5 Solid Waste Management

Respecting the environment and minimizing waste will be encouraged at Bingham Crossing. Examples will include the introduction of a recycling program, composting opportunities and utilization of mulch.

During construction of the project, waste minimization will be encouraged through building industry environmental practices.

The following policy will apply to waste management practices at Bingham Crossing:

Policy 5.5.1: With each application for subdivision, a waste management strategy is to be submitted which will address recycling, composting and utilization of mulch.

5.6 Emergency and Postal Services

Protective services for Bingham Crossing will be provided through Rocky View County and its urban neighbours. Policing services are provided by County Peace Officers who are responsible for enforcing municipal bylaws and provincial statutes. In addition to County Protective Services, there are three RCMP detachments that service the County. The closest detachment to Bingham Crossing is located in the Town of Cochrane. Private security and closed circuit cameras will further enhance on-site security for Bingham Crossing.

Ambulance service within the County is the responsibility of Alberta Health Services. Fire service to Bingham Crossing will be provided by Rocky View Fire Services at Station 71 located at the Springbank Airport and Station 74 in Elbow Valley. Mail will be delivered by Canada Post via a commercial and office system.
6.0 Transportation
The Bingham Crossing project is located directly on the TransCanada Highway and has tremendous exposure to this corridor. A detailed Traffic Impact Assessment (TIA) has been prepared in support of this Conceptual Scheme and submitted to Rocky View County under separate cover. Recommendations from the TIA have provided direction for internal road sizings and the regional road network improvements.

6.1 Regional and Local Road Network

Bingham Crossing is well served by an established network of regional roads as shown graphically on Figure 6A.

The TransCanada Highway is adjacent to the south boundary of the plan area. It is a four lane divided highway with limited access points. Range Road 33 runs along the west side of the site and is under the jurisdiction of Rocky View County. It is currently developed as a paved two lane rural road. The site is bound on its north boundary by Township Road 250 which is also currently a paved two lane rural road. Lastly, the site is bound on the east side by Range Road 32 which is an undeveloped road allowance.
6.2 Internal Road Network

Bingham Crossing will have a road network designed to provide safe, efficient and quick access within the development. Because this is a large scale comprehensive development, all internal roads could be privately owned and maintained by the landowner(s) under a bareland condominium arrangement. Alternatively, the internal roads could be public roads owned by Rocky View County. Road right-of-way ownership is to be decided at the subdivision stage. In either case, all roads would be fully accessed to the public at all times. The internal road network is designed to contain commercial traffic, to control possible congestion and minimize shortcutting.

There are several accesses proposed to the site from the adjacent Rocky View County roadways. Note that Bingham Crossing is not considering any direct access from the TransCanada Highway.

The right-in/right-out access on Range Road 33 which will be spaced approximately 160 metres from the north right-of-way boundary on Township Road 250 at the intersection with Range Road 33. Discussions have occurred with AT and Rocky View County regarding this access and will continue in the future.

Along Township Road 250, there are three entrances proposed to access the future phases of commercial and business development. All three will be all-turns accesses. Lastly, there is one east access proposed along Range Road 32. These access and internal road patterns are illustrated in Figure 6A.
Figure 6A: Primary Road Network Circulation Diagram
The roadway classifications of the access roads are as follows:

- West Development Access (on Range Road 33) – Primary Collector Road (10,000 vehicles per day)
- First North Development Access (on Township Road 250) – Major Road (12,500 vehicles per day)
- Second North Development Access (on Township Road 250) – Major Road (15,000 vehicles per day)
- Third North Development Access (on Township Road 250) – Primary Collector Road (7,000 vehicles per day)
- East Development Access (on Range Road 32) – Collector Road (4,500 vehicles per day)

Within the development there will be two main spine roads: an east-to-west road through the central area of the site and a gateway entrance running north-south also through the central area of the site. Smaller commercial access roads will run through the site from these main spine roads to individual buildings and parking lots. This internal network is shown on the Conceptual Scheme, but will be finalized with future development permit applications.

The following policies shall apply to the local road network for Bingham Crossing:

Policy 6.2.1: There shall be no direct access to the TransCanada Highway.

Policy 6.2.2: Accesses to the Bingham Crossing project shall be generally as shown on the Conceptual Scheme.

Policy 6.2.3: A roadside development permit shall be applied for before access is granted for new approaches.

Policy 6.2.4: The development shall implement all recommendations related to internal road improvements identified in the TIA or as otherwise required by Rocky View County.

Policy 6.2.5: All internal roads are to be constructed and maintained in accordance with Rocky View County’s Servicing Standards, as amended, at the developer’s expense should they ultimately be dedicated as public road rights-of-way to the County. Alternatively, should the road remain privately owned by the Merchant’s Association as a bareland condominium, ownership and maintenance will be the responsibility of the Merchant’s Association after the maintenance period by the developer.

Policy 6.2.6: All roads within Bingham Crossing shall be fully accessible to the public regardless if they are a public right-of-way or a private road allowance.

6.3 Improvements and Phasing

Details of the transportation network improvements are defined in the TIA. The summary of improvements and implementation year are shown in Figure 6B and are described below.

For Phase 1 of Bingham Crossing, the following improvements are recommended by 2012:

- Traffic signals at the following intersections:
  - Range Road 33/Highway 1 Interchange (south intersection)
  - Range Road 33/Township Road 250
  - Township Road 250/North Development Access (first access east of Range Road 33)

- Construction of the ultimate westbound to northbound interchange ramp on the northeast corner of the Range Road 33 and Highway 1 interchange which allows only for the westbound to northbound movement as the existing westbound to southbound loop ramp on the northwest corner is maintained for the right turn movement only. This is subject to Alberta Transportation approvals.
6.3 Improvements and Phasing

Bingham Crossing
Conceptual Scheme

Figure 6B: Bingham Crossing – Staged Transportation Improvement
Further road network improvements are recommended as Bingham Crossing builds out. The improvements required by the 2020 (10 year) and 2030 (20 year) horizons are indicated as follows:

### 2020

- **Reconfiguration of the Range Road 33/Highway 1 interchange to Stage II as per CastleGlenn’s draft Highway 1/Range Road 33 Functional Study for Alberta Transportation. All interchange upgrades are subject to Alberta Transportation requirement.**
- **Traffic signals at the following intersections (beyond those identified for Phase 1):**
  - Range Road 33/Highway 1 interchange (north intersection)
  - Highway 563/Highway 1 interchange (north intersection)
- **Five lane divided roadway (three northbound and two southbound) on Range Road 33 from the end of the westbound to northbound Range Road 33/Highway 1 interchange ramp to Township Road 250.**
- **Four lane divided roadway on Township Road 250 from Range Road 33 to just east of Range Road 32.**
- **At the intersection of Range Road 33 and Township Road 250:**
  - Northbound to westbound, and westbound to southbound dual left turn lanes
  - Southbound to eastbound, and eastbound to northbound single left turn lanes
  - Exclusive eastbound to southbound right turn merging lane
- **Reconfiguration of signage at Township Road 250/Range Road 31 to have northbound to westbound, and eastbound to southbound as free flow main movement.**

### 2030

- **Five lane divided roadway (three eastbound and two westbound) on Township Road 250 from Range Road 33 to the first North Development Access east of Range Road 33. The additional eastbound lane on Township Road 250 is an auxiliary lane for northbound to eastbound right turn traffic coming from Range Road 33 and drops at the first North Development Access.**
- **Additional traffic signals at Township Road 250/north development access (second access east of Range Road 33).**

Conceptual cross sections for the TransCanada Highway, Range Road 33, and Township Road 250 are shown in Figures 6C, 6D and 6E, respectively.

The following policies shall apply to the Bingham Crossing development regarding improvements and phasing:

**Policy 6.3.1:** Transportation network improvements shall be as recommended in the TIA as amended or updated, or as otherwise required by Rocky View County and Alberta Transportation (where applicable) when impact is a result of Bingham Crossing development.

**Policy 6.3.2:** Timing and cost obligations for improvements shall be determined at the subdivision stage for each phase of development.

**Policy 6.3.3:** Recommendations for traffic network improvements in the TIA may be revisited if development scenarios in the region are significantly modified from the models utilized in the TIA.

**Policy 6.3.4:** A letter update to the TIA should be provided at each new subdivision stage.
Figure 6C: Section at TransCanada Highway
(Full buildout Year 2030)
Figure 6D: Section at Range Road 33
(Year 2020)
Figure 6E: Section at Township Road 250 (Year 2020)

* Concept Drawing

N.T.S
7.0 Policy Review
7.1 Introduction

The Bingham Crossing Conceptual Scheme falls within several municipal policy areas including the Municipal Development Plan, the MD of Rocky View/City of Calgary Intermunicipal Development Plan, the MD of Rocky View Economic Development Strategy, and the North Springbank Area Structure Plan. These policies provide guidance for planning and development in the subject area. This section explores how the Bingham Crossing Conceptual Scheme meets the goals and intent of these policy documents.

7.2 Rocky View 2060 - Growth Management Strategy

On June 18, 2009, the final Growth Management Strategy was presented to Rocky View Council. It has been developed to provide a land use vision for Rocky View County that uses the principles of sustainability, smart growth and triple bottom line decision making. It takes into consideration current planning that is underway, such as the Calgary Regional Partnership and the Provincial Land Use Framework. The purpose of the document is to establish a long term vision for Rocky View while respecting anticipated growth over the next 50 years.

The County endorses policy that uses Smart Growth principles to guide development. Smart Growth endeavours to improve our quality of life, preserve the environment and be economically responsible. The principles encourage growth that is fiscally, environmentally and socially sustainable, and acknowledges the linkages between development and quality of life. Bingham Crossing is located in proximity to country residential development, as well as the planned concentrated complete community of Harmony. The location of local residential communities will support the commercial and employment nature of the development.

Bingham Crossing will contain a mix of uses including commercial, office/business and open spaces integrated with pathways, trails and potential transit stops that will provide employment opportunities, transportation choices and pedestrian linkages to surrounding areas. The development will use green building strategies to assist in protection of the environment.
The combination of providing a well-planned commercial development and office campus will contribute a strong property tax base to Rocky View County.

The compilation of the values of residents and Smart Growth principles with municipal background reports and best practice research led to the development of Rocky View County’s Growth Management Strategy Themes. Specific themes regarding existing infrastructure and economic viability relate to Bingham Crossing. Bingham Crossing is located at the intersection of the TransCanada Highway and Range Road 33. The road infrastructure, consisting of an established network of regional roads, currently exists to support the development. Other infrastructure such as water, power, natural gas, electricity, etc., is readily available through extensions from existing services in the area. The development will provide retail and office employment opportunities that will assist in strengthening the economic sustainability of the County.

These themes relate to the triple bottom line approach that will be used to analyze future developments. The Triple Bottom Line Approach uses social, environmental and economic indicators as measures of sustainability. The following explores the measures as they correlate to the development:

**SOCIAL**
- Bingham Crossing will provide retail and office employment opportunities, increasing job prospects in the area.
- Bingham Crossing will be attractively designed containing a mix of uses that includes retail, office/business, extensive open spaces and wet ponds integrated with pathways and trails. Walkable street design in the core of the development combined with civic parks and open spaces will provide places for people to bump into one another and contribute to a sense of community.
- Local recreational opportunities such as walking and cycling trails, wet ponds, skating rinks, gathering spaces, and plazas will be available to residents in the area.

**ENVIRONMENTAL**
- Bingham Crossing will respect the environment through the application of such things as LEED design, water usage restrictions and energy management. Wastewater will be handled by an on-site packaged wastewater treatment plant that will treat effluent to a quality that is in excess of that required to meet existing provincial standards for ground disposal of effluent.

**ECONOMIC**
- A mix of uses including retail and office/business will contribute positively to Rocky View County’s tax base as the development proposes an increase in commercial and office business development for the area.

The Growth Management Strategy Map (Figure 7A) identifies four Major Business Corridors. The location of Bingham Crossing is consistent with the location of the Major Business Corridor along the TransCanada Highway (Highway 1) west of the City of Calgary.

Bingham Crossing is consistent with the vision for a Major Business Corridor. It is designed as a concentrated node adjacent to the interchange at the intersection of the TransCanada Highway and Range Road 33. The location has prominent visibility from Highway 1, which is a busy corridor to the Rockies and beyond. Signature theming will celebrate and enhance this location, taking advantage of the visibility from the highway.

Development will integrate into the landscape by using various elements such as prairie like parks, extensive green spaces, native trees and vegetation, wet ponds, and articulated buildings that use organic and rustic materials present in the landscape. Extensive linear parks along the north and south boundaries of the development provide recreational opportunities and sensitive transition to adjacent existing residential dwellings and the TransCanada Highway.

Adjacent uses and developments such as the Edge School, Commercial Court, Harmony, and the Springbank Airport offer a market base for the area and the prominent location along the TransCanada Highway provides access to regional and provincial markets. Bingham Crossing will play a role in diversifying the tax base within Rocky View County providing retail and employment opportunities for residents in the area.
Figure 7A: Growth Management Strategy Map
7.3 North Springbank Area Structure Plan

The North Springbank Area Structure Plan (NSASP) is a statutory plan regulated by the Municipal Government Act. It accompanies the broad-based objectives of the Municipal Development Plan and is a more detailed framework for the pattern of development in an area. It sets the strategy for redesignation, subdivision and development applications, and has provision to undertake an amendment to the plan when it is technically deemed to be non-conforming. Section 1.4 of the NSASP indicates that as a guideline for development, the NSASP should be revisited when land use planning issues emerge as time progresses. Further to this, the NSASP cannot contemplate all future impacts and, therefore, allows for the flexibility of requesting a further review of policies that may require further study.

The proposed Bingham Conceptual Scheme is consistent with the NSASP’s general objectives in terms of ensuring standards and development guidelines for commercial-based business development and preserving the functional integrity of the TransCanada corridor.

The future land use concept in the NSASP for Bingham Crossing contemplates this land as potential residential. The Conceptual Scheme proposes commercial uses in a comprehensively designed development which will attract people who work, shop, and recreate close to home thereby contributing to a more sustainable way of life.

7.3.1 Business Land Use

The NSASP supports a general idea that stand-alone commercial developments may provide goods and services to the local community, the travelling public, or a recreational market. The Conceptual Scheme aligns with this idea by suggesting a development that will enhance the lifestyle of area residents and support the increased growth of the Springbank Airport. The northerly portion of the plan area, consisting of an office/business campus and linear parkway, will buffer existing residential to the northeast. It will also aid in transitioning the site to the commercial uses, appropriately located along the TransCanada Highway which is a heavily used and busy corridor.

One of the NSASP Plan Objectives states that a goal is “to establish a framework of land use, subdivision and development policies to guide and manage development in the vicinity of the Springbank Airport, which ensures restrictions around the airport are minimized and provides alternative land uses for restricted areas” (Section 3.5). The Bingham Crossing Conceptual Scheme endeavours to provide an alternative to residential land use in an area already impacted by both the Springbank Airport and the TransCanada Highway. This alternative may also be more in keeping with the NSASP Plan Objective that states a goal is “to establish policies for lands adjacent to Highway #1 which respect and preserve the functional integrity of this transportation corridor” (Section 3.7).

The proposed Bingham Crossing Conceptual Scheme is deemed to be inconsistent with policy 5.1.4 of the NSASP which states that “Commercial based business development shall be restricted to these areas already designated south of Highway 1, those lands impacted by airport operations as described in Section 5.1.3 and on the airport itself”. Therefore, a site specific amendment process, being undertaken concurrent with the Conceptual Scheme, is in conformance with Section 5.4.6 of the NSASP and Council’s direction of June 27, 2006.

NSASP policy also indicates that the Plan was intended to be reviewed regularly “…in order to verify that the Plan objectives and policies are current, effective and consistent with other statutory plans…”, but no review has occurred in the intervening eight years.
7.3.2 Highway 1 Interface

Bingham Crossing is located within the Highway 1 Interface. The lands within this area are subject to specific provisions in order to ensure the safety and function of the highway are not impeded and that future land uses do not impair its function. Bingham Crossing will respect these policies. In conjunction with Rocky View County and other area developers, a study of the regional road network in the Springbank area has been commissioned. Further to this, the study will also consider ultimate access/egress to the site. A green perimeter will be located adjacent to the TransCanada Highway. This will contain a linear greenbelt consisting of pathways, landscaping, fencing, and berming along the length of the site. This visual amenity will provide a safety zone between the site and the TransCanada Highway.

7.4 The Municipal Development Plan

The broadest statutory policy document relevant to this proposal is the Municipal Development Plan (MDP).

Relevant MDP goals include:

- "to accommodate growth and change in the Municipality with sound land use planning; and
- encourage and facilitate appropriately-located business development, which contributes to the economy of the Municipality.”
7.4.1 Business Development

Regarding business development, the MDP states its goal is “to encourage and facilitate business opportunities which enhance and strengthen the economy of the Municipality”.

Promotion of a diversified business base is beneficial to the economy of the County and should allow for the growth of a variety of commercial uses. Specifically, highway commercial may be considered as long as it respects the safety and efficiency of the highway corridor and considers the rural character of the area.

One of the main business development policies is that “the Municipality supports the development of its commercial and industrial land base and will continue to identify and facilitate commercial and industrial development opportunities in the Municipality through:

a) continued economic development initiatives;
b) cooperative ventures with neighbouring urban and rural municipalities that strengthen the regional economy; and
c) undertaking a locational study to identify appropriate areas for business development, as time permits”.

Phase 1 of the proposed business portion of Bingham Crossing will contribute approximately ±32,516 m² (±350,000 ft²) of retail, service, entertainment, and leisure opportunities. Benefits to Rocky View County will be attained through the direct impact of having services available within the County and also the economic spin-off effects of employment and related spending within the local economy. This development will contribute to the economic well-being of the County and also provide direct benefit in the form of additional non-residential tax base.

7.4.2 Open Space and Recreation

The open space and recreation goal stated within the MDP is “to support the retention and enhancement of open spaces and recreational facilities in the Municipality”.

Further policies include:

- “the Municipality will encourage the amalgamation and linking of open spaces where appropriate; and
- through the development of a regional recreational trail system, the Municipality encourages trails as passive recreational opportunities within existing and developing communities.”

These goals have been instilled in Bingham Crossing. Significant open spaces have been designed to provide connectivity as part of an integrated open space system throughout the County to provide both active and passive recreation spaces.
7.5 Intermunicipal Development Plan

The Intermunicipal Development Plan (IDP) was approved by both of Rocky View County and the City of Calgary Councils in 1996 as a collaborative document. The IDP policies are designed to ensure that planning within areas of mutual interest is conducted appropriately and in a collaborative manner.

The proposed Bingham Crossing development is located within the Area B notification zone of the IDP. While detailed joint planning is not required in this area, the IDP indicates the City of Calgary must be provided an opportunity to comment and provide recommendations for land use policies and applications. The involvement of the City of Calgary will occur through the formal circulation process, as well as being invited to attend public engagement opportunities.

In addition to being located within a notification area, the proposed Bingham Crossing site is within a Primary Highways Zone. Relevant policies within the IDP indicate that development should address the development guidelines and design themes in the “Improving Calgary’s Entranceways” study (e.g., landscaping, signage, architectural treatment, screening of outside storage). These guidelines will form part of the foundation for Bingham Crossing’s design guidelines and will be enhanced through the design process.
7.6 Economic Development Strategy

The Economic Development Strategy is a general reference document approved by Council (updated in 2003) to guide and facilitate economic growth. This document is particularly relevant to the proposed Bingham Crossing development because it identifies the Springbank Airport and surrounding area as a growth node for economic development. This Strategy highlights the roles played by the TransCanada Highway and the proximity to both the City of Calgary and the Town of Cochrane as significant economic opportunities. While the report does not specify what type of development would be appropriate for this area, it does include tourism, retail, entertainment, and business parks, among other industries, as potential opportunities for the County identified through a public process.

Bingham Crossing has a diversity of retail, service, entertainment, and leisure opportunities, and is in keeping with the Economic Development Strategy. This proposal will also complement, rather than duplicate, the existing business uses in the area. The proposed businesses are significantly different from:

- the Highway commercial business park to the south of the TransCanada;
- the Calaway Park entertainment facility; and
- the Springbank Airport and associated businesses on-site.

The proposed Bingham Crossing businesses are distinctive from these local businesses and will provide services to local employees and residents that may only be served within the City of Calgary currently. Thus, the proposed Bingham Crossing development will be a local benefit to the existing community.

7.7 Summary

The Bingham Crossing Conceptual Scheme is consistent with many of Rocky View County’s policies, but will require an amendment to the North Springbank Area Structure Plan to accommodate business/commercial uses.
Conceptual Main Street District - Rendering
8.0 Implementation
8.1 Implementation

The Bingham Crossing Conceptual Scheme sets the foundation for future redesignation and subdivision applications. It covers an area of ±125 ha (±309 acres). The proposed phasing plan is shown as Figure 8A in this report and the exact boundaries of the phasing areas will be determined with future redesignation and subdivision applications.

This will allow Rocky View County to maintain control over the servicing, appearance, development form, infrastructure improvements and timing, and size of the phase.
Figure 8A: Proposed Land Use Districts
8.2 North Springbank Area Structure Plan Amendment

On June 27, 2006, Rocky View County Council directed County Staff to prepare an accompanying site specific amendment to the North Springbank ASP in conjunction with the Bingham Crossing Conceptual Scheme.

8.3 Land Use Redesignation

The proposed land use amendment area is shown on the attached page as Figure 8A and proposes B-BC Business-Business Campus, C-RC Commercial-Regional Commercial and PS Public Services Districts. Uses proposed include:

- Retail stores
- Restaurants/cafeterias
- Grocery stores
- Hotels
- Drinking establishments
- Utilities
- Public open spaces
- Civic pedestrian core uses
- Offices
- Supportive services

The Rocky View County Land Use Bylaw and architectural controls will allow the servicing, appearance, development form, infrastructure improvements and timing, and size of the phase to be effectively planned. It is proposed that this first phase of development be approximately 32,516 m² (350,000 ft²) for the commercial/retail components, storm pond and open spaces.

8.4 Subdivision

A report that details key site design elements will be submitted with the application for each phase of subdivision within Bingham Crossing. This report will ensure that the approved plan of subdivision meets the goals of the Conceptual Scheme. It will provide general details regarding building locations, open spaces, pedestrian connectivity and vehicle parking.
and circulation, and will help to maintain consistency on subsequent subdivision and development permits.

Policy 8.4.1: The following items will be submitted in a report with the application for each phase of subdivision:

- a site plan that shows the general integration of key site design elements such as general building locations, pedestrian elements, open space features and parking fields;
- a pedestrian of public amenities to be provided for the subject phase;
- a pedestrian circulation plan, in accordance with Section 4.3;
- a landscaping plan, in accordance with Section 26 of the Land Use Bylaw, for Municipal Reserve parcels, open spaces, pedestrian circulation components, and parking areas that integrates stormwater infrastructure as recommended by the Stormwater Management Plan for that phase;
- a parking lot plan, in accordance with Section 30 of the Land Use Bylaw;
- the Bingham Crossing Architectural Guidelines, in accordance with Section 4.8; and
- updated calculations for municipal reserve owing status detailing the amount of land is being provided as credit municipal reserve dedication and/or a cash-in-lieu payment. As well as updated calculations of the amount of land deferred for MR owing in future phase(s).

Policy 8.4.2: Lots smaller than 12.1 hectares (30.0 acres) may be permitted within lands designated Commercial – Regional Commercial for development that is consistent with the policies of the Bingham Crossing Conceptual Scheme.

Policy 8.4.3: A Biophysical Impact Assessment shall be provided prior to subdivision approval. Areas identified as environmentally significant will be integrated into the open space system or compensated pursuant to provincial regulation.

8.5 Phasing and Timing

The Bingham Crossing development is anticipated to be developed in five phases over approximately 20 years (Figure 8B-Phasing Plan Diagram), giving time for construction and marketing of future phases, as well as a required population massing in the identified trade area. Also, the development and extension of relevant regional infrastructure may influence the phasing and timelines.

Policy 8.5.1: Phasing of Bingham Crossing should be generally consistent with Figure 8B.

Policy 8.5.2: A linear rustic trail will be developed along the entire northerly boundary of the site as part of Phase 1 in order to provide an initial continuous linkage from west to east.

Policy 8.5.3: A conceptual phasing plan guideline will be provided for each phase detailing landscaping, architectural design guidelines, open space and pedestrian circulation, and parking.

Policy 8.5.4: Notwithstanding Policy 8.5.1, office and business uses anticipated in Phase 5 may proceed at any time.

Policy 8.5.5: Detailed interim landscape plans for Phase 5 lands will be submitted to Rocky View County with applications for subdivision or development on lands for adjacent phases to the north when those applications require landscape plans.

Policy 8.5.6: Permit(s) for stripping and grading may be approved in advance of requirement for additional infrastructure.

Detailed landscape plans will be submitted to Rocky View County prior to construction outlining the surface treatment (or interim use) for lands being held for future phases. The adjoining boulevards to these areas may feature street tree plantings, sod, mulches, and fence panels in strategic locations. The interior of the parcels may employ such landscape elements as native crops and grasses, berming and fencing in maintaining the appropriate character for the development and ensuring a suitable interface with the existing developed portions of the site.
Figure 8B: Phasing Plan Diagram
9.0 Public Consultation and Community Involvement
9.1 Public Open Houses

Prior to the application for Conceptual Scheme direction to Rocky View County in March 2007, the developers initiated two workshops for the community. The intent of the open houses was to initiate dialogue with the community at the earliest stages of the project. These open houses were held on November 23, 2005 and March 27, 2006.

With formal submission of the Conceptual Scheme, the developer hosted a third open house on May 16, 2007.

A fourth open house was held on February 2, 2010. Approximately 111 people attended the open house.

9.2 Results

The results, comments and responses from the open houses are presented in the meeting section of the web site at: www.binghamcrossing.com.
10.0 Policy Summary
Strict architectural standards shall be applied by the developer to ensure a consistent high quality development form.

3.4 Leadership in Energy and Environmental Design (LEED)

Policy 3.4.1: Commercial and office buildings should incorporate LEED or equivalent standards during design and development.

Policy 3.4.2: Commercial and office buildings should apply the following principles:
- Alternative transportation, bicycle storage and changing rooms
- Light pollution reduction
- Water efficient landscaping
- Innovative wastewater technologies
- Water use reduction
- Maximizing open space
- Construction waste management
- Low-emitting materials (adhesives, sealants, paints, coatings, carpet systems, composite wood, and agrifiber products)
- Indoor chemical and pollutant source control
- Optimize energy management
- Recycled content
- Heat island effect - roof
- Green power

4.1 Commercial Development

Policy 4.1.1: The Bingham Crossing development shall provide commercial uses in the area which could include uses such as retail stores, services, restaurants, hotels, entertainment, and leisure uses. Opportunities for office/employment uses to be developed within the commercial area are to be encouraged where possible.

Policy 4.1.2: Architectural standards shall adhere to the “Bingham Crossing Architectural Design Guidelines - Commercial” established by the developer and shall be registered on title to ensure a consistent, high quality development.
Policy 4.1.3: Based on the submitted Retail Opportunity Study, the Bingham Crossing development’s commercial uses should not exceed ±146,136 m² (±1,573,000 ft²) at full build-out in order to remain economically sustainable.

Policy 4.1.4: A re-evaluation of the maximum build-out size could occur with a subsequent retail study.

Policy 4.1.5: Commercial uses adjacent to Highway 1 (TransCanada) will be screened from the highway by a linear park and pathways, and landscaped with trees, fencing, and/or berms to ensure an effective visual barrier and transition that is sensitive to existing viewsheds and landscape character.

Policy 4.1.6: Commercial uses will be located in three areas of the community: Civic Core, main street, and Shops and Services linked by a primary retail spine, as well as pedestrian connections to form a comprehensively designed commercial centre to the development. Where opportunity exists, office/employment uses should be encouraged to locate in these three areas as well.

Policy 4.1.7: Pedestrian connectivity will be paramount to Bingham Crossing and will be accomplished through well defined block layouts, key activity spaces, 5 to 15 minute walking distances between businesses, and landscaping including tree-lined corridors to create a safe and walkable public environment.

Policy 4.1.8: A blend of large-scale retail (with maximum areas of ±15,794 m² (±170,000 ft²) will be determined by future land use applications), smaller independent shops and mid-sized retailers will provide a range of high end goods and services.

Policy 4.1.9: Commercial buildings will be pedestrian scaled using elements such as canopies, arcades, display windows, columns, detailed entrances, projections, peaked roofs, and articulated walls to encourage street level presence.

Policy 4.1.10: Natural light and pedestrian scaled lighting will be integrated throughout the commercial area to ensure a comfortable, positive experience.

4.2 Office/Business District

Policy 4.2.1: Office and business uses within the office/business district will be located within a campus-like setting featuring pedestrian connections and open spaces.

Policy 4.2.2: Office uses may be integrated throughout the commercial and/or main street areas in accordance with the design principles for the district.

Policy 4.2.3: Building architecture will be of a high quality using distinctive elements (such as prominent entrances, architectural detailing and human scaled elements) to create a positive environment for employees.

Policy 4.2.4: Architectural standards shall adhere to the “Bingham Crossing Architectural Design Guidelines - Business” established by the developer, and shall be registered on title to ensure a consistent, high quality development.

4.3 Pedestrian Circulation

Policy 4.3.1: Prior to approval for subdivision or commercial and business development, a pedestrian circulation plan will be submitted that shows the following priorities are implemented in the plan of subdivision or site plan:
development is organized into units of a 400 metre radius (5 minute walk) to facilitate walkable activity spaces;

layout of pedestrian features provides convenient, safe, accessible, and attractive pedestrian routes for people to park once and walk between businesses within activity spaces; and

open space features are integrated as detailed in Section 4.4.2: Key Aspects of the Open Space System.

Policy 4.3.2: A pedestrian circulation network will utilize multi-use regional pathways, traditional concrete sidewalks, and multi-use rustic trails to create continuous, direct pedestrian routes between the open spaces, office/business campus and commercial area.

Policy 4.3.3: Connect pedestrian-friendly activity centres to encourage walking throughout the site and between the office/business campus and commercial areas.

Policy 4.3.4: Pedestrian routes must be accessible to mobility challenged citizens.

Policy 4.3.5: Plan for potential transit service by indicating approximate future transit stops. Ensure that street design will permit these to function safely and allow for the provision of transit amenities such as loading areas and bus shelters.

4.4 Open Spaces

Policy 4.4.1: The required municipal reserve will be provided and dedicated for parks, pathways and open spaces.

Policy 4.4.2: The Developer intends to provide the Voluntary Recreation Contribution for the lands at each phase of the subdivision.

Policy 4.4.3: A Merchants' Association is to be established to maintain open spaces.
Policy 4.4.4: Until such time as the Merchant’s Association is established, the developer shall be responsible for maintenance of all open spaces.

Policy 4.4.5: Public open spaces such as parks, plazas, courtyards, green roofs, and tree lined streets provide opportunities for gathering, social interaction and play spaces as defined in Section 4.4.2 Key Aspects of the Open Space System.

Policy 4.4.6: Streetscapes, referenced in 4.4.2 Key Aspects of the Open Space System, are to be designed to create an ambience and distinct identity in Bingham Crossing.

Policy 4.4.7: The park, referenced in 4.4.2 Key Aspects of the Open Space System - Linear Parks, along the south boundary of Bingham Crossing will function as an important entry providing signature themed elements (signage, accent planting, lighting, and fencing) to identify the development while also serving as a regional pedestrian corridor and infiltration bed.

Policy 4.4.8: The park referenced in 4.4.2 Key Aspects of the Open Space System - Linear Parks, along the north boundary of Bingham Crossing is to be designed to create an extensive, continuous green space that will serve as the gateway to Bingham Crossing. It will function as a multi-purpose open space that serves a variety of needs and users by providing opportunities for activities, gathering, passive uses, and educational opportunities.

4.5 Civic/Pedestrian Core District

Policy 4.5.1: The civic pedestrian core will contain a variety of uses that will include, but not be limited to:
- offices;
- main street commercial uses (such as smaller frontage, independent, etc.);
- public open spaces and plazas; and
- community services

Policy 4.5.2: The civic pedestrian core will serve as a central node within the development and will be designed to be pedestrian oriented using tree-lined corridors, public art, street furniture, and decorative elements and features to enhance its function.

Policy 4.5.3: The central open space will be a multi-purpose, easily adaptable area for a variety of uses such as: farmer’s markets, open air concerts, community events, and informal play and meeting spaces.

Policy 4.5.4: The developers of Bingham Crossing should encourage community-oriented or non-profit groups to locate within the civic core area using incentives such as rent reduction, subsidies, services-in-kind, and/or partnerships.

4.6 Main Street District

Policy 4.6.1: Main street uses will be located within a pedestrian friendly, market environment that will allow opportunities for interaction and socializing through the use of meeting places, outdoor patios, landscaping, and other design elements.

Policy 4.6.2: Buildings contained within the main street are to be varied in height and appropriately articulated with façade treatments on all sides using trellises, canopies, arcades, and awnings to soften building edges materials such as fieldstone, river rock, timber, copper, and slate.

Policy 4.6.3: Building frontages will be no greater than 30-40% of the depth of the building to ensure a pedestrian scaled environment.
4.7 Shops and Services District

Policy 4.7.1: Large format retail uses will be located within a well designed environment with pedestrian connections between buildings.

Policy 4.7.2: Small format retail uses may be allowed on smaller parcels to address a variety of uses within the district.

Policy 4.7.3: Buildings will use pedestrian scaled elements such as detailed entrances, projections, peaked roofs, and articulated walls to encourage street level presence.

Policy 4.7.4: Landscaping, landscaped parking areas and low intensity lighting will be integrated throughout this area to ensure a comfortable, positive experience for pedestrians.

Policy 4.7.5: Office and/or business campus uses can be considered an appropriate use within the shops and services district without amending this plan.

Policy 4.7.6: Accommodation and tourist destination uses may be considered appropriate in the shops and services district without amending this plan.

4.8 Architectural Design Guidelines

Policy 4.8.1: Shall be consistent with the design policies specified throughout Section 4.0 and any other applicable municipal policy.

Policy 4.8.2: Should reinforce the design policies of Section 4.0 by providing more detailed design guidance to existing policy.

Policy 4.8.3: Should provide detail to implement the following goals and objectives:

- buildings that allow individuality, while using quality materials and finishes consistent with major regional landscape features (Rocky Mountains meet the prairies), such as fieldstone, river rock, timber, copper and slate;
- buildings will be pedestrian scaled using elements such as canopies, arcades, display windows, detailed entrances and projections, peaked roofs, and articulated walls to encourage a street level presence;
- retail building faces adjacent to the TransCanada Highway will be designed with architectural variety and interest, including vertical and horizontal recesses, and changes in material, texture or colour to avoid the appearance of a blank wall;
- unique storefronts with ample transparency;
- simple and eye-catching themed signage to provide an identity to the development;
- provide well established and comfortable areas for outdoor dining with protection from the elements;
- create three activity centres, each with its own individual character attributable to a mixture of uses, scales, open spaces, and movement patterns;
- incorporate various open spaces such as plazas, green spaces and outdoor rooms throughout the development;
- ensure visual and physical pedestrian connectivity between sidewalks, pathways and open spaces;
- a Dark Sky Policy that requires lights to shine down and have little or no light escaping upward; and
- building orientations and main entrances are encouraged to focus on the street frontages.
Policy 4.8.4: Should implement the following sustainability goals:

- commercial and office buildings should incorporate LEED or equivalent standards during design and development;
- the location of building sites in Bingham Crossing will be deliberately thought out to address natural light, wind, shadows, and connectivity; and
- water conservation measures such as water efficient landscaping, low flush toilets and water use reduction.

4.9 Interface Approach

Policy 4.9.1: An edge condition containing a linear greenbelt and pathways, high quality building design materials, landscaping, fencing, or berms along the TransCanada Highway will contribute to the entranceway to the City of Calgary and Rocky View County with respect to existing view sheds and landscape corridors. As a gateway to the Rockies, Bingham Crossing will serve as an entryway celebrating the surrounding environment of prairies meeting the mountains.

Policy 4.9.2: Buildings along the southerly edge of Bingham Crossing, adjacent to the TransCanada Highway, will complement viewsheds and contribute to the visual interest of the Highway corridor through enhanced architectural detail on each facade of the building. Materials and finishes shall be consistent with major landscape features (Rocky Mountains meets the Prairies), fully screened garbage and loading areas, low intensity, downward directed lighting, and heavily landscaped side and rear yards.

Policy 4.9.3: An office and business park in a campus-like setting combined with municipal reserve along the north boundary of Bingham Crossing will provide an effective buffer and transition for the lands to the north.

Policy 4.9.4: Buildings along the easterly edge of Bingham Crossing will have enhanced architectural detail on each facade of the building, fully screened garbage and loading areas, low intensity, downward directed lighting, lower building heights, and heavily landscaped side and rear yards to effectively screen or transition uses to the east.

5.1 Domestic Water Supply

Policy 5.1.1: Water services for all phases of Bingham Crossing will be from an approved piped water supply system.

Policy 5.1.2: Fire suppression infrastructure shall be provided through a charged hydrant system that is consistent with National Fire Protection Association standards.

Policy 5.1.3: Water conservation measures will be implemented through architectural controls and include, but are not limited to, low maintenance or xeriscape landscaping, mandatory water meters, low flow water fixtures, and rainwater collection areas.

Policy 5.1.4: A water servicing analysis will be submitted to Rocky View County prior to subdivision approval at each phase of development.

Policy 5.1.5: An agreement relating to the Bingham Crossing utility including system design criteria, overall water system ownership, ownership of lands accommodating utility components, system financing, and system operations will be executed between Bingham Crossing Properties Inc. and Rocky View County prior to the initial subdivision approval.
5.2 Wastewater Collection, Treatment and Disposal

Policy 5.2.1: Effluent for Phases 1, 2 and 3 lands will be accommodated through an advanced wastewater treatment facility with ground disposal.

Policy 5.2.2: Effluent treatment and disposal works will be phased and sized to accommodate the approved land use redesignations. Sizing will be designed to accommodate demands for each phase with subdivision or development applications.

Policy 5.2.3: A sanitary servicing analysis will be provided to Rocky View County prior to subdivision approval at each phase of subdivision.

Policy 5.2.4: A final hydrogeological report will be prepared prior to subdivision approval of Phase 1 of Bingham Crossing.

5.3 Stormwater Management

Policy 5.3.1: The project will have an urban minor/major stormwater system that connects either storage facility (wet ponds located on the east and west sides of the site). Each pond will be located in a PUL.

Policy 5.3.2: Each wet pond will be designed to ensure that the discharge rate from the pond will be required to meet Subdivision Drainage Strategies (Westhoff Engineering, 2004) and Alberta Environment water quality guidelines.

Policy 5.3.3: With the submission of the first and each subsequent subdivision plan for the project, a Stormwater Management Plan is to be submitted for review and approval by Rocky View County.

Policy 5.4: Development of individual commercial and institutional lots will require a Site Drainage Plan and possibly an Overland Drainage Plan to be submitted for review and approval by Rocky View County.

Policy 5.4.1: Each phase of the development will be fully serviced with electrical, natural gas, telephone, and fibre optic connections.

Policy 5.4.2: Locations for easements for shallow utility extensions will be determined at the subdivision stage.

Policy 5.4.3: Electrical power will be transmitted by underground power cables.

5.5 Solid Waste Management

Policy 5.5.1: With each application for subdivision, a waste management strategy is to be submitted which will address recycling, composting and utilization of mulch.

6.2 Internal Road Network

Policy 6.2.1: There shall be no direct access to the TransCanada Highway.

Policy 6.2.2: Accesses to the Bingham Crossing project shall be generally as shown on the Conceptual Scheme.

Policy 6.2.3: A roadside development permit shall be applied for before access is granted for new approaches.

Policy 6.2.4: The development shall implement all recommendations related to internal road improvements identified in the TIA or as otherwise required by Rocky View County.
Policy 6.2.5: All internal roads are to be constructed and maintained in accordance with Rocky View County’s Servicing Standards, as amended, at the developer’s expense should they ultimately be dedicated as public road rights-of-way to the County. Alternatively, should the road remain privately owned by the Merchant’s Association as a bareland condominium, ownership and maintenance will be the responsibility of the Merchant’s Association after the maintenance period by the developer.

Policy 6.2.6: All roads within Bingham Crossing shall be fully accessible to the public regardless if they are a public right-of-way or a private road allowance.

6.3 Improvements and Phasing

Policy 6.3.1: Transportation network improvements shall be as recommended in the TIA or as otherwise required by Rocky View County.

Policy 6.3.2: Timing and cost obligations for improvements shall be determined at the subdivision stage for each phase of development.

Policy 6.3.3: Recommendations for traffic network improvements in the TIA may be revisited if development scenarios in the region are significantly modified from the models utilized in the TIA.

8.4 Phasing and Timing

Policy 8.4.1: Phasing of Bingham Crossing should be generally consistent with Figure 8B.

Policy 8.4.2: A linear rustic trail will be developed along the entire northerly boundary of the site as part of Phase 1 in order to provide an initial continuous linkage from west to east.

Policy 8.4.3: A conceptual phasing plan guideline will be provided for each phase detailing landscaping, architectural design guidelines, open space and pedestrian circulation, and parking.

Policy 8.4.4: Notwithstanding Policy 8.4.1, office and business uses anticipated in Phase 5 may proceed at any time.

Policy 8.4.5: Detailed interim landscape plans for Phase 5 lands will be submitted to Rocky View County with applications for subdivision or development on lands for adjacent phases to the north when those applications require landscape plans.

Policy 8.4.6: Permit(s) for stripping and grading may be approved in advance of requirement for additional infrastructure.
8.5 Subdivision

Policy 8.5.1: The following items will be submitted in a report with the application for each phase of subdivision:

- a site plan that shows the general integration of key site design elements such as general building locations, pedestrian elements, open space features and parking fields;
- a pedestrian of public amenities to be provided for the subject phase;
- a pedestrian circulation plan, in accordance with Section 4.3;
- a landscaping plan, in accordance with Section 26 of the Land Use Bylaw, for Municipal Reserve parcels, open spaces, pedestrian circulation components, and parking areas that integrates stormwater infrastructure as recommended by the Stormwater Management Plan for that phase;
- parking lot plan, in accordance with Section 30 of the Land Use Bylaw; the Bingham Crossing Architectural Guidelines, in accordance with Section 4.8; and
- updated calculations for municipal reserve owing status detailing the amount of land is being provided as credit municipal reserve dedication and/or a cash-in-lieu payment. As well as updated calculations of the amount of land deferred for MR owing in future phase(s).

Policy 8.5.2: Lots smaller than 12.1 hectares (30.0 acres) may be permitted within lands designated Commercial – Regional Commercial for development that is consistent with the policies of the Bingham Crossing Conceptual Scheme.
11.0 Closing
Bingham Crossing will contribute to the economic development objectives of Rocky View County.

This Conceptual Scheme provides direction and policy for future redesignation and subdivision applications on the Bingham Crossing development. The development will be phased over many years, and when completed, the project will provide approximately ±146,136 m² (±1,573,000 ft²) of retail service, entertainment and leisure opportunities.

Bingham Crossing will contribute to the economic development objectives of Rocky View County with this development in an identified growth corridor and as an appropriate transitional use between established rural and urban areas.
The developers have assembled a team of consultants to prepare this Conceptual Scheme report and to implement the plan following Council approval. For reference, the team contact information is as follows:

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