

**PUBLIC HEARINGS AND MEETINGS
PLANNING AND DEVELOPMENT REPORT TO COUNCIL
AMENDMENT TO HERITAGE POINTE AREA STRUCTURE PLAN,
CONCURRENT LAND USE REDESIGNATION & SITE-SPECIFIC AMENDMENTS
September 9, 2026
To be heard at: 1:30 PM**

APPLICATION INFORMATION		File No. 26R 033
	LANDOWNERS: Serenity Land Corp & John E. Morel	
	AGENT: Township Planning + Design	
	LEGAL DESCRIPTION: Ptn. SW 05-22-29 W4M <u>Multiple Properties:</u> Plan 9011402, Block 1 & Plan 9011470, Block 2	
	AREA OF SUBJECT LANDS: 20.68 acres & 4.99 acres	
CURRENT LAND USE: Country Residential District		
PROPOSED LAND USE: Residential Community District, Residential Multi-Family District, with additional lands to be dedicated as Municipal Reserve (to be zoned as Municipal Land Reserve District MLR), Environmental Reserve and Public Utility Lot.		
PROPOSALS: <u>Part #1:</u> Amendment to the Heritage Pointe Area Structure Plan (ASP), referred to as Serenity Phases 3 & 4, and Cell F. Also, a request to include these lands within the Hamlet of Heritage Pointe boundary. <u>Part #2:</u> Redesignation of the subject lands from Country Residential District (CR) to allow for the future development of 52 Residential Community District (RC), and 48 Residential Multi-Family District (RMF) lots, with additional lands dedicated as Municipal Reserve (MLR), Environmental Reserve (ER) and Public Utility Lot. Further, the application proposed various Site-Specific Amendments to the Residential Community and Residential Multi-Family Districts to address setbacks, garage size and lot coverage.		
DIVISION NO: 6	COUNCILLOR: John Callister	FILE MANAGER: Brittany Smith

EXECUTIVE SUMMARY

Summary of Proposal

The proposed ASP Amendment has been provided in the form of an addendum, which would be considered as forming part of the current Heritage Pointe ASP. The policies of the current Heritage Pointe ASP will apply to the subject parcel unless otherwise noted in or updated by the proposed addendum.

The ASP Amendment contemplates the addition of a new development cell (referred to as Serenity Phases III & IV and Cell F). The 20.68-acre parcel legally described as Plan 9011402, Block 1 (referred to as Phase III) is located within the Hamlet boundary, but is not located within the Heritage Pointe ASP area. The 4.99-acre parcel legally described as Plan 9011470, Block 2 (referred to as Phase 4) is not currently located within the Hamlet boundary or within the Heritage Pointe ASP area. This application includes a request that the ASP and Hamlet boundaries include both Phase III and IV lands.

The new development cell is proposed to facilitate the future development of 52 Residential Community District lots for single family or semi-detached dwellings, and 48 Residential Multi-Family District lots to allow for townhouses or semi-detached dwellings. All lots are proposed to be serviced with piped water and wastewater from the existing Bluestem Utilities facilities that currently service the balance of the Hamlet of Heritage Pointe.

The concurrent application for Land Use Redesignation will enable the implementation of the ASP amendment. The land use application proposes to redesignate the subject lands from Country Residential District to allow the future development of 52 Residential Community District, and 48 Residential Multi-Family District lots, with additional lands to be dedicated as Municipal Reserve (zoned as Municipal Land Reserve - MLR), Environmental Reserve (ER) and Public Utility Lot.

In addition, seven (7) site-specific amendments are proposed for the Residential Community and Residential Multi-Family Districts as follows:

- i. (RMF) Side Yard Setbacks: Relaxation of up to 90% on side yard setbacks on corner lots provided the front yard is designated by the Developer;
- ii. (RC & RMF) Side Yard Setbacks: a maximum of 1.0m encroachment into side yard setback requirements permitted for eaves, fireplaces, sills, canopies, window wells, and cornices;
- iii. (RC & RMF) Rear Yard Setbacks: 6.0m from the property line and a maximum of 1.5m encroachment into regular rear yard setback requirements for above grade decks and associated steps, and walkout patios;
- iv. (RMF) A garage up to 50% of the dwelling size (provided that the garage does not exceed a maximum of 2,400 sq. ft.) split into two different structures, either attached or detached from the residence is permitted;
- v. (RC & RMF) Lot Coverage: Maximum of 60% for Residential Community District and 75% for Residential Multi-Family District provided it is supported by a Stormwater Management Plan and is addressed in the applicable land use districts by way of a site specific amendment to the district;
- vi. (RMF) A minimum rear yard setback of 1.5m shall be permitted for a principal building for all residential dwellings backing onto Municipal Reserve land within Phase IV;
- vii. (RC & RMF) In accordance with County direction, a 48m setback from the centre line of Dunbow Road shall be adhered to. No residences shall be included within the Dunbow Road setback area.

Pertinent Site Considerations

Location: The subject properties are located directly north of Dunbow Road East and to the east of 4th Street East. This is approximately 650 metres east of Highway 2A (Macleod Trail) at its closest point and 1.1 kilometres south of the City of Calgary boundary at its closest point. The subject lands are located within the Intermunicipal Development Plan area between the City of Calgary and Foothills County. A location map has been included within Appendix A, for reference.

Transportation: Plan 90111402, Block 1 (Phase III) currently has three approaches directly from Dunbow Road E, one of which is to become future 5th Street E, whereas Plan 9011470, Block 2 (Phase 4) is currently accessed from an approach at the northwest corner from 4 Street E. Dunbow Road has been constructed to a two-lane rural standard between Deerfoot Trail (highway 2) and Macleod Trail (Highway 2A). It functions as a major collector and eventually will be upgraded to a four lane standard. The intersection at Dunbow Road and 2nd Street E is in the process of being converted into a roundabout with projected completion of late Fall 2026.

Policy within the ASP amendment outlines that area developers are required to provide a contribution to the improvements of Dunbow Road by way of Foothills County's Community

Sustainability Fee and paid at the subdivision stage. Any additional contributions are to the discretion of Council. Any road improvements external to Cell F (Serenity Phases III & IV) shall be undertaken to the satisfaction of Foothills County and shall be provided at the cost of the developer.

Servicing: Water and Wastewater servicing for the proposed development would be provided by Bluestem Utilities, the current service provider for the Hamlet of Heritage Pointe. Bluestem has provided a letter confirming capacity is available to service Phase IIIA and for the first 17 lots within Phase IIIB. Additional upgrades to the Bluestem water distribution system will be required to support the full build out of Phase IV. Appropriate approvals of water transfer and diversion licenses are required for the remaining 25 lots within Phase IIIB and for all lots within Phase IV.

Site Characteristics: The topography of Phase III lands slope in south to north and west to east directions, with a coulee central to the lands that runs southwest to northeast. An existing licensed stormwater pond is in the northwest corner which is largely located outside Cell F. This stormwater pond was developed by the landowner west of the Phase III and IV lands and collects pre-and post-development drainage from the site and other surrounding lands.

Phase IV generally slopes to the northeast. Pre-development drainage collects in a central Coulee within Phase III lands and drains to the storm pond in the northwest and into an existing drainage course that meanders through Heritage Pointe Golf Course to the north and east, ultimately discharging into Pine Creek.

The subject lands contain a mix of shrubs, hedgerows, open grassland, and larger trees.

Public Consultation

The agent and landowners have undertaken public engagement with stakeholders and members of the community in the form of three virtual meetings and two in person meetings with adjacent Homeowners Associations between November 2025 and February 2026 and held a public open house on February 19, 2026. A public website providing updates and materials is also available. Further, a community mailout was sent to landowners within a half mile radius of the subject site on July 10, 2026.

A “What We Heard” Report has been provided by the applicant and included in Appendix C of this staff report to summarize consultation process and feedback received.

Policy Evaluation

The application has been reviewed in terms of the South Saskatchewan Regional Plan, the City of Calgary and Foothills County Intermunicipal Development Plan, the Municipal Development Plan 2010, the Growth Management Strategy, the Heritage Pointe Area Structure Plan and the Land Use Bylaw 60/2014.

Referral Considerations

The City of Calgary provided advisory comments regarding Stormwater runoff and volume in the Pine Creek watershed. The City encourages the applicant to confirm directions provided by this plan in their stormwater management plan and further detailed design. The City acknowledges that this has already been referenced in the stormwater memo provided by the applicant. Consideration of the cumulative impacts of stormwater discharge on Pine Creek should be reviewed as development near Pine Creek continues.

A response letter to the City’s comments completed by CIMA+ has been provided by the applicant and has been included in appendix F of this staff report.

PURPOSE OF APPLICATION

Amendment of the Heritage Pointe Area Structure Plan: to adopt the proposed amendment to the Heritage Pointe Area Structure Plan that will provide a framework for the future development of Cell F (Serenity Phases III & IV).

Land Use Redesignation: to redesignate the 25.67 acre subject lands from Country Residential District to Residential Community District and Residential Multi-Family District, Municipal Land Reserve District, with additional lands to be dedicated as Environmental Reserve and Public Utility Lot; and

Site Specific Amendments: to provide for site specific amendment to the Residential Community (RC) and Residential Multi-Family (RMF) Districts to allow:

- i. **(RMF)** Side Yard Setbacks: Relaxation of up to 90% on side yard setbacks on corner lots provided the front yard is designated by the Developer;
- ii. **(RC & RMF)** Side Yard Setbacks: a maximum of 1.0m encroachment into side yard setback requirements permitted for eaves, fireplaces, sills, canopies, window wells, and cornices;
- iii. **(RC & RMF)** Rear Yard Setbacks: 6.0m from the property line and a maximum of 1.5m encroachment into regular rear yard setback requirements for above grade decks and associated steps, and walkout patios;
- iv. **(RMF)** A garage up to 50% of the dwelling size (provided that the garage does not exceed a maximum of 2,400 sq. ft.) split into two different structures, either attached or detached from the residence is permitted;
- v. **(RC & RMF)** Lot Coverage: Maximum of 60% for Residential Community District and 75% for Residential Multi-Family District provided it is supported by a Stormwater Management Plan
- vi. **(RMF)** Minimum rear yard setback of 1.5m shall be permitted for a principal building for all residential dwellings backing onto Municipal Reserve land within Phase IV;
- vii. **(RC & RMF)** In accordance with County direction, a 48m setback from the centre line of Dunbow Road shall be adhered to. No residences shall be included within the Dunbow Road setback area.

Brief Overview of the History of the Heritage Pointe Area Structure Plan (ASP):

In 1991 the Heritage Pointe Golf Course & Clubhouse and four residential development areas comprised of approximately 120 Country Recreation Residential 49 District (CRR-49) condominium units were approved as a recreational settlement under the Calgary Regional Plan. The purpose and intent of the CRR-49 district was to provide for smaller parcels intended for Country Residential development in conjunction with a County Recreational Centre. The maximum number of dwelling units permitted in a CRR-49 subdivision was 48. The four residential development areas are known today as the Ridge, the Meadows, the Summit and the Ravine.

September 28, 1995: The original ASP was adopted. The ASP plan area encompassed 839+/- acres of land, which was contained in 12 separate titles. The ASP provided for the development of a total of 665 residential units, 364+/- acres for golf course use, 1.2+/- acres for commercial/retail use and approximately 19.8 acres to be dedicated as Municipal Reserve. The phasing for the plan area was divided into 3 development cells: Cell A, Cell B and Cell C. Cell A contained the development that was approved in 1991 as outlined above.

March 2, 2000: The ASP was amended, primarily to provide for an expansion to the commercial area from 1.2+/- acres to 3.61+/- acres, to replace a 9 hole golf course with the lake residential area and lake amenity, to provide for a new single family detached housing type and to relocate the wastewater treatment facility.

June 10, 2004: The ASP was amended once again. The amendment primarily allowed for a revision to the plan area boundary to include a 40.90 acre parcel, which is referred to in the ASP as development Cell D. Cell D has since been developed and is known today as the Rancho.

September 13, 2007: Artesia was undertaken within the Heritage Pointe Hamlet boundary under a separate ASP, referred to as the Heritage Pointe Stage 3 Area Structure Plan. This ASP was adopted by Council on September 13, 2007. The ASP plan area encompassed 137.44 acres and provided for the development of a total of 272 residential units that were subdivided in four phases.

September 8, 2021: The ASP was amended in accordance with an addendum referred to as Cell E – Serenity Phase I. Concurrently the redesignation of a 24.39-acre parcel was granted to allow for the Development of Serenity Phase I which consists of Residential Community District, Residential Community Sub-District “A”, and Residential Multi-Family District lots with additional lands dedicated as Municipal Reserve, Environmental Reserve and Public Utility Lot, with site specific amendments.

April 5, 2023 Council passed a resolution to amend the Hamlet of Heritage Pointe Boundary to encompass the Pine Springs and Pine Creek Villas.

October 15, 2025, Council passed a resolution to amend the Hamlet of Heritage Pointe Boundary to encompass the Heritage Crossing and Heritage Estates ASP lands.

Copies of the adopted Heritage Pointe ASP and Cell E Addendum have been included within Appendix E of this staff report.

CURRENT LAND USE

Current land use within one half mile of the subject lands is illustrated on the half mile land use map within Appendix A.

Subject Parcels

- Plan 9011402, Block 1 – Country Residential District (20.68 acres)
- Plan 9011470, Block 2 – Country Residential District (4.99 acres)

Adjacent Lands

The subject properties are surrounded by Serenity Phase 1 lands located directly north and west of the subject lands which contain Residential Community, Residential Community Sub-district “A” and Residential Multi-Family district parcels.

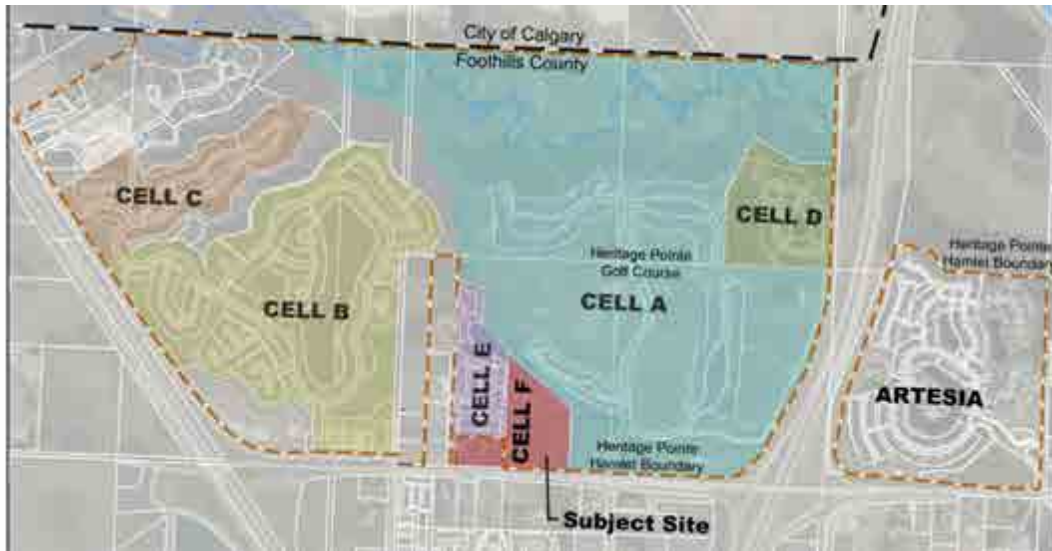
The remaining surrounding lands consist of primarily Country Residential parcels, Heritage Crossing Area Structure Plan containing Residential Community Sub-district “A” and Residential Multi-Family Sub-district “A” parcels and recently adopted Heritage Estates Area Structure Plan all located to the south of Dunbow Road.

Other nearby lands include the Direct Control #11 District properties which are the Heritage Pointe commercial area, Country Residential parcels within and adjacent to the hamlet boundaries, and Recreation District properties which consist of the Heritage Pointe Golf Course and the Lake at Heritage Pointe.

APPLICATION HIGHLIGHTS:

Summary of the Proposed ASP Amendment – Serenity Phases III & IV

Serenity Phases III & IV is proposed as the next phase of development for the Hamlet of Heritage Pointe and has been identified as Cell F. This section is intended to provide a summary of the proposed development of Cell F as outlined in the ASP Amendment.



Development Strategy

Land Use

Proposes Residential Community (RC) to support 14 lots for Single Family Dwellings and 38 Lots for either Single Family or Semi-Detached Dwellings, and Residential Multi-Family District (RMF) to support maximum 48 units for townhouses or semi-detached dwellings.

Density

The amendment contemplates a density of 4.55 units per acre.

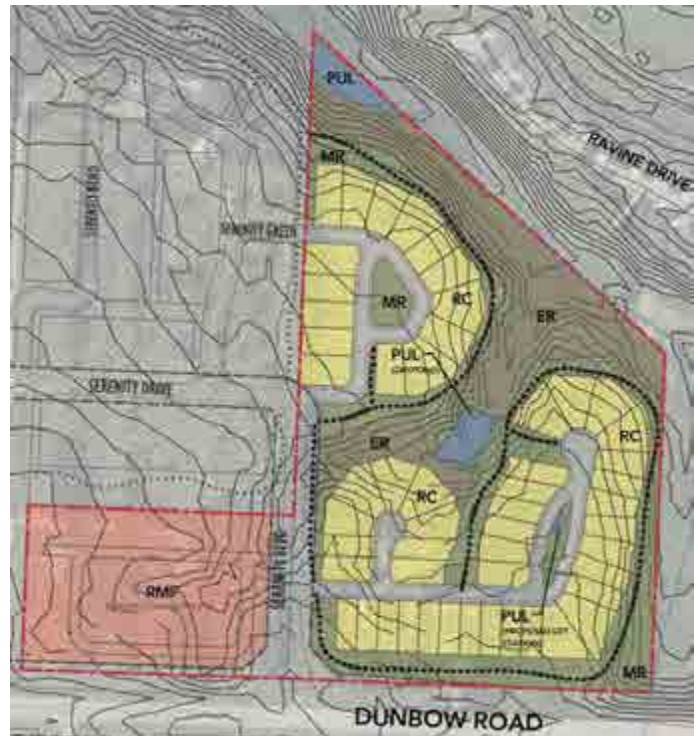
Lot Sizes

Minimum and maximum lot sizes are outlined to be determined at the subdivision stage to the satisfaction of Foothills County.

Staff suggest amendments to the proposed ASP amendment to confirm proposed minimum and maximum lot sizes align with the Residential Community District and outline proposed minimums and maximums for Residential Multi-Family District as condition of land use.

Architectural Controls

The amendment outlines the requirement for a set of Architectural Controls (AC) to be prepared by the developer and will be registered on title at the time of subdivision



The AC will require similar themes, materials, massing and architectural styles to those existing within the Hamlet of Heritage Pointe. Further, the AC will contain a review and approval process for compliance and approval by the developer prior to the builder providing a formal submission to the County for a building permit.

Open Space System

The amendment proposes to dedicate portions of the plan area as Municipal Reserve which are to be zoned Municipal Land Reserve District (MLR), and dedicated areas of Environmental Reserve (ER), to be an extension of the Serenity Phase I architecture and landscaping design, providing linkages through Phase III and future proposed connection in Phase IV and connections to lands to the west. Open space components will include community signage, outlook areas, passive recreational activities, primary and secondary trails, with both new landscaped areas and retained vegetation.

Policy within the ASP identifies that sidewalks shall be provided at minimum on one side of the street of the collector road (labelled as Serenity Blvd on map below). The developer will provide a detailed landscaping plan for each Phase at the subdivision stage noting that the developer shall be responsible for construction of all pathways, including a connection into Phase IV, and will maintain such for a 2-year period until taken over by a Homeowners Association (HOA).

Policy within the ASP amendment states that lots that back onto the municipal and/or environmental reserve lands are required to have a minimum 4.ft chain link fence to delineate private land from public areas.

Municipal Reserve (MR)

As per the Municipal Government and the County's Municipal Reserve Policy, the amount of land or cash-in-lieu of land to be provided for MR is required to be equal to 10% of the titled parcel less any land to be dedicated as Environmental Reserve or Environmental Reserve Easement.

The amendment identifies 4.848+/- acres of the Plan Area to be dedicated as MR, which exceeds the 10% requirement. The MR areas are proposed to provide both landscaped and natural lands with a pathway system throughout the community.

The policies proposed within this section of the amendment identify that the required MR shall be confirmed at the subdivision stage and that the provisions of reserves must be in accordance with the requirements of the Municipal Government Act to the satisfaction of Foothills County. It is further required that Landscaping and Maintenance Plans for the MR areas be provided to the County for review and approval at the subdivision stage.



Environmental Reserve (ER)

The central pond on the property within Phase III is to be part of the overall drainage for the site and is designated as Public Utility Lot (PUL). There is an ER area surrounding the high-water mark of the pond to ensure riparian areas are retained.

The policies provided in this section of the amendment speak to the requirement for the pond to be utilized as public open space and construction of public works for deep utility servicing may be permitted within the ER under a registered Utility Right of Way.

Servicing Infrastructure

Transportation – External Roads

Plan 90111402, Block 1 (Phase III) currently has three approaches directly from Dunbow Road E, one of which is to become future 5th Street E, whereas Plan 9011470, Block 2 (Phase 4) is currently accessed from an approach at the northwest corner from 4 Street E.

Dunbow Road has been constructed to a two-lane rural standard between Deerfoot Trail (highway 2) and Macleod Trail (Highway 2A). It functions as a major collector and eventually will be upgraded to a four lane standard. The intersection at Dunbow Road and 2nd Street E are in the process of being converted into a roundabout by the County with anticipated completion by late Fall 2026.

The ASP Amendment outlines that the intersection of Dunbow Road and 5 Street E is to be constructed as part of this proposed Serenity Phase III and IV development (with ultimate plans of a future roundabout). Capacity analysis indicates that this intersection will provide acceptable operating conditions under a stop control configuration on opening day. Long-term access from Dunbow Road to the Serenity Phase III/IV development is expected to be provided via an all-turns access at 5th Street. A secondary emergency right in/ right out egress-only access would be retained at 4th Street. The design and configuration of the all-turns intersection at 5th Street and Dunbow Road will be determined at the subdivision stage. The timing of the proposed Dunbow Road widening and roundabout at this location will require close collaboration between the developer and Foothills County to ensure it is done according to plan. The below figure 8A shows the conceptual access along Dunbow.



Figure 8A - Long Term Access and Conceptual Development

Policy within the ASP amendment outlines that area developers are required to provide a contribution to the improvements of Dunbow Road by way of Foothills County's Community

Sustainability Fee and paid at the subdivision stage. Any additional contributions are to the discretion of Council. Any road improvements external to Cell F (Serenity Phases III & IV) shall be undertaken to the satisfaction of Foothills County and shall be provided at the cost of the developer.

Public Works provided comments that 5th Street/Dunbow Road intersection will require completion prior to any residence construction beginning. A revised TIA was provided on September 1, 2026 and is currently with a third-party engineering consultant for review. The review is to confirm if the proposed 'T' intersection with STOP condition is adequate, or if revision will be required. Comments from this review have not yet been received prior to submission of this staff report. The TIA memo has been included as Appendix D of this staff report.

Transportation - Internal Roads

The amendment outlines that the proposed internal roads are intended to be constructed by the developer with the final design to be engineered in consultation with the County's Public Works department to the satisfaction of the County. The internal roads within Phase III would ultimately be owned and maintained by the County upon issuance of the required Final Acceptance Certificate(s).

The proposal identifies the following Road Standards for Phase III:

- The 20m Hamlet Road standard be modified as it runs along the east-west portion of the plan area including a sidewalk on one side to facilitate active moves of transportation and connection to the commercial and recreational opportunities in the area.
- Reduced 12m road width, not a standard 16m between Phase I and Phase III is proposed as the built form for this area is a small intimate grouping of residential dwellings and does not serve as a thoroughfare through Serenity Phase I and III.

The proposal identifies the following for Phase IV:

- Internal road is intended to be within a bareland condominium and to be constructed by the Developer and ultimately maintained by the appropriate Homeowners Association (HOA).

Public Works advised they have no concerns with the private internal road within Phase IV so long as it remains maintained by the HOA.

Water & Wastewater

Potable water and wastewater services for Serenity Phase III & IV shall be provided through connections to Bluestem Utilities water and wastewater treatment and distribution systems at the cost of the Developer.

Cell F will be constructed as three separate phases of clustered residential development referred to as Phase IIIA (northern cluster), Phase IIIB (southern cluster), and Phase IV (west cluster).

Phase IIIA water and wastewater services will be completed through connections to the existing systems installed during Serenity Phase I and extend to the phase boundary at the east end of Serenity Green, installed within the proposed roadways in Phase IIIA and re-connected to the existing watermain installed within Serenity Drive. Wastewater system will be gravity fed to the lift station within Serenity Phase I pumping to Ravine Drive where it will connect to the Bluestem

wastewater system. Bluestem has confirmed capacity for both water and wastewater systems to provide servicing to Serenity Phase IIIA at full buildout.

Phase IIIB water will be completed through connection to the existing water distribution system located within Serenity Drive installed with Serenity Phase I development and will be extended south within the proposed 5th Street E road right-of-way. Bluestem will require the developer to complete a second connection when constructing Serenity Phase IIIB to provide a looped water Connection for Serenity Phases I, III & IV. Bluestem has indicated that upgrades will be required for water servicing purposes and that 25 of the 42 lots in Phase IIIB will not be connected to the service area until sufficient diversion licenses are acquired and transferred to Bluestem. Wastewater servicing for Phase IIIB will be comprised of a gravity main with collection mains flowing to the proposed sanitary lift station located within the landscaped boulevard within the internal roadway. Details for the lift station will be provided at detailed design. Wastewater will be pumped to a connection point at the south end of Serenity Phase IIIA where it will enter the collection system and flow by gravity to Serenity Phase I. Alignment of the forcemain will be confirmed at detailed design but is anticipated to flow to the northwest from the proposed lift station site across a natural drainage draw located between Serenity Phase IIIA and IIIB.

Phase IV potable water will be provided by connections to the existing watermain within 4th Street as installed by Serenity Phase I and connect to future watermain constructed within 5th Street providing a looped connection to Phase I. Confirmation of availability of water to service Phase IV has not yet been provided and is expected to be provided in future. Wastewater will be a gravity sewer main connecting to the future sanitary mains within Serenity Phase IIIB and enter existing Bluestem collection system via the future lift station in Serenity Phase IIIB.

Policy within the ASP amendment outlines that the developer shall assume all costs for potable water and wastewater infrastructure and servicing with no rate increase anticipated. Further, endeavors to assist are to be considered in collaboration with the County regarding excess capacity or benefiting areas to ensure appropriate compensation at subdivision stage.

Public Works recommends that confirmation of diversion licenses be provided for the remainder of lots within Phase IIIB and all of Phase IV, and water capacity confirmed by Bluestem for Phase IV be provided as conditions of land use.

Stormwater

A Stormwater Management Report (SWMR) has been prepared to align with the recommendations outlined in the Heritage Point SWMP, Pond Report and recently published Morphological Report for the Pine Creek watershed.

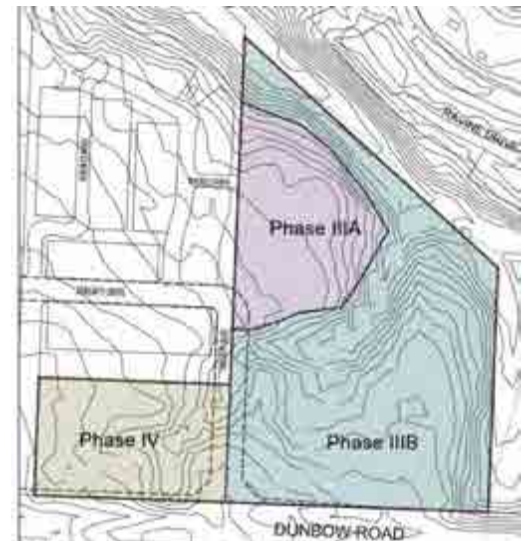
Stormwater is proposed to be managed through a dual drainage system consisting of underground pipe network (minor system) and overland conveyance (major system) with emergency overland escape routes with each complying with the Provincial and Municipal standards and guidelines. To meet release rates and runoff volume targets established for the Pine Creek watershed, a dry pond with storage capacity of 2,300 cubic metres and 1.8m total depth will be constructed at the central location of the Phase III development. Discharge is to be directed through an existing drainage course. Water quality improvement of discharge into the storm pond is proposed through the installation of an oil and grit separator device located upstream of the dry pond.

Public Works has advised that the preliminary Stormwater Management Plan has been reviewed by a third-party consultant and have recommended acceptance with no concerns, with detailed design to be provided at subdivision. Further, the stormwater management plan supports lot

coverage calculations of 60% for Residential Community district and 75% for Residential Multi-Family lots both of which require consideration by Council through the included Site-Specific Amendment as it exceeds the lot coverages provisions as outlined in the Land Use Bylaw.

Phasing

The plan area will be developed sequentially within three phases in accordance with servicing availability and market conditions at time of construction with each stage of development containing one or more phases. Policy within the ASP amendment outlines the developer shall be responsible for providing a road naming plan at the subdivision stage for all phases as submitted.



POLICY EVALUATION

South Saskatchewan Regional Plan (SSRP)

The SSRP provides a high-level policy framework for all lands in the South Saskatchewan River Basin within Alberta, including all sub basins. The Amendment to the Heritage Pointe ASP for Cell F generally aligns with the policy direction within the SSRP with consideration of policy sections related to: Economy, Water, Efficient Use of Land, Outdoor Recreation and Historic Resources, and Community Development.

Our Shared Boundary: Intermunicipal Development Plan

The subject properties are within the boundaries of the Intermunicipal Development Plan (IDP) area between the City of Calgary and Foothills County but is located outside of the specific policy areas and the Calgary Growth Area. The application was circulated to the City as required within policy 4.1.1 of the IDP. The City of Calgary has provided advisory comments relating to discharge rates to Pine Creek Watershed.

Municipal Development Plan (MDP 2010)

The MDP supports maintaining the integrity of the agricultural land base and discourages the fragmentation of agricultural lands. Conversion of agricultural lands shall consider impact on existing and potential agricultural use of the property and those in the vicinity. Residential development should be compatible with surrounding area and existing uses with consideration of density, design, traffic, and visual impact on adjacent lands, and should be designed to functionally link adjoining lands.

The Serenity Phase III & IV – Cell F has been evaluated in the context of the County's MDP 2010 and is generally consistent with the goals and objectives within that plan, specifically noting the proposed conservation of environmentally significant lands and open spaces which has been considered with respect to creating buffers, dedication of reserves, and development setbacks from drainage courses.

Growth Management Strategy (GMS)

The subject property is located within the Central District as noted within the GMS. Growth is expected to continue within this district within significant development and intensification expected. Consideration of municipal neighbours and environmental impacts should be

considered, and opportunities for joint initiatives to support effective, efficient, and affordable services in this area.

Heritage Pointe Area Structure Plan (ASP), adopted in 2004:

The ASP was initially adopted in 1995 and amended in 2000, 2004 and again in 2021. The ASP plan area is comprised of approximately 916.48 acres and provides for the development of 769+/- residential units, 450+/- acres for golf course use, 3.61+/- acres for commercial/retail use and approximately 23.733 acres to be dedicated as Municipal Reserve. The phasing for the plan area was originally divided into 4 development cells, Cell A, B, C, and D, with Cell E being added as an addendum in 2021.

The ASP Amendment (“Serenity Phases III & IV”) proposes the next phase of development for the Heritage Pointe ASP, which has been identified as Cell F. The subject lands were not included in the Plan Area for the Heritage Pointe ASP since it was first adopted in 1995 however Phase III lands were included in the boundaries for the Hamlet of Heritage Pointe since its inception in 2000. An amendment to the current Heritage Pointe ASP is required in order to allow for the development of the subject lands to include both existing parcels and also a request to include both lands within the Hamlet Boundaries.

The proposed ASP amendment has been provided in the form of an addendum, which would be considered as forming part of the current Heritage Pointe ASP. The policies of the current Heritage Pointe ASP will apply to the subject parcel unless otherwise noted in or updated by the proposed addendum.

The ASP Amendment contemplates a development that is in keeping with the key objectives, principles and policies of the Heritage Pointe ASP, in particular:

- Proposed density of 4.55 upa is greater than what is considered under the adopted Heritage Pointe ASP, and is therefore being proposed at a higher density as part of this addendum
- Housing forms are proposed to consist of single-family dwellings, semi-detached and townhouses
- Architectural Controls will be prepared by the developer to the satisfaction of the County. They will require similar themes, materials, massing, and architectural styles to those existing within the Hamlet of Heritage Pointe. The Architectural Controls will contain a review and approval process for compliance and approval by the developer prior to the builder providing a formal submission to the County for a building permit
- A portion of the lands are to be dedicated as Municipal Reserve and Environmental Reserve, in part, to provide for open spaces, trails and pathways in the form of linear greenways;
- the existing and proposed storm pond and the associated riparian areas are proposed to be designated as Environmental Reserve to maintain the ponds natural characteristics as an amenity and to ensure the associated riparian areas are retained;
- potable water and wastewater services will be provided through connections to the existing Bluestem water and wastewater treatment and distribution systems at the cost of the developer;
- The developer will be required to provide and physically construct the intersection of Dunbow Road and 5th Street E.

- The Developer will be required to provide a financial contribution towards future external transportation improvements in the form of the County's Community Sustainability Fee and any further contributions if determined necessary to the discretion of Council;

Land Use Bylaw 60/2014 (LUB)

Under the Municipal Government Act, every municipality in Alberta is required to approve a Land Use Bylaw. This bylaw assigns different land use districts (or zoning) to lands in the municipality, outlines the rules and requirements related to the development of land in each district and describes the processes for re-designation, subdivision, and development permit applications.

The ASP amendment outlines a Land Use Concept for the subject lands which generally aligns with existing land use districts and policies within the LUB, except for the requests for Site-Specific Amendments to address setbacks, garage size and lot coverage.

Circulation Referrals

The application was circulated to all necessary internal departments and external agencies. The responses received are summarized in the table below.

CIRCULATION REFERRALS	
REFEREE	COMMENTS
INTERNAL	
Public Works / Engineering	Public Works has provided the following comments: <u>Storm:</u> • Preliminary SWMP has been reviewed by third party consultant and have recommended acceptance with no concerns from Public Works. • Council will need to consider the proposed increase in lot coverage for RC & RMF lots as the LUB currently limits to 50% for RC lots and 60% for RMF. the application and SWMP provides an expected allowance of 60% for RC and 75% for impervious surfaces for the proposed RMF lots in Phase IV. • Detailed Design to be provided as a condition of subdivision <u>Water/Wastewater</u> • Recommends that proof of the additional diversion license be provided for the remaining 25 out of 42 new lots in Phase IIIB be provided as a condition of land use • No letter confirming capacity for Phase IV lands has been provided by Bluestem. PW recommends the necessary approvals and diversion licenses are to be provided as a condition of land use • Detailed design of water and wastewater to be reviewed and accepted by Bluestem as a condition of subdivision • Concerns regarding the proposed lift station located within the median within Phase IIIB – PW suggests the applicant provide further details on sizing requirements of the building and advise if there are any alternative locations / designs have been explored that do not require a lift station located within the median, as condition of land use. Specific concerns are where will access be provided for Bluestem maintenance including parking, location of the lift station building appears

CIRCULATION REFERRALS

	to be immediately adjacent to the roadway and is a concern for road maintenance. <u>Transportation:</u> - The provided TIA is currently with a third-party engineering consultant for review to confirm if the proposed 'T' intersection with STOP condition is adequate or if revisions are required. Comments from review of the TIA by third party have not been received prior to submission of this staff report. Based on the results, other external upgrades/improvements may be required. - Additional contribution other than the Community Sustainability Fee may be required to the discretion of Council. - Recommend that "TEMPORARY ACCESS" signage be installed at the 4th St access to Serenity to ensure residents are aware that the access will not be permanent and expect the access transition to 5th St E. 5th street / Dunbow Road intersection will require completion prior to any residence construction beginning. - Construction of the proposed Phase IV condominium road is to be built to meet the "Fire Department Access" requirements as outlined in the Building Code. Suggest that this be reviewed and determined acceptable by the Fire Department. Additional Comments: - Grade Slips to be prepared by the Developers Engineer to the satisfaction of the Building and Safety Codes Department at time of Building Permits.
Municipal Fire	Operationally, would like to see that hydrant locations and the length of radius for proposed turn arounds meet Building Code.
Emergency Management	No response received.
GIS/Mapping	Applicant to submit a Subdivision and Road Naming application as condition of subdivision.
Foothills County Parks and Recreation	Provided a response of no comments.
EXTERNAL	
City of Calgary	The City of Calgary Administration has the following comments for consideration: Stormwater (Advisory) - The application falls within the Pine Creek watershed. The 2024 Stream Health and Morphologic Considerations for Development around Pine Creek by the City of Calgary made recommendations regarding stormwater runoff and volume in the overall watershed. The City would encourage the applicant to confirm direction provided by this plan in their stormwater management plan and further detailed design, which appears to already be referenced in the stormwater memo. - As stormwater discharges increase incrementally, more water quality loadings will eventually impact the background mixing quality for the near filed mixing zone analysis of the wastewater discharge. As development

CIRCULATION REFERRALS

	near Pine Creek continues, consideration of the cumulative impacts of stormwater discharge on Pine Creek should be reviewed.
Transportation and Economic Corridors	Transportation and Economic Corridors offers the following comments and observations with respect to the proposed land use amendments: • After review, ATEC have no concerns, or objections with the proposed Heritage Pointe Area Structure Plan amendment, redesignations, and site specific amendments. • Pursuant to 618.3(1) of the Municipal Government Act, the department expects that the municipality will comply with any applicable items related to provincial highways in an ALSA plan if applicable • Pursuant to 618.4(1) of the Municipal Government Act, the department expects that the Municipality will mitigate the impacts of traffic generated by developments approved on the local road connections to the highway system, in accordance with Policy 7 of the Provincial Land Use Policies.
Alberta Health Services	AHS-EPH has no concerns with the amendment and redesignation application, from a public health perspective currently. The application indicates that confirmation of water and wastewater services will be provided by Bluestem Utilities for the Serenity Phase III development, however as the Phase IV timeline is not yet determined, water servicing has not been confirmed. AHS-EPH supports connections to existing Alberta Environment and Parks-approved municipal or regional drinking water and wastewater systems wherever possible. AHS-EPH would appreciate being notified if changes are made to this plan, including confirmation of water services for Phase IV, during future development stages.
Alberta Culture and Historical Resources	Review of the application determined that the project area has an HRV value of 5a. Alberta Culture has no objection to the proposed redesignation, but the applicant should be informed that <i>Historical Resources Act</i> approval must be obtained prior to proceeding with any land surface disturbance associated with subdivision development.
Canada Post	No issues or concerns
Fortis Alberta	No objections or concerns
ATCO Transmission	ATCO Transmission has an existing 60mm High Pressure Pipeline within the area. Development conditions for consideration at the time of subdivision and development permit stages as well as a GIS map of the Transmission line location can be found within Appendix F of this staff report. ATCO Transmissions outlines that a separate utility lot for their use is required.
ATCO Gas Distribution	Approves the work provided advisory conditions are met
TELUS	TELUS Communications Inc. will require a utility right of way in order to provide service to this new subdivision/development.
PUBLIC	
Western Wheel	Public Hearing was advertised in the August 26 th and September 2 nd issues
Land Owners (1/2 Mile)	Notice of the Public Hearing was mailed to landowners within a ½ mile of the boundaries of the Hamlet of Heritage Pointe section on August 19 th . No letters have been received prior to the submission of this staff report.

SUMMARY

Request for adoption of Area Structure Plan:

Bylaw XX/2026 – Council is requested to consider granting 1st reading to Bylaw XX/2026 to amend the Heritage Pointe Area Structure Plan to provide a framework for the future development of Cell F, which would include 52 Residential Community District lots and 48 Residential Multi-Family District lots.

Request for Land Use Redesignation and Site-Specific Amendment:

Bylaw XX/2026 – Council is requested to consider granting 1st reading to Bylaw XX/2026 to allow for the redesignation of the subject lands from Country Residential District to Residential Community District, Residential Multi-Family District, Public Utility Lot, and Municipal Land Reserve District (MLR) with lands to be dedicated as Environmental Reserve (ER), and Site-Specific Amendments to the Residential Community and Residential Multi-Family Districts to address setbacks, garage size and lot coverage.

***Note:** The application requests consideration of amending the Hamlet of Heritage Pointe boundaries to include the subject lands within the Hamlet.*

OPTIONS FOR COUNCIL’S CONSIDERATION:

PROPOSAL #1 – ADOPTION OF AN AMENDMENT TO THE HERITAGE POINTE ASP

OPTION #1 – APPROVAL

Should Council feel that the proposed ASP amendment has merit, is consistent with the existing regional and municipal policy frameworks and no significant planning considerations have been brought forward through the public hearing that cannot be resolved through the planning process; Council may wish to grant first reading to Bylaw XX/2026 adopting an amendment to Bylaw 80/2004.

RECOMMENDED CONDITIONS FOR OPTION #1:

1. Textual amendments to confirm minimum and maximum lot sizes in RMF district, revisions to maps to include current Hamlet of Heritage Pointe boundaries, and revisions to the transportation section if deemed necessary by the Public Works department once the TIA has been accepted to the satisfaction of the County;

OPTION #2 – POSTPONE APPLICATION

Should Council feel that they require additional information prior to rendering a decision; Council may wish to postpone the application for amendment to the Heritage Pointe Area Structure Plan.

OPTION #3 – REFUSAL

Should Council feel that the proposed ASP amendment does not have merit or is inconsistent with the existing regional and municipal policy frameworks and/or significant planning considerations have been brought forward through the public hearing that cannot be resolved through the planning process; Council may wish to refuse the application to adopt an amendment to Bylaw 80/2004.

PROPOSAL #2 – REDESIGNATION AND SITE SPECIFIC AMENDMENTS

OPTION #1 – APPROVAL

Should Council support the accompanying application for land use redesignation required to enable the implementation of the amendment to the Heritage Pointe Area Structure Plan, Council may choose to grant first reading to Bylaw XX/2026 to authorize the redesignation of Plan 9011402, Block 1; Ptn SW 05-22-29 W4M and Plan 9011470, Block 2; Ptn. SW 05-22-29 W4M from Country Residential District (CR) to Residential Community District (RC) and Residential Multi-Family District (RMF), Municipal Land Reserve (MLR) with additional lands to be dedicated as Environmental Reserve (ER), and Public Utility Lot (PUL) to allow for the future subdivision of the lands as per the Heritage Pointe Area Structure Plan, Serenity Phase III and Phase IV, including 52 Residential Community District (RC) lots, 48 Residential Multi-Family District (RMF) lots, and additional lands to be dedicated as Municipal Land Reserve (to be zoned Municipal Land Reserve District - MLR), Environmental Reserve (ER) and Public Utility Lot.

Additionally, Council authorizes the Site-Specific Amendments to the Residential Community (RC) District as follows:

- i. Side Yard Setbacks: a maximum of 1.0m encroachment into side yard setback requirements permitted for eaves, fireplaces, sills, canopies, window wells, and cornices;
- ii. Rear Yard Setbacks: 6.0m from the property line and a maximum of 1.5m encroachment into regular rear yard setback requirements for above grade decks and associated steps, and walkout patios;
- iii. Lot Coverage: Maximum of 60% for Residential Community District provided it is supported by a Stormwater Management Plan;
- iv. In accordance with County direction, a 48m setback from the centre line of Dunbow Road shall be adhered to. No residences shall be included within the Dunbow Road setback area.

Further, Council authorizes the Site-Specific Amendments to the Residential Multi-Family District (RMF) districts as follows:

- i. Side Yard Setbacks: Relaxation of up to 90% on side yard setbacks on corner lots provided the front yard is designated by the Developer;
- ii. Side Yard Setbacks: a maximum of 1.0m encroachment into side yard setback requirements permitted for eaves, fireplaces, sills, canopies, window wells, and cornices;
- iii. Rear Yard Setbacks: 6.0m from the property line and a maximum of 1.5m encroachment into regular rear yard setback requirements for above grade decks and associated steps, and walkout patios;
- iv. A garage up to 50% of the dwelling size (provided that the garage does not exceed a maximum of 2,400 sq. ft.) split into two different structures, either attached or detached from the residence is permitted;
- v. Lot Coverage: Maximum of 75% for Residential Multi-Family District provided it is supported by a Stormwater Management Plan and is addressed in the applicable land use districts by way of a Site-Specific Amendment to the district;

- vi. A minimum rear yard setback of 1.5m shall be permitted for a principal building for all residential dwellings backing onto Municipal Reserve land within Phase IV;
- vii. In accordance with County direction, a 48m setback from the centre line of Dunbow Road shall be adhered to. No residences shall be included within the Dunbow Road setback area.

RECOMMENDED CONDITIONS FOR OPTION #1:

1. 2nd and 3rd reading be granted to Bylaw XX/2026 adopting an amendment to the Heritage Pointe Area Structure Plan;
2. Applicant to provide proof of additional water diversion license for a portion of Phase IIIB and all of Phase IV by Bluestem Utilities for review and acceptance by the County's Public Works department;
3. Applicant to provide proof of capacity for water servicing for Phase IV from Bluestem Utilities for review and acceptance by the County's Public Works department;
4. Acceptance of the Transportation Impact Assessment (TIA) to the satisfaction of the Public Works department;
5. Applicant to provide further details on the lift station building within the median of Phase IIIB to the satisfaction of the Public Works department;
6. Final amendment and redesignation application fees to be submitted;
7. Submission of an executed subdivision application and necessary fees;

OPTION #2 for LAND USE – POSTPONE APPLICATION

Should Council feel that they require additional information prior to rendering a decision; Council may wish to postpone the application for redesignation and site-specific amendments.

OPTION #3 for LAND USE – REFUSAL

Should Council feel that the application does not have sufficient merit, is not consistent with the existing regional and/or municipal policy framework, or if significant planning considerations have been brought forward which Council does not feel can be resolved through the planning process, Council may choose to refuse the application for land use redesignation and site-specific amendments.

APPENDICES

APPENDIX A: MAP SET

LOCATION MAP
HALF MILE LAND USE MAP
SUBMITTED SITE PLAN – DETAILED SITE PLAN
SUBMITTED SITE PLAN – LAND USE CONCEPT

APPENDIX B: SUBMITTED APPLICATION DOCUMENTS

APPLICATION COVER LETTER
PROPOSED ASP AMENDMENT (CELL F - "SERENITY PHASE III & IV")

APPENDIX C:

APPLICANT SUBMISSION – PUBLIC ENGAGEMENT – "WHAT WE HEARD" REPORT

APPENDIX D:

APPLICANT SUBMISSION – TRANSPORTATION IMPACT ASSESSMENT

APPENDIX E:

CURRENT HERITAGE POINTE AREA STRUCTURE PLAN, ADOPTED IN 2004

CURRENT HERITAGE POINTE ASP ADDENDUM – CELL E – SERENITY PHASE I

APPENDIX F: REFERRAL AGENCY COMMENTS

CITY OF CALGARY – REFERRAL COMMENTS

RESPONSE LETTER FROM CIMA+ TO CITY OF CALGARY COMMENTS

ATCO TRANSMISSION – REFERRAL COMMENTS

APPENDIX G: PROPOSED BYLAWS

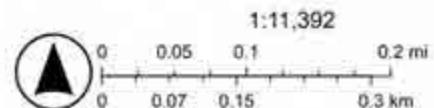
APPENDIX A: MAP SET – LOCATION MAP

Location Map Ptn. SW 5-22-29 W4M; Pln 9011402Blk 1 & Pln 9011470Blk 2



2026-05-14, 10:52:21 a.m.

-  Parcels
- Settlement
-  Hamlet
-  Canada_Hillshade

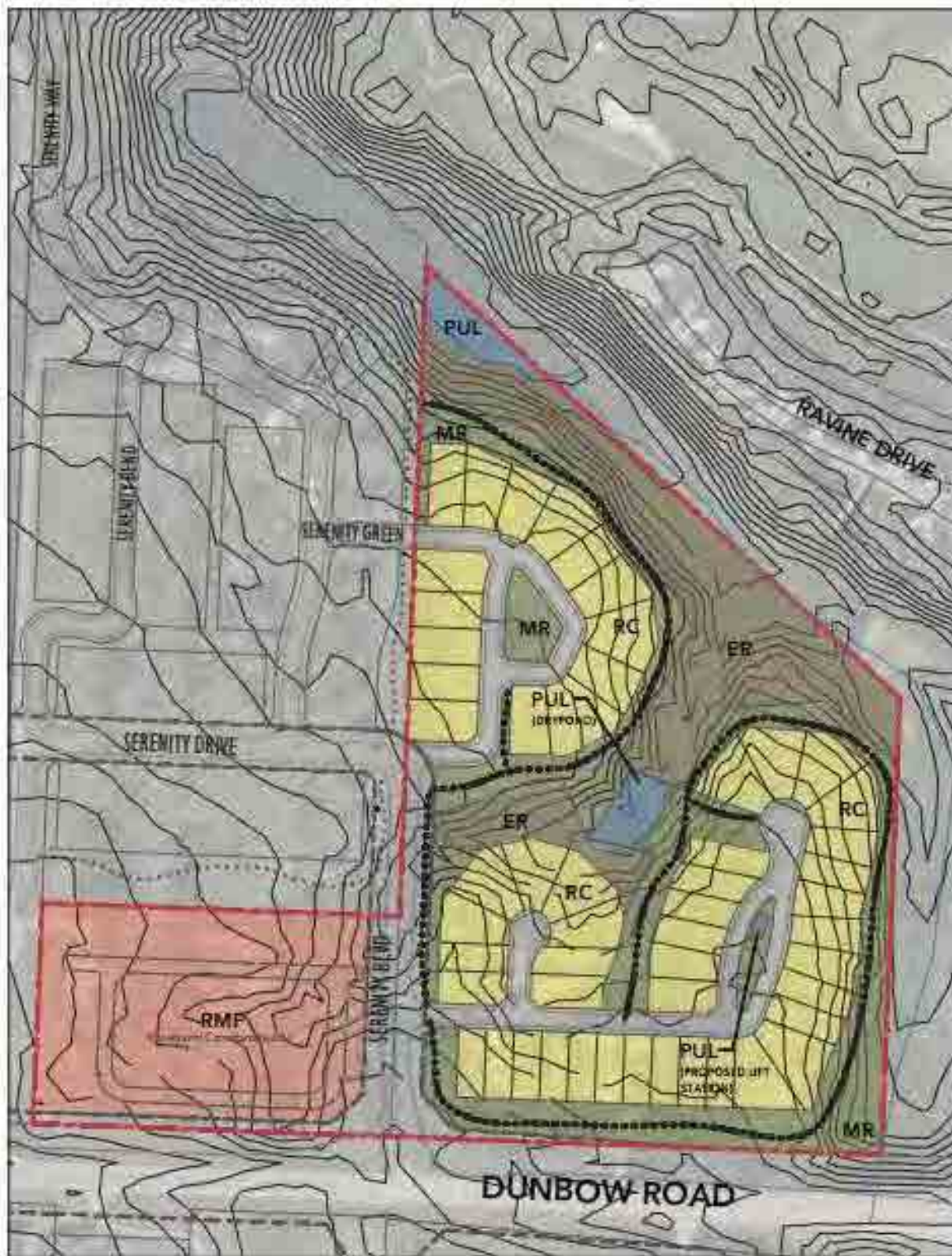


Sources: NRCan, Esri Canada, and Canadian Community Maps contributors.

APPENDIX A: MAP SET – HALF MILE LAND USE



APPENDIX A: MAP SET - SUBMITTED DETAILED SITE PLAN



LEGEND

- Subject Site
- 1.0m Contour Interval
- Proposed 3.0m Pathway

Figure 5 - Conceptual Lotting Plan

The Conceptual Lotting Plan has been included for illustrative purposes only and does not reflect the final lotting configuration.

APPENDIX A: MAP SET – LAND USE CONCEPT



LEGEND

	Subject Site		ER Environmental Reserve		REC Recreational District
	RC Residential Community District		MR Municipal Reserve		CR Country Residential District
	RMF Residential Multi-Family District				
	PUL Public Utility Lot				

Figure 4 - Land Use Concept



APPENDIX B: APPLICANT SUBMITTED DOCUMENTS – APPLICATION COVER LETTER

110-259 Midpark Way SE
Calgary, Alberta T2X 1M2

Phone: 403.300.2220
TWPplanning.com



Foothills County
Box 5605
High River, AB
T1V 1M7

March 20, 2026

ATTN: Brittany Smith, Development Officer and Samantha Payne, Manager of Planning Applications

RE: Resubmission of the Cell F Amendment to the Heritage Pointe Area Structure Plan and concurrent Land Use Redesignation Application for Serenity Phase III and IV development, on the lands legally described as Plan 9011402, Block 1, SW-5-22-29-W4M (± 20.68 ac) and Plan 9011470, Block 2, SW-5-22-29-W4M (± 4.99 ac) (Subject Site) in Foothills County.

Landowner: Serenity Land Corp. and John E Morel

Dear Ms. Payne and Ms. Smith,

Following the County's Review Comments (dated March 2026) on the proposed Cell F Heritage Pointe Area Structure Plan (ASP) Amendment and concurrent Land Use Amendment application, please find enclosed the following revised documents in support of the above-mentioned Applications:

- The updated application for Amendment to the Heritage Pointe ASP;
- The updated application for Land Use Bylaw Amendment to facilitate the comprehensive redesignation of the Subject Site;
- The Agency Agreement allowing Township Planning + Design to act as agent for the landowners (Serenity Land Corp. and John E Morel);
- A copy of TWP's responses to the preliminary review comments (February 2026);
- The updated Serenity Phase III + IV Cell F Amendment document;
- A redlined version of the Serenity Phase III + IV Cell F Amendment document;
- A copy of the letters from Bluestem indicating capacity for water and wastewater services;
- A copy of the revised phasing figure for Heritage Pointe ASP Phasing Strategy;
- A copy of the Abandoned Well Map and Statement;
- A copy of the current Certificate of Title;
- A copy of the Traffic Impact Assessment prepared by Watt Consulting Group;
- A copy of the Technical Memo prepared by CIMA+;
- A copy of the Stormwater Management Report prepared by CIMA+; and
- A copy of the Geotechnical Investigation Report (30 July 2024) prepared by Factor Geotechnical.

To support the Planning & Development in the review of the application materials, we offer the following overview of the application:

ASP Amendment

The purpose of the proposed application is to amend the existing Heritage Pointe ASP and provide a vision for a new hamlet residential development within the Hamlet of Heritage Pointe. "Cell F", as identified in the revised Heritage Pointe ASP Phasing Strategy (figure enclosed), includes the lands legally described Plan 9011402, Block 1 (Ptn. SW 5-22-29 W4M) consisting of +/- 20.68 acres (+/- 8.37 hectares) (referred to as Phase III). The lands legally described as Plan 9011470, Block 2 (Ptn. SW 5-22-



29' W4M) consisting of (+/-) 4.99 acres (2.02 hectares) (referred to as Phase IV) are not within the Heritage Pointe ASP boundary, nor have they been included in the Hamlet boundary. The Phase IV lands have previously not been included in the Plan Area as a result of historical choices the landowner has made. The Phase III lands are located within the Hamlet boundary, but not located within the Plan Area. This application requests that the ASP and Hamlet boundaries include both the Phase III (owned by Serenity Land Corp.) and Phase IV lands (owned by John E. Morel).

The landowners have a vision for this site that includes a range of housing types to accommodate various income levels and families. It is intended that the natural features and drainage be protected into perpetuity for the enjoyment of residents. The proposed amendment establishes a land use strategy that will guide growth, determines a range of appropriate land uses, provides for sufficient municipal infrastructure to service the Subject Site, and aligns with the original vision, objectives, and guiding principles outlined within the Heritage Pointe ASP.

Land Use Redesignation

The Land Use Redesignation application proposes to redesignate the site from Country Residential (CR) District to Residential Community (RC) District and Residential Multi-Family (RMF) District, as well as additional lands to be dedicated as Environmental Reserve (ER), Municipal Reserve (MR), and Public Utility Lot (PUL). The redesignation will facilitate the sustainable development of the Phase III and IV lands to support the Hamlet of Heritage Pointe that blends urban and rural living. The land use concept, provided within the ASP Amendment, outlines the redesignation of the lands into 14 RC Districts for single family dwellings, 38 RC Districts for single family or semi-detached dwellings, 48 RMF districts for townhouses, four (4) Municipal Land Reserve Districts to be dedicated Municipal Reserve, three (3) PUL lots, as well as additional lands to be dedicated as Environmental Reserve. The redesignation is intended to provide the policy framework to guide the future subdivision of 100 new residential units in the Hamlet of Heritage Pointe. This reflects the maximum number of lots allowed on the subject site. Fewer lots may be approved without amendment to this Plan.

Site Specific Amendments

The Land Use Redesignation application includes the following site-specific amendments, which include standard relaxations for the Hamlet of Heritage Pointe and others specific to Serenity Phase III & IV, for the proposed RC and RMF Districts:

- i. Side Yard setbacks: Relaxation of up to 90% on side yard setbacks on corner lots provided the front yard is designated by the Developer;
- ii. Side Yard setbacks: a maximum of 1.0m encroachment into side yard setback requirements is permitted for eaves, fireplaces, sills, canopies, window wells, and cornices;
- iii. Rear yard setbacks: 6.0m from the property line and a maximum of 1.5m encroachment into regular rear yard setback requirements for above grade decks and associated steps, and walkout patios;
- iv. A garage up to 50% of the dwelling size (provided that the garage does not exceed a maximum of 2,400 sq. ft.) split into two different structures, either attached or detached from the residence is permitted;
- v. Lot Coverage: Maximum of 60% for Residential Community District and 70% for Residential Multi-Family District provided it is supported by a Stormwater Management Plan and is addressed in the applicable land use districts by way of a site specific amendment to the district;
- vi. A minimum rear yard setback of 1.5m shall be permitted for a principal building for all residential dwellings backing onto Municipal Reserve land within Phase IV ("Morel");
- vii. In accordance with County direction, a 48m setback from the centre line of Dunbow Road shall be adhered to. No residences shall be included within the Dunbow Road setback area.

The Cell F lands provide new opportunities for residential growth that responds to growth pressures facing the region and is supported by County infrastructure. The proposed land uses work synergistically with surrounding established areas, recreation facilities, and transportation





infrastructure. The design of the community will further enhance the character of the Hamlet of Heritage Pointe and is designed in a way that aligns with the rural look and small town feel of the surrounding community through compliance with the policies outlined in the Heritage Pointe ASP.

Phasing Strategy

The Serenity Phase III and Phase IV areas will be developed sequentially in accordance with servicing availability and market conditions at the time of construction. This phasing strategy aligns with the proposed servicing strategy and the sequencing of the water and wastewater infrastructure. The three phases are referred to as Phase IIIA (northern cluster), Phase IIIB (southern cluster), and Phase IV (west cluster).

Potable Water and Wastewater Servicing

Deep utility water and wastewater servicing will be provided by Bluestem Utilities (formerly Corix Utilities). The developer will be responsible for the full cost of design and installation of utility services for the subject site.

Bluestem Utilities has provided confirmation to the developer that they have sufficient water supply to service Phase IIIA and Phase IIIB at full build out. Water servicing will be completed through connections to the existing water distribution system located within Serenity Drive, previously installed with the Serenity Phase I development. Additional upgrades to the Bluestem water distribution system will be required to support the full build out of Phase IV.

Bluestem Utilities has confirmed that the wastewater system has the capacity to service Serenity Phases III and IV at full build out. Wastewater servicing for Phase IIIA will connect to the existing Serenity Phase I collection system and lift station. A new sanitary lift station is proposed within the internal roadway to service Phase IIIB and Phase IV. Wastewater collected at the new lift station will be pumped to a connection point at the south end of Serenity Phase IIIA, where it will enter the collection system and flow by gravity to Serenity Phase I.

Stormwater Management

Serenity Phase III and IV is a part of the Pine Creek Watershed and will be serviced by a dual drainage system consisting of underground pipe network and overland drainage system. Locally, the storm runoff from the subject site drains into the man-made impoundment located within the Serenity Phase I development and ultimately discharges into Pine Creek.

A Stormwater Management Report (SWMR) has been prepared (please find enclosed), and it presents the proposed stormwater management strategies and identifies necessary infrastructure to manage surface runoff and maintain stormwater quality from the development area. These strategies are designed to serve the current phase of development while considering future requirements, complying with applicable provincial and municipal standards and guidelines.

Transportation

Based on the analysis in the TIA prepared by Watt (please find enclosed), it is expected that the existing intersections of Dunbow Road with 2 Street E, 4 Street E, and 8 Street E will provide adequate capacity to support future traffic volumes. No changes required as a result of Serenity Phase III/IV.

Capacity analysis indicates that the Dunbow Road and 5th Street intersection will function appropriately with a stop control configuration. Long term access from Dunbow Road to the Serenity Phase III/IV development is expected to be provided via an all-turns access at 5th Street. A secondary emergency right in/ right out egress-only access would be retained at 4th Street. The design and configuration of the all-turns intersection at 5th Street and Dunbow Road will be determined at the subdivision stage.



Utility Right of Ways (URW)

As with Serenity Phase I & II, there are some Utility Right of Ways (URW) required for deep utility servicing in Serenity Phase III & IV, and we have included policy in the appropriate sections of the Cell F Amendment document to reflect the registration of these URW at the subdivision stage.

For additional details regarding the application, please refer to the supplementary documents provided. Should you have any questions or require additional information, please do not hesitate to contact us.

Sincerely,

Township Planning + Design Inc.

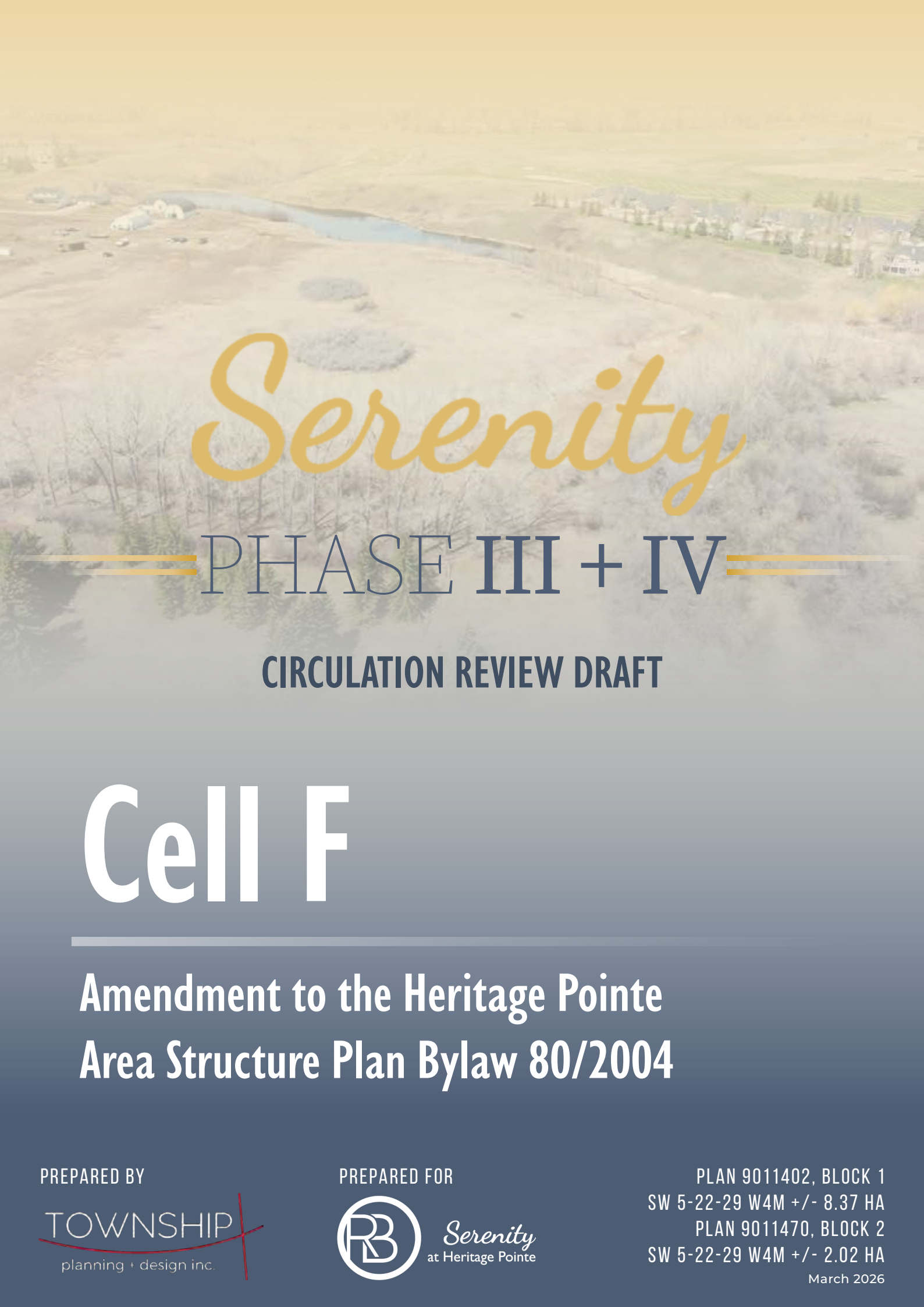


Kristi Beunder, B.A, M.E.Des., ICDD.
Principal RPP, MCIP
Urban + Regional Planning

Cc: Serenity Land Corp. and John E Morel



**APPENDIX B: APPLICANT SUBMITTED DOCUMENTS – PROPOSED ASP AMENDMENT –
CELL F - SERENITY PHASES III & IV**



Serenity

PHASE III + IV

CIRCULATION REVIEW DRAFT

Cell F

Amendment to the Heritage Pointe Area Structure Plan Bylaw 80/2004

PREPARED BY

TOWNSHIP
planning + design inc.

PREPARED FOR



Serenity
at Heritage Pointe

PLAN 9011402, BLOCK 1
SW 5-22-29 W4M +/- 8.37 HA
PLAN 9011470, BLOCK 2
SW 5-22-29 W4M +/- 2.02 HA

March 2026

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01. INTRODUCTION



01.1 PURPOSE

The purpose of this Heritage Pointe Area Structure Plan (ASP) Amendment is to amend the existing ASP and provide a vision for a new hamlet residential development within the Hamlet of Heritage Pointe. The “Cell F” lands include a 20.68 acre (8.37 hectare) parcel (**referred to as Phase III**) legally described as Plan 9011402, Block 1 (Ptn. SW 5-22-29 W4M), and a 4.99 acre (2.02 hectare) parcel (**referred to as Phase IV**) legally described as Plan 9011470, Block 2 (Ptn. SW 5-22-29 W4M). Plan 9011470, Block 2 ($\pm$ 4.99 acres) (Phase IV) is not within the Heritage Pointe ASP boundary, nor has it been included in the Hamlet boundary. This is as a result of a historical choice the landowner has made. Plan 9011402, Block 1 ($\pm$ 20.68 acres) (Phase III) is located within the Hamlet boundary, but is not considered within the Heritage Pointe ASP. A request has been made as part of the ASP adoption process to amend those boundaries to include these sites. The Phase III parcel is owned by Serenity Land Corp. and the Phase IV parcel is owned by John E. Morel (**Table 1: Legal Description & Ownership**). The

ASP Amendment recognizes these lands as “Cell F”. Throughout this document, these lands are referred to as the “Subject Site”.

In order to develop the Subject Site, an addendum to the Heritage Pointe ASP should occur that identifies inclusion of these lands as “Cell F” on the phasing diagram. The landowners have a vision for this site that includes a range of housing types to accommodate various income levels and families. It is intended that the natural features and drainage be protected into perpetuity for the enjoyment of the residents. This addendum details the goals and objectives for development. This addendum forms part of the Heritage Pointe Area Structure Plan. An addition to the ASP, by inclusion of this addendum, requires a public hearing by Foothills County. This addendum does not supercede the Heritage Pointe ASP policies; those policies apply to this site unless otherwise noted in, or updated by, this addendum. The addendum is intended to provide more detail for the development of “Cell F”.

01.2 LOCAL CONTEXT

The Subject Site is located within Foothills County, directly adjacent to Dunbow Road and proximate to the County’s northern boundary shared with the City of Calgary, and is legally described in **Table 1 - Legal Description & Ownership**. The Subject Site is easily accessed by two (2) major provincial highways, Highway 2 (Deerfoot Trail) and Highway 2A (MacLeod Trail), and is serviced by a local convenience and retail area within the hamlet. Fire and emergency response to this site is from the Heritage Pointe Fire Hall which is in very close proximity and provides a less than 2-minute response time. Please refer to **Figure 1 - Site Context**.

Heritage Pointe has been in development since the late 1990’s and the original ASP was adopted in 1995. The ASP was amended in 2004, and the most recent addendum for Serenity Phases I and II (Cell E) was adopted in 2021. The investment in the Heritage Pointe Golf Course triggered the first stages of development. Over time, Heritage Lake, the Ranch, and Artesia were included in the community resulting in one of the best recreational communities in the Calgary region.

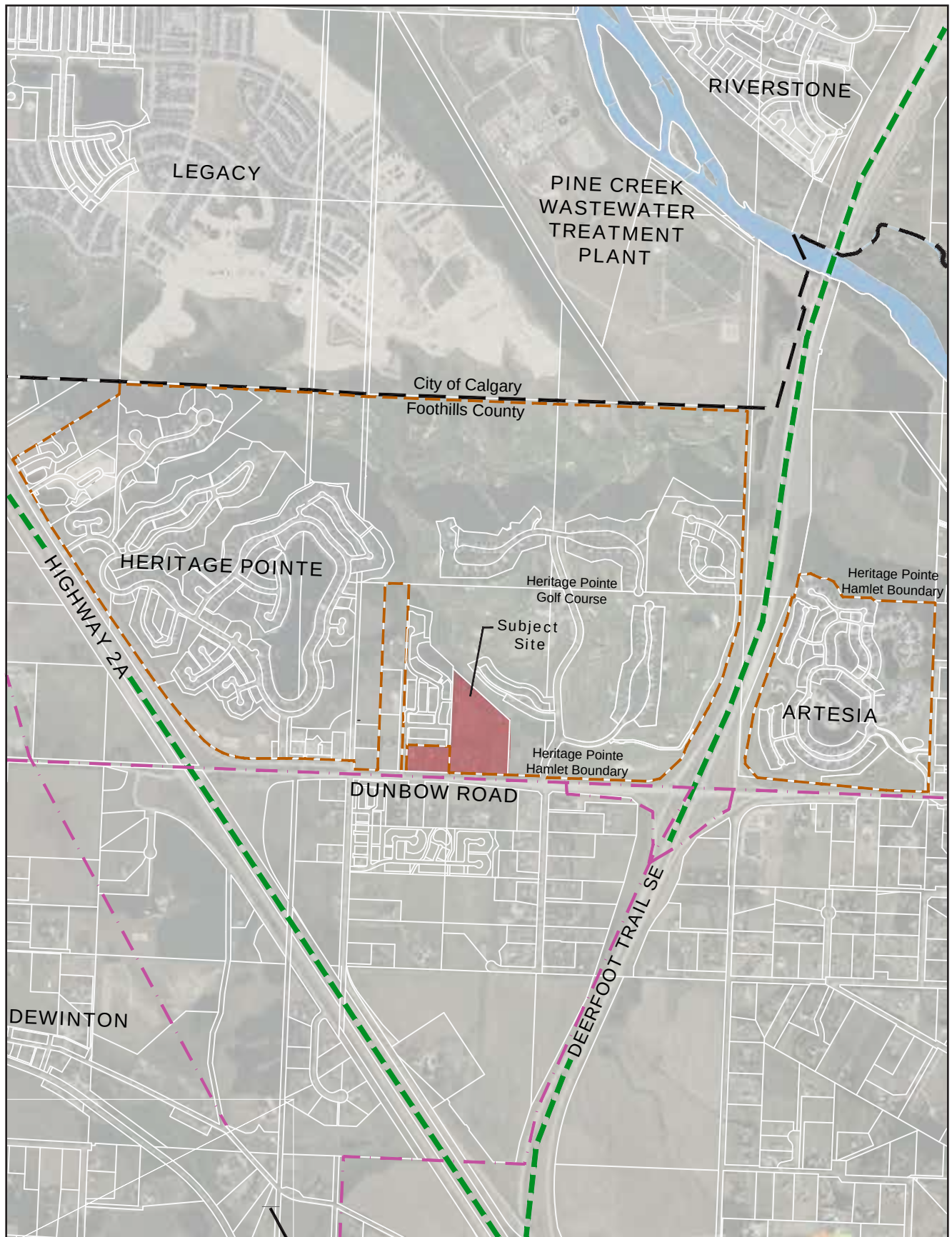
As outlined on **Figure 2 - Location of Cell F within the ASP Area**, the Subject Site will be identified as “Cell F” within the Heritage Pointe Area Structure Plan boundary. Artesia was undertaken within the Hamlet Boundary as a separate Area Structure Plan and development cell, and includes its own phasing. The Heritage Pointe ASP phasing has been included in this document, with “Cell F” shown as the next phase in development for the purposes of this addendum. Some lands within the Hamlet boundary are not yet developed and, much like the Subject Site, would comprise a separate phase and separate addendum to the Heritage Pointe ASP.

POLICIES

01.2.1 The Developer shall request inclusion of Plan 9011470, Block 2 into the Hamlet of Heritage Pointe boundary at the discretion of Foothills County.

LEGAL	C of T	LANDOWNER	HA (+/-)	AC (+/-)
Plan 9011402, Block 1, SW 5-22-29 W4M	214 205 167	Serenity Land Corp.	8.37	20.68
Plan 9011470, Block 2, SW 5-22-29 W4M	921 080 218	John E Morel	2.02	4.99
TOTAL			10.39	25.67

Table 1 - Legal Description & Ownership

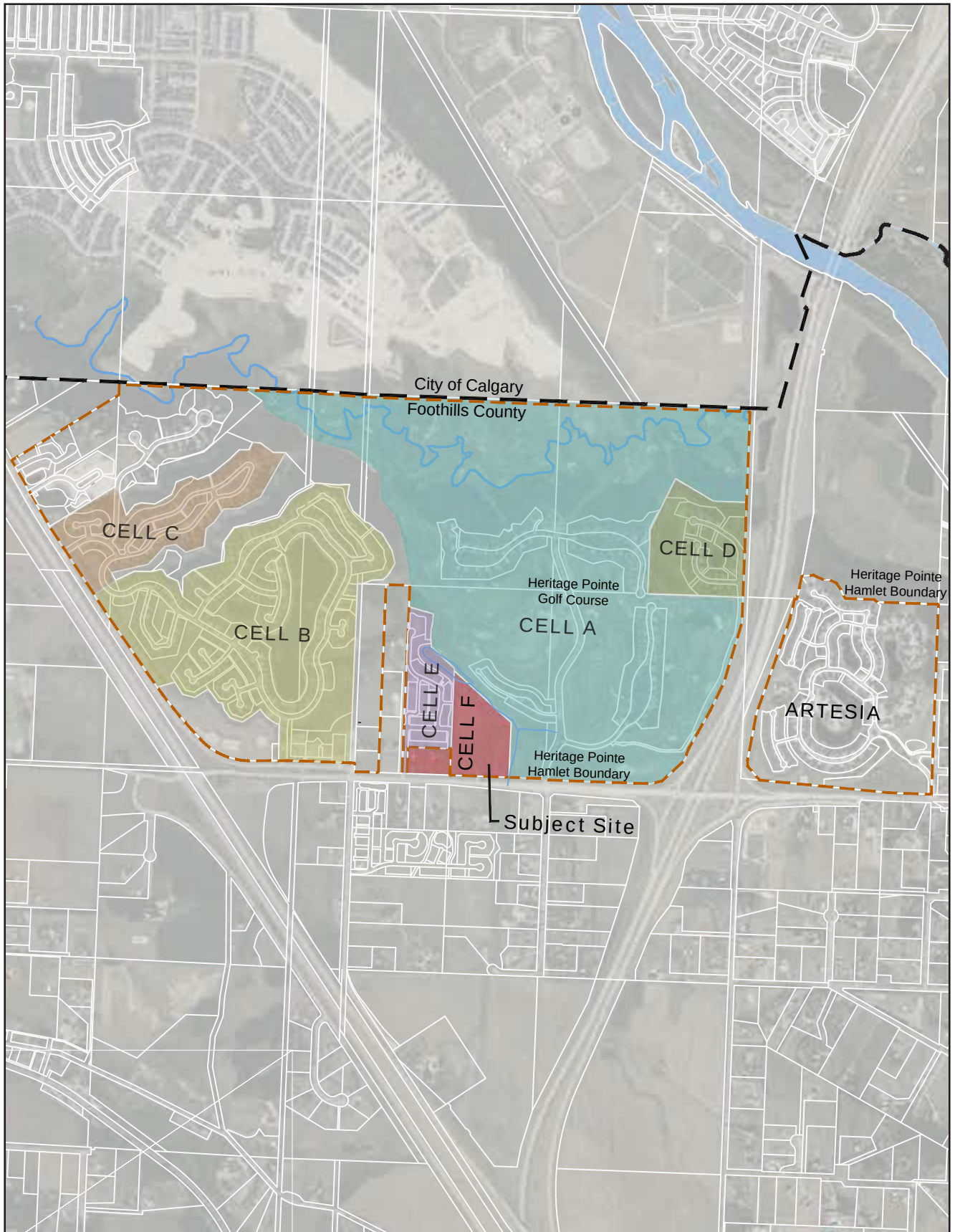


LEGEND

- City of Calgary & Foothills County Limits
- Heritage Pointe Hamlet Boundary
- Transportation Corridor
- Energy Corridor
- Subject Site

Figure 1 - Site Context





LEGEND

	City of Calgary & Foothills County Limits		Cell D
	Heritage Pointe Hamlet Boundary		Cell E
	Cell A		Cell F - Subject Site
	Cell B		
	Cell C		

Figure 2 - Location of Cell F within the ASP Area



02. POLICY ANALYSIS

There are numerous policy plans affecting the Subject Site, including the Foothills/Calgary Intermunicipal Development Plan, the Foothills Municipal Development Plan, and the Foothills Growth Management Strategy.

02.1 Foothills/Calgary Intermunicipal Development Plan (IDP)

The Foothills/City of Calgary Intermunicipal Development Plan (IDP) is titled “Our Shared Boundary” and was adopted in April 2017. The Subject Site is located within the IDP Plan Area Boundary but is not located within an identified Calgary Growth Area. The application for amendment to the Heritage Pointe ASP to allow for development of the site is required to be referred and circulated to the City of Calgary as part of the formal circulation referral process. The IDP policies suggest that the Heritage Pointe ASP is an identified residential growth area for Foothills County.



02.2 Foothills Municipal Development Plan (MDP)

Foothills County's Municipal Development Plan (MDP) was adopted in 2010 and amended in 2017. The MDP outlines the vision for growth and development for the municipality. Foothills County is a diverse and large County containing hamlets as well as vast tracts of farming and grazing lands. The MDP attempts to cover this diversity by placing a priority on retention of agricultural lands. It also identifies where growth should occur in the County in order to take pressure off of agricultural areas.

The Subject Site is partially within, and adjacent to, the Hamlet of Heritage Pointe boundary. The principles, goals, and vision of the Foothills County MDP 2010 all support the intensification of development within existing Hamlets. The ASP Amendment adheres to the vision and policies as outlined in the MDP to ensure an integrated, efficient, and welcoming community is designed and constructed within the County.

"We know that development and growth will occur, and the response is a balanced mix of growth in Hamlets and identified growth areas which will support the preservation of large open land areas."
pg 6, MDP.

"The MD will direct the majority of future residential growth to existing hamlets, new hamlets, and developed lands that can be redeveloped to higher densities. New Hamlet Residential development will be focused in areas of the MD where transportation, servicing, and community development can be maximized for all residents in the region. The MD will implement strategic planning to provide guidance on the principles, general locations, and desired components of new Hamlet Residential development. Where new communities are to be developed or where redevelopment opportunities arise, the best available environmental technology and innovation will be employed within all municipal infrastructure systems and buildings."
pg. 20, MDP.

MDP 2010

Adopted by Resolution 76/2010, July 6, 2010
Amended by Resolution 12/2016, October 11, 2017



02.3 Foothills Growth Management Strategy (GMS) - Non Statutory

The Foothills County Growth Management Strategy builds on the direction provided in the MDP by dividing the municipality into five (5) districts and identifying the Central District as the area that will accommodate the majority of the municipality's future growth. Foothills County plans to undertake further planning to provide guidance on the principles, locations, and desired components of future growth and development. The Subject Site is located in the Central District, and this area is the identified growth engine for the County where the municipality wants to see most development occur.

"The Central District has seen the most significant development of all the five districts; it has substantial country residential development, contains five golf courses and is home to Spruce Meadows, a world class equestrian facility. It also contains the Highway 2A Industrial corridor between High River and Okotoks that will be the focus for industrial development in the MD."
pg. 18, GMS.

"The Central District of the MD has been the growth engine for the MD and this trend is expected to continue into the future. While significant development and intensification of development is expected in this area, it will need to be undertaken bearing in mind the aspirations of our municipal neighbours and with due consideration to riparian and wetland areas. Opportunities for joint initiatives will play a key role in providing effective, efficient, and affordable services for this area." pg. 34, GMS.



02.4 Heritage Pointe Area Structure Plan (ASP)

The Heritage Pointe Area Structure Plan (ASP) was adopted by Foothills County Council on September 28th, 1995, and prepared in accordance with the requirements as outlined in the MGA. The document was comprehensively amended in 2004 and again in 2021 to include an addendum for “Cell E”.

This statutory document provides for the orderly expansion of an established recreational residential area within Foothills County and is intended to provide a framework for continued subdivision and development within the Plan Area.

The ASP provides objectives that detail a planning framework for the development of the ASP area over time and guiding principles that specify development patterns, environmental preservation, image and identity, land uses, infrastructure, safety, and growth management. The Subject Site is partially located within the Hamlet of Heritage Pointe. The Phase III lands are within the current Hamlet boundary. The proposed ASP Amendment aligns with the original vision, objectives, and guiding principles outlined within the Heritage Pointe ASP.



“Patterns of development should be determined by the natural form and character of open spaces.” pg. 7, ASP.

“The character of Heritage Pointe should remain country-like with its scenic, recreational, open space, and wildlife values maintained.” pg. 7, ASP.

“A coherent pattern of development should be organized around a series of open spaces and natural areas.” pg. 8, ASP.

“The various housing forms should possess their own individual character and identity; however, residential design should contribute to the overall community image reflected in this Plan.” pg. 8, ASP.

“Service infrastructure should be developed in a manner which best serves the various land uses.” pg. 9, ASP.

“Development should be phased in a logical, efficient, and attractive manner with the least amount of disruption to existing residents and uses, so that it corresponds with the growth objectives of the Municipal District of Foothills No. 31.” pg. 9, ASP.

POLICIES

02.4.1 Figure No. 6 Phasing Strategy of the Heritage Pointe ASP is to be concurrently amended to include the Subject Site as “Cell F”, as shown on *Figure 2 - Location of Cell F within the ASP Area*, of this addendum.

03. VISION, GOALS, & OBJECTIVES

The **vision** for the Serenity Phase III and IV lands is to provide a range of housing types for a variety of residents, achieve a density that supports infrastructure investment and sustainability, and to provide connectivity and access to public land and environmental reserves for the benefit of the community of Heritage Pointe.

03.1 OBJECTIVES

This section outlines the objectives of this ASP Amendment.

Objective A - **BENEFICIAL**

To establish a development concept that aligns with, and is supported by, existing municipal and regional policy.



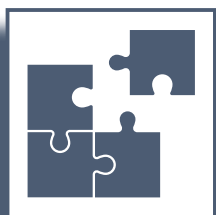
Objective C - **COMPREHENSIVE**

To present a comprehensive review of the existing site conditions, constraints and opportunities within the Plan Area.



Objective B - **COMPATIBLE**

To establish a land use concept with sound planning rationale to the benefit of the Hamlet of Heritage Pointe and Foothills County residents.



Objective D - **CONNECTED**

To determine the general configuration of land uses, transportation networks, and utilities within the Plan Area and outline an overall strategy for development.



03.2 DEVELOPMENT CONSIDERATIONS

The primary development considerations of the community are as follows:

A - Contiguous

Development is contiguous and compatible with existing surrounding areas.



B - Variety

Offer a variety of residential housing lot sizes within the “Cell F” site that allow for additional single family design options, integrated semi-detached units, and possible varieties of rowhouses.



C - Compatible

The density proposed in the development concept will complement the existing community character and meet the density goals and growth objectives in the County’s MDP.



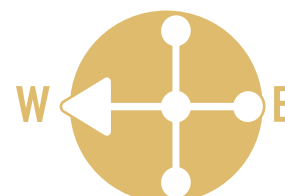
D - Connected

Linear pathways will create connectivity within the community, creating pedestrian-oriented linkages between the adjacent neighbourhoods and commercial and recreational areas.



E - Integrated

Access to adjacent neighbourhoods are established through a long-term east-west road network.



F - Sustainable

Access to existing utility services within the Hamlet of Heritage Pointe will result in servicing efficiencies for private and public utility, and infrastructure provision.



03.3 GUIDING PRINCIPLES

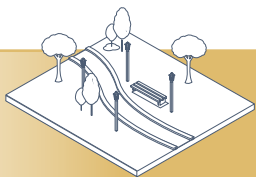
Policies in this Plan are written with regard to a series of Guiding Principles as outlined below.

RESIDENTIAL NEIGHBOURHOOD & COMMUNITY CHARACTER:



- Achieve density through subdivision and development to support Foothills County Hamlet growth targets.
- Maintain the unique character of Heritage Pointe by integrating building design with surrounding neighbourhood areas.
- Retain the natural features of the site and as many trees as possible (outside the lots and within reserve areas) to preserve the unique aspects of this site which make it a special place within Heritage Pointe.

OPEN SPACE & PATHWAY CONNECTIVITY:



- Create opportunities for active transportation and further develop open space linkages through pathways and connected recreational spaces in the hamlet.

TRANSPORTATION:



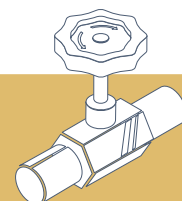
- Provide safe vehicular connections to the existing road network to enhance accessibility to hamlet community services and regional networks.

COMMERCIAL:



- Design walkable access to existing commercial development within the Heritage Pointe hamlet which creates walkable access to a variety of available retail and consumer services.

INFRASTRUCTURE:



- Provide future residents with appropriate wastewater, potable water, and solid waste service provision.
- Ensure high standards of water management and protection through water conservation efforts.
- Provide efficient stormwater servicing to ensure that there are no adverse impacts on existing residents and the local environment, inclusive of best management practices.

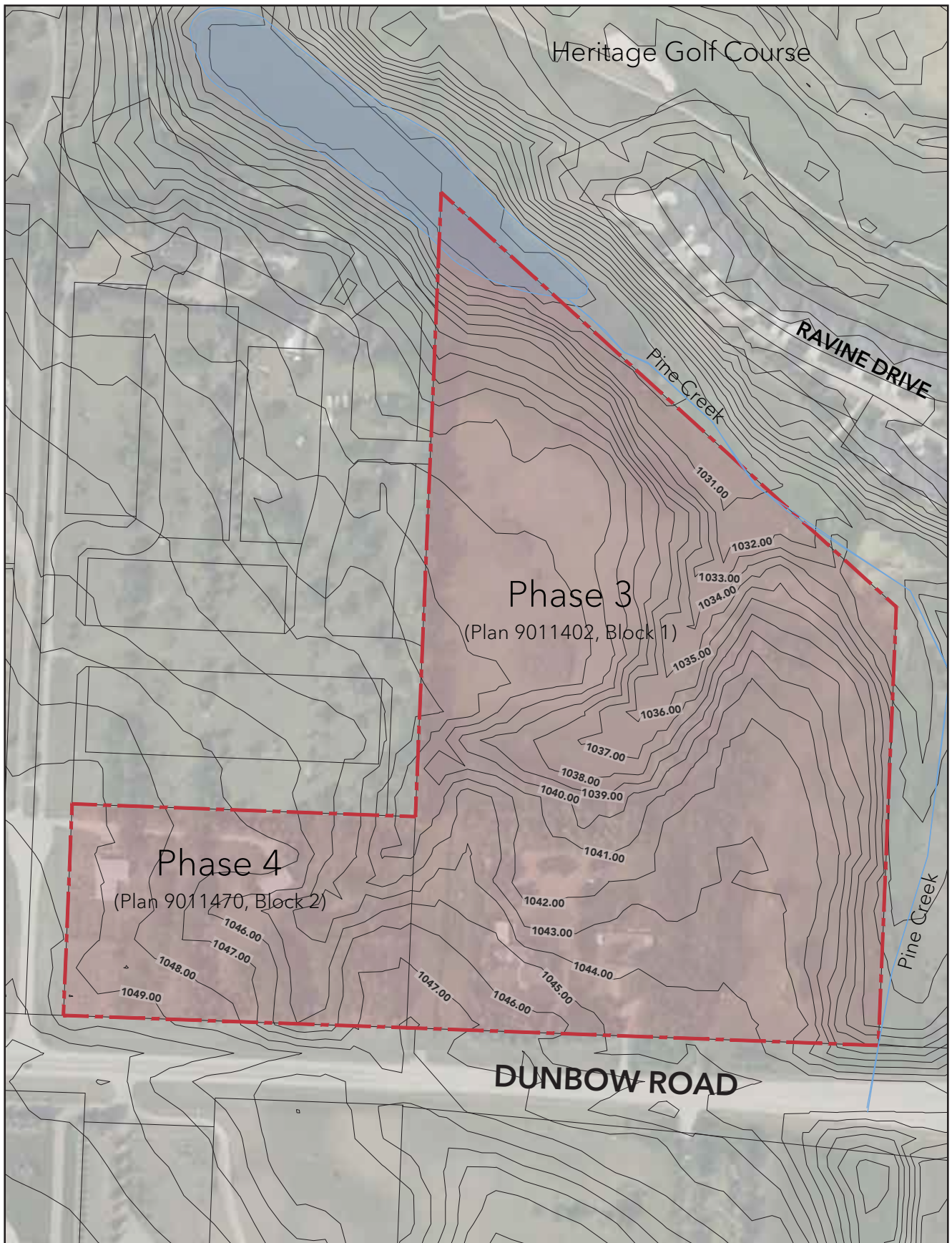
04. DEVELOPMENT CONCEPT

04.1 SITE CHARACTERISTICS

The natural topography of the Phase III lands generally slope in south to north, west to east directions, with a coulee central to the lands that runs southwest to northeast. The lands slope towards the topographical relief central to the site and wrap around it to the northwest corner of the Subject Site. The elevation difference ranges from about 1,046m in the southwest to 1,031m in the north. A notable feature of the lands is an existing licensed stormwater pond in the northwest which collects pre and post development drainage from the Subject Site and other surrounding lands. The Phase IV lands have a natural topography that generally slopes to the northeast. The elevation distance ranges from 1,050m in the southwest to 1,042m in the northeast. The topography on the site is identified in 1.0m contour intervals on the **Figure 3 - Topographic Assessment**.

Pre-development drainage collects within the coulee central to the Phase III lands and drains to the storm pond to the northwest, and into an existing drainage course that meanders through the Heritage Pointe Golf Course to the north and east, ultimately discharging into Pine Creek. The existing pond is largely located outside Cell F. The pond was developed by the original landowner of the lands west of the Phase III and IV lands (DePlat) for the purposes of irrigation of the former tree farm on the property. The pond has a spillway on the north end that eventually releases water into Pine Creek.

Mature vegetation, small shrubs, and hedgerows exist on the lands, with spots of open grassland on the flatter portion of the site. The northwest and central portion of the lands contain larger trees and hedgerows.



LEGEND

- - - - - Subject Site
- ~ ~ ~ ~ ~ 1.0m Contour Intervals
- Existing Pond

Figure 3 - Topographic Assessment



04.2 LAND USE CONCEPT & COMMUNITY CHARACTER

The land use concept (**Figure 4 - Land Use Concept**) outlines the sustainable development of residential land uses to support the Hamlet of Heritage Pointe, a community that provides a unique blend of urban and rural living. Cell F provides new opportunities for residential growth that responds to growth pressures facing the region, and is supported by County infrastructure. The proposed land uses work in synergy with surrounding established areas, recreation facilities, and transportation infrastructure.

The development will further enhance the community character of the Hamlet of Heritage Pointe. It presents neighbourhood design elements that align with the rural look and small town feel of the surrounding community through compliance with Policies outlined in the Heritage Pointe ASP.

POLICIES

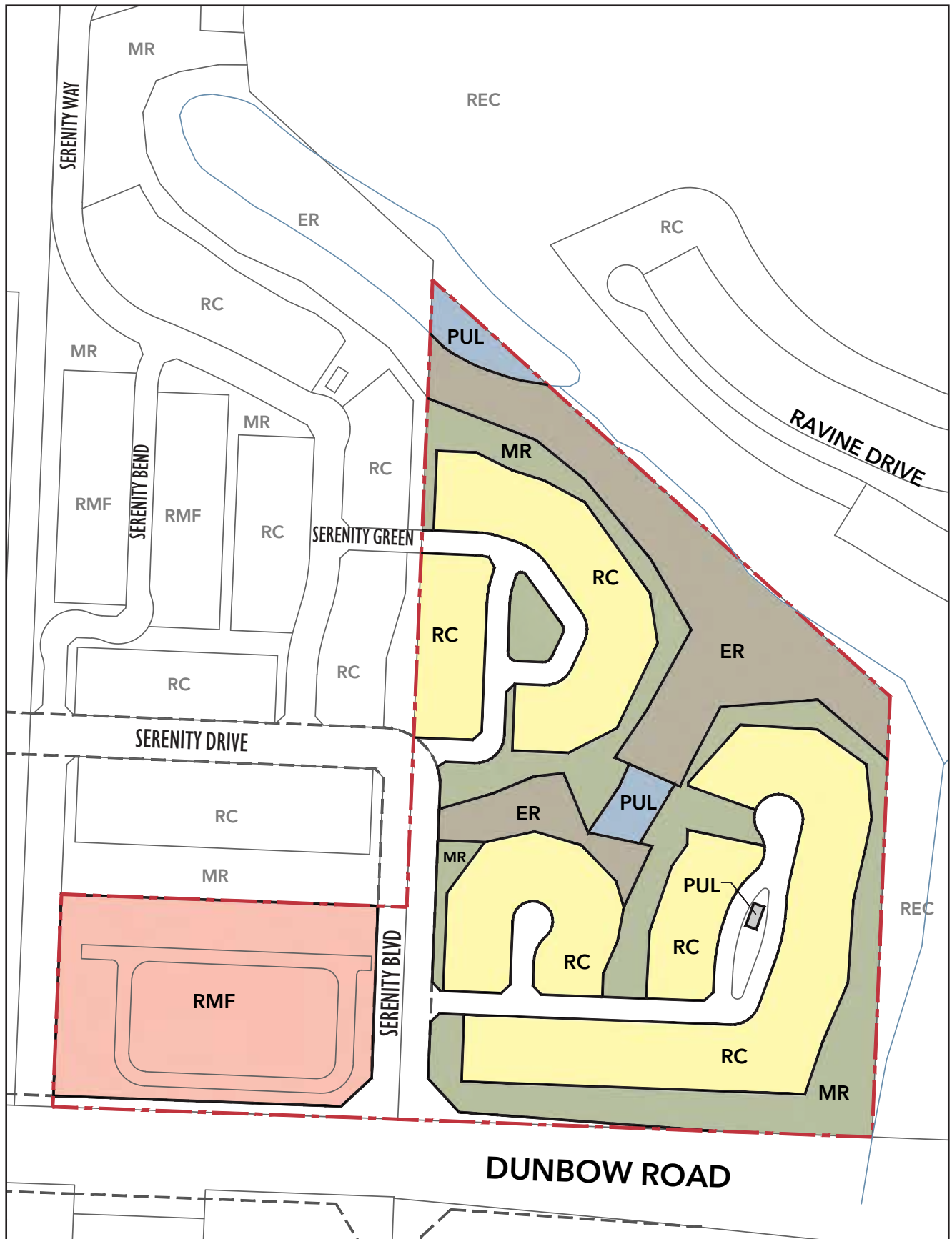
04.2.1 Lighting shall conform to Foothills County Dark Sky Bylaw for residential areas.

04.2.2 Neighbourhood design should promote local identity through the use of street names, neighbourhood street design, and landscaping with native local plant species.

04.2.3 All development within Cell F shall adhere to Foothill County's Community Standards Bylaw.

04.2.4 All development within Cell F shall adhere to Architectural Controls incepted by Developer and Administration by Homeowners Association (HOA) (refer to policy 05.2.2 in section 05.2).





LEGEND

---	Subject Site				
Yellow	RC Residential Community District	Brown	ER Environmental Reserve	Light Blue	REC Recreational District
Orange	RMF Residential Multi-Family District	Green	MR Municipal Reserve	Light Green	CR Country Residential District
Blue	PUL Public Utility Lot				

Figure 4 - Land Use Concept



04.3 RESIDENTIAL LAND USE

Cell F is intended to facilitate a mix of single-detached dwellings with an option for rowhouse and/or some semi-detached dwellings, depending on market demands. The Phase IV lands will be a registered bareland condominium development with townhouse or semi-detached dwellings accessed by a condominium road. Varied lot sizes and residential dwelling types accommodate the diverse needs of the growing hamlet and its residents. **Figure 5 - Conceptual Lotting Plan** details how the Subject Site may be developed into a thoughtfully designed residential community.

Based on the 2021 Federal Census the average number of persons per dwelling in Foothills County is 2.7. The full build population of the Subject Site is calculated to accommodate approximately 280.8 residents (refer to **Table 2 - Land Use Statistics**).

A density target of approximately 4.55 units per net developable acre is achieved with this conceptual lotting plan.

POLICIES

04.3.1 Cell F shall comprise a mix of housing types and sizes, providing a variety of lot sizes and affordability.

04.3.2 Housing typologies shall be suitably integrated and compatible with surrounding land uses.

04.3.3 The Developer shall encourage architectural design that creates a sense of neighbourhood identity and is integrated with the surrounding community.

04.3.4 The construction of all buildings in the Plan Area shall comply with the Foothills County Land Use Bylaw and the Alberta Building Code. Standard relaxations for the Hamlet of Heritage Pointe and others specific to Serenity Phase III & IV shall apply. These include the following:

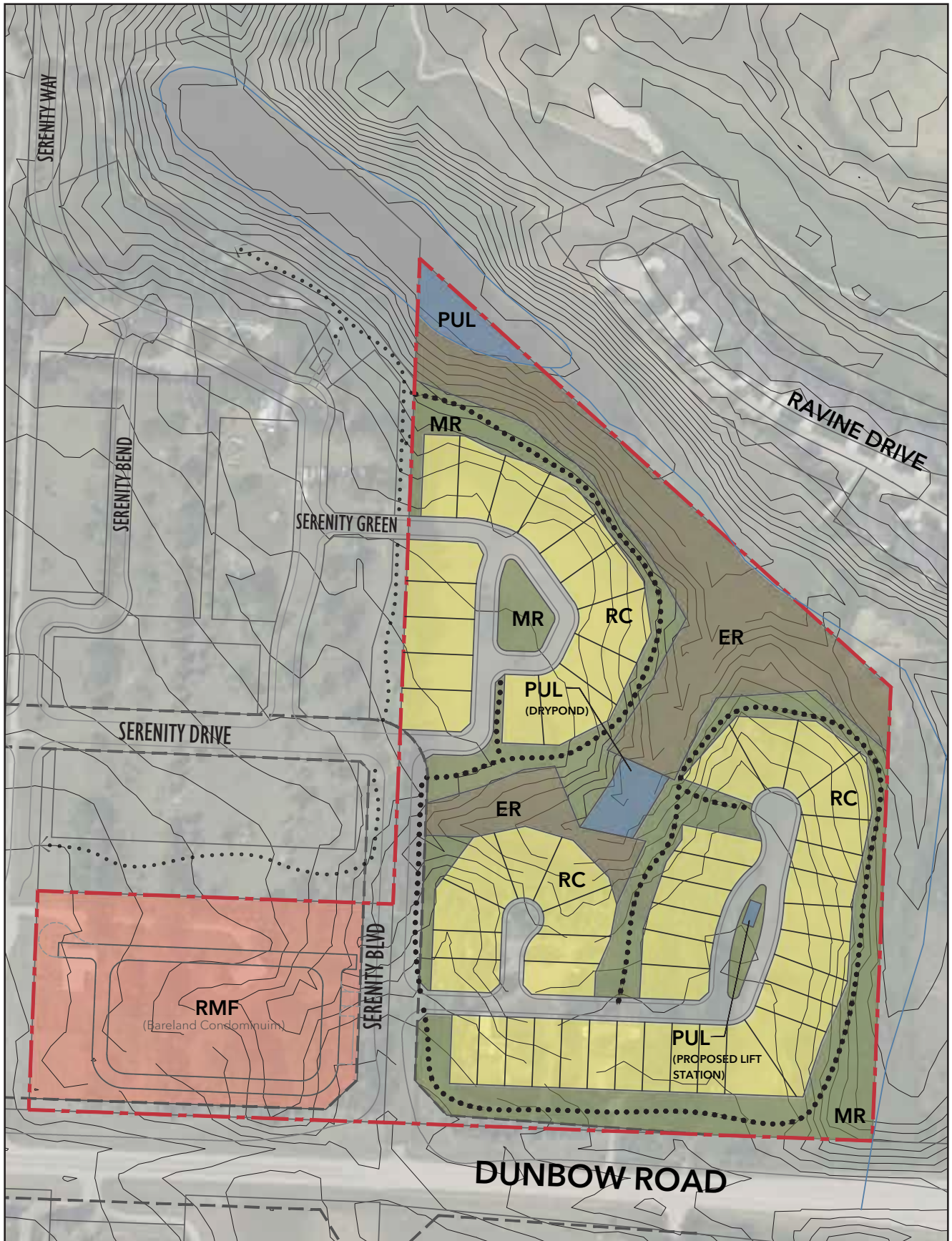
POLICIES

- i. Side Yard setbacks: Relaxation of up to 90% on side yard setbacks on corner lots provided the front yard is designated by the Developer;
- ii. Side Yard setbacks: A maximum of 1.0m encroachment into the side yard setback is permitted for eaves, fireplaces, sills, canopies, window wells, and cornices;
- iii. Rear yard setbacks: 6.0m from the property line and a maximum of 1.5m encroachment into regular rear yard setback requirements for above grade decks and associated steps, and walkout patios;
- iv. A garage up to 50% of the dwelling size (provided that the garage does not exceed a maximum of 2,400 sq. ft.) split into two different structures, either attached or detached from the residence is permitted; and
- v. Lot Coverage: Maximum of 60% for Residential Community District and 70% for Residential Multi-Family District provided it is supported by a Stormwater Management Plan and is addressed in the applicable land use districts by way of a site specific amendment to the district.

04.3.5 A minimum rear yard setback of 1.5m shall be permitted for a principal building for all residential dwellings backing onto Municipal Reserve land within Phase IV (*Morel).

04.3.6 The Developer shall submit a Construction Management Plan to the satisfaction of Foothills County at the subdivision stage.

04.3.7 The Developer shall ensure that the Phase IV condominium road is built to a standard satisfactory to Foothills County, and the Homeowners Association (HOA) shall be legally obligated for the perpetual maintenance of the condominium road.



LEGEND

- - - - - Subject Site
- ~ ~ ~ ~ ~ 1.0m Contour Interval
- Proposed 3.0m Pathway

Figure 5 - Conceptual Lotting Plan

The Conceptual Lotting Plan has been included for illustrative purposes only and does not reflect the final lotting configuration.



POLICIES

04.3.8 The Developer shall register easements for utilities and provide County emergency access for the Phase IV condominium road.

04.3.9 The number of lots allowed may be up to a maximum of 100, but fewer lots may be approved without amendment to this Plan at the County's discretion.

04.3.10 The minimum and maximum lot sizes shall be determined at the subdivision stage to the satisfaction of Foothills County.

LAND USE	ESTIMATED LOT COUNT	AREA (AC)	AREA (HA)	% OF NET DEVELOPABLE AREA
GROSS Developable		25.670	10.390	
Environmental Reserve (ER)	2	3.705	1.499	
NET Developable		21.965	8.891	
Residential Community (RC) Single Detached Dwelling	14	2.795	1.131	12.72
Residential Community (RC) Single Detached or Semi-Detached	38	5.705	2.310	25.97
Residential Multi-Family (RMF) Townhomes	48	4.317	1.746	19.65
Municipal Reserve (MR)	4	4.848	1.962	22.07
Public Utility Lot (PUL)	3	0.544	0.220	2.47
Public Roadway	n/a	3.756	1.520	17.09
Housing Units (net)	Persons per Dwelling	Estimated Population	Units per acre	Units per ha.
100*	2.7 (2016 census)	270.0	4.55	11.69

Table 2 reflects the maximum lots allowed on subject site. Fewer lots may be approved without amendment to this Plan.

Table 2 - Land Use Statistics

04.4 OPEN SPACE & PATHWAYS

The Open Space Concept illustrates the vision for community signage, outlook areas, wayfinding elements, passive recreational opportunities, and primary and secondary trails, with new landscape areas and retained vegetation. Open Spaces in the Subject Site will be provided within Municipal Reserve areas and connect to the existing open space network west of the Subject Site. The Open Space Concept is illustrated on **Figure 6A - Phase III Open Space Concept & 6B - Open Space Elements**. Existing and proposed open space elements will be integrated into the community to accentuate the architectural design of the surrounding residential dwellings. The open space concept is a thoughtful extension of the Serenity Phase I architecture and landscaping design, and provides linkages throughout Serenity Phase III, future proposed connections in Serenity Phase IV, and connections to the west. One continuous pathway throughout Cell F is proposed. The proposed primary trail network provides walkable connections in the long-term to the existing commercial area, located in Cell B of the ASP. Open space areas will keep as much of the existing vegetation as possible, and provide additional tree groupings to supplement gaps in vegetation throughout the Subject Site. Existing trees will be retained to the extent possible, and replacement trees will be accommodated where possible and detailed in the subdivision stage. A detailed landscape plan for Phase IV will be provided at the Subdivision stage. Trees and shrubs in MR spaces will be irrigated.

POLICIES

04.4.1 The open space network within Cell F Phase III shall generally be developed in accordance with **Figure 6A**, and will be undertaken to the satisfaction of Foothills County.

POLICIES

04.4.2 Design of linear greenways should incorporate Crime Prevention Through Environmental Design (CPTED) features.

04.4.3 On the east-west collector road (Serenity Drive), sidewalks shall be provided at minimum on one side of the street.

04.4.4 Design of pathways and trails shall be accessible to a variety of users (i.e. barrier free) as deemed appropriate by the County.

04.4.5 The Developer shall install the landscaping and have a 2-year maintenance obligation for the open space, after such time landscape maintenance will be the responsibility of the appropriate Homeowners Association (HOA).

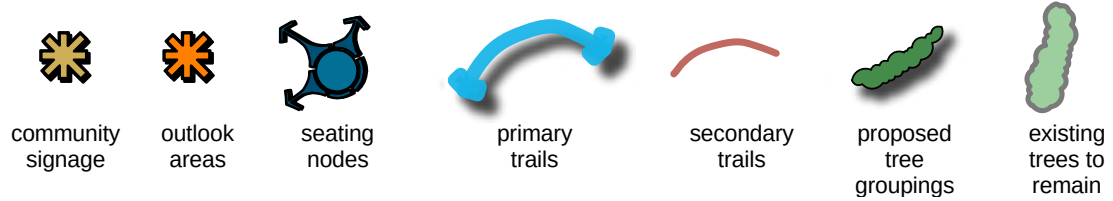
04.4.6 Proposed open spaces, trail, and pathway networks should provide connections internal and external to the Plan Area.

04.4.7 A Landscape and Maintenance Plan is to be provided each for Phase III and Phase IV at the subdivision stage by the Developer to the satisfaction of Foothills County.

04.4.8 Lots that back on to municipal and/or environmental reserves are required to have a minimum 4 ft. chain link fence in order to delineate private land from public areas to the satisfaction of Foothills County.

04.4.9 Pathways shall be constructed by the Developer to the satisfaction of Foothills County.

04.4.10 Pathway / open space connections into Phase IV shall be provided by the Developer to the satisfaction of Foothills County.



Prepared by: 818 Studio

Figure 6A - Phase III Open Space Concept



Vertical elements like weather vanes, flag poles, and sculptures create landmarks in public spaces and the community.



Screening can be accomplished through fencing, willow screen fences, or hedgerows.



Wayfinding elements should integrate traditional lighting elements, and rustic materials like wood and oil rubbed bronze.



Primary Trails



Secondary Trails



Goose neck lighting fixtures made from oil rubbed bronze or copper give a traditional feel, and can be incorporated into street light standards and on vertical structures, aligning with the Foothills County Dark Sky Bylaw.



Outlook Areas



Seating Nodes

Figure 6B - Open Space Elements

Prepared by: 818 Studio

04.5 MUNICIPAL RESERVE

The Municipal Government Act (MGA) requires 10% of developable land area to be dedicated to Foothills County as land or cash-in-lieu. Cell F will dedicate land to meet this requirement. The MR is designed to encourage naturalized and low maintenance Municipal Reserve (MR) parcels. There will be both landscaped and natural MR lands throughout Cell F. Dedicated manicured, landscaped MR is proposed for the centre islands. Strips of MR are provided along the edges of the proposed residential lots and along the north-south collector road to provide for a pedestrian pathway network throughout the community and to create a sense of place that makes residents feel they are living harmoniously within nature. The Homeowners Association (HOA) will be responsible for MR maintenance.

POLICIES

04.5.1 The Developer shall provide a breakdown of the required Municipal Reserve dedications and outline how they will be owned and maintained to the satisfaction of Foothills County at the subdivision stage.

04.5.2 The provision of Municipal Reserves shall be in accordance with the requirements of the Municipal Government Act. Should the provision of Municipal Reserves be insufficient, the Developer shall provide the appropriate amount of cash-in-lieu.

04.5.3 MR shall provide active transportation connections, open spaces, and recreational areas to the satisfaction of Foothills County.

04.5.4 Landscaping and Maintenance plans for Municipal Reserves will be reviewed and approved by Foothills County at the subdivision stage.

04.5.5 MR shall be maintained by the Developer until it is turned over to the Homeowners Association (HOA) for continuance of maintenance.

POLICIES

04.5.6 Irrigation of open space MR locations shall be undertaken by the Developer until such time as the landscaping has started to thrive. The irrigation will either cease, or be taken over by the Homeowners Association (HOA) at the appropriate time.

04.6 ENVIRONMENTAL RESERVE

The MGA requires land that has characteristics like a gully, ravine, or coulee, to be dedicated as Environmental Reserve (ER) and be left in its natural state.

The portion of the pond on the property is to be part of the overall drainage for the area, as such it is designated PUL. There is also an ER area surrounding the high-water mark of the pond to ensure that riparian areas associated with the pond are retained.

Due to potential liability issues, the County would not permit skating or point of first contact activities on the pond. Any use of the pond would have to be permitted at the discretion of Foothills County.

POLICIES

04.6.1 Environmental Reserve (ER) in Cell F shall be utilized as public open space.

04.6.2 Construction of public works for deep utility servicing may be permitted within ER under registered Utility Right of Ways (URW) at the discretion of Foothills County, provided Section 676 (1) of the Municipal Government Act has been satisfied. URWs will be registered on title at the subdivision stage.

04.7 COMMUNITY INTERFACE

Serenity Phase III/IV includes a series of public spaces, natural areas, and other open spaces that will provide social, biophysical, and aesthetic functions. The interface with existing community, amenities, and residences is a critical consideration in the site design and overall function of this site. The Developer is aware of a large ungulate study, which was undertaken at the inception of the Heritage Pointe development project. Lands have been set aside between the new residences and the existing residences, as outlined on **Figure 7B and 7C: Community Interface Cross Sections**. The project is adjacent to the existing Ravine community and a setback from the ravine has been identified on the cross section diagrams to (1) to retain the ecological function of the impoundment and natural areas, (2) to retain the corridor for large ungulate movement, and (3) to provide a setback in a similar manner and depth to the natural features existing today. The interface areas are designed to result in a sensitive transition and retain valued ecological components.

POLICIES

04.7.1 Interface Areas as outlined in *Figure 7A: Interface Buffer Cross Sections Key Map* may be incorporated at the discretion of Foothills County.

04.7.2 The interface areas shall be detailed at the subdivision stage to the satisfaction of the Municipality.

04.7.3 At the expense of the Developer, the Interface Buffer Areas shall be designed by a Landscape Architect, constructed by the Developer, and maintained to the satisfaction of Foothills County or the HOA subject to the County's preference.

04.8 LANDSCAPE MAINTENANCE

This section outlines the responsibilities for maintenance of common spaces and public spaces by the Developer, County and HOA within the Serenity III/IV project site. This document outlines the requirements of Developers under direction from provincial legislation. The *Agricultural Service Board Act (ASBA) and Regulation*, the *Weed Control Act (WCA) and the Weed Control Regulation*, the *Agricultural Pests Act (APA) and the Pest and Nuisance Control Regulation*, and the *Soil Conservation Act (SCA) and the Soil Conservation Notice Regulation* are the Acts are all documents that result in the following requirements:

- i. Any noxious weed as outlined in the *WCA and Regulation* must be controlled.
- ii. Any prohibited noxious weed as outlined in the *WCA and Regulation* must be destroyed.
- iii. Any pest or nuisance as outlined in the *APA and the Pest and Nuisance Control Regulation* must be controlled or destroyed.
- iv. Prevent, stop, and remedy any soil loss or deterioration as set out in the (SCA) and the Soil Conservation Notice Regulation.

In its implementation, Foothills County Agricultural Service Board Inspectors review and apply the above Acts and will contact the Developer and/or Home Owners Association (HOA) should any of the above requirements are not being met. Foothills County may work together with the Developer, the HOA or specific landowners if necessary to bring land into compliance with the above-mentioned Acts.

Foothills County has basic rules for Reserve Land and Right-Of-Way's (ROW) that are included in an ASP. These rules are outlined as follows, and responsibility for adherence to these basic guidelines rests with the Developer of the project, until such time as these responsibilities are passed to the appropriate HOA:

- i. There must be access through an approach for a vehicle (3m width) to every reserve.
- ii. Non-regulated weeds must be controlled.
- iii. The County will not be responsible for replacing trees that die on reserves.
- iv. The County will not be responsible for maintaining any water body on a reserve.
- v. The County will at its discretion decide whether to replace trees in the ROW.
- vi. Vegetation in the ROW may be removed as set out in the Vegetation Control on Roadside and Roadside Brush Control policies.
- vii. If any area is considered by Foothills County to be too unsafe to maintain due to grade or other hazards it will not be maintained.
- viii. Only certified seed should be used in any reseeded efforts.

POLICIES

04.8.1 The Developer and/or HOA will collaborate with Foothills County to ensure that the intention of the landscape maintenance and monitoring program meets the expectations of the *Agricultural Service Board Act (ASBA) and Regulation*, the *Weed Control Act (WCA) and the Weed Control Regulation*, the *Agricultural Pests Act (APA) and the Pest and Nuisance Control Regulation*, and the *Soil Conservation Act (SCA) and the Soil Conservation Notice Regulation* to the satisfaction of Foothills County.

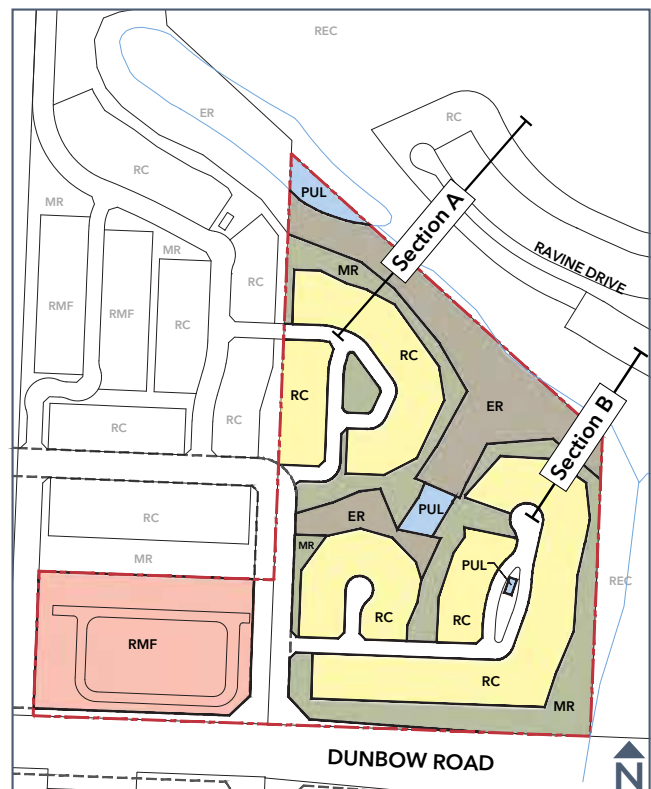


Figure 7A - Community Interface Buffer Cross-Sections Key Map

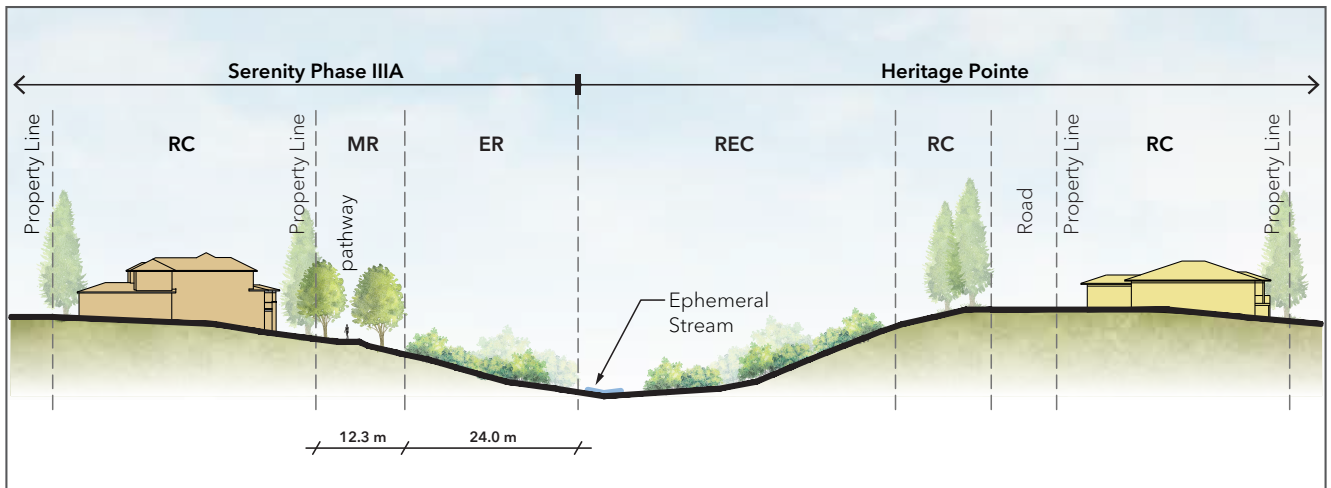


Figure 7B - Community Interface Cross-Section A

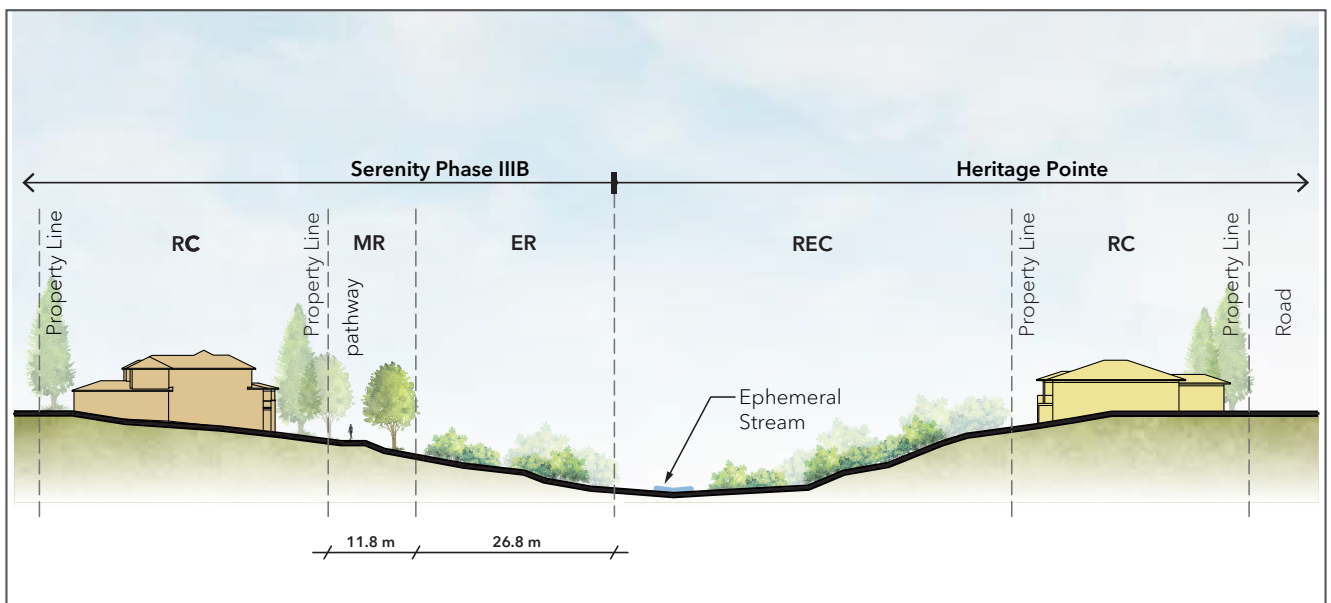


Figure 7C - Community Interface Cross-Section B

05. ARCHITECTURAL CONTROLS

05.1 PURPOSE

Architecture and landscape design brings character and a sense of place to the built form in the Cell F community, and is an extension of the Serenity Phase I lands to the west. All homes are encouraged to exhibit distinct features from adjacent homes in massing, articulation, fenestration type, exterior finishes, and colours. The community is designed to create and maintain a pleasing and consistent community environment, provide interest and variety throughout, ensure aesthetically pleasing built forms are constructed, and offer an attractive landscape. Various housing typologies are proposed in this land use strategy, and Cell F is located within an existing hamlet with an established architectural and landscape profile. As such, architectural and landscape design controls are required. These controls reflect themes established within Heritage Pointe and Artesia.

POLICIES

05.1.1 A set of Architectural Controls shall be prepared and submitted at the subdivision stage by the Developer. These controls will be registered on title at the time of subdivision.

05.2 ARCHITECTURAL CONTROLS

The general architecture and landscape themes for the development of Cell F is established by utilizing the prevailing architectural form, style, and detailing of the homes and the landscaping design previously developed throughout the residential communities within the Hamlet of Heritage Pointe. In addition, the Developer should encourage the more traditional styles of French Country, English Country, Tudor, Prairie, and Craftsman (**Section 5.3**). The design of the homes should contain enough variety to create interest while at the same time achieving a balanced harmony of forms, colours, and themes across an attractive landscaped plan area. The landscaping design will include community signage, outlook areas, seating nodes, trails, and proposed and existing vegetation. Landscaping and open space is addressed in further detail in **Section 4.4** of this ASP.

POLICIES

05.2.1 Similar themes, materials, massing, and architectural styles to those existing within the Hamlet of Heritage Pointe shall be reflected within Cell F.

05.2.2 The architectural controls shall contain a review and approval process that outlines compliance and approvals for the Developer.

05.3 ARCHITECTURAL EXAMPLES

The images below provide context as to appropriate built form and architectural styles within Cell F.



FRENCH COUNTRY



FARMHOUSE



FRENCH COUNTRY



PRAIRIE MODERN



PRAIRIE MODERN



PRAIRIE MODERN, SEMI-DETACHED

06. INFRASTRUCTURE SERVICING

06.1 TRANSPORTATION

Foothills County commissioned Watt Consulting Group (Watt) to undertake a functional study of the Dunbow Road corridor between Macleod Trail and Deerfoot Trail. The study was undertaken as it is anticipated that future development will occur in this area both north and south of Dunbow Road. Additionally, the County wanted to ensure that the Heritage Pointe Fire Hall had unfettered access to Dunbow Road at all times.

06.1.1 EXTERNAL ROADS

Dunbow Road has been constructed to a two-lane standard between Deerfoot Trail and Macleod Trail. It functions as a major collector, and ultimately will be upgraded to a four lane standard. It intersects with 2nd Street E approximately 700m east of Macleod Trail and with 8th Street approximately 640m west of Deerfoot Trail. The intersection of Dunbow and 8th Street was constructed to a flared standard with a dedicated left turning lane and two through lanes in both the eastbound and westbound directions. The intersection with 2nd Street E has also been equipped with left turning bays but it has only one through lane eastbound and one through lane westbound. Acceleration and deceleration lanes have been constructed to accommodate right turns on its southbound approach. Dunbow Road and 2nd Street E are in the process of being converted into a roundabout by the County.

Based on the analysis and turning movement volumes presented in Watt's study, it is expected that the existing intersection control and lane configurations at the intersections of Dunbow Road with 2 Street E, 4 Street E, and 8 Street E will provide adequate capacity to support future traffic volumes until the 2045 background horizon year. While the intersection of Dunbow Road / 5 Street E is understood to be constructed as part of the proposed Serenity Phase III and IV development (with ultimate plans of improving to a roundabout), capacity analysis indicates that this intersection will provide acceptable operating conditions under a stop control configuration on opening day.

Consistent with previous functional studies completed for the Dunbow Road corridor in 2021, it is recommended that each of the study intersections be monitored as regional development continues to build out, and improved to a roundabout configuration when warranted. Additionally, two-lane roundabouts could be explored when the Dunbow Road corridor is improved to a four-lane cross section.

Long term access along this stretch of Dunbow Road supports the roundabout as illustrated **Figure 8A - Long Term Access and Conceptual Development**. Additionally, **Figure 8A** includes a conceptual illustration of potential future long term development on the north side of Dunbow Road and access locations. Foothills County requires Developers to contribute to the conversion to

roundabouts or signals, by way of contribution to the Community Sustainability Fee. Long term access from Dunbow Road to the Serenity Phase III/IV development is expected to be provided via an all-turns access at 5th Street. A secondary emergency right in/ right out egress-only access would be retained at 4th Street. The design and configuration of the all-turns intersection at 5th Street and Dunbow Road will be determined at the subdivision stage. The timing of the proposed Dunbow Road widening and roundabout at this location is critical, and will require close collaboration between the developer and Foothills County to ensure it is done according to plan.

06.1.2 INTERNAL ROADS

To allow for walkable connections to the existing commercial area, it is proposed that the Foothills County 20m Hamlet Road Standard be modified as it runs along the east-west portion of the Plan Area. The collector should include a sidewalk on one side in order to facilitate active modes of transportation to the commercial areas and recreational opportunities in the area. A reduced 12m road width, not a standard 16m, between Phase I and Phase III is proposed as the built form for this area is a small, intimate grouping of residential dwellings. Additionally, this 12m roadway provides access just to this grouping of dwellings and does not serve as a thoroughfare through Serenity Phase I and III. The long-term conceptual illustration on **Figure 8A** is for illustrative purposes only, identifying how the long term road system could be supported, and it can be revised without amendment to this plan. The internal road for Phase IV is intended to be within a

registered bareland condominium and, as a result, will be maintained by the appropriate HOA. **Figure 8B - 5th Street Entrance Road Cross-Section** and **8C - Internal Road Cross-Section** illustrate the 5th Street and Internal Road cross sections.

POLICIES

06.1.1 The designation and design of internal and external roadways within the local transportation network, such as the classification, street size, and intersection/ access spacing, shall be designed to the satisfaction of Foothills County.

06.1.2 Area Developers are required to provide a contribution to the improvement of Dunbow Road by way of Foothills County's Community Sustainability Fee (CSF) as outlined in the County's Development Agreement and paid for at the subdivision stage. Additional contributions required beyond the scope of the CSF, will be at the discretion of Foothills County.

06.1.3 The Developer shall execute and comply with the County Development Agreement for all transportation related construction and contribution to the satisfaction of the County.

06.1.4 In accordance with County direction, a 48m setback from the centre line of Dunbow Road shall be adhered to. No residences shall be included within the Dunbow Road setback area.

06.1.5 Figure 8A is for illustrative purposes only and it can be revised without amendment to this Plan.

POLICIES

06.1.5 Internal roads within Phase III, Cell F, will be provided by the Developer and maintained by the County as a public road.

06.1.6 Internal roads within Phase IV, Cell F, will be provided by the Developer and maintained by the appropriate HOA as a private bareland condominium road.

06.1.7 Should external road improvements be required due to Phase III/IV, as determined by the Transportation Impact Assessment accepted by Foothills County, the necessary improvements shall be provided at the cost of the Developer to the satisfaction of Foothills County.

06.1.8 The design and configuration of the all-turns intersection at 5th Street and Dunbow Road will be determined at the subdivision stage and shall be undertaken by the Developer to the satisfaction of Foothills County.



Figure 8A - Long Term Access and Conceptual Development

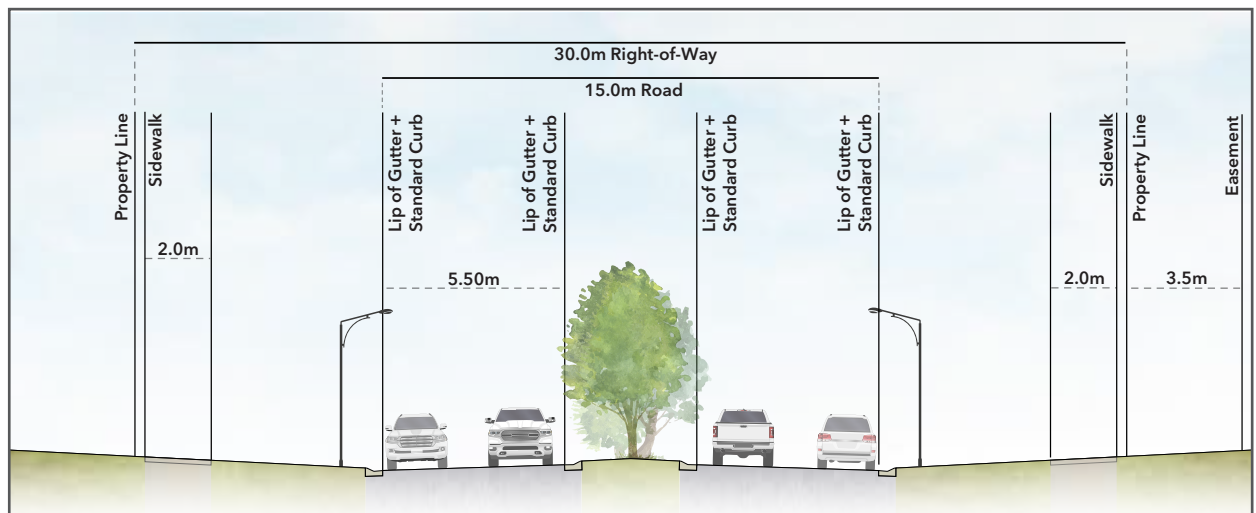


Figure 8B - 5th Street Entrance Road Cross-Section

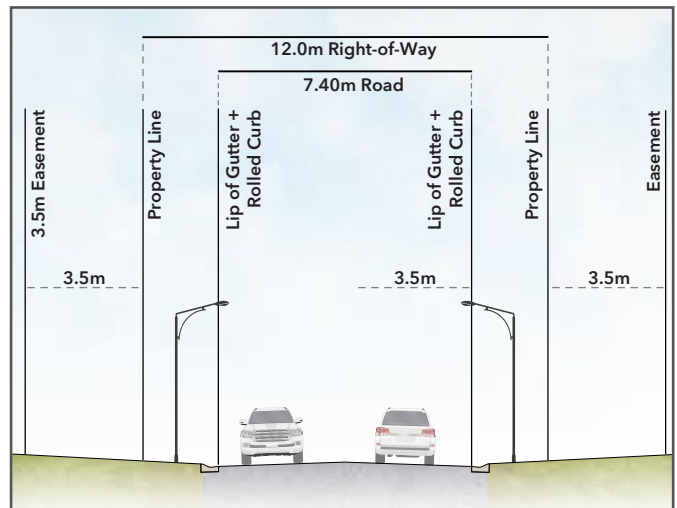


Figure 8C - Internal Road Cross-Section

06.2 GENERAL SERVICING STRATEGY

Cell F will be constructed as three separate phases of clustered residential development. The three phases, referred to as Phase IIIA (northern cluster), Phase IIIB (southern cluster), and Phase IV (west cluster), are separated geographically by an existing natural drainage channel flowing generally from southwest to northeast through the centre of the Cell F lands. As the three phases are not contiguous, the servicing strategy for each phase will vary, as described below.

All residential lots within the Plan Area will be serviced with deep utility services including potable water, wastewater and storm sewers. Additionally, each home within the development will also be serviced with private utilities such as electrical, natural gas and telecommunications.

As the Plan Area is within the existing Hamlet boundary, the provision of deep utility water and wastewater servicing will be provided by Bluestem Utilities (formerly Corix Utilities). Stormwater management and servicing will be reviewed and approved by Foothills County.

The Developer will be responsible for the full cost of design and installation of utility services within the Plan Area. This will include (on an as-needed basis) proportional contribution towards potable water and wastewater infrastructure upgrades as identified by Bluestem Utilities.

POLICIES

06.2.1 The Developer shall execute and comply with the County Development Agreement for all utility related construction, including water, wastewater, and stormwater as well shallow utilities and any required contribution towards utility construction to the satisfaction of the County.

06.3 POTABLE WATER

Phase IIIA: Water servicing for Phase IIIA development will be completed through connections to the existing water distribution system installed during the construction of Serenity Phase I, and extended to the phase boundary at the east end of Serenity Green. The water distribution system will be installed entirely within the proposed roadways in Phase IIIA and re-connected to the existing watermain installed within Serenity Drive.

Bluestem Utilities have confirmed that there is capacity within the existing water distribution system to provide servicing to Phase IIIA at full build out. Additionally, Bluestem has also confirmed that no offsite connections to loop the proposed water distribution system for Phase IIIA will be required, as the second connection to Serenity Drive will provide adequate servicing redundancy.

Phase IIIB: Water servicing for the Phase IIIB development will be completed through connection to the existing water distribution system located within Serenity Drive, previously installed with the Serenity Phase I development. The existing watermain will be extended south from the connection location within Serenity Drive to the south within the proposed the 5th Street E road right-of-way.

As discussed with Bluestem, there will be a requirement to complete a second connection to their water system when constructing Serenity Phase IIIB to provide a looped water connection for Serenity Phases I, III and IV.

Referring to the **Figure 9 - Potable Water Servicing**, the looped water connection will be completed within Dunbow Road right-of-way, on the south side of the road. The proposed connection location (**See Annotation 'A'**) will connect to the existing supply main from the water treatment plant to the reservoir on Pine Creek Road. At the detailed stage for Serenity Phase I, Bluestem confirmed upgrades that

would be required to raise the service pressure of the supply main to make connection to this main viable for servicing purposes. Should the upgrades to the Bluestem system not proceed prior to detailed design stage for Serenity Phase IIIB, installing a Pressure Reducing Valve within 5th Street E north of the Annotation 'A' connection location would make connection to the supply main a viable option, and acceptable to Bluestem.

Bluestem has provided confirmation to the Developer that they have sufficient water supply to service the Serenity Phase IIIB development at full build out.

Phase IV: As illustrated in **Figure 9 - Potable Water Servicing**, potable water servicing for Phase IV will be provided by connections to the existing watermain within 4th Street (installed with Serenity Phase I) as well as a connection to the future watermain constructed within 5th Street which will provide an internal looping for Serenity Phases I to IV.

Confirmation from Bluestem on availability of water to service Phase IV will be provided to the County under separate cover.

POLICIES

06.3.1 Utility rights-of-way and associated easements must be identified and provided to Foothills County at the subdivision stage.

06.3.2 Water utilities shall be provided at time of subdivision or development permit stage.

POLICIES

06.3.3 The Developer shall determine servicing water capacity requirements and allocation within Cell F with Bluestem Utilities to the satisfaction of Foothills County.

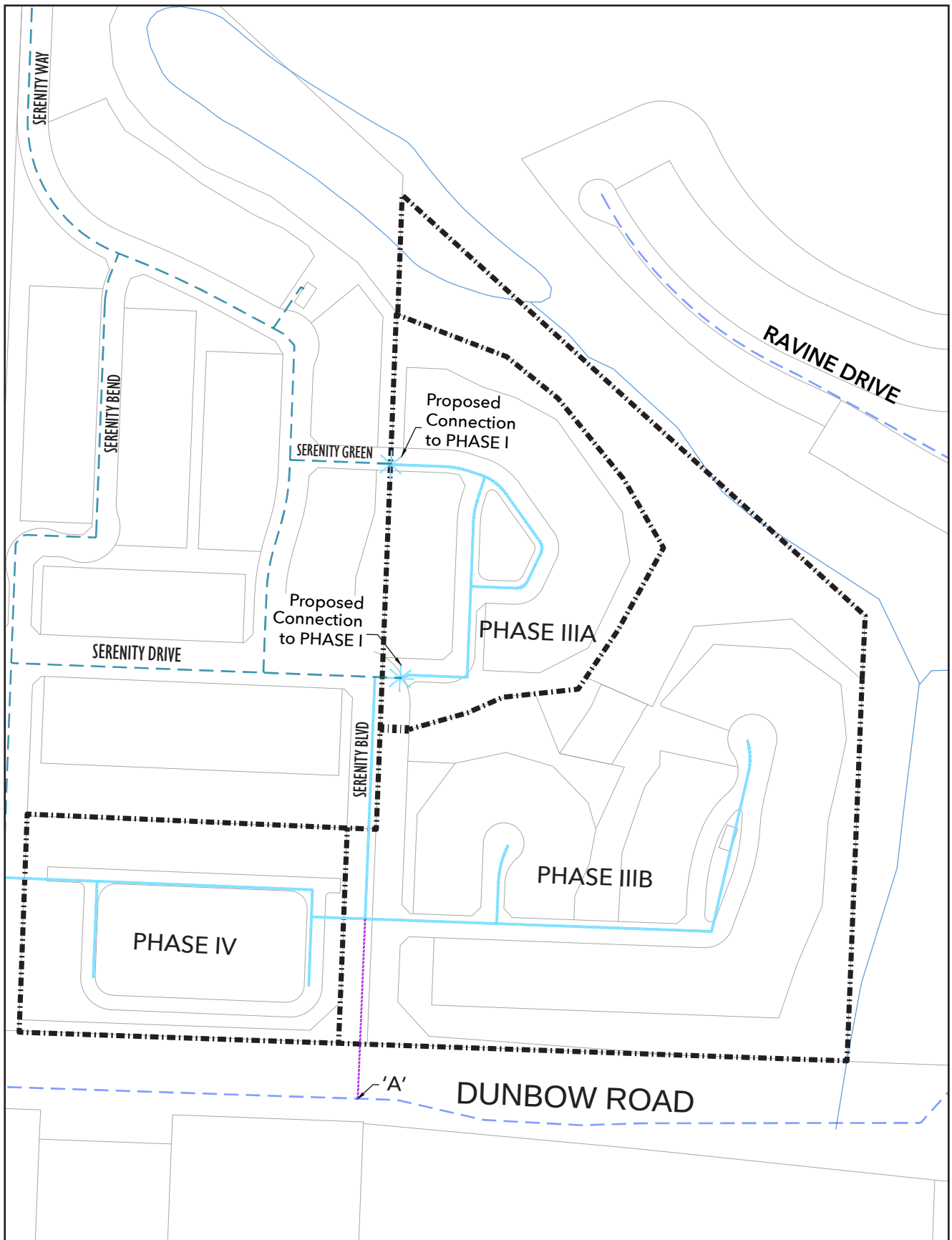
06.3.4 Potable water supply required to service the Plan Area shall be delivered through connection to Bluestem Utilities water treatment and distribution system.

06.3.5 Future developments within the Plan Area must implement water conservation measures in accordance with Foothills County guidelines and the Architectural Controls.

06.3.6 The Developer shall assume all costs associated with potable water infrastructure servicing. No rate increase is anticipated, but should one occur as a result of this service extension, the Developer must contribute to preserve the existing rate. As all infrastructure to provide the services will be at the sole cost of the Developer, there will be no impact on current customer rates.

06.3.7 The Developer shall provide fire hydrants and fire flows within Cell F to the satisfaction of Foothills County.

06.3.8 Endeavours to Assist should be considered in collaboration with the County regarding excess capacity or benefiting areas, as a result of infrastructure improvements, to ensure appropriate compensation at subdivision stage.



LEGEND

- Phasing Boundary
- Proposed Water Main
- Existing Water Main
- Existing Bluestem Reservoir Supply Main
- Looped Water Connection - Option 1: Connect to supply Main. Location 'A'

Figure 9 - Potable Water Servicing



06.4 WASTEWATER SERVICING

Phase IIIA: Wastewater servicing for the 14-lot Serenity Phase IIIA development will be completed through connections to the existing wastewater collection system installed during the construction of Serenity Phase I, and extended to the phase boundary at the east end of Serenity Green. The wastewater collection system will be installed entirely within the proposed roadways or easements provided by the developer.

The Serenity Phase IIIA wastewater system will flow entirely by gravity to the lift station constructed with Serenity Phase I, which pumps wastewater to Ravine Drive where it connects to the Bluestem wastewater system.

Bluestem Utilities have confirmed that there is capacity within the wastewater system to provide servicing to Serenity Phase IIIA at full build out.

Phase IIIB: Wastewater servicing for the Serenity Phase IIIB development will be comprised of a gravity sewer main that services all lots within this phase of development. The collection mains will flow to the proposed sanitary lift station located within the landscaped boulevard in the internal roadway. Wastewater will be pumped (via forcemain) to a connection point at the south end of the Serenity Phase IIIA, where it will enter the collection system and flow by gravity to Serenity Phase I.

The alignment of the forcemain will be confirmed at the detailed design stage but is anticipated to flow generally to the northwest from the proposed lift station site across a natural drainage draw located between Serenity Phase IIIA and IIIB. The method of installation will be confirmed at the subdivision stage and will likely be dictated by a feasibility study completed during the detailed design process.

The details for the proposed wastewater lift station will be provided at the detailed design stage. The proposed lift station will be designed to service lots in Serenity Phase

IIIB and Serenity Phase IV. It is expected that the proposed lift station will be similar to the lift station operating on Ravine Drive and constructed with Serenity Phase I.

Phase IV: Wastewater servicing for the Serenity Phase IV development will be comprised of a gravity sewer main that will service all residential lots within this phase of development. The Serenity Phase IV wastewater system will connect to the future sanitary mains within Serenity Phase IIIB and will enter the existing Bluestem collection system via the future lift station in Serenity Phase IIIB.

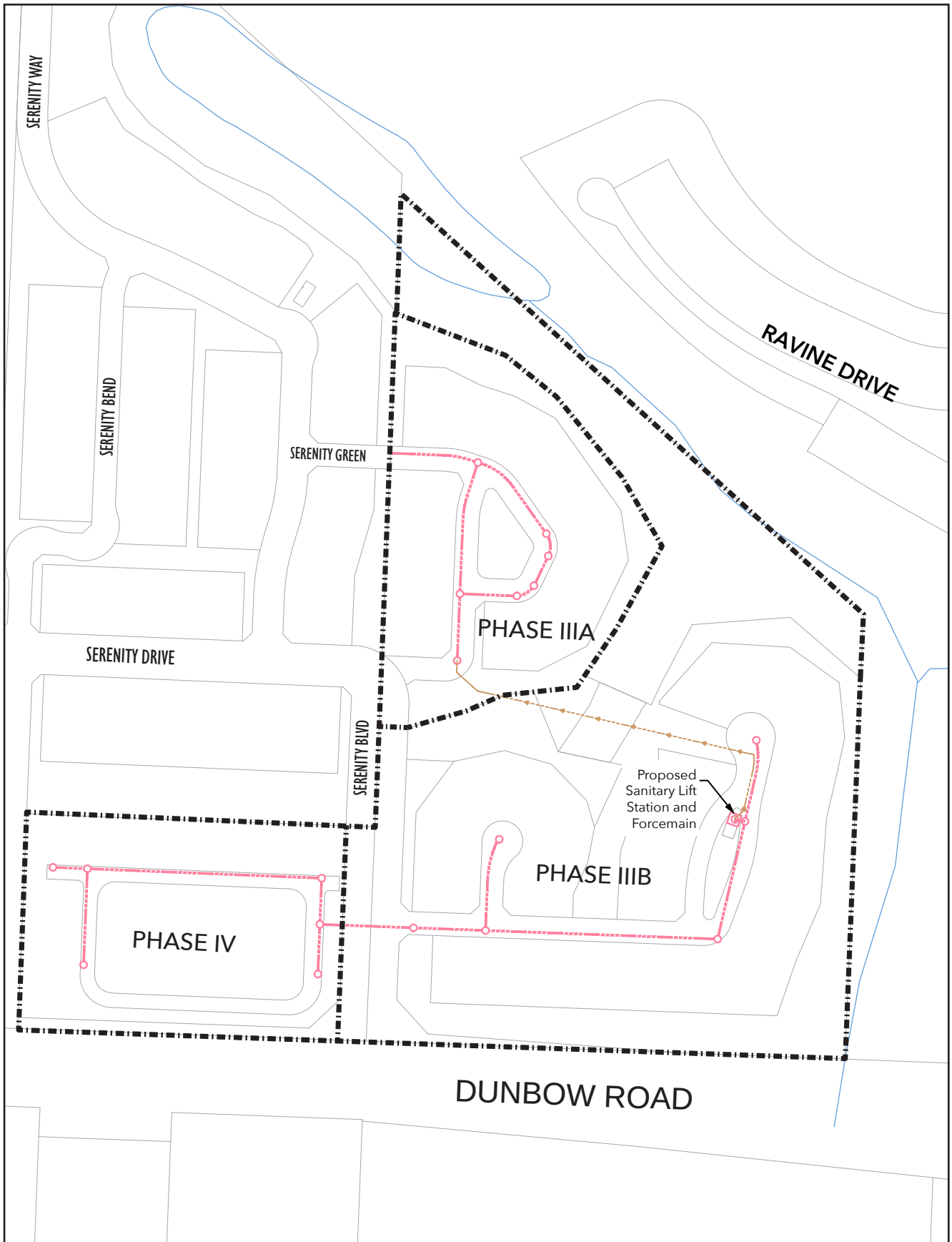
There is capacity within the Bluestem wastewater system downstream of the Serenity community to service Serenity Phases III and IV (**Figure 10 - Wastewater Servicing**). The performance of the downstream system will be monitored on a phase-by-phase basis with Bluestem.

POLICIES

06.4.1 The Developer shall determine wastewater capacity requirements and allocation within the Plan Area with Bluestem to the satisfaction of Foothills County.

06.4.2 The design for the wastewater collection system must be in compliance with the requirements of Bluestem's Servicing Standards as well as any applicable provincial guidelines.

06.4.3 The Developer shall assume all costs associated with wastewater infrastructure servicing. No rate increase is anticipated, but should one occur as a result of this service extension, the Developer must contribute to preserve the existing rate. As all infrastructure to provide the services will be at the sole cost of the Developer, there will be no impact on current customer rate.



LEGEND

- Phasing Boundary
- - - Proposed Sanitary Sewer
- Proposed Sanitary Manhole
- - - Proposed Sanitary Forcemain

Figure 10 - Wastewater Servicing



06.5 STORMWATER SERVICING

Serenity Phase III and IV is located within Foothills County, just southwest of the County boundary with the City of Calgary, and is a part of the Pine Creek watershed. Locally, storm runoff from the Subject Site drains to a man made impoundment located within the Serenity Phase I development, and ultimately discharges into Pine Creek. The Subject Site will be developed as a residential area with an open space neighbourhood under the Heritage Pointe Area Structure Plan Amendment Stormwater Management Plan (SWMP) and Pond Report (2023).

According to the recently published report *“Stream Health and Morphologic Considerations for Development Around Pine Creek - November 2024”*, a stormwater peak release rate of 2.9 L/s/ha and an average runoff volume of 77mm are recommended for developments within the Pine Creek watershed.

A Stormwater Management Report (SWMR) has been prepared to align with the recommendations outlined in the Heritage Pointe SWMP (2021), the Pond Report (2023), and recently published Morphological Report for Pine Creek watershed (2024).

The Serenity Phase III and IV SWMR presents the proposed stormwater management strategies and identifies necessary infrastructure to manage surface runoff and maintain stormwater quality from the development area. These strategies are designed to serve the current phase of development while considering future requirements, complying with applicable provincial and municipal standards and guidelines. It also ensures that an adequate level of service is provided for the current development as well as the downstream receiving infrastructure, and

drainage courses can safely handle the flows discharged from the development.

The proposed development boundary within Phases III & IV including the central intermittent drainage, is approximately 9.24 ha (22.83 acres) and will consist of residential housing with natural and developed municipal reserve lands.

As per the Stormwater Management Report, the Serenity Phase III & IV development will employ a dual drainage system that consists of underground pipe network (minor system) and overland conveyance (major system) including emergency overland escape routes. The minor system (under ground sewer system) is designed to convey the runoff from small and frequent storm events. Major system (overland conveyance) is designed to convey stormwater for infrequent large storm events that exceed the capacity of the minor system. Both the minor and major system will comply with the Provincial and Municipal standards and guidelines.

To meet the release rate and runoff volume targets established for the Pine Creek watershed, a dry pond with an approximate storage capacity of 2,300 cubic metres and 1.8m total depth, will be constructed at the central location of the Phase III & IV development as shown in **Figure 11 - Preliminary Stormwater Strategy**. The discharge from the pond will be directed towards the impoundment through an existing drainage course. For events exceeding 1:100-year storm events, the storm pond will be designed with an emergency spillway, with the adjacent landscape grades set to allow for gravity spill along the existing drainage towards Pine Creek.

The location of the dry pond is selected such that it serves a greater drainage area, provides the gravity conveyance to the pond, and aesthetically fits with the proposed development.

The stormwater water quality will be mainly achieved by installation of an oil and grit separator (OGS) unit placed at upstream of the dry pond. The OGS will be able to provide treatment to the levels as required by the City of Calgary and Alberta Environment. Moreover, the best management practices, such as routing the storm runoff from the residential areas through pervious surfaces, will be encouraged which will filter out sediments and surface pollutants prior to discharging into sewer system. Similarly, all private lots and public open spaces will be provided with 300mm topsoil.

Main Stormwater Strategies include:

The stormwater management plan is based on to the approved Heritage Pointe Area Structure Plan Amendment Stormwater Management Plan (LGN, 2021), Pond Report (CIMA, 2024) and Stream Health and Morphologic Considerations for Development Around Pine Creek (November 2024).

- The development will employ the dual drainage system and shall be designed to convey the entire storm runoff to the proposed stormwater facility (dry pond) in accordance with approved rates (70 L/s/ha) and City of Calgary standards guidelines.
- The design of the major system will follow Alberta Environment guidelines and is to be designed based on 1:100-year rainfall events. Velocities and flow depths for the

major system, including gutter and swales, will not exceed the values provided in AEP guidelines.

- A dry pond will be designed to meet the release rate and storm runoff volume target as recommended by Stream Health and Morphologic Considerations for Development Around Pine Creek (November 2024).
- The runoff from the dry pond and overland flow will be routed to the impoundment and will further discharge into Pine Creek as described in the pond report (CIMA, 2024).
- All the upstream off-site flows currently passing through the proposed development will be conveyed through the site as a flow-through discharge, without attenuation of the existing flow.
- The water quality of the storm runoff from the development will be treated by the Oil and Grit Separator (OGS) to meet the municipal and provincial standards.
- The development design provides a continuous escape route for stormwater, typically via the road network.

Low Impact Development (LIDs) and Best Management Practices, widely used in City of Calgary and surrounding municipalities, will be strongly suggested to minimize the runoff within the development.

POLICIES

06.5.1 All proposed subdivision applications must be supported by a Storm Water Management Plan to the satisfaction of Foothills County.

06.5.2 Stormwater management shall include conservation methods such as Low Impact Development (LID) and Best Management Practices (BMPs) and should incorporate stormwater reuse principles in subdivision and development designs.

06.5.3 Stormwater design should provide wetland treatment systems that improve stormwater quality.

06.5.4 Stormwater shall be conveyed in a manner that protects downstream properties.

06.5.5 The design for the stormwater collection system must be in compliance with the requirements of Foothills County Servicing Standards as well as any applicable provincial approvals from Alberta Environment and Protected Areas shall be obtained for the stormwater system.

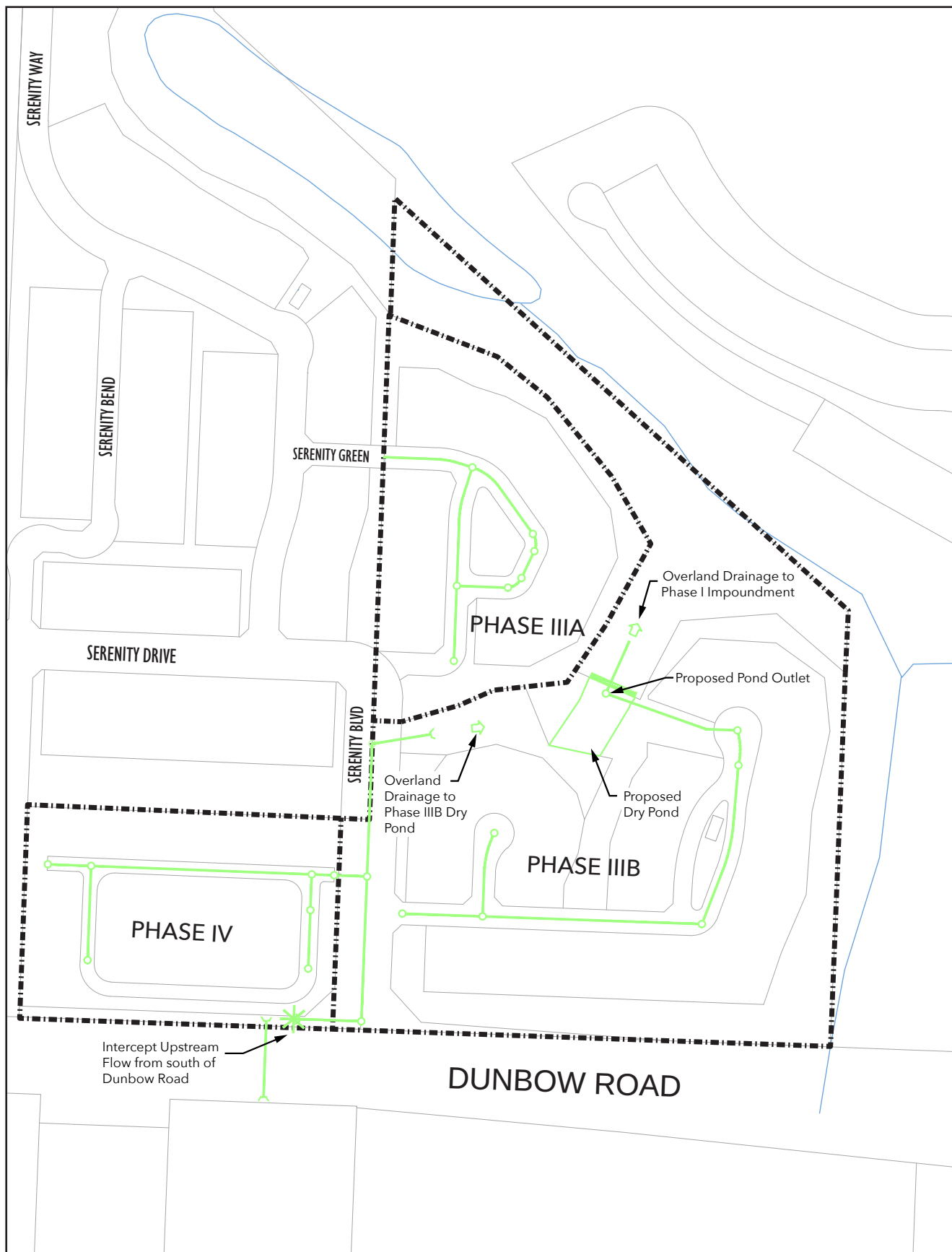
06.5.6 The design of the overland conveyance approach shall be designed to the satisfaction of Foothills County and Alberta Environment and Protected Areas.

06.5.7 Drainage must be directed away from hard surfaces within individual lots (i.e. - roofs, driveways, walkways, etc.) on to landscaped areas prior to drainage discharging onto streets or concrete swales.

POLICIES

06.5.8 Topsoil depths within landscaped areas of individual lots and other green spaces (i.e. - boulevards, MR, etc.) must be increased to promote infiltration and absorption runoff.

06.5.9 Landowners should maintain a sheet flow drainage pattern across vegetated areas where possible (i.e. - rear lot drainage into MR/ER, etc.) to provide some water quality improvement.



LEGEND

- Phasing Boundary
- Proposed Storm Main
- Proposed Storm Manhole

Figure 11 - Preliminary Stormwater Strategy



06.6 GEOTECHNICAL

A Geotechnical Investigation for the Serenity Phase III development was prepared by Factor Geotechnical Ltd. in July 2024, and provided under separate cover. The purpose of the Geotechnical Investigation was to provide a report in support of the planning and design of a residential community. The report includes a description of soil and groundwater conditions from drilled and hand-dug test holes, classifies the encountered soils, provides descriptions of relevant engineering and physical properties, and installation of PVC standpipes in selected borehole locations. The Geotechnical Investigation included a number of recommendations that are to be followed at the development stage. While no Geotechnical Investigation was completed for the Phase IV lands, the composition and extent of the topsoil and subsoil extents are likely to be similar considering the nature of the context area. Recommendations provided in the Geotechnical Investigation will generally be followed within the Phase IV lands as well.

POLICIES

06.6.1 A Slope Stability Assessment (SSA) shall be prepared with specific geotechnical recommendations pertaining to slopes and specific lots for both the Phase III and Phase IV lands. Development will occur in line with the recommendations of this SSA.

06.6.2 Development shall occur in accordance with the recommendations of the Geotechnical Investigation, prepared by Factor Geotechnical Ltd., dated July 2024.

06.7 SHALLOW UTILITIES

Shallow utility servicing (gas, electrical, telecommunication, and cable) will be provided through the extension of shallow utility infrastructure from existing development and regional facilities near Cell F.

Shallow utility providers will be engaged as part of subsequent planning and/or detail design stages to determine shallow utility requirements, and whether any upgrades of regional infrastructure will be necessary.

POLICIES

06.7.1 The Developer is required to ensure all lots have access to shallow utility services to the satisfaction of Foothills County.

07. IMPLEMENTATION FRAMEWORK

07.1 IMPLEMENTATION

The adoption of this ASP Amendment established specific expectations that guide the implementation of development. The ASP Amendment provides a framework of policies that must be considered prior to subsequent consideration of land use amendment and/or subdivision approval for development within Cell F.

ASP Amendments are considered by Foothills County Council and occurs following a statutory Public Hearing. Foothills County considers the adoption of ASP Amendments pursuant to the requirements of the Municipal Government Act.

Future consideration of land use amendment, subdivision, and development permit applications will follow in accordance with the policies of an ASP Amendment and other Foothills County development requirements.

POLICIES

07.1.1 All planning and development applications to Foothills County will be evaluated for alignment with the policies of this ASP Amendment.

07.1.2 This ASP Amendment may be amended from time to time at the discretion of Foothills County.

07.2 PUBLIC ENGAGEMENT

Consultation with stakeholders and members of the community occurred in the form of personal meetings, virtual/in-person meetings with homeowners associations in the hamlet, discussions with affected property owners, and a community-wide open house. A summary “What We Heard Report” was provided to Foothills County under separate cover.

07.3 PHASING

The Serenity Phase III and Phase IV areas will be developed sequentially in accordance with servicing availability (**Figure 12 - Phasing Plan**).

POLICIES

07.3.1 The phasing strategy shall generally align with the Phasing Plan depicted on **Figure 12**, and will be based on the availability of servicing and market conditions at the time of construction.

07.3.2 Each stage of development may contain one or more phases, at the discretion of the Developer, should servicing availability permit it.

07.3.3 The Developer shall be responsible for providing a road naming plan at the subdivision stage for all phases as submitted.

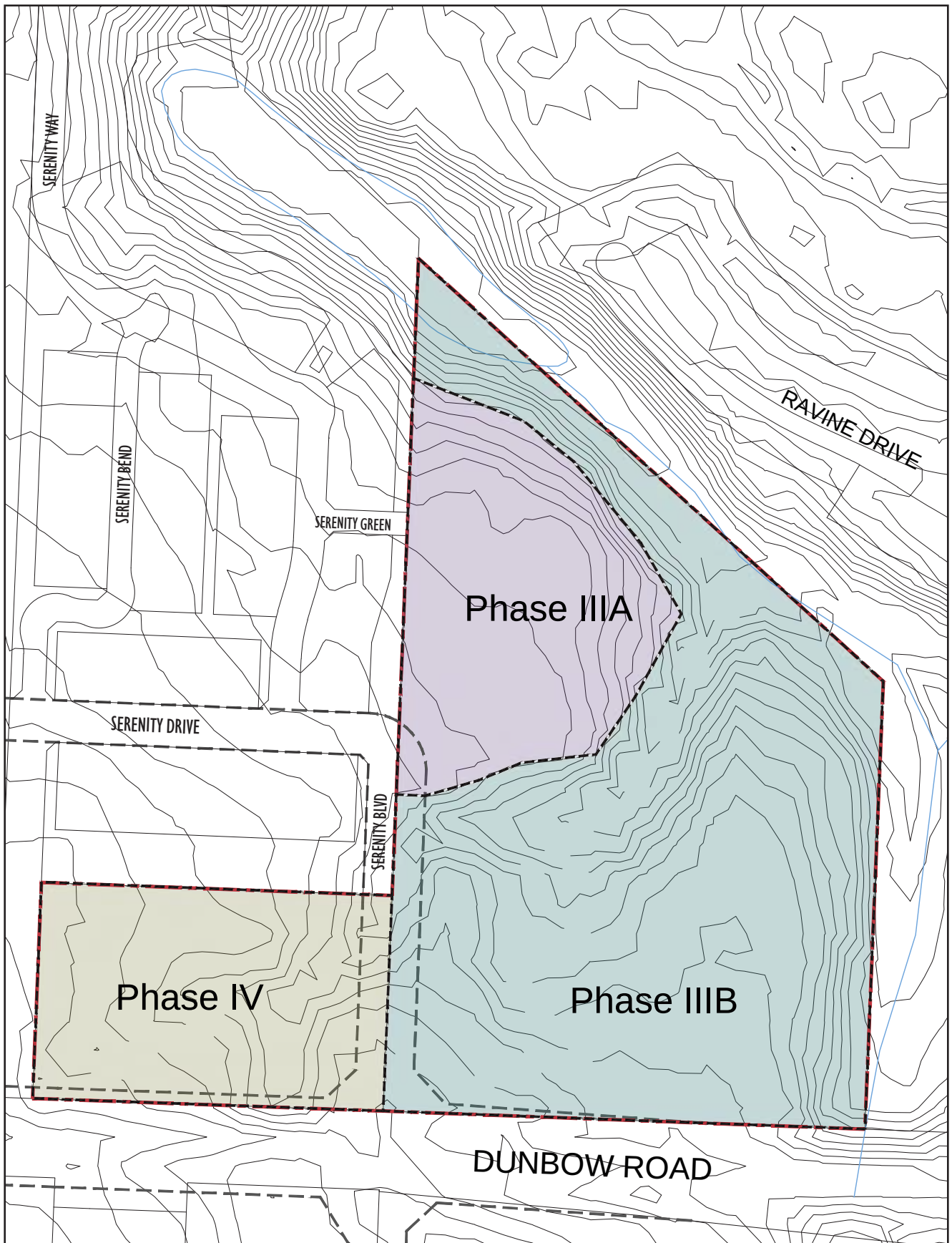


Figure 12 - Phasing Plan





Serenity

PHASE III + IV

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APPENDIX C: APPLICANT SUBMISSION – PUBLIC ENGAGEMENT - WHAT WE HEARD REPORT

Serenity

== PHASE **III + IV** ==

Cell F - Amendment to the Heritage Pointe Area Structure Plan

WHAT WE HEARD REPORT

PREPARED BY



PREPARED FOR



PLAN 9011402, BLOCK 1,
SW 5-22-29 W4M +/- 8.37 HA
PLAN 9011470, BLOCK 2
SW 5-22-29 W4M +/- 2.02 HA

AUGUST 2026

WHAT WE HEARD REPORT

Prepared for:



Prepared by:



Project Website:

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01. INTRODUCTION

01.1 PURPOSE

A What We Heard Report (WWHR) is a document created to summarize the public engagement conducted at various stages throughout the duration of a project. The intention of a WWHR is to provide an overview of the consultation process related to the subject application and to synthesize the feedback received from the public and share it in a concise and meaningful way with the greater community and the decision-making authorities. A WWHR includes an overview of the methods of engagement, a summary of the feedback received from the community, the project team's responses to feedback, and verbatim comments where possible. The WWHR also summarizes the next steps in the process, particularly how the public can continue to be engaged.

This WWHR summarizes the engagement carried out by RareBuilt Homes Ltd. and Township Planning + Design Inc. (the Project Team) to share information and gather feedback on the Heritage Pointe Area Structure Plan Amendment and Land Use Redesignation applications to facilitate the development of Serenity Phase III + IV. This report provides an overview of the methods of engagement, a summary of the feedback and questions received from the community, the Project Team's responses, and verbatim comments.

01.2 ENGAGEMENT COMMITMENT

The Project Team is committed to listening to our neighbours and engaging in meaningful conversations to provide information, and learn from the community. We welcome feedback throughout the process and will actively listen to input and incorporate feedback into the application where possible. Where we are not able to incorporate feedback into the application, we are committed to explaining why. The Project Team has offered in-person/virtual meetings with any community member interested in discussing the project directly with our dedicated team members.



LEGEND

- City of Calgary & Foothills County Limits
- Heritage Pointe Hamlet Boundary
- Subject Site

Figure 1 - Site Context

02. PROJECT OVERVIEW

02.1 BACKGROUND

RareBuilt Homes Ltd. is applying to Foothills County to develop Serenity Phase III + IV within the Hamlet of Heritage Pointe. Serenity III + IV will be a new residential community that is sensitively integrated with the Hamlet of Heritage Pointe to create a cohesive community connected by extensive pathways and unified through design elements that create a strong sense of place. Serenity III + IV will feature a variety of housing typologies on ±25.67 acres of land to support diverse households and lifestyles. RareBuilt Homes has engaged a technical team who have prepared an amendment to the Heritage Pointe Area Structure Plan, referred to as the Cell F Addendum, to guide development of Serenity III + IV.

The Cell F addendum to the Heritage Pointe Area Structure Plan (ASP) does not supercede the ASP policies. It builds on the foundation of the ASP policies and provides more detailed policy for residential development for the parcels within Cell F.

The vision for the Serenity III + IV lands is to provide a range of housing types for a variety of residents, achieve a density that supports infrastructure investment and sustainability, and to provide connectivity and access to public land and environmental reserves for the benefit of the community of Heritage Pointe.

The Project Team hosted a community-wide Open House on February 19, 2026 to share information about the proposed applications with the neighbours and affected stakeholders. In addition, the Project Team held five (5) meetings (both virtual and in-person) with individual Home Owners Associations (HOAs) in the community prior to the larger Open House event. Where possible, feedback gathered from the engagement sessions will be addressed by the Project Team.

02.2 APPLICATION OVERVIEW

The application includes an Area Structure Plan (ASP) Amendment and Land Use Redesignation Application. Both applications were submitted to Foothills County for an informal review in March 2025. Following the initial submission, the Project Team received detailed comments from the County. These comments were addressed, and the application was formally submitted to the County in July 2025. Comments from the formal Staff Review were received in August 2025. The Project Team incorporated these comments, as well as the feedback received from the community engagement to this date, and made the necessary updates to the application package, which was then formally resubmitted in February 2026. In March 2026, a revision was made to the land use strategy on the Subject Site, and the revised application materials were provided to the County. Final Staff Review and Circulation Comments were issued by the County in June 2026, and the Public Hearing for the ASP Amendment and concurrent Land Use Redesignation application has been scheduled for September 9, 2026.

1. ASP Amendment

The ASP Amendment to include the Cell F Addendum is required to update the existing Heritage Pointe ASP and provide a vision for a new hamlet residential development within the Hamlet of Heritage Pointe. The ASP Amendment will provide clear direction for residential development on the Serenity III & IV lands. As part of this application, the Project Team has requested that Phase IV be included in the Hamlet of Heritage Pointe boundary and to include the entirety of Cell F into the Heritage Pointe ASP boundary. The Cell F Addendum will form part of the Heritage Pointe ASP – it will not supercede the policies of the ASP but will provide additional policy direction and detail for developing lands in Cell F.

2. Land Use Redesignation

The Land Use Redesignation application proposes to redesignate the site from Country Residential (CR) District to Residential Community (RC) District and Residential Multi-Family (RMF) District, with additional lands to be dedicated as Environmental Reserve (ER), Municipal Reserve (MR), and Public Utility Lot (PUL). The redesignation will facilitate the development of the Phase III + IV lands to support the Hamlet of Heritage Pointe with a blend of housing typologies.

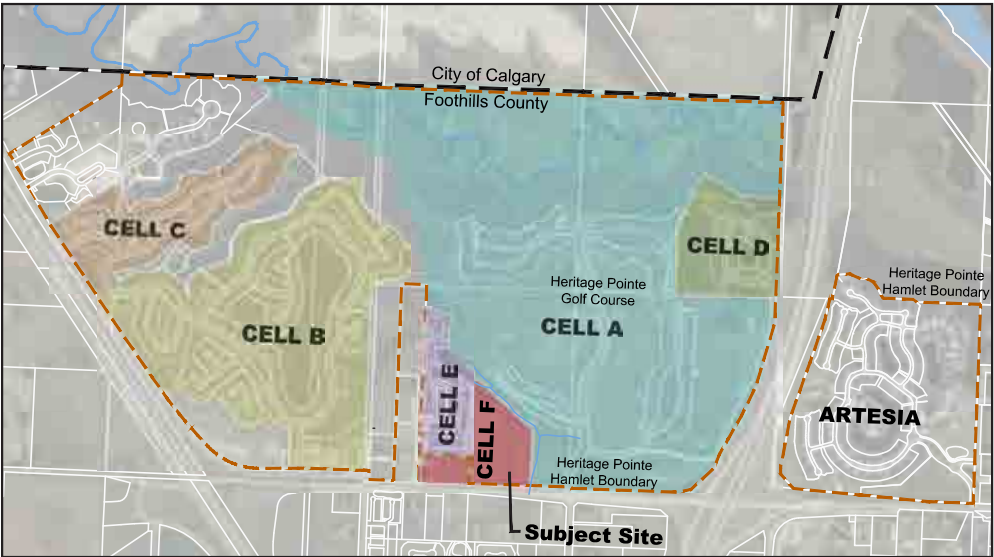


Figure 2 - Location of Cell F within the ASP Area

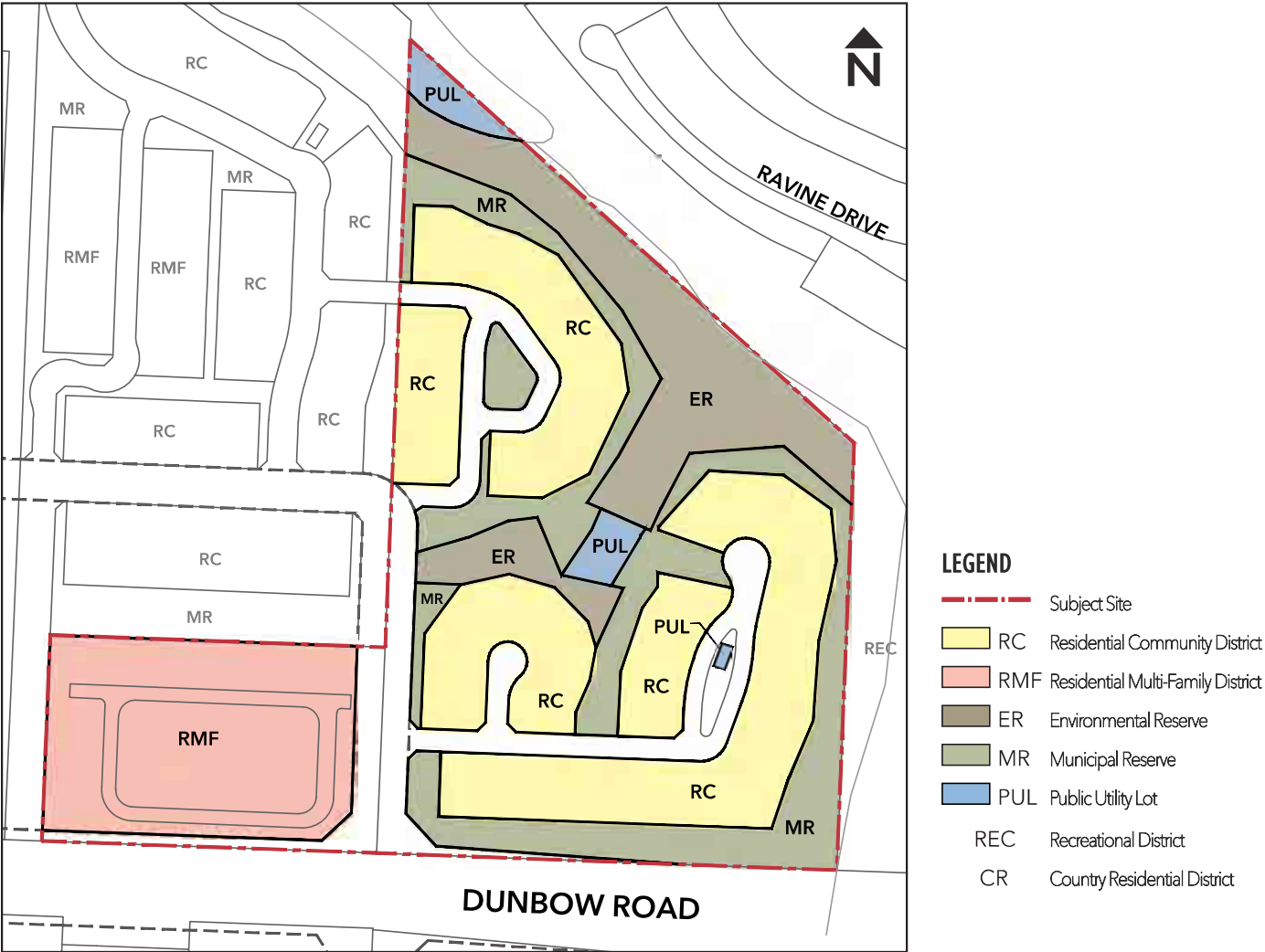


Figure 3 - Proposed Site Plan

03. COMMUNICATION & ENGAGEMENT METHODS

The Project Team has been committed to having conversations with the community and affected stakeholders. An engagement plan was prepared to guide the community engagement strategy for the project and the associated applications. The objective is to conduct a meaningful and transparent engagement process to support the project, maintain regular and open communication with stakeholders involved in the project, identify community concerns and adapt where possible, offer a variety of methods for communication, and accurately convey the feedback received from the community to the decision-makers.

The engagement plan focuses on conveying key messages to all stakeholders and community members to provide a clear understanding of what is being proposed. We have ensured multiple points of contact between the Project Team and the community allowing for ongoing communication and feedback. Furthermore, the goal is to maintain ongoing communication through all stages of the project, and provide the public with information about the application process and timelines. The TWP team has been the point of contact for community feedback for the duration of the project to ensure consistency and efficiency in communications.

The engagement methods undertaken by the Project Team have been detailed out below:

1. HOA Meetings (in-person + virtual):

The Project Team hosted three virtual meetings and two in-person meetings with the Home Owners Associations (HOA) of adjacent communities, between December 2025 and February 2026. The targeted sessions with the HOAs were intended to share information and to provide opportunities to gather feedback to understand the key concerns around the project (see **Appendix A: HOA Meeting - Presentation**). This helped inform the application resubmission as well as future engagement sessions with the broader community. The meetings included the following HOAs:

Virtual Meetings

- The Ranche at Heritage Pointe - December 11, 2025
- The Lake at Heritage Pointe - December 15, 2025
- The Summit at Heritage Pointe - December 18, 2025

In-person Meetings

- The Ravine at Heritage Pointe - January 7, 2026
- Artesia at Heritage Pointe - February 3, 2026

2. Community Open House:

A larger Open House event was hosted on February 19, 2026 at the Heritage Pointe Golf Club from 5:00pm to 8:00pm. An invitation mailout was prepared which included a brief description of the proposed application, event details, and contact information (see **Figure 4: Open House Invitation**). The invitations to the open house were sent to 755 homes within a half-mile radius of the Subject Site (see **Figure 5: Foothills County Circulation Radius Map**). In addition, the event was advertised, in a 1/4-page flyer format in the February 11th and 18th editions of The Western Wheel (see **Figure 6: The Western Wheel - Advertisements**), which contains community news events serving Okotoks and surrounding areas in Foothills County.



The Open House was a drop-in format, and members of the Project Team and the broader Technical Team were available to answer questions and share additional information. Team members at the Open House included a senior planner and planner from Township Planning + Design Inc., the president and vice-president from RareBuilt Homes Ltd., one transportation engineer from Watt Consulting Group, two infrastructure engineers from CIMA+, as well as two representatives from Bluestem Utilities. A total of 13 project information boards were displayed at the Open House (see **Appendix C: Open House Boards**), with specific details pertaining to the ASP Amendment and Land Use Redesignation applications, the proposed land use districts and uses, the planning and development process, the servicing and phasing strategy, the community look and feel, as well as the overall vision and objectives for the Serenity Phase III + IV development. The Project Team invited community members and neighbours to come by to meet the team, learn more about the proposed project, ask questions, and share feedback.

Approximately 35 people attended the Open House. Verbatim feedback from the event is included in **Appendix D: Verbatim Open House Feedback**.

Contact information for a dedicated Project Team member from TWP was shared on all engagement materials. Additionally, all engagement materials from the Open House were made available for direct download, following the event, on the dedicated project website www.SerenityEngagement.ca (see **Figure 7: Home Page of dedicated Project Website**). The website also contains an overview of the project, resources to reference and download, contact information to TWP’s dedicated project team member, as well as space to provide additional feedback or ask questions.



Community Open House, February 19, 2026

3. Community Engagement Letter:

Following the Open House, in March 2026 a revision was made to the Land Use Strategy for the Subject Site, and the revised application materials were provided to the County. The revised land use strategy prioritizes single family homes, and aligns more closely with the permitted uses under the Land Use Bylaw, as well as the established character of the neighbourhood. At the same time, this strategy retains flexibility to accommodate villa style semi-detached homes as a discretionary use, should future market demand support this form of development.

The County formally accepted the revised application package in May 2026 and initiated their review and circulation. At that time, a Community Engagement Letter was prepared to inform the neighbouring residents about the revised Land Use Strategy. A copy of the letter has been included in **Appendix F: Community Engagement Letter**. The letters were sent to 1083 residences within the half-mile radius of the Subject Site, including the Hamlet of Heritage Pointe (see **Figure 8: Foothills County Circulation Radius- Half Mile including Heritage Pointe**).

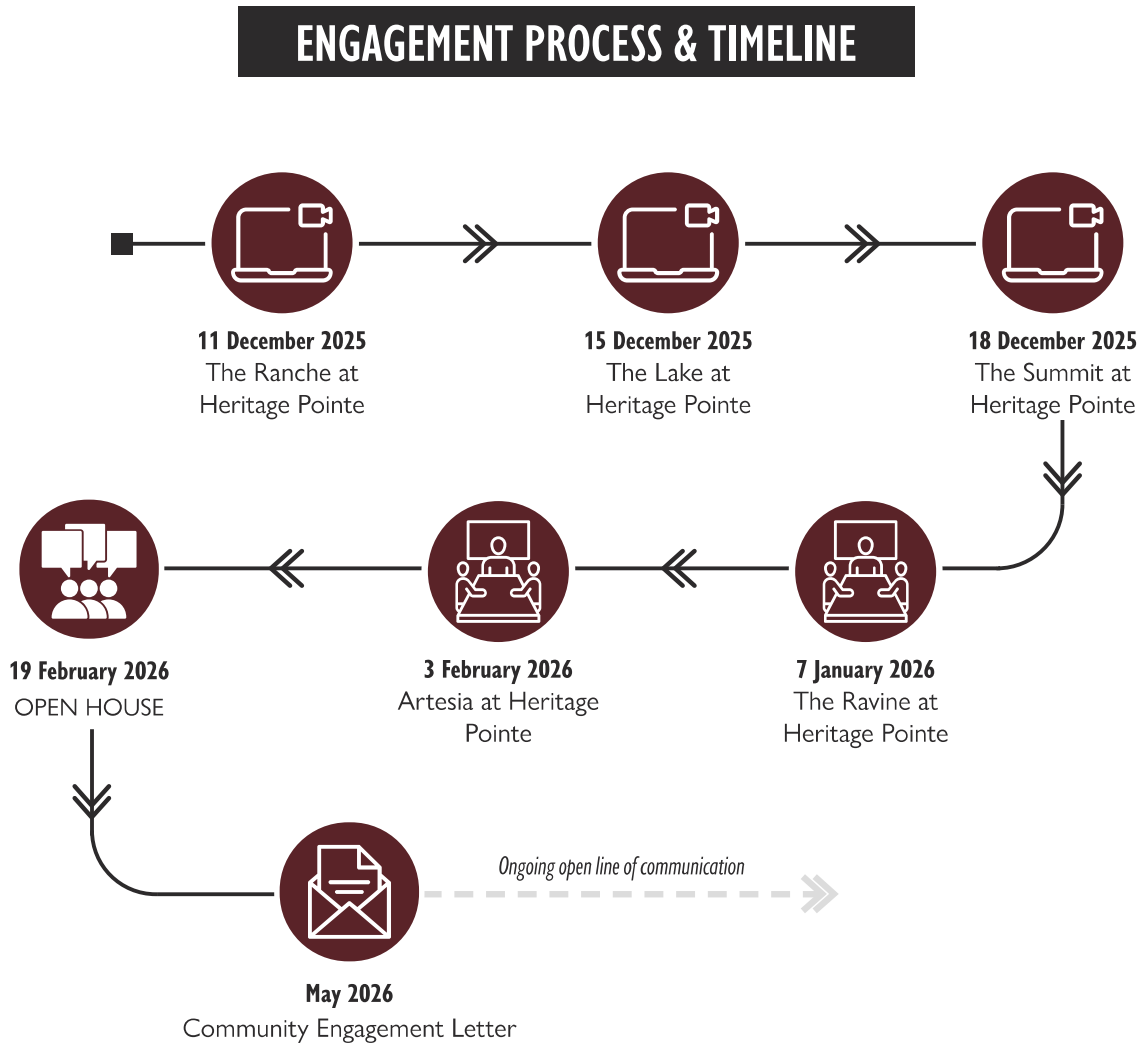




Figure 4 - Open House Invitation



Figure 5 - Foothills County Circulation Radius Map

Dawgs concerned with lack of parking near stadium

By Robert Kucharski
Staff Reporter

The Western Mustangs are planning to build a new stadium in the heart of the city, but the local dog community is concerned about the lack of parking for their four-legged friends. The stadium is located in the heart of the city, and the local dog community is concerned about the lack of parking for their four-legged friends. The stadium is located in the heart of the city, and the local dog community is concerned about the lack of parking for their four-legged friends.

MP had 'no doubt' Poilievre would get party's support

By William Pitt

Prime Minister Justin Trudeau has said he has no doubt that Conservative leader Erin O'Toole would get the support of his party if he were to run for office. Trudeau said this during a press conference in Ottawa on Tuesday. He said that he had spoken to O'Toole and that he was confident that O'Toole would get the support of his party.

OPEN HOUSE INVITATION

Cell F - Amendment to the Heritage Pointe Area Structure Plan

Thursday, February 19, 2026

5:00 pm - 8:00 pm

*Refreshments provided

The Summit Room, Heritage Pointe Golf Club, 1 Heritage Pointe Dr, Heritage Pointe, AB, T1S 4H1

Contact: Robyn Erhardt, 587-574-8788, robyn@wpplanning.com

MARTIN MEADOWS

COOPERATIVE HOUSING DEVELOPMENT

OPEN HOUSE

Join us to learn more about this project and share your feedback!

Thursday, February 19, 2026

5:00 pm - 8:00 pm

*Refreshments provided

Contact: Robyn Erhardt, 587-574-8788, robyn@wpplanning.com

Figure 6 - The Western Wheel - Advertisements



Figure 7 - Home Page of dedicated Project Website <https://www.serenityengagement.ca/>



Figure 8 - Foothills County Circulation Radius-
Half Mile including Heritage Pointe

To date, there have been two (2) phone calls, and six (06) email correspondences. Between February 19, 2026 and August 31, 2026, 248 visits were made to the website. Verbatim email conversations are included in **Appendix E: Verbatim Email Correspondence**.



Figure 9 - Engagement Statistics

04. WHAT WE HEARD

KEY THEMES

Analysis was completed by noting the first instance of a topic / key theme - in correspondence and feedback - and tallied between the responses received by TWP. Responses include conversations at the HOA meetings, Open House, emails, and phone calls.

In order to synthesize the feedback we received from community members, the Project Team categorized common themes and concerns that were present in our interactions. A total of ten (10) Key Themes arose from the communication with community members. Percentages were calculated based on each instance a common theme was present throughout the communication items.

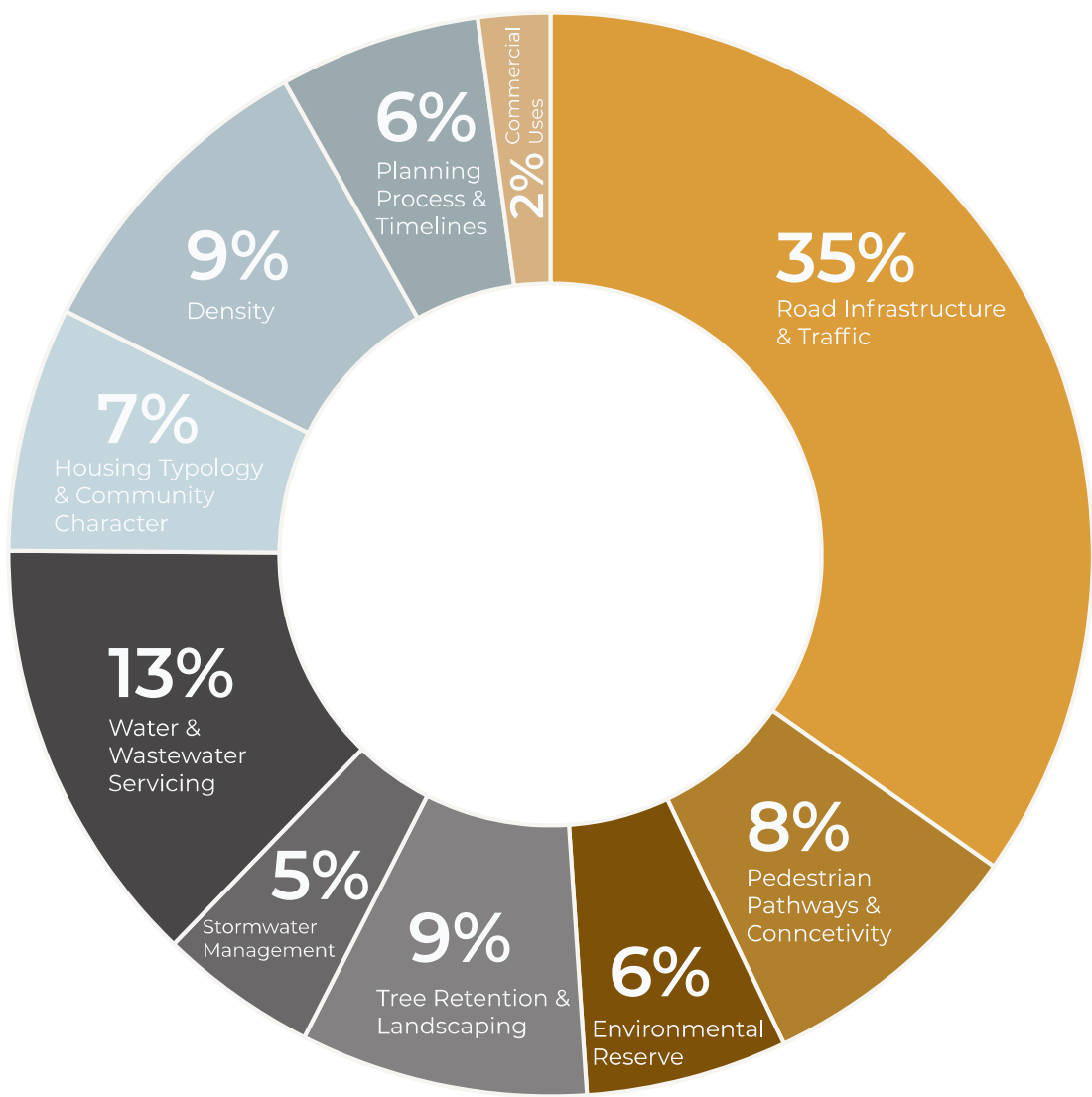


Figure 10 - Key Themes

TRAFFIC, ACCESS, AND ROAD INFRASTRUCTURE

What We Heard

Community members expressed concern about increasing traffic volumes on Dunbow Road and at key intersections (notably 2nd Street, 5th Street, and 8th Street), particularly before County-planned upgrades are completed. Attendees emphasized concerns about traffic stacking, left-turn safety, visibility issues, and peak-hour congestion.

Community members wanted to understand how RareBuilt planned to address the increase in traffic on an already busy road network, particularly the intersection at Dunbow and 5th Street planned for this application. Residents raised concerns about the cumulative impacts of the new and future developments in the area, and how it would adversely affect the safety along Dunbow Road.

Team Response

Watt completed a traffic memo in August 2025 to evaluate the potential impacts of the development on key intersections along Dunbow Road. The Memo assessed the traffic impacts at 2nd Street, 4th Street, 8th Street, and the future site access at 5th Street. The study indicates that the existing intersections (2nd, 4th, and 8th) will continue to operate within acceptable parameters at their current configurations.

The Functional Study completed in 2019 assessed the functionality of Dunbow Road and accounted for the development that is occurring now in Serenity as well as the development north and south of Dunbow Road (the study assumed approximately 400 dwelling units north and 400 dwelling units south). Therefore, the traffic generated by Serenity has already been incorporated into the 2019 study and is part of the anticipated growth and development of this corridor. Serenity is not adding traffic over and above what has already been accounted for.

As part of the development of Serenity Phase III + IV, 5th Street is anticipated to be constructed and controlled by stop signs. This will be funded by the developer and completed for opening day. 4th Street will remain open for opening day, and will be converted to a right-in/right-out access once the main entry and internal connections are completed.

The study completed by Watt in 2025 indicated that the traffic generated by the proposed development will not have a significant impact on Dunbow Road and the existing intersections, and that the existing infrastructure is expected to operate effectively even with the full build-out traffic from Serenity Phase III+IV. Serenity Phase III+IV does not warrant upgrades to Dunbow Road or the existing intersections.

The study completed by Watt in 2025 also indicated that the existing access to the Ravine at 8th Street (Heritage Drive) and Dunbow Road will not be impacted by the anticipated traffic generated by the Phase III+IV development.

TRAFFIC, ACCESS, AND ROAD INFRASTRUCTURE

What We Heard

Community members wanted to know the timing for the roundabout construction at 2nd Street and when Dunbow Road would be widened to a 4-lane standard. There was strong interest in roundabouts as a traffic-calming method along Dunbow Road.

Team Response

Based on Watt’s assessment completed for the County in 2019, the roundabouts are a suitable solution to the current conditions while creating conditions that support the long-term development of this area.

The roundabout at Dunbow Road and 2nd Street has been awarded to a contractor and is expected to be completed by the fall of 2026, according to the County.

The remainder of the Dunbow Road upgrades are at the discretion of Council and when they determine it is suitable to allocate funding to these improvements.

Dunbow Road is identified in the County’s infrastructure upgrades plans, and the Community Sustainability Fees (CSF) that RareBuilt and other developers contribute are intended to fund this type of infrastructure upgrades as well as support maintenance of the infrastructure. The timing of these upgrades depends on how and when Council decides to allocate funds to these infrastructure projects.

RareBuilt has contributed a significant amount through the CSF for the previous phases of Serenity, as well as through the Pine Springs projects, and will be required to provide CSF for Serenity Phase III + IV. Between RareBuilt and the other developers in the area, the County receives significant payments for each new development. The timing and allocation of these funds is at Council’s discretion.

TREE RETENTION AND LANDSCAPING

What We Heard

Some neighbours expressed concern over tree removal observed in earlier phases and had strong desire to retain the existing vegetation.

Neighbours also wanted to understand if the Developer will be responsible for developing the open space and planting additional trees/vegetation.

Team Response

RareBuilt is committed to retaining existing trees throughout the site as much as possible and within reserve areas. Where removal is necessary for development, a robust landscaping plan will be implemented similar to Phase I, where over 2,000 trees were planted. The developer is responsible for installation and initial maintenance of the landscaping.

Similar to what has occurred in the existing phases of Serenity, trees will be saved wherever possible and reincorporated into the community. Where the trees cannot be maintained, they could be recycled into mulch for the open space network, and new trees and shrubs will be planted throughout to replace the trees that could not be re-planted.

The developer will install the landscaping and be responsible for maintenance of the open space for a period of time (two years), after such time landscape maintenance will be the responsibility of the appropriate Homeowners Association (HOA) or condominium corporation (depending on the Phase). The developer will prepare and submit to the County a Landscape and Maintenance Plan each for Phase III and Phase IV to guide the landscaping maintenance over time.

To date, RareBuilt has planted over 2,000 trees and shrubs in Serenity Phase I and have placed over 2km of pathways throughout the community. A similar treatment will be provided for Serenity Phase III+IV that will connect with the pathway system in Phase I and create an enhanced open space network as a community amenity.

PEDESTRIAN CONNECTIVITY AND PATHWAYS

What we heard

Community members expressed strong interest in safe, continuous pedestrian and pathway connections between existing communities (including Serenity, Meadows, Ridge, Ravine, and the Ranch). There was concern about residents needing to walk along Dunbow Road and a desire for an interconnected pathway network that allows people to move between neighbourhoods and amenities safely and comfortably.

Team Response

Serenity Phase III+IV features a continuous, barrier-free pathway throughout Cell F, and proposes long-term walkable connections to the commercial area as the area develops. By integrating with existing networks the developments provide safe, internal community linkages. The open-space concept includes trails and pathways, including a physical connection through Serenity Phase 1, Phase 3 and Phase 4, are intended to connect into the broader community.

STORMWATER POND AND WATER MANAGEMENT

What We Heard

Community members asked about the long-term function and maintenance of the stormwater pond, including water levels during drought conditions.

Community members asked if the stormpond will be a wet pond with water all year.

Team Response

Stormwater runoff from Serenity Phase III+IV will be directed to the dry pond onsite first then to the impoundment pond in the northwest of the site via gravity and natural drainage, then it will flow into the ravine/ natural drainage course north of the site where it continues through Heritage Pointe and is eventually discharged into Pine Creek. The amount of stormwater discharged into Pine Creek Watershed is strictly controlled and the stormwater system in Serenity meets these targets.

The stormpond is designed to be a dry pond so it will be a dry landscaped feature throughout the year and will only contain water during large rain events. It will drain naturally, slowly following those events.

PHASING AND PLAN EXTENTS

What we heard

Community members had clarifying questions about the Phasing and wanted to understand where the Phase IV ends and whether the plan extends beyond it.

Team Response

The application applies strictly to Cell F, comprising the Phase III and Phase IV parcels. Phase IV marks the definitive end of this development plan. These boundaries are clearly defined within the Area Structure Plan Amendment to ensure transparency regarding the project’s limits.

ENVIRONMENTAL RESERVE

What We Heard

Community members requested details on how the Environmental Reserve (ER) designation functions to safeguard existing natural features, such as the ravine.

Community members expressed concern regarding the Ravine and sought clarification on the specific preservation measures being implemented.

Team Response

Environmental Reserve dedication is a tool used by municipalities and developers to protect environmentally significant features on a parcel being subdivided. The ER is intended to preserve the natural features of land such as a swamp, gully, ravine, coulee or natural drainage course. The Environmental Reserve is registered on Title and restricts development in the registered area in perpetuity.

The ravine to the north of the site will be protected by an Environmental Reserve dedication that provides a buffer between any development and the ravine. There is also a proposed Municipal Reserve area between the residential lots and the ER which adds an additional buffer between the development and the ravine. In addition, a Slope Stability Assessment will be required at future stages and will be adhered to for development along this area.

The ER and MR along the ravine provide a minimum of 36m buffer between any building and the top of the ravine.

There is a natural drainage course onsite that will be designated ER as well.

The site has been strategically designed so that the residential development capitalizes on the flatter areas of the site and the steep slopes are designated as Environmental Reserve or Municipal Reserve where possible. This design protects much of the topographically steep areas and results in less stripping and grading at the development stage.

WATER AND WASTEWATER UTILITIES

What We Heard

Community members asked if there will be potential impacts on utility rates, and whether the existing infrastructure has the capacity to accommodate the new development.

Team Response

Bluestem Utilities has confirmed in writing that the existing system has sufficient capacity to service Phase III at full build-out. Additional system upgrades will be required to support Phase IV, and RareBuilt is currently in discussions with Bluestem Utilities to determine the specific requirements and timelines.

Any water and wastewater infrastructure upgrades required to support the Serenity development will be funded by RareBuilt. These costs will not be passed on to existing customers and will not impact current service levels. RareBuilt will be responsible for any capital costs required to upgrade the infrastructure, they are bringing their own water licenses at their cost, and they have to pay a connection fee for every dwelling unit proposed. In addition, RareBuilt pays the same rates to BlueStem for the services as the existing residents in the area. They are equally invested in understanding the rates.

Bluestem has also issued a notice to all the users in the Hamlet to clarify that any rate increases are not related to the expansion of the system to accommodate new home development. Any upgrades required as a result of development are paid for by the developer, not by existing customers. Bluestem also clarified that the Stage 1 water restriction notice was not issued due to any water supply or system capacity limitations. The systems continue to operate reliably and are fully capable of meeting normal customer demand.

Utility rates are determined through agreements with Bluestem Utilities, and the Project Team does not have direct control over those rates. Any potential rate changes are set by the utility provider and are not part of the servicing agreement related to this development.

DENSITY

What We Heard

Community members raised questions about the proposed density of the development being higher than the surrounding development.

Team Response

The density for Serenity Phase III+IV at the time of the open houses was a maximum of 4.73 UPA at full build out based on 104 lots on 21.965 net developable acres. There are approximately 14 RC Districts lots, 42 RMF Districts lots for multi-family villas, 48 RMF districts for multi-family townhouse dwellings.

Serenity III + IV also consists of 3.7 acres of Environmental Reserve which is approximately 14 percent of the total site area. When calculating density, the Environmental Reserve area is subtracted from the total developable area to create a net developable area. The density is calculated by dividing the total number of anticipated dwelling units by the net developable area; therefore, the more Environmental Reserve that is dedicated, the higher the units per acre will be on the same area of land.

****UPDATE:** Since the Open House, in March 2026 the land use strategy for the application was revised, and consequently the density of the subject site reduced to 4.55 units per developable acre. There are 52 RC District lots proposed for single-family homes, and 48 RMF District lots proposed for multi-family townhouses, bringing it to a total of 100 doors at full build out for both Phases III and IV.*

HOUSING TYPOLOGY AND BUILDING HEIGHTS

What We Heard

Community members raised questions about the number and types of dwellings and their heights.

Team Response

Cell F is intended to facilitate a mix of single-detached dwellings, townhouse dwellings, and/or some semi-detached (rowhouse style) dwellings, depending on market demands. Strict architectural controls will be registered on title to ensure a high-quality built environment. This approach allows for variety that respects Heritage Pointe’s unique character while aligning with municipal growth targets. The height of the dwelling unit is controlled by the County’s Land Use Bylaw and cannot exceed 12m of maximum height in the proposed land use districts.

Phase IV lands are intended to be a registered bareland condominium development with townhouse or semi-detached dwellings accessed by a condominium road. Varied lot sizes and residential dwelling types accommodate the diverse needs of the growing hamlet and its residents.

The Project Team indicated that the overall look and feel of the community would remain compatible with the existing built form due to the controlled roof-lines, maximum building heights, and housing forms.

COMMERCIAL USES

What We Heard

Community members showed interest in having more commercial uses in the development or having connections outside the community to existing commercial spaces.

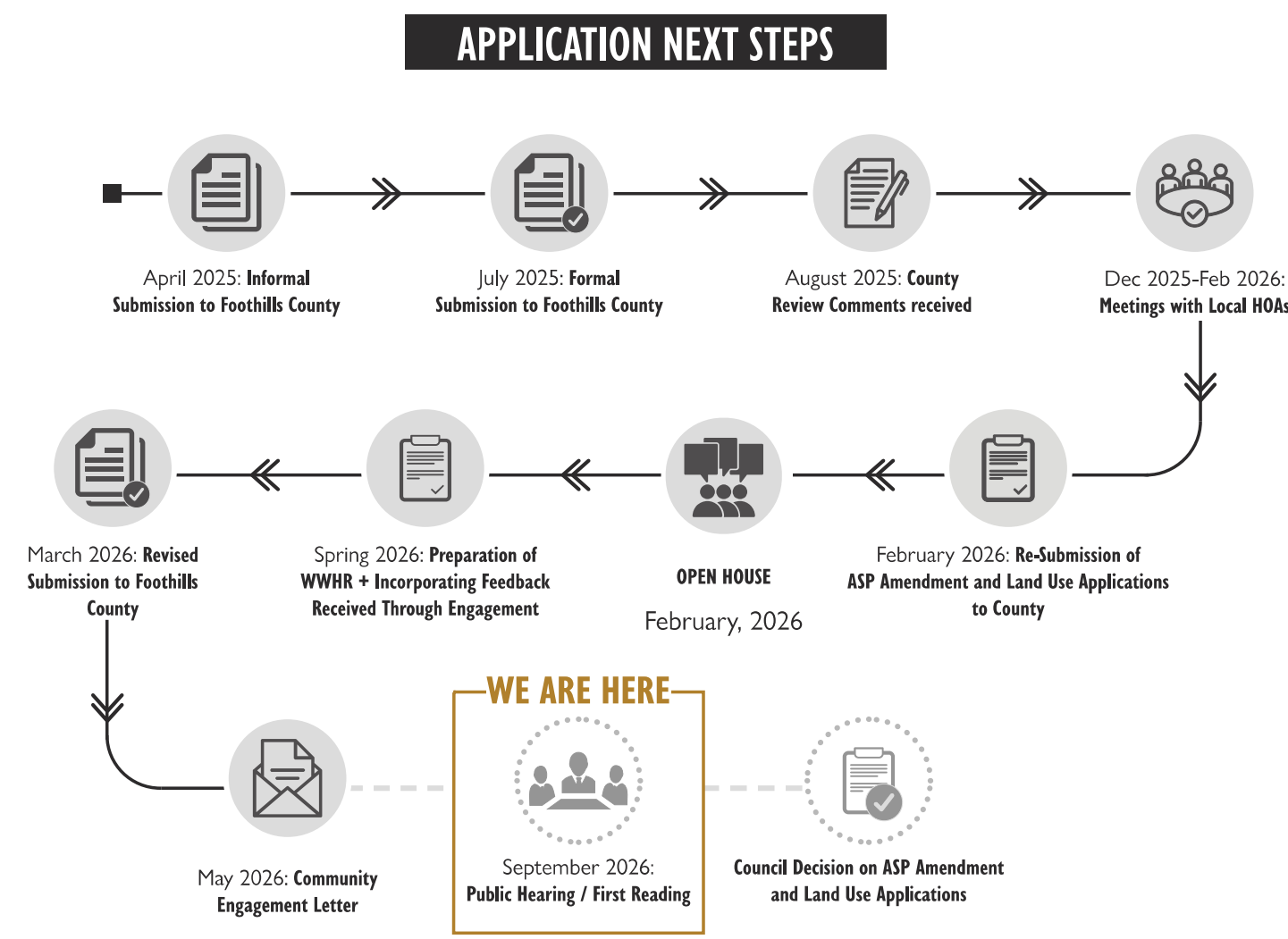
Team Response

Serenity Phase III+IV is not planned to have any commercial uses. The Developer has explored an integrated pedestrian pathway network through the area, to provide safe, walkable connections to the existing commercial area in the Hamlet, however, the developer does not own all of the land in this area and cannot control how the other lands are developed.

05. NEXT STEPS

The Project Team has addressed the formal circulation comments and feedback provided by the County as of June 2026. Ongoing channels of communication are open and include the project website, www.SerenityEngagement.ca which provides information about the project and the contact information for a dedicated team member to provide additional feedback or ask questions. The Project Team strives to respond to all inquires within a reasonable time. The Project Team will continue to update the community with any material changes to the application via the project website, and direct communication with any directly affected neighbours.

As for next steps, a public hearing for the ASP Amendment and Land Use Redesignation applications has been scheduled for September 9, 2026. During the public hearing, community members will have an opportunity to share their thoughts with Council, and Council will vote on whether to approve the applications. If the applications are approved, they must be given three readings by Foothills County Council to be adopted by Bylaw. Should the land use applications be approved, additional municipal approvals will be required including Subdivision and Development Permit approvals.



APPENDIX A

HOA Meeting - Presentation

Serenity Phase III & IV

Cell F - Addendum

Amendment to the Heritage Pointe Area Structure Plan



Responsibilities of Engagement

RESPONSIBILITIES OF THE ENGAGEMENT TEAM:

- to provide opportunities to engage
- to be clear on the scope of the conversation
- to provide transparent and honest information
- to hold a respectful conversation
- to authentically listen
- to report findings
- to share opportunities to provide feedback

RESPONSIBILITIES OF THE COMMUNITY:

- to be informed
- to participate
- to share your views
- to listen
- to be respectful

Presentation Outline

1. Introduction - Serenity Phase III & IV
2. Application Overview
3. Technical Considerations
4. Timeline and Next Steps
5. Questions

3

1. Introduction

4



5

Purpose

Why we are here

- To share the overall vision, goals, and objectives of the Cell F development (Serenity Phase III+IV), including information regarding land uses, density, phasing, infrastructure and servicing requirements, and environmental considerations.
- To engage and collect feedback from the surrounding communities and affected stakeholders.

Why we need an ASP amendment

- The purpose of this Heritage Pointe Area Structure Plan (ASP) Amendment is to amend the existing ASP and provide a vision for a new hamlet residential development within the Hamlet of Heritage Pointe.
- The addendum is necessary to include the "Cell F" lands in the Heritage Pointe Area Structure Plan.



Heritage Pointe Area Structure Plan
Phasing Strategy
Amended November 2025

6

Location and Context

- **Legal Description:** Plan 9011402, Block 1, SW 5-22-29 W4M and Plan 9011470, Block 2, SW 5-22-29 W4M
- **Total Area:** 25.67 acres
 - 20.68 acres and
 - 4.99 acres
- **Current Zoning:** CR – Country Residential
- **Access:** Dunbow Road



7

Subject Site – Cell F

The ASP Amendment applies to two parcels of land which together comprise Cell F:

- **Phase III** – 20.68 acre parcel (already in Hamlet boundary)
- **Phase IV** – 4.99 acre parcel (not in Hamlet boundary)

As part of the application, we are requesting that **Phase IV** be included in the Hamlet of Heritage Pointe boundary.

The ASP Amendment will provide a comprehensive policy framework to guide development of Serenity Phase III/IV.



8

Vision, Goals, and Objectives

The **vision** for the Serenity Phase III and IV lands is to provide a range of housing types for a variety of residents, achieve a density that supports infrastructure investment and sustainability, and to provide connectivity and access to public land and environmental reserves for the benefit of the community of Heritage Pointe.

Objective A
Beneficial



To establish a development concept that aligns with, and is supported by, existing municipal and regional policy.

Objective B
Compatible



To establish a land use concept with sound planning rationale to the benefit of the Hamlet of Heritage Pointe and Foothills County residents.

Objective C
Comprehensive



To present a comprehensive review of the existing site conditions, constraints and opportunities within the Plan Area.

Objective D
Connected



To determine the general configuration of land uses, transportation networks, and utilities within the Plan Area and outline an overall strategy for development.

9

Guiding Principles

RESIDENTIAL NEIGHBOURHOOD
& COMMUNITY CHARACTER:



- Maintain the unique character of Heritage Pointe.
- Retain the natural features of the site and as many trees as possible.

INFRASTRUCTURE:



- Provide future residents with appropriate wastewater, potable water, and solid waste services.
- Ensure high standards of water management and protection through water conservation efforts.
- Provide efficient stormwater servicing to ensure that there are no adverse impacts on existing residents and the local environment.

TRANSPORTATION:



- Provide safe vehicular connections to enhance accessibility to hamlet community services and regional networks.

COMMERCIAL:



- Design walkable access to existing commercial development within the Heritage Pointe hamlet.

OPEN SPACE & PATHWAY
CONNECTIVITY:



- Create opportunities for active transportation through pathways and connected recreational spaces.

10

Development Considerations



A - Contiguous
Development is contiguous and compatible with existing surrounding areas.



B - Variety
Offer a variety of residential housing lot sizes within the “Cell F” site that allow for additional single family design options, integrated semi-detached units, and possible varieties of rowhouses.



C - Compatible
The density proposed in the development concept will complement the existing community character and meet the density goals and growth objectives in the County’s MDP.



D - Connected
Linear pathways will create connectivity within the community, creating pedestrian-oriented linkages between the adjacent neighbourhoods and commercial and recreational areas.



E - Integrated
Access to adjacent neighbourhoods are established through a long-term east-west road network.



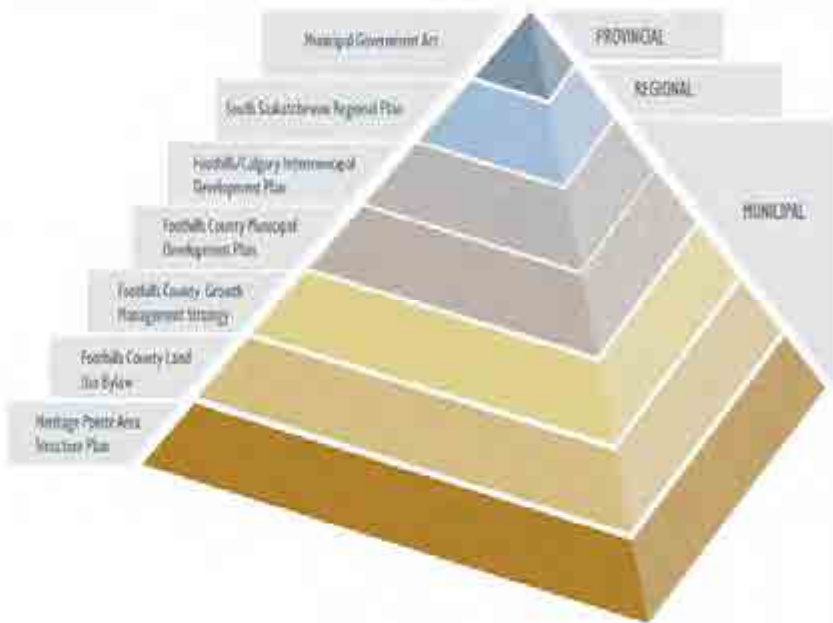
F - Sustainable
Access to existing utility services within the Hamlet of Heritage Pointe will result in servicing efficiencies for private and public utility, and infrastructure provision.

2. Application Overview

Policy Hierarchy

- The Municipal Government Act guides how municipalities operate and establishes the foundations for land use policies which eventually create the communities we live in.
- An Area Structure Plan or ASP provides a framework for the development of a specific area within a municipality.
- The Cell F Addendum fits within this policy hierarchy as an appendix to the Heritage Pointe ASP, and must align with the higher order municipal and regional policy plans.
- All statutory plans must be adopted by bylaw and require a public hearing to allow community members and others affected by the plan to express their thoughts.

Cell F Addendum



Policy Analysis

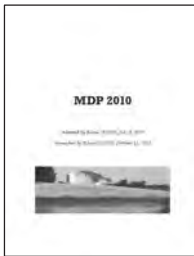
Foothills/Calgary Inter-municipal Development Plan (IDP)

The Subject Site is located within the IDP Plan Area Boundary but is not located within an identified Calgary Growth Area or a specific Policy Area. The IDP policies suggest that the Heritage Pointe ASP is an identified residential growth area for Foothills County.



Foothills County Municipal Development Plan (MDP)

The Subject Site is partially within, and adjacent to, the Hamlet of Heritage Pointe boundary. The principles, goals, and vision of the Foothills County MDP 2010 support the intensification of development within existing Hamlets. The ASP Amendment adheres to the vision and policies as outlined in the MDP to ensure an integrated, efficient, and welcoming community is designed and constructed within the County.



Foothills County Growth Management Plan (GMS)

The Subject Site is located in the Central District, and this area is the identified growth engine for the County where the municipality wants to see most development occur.



Heritage Pointe Area Structure Plan (ASP)

The ASP provides objectives that detail a planning framework for the development of the ASP area over time and guiding principles that specify development patterns, environmental preservation, image and identity, land uses, infrastructure, safety, and growth management. The Subject Site is partially located within the Hamlet of Heritage Pointe. The proposed ASP Amendment aligns with the original vision, objectives, and guiding principles outlined within the Heritage Pointe ASP.



Municipal Applications - Overview

1.ASP Amendment	2. Land Use Redesignation	Proposed Uses
The purpose of this Heritage Pointe Area Structure Plan (ASP) Amendment is to amend the existing ASP and provide a vision for a new hamlet residential development within the Hamlet of Heritage Pointe (identified as Cell F). The Cell F will be an addendum to the Heritage Pointe ASP and does not supercede the ASP policies. The addendum is intended to provide more detail for the development of "Cell F"	The Land Use Redesignation application proposes to redesignate the site from Country Residential (CR) District to Residential Community (RC) District, Residential Multi-Family (RMF) District, Environmental Reserve (ER) District, Municipal Reserve (MR) District, and Public Utility Lot (PUL) District. The redesignation will facilitate the sustainable development of the Phase III and IV lands to support the Hamlet of Heritage Pointe that blends urban and rural living.	• Residential Community (RC) District – Dwelling, Single Family • Residential Multi-Family (RMF) District – Dwelling, Townhouse; Dwelling, Semi-Detached • Municipal Reserve (MR) District – Landscaping, Pedestrian Pathways, Open Space, Recreational Area. • Environmental Reserve (ER) District – to protect natural features and maintain in its natural state. • Public Utility Lot (PUL) – Public Works, Utility Building.

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Land Use Concept

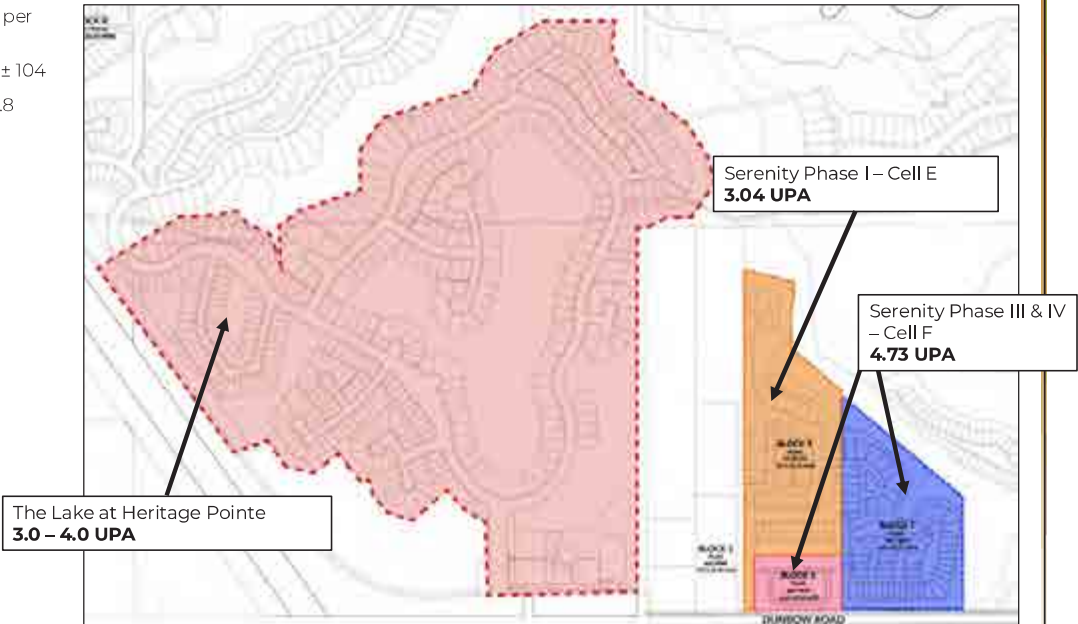
- The proposed land uses have been thoughtfully chosen to integrate with the surrounding established areas.
- Phase III is intended to facilitate a mix of single-detached dwellings, townhouse configurations, and semi-detached dwellings.
- The Phase IV lands is intended to be a registered bareland condominium development with townhouse or semi-detached dwellings accessed by a condominium road.



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Density

- A density target: ± 4.73 units per net developable acre.
- Number of residential units: ± 104
- Estimated population: ± 280.8 residents (2.7 people per household)



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Density Comparisons



Serenity Phase III & IV - Cell F
4.73 UPA



Heritage Crossing
4.9 UPA



Heritage Estates
4.3 UPA

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Community Character

Landscaping Design

Cell F development will further enhance the community character of the Hamlet of Heritage Pointe. It presents neighbourhood design elements that align with the rural look and small town feel of the surrounding community through compliance with policies outlined in the Heritage Pointe ASP.



Architectural Controls

The general architecture and landscape themes are established by drawing on the prevailing architectural form, style, and detailing of those implemented throughout the Hamlet of Heritage Pointe.

A set of Architectural Controls will be prepared and submitted at the subdivision stage by the Developer. These controls will contain a review and approvals process and will be registered on title at the time of subdivision.



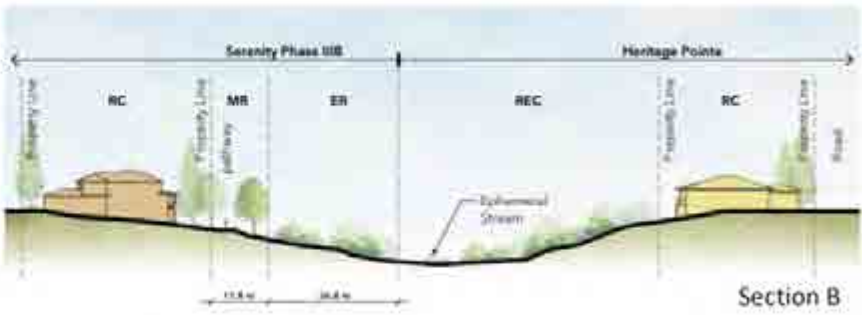
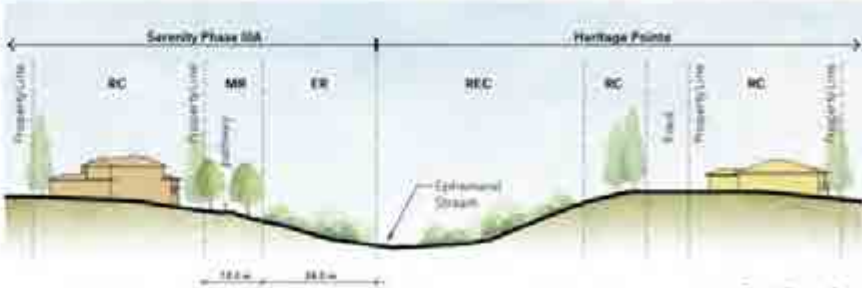
Open Space & Pathways

- The open space concept illustrates the vision for community signage, outlook areas, wayfinding elements, passive recreational opportunities, and trails, with new landscape areas and retained vegetation.
- The open space concept is a thoughtful extension of the Serenity Phase I architecture and landscaping design,
- Connects Phase I to Phase III/IV and a continuous pathway through Phase III/IV.
- Existing trees will be retained to the extent possible, and replacement trees will be accommodated where possible and detailed in the subdivision stage.
- RareBuilt has planted over 2,000 trees and shrubs and installed 2km of pathways in the first phases of Serenity development.



Community Interface

- The ravine area will be protected by an Environmental Reserve dedication area that is 24m wide to protect it in its natural state in perpetuity.
- No development can occur in the ER – the ravine will remain undisturbed.



3. Technical Considerations

Phasing Strategy

- The Serenity Phase III and Phase IV areas will be developed sequentially in accordance with servicing availability and market conditions at the time of construction.
- This phasing strategy aligns with the proposed servicing strategy and the sequencing of the water and wastewater infrastructure.



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Servicing Strategy

Cell F will be constructed as three separate phases of clustered residential development:

1. Phase IIIA (northern cluster)
2. Phase IIIB (southern cluster)
3. and Phase IV (west cluster)

Deep utility water and wastewater servicing will be provided by Bluestem Utilities (formerly Corix Utilities).

The Developer will be responsible for the full cost of design and installation of utility services within the Plan Area.

Potable Water Servicing

- Bluestem has confirmed that the system has capacity to service the proposed development up to full build out of Phase III.
- Additional upgrades to the Bluestem system will be required to support the full-build out of Phase IV.

Wastewater Servicing

- Bluestem has confirmed that the wastewater system has the capacity to service Serenity Phases III and IV at full out.

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Stormwater Servicing Strategy

- Serenity Phase III/IV will be serviced by a dual drainage system consisting of an underground pipe network and overland conveyance system.
- A dry pond is proposed at the central location of Phase III – it will not contain standing water year-round.
- Low Impact Development (LIDs) and Best Management Practices will be implemented to manage stormwater onsite.



Existing Impoundment Pond



Proposed Dry Pond
(precedent image only)

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Transportation - Offsite

- **Dunbow Road:** currently two-lane standard between Deerfoot Trail and Macleod Trail. It functions as a major collector.
- **Dunbow Road and 8th Street (Heritage Pointe Drive):** currently built to a flared standard with a dedicated left turning lane and two through lanes in both the eastbound and westbound directions.
- **Dunbow Road and 2nd Street E:** currently equipped with left turning bays with one through lane eastbound and one through lane westbound. Acceleration and deceleration lanes have been constructed to accommodate right turns on its southbound approach. It is anticipated to be converted into a roundabout by the County beginning in the spring 2026.
- Based on Watt's analysis, it is expected that the existing intersections of Dunbow Road with 2 Street E, 4 Street E, and 8 Street E will provide adequate capacity to support future traffic volumes. No changes required as a result of Serenity Phase III/IV.
- Capacity analysis indicates that the Dunbow Road and 5th Street intersection will function appropriately with a stop control configuration.

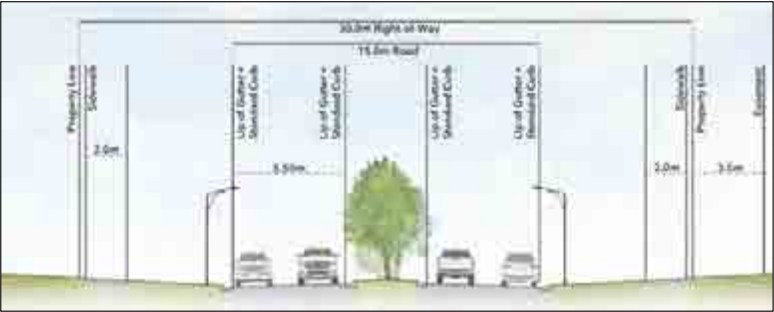


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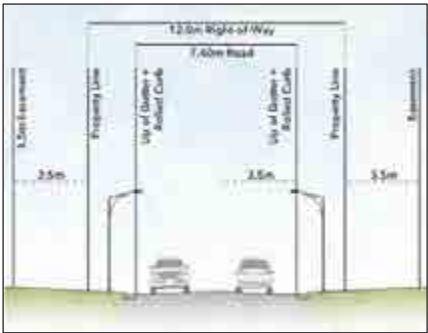
Transportation - Onsite

- **A.** Main entry is proposed as a 30m right-of-way with sidewalks on each side and a central boulevard.
- **B.** A 12m road width between Phase I and Phase III is proposed as the built form for this area is a small, intimate grouping of residential dwellings. This 12m roadway provides access to only this grouping of dwellings and does not serve as a thoroughfare.
- The internal road for Phase IV is intended to be within a registered bareland condominium and, as a result, will be maintained by the condominium corporation.

A. Proposed Main Entrance – Dunbow Road & 5th Street



B. Proposed Internal Road



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4. Timeline & Next Steps

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Application Next Steps



5. Questions

APPENDIX B

Meeting Transcript

HOA Meeting - January 7, 2026

The Ravine at Heritage Pointe - January 7, 2026

Minutes of Community Engagement Meeting January 07, 2026

- Residents of The Ravine at Heritage Pointe,
 - Leadership & Representatives from: The Ridge, The Summit, The Meadows, The Ranche, and Artesia
 - Developer: RareBuilt Homes
 - Planning + Design Consultants: Senior Planner from Township Planning & Design Inc.
 - Councillor, Division Six
-

*Introduction and Attendees:
President of the Ravine at Heritage Pointe Condominium Corporation.*

Senior Planner with Township Planning & Design.

*President of RareBuilt Homes.
Vice President of RareBuilt.
Division Six Councillor, Foothills County*

Co-representatives in the community:

- President of the Ridge at Heritage Pointe
- Representative from Artesia at Heritage Pointe
- Board Members from The Ranche
- Representative from The Ranche - online
- Representative from the Meadows
- Representative from the Meadows - online

We acknowledge that Heritage Pointe is in the Central District, the preferred development corridor in Foothills County. Development is inevitable. Perhaps even welcomed by some of us. RareBuilt appears to be doing a fine job in Phase I of Serenity And residents have shown interest and even purchased in Phase 1.

Topic of today’s discussion: Phases III & IV - This Application to Amend the Area Structure Plan

concerns raised so far: – traffic, density, deer, moose, the beavers – the things that make our semi-rural community special, but we’re here with open minds.

Following the presentation, which will be 20 or 25 minutes, we'll turn the floor over to questions.

If you have questions, that's the time. We will collaborate on putting together minutes, and those minutes will be distributed to all of you.

I think you have a < recording> process as well, <Senior Planner>, but I'll turn that over to you.

Project Team: Thank you for organizing this as well. The venue and getting everybody out here tonight. We really appreciate your taking the time to come and hear about the Serenity Phase 3 & 4 development, to share your feedback with us.

Introductions:
Township Planning + Design Inc.
Vice President of RareBuilt
President of RareBuilt
Watt Consulting – Transportation
CIMA+ - Water and Wastewater Servicing
CIMA+ - Stormwater Servicing

Presentation Omitted for Brevity

Q & A

At the proposed entrance here, Watts Transportation Study indicated that a stop control would be all that's needed? What is that, please? Could you add some texture to what you're saying? references?

Project Team Response: The stop control intersection would just be stop signs at the basic sense of it, yeah.

There wouldn't be stop signs on Dunbow?

There would be stop signs from the community on to Dunbow.

So there would be no change with the through flow on Dunbow? This was approved with the traffic flow in, but in 2019

Project Team Response: This is through a study that was completed in 2025, actually. Based on traffic counts and assessment and analysis of Dunbow at a different horizons.

Could you confirm density please – is it 114 doors?

Project Team Response: There plan proposes 104 residential units, and some of those will be in a villa style where it's two dwellings in one building. There is also an option for row housing that can feature more than three residences in one building.

if you get how many doors there, how many stories higher is multi housing units??

Project Team Response: They're limited to the Land Use Bylaw maximum for the residential District, which I believe is 12 metres, so they're the typical two story building.

12 meters – is that likely to be three stories?

Project Team Response: No, it's a two-story home and it will be a very similar built form to what a single-family home would feel like, but it would be more doors in one building.

Right, but did you said Bluestem has capacity to handle your phases up to phase three?

Project Team Response: Yes, Bluestem has confirmed that they have the capability to do up for water servicing for phase three. Upgrades would be required by phase four.

Who pays for the upgrade?

Project Team Response: RareBuilt would be responsible for the upgrades required to the water system to service phase 4.

Okay. 3&4? I mean, there's enough capacity for your plan. Upgrades paid for by RareBuilt. Is that what I am to believe?

Project Team Response: Bluestem has confirmed they have capacity in the system to service phase 3, so there's no upgrades required in order to build phase three of Serenity. In order to build phase 4, there would be upgrades required to the system and RareBuilt would be required to pay for those. This is for water servicing only Bluestem has confirmed that their waste water system has capacity for both phases.

As a note - when they send out notices to us early on this year on the ravine, could we please reduce our water consumption because they were short of water and asked us to participate. So they're already running into problems. Now we're going to add a whole number of new residences. What are they planning to do? There are costs that they keep on increasing Bluestem. And we're all, I think, very concerned how this could eventually have an impact.

Project Team Response: We have heard that comment in a few different of these meetings as well, and we understand the concern. We can't speak for Bluestem specifically and what they are charging and how their agreements with the HOAs work. From what we understand, they have the water capacity in their system to service Phase 3. It is our understanding that some of the water restrictions faced previously were due to licensing but, we wouldn't want to speak on their behalf. Based on our knowledge and our conversations with them so far, they have the capacity in their water system to serve the number of houses proposed for phase three. and Bluestem have provided factual reports and information to confirm the capacity. They've done an assessment to demonstrate that they do have the capacity based on the number of licenses and the number of doors and the volume per household use to sufficiently provide water for domestic use.

You'll probably have a hard time convincing your residents of that just because, Bluestem were trying to increase their rates and of the explanation was "They are.." That doesn't mean they can't put a rate rider or some text to offset their costs. It's still a rate increase. That's the whole area's point view, just as you know.

Project Team Response: We have heard that as well, and we'll definitely take note of that. That's not something that we have information on or the ability to comment on. But you do have written confirmation from Bluestem for water and wastewater servicing.

So just a little bit more on the water and why the residents are very suspicious: we have not had good relationship with Bluestem in the last three years. Three years ago, our rates tripled. Two years ago, it doubled from that. And this year it's tripling again. So, if it turns out that their capacity and this improvement end up being insufficient; and they have to do more upgrades, does the

community end up being responsible? Our experience is that it's going to be back on our shoulders. Can you explain RareBuilt's commitment to pay for infrastructure upgrades that are required to satisfy the community? Like a dollar value or not a dollar value, but there is in the ASP?

Project Team Response: There is a written commitment that RareBuilt will be required to pay for upgrades to satisfy capacity constraints. 100%. In the agreement letter between RareBuilt and Bluestem it's very well defined that anything that's required from a capital infrastructure expense comes from the developer. Whether it's RareBuilt or other developers, we have to pay for the system upgrades, and on top of that money we have to pay just to do those upgrades we also pay a really large connection fee on top of that. So, Bluestem receives a very healthy amount of money from us to tie into the existing system and or upgrade the system to handle that capacity. Serenity phase four is the smallest portion of the community and it's going to be the most costly because that's when Bluestem will provide information on exactly what they need at that stage.

So I think you can see that there is a relationship problem between the Ravine and Bluestem, and we don't know if you share any of those concerns.

Project Team Response: We also have a relationship with them because we are also customers of theirs through Pine Springs and what we're already doing in Serenity. So, we are paying to get those services and we're paying the same premiums. And again, from what we're told, that is not because of infrastructure upgrades. We see those invoices and we pay those based on their engineers' reviews, and they're reviewed by our engineers, too.

Just shifting gears, referring to your 2025 traffic management study that you mentioned; Are either of these available publicly for our consumption away from here?

Project Team Response: The studies are not available yet, and the only reason that they're not being distributed publicly is because they haven't been accepted by Foothills County yet. The studies have been informally submitted to The County for review, and their engineering team, planning team, and public works needs to review it first. Once we have acceptance from the county that the studies are considered complete and that they are satisfied with it, then they can be distributed even with the Area Structure Plan, and the entire application becomes public information.

So, I'm curious, what changed between the 2018 study and the 2025 studies. I think that 2018 showed either traffic lights or roundabouts at most of those intersections.

Project Team Response: The 2019 study was conducted for the entire Dunbow corridor, and it wasn't specific to the Serenity development. That was part of The County's infrastructure program, and it as you noted, it analyzed what would be required for Dunbow to suitably function over a certain number of horizons a number of years. The one

that was conducted in 2025 assessed the impact that Serenity would have on the Dunbow system or in the area.

When they did the 2025 study, did they say stop sign would be sufficient, did that not include the Crossing?

Project Team Response: The 2025 study was conducted in parts. So, we did an existing traffic count in the spring that captured the golf course and different aspects of traffic interactions.

We are all curious where the <traffic counting> hoses crossed the road?

Project Team Response: Yes. Correct. Those hoses provided a baseline assessment of how things are operating today. Then we conducted analysis to determine an opening day scenario - that took existing traffic plus traffic generated by Serenity Phase III and IV and what that would look like in the future, and that analysis demonstrated that stop control would be fine. Then we took our 2025 forecast model, which was the same one that we used for the functional study that was conducted in 2019 and did a future alternate scenario. So, the 2025 is more of a short-term impact and the 2019 study is still looking longer term some 10, 15 years in the future and includes the regional traffic

You said we've done it in sections, sections you referred to were basically right here, Serenity, not taking into consideration the other developments across the way and adding more traffic and more challenging driving along Dunbow.

Project Team Response: The 2025 forecast model assumes 400 homes to the south of Dunbow Road, and 400 homes to North. So those 400 homes to the north, I think is quite conservative and we're working with the County. people believe that we've captured the traffic to the south as well in the 400-unit count but just it seems to me that this brings out in basis as opposed to going back and looking at the base case, which I think today, is why you struggle with just trying to get out of the community at some times of the day.

Could you please explain to me how the study was completed? Does it look at specific time portions of the day, or is it average across the whole day? Because it's really easy to get out of here at 10 o'clock at night. It's a lot tougher at 8 o'clock this morning.

Project Team Response: The analysis assesses AM and PM and Peak hours, so the traffic counts technically capture about four to six hours of data. Seven o'clock to about 10:00am, then about three - four o'clock in the afternoon to 6:00. So we do try to target those peak commuter hours.

I'd like to see the data, because... I don't think you're counting all the vehicles or considering speed. -Some of the feedback received from previous residents was the traffic noise on Dunbow Road. And that is certainly going to be increase when you start taking down trees on this development, because that is one of the

best ways to mitigate noise. Trees are a noise barrier. Is there any way possible, and we this is kind of deja vu because we went through this in 2019, in 2020, is there not a way to put speed control or some other way to reduce noise from Dunbow? Dump trucks at certain times, construction vehicles, people going from Seton to Walden.

Is there any case that there will be improvements to Dunbow Road, since you're not doing anything - only one stop sign and one roundabout. Is there any other plan for what's to be done on Dunbow Road?

Project Team Response: There are two components to that question, because the traffic that we see today has a spring flow condition along the border, and you will see different traffic control with a roundabout at Second Street. This will improve traffic conditions along the Dunbow So when the county does improve that intersection, that is construct a roundabout, it will have a traffic calming effect. And right now, you know, 80 kilometres an hour, it's very attractive for higher speeds and difficult to get out of the community. The improvements from The County will change the character of Dunbow. The roundabout for one thing reduces speed, which will have an effect on the noise as well.

A lot of the upgrades that are planned and proposed for Dunbow are The County's responsibility. They're not being proposed due to Serenity and are not the responsibility of RareBuilt because of the minimal impact the Serenity traffic would actually have on Dunbow. The proposed upgrades are part of The County's long term infrastructure plan and is funded through a variety of different ways, but one of the ways is the Community Sustainability Fees. Through the CSF, which is a fee that is paid by every developer who wants to develop in the county, so it's about 11,300 per lot that the developers just hand over to the county, and it essentially functions as an off site levy. So we wanted to note that before we changed topic that the roundabouts are part of that County-driven program for infrastructure development, and there's a variety of methods for funding that, and it is not the responsibility of RareBuilt.

Okay, so the community sustainability fee is paid into general revenue, basically. Is that correct?

Project Team Response: We don't have details on how The County structures the fund but it is for maintenance and upgrades.

Okay, and so, would you think you've got any influence over how that money that you pay to them is allocated? What I'm asking you to do is be an advocate for us for a second street roundabout.

Project Team Response: So, thank you, but let me say this. Every day that I'm at our development and I try to leave, I'm equally as frustrated as you. It is hard, it to get onto Dunbow Road if you're trying to turn left. So nothing you're saying is falling on deaf ears. I feel it. I leave there every day. At the end of the day, The County requires us to pay it healthy amount of money and we do. I'd love to say that we have the influence, but our

obligation is to pay that that invoice. I'm hoping that with our Councillor here, they hear how this speaks to that urgency about what can be done on Dunbow Road. There's no <doubt>. It's unquestionable. Something needs to happen.

Project Team Response: I think at the end of the day, our biggest concern is that, from a developing standpoint, The County's asking us to do something, and we're doing it. We're actually reducing the density in our development. We're allowed to build X amount based on the Land Use Bylaw and, as a developer, we're actually saying, we don't want to cram in that many doors. We want the two kilometres of pathways. We want as much ER as we have in our communities.

If you haven't driven through Serenity or through Pine Springs, please do, because it speaks volumes to what we're trying to create with the trees, with adding the right texture to Heritage Pointe. We're just trying to build from how beautiful your community already is. Dunbow Road needs to change. There's no doubt about that. We've paid over seven figures to help with that. So everybody in this room today, it's great to hear what you're concern is. We just have to collectively work towards that change. I can't ask them to spend that money on that. If I could, it would be done. But that's out of my hands.

We understand the challenges and that you are spending the money per door and pay that to The County, but the last X number of years with The County have proven to be very challenging. And to have them commit to making these changes to Dunbow, before making it a development corridor is essential, and that can't fall on deaf ears.

Project Team Response: But I don't think it has and I don't think it will, because this is why we have <elected a new council>

How are we going to make do with one stop sign when the plan was for multiple roundabouts?

Project Team Response: That isn't tested yet Let's give that an opportunity to work its way through. Here's what I'm trying to get at, is this county now has a new Council. So you've asked for change. I think that change is imminent. I think you guys have done the right thing by electing the people that you've said, help us with that change and that's why we're actually trying to get ahead of this. We've actually done all of these community meetings individually to try to get ahead of a town hall meeting (public hearing).. So once we do that town hall meeting, we hope that all of this information is all good stuff that we can share with you, and that we can say, based off of these meetings, we've gone back to The County and we've suggested this plan for our development. As a developer, that's all we can do is just say, hey, we've asked for your input, we've got it. Look, it's a room full of people. You're telling us what the issues are. We're not Bluestem, we can't control them, but we know there's an issue.

We're not The County, so we can't tell them to spend our money on the road, but we know that's an issue, and we'll try to convey that message to The County as well. That's all we can really do at this point. It shouldn't affect the fact that we still want to take a beautiful piece of land and just build off of the community that you guys have already cherished for this long. And I hope we have a good track record by what we've done in the two communities we've already built.

I think that's very nice but before further development, before it happens, the infrastructure on Dunbow Road must be complete.

Project Team Response: I agree. Again, that's out of our hands. That's not something that we can control.

I know that you are compiling a 'what you heard document', and I think what you're hearing from a large number of rate payers in Heritage Pointe is that we have a great concern about the function of Dunbow Road, the safety of our ingress - egress into Dunbow Road, and we want to turn this into an action item with Council. We really do need to turn it into an action with Council, and we'll keep the pressure on you, because we've got to get a roundabout there.

Project Team Response: We're happy to work with you guys on that. Thank you. Sorry, just for clarity. The roundabout at 2nd Street.

Well, of course - at 2nd Street, I mean, that intersection... is an embarrassment.

At 5th Street, we would like to see a roundabout as well. But of course, we would give up Fifth Street if you put one in - sorry, if <Council> put one in at Heritage Point Drive /8th Street, which, by the way, you know, for the record, is five lanes wide, even though the traffic study in 2019 said that single lane roundabouts were adequate for the 10 year horizon. So anyway, we just want that on the record.

Can I ask you two questions about it? About schools - in that if we increase the population, we could have school bus traffic school buses, going to pick up students, turning across traffic. This is a big issue with me. It's just a two lane road. Where those buses will go? So, is this a question that they <council> looked at?

Secondly, the critical services, our fire department, is on on the north side. We have traffic, we cannot get out. I would not want to have a fire right now at 5 o'clock at night when the fire trucks can't get across Dunbow. We're building but are our Critical Services sufficient to support the new population? Has that been a part of <the discussion>?

Project Team Response: That both of those components, the school board review and a review of the fire and the EMS, will be conducted by The County, once they have the

submission in front of them, which they do have an informal review of it right now. So they are going to send that information to the school board and do an assessment there, and then they will provide us with comments. Similarly, they'll do the same for the fire and the EMS. They will review all of the traffic study and the proposed development and the number of vehicles that are there currently, and what Serenity is adding, and they will provide us comments back again with whether or not there are any comments or recommendations that they have. Through our initial discussions with them and their comments, there hasn't been any indication that Serenity would have a negative impact on those services.

I think I do hear your point, though, that it's already a concern for you. But in terms of our application and how The County is going to review it, they'll only be reviewing the impact that Serenity would have on those existing services. So I think this goes back again to continuing to have the conversation with The County about what these concerns are, and that it is a concern right now with the existing conditions. Does that answer the question?

It doesn't. We're trying to decide about X population increase, and Y City traffic, and we can say yes, only Serenity or this area is a great impact. But overall, the impact is going to be there. So, we have to look at the larger picture. we're not siloed into each little area. In the end, it's going to impact us as a whole community.

We have real difficulty if we just think that this is an incremental...

The Crossing's being built right now

So, did the study include more than just Serenity?

Project Team Response: No, the study conducted is a regional model, so it goes east of Deerfoot, west of McLeod, and includes the entire Dunbow area. The traffic model accounted for about 400 additional homes to the south of Dunbow Road and 400 north of Dunbow Road.

We're not asking the developers to incur all the costs in order to make this a safe community that supports all of us. The message that's got to be delivered to Council, without any question, is that what is going on here is changing the entire scope of this area, and the traffic and this, you know, interest that we have in terms of maintaining the safety of people coming in and going, that message has to be delivered unanimously by all of us. It's easy to say, well, it's not your responsibility, and we understand it isn't, but it's your responsibility to carry the message.

And make sure it's going to be loud and clear, because otherwise we've heard, yeah, we'll get to it, we'll get to it, and that's not acceptable.

Project Team Response: I'll reiterate that our responsibility here is to hear your thoughts, to compile them, put them in a What We Heard Report, and present those to Council. I have, you know, no vested interest in Serenity Phase 3, 4 in terms of that perspective, and I don't mean that with any disrespect, but I am an objective, observer to hear your thoughts, and part of my responsibility is to objectively convey what we hear at these meetings honestly and transparently to Council, and that's what we do through the What We Heard Reports and presentations. I would also reiterate that the public hearing is another opportunity for everybody to present those thoughts as well, directly to Council.

I've been part of this development. from the very beginning, and I have had a lot of interactions with your firm over the years, so I just wanted to reiterate what this gentleman said about your development. I think it's certainly has been well executed.

Project Team Response: Thank you.

And I think it's going to be in time, it's going to feel like a good fit to Heritage Point. I wish you'd been here when launchpad was brought.

I don't need to change the subject. But there's a whole lot of people in here who there's this trust with them, and I want to say again, what you're doing is, I think, a fit.

Thank you.

We heard Township talk about open transparency and all those good things, like compliance with the ASP, the vision, the overall plan and vision and ASP guidelines which is very nice, but, how is it that the developer, right across the other side of Dunbow, with the same ASP template, all the same guidelines, and all the same people involved in the process, went and cut down all the trees. Every single one of them. What's it, 40 years of growth there?

It is more of a green field development...

What I wanted to say is, I just hope that you're going to maintain as much, and I understand the servicing challenges, as much as you can, preserve the ravine and at least some of the mature trees. Can you do this? It really makes a difference.

Project Team Response: Don't worry. Respectfully, that is, something we have chatted about with some of the other HOAs and I wanted to touch off that. Obviously, you've been to Pine Springs, you've been to Serenity to see what's different, and I'm not going to berate what's happening out there, but we're just a different developer.

I understand.

Project Team Response: When we started in Pine Springs, and the first thing we did was dedicate approximately 30 percent of the land to Environmental Reserve and Municipal Reserve. We built that development and we put a boulevard in there. If anybody's familiar with development, you put one of those pretty boulevards in there, it doubles your underground costs because you have to loop the servicing. That's our commitment. We took every piece of concrete on site, and we crushed it on site, and we used it on site in our road bases. It did not go to landfill. We took every single tree on that that we couldn't save after we moved, we brought the largest tree spade in Canada from Edmonton. It's a truck and trailer mounted tree spade. We moved 120 trees on there. Anything that we couldn't save, we mulched and it became bedding in the trees. We try to be a steward, as a developer, and it costs a lot of money, but we try and be a steward of the environment, and the community is great. So, I'm glad people are seeing that. But there's also an opportunity for us to talk about that we're definitely not the developer on the south of Dunbow Road.

I understand that. And I just wanted to commend you for what you've done. A lot of people here, I think, will agree. But on the other issues, the traffic, I'm not going to speak to that, I think you've heard all about that. On the utility side, I have some real concerns, and I've shared those with our Councillor already about the water and the wastewater system. I built the water and wastewater system here. Okay. So I saw through the process we had to do to make upgrades to make Artesia work. And we had to put in a reservoir of how many millions of gallons or millions of litres of water. And I don't see any reservoir in Serenity, but now I see is there a reservoir across the way and the other development. Could you elaborate on that please?

Project Team Response: We're bringing capacity through a bunch of water licensing that we've purchased.

The licensing is that's easy. Licensing is easy. It's about the ability to process it. follow, all the rules and regulations, I'm sure I'm serious, but I sure would like to see that in writing, and I'd like to see something that says, in the event that there is a catastrophic issue like they've now experienced in the city in Calgary over the last two or three years, about what's going to happen to our water and wastewater. What if we have a pipe that fails? What if we have a wastewater system that fails to work? We have one lift station over in the Meadows that picks up all the effluent that's coming from these new developments, and you know what's going to happen if that pump station fails, right? You know what's going to happen? All the effluent is going to be coming back up our pipes into our homes. I want to know, and I want to see it in writing, that Bluestem can do

this and that they have made proper provisions on the water and the wastewater side to protect our utility, which we're paying them for.

Project Team Response: Thank you. And us as well. We're also paying for the utility. We're paying for the upgrade. So us too. We want to see what it is we're paying for and what it's going to be. Are there concerns? 100%. We are. Trust me, we are on your side with making sure that the utility can sustain our development because that's what allows us to create the extra phases and to build that trust with the communities we're building and to the clients, we're bringing in too. So they too have the same belief that the system is going to be fine and we're relying on Bluestem's engineers. We have some oversight with our engineers, and all of that information goes back to The County for further review with their third-party engineers. So until we get to the detailed design to look at what that is, I can't speak to that other than they say that we can.

Thank you.

Okay, there is a question here online. Yes.

No, I apologize, because I have not been able to hear a lot of ways happening and not being able to see who is on the call. I don't know if <the Councillor> is with us tonight.

Yes, he is.

Yes. Yes. I can't see you, but nice to meet you virtually. I'm going to have to exit the meeting, but I just want to make a couple of comments. First and foremost, I am absolutely so pleased as to what RareBuilt is developing in our community. I think they've gone above and beyond, and I think they have definitely raised the bar. I think we should all be very thankful that they are the developer and that we are having enhancing our community. I do agree with some of the comments about the developer across the Dunbow Road on the south part and not necessarily, you, conforming to the high bar that RareBuilt has done. What I want to say in closing is that I think we have to be very careful about confusing our frustrations with Bluestem and The County, with what RareBuilt is doing. And I fully acknowledge that Bluestem has been a huge concern with their rate increases, their ability to maybe service the customers without additional infrastructure, and what that is going to ultimately mean to us customers, and is there going to be another rate increase? That is out of the control of RareBuilt, also out of the control of RareBuilt, is what happens on Dunbow Road.

And so <Councillor> we would appeal to you to ask the question, why has The County not done something about improvements on Dunbow Road to ensure the safety of our residents? RareBuilt has contributed what is now known as a Community Sustainability Fee, which I, as the previous developer of Heritage Pointe, contributed millions of dollars to. At that time it was known as a road levy fee. And to my knowledge, none of it has ever been dedicated to

improvements on Dunbow Road. So in conclusion, I just want to first and foremost applaud RareBuilt for what they're doing in our area.

Thank you so much for, as I say, creating the communities that you are. I want to thank everyone on the call today for having the heartbeat of our communities of first and foremost, and Township, for your great presentation and again, my challenge to <the Councillor> is please provide the residents with some sort of knowledge and update on what is going to happen with Dunbow. And if you can also become involved with what's up with Bluestem continually, upgrades are customer fees with regards to wastewater, which we are aware is not legislated. I would appreciate your involvement with that as well. And in conclusion, I thank everyone for being on this call and once again, thank you, RareBuilt for all that You're doing. I'm very proud of you. So I'm going to leave the meeting. Thank you.

Councillor: When I was, running for councillor, one of the issues that came up, obviously was the wastewater regulation, or lack of thereof. So I've been on that since day one. So I went to the Rural Municipalities of Alberta's (RMA) meeting in the Fall in Edmonton where I met with affordability and the utilities minister, and explained the situation to him, and he gave me his card, which I had in my pocket, and he said to collect the data.

With the help of <name> over here and some others - <name>, and a group of residents in Artesia, at the golf course, I got input from everybody, really. We composed a letter, which I've altered a little and we're adding to with some of the data from that we collected from other municipalities as a cost comparison, to the rate increases on the wastewater charges that have been incurred to residents at Heritage Pointe. So I'm awaiting a final edit and review of this letter; and I'm going to send to <Minister> and <Member of Legislative Assembly>. <Minister> has assured me that there will be action on this legislatively through the province. I remain hopeful that it will happen. So I plan to have that letter sent off before the end of the month. And it comes to the legislature soon after.

As for improvements on Dunbow, yeah, that is another issue altogether. The \$11,300 for the first eighty units that is collected on these developments is woefully inadequate to do the kind of upgrades that we need to do. In order to collect enough Community Sustainability Fees to create a roundabout, we're going to have to increase these fees quite a lot, because the money is just not there. The funds are not there. We don't have our first bid back from this tender, but we will have them at the end of the month. I believe the tender closes on the 17th, and then we'll have a pretty good idea of where we need to set those Community Sustainability Fees to be able to make those upgrades.

You mean the tax rate?

Councillor: No, this is a Community Sustainability Fee is for the developers to pay. per door - on new developments.

So now, what about the province?

Councillor: Well, no. The road is a municipal road. 552 is provincial, so there's some work over there that I'm working on as well, but basically, that's where we're at with the Community Sustainability Fees.

We're trying to make changes to the MDP right now to be able to keep pace with the construction costs, basically for a road and infrastructure.

Well, what about the money already collected from other developers and these gentlemen? Where there's all that money?

Councillor: That has gone towards the first roundabout that is out to tender now. We had to, because it is an inadequate charge, take money from other sources to fund this roundabout. And that's why we're looking at changes to offsite levies and Community Sustainability Fees.

I'm just worried about it, because we live at the Meadows. And trying to get across that road is extremely difficult and dangerous.

Councillor: Absolutely. Thank you.

But it's just the volume of vehicles. It's already life threatening to kind of cross the <Dunbow> road. Turning left is crazy and that is what it's like now! It's crazy. What about 15 years down road?

Councillor: I agree with you 100%. That's one of the reasons I ran to take this job and take these challenges on.

A question from the floor about expanding the Environmental Reserve?

Councillor: Unfortunately, no they made that clear at the RMA we went to this fall. We were told by the province don't expect a whole bunch of money you guys. And they downloaded some costs from the province to us, which are, like bridge maintenance, which they used to take on, and now that's a County cost as well. I mean, over 90% of our County budget is to road maintenance. So that's why we're having another look at sustainability fees, and things like that.

So, what about the <2nd St> roundabout? And the other roundabouts?

Councillor: Oh, yeah, I have. I've actually asked that the when the tender comes back, that we try to get a two for one, like can we have a discount on another one? because we need another one as well. I mean, you know, and priority would probably go to 8th Street at this time. Another thing that, you know, these roundabouts do is they do reduce the traffic speed. So, you know, coming off of the overpass at the golf course intersection, and then

one at the fire hall (on second street), would be a great help to reduce speeds, and this would help reducing the sound of the traffic as well.

So it's my understanding that serious accidents are somewhat eliminated, <by roundabouts> but sideswipes.... You know, I'd rather have an issue with insurance companies. I mean, I've come out of the city and seen somebody trying to turn left off the < hwy 2> overpass, to go east of Dunbow and get hit by a car that's doing 80.

Councillor: And that's not something that we ever want to see. The truth is the speed, the speed is the worst part of bad accidents instead of being lightly bumped. I mean, in a traffic circle, it's not as bad. We're looking at almost an accidental week on Dunbow Road averaged out through a year.

are there statistics?

Councillor: I don't know about in the city limits. I've just been concentrating on our area. Basically, there's got to be a certain amount of accidents to cause a warrant. Apparently, we're not quite there yet, so my goal would be to get a warrant to fix these issues sooner rather than later.

Can you reduce the speed and the meantime from 80 to 50?

Councillor: I've been asked about that, but there's not a lot of appetite, I know a couple residents have been all over me on that one. I would have to do a poll of residents of all of Heritage Point from Artesia to the highway and I would have to have a majority of you guys to want that. I don't know that we be able to go to 50 kilometres an hour we might be able to get down to 60 or something like that. I would need a majority of residents to do that.

So I plan on holding an open house at Scott Seaman's Arena before the end of the month. where we can all get together and you know, if you guys want to discuss and debate that, I'll provide the Heritage Pointe Home Owners Association presidents with a date. It would be probably an evening at Scott Seaman's, where we all go to vote on topics where we can if we all get together, I can create an online petition that people can vote on, and people can go and online and have a vote on that.

I mean, the last vote that we have on that there was petition in 2022 during COVID and only 187 respondents responded online.

So we're basing all our thought process on that, you know, that traffic circles are preferred to traffic lights by 80%. You know, things like that, and then speed reduction wasn't really a preferred thing that more people would rather have roundabouts to control the speed than to just arbitrarily reduce the speed limit on the road.

So those are things that we're looking at, and I would like to see a good turn out at Scott Seaman for this open house, where I will go over what has been going on in council, what

the upcoming issues are and get feedback from everybody, and then to get you guys all to pass out the link to the online petitions so you guys can all participate in that and vote on probably a list of things.

we did submit a petition to reduce the speed.

Councillor: Yeah, I like that you did. I did get it from a resident, and then I got some feedback from a bunch of other residents saying, oh, gosh, don't do that. We would rather see a traffic circle at 8th street than 50km. But again, all I would need to take that to Council is a clear majority, and then it could be done. Thank you, and I will create that petition.

And we all appreciate you showing up tonight.

In your opinion, does the tax base collected from our Hamlet get fairly allocated to upgrades in our area? That would probably help address some of the <grief> developers have to deal with. We have a Dunbow road and only a few other side roads, but it feels like there's not a lot of attention.

Councillor: You would be amazed at the costs.

But I'm just wondering if it's not fair allocation. I assume you have a fairly significant tax base here.

Councillor: I believe it is somewhere in that neighbourhood of about 10. A lot of that goes to maintenance, road/snow maintenance, water reservoirs in Artesia, and other stuff. I've only been in the job for a while, and I'm just looking into some of these numbers, but these are the priorities that I'm looking at anyway, right now.

Okay. You know, obviously there's a lot of concern about Dunbow and transportation, but perhaps at this point we should circle back to what we really came here for. And what are the questions? Additional questions that you may have for RareBuilt and for Township?

Oh, I don't mean to <go back> to that Road we're talking about. A lot of people identified it that they're talking of what is piecemeal. There's a lack of real future thinking. We haven't even <talked about that > whole triangle of land there <to the south> from Dunbow Road, from Deerfoot to Macleod. So it's a big triangle, which is going to have a lot of people, and we just touched on it.

There's going to be tons of residents up there. This area will be developed as residential area for the county. It's a great tax base. But the only artery joining those two areas is Dunbow Road. We spent an awful lot of time talking about it.

Has anybody <looked at> that triangle, and said, there's got to be another access to Deerfoot or can there be another access to <Macleod>. Another access out of that whole triangle to relieve future traffic?

Project Team Response: It is in the long-term regional plan. You can find it on the Foothills site,

I think the underlying message to our Councillor is that there is frustration with the lack of communication – what's the plan? I get it from my neighbours who say, what's going on? The only way I get any information is if I phone down there and find somebody. And by the way, <County Public Works>, has been a very good communicator with, several of us.

Communication is absolutely key. We're just we're not hearing enough <from the County>. We don't know what the plan is. Is there a Plan for Dunbow?

Councillor: And you can call me anytime. And if I don't know the answer, I will find the answer. I work for you.

I am a responsible for landscaping directorship, and of course, I have a vested interest in it, but when you speak of a unique residential area, it truly is and I'm very pleased that Serenity has developed the way it has.

Thank you.

I do wonder if you have ever considered reducing the number of doors and dedicating some of the land to a destination, a sanctuary, perhaps a high-end restaurant. The ravine is a very special spot that's hard to find in other places. The history is exceptional.

Project Team Response: What I can say is that we're not zoned for any commercial space there. All of commercial is going on the south side. For us on the north, right now we're not zoned to support that type of use. But we took almost 25 acres, and in that 25 acres, we only put 54 doors. and it could have been a lot more, but we didn't. We chose to save the existing features as much as possible. Yeah, and for anybody that's driven through Serenity, you can see, we planted more trees that that have ever been there. We're going to do the same thing. We want that connectivity. So we want in our new phases to be able to have more pathways that you can connect to the first phase, so that all of those communities can intertwine. So it's not just two kilometres, it's four, it's five. Our goal is to be able to have people exit their home, walk on a pathway, ride their bike, and be able to go through the entire community as exercise. That's something that we've endeavouring to do. That's costly. That's expensive on our end. Those are pathways that cost money, that's trees and everything. But our communities look like that because we're willing to spend the money to do that.

Speaking of which, is there going to be direct access from Ravine Drive to these paths – the interconnectivity which you're talking about?

Project Team Response: I'd love to say we could look into that, but that's not our land. We can't actually, it would be phenomenal to have a way to go through there. but the land is not ours. It would be like me taking a path through your backyard. I wouldn't wanted to do that would without permission. In addition, there's numerous constraints there between the Environmental Reserve and the grading alone to get through there.

There's also beautiful land natural runoff <watercourse/ravine> in that area. Yes, adjacent to the pond, the northeast side of it, towards the golf course. Is that golf course land right there, at that gate where you put the water control development?

Project Team Response: That is golf course land there, yes.

Okay, so you can't build a pathway up that hill towards the other side of that hole because it becomes golf course land? Would they let you?

Project Team Response: I don't know, to be honest. we looked at it and the grading in that valley is so drastic that it would require stairs. And previously, when we wanted to put an observation deck up from the pond to enjoy the pond looking out towards the golf course, we were not permitted to do so because of a liability perspective with The County.

The connectivity is definitely a consideration we looked at closely.

My last question: you said that you were <trying to save trees>, in the new development, but that you do have to take some out.

And those are likely be old growth trees. Yes. What is your minimum for placement and type of trees? Caliper- wise?

Project Team Response: I can't remember what our spruce were, but we put in the majority of our spruce for Serenity at 10 to 15 foot spruce. Then a lot of the trees in the Serenity Phase 1 that we're talking about, we've repurposed into phase one already. And as other phases are acquired, we'll move some of those mature trees to phase 3. Our commitment is to always try and repurpose any of those spruce trees wherever we can. Like I said, we brought in, I don't even want to tell you what it cost us, but what it cost us to move the 30 footers over in Pine Springs, was astronomical, but we want to create that feeling of exclusivity within our community and beside our communities, and that comes from trees. It comes from more landscaping.

You said 12, 12? That's 12 to 15 footers are what we put in. Three, four inch. were there fives in there too?

We have got 20 footers in the mix as well.

Okay And the other the other quick question to add was, is Bluestem going be coming? Will, they' be coming to your big open house <public consultation> for Township/RareBuilt?. assuming the summertime?

Project Team Response: We can reach out to them, we can let them know that it's occurring. We'll definitely share with them that we're having this engagement and that there's comments. We can't make them attend.

I think they need to be there

Project Team Response: I appreciate that's a good idea to meet face with people. We do have contacts and a relationship with Bluestem, so we'll definitely reach out and let them know.

I know from the presentation that the <submission> is January. Is that realistic or you, what's the more realistic target when you're planning?

Project Team Response: It's being informally reviewed right now by The County. It would just be a matter of submitting it formally once we receive the have final comments on it. So we are still targeting the end of January.

Hi. Just out of the curiosity, with some of the new information that <you presented>, it's really hard to see the new phases 3 & 4 on a map with Ravine Drive clearly outlined. So we can see, that if I live here, directly across from these new houses, this is what my sightline might be.

If you could give us a drawing for illustration purposes only, not to scale whatever. If you could give us something like that that we can look at because many of the people are sitting around that table are going to look at phase three and at phase four.

Project Team Response: Yes, we can provide a conceptual illustration of Phases 3 and 4.

Thank you. Well, if you could send it to me I will distribute to my neighbours in the Ravine.

And also just in regards to the environmental discussion, some time ago, there seemed to be some confusion about what is true environmental reserve versus what is actually golf course. I was told that the pond is on golf course property, and yet I would have assumed it was environmental reserve. Can you pull up anything that shows us what you are defining as environmental reserve? In terms of the area on serenity phase 3 & 4.

Project Team Response: Yes, absolutely.

So we have conflicting information out there. We were told that the bank on the south side of our houses was reserve. It is not our property. So, yeah, in terms of what is the existing environmental reserve?

Project Team Response: we don't have that in front of me right now. It would be registered if it's true environmental reserve, it will be registered on title . This is one of our own maps that we've created so that we can understand the existing land uses and the other side of the pond.]

What kind of land is that? <ownership? Zoning?>

Project Team Response: That is not owned by RareBuilt, the base of the ephemeral stream is technically public, and so we are dedicating everything from the high-water line to the yellow here, or to this lighter green, as Environmental Reserve. Are you asking also about on the other side? That would have been up to the previous developer to have dedicated at that time. I think it has been already dedicated, but it would be something that I would have to review.

Okay, weed control on it is an issue. So, The County people tell us its golf course land, if it's Environmental Reserve, weed control is up to The County, so we need to see that from The County.

Project Team Response: I understand your concerns that we can, include some information on there as like you can't see here that this is environmental reserve this way, so we can add some of the information to the north to add some more context for you all, as far as you.

Can Environmental Reserve designation ever be changed?

Project Team Response: It can, but it is difficult and the intent is to maintain it to protect and preserve the natural features. To remove it you would have to go through an extensive land titles process. There's also an agreement that's written that stipulates what can occur in the Environmental Reserve, and it gets registered on a title on the land. So it's not an easy thing and a quick thing to do with that. It does take a process and agreement.

I think there's a term called in perpetuity. Yeah, the purpose of an environmental reserve is, in my recollection, in perpetuity.

I'm not sure if there's any more questions, but I just added one for <Councillor>, not a question, but a suggestion. If you're talking about upgrading Dunbow Road at some point in the future, you're talking about connectivity, you could connect, put in a pathway, that it probably could be incorporated on the existing asphalt for very little cost. All the way from Heritage Pointe Drive, all the way into the lake, and into all your developments. The whole connectivity piece could

be I think accommodated with a little bit of improvement on Dunbow road. I'm just suggesting.

Councillor: Yeah, so. I actually got that from another resident in Heritage Lake. He likes to ride the bike, and he wants me to look at connecting to Legacy and the city bike paths, which are extensive. It's a little bit further on my radar right now, but yeah, connecting to the communities is definitely something.

The late <name> actually 20 years ago investigated that.

A quick question - phases three and four, what kind of demographics are you going after? And what price range you going trying to attract?

Project Team Response: We'll maintain the same thing we've done in Serenity phase one, where we're going to build that product again, so that demographic is going to be what we see in this room. It's going to be a lock and leave type of lifestyle. That's the villa product, and the single family will be similar to what we've done in Pine Springs, which is beautiful.

And for your row houses, will it also be higher quality.

Project Team Response: Very much so, yeah, and that's a big if. In Phase 3, there will not be that row house product. There would just be the villa product and the single family in Phase 3. We want to maintain the same theme that we've already done and been approved for in phase one, in the next phase, so that there's that similarity between the developments as they integrate together. The opportunity for the rowhouse in phase 4 is because our current villa product is, on the main floor, 1,750 square feet with a finished basement, which comes to almost 3,500 square feet of living space. So the rowhouse product gives us an opportunity to appeal to a greater variety of people by offering a smaller floor plan. And that's why we're looking at something different on phase four. It just gives us another opportunity for somebody that doesn't need 3,500 square feet but wants the same quality.

When are you hopeful to start building

Project Team Response: Yesterday? Yeah. Last week. As soon as we, receive all the feedback, present to The County, taking their feedback, and get approval right away. Our goal is to try to create the quickest process possible inside that development. So this isn't a multi-year type of construction process. We would have us building this year, in a perfect world. We'd like to be stripping and grading this year and getting our services in followed by Construction next year. We are ready to do it.

Okay, townhouses - are we talking about three floors above grade? You said 12 metres of maximum height? Three floors above grade plus a basement?

Project Team Response: No. Two floors above grade. We want to maintain that same feel that we have built in Serenity already. Just smaller floorplans.

Unlike the four stories on <the other?> side?

Project Team Response: No, that's not us. I won't say anything about what's happening across the street from us, but that is the exact opposite what we're doing on our side of the street. They are two completely different developments and two completely different fields and products, and we stand behind what we're doing on that side and we're very, very proud of it.

How's the market right now?

Project Team Response: It's good. It's like our buildup product is very sought after. We're actually trying to get them built faster right now, and they're a 3,500 square foot villa with an elevator.

There was a horrific amount of dust that came off during Phase 1 when you were taking off the grass and trucking and moving the dirt around. It was unbelievable. I'm just wondering how you plan to address this problem? Do you take water from the pond?

Project Team Response: No, we can't take water from the pond. That requires diversion licenses and approval from the Alberta government.

And you won't have that <water source> in Phases three and four? So you won't bring the swamp back again?

Project Team Response: At this time, we do not believe, because the pond is now designed right here. We could speak more of that, but without a license, we can't take any water for the pond. Anything we take out of the pond we need a license.

But if the wind was flowing straight through that area as well, the dust was just horrific for weeks at a time.

Project Team Response: Yeah, we have a water trucking company booked and paid for that will come in and put water on the ground. The water used is completely separate from the pond. We hire those trucks when we know it's going to be a windy day and if it turns out in Calgary to be a windy day when it's not supposed to, we're calling them getting them there as quickly as possible. We can deal with that dust control as we understand it changes your lifestyle. Our commitment is obviously, no matter what is we will do everything we can to minimize it as much as possible to make sure the water trucks are there and trying to keep the dust down

Are you planning to build any walkouts down slope into that ravine? I live on the ravine. Can you make some green space, and a row of trees between Ravine drive and the buildings that are going to be there. Or are you going to be coming way down as far as you can when you said there's a 40 metres from the middle?

Project Team Response: There is a minimum of 24m of that Environmental Reserve that can't be touched and can't be developed on.

Right. But there will be some building down the slope there kind for walkouts or?

Project Team Response: Yes, but only on the respective property. So just within our development, not past their development, not in the MR and not in the ER.

Well, there's this little building on the north side <Launchpad> that has these really bright lights. So you should try to put some <tree>coverage so that that light isn't...

Project Team Response: Yeah, we do. We also want to screen that from what we're building. That's not helping us at all, so we're definitely going to screen what we can so that it's not shining into our community.,

If you have all the improvements and the money to build a roundabout, how long does that take? Is it one season or is it over a year to build a roundabout? How long does that take?

Project Team Response: I'm not actually with the county, but. it depends on the roundabout and how it has to be staged to accommodate existing traffic flow.

Councillor: The roundabout The County's going to build at 2nd Street I don't imagine that that will go quickly. I think that there's a number of utility relocations that The County's going to have to do before they can start the surface works there, so I think, as it leads the Second Street. I would just urge you guys to be patient with the process and just make sure that you're communicating with The County so you will always tell how to have access.

And now my question is for the VP's marketing for RareBuilt that's you?

When do you estimate to be 50% sold & occupied? In which phase? Like, in 27, 28? When will you be 50% complete in phase three? Let's just say phase three? Phase one, two, three?

Project Team Response: Phase one, we hope to be 75 to 80% by 2027. The last few always takes a little bit of time. Phase three, we aim to be at 50% somewhere, mid to late

29, assuming we started construction in 2027. The goal is to get out of there in three years to four years.

Do you have a picture of this roundabout? Thank you

Project Team Response: The County would have the drawing. We're not the engineers responsible for that.

So who has it? Do we know if it's a single lane or a double lane roundabout?

Councillor: Right now, as its proposed, it's intended to be a single lane to start. It's being designed as a double lane though. It's a five-pronged roundabout. So the fire hall has its own separate entrance, then the Heritage Plaza has one, Pine Creek Road, 2nd St, and Dunbow.

Do you know what the speed that it's capable of travelling around it?

Thanks for all your participation, and we look forward to hearing from you, seeing the deliverables, hearing the feedback that we gave you.

Project Team Response: We will be in touch with some updates for future community events with the other HOAs and a broader community event. When we have a formal publicly available submission, that will be shared as well. And then if you have any other questions, you can feel free to reach out to me as well. I think <President of The Ravine> has my contact information. It's on some of the other information that's been distributed as well, but feel free to reach out to me with any questions and comments and those will all still be included in the What We Heard and will be conveyed to Council. This is an ongoing engagement process, so anything that is collected at any time is part of this feedback process. So please feel free to reach out to me, even going forward as we continue to through the process. We look forward to hearing from you all.

Okay, so just before we close, is there a burning question, objection, concern? Is there something you're going to walk away from and say, "I wish I'd mentioned that?" Yeah. Okay, well, with that, I move this meeting to be closed. Thank you, everyone.

APPENDIX C

Open House Boards

Serenity

PHASE III + IV

Cell F Addendum - Amendment to the Heritage Pointe Area Structure Plan

Welcome to our Open House!



WHY WE ARE HERE:

Township Planning + Design Inc. (TWP) on behalf of RareBuilt Homes Ltd., has prepared two applications to facilitate the development of Serenity Phase III & IV: (i) an Amendment to the Heritage Pointe Area Structure Plan and (ii) a Land Use Redesignation Application.

The purpose of this event is to:

- ➔ To share the overall vision, goals, and objectives of the Serenity Phase III & IV development, including information regarding land uses, density, phasing, infrastructure and servicing requirements, and environmental considerations.
- ➔ To engage and collect feedback from the surrounding communities and affected stakeholders.

RESPONSIBILITIES OF THE ENGAGEMENT TEAM

- To notify
- To provide opportunities to engage and provide feedback
- To be clear on the scope of the conversation
- To provide transparent and honest information
- To hold a respectful conversation
- To authentically listen
- To report findings

RESPONSIBILITIES OF THE COMMUNITY

- To be informed
- To participate
- To share your views
- To listen
- To be respectful



www.SerenityEngagement.ca

WHERE DO YOU LIVE?



Please place a sticker on your property:



If you live outside these boundaries, place a sticker in the space below:



POLICY FRAMEWORK



FOOTPRINT OF CALGARY INTER-MUNICIPAL DEVELOPMENT PLAN (IDP)

The IDP is the province's strategic plan for land use and development in the Calgary Region. It sets the vision and direction for the region's growth and development.

FOOTPRINT OF CALGARY MUNICIPAL DEVELOPMENT PLAN (MDP)

The MDP is the city's strategic plan for land use and development. It sets the vision and direction for the city's growth and development.

FOOTPRINT OF CALGARY GROWTH MANAGEMENT PLAN (GMP)

The GMP is the city's strategic plan for land use and development. It sets the vision and direction for the city's growth and development.

Cell F Addition - Serenity Phase III & IV

The Cell F Addition to the Heritage Pointe Area Structure Plan (ASP) is a proposed development. It is located within the boundaries of the ASP and is subject to the ASP's policies and guidelines.

HERITAGE POINTE AREA STRUCTURE PLAN (ASP)

The Heritage Pointe Area Structure Plan (ASP) was adopted by the Calgary Council on September 26th, 1995, and is currently in force. It sets the vision and direction for the area's growth and development.

The Heritage Pointe Area Structure Plan (ASP) is currently in force. It sets the vision and direction for the area's growth and development.



PROJECT OVERVIEW

Randbuilt Homes is applying to Foothills County to develop Serenity Phase III & IV within the Hamlet of Heritage Pointe. Serenity III & IV will be a new residential community that is seamlessly integrated with the Hamlet of Heritage Pointe to create a cohesive community connected by extensive pathways and unified through design elements that create a strong sense of place. Serenity III & IV will feature a variety of housing typologies on 225.67 acres of land to support diverse households and lifestyles. Randbuilt Homes has engaged a technical team who have prepared an amendment to the Heritage Pointe Area Structure Plan, referred to as the Call F Addendum, to guide development of Serenity III & IV.

MUNICIPAL APPLICATIONS - OVERVIEW

The application being prepared includes an Area Structure Plan (ASP) Amendment and Land Use Redesignation Application. Both applications have been submitted for an informal review that was conducted by Foothills County, following the initial submission. Township Planning + Design Inc. received detailed comments from the County and conducted five (5) engagement sessions to date with local HQAs. The County's comments and feedback from the community have been incorporated into the latest ASP and Land Use Application materials, which have been submitted to the County for formal review.

1. ASP AMENDMENT

The ASP Amendment is required to update the existing Heritage Pointe ASP and provide a vision for a new hamlet residential development within the Hamlet of Heritage Pointe to guide Serenity III & IV development. The addendum is necessary to include the Call F lands in the Heritage Pointe Area Structure Plan and provide clear direction for residential development on these lands.

As part of this application, Township Planning + Design and Randbuilt Homes are requesting that Phase IV be included in the Hamlet of Heritage Pointe boundary and to include the entirety of Call F into the Heritage Pointe ASP boundary.

The Call F Addendum will form part of this Heritage Pointe ASP - it will not replicate the policies of the ASP but will provide additional policy direction and detail for developing lands in Call F.

2. LAND USE REDESIGNATION

The Land Use Redesignation application proposes to redesignate the site from County Residential (CR) District to Residential Community (RC) District, Residential Multi-Family (RMS) District, Environmental Reserve (ER) District, Municipal Reserve (MR) District, and Public Utility Lot (PUL) District.

The redesignation will facilitate the development of the Phase III and IV lands to support the Hamlet of Heritage Pointe that blends urban and rural living.



The map shows the location of Serenity Phase III & IV within the Hamlet of Heritage Pointe. The Call F lands are highlighted in red. The map also shows the surrounding area, including the Hamlet of Heritage Pointe and the County of Foothills.

LEGAL	RA	AC	PHASE
Plan 2011402, Block 5, 5/4 1/2, 22 29 44 W44	4.837	4.3644	III
Plan 2011402, Block 5, 10/1 1/2, 22 29 44 W44	4.391	4.4 88	IV
TOTAL: 9.228 / 9 25.87 GALL. P			



VISION, GOALS, AND OBJECTIVES

The vision for the Serenity Phase III & IV lands is to provide a range of housing types for a variety of households, create a vibrant and sustainable community, and to provide a strong sense of place. The vision is to create a vibrant and sustainable community that is seamlessly integrated with the Hamlet of Heritage Pointe.

Objectives

- Objective 1: DIVERSITY**
To create a diverse range of housing types and densities to support a variety of households and lifestyles.
- Objective 2: CONNECTIVITY**
To create a strong sense of place and community by connecting the lands to the surrounding area and providing a strong sense of place.
- Objective 3: SUSTAINABILITY**
To create a sustainable community by providing a strong sense of place and community.
- Objective 4: COMMUNITY**
To create a strong sense of place and community by providing a strong sense of place and community.

DEVELOPMENT CONSIDERATIONS

Context

The lands are located within the Hamlet of Heritage Pointe, which is a vibrant and sustainable community. The lands are adjacent to the Hamlet of Heritage Pointe and are part of the Call F lands.

Policy

The lands are subject to the Call F Addendum, which provides a strong sense of place and community. The lands are also subject to the County of Foothills policies and objectives.

Community

The lands are part of the Hamlet of Heritage Pointe, which is a vibrant and sustainable community. The lands are adjacent to the Hamlet of Heritage Pointe and are part of the Call F lands.

Environment

The lands are part of the Hamlet of Heritage Pointe, which is a vibrant and sustainable community. The lands are adjacent to the Hamlet of Heritage Pointe and are part of the Call F lands.

Sustainability

The lands are part of the Hamlet of Heritage Pointe, which is a vibrant and sustainable community. The lands are adjacent to the Hamlet of Heritage Pointe and are part of the Call F lands.

GUIDING PRINCIPLES

Residential Development

Residential development should be encouraged in a way that is consistent with the vision and objectives of the Call F Addendum.

Transportation

Transportation should be encouraged in a way that is consistent with the vision and objectives of the Call F Addendum.

Community

Community should be encouraged in a way that is consistent with the vision and objectives of the Call F Addendum.

Environment

Environment should be encouraged in a way that is consistent with the vision and objectives of the Call F Addendum.

Sustainability

Sustainability should be encouraged in a way that is consistent with the vision and objectives of the Call F Addendum.



67

WHAT WE HEARD REPORT | August 2026

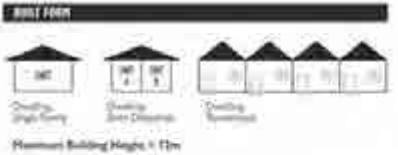
LAND USE STRATEGY

Serenity
in Heritage Place



- LEGEND**
- PROPOSED ZONES**
- RC RESIDENTIAL COMMUNITY DISTRICT**
 - Clustering Single Family Residential Units
 - RMF RESIDENTIAL MEDIUM DENSITY DISTRICT**
 - Clustering Townhouse/Condominium Units
 - Clustering Multi-Unit Residential (Row House)
 - MR RESIDENTIAL MEDIUM DENSITY DISTRICT**
 - Medium-Density Residential (Row House, Townhouse, Condominium Units)
 - ER RESIDENTIAL RESERVE DISTRICT**
 - 50 percent medium-density residential (20-40 units per acre)
 - PUL PUBLIC USE DISTRICT**
 - Public Parks, Open Space
- EXISTING SURROUNDING ZONES**
- REC RESIDENTIAL DISTRICT**
 - CR COMMERCIAL DISTRICT**

- The proposed development is a through-the-center development with the surrounding residential areas, providing a variety of housing options.
- Phase II is proposed to follow a mix of single-family, townhouse, condominium, and row house dwellings.
- The proposed development is a through-the-center development with the surrounding residential areas, providing a variety of housing options.



DEVELOPMENT CONCEPT

Serenity
in Heritage Place

The proposed development is a through-the-center development with the surrounding residential areas, providing a variety of housing options.



DENSITY CALCULATIONS

With the density of housing changes, density of 8 to 10 units per acre is achieved. The development is a through-the-center development with the surrounding residential areas, providing a variety of housing options.

Zone	Zone Code	Zone Description	Zone Density (Units/Acre)	Zone Area (Acres)	Zone Units
RC	RC	Residential Community District	8.0	1.0	8.0
RMF	RMF	Residential Medium Density District	10.0	1.0	10.0
MR	MR	Residential Medium Density District	10.0	1.0	10.0
ER	ER	Residential Reserve District	10.0	1.0	10.0
PUL	PUL	Public Use District	10.0	1.0	10.0
REC	REC	Residential District	10.0	1.0	10.0
CR	CR	Commercial District	10.0	1.0	10.0

DENSITY COMPARISON

- The Zone II (Heritage Place) 8.0 - 10 UPA
- Zone III (Serenity) 10.0 - 12 UPA
- Zone IV (Serenity) 10.0 - 12 UPA
- Zone V (Serenity) 10.0 - 12 UPA
- Zone VI (Serenity) 10.0 - 12 UPA
- Zone VII (Serenity) 10.0 - 12 UPA
- Zone VIII (Serenity) 10.0 - 12 UPA
- Zone IX (Serenity) 10.0 - 12 UPA
- Zone X (Serenity) 10.0 - 12 UPA
- Zone XI (Serenity) 10.0 - 12 UPA
- Zone XII (Serenity) 10.0 - 12 UPA
- Zone XIII (Serenity) 10.0 - 12 UPA
- Zone XIV (Serenity) 10.0 - 12 UPA
- Zone XV (Serenity) 10.0 - 12 UPA
- Zone XVI (Serenity) 10.0 - 12 UPA
- Zone XVII (Serenity) 10.0 - 12 UPA
- Zone XVIII (Serenity) 10.0 - 12 UPA
- Zone XIX (Serenity) 10.0 - 12 UPA
- Zone XX (Serenity) 10.0 - 12 UPA
- Zone XXI (Serenity) 10.0 - 12 UPA
- Zone XXII (Serenity) 10.0 - 12 UPA
- Zone XXIII (Serenity) 10.0 - 12 UPA
- Zone XXIV (Serenity) 10.0 - 12 UPA
- Zone XXV (Serenity) 10.0 - 12 UPA
- Zone XXVI (Serenity) 10.0 - 12 UPA
- Zone XXVII (Serenity) 10.0 - 12 UPA
- Zone XXVIII (Serenity) 10.0 - 12 UPA
- Zone XXIX (Serenity) 10.0 - 12 UPA
- Zone XXX (Serenity) 10.0 - 12 UPA



COMMUNITY CHARACTER

Serenity
at Heritage Farm

OPEN SPACE & LANDSCAPING DESIGN

Open space should provide the space for community identity, natural area, recreation, passive recreation, sports fields, and trails, and the site should be designed to provide a sense of place.

The proposed site plan for the Serenity at Heritage Farm development includes a variety of open space and recreation features. The site plan includes a variety of open space and recreation features. The site plan includes a variety of open space and recreation features. The site plan includes a variety of open space and recreation features.

Open space will be provided to the extent possible, and the site plan will be designed to provide a sense of place. The site plan will be designed to provide a sense of place. The site plan will be designed to provide a sense of place.



ARCHITECTURAL CONTROLS

The Serenity at Heritage Farm development will be designed to provide a sense of place. The site plan will be designed to provide a sense of place. The site plan will be designed to provide a sense of place.

Architectural controls will be provided to the extent possible, and the site plan will be designed to provide a sense of place. The site plan will be designed to provide a sense of place. The site plan will be designed to provide a sense of place.



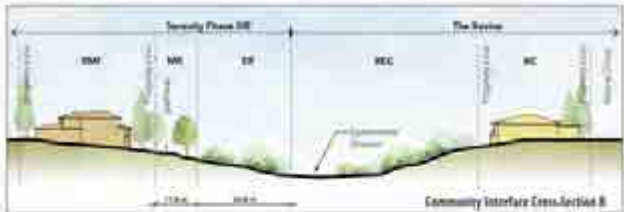
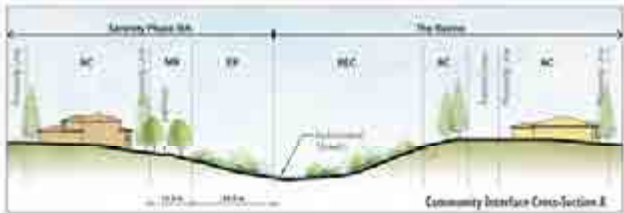
COMMUNITY INTERFACE

Serenity
at Heritage Farm

The Serenity at Heritage Farm development will be designed to provide a sense of place. The site plan will be designed to provide a sense of place. The site plan will be designed to provide a sense of place.

Community interface will be provided to the extent possible, and the site plan will be designed to provide a sense of place. The site plan will be designed to provide a sense of place. The site plan will be designed to provide a sense of place.

The site plan will be designed to provide a sense of place. The site plan will be designed to provide a sense of place. The site plan will be designed to provide a sense of place.



WATER & WASTEWATER SERVICING

Serenity
a group of friends

[illegible]

POTABLE WATER SERVICING

- [illegible]



WASTEWATER SERVICING

- **Regulation:** Learning can be considered *slow* (the *unconditioned* response) but *fast* (specifically *classical* learning) because it is not of full habituation.
- **Unconditioning:** Learning has Phase I, and is followed by the *extinction* behavior (Phase II) (habituation system and **RI** system).
- **Active response:** RI system is a *priming* which the neural network to *re-learn* Phase I, and Phase II. Unconditioning is followed as this new RI allows not to be primed by a conditioning event, is the *second* end of learning Phase II, where it is *not* over the *condition* system and *then* is *gone* at the *end* of the *extinction* behavior (Phase II). The *extinction* will be *irreversible* for the end of *extinction* system.



STORMWATER SERVICING

Seventy



A Commercial Management Report (CMR) has been prepared in agreement with the approved Mortgage Lender AEP. Approved Commercial Management Plan (ACMP) and Risk Report (CMAA) 2006.

The 2000 project is planned to involve managers, strategists and marketing research professionals in strategic surface, brand and market research quality from the development on. These strategies are designed to meet the current phase of development while anticipating future requirements and complying with applicable government and business standards and guidelines.

[illegible]

■ **High-Stakes** Strategies Included

- **Sewage flows left** will be correct to a good degree (approx. 100%) as the wastewater pipe network and existing sewerage system.
 - **A dry pond** is assumed if the control location of Phase II is not an extreme down-slope (see scenario). The discharge from the dry pond will be directed towards the downstream pond through the existing drainage course.
 - The location of the dry pond is strategic in that some flows in the pond for gravity and a potential cause of overflowing adjacent.
- **Law Warden Development LLC and Birt Management Practices** will be implemented for existing infrastructure.

TRANSPORTATION



When Council Group (WG) presented a preliminary study of the Dundas Road corridor between Mulhens Trail and Zeebest Trail to the public, we received many comments regarding the proposed north-south and east-west of Dundas Road to 2025. WG is pleased to have received your feedback and will use it to guide the transportation network based on the feedback of the public. WG is pleased to have received your feedback and will use it to guide the transportation network based on the feedback of the public.

TRANSPORTATION - DUTY

The 2022 report presented by WG indicated that the existing transportation of Dundas Road with 2nd Street E, 4th Street E, and 6th Street E will support the future growth and will not be impacted by the development of Serenity B & C.

Dundas Road and 2nd Street E: The intersection is planned to be improved with a roundabout by the County beginning in 2025. This supports the future growth and will not be impacted by the development of Serenity B & C.

Dundas Road and 4th Street (through Phase 1): The County has long-term plans to convert the intersection to a roundabout to accommodate the future growth and will not be impacted by the development of Serenity B & C.

Community Sustainability Tax: The County is required to contribute to the development of Serenity B & C through the Community Sustainability Tax.



TRANSPORTATION - DUTY

A. To provide access to Serenity B & C, a new intersection is proposed by Dundas Road and 2nd Street. The County is required to provide the intersection and 2nd Street with a roundabout. The County is required to provide the intersection and 2nd Street with a roundabout. The County is required to provide the intersection and 2nd Street with a roundabout.



B. A 100-foot wide road is proposed to provide access to the residential cluster. The road will be a 100-foot wide road with a 100-foot wide road. The road will be a 100-foot wide road with a 100-foot wide road. The road will be a 100-foot wide road with a 100-foot wide road.

C. A 100-foot wide road is proposed to provide access to the residential cluster. The road will be a 100-foot wide road with a 100-foot wide road. The road will be a 100-foot wide road with a 100-foot wide road. The road will be a 100-foot wide road with a 100-foot wide road.



A. Proposed intersection of Dundas Road and 2nd Street



B. Proposed road

NEXT STEPS AND CONTACT INFO



APPLICATION NEXT STEPS



CONTACT US

Find out about the project



www.SerenityEngagement.ca

Get in touch with a project team member



Robyn Erhardt
587-574-8788

Work with us on a different location or concern



Robyn@twpplanning.com

APPENDIX D

Verbatim Open House Feedback

Open House

Heritage Pointe Golf Club - February 19, 2026

The following is a compilation of verbatim notes taken by the Project Team members at the Open House during conversations with attendees or quotations received on the various written feedback mechanisms at the event (i.e. the post-it wall or the feedback forms).

Verbatim Feedback

February 3, 2025

Open House boards displayed for the attendees to review.

- Villas on Ravine drive- North side- this development will change the area.
- Was there an ASP for cell F when E was done.
 - Different land owners - different phasing.
- Adjacent to Dunbow? What kind of development?
- How does this benefit, how is it compatible development?
- How is more traffic “beneficial” and “compatible”?
- Well integrated, pathway system, similar style and built form. Walkable, long term plans - to be connected by pathways.
- Still single family homes, one integrated community - row housing is not compatible, you are trying to pack as much density into this area, your boards are misleading.
- What does safe vehicular connection mean? You are not enhancing or improving the road network.
- CSF for infrastructure upgrade
- don't have an issue with what you are doing - but the way you are saying it is something it is not.
- No benefits to our community.
- Objectives and principles are misleading and not true.
- Will the pathways be helpful to us?
- Density and row housing - neighbors are angry about this.
- Quality of homes are better (Rarebuilt)
- can't connect to ravine - heritage golf course.
- Dislike launchpad – noise.
- People will lose their views, but you can't stop progress.
- Water pressure issues.
- Would like to see pathway connection to The Ravine and homes in the golf course.
- Walkability
- Heritage Pointe had to ration water in the spring and summer, fined if water usage was increased. Blue stem sent out memo - could not turn on sprinkler, threatened with fines and shutdown of water.
- They lied all year- retraction provided today (they have been working on it for a while)
- They take our water and charge us. They used our lake for water settling.
- MR at the south - pathway to connect to heritage point golf course
- Not conducive to long term living, it is all chopped up, not walkable, Parkdale in the city – good example for biking and walking. Cannot bike along Dunbow.
- Bluestem - we need to have better communication, we never intended to convey water shutdown. Extra processing time due to turbidity could result in capacity issue due to longer processing times. We received feedback from customers - we are going to have educational messages. Apology - we will have better messaging to cooperate with less water usage.
- Would like to see phase 4 as commercial.
- Hard to understand when we have access to information in pieces, especially about traffic added to Dunbow.

- What is the setback to Dunbow?
- How many existing lots in Phase 1?
- New road on 5th St?
- How is the density calculated?
- What is the rationale for Phase 4 RMF? Is it due to the Calgary IDP?
 - Villa is too big, people want smaller sqft homes.
- For Serenity, stop sign is enough, if south of Dunbow is developed in the future – would need to upgrade.
- With 2 roundabouts and stop sign – speed limit should remain 80kmph.
- Change is coming – lot of people are applying to redesignate from Ag to CR.
- Sad about the old trees, that they will be replaced.
- Wildlife concerns.
- Speed on Dunbow should be slowed down
- Without infrastructure developed – all the activities are happening along Dunbow
- We care about our community, unique, close to nature – want to protect it, want to protect the trees.
- Progress is coming but we want it to be done right. It is nice to have neighbours like Serenity / Rarebuilt – good quality and committed to maintaining the quality.
- We have a Councillor who is amenable to listening.
- Heritage Pointe golf course – walking loop – to Deerfoot and through the golf course, up to the Rancho.
- Transportation – still seeing shortcut traffic, no lighting for bikes and pedestrians, no pathways through the area.
- Dunbow – too busy, too fast.
- Want a pathway to connect through the area.
- Functional Planning Study identifies pathways.
- Roundabout will help with speed control and access.
- Roundabout better for pedestrians.
- Path on other side of Dunbow.
- Pedestrian network.
- Connectivity through the area.
- Density – why is it different from Heritage Pointe and Artesia?
- Why rowhouses?
- Is this driven by Calgary density targets or policy?
- Stormwater – will the PUL be filled? Discharge rates?
- Want interconnectivity through the community.
- Timeline – for build? Deep utilities?
- ER – how much and why?
- Wildlife reduction in the area
- Don't like rowhouses.
- Will rowhouses have garages?
- 1700-1800 sqft down to 1500 sqft.
- Water pressure, hardness.

- Impact on wildlife due to dry pond development?
- How is the water quality (stormwater) to be maintained?
- Is the infrastructure developer funded?
- Are the utility upgrades to Water and Wastewater developer funded?
- Huge fan of roundabouts, speed limit should stay at 80kmph. Longer, improved acceleration.
- Capacity of roundabouts? Speed on Dunbow?
- Getting out on 2nd St, shortcutting on Dunbow, pedestrian connectivity.
- Speed limit should be reduced.
- Want a walking / cycling facility / path on Dunbow.
- Trees – ensure there is some screening between Phase 3 and the Ravine if not leave them altogether.
- Pathway connectivity to existing communities – We know this won't happen through private property but would like some connectivity.
- Rowhome Styles – How many storeys? Would be within the 12m height as per bylaw. Timing on this phase TBD at this point.
- Traffic – content that 2nd street was going to get underway but unsure of how this will impact Dunbow, don't know the anticipated level of calming we can expect.
- Water/Sanitary – concerns about the Bluestem serviceability and cost.
- Commercial – There seemed to be some confusion that Ph4 or 3b were going to be commercial, maps show RMF. Where is the commercial going to be as everything gets developed over time?
- Happy with what Rarebuilt has done so far.

APPENDIX E

Verbatim Email Correspondence

December 1, 2025

“Can you please provide some insight as to what the Amendment entails and why it is needed?

Unfortunately, I have another commitment that evening, but want to understand if this impacts me such that I need to change plans and attend the meeting. ”

Good afternoon [REDACTED]

Thank you for reaching out with your question regarding the Area Structure Plan Amendment. I’ve provided an overview of the Amendment and why it is required below, and would be pleased to have a conversation should you have additional questions.

The purpose of this Heritage Pointe Area Structure Plan (ASP) amendment is to update the existing Heritage Pointe ASP to include the “Cell F” lands in the Heritage Pointe ASP as an addendum and provide a vision for a new hamlet residential development. The Cell F land consist of two pieces of land identified as Phase III and Phase IV as outlined below:

- +/- 20.68 acres - referred to as Phase III. The Phase III lands are located within the Hamlet boundary but not currently located within the ASP Plan Area.
- +/- 4.99 acres - referred to as Phase IV. The Phase IV lands are not within the Heritage Pointe ASP boundary, nor have they been included in the Hamlet boundary.

The application will request that the Phase IV land be included in the Hamlet of Heritage Pointe Boundary. The addendum will form part of the Heritage Pointe ASP and guide the vision for the hamlet residential development on the Cell F lands. The addendum does not supercede the ASP policies.

The vision for the Serenity Phase III and IV lands is to provide a range of housing types for a variety of residents, achieve a density that supports infrastructure investment and sustainability, and to provide connectivity and access to public land and environmental reserves for the benefit of the community of Heritage Pointe.

The application also includes a land use redesignation application that proposes to redesignate the Cell F lands from Country Residential District to a variety of residential, public utility, and municipal reserve lands to support a diverse residential community. Cell F is intended to facilitate a mix of single-detached dwellings with an option for rowhouse and/or some semi-detached dwellings, depending on market demands, and includes a designated area for semi-detached homes. The redesignation will facilitate the sustainable development of the Phase III and IV lands to support the Hamlet of Heritage Pointe that blends urban and rural living.

Please let me know if you have any additional questions.

Best,

Robyn

December 22, 2025 to February 26, 2026

“Dear Robyn,

Many thanks for the presentation last week - it was very helpful for those of us who attended to understand more about the future developments and the processes involved in getting those to fruition. I presume you will be holding similar sessions with other HOAs in the area but if you need any more contact details let me know and I'll see if I can help.

Please can you let me have a copy of the slides and/or notes from the meeting so that I can circulate them to those who were not able to attend? ”

Best wishes,
[Redacted]

Good afternoon, [Redacted]

Happy New Year and thank you for participating in the engagement sessions to date. Thank you for your patience while I got caught up from the Christmas holiday and prepared a fulsome response for you.

To answer your question below, we will be hosting an open house for the greater community where there will be printed information boards containing details about Serenity Phase III+IV and the project team will be available to answer questions and discuss. Once we have confirmed the date for this upcoming open house, it will be advertised publicly to invite anyone who is interested in learning more and sharing their thoughts. In addition, there will be a project webpage that will offer a portal for residents to provide feedback directly to the project team. Once this webpage is complete, the address will be made available for everyone.

In addition, please find attached the presentation that was shared at the virtual meeting in December. We would like to reiterate that the presentation contains material that is conceptual only for Serenity Phase III+IV and that the materials are subject to change following Foothills County's review.

If you have any other questions about the process, upcoming events, or project, please do not hesitate to reach out.

Best,

Robyn

{Attached the Presentation and Land Use Site Plan}

Hi Robyn,

I'm sorry I neglected to thank you for the attached - it was appreciated!

Please can I ask you to let me know when you have made arrangements for the public Open House and when the Project web page is complete, and I will make sure to publicise these in the community.

Thanks again,
[Redacted]

Hello [REDACTED]

Thank you for the continued engagement with us regarding the Serenity development. As requested, please find at the link below the project webpage which contains the information that was provided at the Open House as well as the Draft Area Structure Plan. If you or any residents have questions, please do not hesitate to contact me.

<https://www.serenityengagement.ca/>

Best,

Robyn

February 16, 2026 to February 20, 2026

“Hi Robyn, I am unable to attend your open house on Thursday, could you send as much info as you can by reply email?”

Good afternoon, [REDACTED]

Thank you for reaching out regarding the engagement for Serenity Phase III & IV. We are more than happy to provide digital information of what was shared yesterday as well as to share the project website with you. The project website contains a link to the information boards from the event last night as well as a draft of the proposed Area Structure Plan that will guide the development of the site.

<https://www.serenityengagement.ca/>

Should you have any questions or would like to discuss further, please do not hesitate to contact me.

Best,

Robyn

February 18, 2026 (Phone Call and Follow-up Email correspondence)

Discussing Serenity Development:
Wildlife in the area
Tree protection and replacement
Pathways and connectivity through area
Views from the Ridge onto Serenity

Sent email Feb 20 with website information:

Hello [redacted]

It was a pleasure meeting you last night. We appreciate you taking the time to attend the event and engage with us regarding Serenity Phase 3 and 4. As discussed, please see attached the boards that were presented at last night's event. The open house boards and the draft Area Structure Plan can also be found on the project website provided below:

<https://www.serenityengagement.ca/>

Best,

Robyn

February 25, 2026

“Hello,

My husband and I are residents of Heritage Pointe. We were unable to attend the Cell F meeting on February 19th.

We are wondering if a meeting presentation or notes could be emailed to us. We would like to stay informed regarding the changes and developments in and around our community. ”

Thank you,

[redacted]

Hello [redacted]

Thank you for reaching out regarding the Serenity Phase III/IV (Cell F) project. We appreciate your interest and engagement! The open house was a drop-in style event with information boards available for review and discussion, and those boards are publicly available as a link from the Serenity Engagement webpage. From this webpage you can also find the full Draft Area Structure Plan for review and download if you are interested.

<https://www.serenityengagement.ca/>

If you have any questions or would like to discuss further, please do not hesitate to contact me.

Best,

Robyn

July 1, 2026 (Squarespace form via engagement website)

“Do you have a rendering for what the planned phase four condos look like?”

Hello [redacted]

Thank you for reaching out with your question about Serenity Phase IV.

At this time, we are still working through the approval process for the Area Structure Plan and Land Use Amendment with Foothills County. In the proposed Area Structure Plan, we are required to provide a phasing strategy, which identifies Phase 3 as proceeding through development first. The timeline for Phase IV has not been determined yet and the built form for the homes in Phase IV has not been confirmed. Once there is additional information regarding the development of Phase IV, we would be pleased to connect with you again in the future.

Best,

Robyn

July 1, 2026 (Phone Call and Follow-up Email correspondence)

Questions regarding the water for Serenity and number of units.

Followed up with open house boards.

July 27, 2026 (Email to HOA Presidents)

Good morning,

We are reaching out with an update regarding the proposed land use strategy for the Serenity Phase III & IV development. Since our meetings with the Homeowners Associations and the community-wide open house, there has been a change made to the proposed land use strategy. The change applies to Phase 3b, which was previously proposed as RMF - Residential Multi-Family District and is now proposed as RC-Residential Community. The attached letter provides additional details regarding the land use change and the revised site plan. This letter was also mailed to residents within a half mile of the subject site and the Hamlet of Heritage Pointe, and we wanted to provide the Homeowner’s Associations with a digital version to distribute as well.

Should members of the community wish to learn more or provide feedback, the dedicated project team member, Robyn Erhardt, would be pleased to discuss the application. Alternatively, members can get in touch with the project team through engage@twpplanning.com.

Best,

Robyn

APPENDIX F

Community Engagement Letter



110-259 Midpark Way SE
Calgary, Alberta T2X 1M2

Phone: 403.300.2220
TWPplanning.com



May 22, 2026

Dear Neighbour,

RE: Update Regarding Cell F Amendment to the Heritage Pointe Area Structure Plan and concurrent Land Use Redesignation Application for Serenity Phase III and IV development.

Overview of Land Use Change

Serenity Land Corp. and John E Morel have retained Township Planning + Design Inc. to submit an application to Foothills County (the County) for the purpose of amending the Heritage Pointe Area Structure Plan (Cell F Amendment) and redesignating the subject site to guide development of Serenity III & IV. The subject site is currently zoned CR - Country Residential, and we are proposing to redesignate the site to RC - Residential Community District and RMF - Residential Multi-Family District, with additional lands to be dedicated as Environmental Reserve (ER), Municipal Reserve (MR), and Public Utility Lot (PUL). Following our meetings with the Homeowners Associations and the community-wide open house, this letter shares information about changes made to the proposed land use strategy since the last time we connected with the community.

- **Proposed Land Use Districts:** The enclosed site plan outlines the revised land use strategy for Phase IIIb – the other phases remain the same. Phase IIIb was previously proposed as RMF - Residential Multi-Family District and is now proposed as RC-Residential Community. In the RC District, single family and semi-detached dwellings are permitted uses. In the RMF District, only duplex and semi-detached dwellings are permitted housing forms. Changing the land use to RC facilitates a more streamlined process for building single family homes in the area.
- **Density:** As a result of this land use change, the proposed density for Serenity Phase III & IV has been reduced from 4.73 units per acre to 4.55 units per acre. A revised Land Use Concept has been included with this letter for reference. This proposed change continues to align with the Heritage Pointe ASP and the vision for Serenity III & IV while offering more certainty in the built forms that are permitted uses in the RC Land Use District.
- **Transportation:** The proposed change in land use does not affect the access or servicing strategy for the Plan Area. Serenity III & IV is proposed to be accessed via Dunbow Road, and with the reduced density in Phase IIIb, the recommendations in the 2025 Transportation Impact Assessment remain the same. The TIA indicates that the development of Serenity Phase III & IV does not require any upgrades to the transportation network and notes that the existing intersections of Dunbow Road with 2 Street E, 4 Street E, and 8 Street E will continue to support the traffic in the area.
- **Water & Sanitary:** Serenity Phase III & IV is proposed to be fully serviced with water and wastewater by Bluestem Utilities (formerly Corix Utilities). Bluestem has confirmed that the water system has capacity to service the proposed development up to full build out of Phase III and that the wastewater system has capacity for both Phase III & IV. The proposed changes would not affect service to existing residents.





Opportunities to Connect

The Project Team is committed to continuing to engage with the community and affected stakeholders throughout the process. Previous engagement has included three virtual meetings and two in-person meetings with adjacent Homeowners Associations between November 2025 and February 2026, as well as a public open house held on February 19, 2026. We have maintained a project website (www.SerenityEngagement.ca) providing ongoing updates and materials. Additionally, we have included detailed information in this mailout. Should you wish to discuss the application further please contact us through the website or call the project team lead, Robyn at 403.300.2220. You may also email your questions to Robyn@twpplanning.com.

Process & Next Steps

The ASP Amendment and Land Use Redesignation applications have been submitted to the Foothills County and are currently under review by Administration. Following this phase of engagement, the What We Heard Report will be updated to include feedback received regarding this proposed land use change. The What We Heard Report will summarize the community engagement conducted and outline any changes made to the application based on community feedback. This Report will be made available to the public through the project website (www.SerenityEngagement.ca) and will be submitted to Foothills County Council prior to the Public Hearing. At the Public Hearing, members of the public will have the opportunity to voice their thoughts by giving a presentation directly to Council.

Should you have any questions or require additional information, please feel free to contact us. Our goal is to create a vibrant, mixed-housing form community that celebrates and protects the environment, champions efficiency in design and servicing, and integrates into the character of the existing community.

Should you have any questions or if you would like to discuss the project further, please do not hesitate to get in touch.

Sincerely,
Township Planning + Design Inc.

Robyn Erhardt, RPP, MCIP
Senior Planner
Urban + Regional Planning



Site Plan - Revised Land Use Strategy



APPENDIX G

Letter from Bluestem to the Residents



February 18, 2026

Re: Clarity on Capacity and Capital Expansion at Heritage Pointe

Dear Valued Customers,

During recent public consultation sessions on housing expansion at Heritage Pointe, developers' feedback highlighted two common concerns about the water and wastewater utilities.

1. *An increase in Wastewater (Sewer) rates is associated with capital expansion of the wastewater treatment systems to accommodate new home construction.*

Any increase in rates is NOT related to expanding the system to accommodate new home development. Any system upgrades required by development expansion are paid for by the developers and not by existing customers. Bluestem maintains regular communication with all developers associated with and adjacent to Heritage Pointe.

Rather, the increase in rates is the result of:

- Rising costs related to wastewater collection and treatment
- Investment in Sludge Dewatering facilities in response to a change in policy by the City of Calgary

The City of Calgary will no longer accept liquid sludge at its wastewater treatment facilities. The most cost-effective solution for our customers is to dewater the sludge into a biosolid, which can be disposed of at conventional landfill facilities. This additional processing requirement necessitates expanding the wastewater treatment facilities and equipment.

Bluestem has been working on the final building design and equipment procurement; this process began in late 2024. Construction and commissioning of the sludge dewatering facility are expected to be completed in early 2027. The tender process for this project is complete, and Bluestem is in the process of awarding the construction contract.

2. *Water Conservation Communications*

Last spring, as many of our valued customers began preparing for lawn watering season, Bluestem shared a **Stage 1 water restriction notice** with all customers in British Columbia and Alberta. This notice asked customers to follow a simple lawn watering schedule, such as watering on alternate days.



We would like to clarify that this Stage 1 notice was **not** issued due to any water supply or system capacity concerns. Our water systems continue to operate reliably and are fully capable of meeting normal customer demand.

Instead, the notice was part of Bluestem’s ongoing commitment to environmental responsibility. Seasonal watering can significantly increase overall water use, and small changes — like watering on alternate days — can make a meaningful difference. By limiting outdoor watering to essential uses, we can all help conserve water, protect local resources, and support sustainable communities.

We appreciate our customers’ continued cooperation and commitment to responsible water use.

Sincerely,

A handwritten signature in blue ink, appearing to read "Darrin Stephanson", with a stylized flourish at the end.

Darrin Stephanson
President, Bluestem Utilities



PREPARED BY



PREPARED FOR



WHAT WE HEARD REPORT
AUGUST 2026



WATT CALGARY
1300 – 736 6th Ave SW
Calgary, AB T2P 3T7
403-273-9001

MEMORANDUM

Date: September 1, 2026
To: Mike Lochhead, RareBuilt Homes Ltd.
From: Kari Anderson, WATT Consulting Group
Our File No: 4333.T01
Subject: Serenity Phase 3 & 4 Transportation Impact Assessment

1.0 INTRODUCTION

WATT Consulting Group was retained by RareBuilt Homes Ltd. to prepare a Transportation Memo for a proposed new single-family detached housing community, (Serenity) located in Foothills County, Alberta. This Memo evaluates the potential traffic impacts of the development on key intersections along Dunbow Road and assesses whether any improvements are required to support the post development scenario.

2.0 PROJECT BACKGROUND

The proposed development is situated on the north side of Dunbow Road, between Deerfoot Trail (Highway 2) and Macleod Trail (Highway 2A) within Foothills County (the County), and is planned to proceed in three phases: Phase 1/2, Phase 3, and Phase 4. Phase 1/2 will consist of 67 single-family residential dwellings and is mostly constructed at the time of this report, with Phases 3 and 4 providing an additional 100 single-family units. An overview of the site context is included in **Figure 1**.

The impact of the proposed development has been assessed at the following study intersections:

- 2 Street E / Dunbow Road
- 4 Street E / Dunbow Road (existing scenario only)
- Future site access (5 Street E) / Dunbow Road
- 8 Street E / Dunbow Road

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Figure 1: Site Context

A Functional Planning Study (FPS) was conducted for Dunbow Road¹ which recommends converting the 4 Street E intersection to Right-In/Right-Out only access for the ultimate configuration, with an alternate all-turns access at 5th Street E. The FPS also calls for a 4-lane ultimate cross section with a 2.0 metre paved median for Dunbow Road. Although twinning or upgrading to a 4-lane cross section is not considered for this analysis, such an improvement may be warranted on the corridor as a whole, driven by regional growth within the County.

Any improvements built at the current time should be aligned with the ultimate configuration, as presented by the FPS. The ultimate cross-section of Dunbow Road is illustrated in **Figure 2**.

¹ "Dunbow Road – Deerfoot Trail to MacLeod Trail: Functional Planning Study" by WATT Consulting Group, March 7, 2022.

Date: 2026-09-01

To: Mike Lochhead, RareBuilt Homes Ltd.

Subject: Serenity Phase 3 & 4 Transportation Impact Assessment

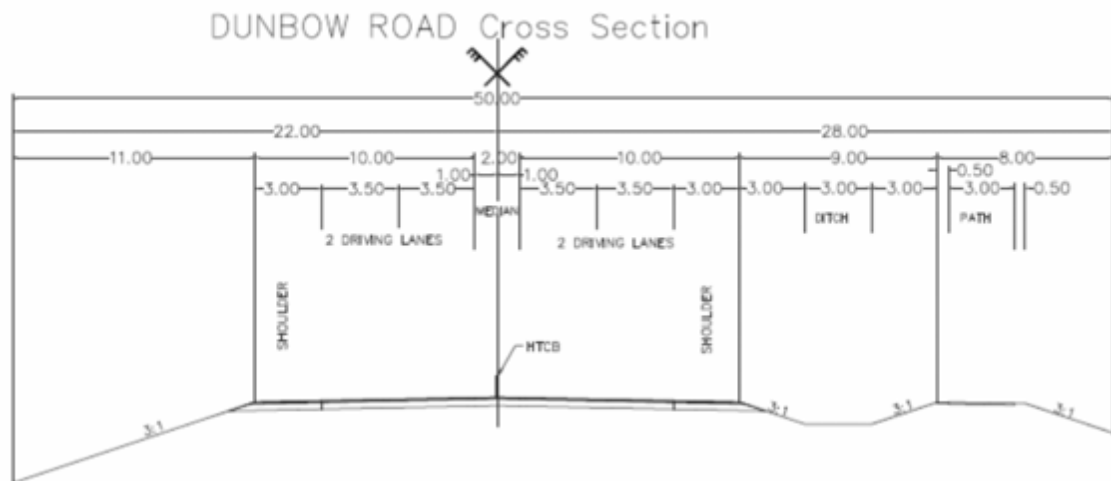


Figure 2: Dunbow Road Ultimate Cross-section

3.0 EXISTING CONDITIONS

3.1 Existing Turning Movement Volumes

Turning movement counts were completed in June of 2025 for the AM (7:00-9:00) and PM (16:00-18:00) peak hours at the intersections of 2 Street E / Dunbow Road and 8 Street E / Dunbow Road. Volumes for the intersection of 4 Street E / Dunbow Road were obtained from a 2024 traffic count, with through volumes balanced along the corridor to reflect the 2025 traffic conditions. Traffic counts were completed in June with the intention of capturing peak traffic along the corridor, including trip generation associated with the adjacent golf course of Heritage Pointe.

For the purposes of analysis, a minimum of 5 vehicles was assumed for each intersection, with the observed traffic volumes are shown in **Figure 3**, followed by existing lane configuration and traffic control in **Figure 4**. It is noted that at the time of this report, the intersection of Dunbow Road / 2 Street E is under construction and being improved to a roundabout configuration. This improvement has been reflected in the 2035 background analysis, with stop control maintained for the existing condition (consistent to counts).

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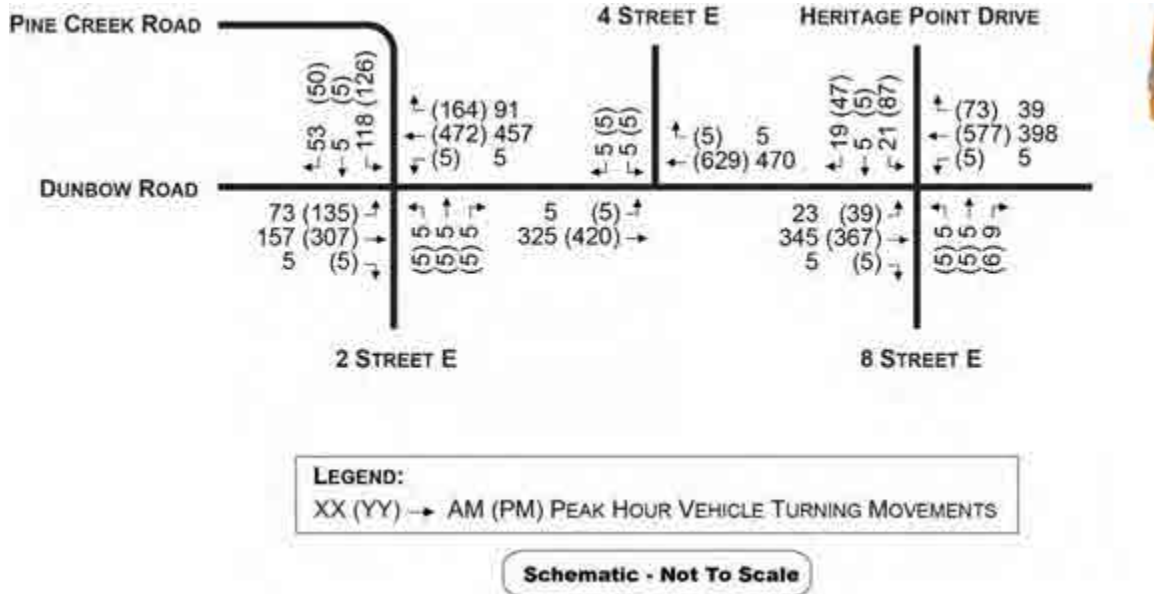


Figure 3: Existing Vehicle Turning Movements

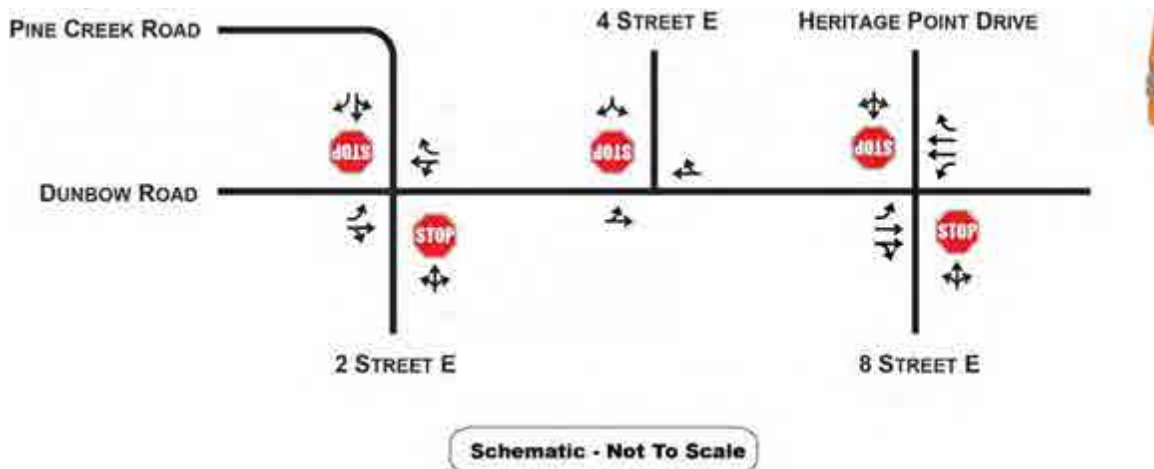


Figure 4: Existing Lane Configuration & Intersection Control

3.2 Intersection Performance Evaluation Criteria

Intersection capacity analysis for existing and proposed conditions was completed using the Synchro and Sidra software packages, which are based on the Highway Capacity Manual (HCM) evaluation method.

The Level-of-Service (LOS) for unsignalized (stop-controlled and roundabout) intersections is determined by the calculated delay for each critical movement. LOS 'A' represents minimal delay for minor-street traffic movements while LOS 'F' is associated with inadequate gaps for minor-street traffic. The LOS for a signalized intersection includes additional factors such as geometry, traffic and pedestrian volumes and signal phase/timing. As part of the analysis, the average delay for each lane group was calculated as well as the overall intersection delay, with operating conditions expressed as volume to capacity (v/c) ratios. **Table 1** provides an overview of associated delay per vehicle corresponding with the LOS.

Table 1: Level of Service Criteria

Level Of Service (LOS)	Average Delay for Unsignalized & Roundabout Intersection Movements	Average Delay for Signalized Intersection Movements
A	0-10 seconds per vehicle	0-10 seconds per vehicle
B	> 10-15 seconds per vehicle	>10-20 seconds per vehicle
C	>15-25 seconds per vehicle	>20-35 seconds per vehicle
D	>25-35 seconds per vehicle	>35-55 seconds per vehicle
E	>35-50 seconds per vehicle	>55-80 seconds per vehicle
F	>50 seconds per vehicle	>80 seconds per vehicle

3.3 Input and Calibration Parameters

Intersection operating conditions are assessed based on the Highway Capacity Manual (HCM) methodology, using the Synchro and Sidra software. Key results will include the level-of-service (LOS), vehicular delay, volume-to-capacity (v/c) ratios and the 95th percentile queue lengths. Analysis parameters will conform to the TIA standards and analysis parameters outlined by the City of Calgary as listed in **Table 2**.

Table 2: City of Calgary Capacity Analysis Parameters and Thresholds

Input Parameters	Value
Ideal Saturated Flow Rate	1850 vph
Peak Hour Factor	0.94 AM Peak Hour 0.95 PM Peak Hour
Threshold v/c Ratio	1.00
Maximum LOS	D
Maximum Delay	50 seconds (unsignalized) 80 seconds (signalized)
Leading Detector	8 m for left 4 m for through
Trailing Detector	2 m
Minimum Initial Main Street	20 seconds
Minimum Initial Side Street	10 seconds
Minimum Initial Turn Arrows	7 seconds

3.4 Existing Operating Conditions

Current operating conditions were assessed using the Synchro software package according to observed intersection geometry detailed in **Figure 4**, and turning movement volumes illustrated in **Figure 3**. An overview of the resulting operating conditions is provided in **Table 3**, accompanied by the detailed Synchro results in **Appendix A**.

Table 3: Existing Operating Conditions

INTERSECTION / MOVEMENT			AM PEAK HOUR				PM PEAK HOUR			
			v/c Ratio	LOS	Delay (s)	Queue (m)	v/c Ratio	LOS	Delay (s)	Queue (m)
2 Street E / Dunbow Road (Unsignalized)	EB	Left	0.08	A	9	2	0.15	A	10	4
		Through / Right	0.10	A	0	0	0.19	A	0	0
	WB	Left / Through	0.00	A	0	0	0.00	A	0	0
		Right	0.06	A	0	0	0.10	A	0	0
	NB	Left / Through / Right	0.05	C	17	1	0.08	D	26	2
	SB	Left / Through	0.49	D	31	19	0.89	F	102	47
		Right	0.10	B	12	2	0.09	B	12	2
	Intersection Summary		-	A	6	-	-	B	12	-
4 Street E / Dunbow Road (Unsignalized)	EB	Left / Through	0.00	A	0	0	0.01	A	0	0
	WB	Through / Right	0.30	A	0	0	0.39	A	0	0
	SB	Left / Right	0.02	B	14	1	0.03	C	17	1
	Intersection Summary		-	A	0	-	-	A	0	-
8 Street E (Heritage Pointe Drive) / Dunbow Road (Unsignalized)	EB	Left	0.02	A	8	1	0.05	A	9	1
		Through / Right	0.14	A	0	0	0.15	A	0	0
	WB	Left	0.00	A	8	0	0.00	A	8	0
		Through	0.12	A	0	0	0.18	A	0	0
		Right	0.02	A	0	0	0.05	A	0	0
	NB	Left / Through / Right	0.05	B	14	1	0.06	C	19	1
	SB	Left / Through / Right	0.11	B	15	3	0.52	D	31	21
	Intersection Summary		-	A	1	-	-	A	4	-

As noted in **Table 3**, all study intersections are anticipated to operate at LOS A or better in the AM peak hour, and LOS B or better in the PM peak hour.

It is noted that the southbound left / through movement at 2 Street E / Dunbow Road experience LOS F in the PM peak hour, with a v/c ratio of 0.89. This is primarily due to the westbound through volume and conflicting southbound left turn volume at this location. For the purposes of analysis the southbound leg was assumed to be a shared left / through lane; however, it is noted that this approach is approximately 16 metres wide, allowing left-turning drivers to shift over and let through vehicles pass.

As noted in **Section 3.1**, the intersection of Dunbow Road / 2 Street E is currently undergoing upgrades to a roundabout configuration to better support existing and future traffic volumes. Since the roundabout is not yet operational, a stop control configuration has been maintained for existing conditions; however, the roundabout has been integrated into all future analysis horizons, assuming a single lane configuration.

4.0 2035 BACKGROUND CONDITIONS

4.1 2035 Background Turning Movement Volumes

Turning movement volumes for the 2035 background horizon are based on the Visum model developed as part of the Functional Plan completed for Dunbow Road in 2021². This traffic forecasting model provides an estimate of traffic for the 2045 PM peak hour, reflective of both regional development and site generated traffic.

Since the Visum model only reflects the 2045 PM peak hour, a 2% linear, annual growth rate was applied to reduce through volumes along Dunbow Road to create the 2035 turning movement estimate. Turning movement volumes for the AM peak hour were determined by reversing the flow of PM peak volumes, and multiplying by a factor of 0.7 as observed in current traffic counts.

Developed for the 2045 horizon, the Visum model applied to determine background traffic volumes is a regional scale model, covering all of Foothills County and integrating a variety of land use assumptions for future buildout horizons. In the vicinity of the study site, the model assumed a population of 1,200 to the north of Dunbow Road (between Heritage Pointe Drive and 2 Street E), and 1,800 people to the south of Dunbow Road (in the triangle between Highway 2 and Highway 2A. Considering the extent of the Serenity Phase 1 through 4 and the remaining developable area to the north of Dunbow Road, volumes associated with these lands were reduced by 50% and replaced with known trip generation reflective of the current site plan (for the post development condition). An overview of the model zones adjacent to the study lands as well as a view of the model extents is provided in **Appendix B**. The resulting volumes are illustrated in **Figure 5**, accompanied by adjustments in **Appendix C**.

Although 4 Street E currently provides access to Dunbow Road for existing homes in the vicinity of the study area, it is assumed that the Serenity development will not contribute any traffic to the 4 Street E access, with ultimate plans providing an internal connection to 5 Street E, accompanied by the closure of the 4 Street E (converted to an emergency access) when this connection is realized.

It is recommended that operating conditions at the 4 Street E access be monitored as surrounding development continues to build out; however, for analysis purposes, it has been assumed that traffic volumes currently using 4 Street E have shifted to 5 Street E in

² Dunbow Road – Deerfoot Trail to Macleod Trail Functional Planning Study, 2021-11-10

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To: Mike Lochhead, RareBuilt Homes Ltd.

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the 2035 background horizon. This reflects the long-term network plan, which anticipates 5 Street E becoming the primary full-movement access to the development, while 4 Street E is expected to operate as an emergency access only.

Additionally, the ultimate 2045 forecast model reflects the ultimate road network along the Dunbow Road corridor, including the consolidation of existing accesses along the south side of the roadway into a fourth (south) leg at the intersection of Dunbow Road / 5 Street E. However, this access consolidation will not be realized until further regional improvements are developed (including four lanes along Dunbow Road, introduction of a median and/or future roundabout). Timing of these regional improvements are unknown at the time of this report, therefore, it has been assumed that the study intersection will operate as a T intersection (with the traffic volumes reassigned to 2 Street E) until future improvements are realized.

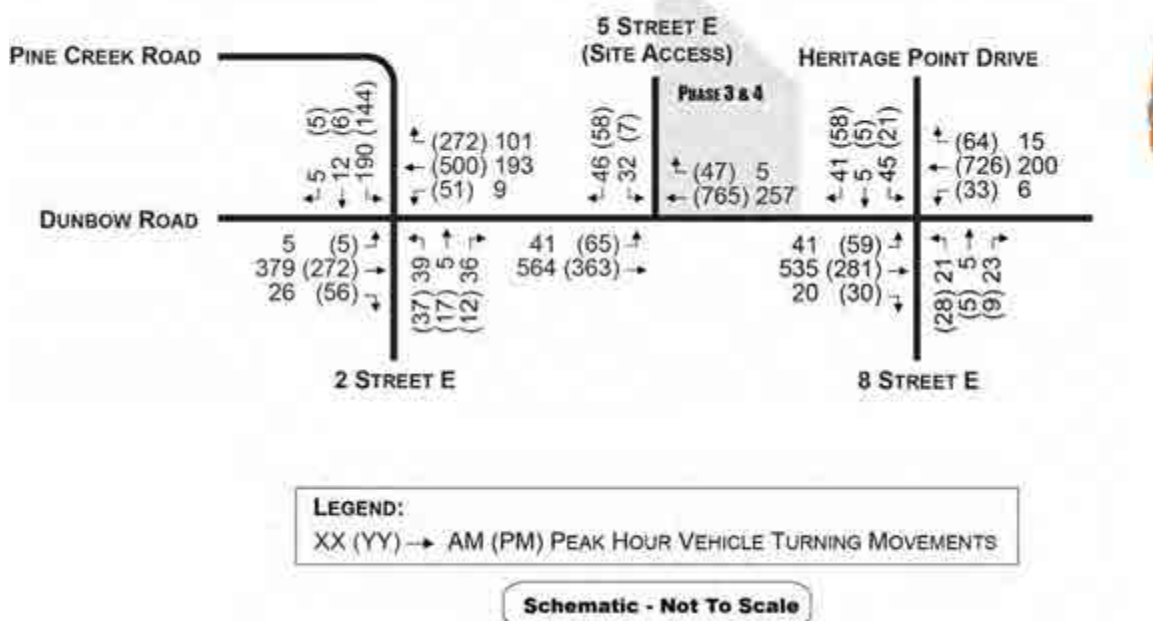


Figure 5: 2035 Background Vehicle Turning Movements

4.2 2035 Background Operating Conditions

Similar to the existing conditions, background turning movement volumes were assessed based on the existing lane configuration and intersection control provided in **Figure 4**, with the exception of assuming a single lane roundabout for the intersection of Dunbow road / 2 Street E. An overview of turning movement volumes is presented in **Figure 5**, accompanied by the resulting intersection operating conditions in **Table 4** and capacity reports in **Appendix A**

Table 4: 2035 Background Operating Conditions

INTERSECTION / MOVEMENT			AM PEAK HOUR				PM PEAK HOUR			
			v/c Ratio	LOS	Delay (s)	Queue (m)	v/c Ratio	LOS	Delay (s)	Queue (m)
2 Street E / Dunbow Road (Roundabout)	EB	Left / Through / Right	0.42	A	8	19	0.34	A	7	14
	WB	Left / Through / Right	0.26	A	5	11	0.71	B	12	67
	NB	Left / Through / Right	0.13	A	7	4	0.09	A	5	3
	SB	Left / Through / Right	0.22	A	6	8	0.24	A	8	8
	Intersection Summary		-	A	6	-	-	A	10	-
5 Street E / Dunbow Road (Unsignalized)	EB	Left / Through	0.03	A	8	1	0.09	A	10	2
	WB	Through / Right	0.00	A	0	0	0.00	A	0	0
	SB	Left / Right	0.19	C	15	5	0.22	C	20	6
	Intersection Summary		-	A	2	-	-	A	2	-
8 Street E (Heritage Pointe Drive) / Dunbow Road (Unsignalized)	EB	Left	0.03	A	8	1	0.08	A	10	2
		Through / Right	0.00	A	0	0	0.00	A	0	0
	WB	Left	0.01	A	9	0	0.03	A	8	1
		Through	0.00	A	0	0	0.00	A	0	0
		Right	0.00	A	0	0	0.00	A	0	0
	NB	Left / Through / Right	0.14	C	17	4	0.21	D	27	6
	SB	Left / Through / Right	0.20	B	15	6	0.29	C	22	9
	Intersection Summary		-	A	3	-	-	A	3	-

As indicated in **Table 4**, all study intersections are expected to operate at an overall LOS A or better during both the AM and PM peak hours in the background 2035 condition.

Date: 2026-09-01

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To: Mike Lochhead, RareBuilt Homes Ltd.

Subject: Serenity Phase 3 & 4 Transportation Impact Assessment

5.0 PROPOSED DEVELOPMENT

Situated to the north of Dunbow Road, Serenity Phase 3 and 4 is expected to include a mix of single family detached and single family attached homes, complementing the esthetic of Phase 1 and 2 and reflecting similar density targets as the surrounding communities.

Development is expected to integrate into the existing topography and landscape, with a key collector roadway providing easy access to the 5 Street intersection for all future residents, as illustrated in **Figure 6**.

While the timing of future connections is unknown, it is important to note that the internal collector roadway (Serenity Drive) is being developed to facilitate a connection to 2 Street E, when lands to the west develop.



Figure 6: Site Context

5.1 Trip Generation

Trip generation for the proposed development was calculated using rates published by the Institute of Transportation Engineers (ITE) in the 12th Edition of their Trip Generation Manual. Anticipated trip generation was calculated for the AM and PM peak hours according to the trip rates provided below.

- **Single-Family Detached Housing** | ITE 210 Trip Generation
 - o AM Peak Hour: 0.7 trips / unit (27% inbound, 73% outbound)
 - o PM Peak Hour: 0.93 trips / unit (62% inbound, 38% outbound)
- **Single-Family Attached Housing** | ITE 215 Trip Generation
 - o AM Peak: 0.47 trips / unit (25% inbound, 75% outbound)
 - o PM Peak: 0.51 trips / unit (57% inbound, 43% outbound)

The resulting site generated traffic is present in **Table 5**. These volumes reflect the total anticipated traffic from the full build-out of the Serenity development, including Phase 1/2, Phase 3, and Phase 4.

Table 5: Trip Generation

PHASE	LAND USE	GFA / UNITS	TRIPS GENERATED AM PEAK HOUR			TRIPS GENERATED PM PEAK HOUR		
			TOTAL	IB	OB	TOTAL	IB	OB
Phase 1	Single-Family Detached Housing	67	47	13	34	63	39	24
Phase 3	Single-Family Detached Housing	52	37	10	27	48	30	18
Phase 4	Single-Family Attached Housing	48	23	6	17	25	14	11
Total			107	29	78	136	83	53

5.2 Trip Distribution

Site generated traffic was assigned to the surrounding road network based on select zone plots obtained from the 2045 forecast model managed by WATT. **Figure 7** provides an overview of the expected trip distribution patterns, accompanied by the site generated traffic in **Figure 8**.

All site traffic has been conservatively assigned to the Dunbow Road & 5 Street E intersection, as 4 Street E is anticipated to function solely as an emergency access in the long term. Upon full buildout of Serenity, a connection between 5 Street E and 2 Street E will exist within the site and may support some of the traffic generated by the development; however, this is not reflected in the current trip distribution. This approach supports the development of an interim road network configuration by assuming full site access via 5 Street E.

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To: Mike Lochhead, RareBuilt Homes Ltd.

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Figure 7: Trip Distribution

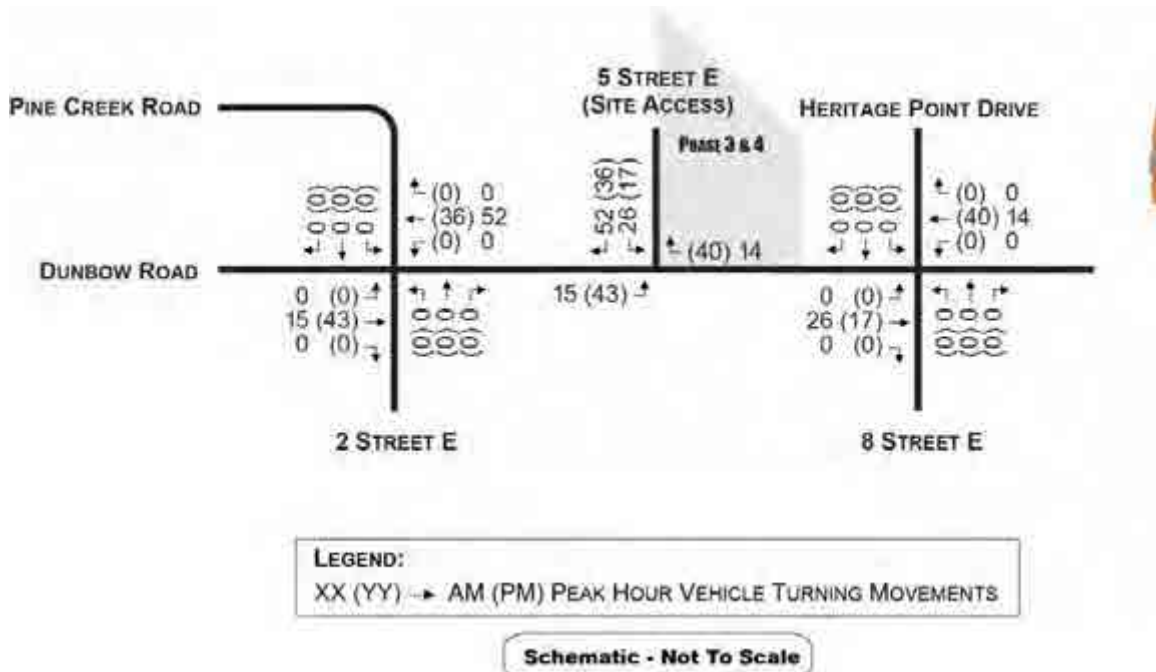


Figure 8: Site Generated Traffic Volumes

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6.0 2035 POST-DEVELOPMENT CONDITIONS

The 2035 post-development traffic volumes were determined by adding the 2035 background traffic volumes (**Figure 5**) to the full build-out site generated traffic (**Figure 8**). The resulting volumes are summarized in **Figure 9**, accompanied by the anticipated operating conditions in **Table 6**.

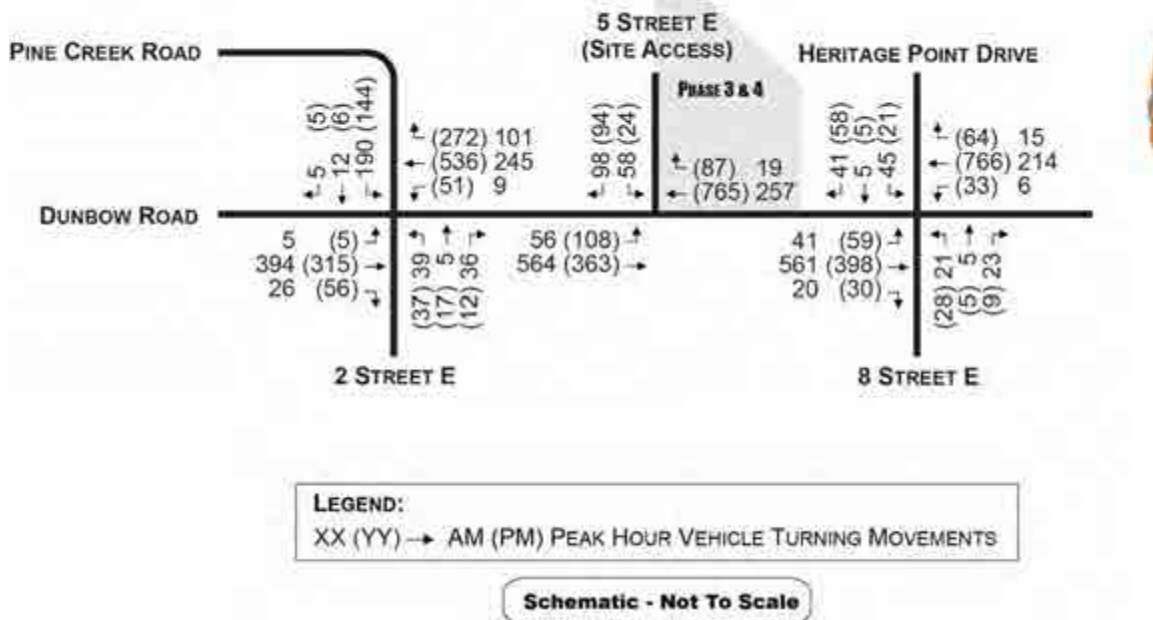


Figure 9: 2035 Post-development Vehicle Turning Movement

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Table 6: 2035 Post-development Operating Conditions

INTERSECTION / MOVEMENT			AM PEAK HOUR				PM PEAK HOUR			
			v/c Ratio	LOS	Delay (s)	Queue (m)	v/c Ratio	LOS	Delay (s)	Queue (m)
2 Street E / Dunbow Road (Roundabout)	EB	Left / Through / Right	0.44	A	8	20	0.38	A	7	17
	WB	Left / Through / Right	0.30	A	5	13	0.74	B	13	77
	NB	Left / Through / Right	0.13	A	7	4	0.09	A	6	3
	SB	Left / Through / Right	0.23	A	6	8	0.26	A	9	8
	Intersection Summary		-	A	7	-	-	B	11	-
5 Street E / Dunbow Road (Unsignalized)	EB	Left / Through	0.05	A	8	1	0.15	B	11	4
	WB	Through / Right	0.00	A	0	0	0.00	A	0	0
	SB	Left / Right	0.39	C	19	14	0.50	D	33	20
	Intersection Summary		-	A	3	-	-	A	4	-
8 Street E (Heritage Pointe Drive) / Dunbow Road (Unsignalized)	EB	Left	0.03	A	8	1	0.08	B	10	2
		Through / Right	0.00	A	0	0	0.00	A	0	0
	WB	Left	0.01	A	9	0	0.03	A	8	1
		Through	0.00	A	0	0	0.00	A	0	0
		Right	0.00	A	0	0	0.00	A	0	0
	NB	Left / Through / Right	0.15	C	18	4	0.23	D	29	7
	SB	Left / Through / Right	0.21	C	15	6	0.32	C	24	10
	Intersection Summary		-	A	3	-	-	A	3	-

Similar to the 2035 background horizon, results presented in **Table 6** indicate that all study intersections will provide an overall LOS A during the AM and PM peak hours.

As noted in **Section 4.1**, post development operating conditions in the 2035 horizon assume that the (future) south leg of the intersection of 5 Street E / Dunbow Road has not been constructed, and this network adjustment will correlate with the future access restrictions and regional improvements along Dunbow Road. It is recommended that the intersection be monitored as development in the region continues to build out to ensure operating conditions are maintained in future horizons.

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7.0 2045 BACKGROUND CONDITIONS

Similar to the 2035 horizon, turning movement volumes presented for 2045 were obtained directly from the Visum forecast model³, with background turning movement volumes developed according to the methodology outlined in **Section 4.1**. Since the traffic forecasting model aligns with the 2045 horizon, no adjustment factor was applied to volumes in this horizon. An overview of the resulting turning movement volumes are provided in **Figure 10**, accompanied by the resulting analysis results in **Table 7**.

Note that by the 2045 horizon, it has been assumed that accesses along the south side of the roadway will have been consolidated to access Dunbow Road via the south leg of 5 Street.

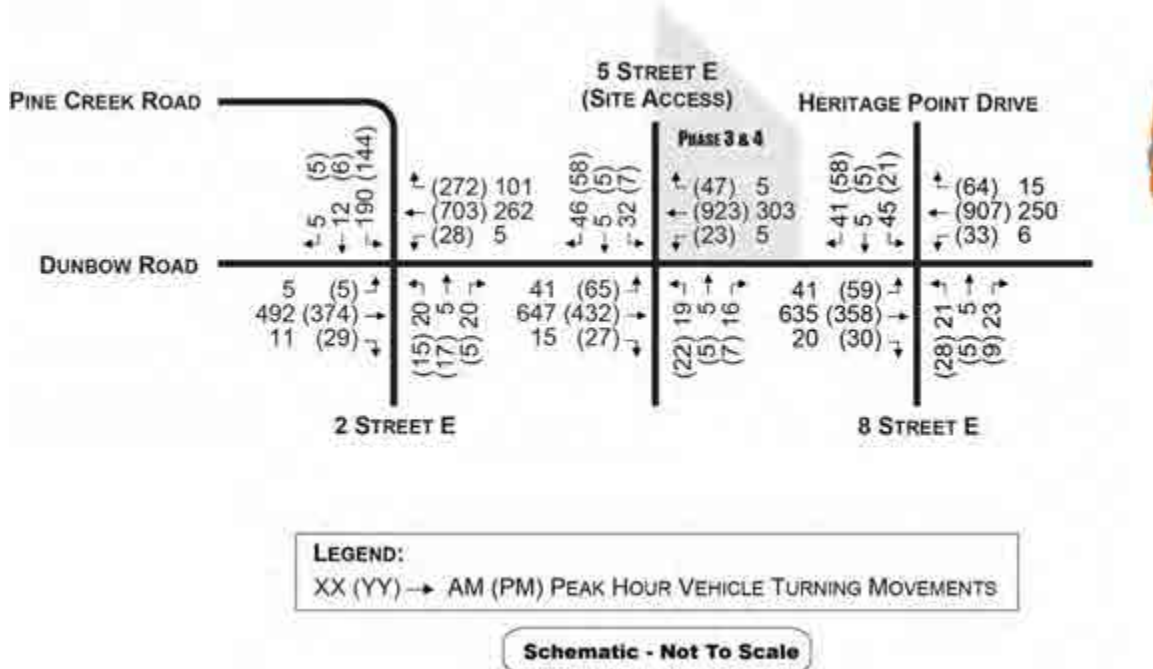


Figure 10: 2045 Background Vehicle Turning Movements

³ Dunbow Road – Deerfoot Trail to Macleod Trail Functional Planning Study, 2021-11-10

Table 7: 2045 Background Operating Conditions

INTERSECTION / MOVEMENT			AM PEAK HOUR				PM PEAK HOUR			
			v/c Ratio	LOS	Delay (s)	Queue (m)	v/c Ratio	LOS	Delay (s)	Queue (m)
2 Street E / Dunbow Road (Roundabout)	EB	Left / Through / Right	0.53	A	10	27	0.40	A	7	18
	WB	Left / Through / Right	0.31	A	5	14	0.84	B	15	141
	NB	Left / Through / Right	0.11	A	10	9	0.06	A	5	2
	SB	Left / Through / Right	0.24	A	6	3	0.30	B	11	10
	Intersection Summary		-	A	8	-	-	B	12	-
5 Street E / Dunbow Road (Unsignalized)	EB	Left / Through / Right	0.04	A	8	1	0.10	B	11	2
	WB	Left / Through / Right	0.01	A	9	0	0.02	A	8	1
	NB	Left / Through / Right	0.20	D	26	5	0.54	F	111	17
	SB	Left / Through / Right	0.31	C	23	10	0.39	E	36	13
	Intersection Summary		-	A	3	-	-	A	5	-
8 Street E (Heritage Pointe Drive) / Dunbow Road (Unsignalized)	EB	Left	0.03	A	8	1	0.09	B	11	2
		Through / Right	0.00	A	0	0	0.00	A	0	0
	WB	Left	0.01	A	9	0	0.03	A	8	1
		Through	0.00	A	0	0	0.00	A	0	0
		Right	0.00	A	0	0	0.00	A	0	0
	NB	Left / Through / Right	0.17	C	20	5	0.29	E	39	9
	SB	Left / Through / Right	0.24	C	17	7	0.41	D	33	14
	Intersection Summary		-	A	3	-	-	A	3	-

Table 7 indicates that all study intersections are expected to function at an overall acceptable LOS B or C during the AM and PM peak hours; however, it is noted that the northbound movement at 8 Street and northbound / southbound movements at 5 Street are expected to experience increased delay during the PM peak hour.

This is primarily caused by increased through volume along Dunbow Road in the 2045 horizon, which results in delay for the minor roadways operating under a stop-controlled condition. While the timing of regional improvements along the Dunbow Road corridor are unknown at the time of this report, it is expected that 5 Street and 8 Street will both be improved to a roundabout configuration in the ultimate horizon, accompanied by access consolidation along the south side of Dunbow Road (consistent to earlier Functional Studies). An overview of operating conditions under a roundabout configuration is presented in **Table 8**, accompanied by an overview of the assumed lane configuration in **Figure 11**.

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Table 8: 2045 Background Operating Conditions - Roundabout Scenario (Single-lane)

INTERSECTION / MOVEMENT			AM PEAK HOUR				PM PEAK HOUR			
			v/c Ratio	LOS	Delay (s)	Queue (m)	v/c Ratio	LOS	Delay (s)	Queue (m)
2 Street E / Dunbow Road (Roundabout)	EB	Left / Through / Right	0.53	A	10	27	0.40	A	7	18
	WB	Left / Through / Right	0.31	A	5	14	0.84	B	15	141
	NB	Left / Through / Right	0.11	A	10	9	0.06	A	5	2
	SB	Left / Through / Right	0.24	A	6	3	0.30	B	11	10
	Intersection Summary		-	A	8	-	-	B	12	-
5 Street E / Dunbow Road (Roundabout)	EB	Left / Through / Right	0.60	A	9	44	0.43	A	7	24
	WB	Left / Through / Right	0.27	A	5	11	0.89	C	22	173
	NB	Left / Through / Right	0.10	A	9	2	0.05	A	5	2
	SB	Left / Through / Right	0.10	A	5	3	0.17	B	11	5
	Intersection Summary		-	A	8	-	-	C	16	-
8 Street E (Heritage Pointe Drive) / Dunbow Road (Roundabout)	EB	Left / Through / Right	0.60	A	9	6	0.38	A	6	19
	WB	Left / Through / Right	0.24	A	5	1	0.90	C	23	194
	NB	Left / Through / Right	0.13	B	10	0	0.06	A	5	2
	SB	Left / Through / Right	0.10	A	5	0	0.21	B	11	6
	Intersection Summary		-	A	8	-	-	C	17	-

The roundabout configuration is shown to improve operating conditions at all locations except for the westbound left/through/right movement at 8 Street E / Dunbow Road, which continues to experience a v/c ratio of 0.90. However, no further improvements were explored as the movement is still expected to provide an acceptable LOS C.

Future monitoring of the intersection is recommended as development continues to progress, with the opportunity to improve Dunbow Road to a 4 lane cross section when required.

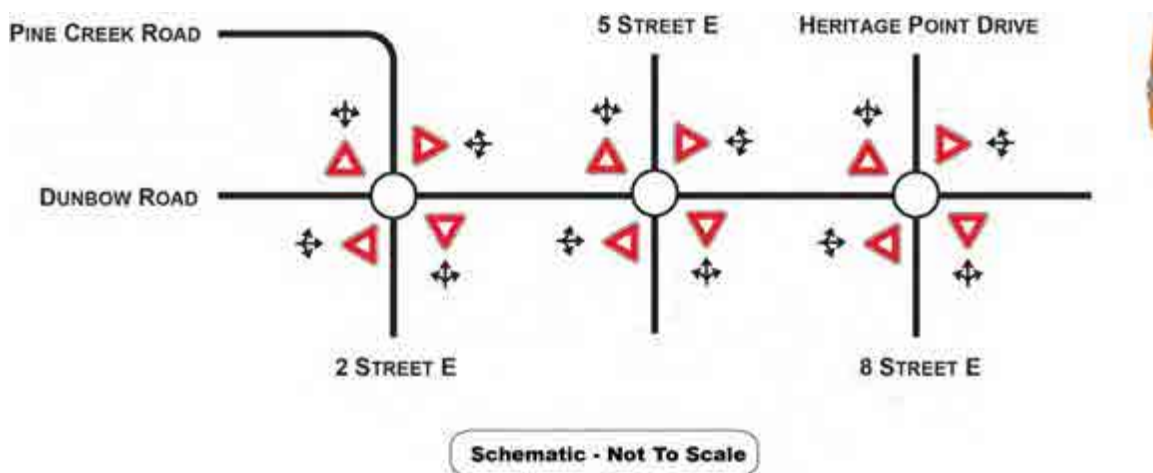


Figure 11: 2045 Assumed Lane Configuration & Intersection Control

Table 9: 2045 Post-development Operating Conditions - Roundabout Scenario

INTERSECTION / MOVEMENT			AM PEAK HOUR				PM PEAK HOUR			
			v/c Ratio	LOS	Delay (s)	Queue (m)	v/c Ratio	LOS	Delay (s)	Queue (m)
2 Street E / Dunbow Road (Roundabout)	EB	Left / Through / Right	0.54	A	10	28	0.45	A	8	22
	WB	Left / Through / Right	0.35	A	6	17	0.87	C	16	175
	NB	Left / Through / Right	0.08	A	7	2	0.06	A	6	2
	SB	Left / Through / Right	0.25	A	7	9	0.31	B	11	10
	Intersection Summary		-	A	8	-	-	B	13	-
5 Street E / Dunbow Road (Roundabout)	EB	Left / Through / Right	0.63	A	10	47	0.49	A	7	28
	WB	Left / Through / Right	0.29	A	5	12	0.98	E	35	450
	NB	Left / Through / Right	0.07	A	7	2	0.05	A	6	1
	SB	Left / Through / Right	0.19	A	6	6	0.30	B	14	9
	Intersection Summary		-	A	8	-	-	C	24	-
8 Street E (Heritage Pointe Drive) / Dunbow Road (Roundabout)	EB	Left / Through / Right	0.62	A	10	47	0.40	A	7	20
	WB	Left / Through / Right	0.25	A	5	10	0.94	D	26	279
	NB	Left / Through / Right	0.09	A	8	3	0.05	A	5	2
	SB	Left / Through / Right	0.10	A	5	3	0.21	B	12	6
	Intersection Summary		-	A	8	-	-	C	20	-

As shown in **Table 9**, upgrading all intersections to single-lane roundabouts is expected to provide acceptable operating conditions in the post development horizon. While high v/c ratios and queues are still noted for the westbound left/through/right at the intersections of Dunbow Road with 5 Street E and 8 Street E, this is driven by regional traffic along the Dunbow Road corridor. When Dunbow road is improved to a four-lane cross section in future horizons, it is recommended that two-lane roundabouts be provided, consistent to the 2021 Functional Planning Study.

If results of the intersection monitoring indicate safety concerns at the 5 Street intersection before regional improvements and access consolidation occurs, an interim solution of a left-in, right-in, right-out could be explored at the site access to restrict outbound left turning traffic and improve intersection safety. This interim configuration would direct all outbound traffic to a southbound right turn, with vehicles destined to the east permitted to use the 2 Street roundabout for a U-turn movement.

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9.0 CONCLUSIONS

Based on the analysis and turning movement volumes presented in this Memo, it is expected that the existing intersection control and lane configurations at the intersections of Dunbow Road with 2 Street E and 8 Street E will provide adequate capacity to support future traffic volumes until the 2045 background horizon year. While the intersection of Dunbow Road / 5 Street E is understood to be constructed as part of the proposed development (with ultimate plans of improving to a roundabout), capacity analysis indicates that this intersection will provide acceptable operating conditions under a stop control configuration on opening day.

Consistent to previous functional studies completed for the Dunbow Road corridor in 2021, it is recommended that each of the study intersections be monitored as regional development continues to build out and improved to a roundabout configuration and access consolidation on the south side of the road when warranted. Additionally, two-lane roundabouts could be explored when the Dunbow Road corridor is improved to a four-lane cross section. If the timing of regional improvements is delayed and the intersection of Dunbow Road / 5 Street experiences a decreased LOS, a left-in, right-in, right-out option could be explored as an interim improvement measure at the site access.

Continued monitoring and timely upgrades are recommended to maintain efficient and safe traffic operations throughout all development horizons.

Sincerely,

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APPENDIX A – ANALYSIS REPORTS

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	73	157	5	5	457	91	5	5	5	118	5	53
Future Vol, veh/h	73	157	5	5	457	91	5	5	5	118	5	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	-	-	200	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	2	50	0	2	9	0	0	50	4	0	2
Mvmt Flow	78	167	5	5	486	97	5	5	5	126	5	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	583	0	0	172	0	0	824	919	170	822	824	486
Stage 1	-	-	-	-	-	-	325	325	-	497	497	-
Stage 2	-	-	-	-	-	-	499	594	-	325	328	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.7	7.14	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.75	3.536	4	3.318
Pot Cap-1 Maneuver	996	-	-	1417	-	-	294	273	764	291	310	581
Stage 1	-	-	-	-	-	-	692	653	-	551	548	-
Stage 2	-	-	-	-	-	-	557	496	-	683	651	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	996	-	-	1417	-	-	239	251	764	260	284	581
Mov Cap-2 Maneuver	-	-	-	-	-	-	239	251	-	260	284	-
Stage 1	-	-	-	-	-	-	638	602	-	548	545	-
Stage 2	-	-	-	-	-	-	495	494	-	620	600	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.77	0.07	16.97	25.93
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	317	996	-	-	19	-	-	260	581
HCM Lane V/C Ratio	0.05	0.078	-	-	0.004	-	-	0.502	0.097
HCM Ctrl Dly (s/v)	17	8.9	-	-	7.6	0	-	32	11.9
HCM Lane LOS	C	A	-	-	A	A	-	D	B
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	2.6	0.3

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	325	470	5	5	5
Future Vol, veh/h	5	325	470	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	5	346	500	5	5	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	505	0	859
Stage 1	-	-	503
Stage 2	-	-	356
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1070	-	329
Stage 1	-	-	612
Stage 2	-	-	713
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1070	-	327
Mov Cap-2 Maneuver	-	-	327
Stage 1	-	-	608
Stage 2	-	-	713

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	13.87
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	27	-	-	-	417
HCM Lane V/C Ratio	0.005	-	-	-	0.026
HCM Ctrl Dly (s/v)	8.4	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
6: 8 Street E/Heritage Pointe Dr & Dunbow Road

1. Existing - AM
09/01/2026

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	345	5	5	398	39	5	5	9	21	5	19
Future Vol, veh/h	23	345	5	5	398	39	5	5	9	21	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	80	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	367	5	5	423	41	5	5	10	22	5	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	465	0	0	372	0	0	644	894	186	669	855	212
Stage 1	-	-	-	-	-	-	419	419	-	434	434	-
Stage 2	-	-	-	-	-	-	225	476	-	235	421	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1093	-	-	1183	-	-	358	279	824	343	294	794
Stage 1	-	-	-	-	-	-	583	589	-	570	579	-
Stage 2	-	-	-	-	-	-	757	555	-	747	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1093	-	-	1183	-	-	333	271	824	324	286	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	333	271	-	324	286	-
Stage 1	-	-	-	-	-	-	570	575	-	568	577	-
Stage 2	-	-	-	-	-	-	728	553	-	715	574	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.52	0.09	13.82	14.58
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	429	1093	-	-	1183	-	-	423
HCM Lane V/C Ratio	0.047	0.022	-	-	0.004	-	-	0.113
HCM Ctrl Dly (s/v)	13.8	8.4	-	-	8.1	-	-	14.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	13.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	135	307	5	5	472	164	5	5	5	126	5	50
Future Vol, veh/h	135	307	5	5	472	164	5	5	5	126	5	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	-	-	200	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	0	0	3	2	0	0	20	3	0	2
Mvmt Flow	142	323	5	5	497	173	5	5	5	133	5	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	669	0	0	328	0	0	1120	1290	326	1117	1120	497
Stage 1	-	-	-	-	-	-	610	610	-	507	507	-
Stage 2	-	-	-	-	-	-	510	680	-	610	613	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.4	7.13	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.48	3.527	4	3.318
Pot Cap-1 Maneuver	925	-	-	1242	-	-	185	165	676	184	208	573
Stage 1	-	-	-	-	-	-	485	488	-	546	542	-
Stage 2	-	-	-	-	-	-	550	454	-	480	487	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	925	-	-	1242	-	-	138	139	676	148	175	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	139	-	148	175	-
Stage 1	-	-	-	-	-	-	411	413	-	542	539	-
Stage 2	-	-	-	-	-	-	491	451	-	398	412	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.9	0.06	25.87	85.67
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	188	925	-	-	19	-	-	149	573
HCM Lane V/C Ratio	0.084	0.154	-	-	0.004	-	-	0.925	0.092
HCM Ctrl Dly (s/v)	25.9	9.6	-	-	7.9	0	-	113.8	11.9
HCM Lane LOS	D	A	-	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.3	0.5	-	-	0	-	-	6.5	0.3

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	420	629	5	5	5
Future Vol, veh/h	5	420	629	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	5	442	662	5	5	5
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	667	0	-	0	1117	665
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	453	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	932	-	-	-	231	464
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	932	-	-	-	230	464
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	645	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.1	0		17.14		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	21	-	-	-	307	
HCM Lane V/C Ratio	0.006	-	-	-	0.034	
HCM Ctrl Dly (s/v)	8.9	0	-	-	17.1	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 7th TWSC
6: 8 Street E/Heritage Pointe Dr & Dunbow Road

1. Existing - PM
09/01/2026

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	367	5	5	577	73	5	5	6	87	5	47
Future Vol, veh/h	39	367	5	5	577	73	5	5	6	87	5	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	80	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	386	5	5	607	77	5	5	6	92	5	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	684	0	0	392	0	0	788	1166	196	896	1092	304
Stage 1	-	-	-	-	-	-	471	471	-	618	618	-
Stage 2	-	-	-	-	-	-	317	695	-	278	474	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	905	-	-	1163	-	-	282	193	813	235	213	692
Stage 1	-	-	-	-	-	-	542	558	-	443	479	-
Stage 2	-	-	-	-	-	-	669	442	-	705	556	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	905	-	-	1163	-	-	242	183	813	216	203	692
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	183	-	216	203	-
Stage 1	-	-	-	-	-	-	518	533	-	441	477	-
Stage 2	-	-	-	-	-	-	611	440	-	661	531	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.87			0.06			18.22			31.06		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	905	-	-	1163	-	-	280
HCM Lane V/C Ratio	0.058	0.045	-	-	0.005	-	-	0.522
HCM Ctrl Dly (s/v)	18.2	9.2	-	-	8.1	-	-	31.1
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	2.8

MOVEMENT SUMMARY



Site: [1AM (2)] Dunbow Rd & 2 St E (2035 BG - AM)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
South: 2 Street E															
3	L2	All MCs	42	3.0	42	3.0	0.127	6.7	LOS A	0.5	3.8	0.60	0.52	0.60	50.4
8	T1	All MCs	4	3.0	4	3.0	0.127	6.7	LOS A	0.5	3.8	0.60	0.52	0.60	51.3
18	R2	All MCs	39	3.0	39	3.0	0.127	6.7	LOS A	0.5	3.8	0.60	0.52	0.60	50.9
Approach			86	3.0	86	3.0	0.127	6.7	LOS A	0.5	3.8	0.60	0.52	0.60	50.7
East: Dunbow Road															
1	L2	All MCs	10	3.0	10	3.0	0.258	4.9	LOS A	1.4	10.8	0.19	0.06	0.19	53.2
6	T1	All MCs	210	3.0	210	3.0	0.258	4.9	LOS A	1.4	10.8	0.19	0.06	0.19	54.2
16	R2	All MCs	110	3.0	110	3.0	0.258	4.9	LOS A	1.4	10.8	0.19	0.06	0.19	53.8
Approach			329	3.0	329	3.0	0.258	4.9	LOS A	1.4	10.8	0.19	0.06	0.19	54.0
North: Pine Creek Road															
7	L2	All MCs	207	3.0	207	3.0	0.218	5.6	LOS A	1.0	7.9	0.45	0.29	0.45	49.9
4	T1	All MCs	13	3.0	13	3.0	0.218	5.6	LOS A	1.0	7.9	0.45	0.29	0.45	50.7
14	R2	All MCs	1	3.0	1	3.0	0.218	5.6	LOS A	1.0	7.9	0.45	0.29	0.45	50.4
Approach			221	3.0	221	3.0	0.218	5.6	LOS A	1.0	7.9	0.45	0.29	0.45	49.9
West: Dunbow Road															
5	L2	All MCs	1	3.0	1	3.0	0.437	8.1	LOS A	2.6	20.3	0.53	0.33	0.53	50.9
2	T1	All MCs	428	3.0	428	3.0	0.437	8.1	LOS A	2.6	20.3	0.53	0.33	0.53	51.8
12	R2	All MCs	28	3.0	28	3.0	0.437	8.1	LOS A	2.6	20.3	0.53	0.33	0.53	51.4
Approach			458	3.0	458	3.0	0.437	8.1	LOS A	2.6	20.3	0.53	0.33	0.53	51.8
All Vehicles			1093	3.0	1093	3.0	0.437	6.6	LOS A	2.6	20.3	0.42	0.26	0.42	51.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: T:\Projects\Open\4333.T01 - Serenity Phase 3 & 4 Transportation Support\4 - Analysis\01 - Modelling\02 - Sidra\2026-09 Submission
\Dunbow Road Roundabouts - 2035.sipx

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	564	257	5	32	46
Future Vol, veh/h	41	564	257	5	32	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	600	273	5	34	49

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	279	0	0 963 276
Stage 1	-	-	- 276 -
Stage 2	-	-	- 687 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1284	-	- 283 763
Stage 1	-	-	- 770 -
Stage 2	-	-	- 499 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1284	-	- 269 763
Mov Cap-2 Maneuver	-	-	- 269 -
Stage 1	-	-	- 731 -
Stage 2	-	-	- 499 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.54	0	15.21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	122	-	-	-	435
HCM Lane V/C Ratio	0.034	-	-	-	0.191
HCM Ctrl Dly (s/v)	7.9	0	-	-	15.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	535	20	6	200	15	21	5	23	45	5	41
Future Vol, veh/h	41	535	20	6	200	15	21	5	23	45	5	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	80	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	569	21	6	213	16	22	5	24	48	5	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	590	0	0	789	909	295	600	903	106
Stage 1	-	-	-	-	-	-	667	667	-	226	226	-
Stage 2	-	-	-	-	-	-	122	241	-	374	678	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1337	-	-	981	-	-	281	274	701	385	276	927
Stage 1	-	-	-	-	-	-	414	455	-	757	716	-
Stage 2	-	-	-	-	-	-	869	705	-	619	450	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1337	-	-	981	-	-	253	263	701	350	265	927
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	263	-	350	265	-
Stage 1	-	-	-	-	-	-	401	440	-	752	711	-
Stage 2	-	-	-	-	-	-	817	700	-	571	435	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.54			0.24			16.57			14.52		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	363	1337	-	-	981	-	-	475
HCM Lane V/C Ratio	0.144	0.033	-	-	0.007	-	-	0.204
HCM Ctrl Dly (s/v)	16.6	7.8	-	-	8.7	-	-	14.5
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.8

MOVEMENT SUMMARY



Site: [1PM (2)] Dunbow Rd & 2 St E (2035 BG - PM)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
South: 2 Street E															
3	L2	All MCs	40	3.0	40	3.0	0.090	5.4	LOS A	0.4	2.8	0.53	0.42	0.53	51.1
8	T1	All MCs	18	3.0	18	3.0	0.090	5.4	LOS A	0.4	2.8	0.53	0.42	0.53	52.0
18	R2	All MCs	13	3.0	13	3.0	0.090	5.4	LOS A	0.4	2.8	0.53	0.42	0.53	51.7
Approach			72	3.0	72	3.0	0.090	5.4	LOS A	0.4	2.8	0.53	0.42	0.53	51.4
East: Dunbow Road															
1	L2	All MCs	55	3.0	55	3.0	0.710	11.7	LOS B	8.6	67.2	0.50	0.18	0.50	48.4
6	T1	All MCs	543	3.0	543	3.0	0.710	11.7	LOS B	8.6	67.2	0.50	0.18	0.50	49.2
16	R2	All MCs	296	3.0	296	3.0	0.710	11.7	LOS B	8.6	67.2	0.50	0.18	0.50	48.9
Approach			895	3.0	895	3.0	0.710	11.7	LOS B	8.6	67.2	0.50	0.18	0.50	49.0
North: Pine Creek Road															
7	L2	All MCs	157	3.0	157	3.0	0.244	8.3	LOS A	1.0	7.8	0.64	0.56	0.64	48.1
4	T1	All MCs	7	3.0	7	3.0	0.244	8.3	LOS A	1.0	7.8	0.64	0.56	0.64	48.9
14	R2	All MCs	1	3.0	1	3.0	0.244	8.3	LOS A	1.0	7.8	0.64	0.56	0.64	48.6
Approach			164	3.0	164	3.0	0.244	8.3	LOS A	1.0	7.8	0.64	0.56	0.64	48.2
West: Dunbow Road															
5	L2	All MCs	1	3.0	1	3.0	0.365	7.1	LOS A	2.0	15.7	0.48	0.29	0.48	51.7
2	T1	All MCs	325	3.0	325	3.0	0.365	7.1	LOS A	2.0	15.7	0.48	0.29	0.48	52.6
12	R2	All MCs	61	3.0	61	3.0	0.365	7.1	LOS A	2.0	15.7	0.48	0.29	0.48	52.2
Approach			387	3.0	387	3.0	0.365	7.1	LOS A	2.0	15.7	0.48	0.29	0.48	52.5
All Vehicles			1517	3.0	1517	3.0	0.710	9.8	LOS A	8.6	67.2	0.51	0.26	0.51	49.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: T:\Projects\Open\4333.T01 - Serenity Phase 3 & 4 Transportation Support\4 - Analysis\01 - Modelling\02 - Sidra\2026-09 Submission

\Dunbow Road Roundabouts - 2035.sipx

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	363	765	47	7	58
Future Vol, veh/h	65	363	765	47	7	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	382	805	49	7	61

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	855	0	0 1349 830
Stage 1	-	-	- 830 -
Stage 2	-	-	- 519 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	785	-	- 166 370
Stage 1	-	-	- 428 -
Stage 2	-	-	- 597 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	785	-	- 148 370
Mov Cap-2 Maneuver	-	-	- 148 -
Stage 1	-	-	- 381 -
Stage 2	-	-	- 597 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.52	0	19.37
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	273	-	-	-	318
HCM Lane V/C Ratio	0.087	-	-	-	0.215
HCM Ctrl Dly (s/v)	10	0	-	-	19.4
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.8

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	281	30	33	726	64	28	5	9	21	5	58
Future Vol, veh/h	59	281	30	33	726	64	28	5	9	21	5	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	80	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	296	32	35	764	67	29	5	9	22	5	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	832	0	0	327	0	0	890	1337	164	1108	1285	382
Stage 1	-	-	-	-	-	-	436	436	-	834	834	-
Stage 2	-	-	-	-	-	-	454	901	-	275	452	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	797	-	-	1229	-	-	237	152	852	164	163	616
Stage 1	-	-	-	-	-	-	569	578	-	329	381	-
Stage 2	-	-	-	-	-	-	555	355	-	708	569	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	797	-	-	1229	-	-	185	136	852	141	146	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	185	136	-	141	146	-
Stage 1	-	-	-	-	-	-	525	533	-	320	371	-
Stage 2	-	-	-	-	-	-	479	345	-	639	525	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.58			0.32			26.42			21.75		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	797	-	-	1229	-	-	302
HCM Lane V/C Ratio	0.209	0.078	-	-	0.028	-	-	0.292
HCM Ctrl Dly (s/v)	26.4	9.9	-	-	8	-	-	21.7
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.3	-	-	0.1	-	-	1.2

MOVEMENT SUMMARY



Site: [1AM] Dunbow Rd & 2 St E (2035 PD - AM)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
South: 2 Street E															
3	L2	All MCs	42	3.0	42	3.0	0.130	6.9	LOS A	0.5	3.9	0.60	0.53	0.60	50.3
8	T1	All MCs	4	3.0	4	3.0	0.130	6.9	LOS A	0.5	3.9	0.60	0.53	0.60	51.2
18	R2	All MCs	39	3.0	39	3.0	0.130	6.9	LOS A	0.5	3.9	0.60	0.53	0.60	50.8
Approach			86	3.0	86	3.0	0.130	6.9	LOS A	0.5	3.9	0.60	0.53	0.60	50.6
East: Dunbow Road															
1	L2	All MCs	10	3.0	10	3.0	0.303	5.3	LOS A	1.7	13.4	0.20	0.07	0.20	52.9
6	T1	All MCs	266	3.0	266	3.0	0.303	5.3	LOS A	1.7	13.4	0.20	0.07	0.20	53.9
16	R2	All MCs	110	3.0	110	3.0	0.303	5.3	LOS A	1.7	13.4	0.20	0.07	0.20	53.5
Approach			386	3.0	386	3.0	0.303	5.3	LOS A	1.7	13.4	0.20	0.07	0.20	53.7
North: Pine Creek Road															
7	L2	All MCs	207	3.0	207	3.0	0.232	6.0	LOS A	1.1	8.3	0.49	0.34	0.49	49.6
4	T1	All MCs	13	3.0	13	3.0	0.232	6.0	LOS A	1.1	8.3	0.49	0.34	0.49	50.4
14	R2	All MCs	1	3.0	1	3.0	0.232	6.0	LOS A	1.1	8.3	0.49	0.34	0.49	50.1
Approach			221	3.0	221	3.0	0.232	6.0	LOS A	1.1	8.3	0.49	0.34	0.49	49.6
West: Dunbow Road															
5	L2	All MCs	1	3.0	1	3.0	0.452	8.4	LOS A	2.7	21.4	0.54	0.33	0.54	50.8
2	T1	All MCs	445	3.0	445	3.0	0.452	8.4	LOS A	2.7	21.4	0.54	0.33	0.54	51.6
12	R2	All MCs	28	3.0	28	3.0	0.452	8.4	LOS A	2.7	21.4	0.54	0.33	0.54	51.3
Approach			474	3.0	474	3.0	0.452	8.4	LOS A	2.7	21.4	0.54	0.33	0.54	51.6
All Vehicles			1166	3.0	1166	3.0	0.452	6.8	LOS A	2.7	21.4	0.43	0.26	0.43	51.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	56	564	257	19	58	98
Future Vol, veh/h	56	564	257	19	58	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	600	273	20	62	104

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	294	0	0 1003 284
Stage 1	-	-	- 284 -
Stage 2	-	-	- 719 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1268	-	- 269 755
Stage 1	-	-	- 765 -
Stage 2	-	-	- 482 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1268	-	- 250 755
Mov Cap-2 Maneuver	-	-	- 250 -
Stage 1	-	-	- 711 -
Stage 2	-	-	- 482 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.72	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	163	-	-	-	431
HCM Lane V/C Ratio	0.047	-	-	-	0.385
HCM Ctrl Dly (s/v)	8	0	-	-	18.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.8

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	561	20	6	214	15	21	5	23	45	5	41
Future Vol, veh/h	41	561	20	6	214	15	21	5	23	45	5	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	80	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	597	21	6	228	16	22	5	24	48	5	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	244	0	0	618	0	0	824	951	309	629	946	114
Stage 1	-	-	-	-	-	-	695	695	-	240	240	-
Stage 2	-	-	-	-	-	-	129	256	-	388	705	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1320	-	-	958	-	-	265	258	687	367	260	917
Stage 1	-	-	-	-	-	-	399	442	-	742	705	-
Stage 2	-	-	-	-	-	-	861	694	-	607	437	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1320	-	-	958	-	-	238	248	687	333	250	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	238	248	-	333	250	-
Stage 1	-	-	-	-	-	-	386	427	-	737	701	-
Stage 2	-	-	-	-	-	-	808	689	-	559	423	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.52			0.22			17.28			15.03		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	345	1320	-	-	958	-	-	455
HCM Lane V/C Ratio	0.151	0.033	-	-	0.007	-	-	0.213
HCM Ctrl Dly (s/v)	17.3	7.8	-	-	8.8	-	-	15
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.8

MOVEMENT SUMMARY



Site: [1PM] Dunbow Rd & 2 St E (2035 PD - PM)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
South: 2 Street E															
3	L2	All MCs	40	3.0	40	3.0	0.095	5.7	LOS A	0.4	2.9	0.55	0.45	0.55	50.9
8	T1	All MCs	18	3.0	18	3.0	0.095	5.7	LOS A	0.4	2.9	0.55	0.45	0.55	51.8
18	R2	All MCs	13	3.0	13	3.0	0.095	5.7	LOS A	0.4	2.9	0.55	0.45	0.55	51.4
Approach			72	3.0	72	3.0	0.095	5.7	LOS A	0.4	2.9	0.55	0.45	0.55	51.2
East: Dunbow Road															
1	L2	All MCs	55	3.0	55	3.0	0.742	12.6	LOS B	9.9	76.9	0.55	0.20	0.55	47.9
6	T1	All MCs	583	3.0	583	3.0	0.742	12.6	LOS B	9.9	76.9	0.55	0.20	0.55	48.6
16	R2	All MCs	296	3.0	296	3.0	0.742	12.6	LOS B	9.9	76.9	0.55	0.20	0.55	48.3
Approach			934	3.0	934	3.0	0.742	12.6	LOS B	9.9	76.9	0.55	0.20	0.55	48.5
North: Pine Creek Road															
7	L2	All MCs	157	3.0	157	3.0	0.255	8.7	LOS A	1.0	8.1	0.65	0.58	0.65	47.9
4	T1	All MCs	7	3.0	7	3.0	0.255	8.7	LOS A	1.0	8.1	0.65	0.58	0.65	48.6
14	R2	All MCs	1	3.0	1	3.0	0.255	8.7	LOS A	1.0	8.1	0.65	0.58	0.65	48.3
Approach			164	3.0	164	3.0	0.255	8.7	LOS A	1.0	8.1	0.65	0.58	0.65	47.9
West: Dunbow Road															
5	L2	All MCs	1	3.0	1	3.0	0.409	7.7	LOS A	2.4	18.5	0.51	0.30	0.51	51.3
2	T1	All MCs	372	3.0	372	3.0	0.409	7.7	LOS A	2.4	18.5	0.51	0.30	0.51	52.2
12	R2	All MCs	61	3.0	61	3.0	0.409	7.7	LOS A	2.4	18.5	0.51	0.30	0.51	51.8
Approach			434	3.0	434	3.0	0.409	7.7	LOS A	2.4	18.5	0.51	0.30	0.51	52.1
All Vehicles			1603	3.0	1603	3.0	0.742	10.5	LOS B	9.9	76.9	0.55	0.28	0.55	49.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	108	363	765	87	24	94
Future Vol, veh/h	108	363	765	87	24	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	382	805	92	25	99
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	897	0	-	0	1461	851
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	609	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	757	-	-	-	142	360
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	757	-	-	-	115	360
Mov Cap-2 Maneuver	-	-	-	-	115	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	543	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	2.43	0		32.6		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	413	-	-	-	251	
HCM Lane V/C Ratio	0.15	-	-	-	0.495	
HCM Ctrl Dly (s/v)	10.6	0	-	-	32.6	
HCM Lane LOS	B	A	-	-	D	
HCM 95th %tile Q(veh)	0.5	-	-	-	2.5	

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	298	30	33	766	64	28	5	9	21	5	58
Future Vol, veh/h	59	298	30	33	766	64	28	5	9	21	5	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	80	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	314	32	35	806	67	29	5	9	22	5	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	874	0	0	345	0	0	929	1397	173	1159	1345	403
Stage 1	-	-	-	-	-	-	454	454	-	876	876	-
Stage 2	-	-	-	-	-	-	475	943	-	284	469	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	768	-	-	1210	-	-	222	140	841	151	150	597
Stage 1	-	-	-	-	-	-	555	568	-	310	365	-
Stage 2	-	-	-	-	-	-	539	339	-	699	559	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	768	-	-	1210	-	-	172	125	841	128	134	597
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	125	-	128	134	-
Stage 1	-	-	-	-	-	-	510	522	-	301	354	-
Stage 2	-	-	-	-	-	-	463	330	-	629	514	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.54	0.31	28.53	23.54
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	197	768	-	-	1210	-	-	281
HCM Lane V/C Ratio	0.225	0.081	-	-	0.029	-	-	0.314
HCM Ctrl Dly (s/v)	28.5	10.1	-	-	8.1	-	-	23.5
HCM Lane LOS	D	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.3	-	-	0.1	-	-	1.3

Intersection												
Int Delay, s/veh	10.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	492	11	5	262	101	20	5	20	190	12	5
Future Vol, veh/h	5	492	11	5	262	101	20	5	20	190	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	-	-	200	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	2	50	0	2	9	0	0	50	4	0	2
Mvmt Flow	5	523	12	5	279	107	21	5	21	202	13	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	535	0	0	836	937	529	826	835	279
Stage 1	-	-	-	-	-	-	540	540	-	289	289	-
Stage 2	-	-	-	-	-	-	296	397	-	537	546	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.7	7.14	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.14	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.75	3.536	4	3.318
Pot Cap-1 Maneuver	1178	-	-	1043	-	-	289	267	466	289	306	760
Stage 1	-	-	-	-	-	-	530	525	-	714	676	-
Stage 2	-	-	-	-	-	-	717	607	-	524	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1178	-	-	1043	-	-	272	264	466	267	302	760
Mov Cap-2 Maneuver	-	-	-	-	-	-	272	264	-	267	302	-
Stage 1	-	-	-	-	-	-	527	522	-	709	672	-
Stage 2	-	-	-	-	-	-	694	603	-	493	519	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0.12	17.64	54.83
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	332	1178	-	-	34	-	-	269	760
HCM Lane V/C Ratio	0.144	0.005	-	-	0.005	-	-	0.799	0.007
HCM Ctrl Dly (s/v)	17.6	8.1	-	-	8.5	0	-	55.9	9.8
HCM Lane LOS	C	A	-	-	A	A	-	F	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	6.2	0

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	41	647	15	5	303	5	19	5	16	32	5	46
Future Vol, veh/h	41	647	15	5	303	5	19	5	16	32	5	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	688	16	5	322	5	20	5	17	34	5	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	704	0	0	1119	1122	696	1114	1127	325
Stage 1	-	-	-	-	-	-	784	784	-	336	336	-
Stage 2	-	-	-	-	-	-	336	338	-	778	791	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1232	-	-	894	-	-	184	206	441	186	204	716
Stage 1	-	-	-	-	-	-	387	404	-	678	642	-
Stage 2	-	-	-	-	-	-	678	640	-	389	401	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1232	-	-	894	-	-	156	193	441	162	191	716
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	193	-	162	191	-
Stage 1	-	-	-	-	-	-	364	381	-	673	637	-
Stage 2	-	-	-	-	-	-	622	636	-	347	378	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.47	0.14	25.54	22.86
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	217	105	-	-	29	-	-	289
HCM Lane V/C Ratio	0.196	0.035	-	-	0.006	-	-	0.306
HCM Ctrl Dly (s/v)	25.5	8	0	-	9.1	0	-	22.9
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	1.3

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	635	20	6	250	15	21	5	23	45	5	41
Future Vol, veh/h	41	635	20	6	250	15	21	5	23	45	5	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	80	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	676	21	6	266	16	22	5	24	48	5	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	697	0	0	922	1068	348	706	1063	133
Stage 1	-	-	-	-	-	-	773	773	-	279	279	-
Stage 2	-	-	-	-	-	-	148	295	-	428	784	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1277	-	-	895	-	-	225	220	648	323	222	892
Stage 1	-	-	-	-	-	-	358	407	-	704	679	-
Stage 2	-	-	-	-	-	-	839	668	-	575	402	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	895	-	-	200	211	648	290	213	892
Mov Cap-2 Maneuver	-	-	-	-	-	-	200	211	-	290	213	-
Stage 1	-	-	-	-	-	-	345	393	-	699	674	-
Stage 2	-	-	-	-	-	-	786	663	-	528	388	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.47			0.2			19.58			16.64		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	299	1277	-	-	895	-	-	405
HCM Lane V/C Ratio	0.174	0.034	-	-	0.007	-	-	0.239
HCM Ctrl Dly (s/v)	19.6	7.9	-	-	9.1	-	-	16.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.9

Intersection												
Int Delay, s/veh	23											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	374	29	28	703	272	15	17	5	144	6	5
Future Vol, veh/h	5	374	29	28	703	272	15	17	5	144	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	175	-	-	-	-	200	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	0	0	3	2	0	0	20	3	0	2
Mvmt Flow	5	394	31	29	740	286	16	18	5	152	6	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1026	0	0	424	0	0	1222	1505	409	1212	1234	740
Stage 1	-	-	-	-	-	-	419	419	-	799	799	-
Stage 2	-	-	-	-	-	-	802	1085	-	413	435	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.4	7.13	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.48	3.527	4	3.318
Pot Cap-1 Maneuver	681	-	-	1146	-	-	158	122	605	158	178	417
Stage 1	-	-	-	-	-	-	615	593	-	378	401	-
Stage 2	-	-	-	-	-	-	381	295	-	614	584	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	681	-	-	1146	-	-	140	114	605	~ 124	165	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	114	-	~ 124	165	-
Stage 1	-	-	-	-	-	-	611	589	-	353	375	-
Stage 2	-	-	-	-	-	-	345	276	-	586	580	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.23	40.52	225.95
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	139	681	-	-	69	-	-	125	417
HCM Lane V/C Ratio	0.279	0.008	-	-	0.026	-	-	1.261	0.013
HCM Ctrl Dly (s/v)	40.5	10.3	-	-	8.2	0	-	233	13.7
HCM Lane LOS	E	B	-	-	A	A	-	F	B
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	10	0

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	432	27	23	923	47	22	5	7	7	5	58
Future Vol, veh/h	65	432	27	23	923	47	22	5	7	7	5	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	455	28	24	972	49	23	5	7	7	5	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1021	0	0	483	0	0	1628	1675	469	1639	1665	996
Stage 1	-	-	-	-	-	-	606	606	-	1045	1045	-
Stage 2	-	-	-	-	-	-	1023	1069	-	594	620	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	680	-	-	1080	-	-	82	95	594	80	97	297
Stage 1	-	-	-	-	-	-	484	487	-	276	306	-
Stage 2	-	-	-	-	-	-	284	298	-	491	480	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	680	-	-	1080	-	-	50	78	594	61	79	297
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	78	-	61	79	-
Stage 1	-	-	-	-	-	-	417	420	-	262	290	-
Stage 2	-	-	-	-	-	-	210	282	-	413	413	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.35	0.19	111.43	36.12
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	66	221	-	-	41	-	-	187
HCM Lane V/C Ratio	0.543	0.101	-	-	0.022	-	-	0.393
HCM Ctrl Dly (s/v)	111.4	10.9	0	-	8.4	0	-	36.1
HCM Lane LOS	F	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	2.2	0.3	-	-	0.1	-	-	1.7

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	358	30	33	907	64	28	5	9	21	5	58
Future Vol, veh/h	59	358	30	33	907	64	28	5	9	21	5	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	80	-	175	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	377	32	35	955	67	29	5	9	22	5	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1022	0	0	408	0	0	1066	1608	204	1339	1557	477
Stage 1	-	-	-	-	-	-	517	517	-	1024	1024	-
Stage 2	-	-	-	-	-	-	549	1092	-	315	533	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	675	-	-	1147	-	-	176	104	803	111	112	534
Stage 1	-	-	-	-	-	-	509	532	-	252	311	-
Stage 2	-	-	-	-	-	-	487	289	-	670	523	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	675	-	-	1147	-	-	131	91	803	92	98	534
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	91	-	92	98	-
Stage 1	-	-	-	-	-	-	463	483	-	244	301	-
Stage 2	-	-	-	-	-	-	411	280	-	595	475	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.44			0.27			38.65			32.73		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	150	675	-	-	1147	-	-	216
HCM Lane V/C Ratio	0.294	0.092	-	-	0.03	-	-	0.409
HCM Ctrl Dly (s/v)	38.6	10.9	-	-	8.2	-	-	32.7
HCM Lane LOS	E	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.2	0.3	-	-	0.1	-	-	1.9

MOVEMENT SUMMARY



Site: [1AM] Dunbow Rd & 2 St E (2045 PD - AM)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
South: 2 Street E															
3	L2	All MCs	22	3.0	22	3.0	0.081	7.0	LOS A	0.3	2.3	0.62	0.57	0.62	50.3
8	T1	All MCs	4	3.0	4	3.0	0.081	7.0	LOS A	0.3	2.3	0.62	0.57	0.62	51.2
18	R2	All MCs	22	3.0	22	3.0	0.081	7.0	LOS A	0.3	2.3	0.62	0.57	0.62	50.8
Approach			48	3.0	48	3.0	0.081	7.0	LOS A	0.3	2.3	0.62	0.57	0.62	50.6
East: Dunbow Road															
1	L2	All MCs	4	3.0	4	3.0	0.349	5.5	LOS A	2.1	16.7	0.16	0.04	0.16	52.8
6	T1	All MCs	341	3.0	341	3.0	0.349	5.5	LOS A	2.1	16.7	0.16	0.04	0.16	53.8
16	R2	All MCs	110	3.0	110	3.0	0.349	5.5	LOS A	2.1	16.7	0.16	0.04	0.16	53.4
Approach			455	3.0	455	3.0	0.349	5.5	LOS A	2.1	16.7	0.16	0.04	0.16	53.7
North: Pine Creek Road															
7	L2	All MCs	207	3.0	207	3.0	0.245	6.5	LOS A	1.1	8.7	0.53	0.38	0.53	49.3
4	T1	All MCs	13	3.0	13	3.0	0.245	6.5	LOS A	1.1	8.7	0.53	0.38	0.53	50.1
14	R2	All MCs	1	3.0	1	3.0	0.245	6.5	LOS A	1.1	8.7	0.53	0.38	0.53	49.8
Approach			221	3.0	221	3.0	0.245	6.5	LOS A	1.1	8.7	0.53	0.38	0.53	49.4
West: Dunbow Road															
5	L2	All MCs	1	3.0	1	3.0	0.535	9.8	LOS A	3.6	28.3	0.60	0.36	0.60	49.8
2	T1	All MCs	551	3.0	551	3.0	0.535	9.8	LOS A	3.6	28.3	0.60	0.36	0.60	50.7
12	R2	All MCs	12	3.0	12	3.0	0.535	9.8	LOS A	3.6	28.3	0.60	0.36	0.60	50.3
Approach			564	3.0	564	3.0	0.535	9.8	LOS A	3.6	28.3	0.60	0.36	0.60	50.6
All Vehicles			1288	3.0	1288	3.0	0.535	7.6	LOS A	3.6	28.3	0.43	0.26	0.43	51.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY



Site: [2AM] Dunbow Rd & 5 St E (2045 PD - AM)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: 5 Street E															
3	L2	All MCs	21	3.0	21	3.0	0.072	7.4	LOS A	0.3	2.0	0.63	0.60	0.63	49.8
8	T1	All MCs	1	3.0	1	3.0	0.072	7.4	LOS A	0.3	2.0	0.63	0.60	0.63	50.7
18	R2	All MCs	17	3.0	17	3.0	0.072	7.4	LOS A	0.3	2.0	0.63	0.60	0.63	50.3
Approach			39	3.0	39	3.0	0.072	7.4	LOS A	0.3	2.0	0.63	0.60	0.63	50.1
East: Dunbow Road															
1	L2	All MCs	5	3.0	5	3.0	0.289	5.4	LOS A	1.6	12.3	0.27	0.11	0.27	52.8
6	T1	All MCs	329	3.0	329	3.0	0.289	5.4	LOS A	1.6	12.3	0.27	0.11	0.27	53.8
16	R2	All MCs	21	3.0	21	3.0	0.289	5.4	LOS A	1.6	12.3	0.27	0.11	0.27	53.4
Approach			355	3.0	355	3.0	0.289	5.4	LOS A	1.6	12.3	0.27	0.11	0.27	53.8
North: 5 Street E															
7	L2	All MCs	63	3.0	63	3.0	0.187	5.7	LOS A	0.8	6.4	0.50	0.36	0.50	51.5
4	T1	All MCs	1	3.0	1	3.0	0.187	5.7	LOS A	0.8	6.4	0.50	0.36	0.50	52.4
14	R2	All MCs	107	3.0	107	3.0	0.187	5.7	LOS A	0.8	6.4	0.50	0.36	0.50	52.0
Approach			171	3.0	171	3.0	0.187	5.7	LOS A	0.8	6.4	0.50	0.36	0.50	51.8
West: Dunbow Road															
5	L2	All MCs	61	3.0	61	3.0	0.626	10.0	LOS A	6.0	47.1	0.43	0.17	0.43	49.4
2	T1	All MCs	703	3.0	703	3.0	0.626	10.0	LOS A	6.0	47.1	0.43	0.17	0.43	50.3
12	R2	All MCs	16	3.0	16	3.0	0.626	10.0	LOS A	6.0	47.1	0.43	0.17	0.43	49.9
Approach			780	3.0	780	3.0	0.626	10.0	LOS A	6.0	47.1	0.43	0.17	0.43	50.2
All Vehicles			1346	3.0	1346	3.0	0.626	8.2	LOS A	6.0	47.1	0.41	0.19	0.41	51.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: T:\Projects\Open\4333.T01 - Serenity Phase 3 & 4 Transportation Support\4 - Analysis\01 - Modelling\02 - Sidra\2026-09 Submission
\Dunbow Road Roundabouts - 2045.sipx

MOVEMENT SUMMARY



Site: [3AM] Dunbow Rd & 8 St E (2045 PD - AM)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
South: 8 Street E															
3	L2	All MCs	23	3.0	23	3.0	0.088	7.5	LOS A	0.3	2.5	0.63	0.60	0.63	50.0
8	T1	All MCs	1	3.0	1	3.0	0.088	7.5	LOS A	0.3	2.5	0.63	0.60	0.63	50.8
18	R2	All MCs	25	3.0	25	3.0	0.088	7.5	LOS A	0.3	2.5	0.63	0.60	0.63	50.5
Approach			49	3.0	49	3.0	0.088	7.5	LOS A	0.3	2.5	0.63	0.60	0.63	50.2
East: Dunbow Road															
1	L2	All MCs	7	3.0	7	3.0	0.248	5.0	LOS A	1.3	10.2	0.23	0.09	0.23	53.2
6	T1	All MCs	287	3.0	287	3.0	0.248	5.0	LOS A	1.3	10.2	0.23	0.09	0.23	54.1
16	R2	All MCs	16	3.0	16	3.0	0.248	5.0	LOS A	1.3	10.2	0.23	0.09	0.23	53.7
Approach			310	3.0	310	3.0	0.248	5.0	LOS A	1.3	10.2	0.23	0.09	0.23	54.1
North: Heritage Point Drive															
7	L2	All MCs	49	3.0	49	3.0	0.099	4.7	LOS A	0.4	3.2	0.44	0.30	0.44	51.8
4	T1	All MCs	1	3.0	1	3.0	0.099	4.7	LOS A	0.4	3.2	0.44	0.30	0.44	52.7
14	R2	All MCs	45	3.0	45	3.0	0.099	4.7	LOS A	0.4	3.2	0.44	0.30	0.44	52.3
Approach			95	3.0	95	3.0	0.099	4.7	LOS A	0.4	3.2	0.44	0.30	0.44	52.1
West: Dunbow Road															
5	L2	All MCs	45	3.0	45	3.0	0.621	9.6	LOS A	6.1	47.2	0.39	0.14	0.39	49.7
2	T1	All MCs	718	3.0	718	3.0	0.621	9.6	LOS A	6.1	47.2	0.39	0.14	0.39	50.6
12	R2	All MCs	22	3.0	22	3.0	0.621	9.6	LOS A	6.1	47.2	0.39	0.14	0.39	50.2
Approach			785	3.0	785	3.0	0.621	9.6	LOS A	6.1	47.2	0.39	0.14	0.39	50.5
All Vehicles			1238	3.0	1238	3.0	0.621	8.0	LOS A	6.1	47.2	0.36	0.16	0.36	51.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: T:\Projects\Open\4333.T01 - Serenity Phase 3 & 4 Transportation Support\4 - Analysis\01 - Modelling\02 - Sidra\2026-09 Submission
\Dunbow Road Roundabouts - 2045.sipx

MOVEMENT SUMMARY



Site: [1PM] Dunbow Rd & 2 St E (2045 PD - PM)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]				km/h
South: 2 Street E															
3	L2	All MCs	16	3.0	16	3.0	0.058	5.8	LOS A	0.2	1.7	0.57	0.49	0.57	51.3
8	T1	All MCs	18	3.0	18	3.0	0.058	5.8	LOS A	0.2	1.7	0.57	0.49	0.57	52.2
18	R2	All MCs	5	3.0	5	3.0	0.058	5.8	LOS A	0.2	1.7	0.57	0.49	0.57	51.9
Approach			40	3.0	40	3.0	0.058	5.8	LOS A	0.2	1.7	0.57	0.49	0.57	51.8
East: Dunbow Road															
1	L2	All MCs	30	3.0	30	3.0	0.874	15.6	LOS C	22.4	174.7	0.78	0.23	0.78	46.1
6	T1	All MCs	803	3.0	803	3.0	0.874	15.6	LOS C	22.4	174.7	0.78	0.23	0.78	46.8
16	R2	All MCs	296	3.0	296	3.0	0.874	15.6	LOS C	22.4	174.7	0.78	0.23	0.78	46.5
Approach			1129	3.0	1129	3.0	0.874	15.6	LOS C	22.4	174.7	0.78	0.23	0.78	46.7
North: Pine Creek Road															
7	L2	All MCs	157	3.0	157	3.0	0.308	11.2	LOS B	1.3	9.8	0.71	0.69	0.77	46.4
4	T1	All MCs	7	3.0	7	3.0	0.308	11.2	LOS B	1.3	9.8	0.71	0.69	0.77	47.1
14	R2	All MCs	1	3.0	1	3.0	0.308	11.2	LOS B	1.3	9.8	0.71	0.69	0.77	46.8
Approach			164	3.0	164	3.0	0.308	11.2	LOS B	1.3	9.8	0.71	0.69	0.77	46.4
West: Dunbow Road															
5	L2	All MCs	1	3.0	1	3.0	0.446	8.0	LOS A	2.8	21.5	0.50	0.29	0.50	51.0
2	T1	All MCs	453	3.0	453	3.0	0.446	8.0	LOS A	2.8	21.5	0.50	0.29	0.50	51.9
12	R2	All MCs	32	3.0	32	3.0	0.446	8.0	LOS A	2.8	21.5	0.50	0.29	0.50	51.5
Approach			486	3.0	486	3.0	0.446	8.0	LOS A	2.8	21.5	0.50	0.29	0.50	51.9
All Vehicles			1820	3.0	1820	3.0	0.874	13.0	LOS B	22.4	174.7	0.69	0.30	0.70	48.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: T:\Projects\Open\4333.T01 - Serenity Phase 3 & 4 Transportation Support\4 - Analysis\01 - Modelling\02 - Sidra\2026-09 Submission\ Dunbow Road Roundabouts - 2045.sipx

MOVEMENT SUMMARY



Site: [2PM] Dunbow Rd & 5 St E (2045 PD - PM)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
South: 5 Street E															
3	L2	All MCs	24	3.0	24	3.0	0.047	5.7	LOS A	0.2	1.4	0.56	0.48	0.56	50.4
8	T1	All MCs	1	3.0	1	3.0	0.047	5.7	LOS A	0.2	1.4	0.56	0.48	0.56	51.3
18	R2	All MCs	8	3.0	8	3.0	0.047	5.7	LOS A	0.2	1.4	0.56	0.48	0.56	50.9
Approach			33	3.0	33	3.0	0.047	5.7	LOS A	0.2	1.4	0.56	0.48	0.56	50.6
East: Dunbow Road															
1	L2	All MCs	25	3.0	25	3.0	0.975	35.0	LOS E	57.7	449.5	1.00	1.53	2.15	37.2
6	T1	All MCs	1003	3.0	1003	3.0	0.975	35.0	LOS E	57.7	449.5	1.00	1.53	2.15	37.7
16	R2	All MCs	95	3.0	95	3.0	0.975	35.0	LOS E	57.7	449.5	1.00	1.53	2.15	37.5
Approach			1123	3.0	1123	3.0	0.975	35.0	LOS E	57.7	449.5	1.00	1.53	2.15	37.6
North: 5 Street E															
7	L2	All MCs	26	3.0	26	3.0	0.303	13.5	LOS B	1.2	9.0	0.74	0.76	0.81	46.9
4	T1	All MCs	1	3.0	1	3.0	0.303	13.5	LOS B	1.2	9.0	0.74	0.76	0.81	47.7
14	R2	All MCs	102	3.0	102	3.0	0.303	13.5	LOS B	1.2	9.0	0.74	0.76	0.81	47.3
Approach			129	3.0	129	3.0	0.303	13.5	LOS B	1.2	9.0	0.74	0.76	0.81	47.2
West: Dunbow Road															
5	L2	All MCs	117	3.0	117	3.0	0.485	7.4	LOS A	3.6	28.3	0.28	0.10	0.28	50.8
2	T1	All MCs	470	3.0	470	3.0	0.485	7.4	LOS A	3.6	28.3	0.28	0.10	0.28	51.7
12	R2	All MCs	29	3.0	29	3.0	0.485	7.4	LOS A	3.6	28.3	0.28	0.10	0.28	51.4
Approach			616	3.0	616	3.0	0.485	7.4	LOS A	3.6	28.3	0.28	0.10	0.28	51.5
All Vehicles			1901	3.0	1901	3.0	0.975	24.1	LOS C	57.7	449.5	0.74	1.00	1.43	42.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY



Site: [3PM] Dunbow Rd & 8 St E (2045 PD - PM)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				km/h
South: 8 Street E															
3	L2	All MCs	30	3.0	30	3.0	0.053	5.1	LOS A	0.2	1.6	0.52	0.42	0.52	50.8
8	T1	All MCs	1	3.0	1	3.0	0.053	5.1	LOS A	0.2	1.6	0.52	0.42	0.52	51.7
18	R2	All MCs	10	3.0	10	3.0	0.053	5.1	LOS A	0.2	1.6	0.52	0.42	0.52	51.3
Approach			41	3.0	41	3.0	0.053	5.1	LOS A	0.2	1.6	0.52	0.42	0.52	51.0
East: Dunbow Road															
1	L2	All MCs	36	3.0	36	3.0	0.937	26.4	LOS D	35.8	278.7	1.00	0.77	1.26	40.7
6	T1	All MCs	1029	3.0	1029	3.0	0.937	26.4	LOS D	35.8	278.7	1.00	0.77	1.26	41.2
16	R2	All MCs	70	3.0	70	3.0	0.937	26.4	LOS D	35.8	278.7	1.00	0.77	1.26	41.0
Approach			1135	3.0	1135	3.0	0.937	26.4	LOS D	35.8	278.7	1.00	0.77	1.26	41.2
North: Heritage Point Drive															
7	L2	All MCs	23	3.0	23	3.0	0.214	12.3	LOS B	0.8	5.8	0.73	0.73	0.73	47.5
4	T1	All MCs	1	3.0	1	3.0	0.214	12.3	LOS B	0.8	5.8	0.73	0.73	0.73	48.3
14	R2	All MCs	63	3.0	63	3.0	0.214	12.3	LOS B	0.8	5.8	0.73	0.73	0.73	47.9
Approach			87	3.0	87	3.0	0.214	12.3	LOS B	0.8	5.8	0.73	0.73	0.73	47.8
West: Dunbow Road															
5	L2	All MCs	64	3.0	64	3.0	0.401	6.5	LOS A	2.6	20.2	0.27	0.10	0.27	51.7
2	T1	All MCs	408	3.0	408	3.0	0.401	6.5	LOS A	2.6	20.2	0.27	0.10	0.27	52.6
12	R2	All MCs	33	3.0	33	3.0	0.401	6.5	LOS A	2.6	20.2	0.27	0.10	0.27	52.2
Approach			504	3.0	504	3.0	0.401	6.5	LOS A	2.6	20.2	0.27	0.10	0.27	52.5
All Vehicles			1767	3.0	1767	3.0	0.937	19.5	LOS C	35.8	278.7	0.77	0.57	0.93	44.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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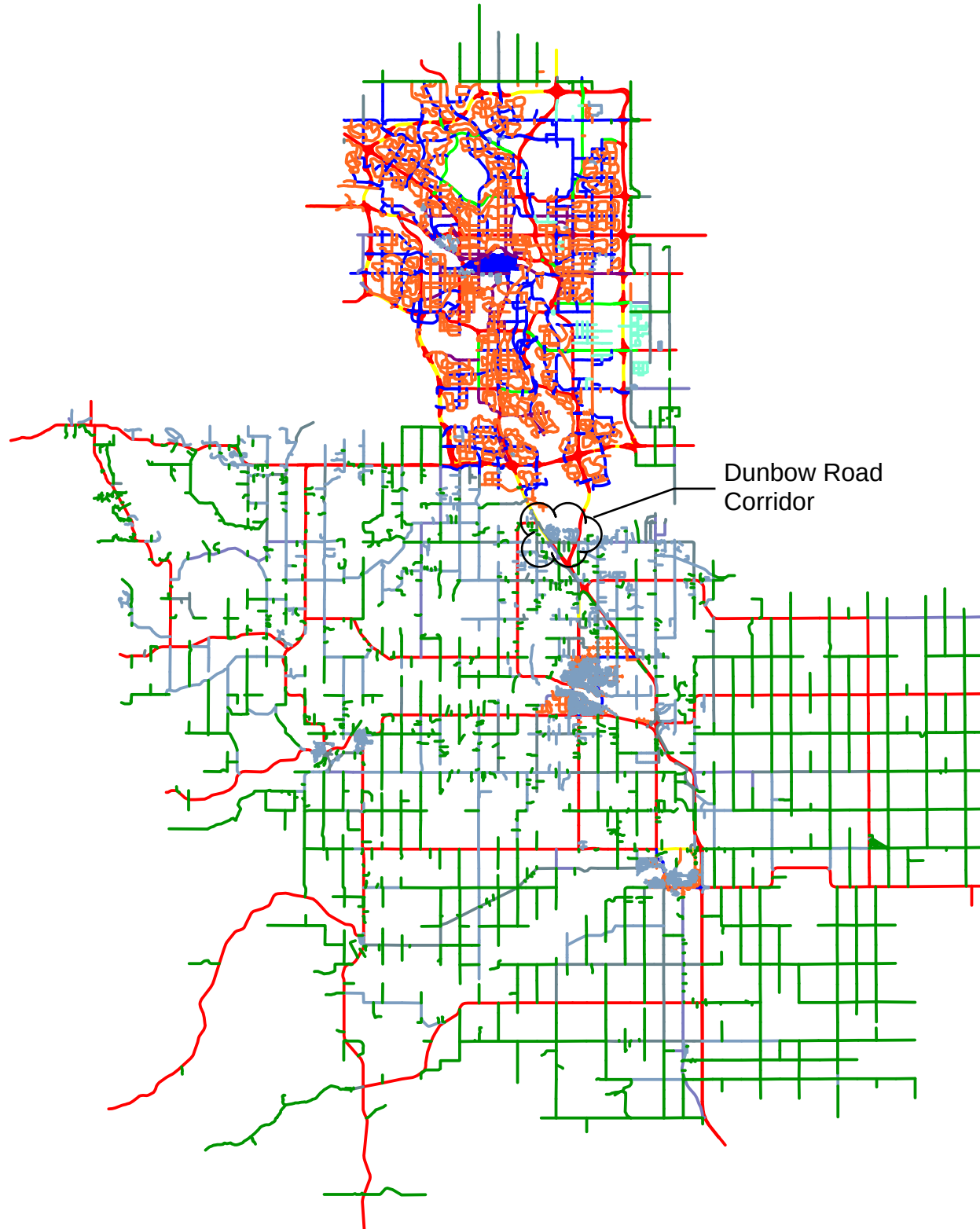
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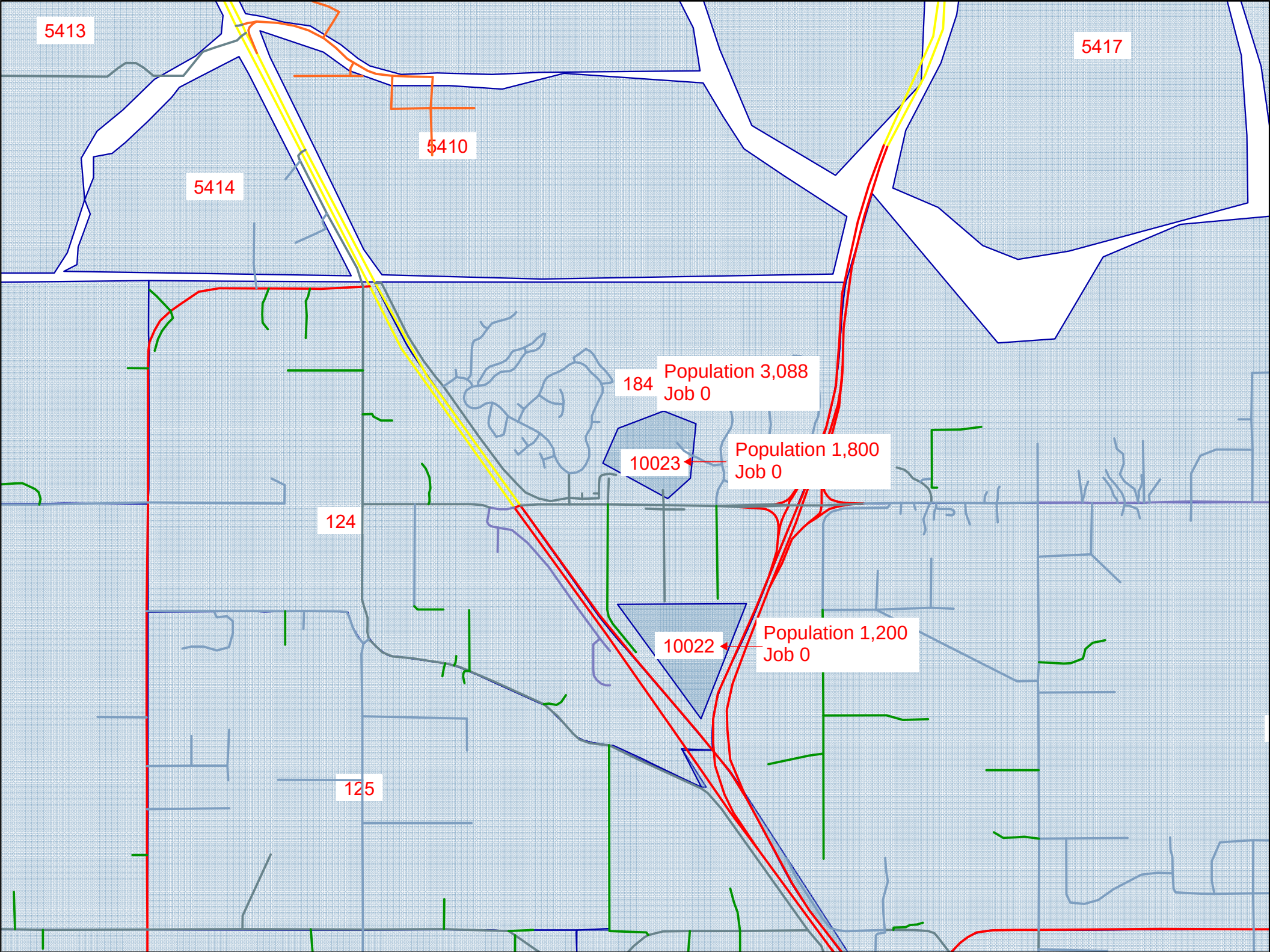
\Dunbow Road Roundabouts - 2045.sipx



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APPENDIX B – VISUM SUMMARY



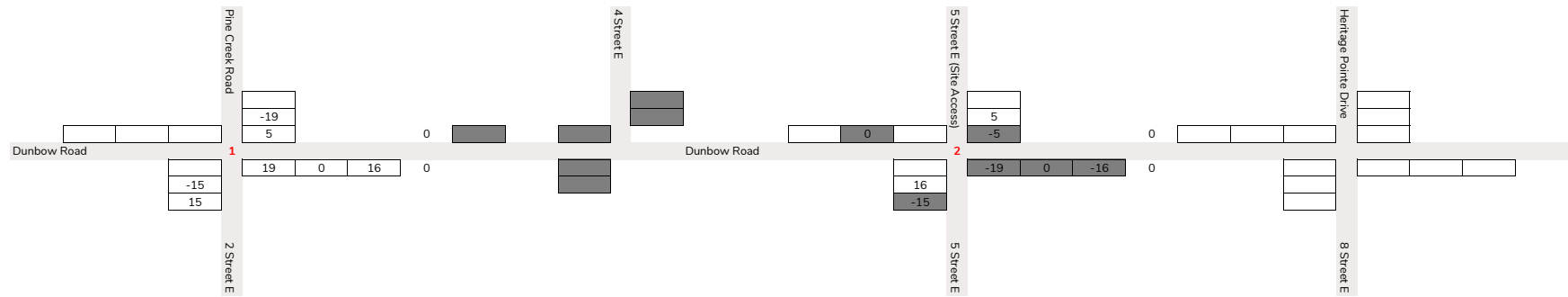




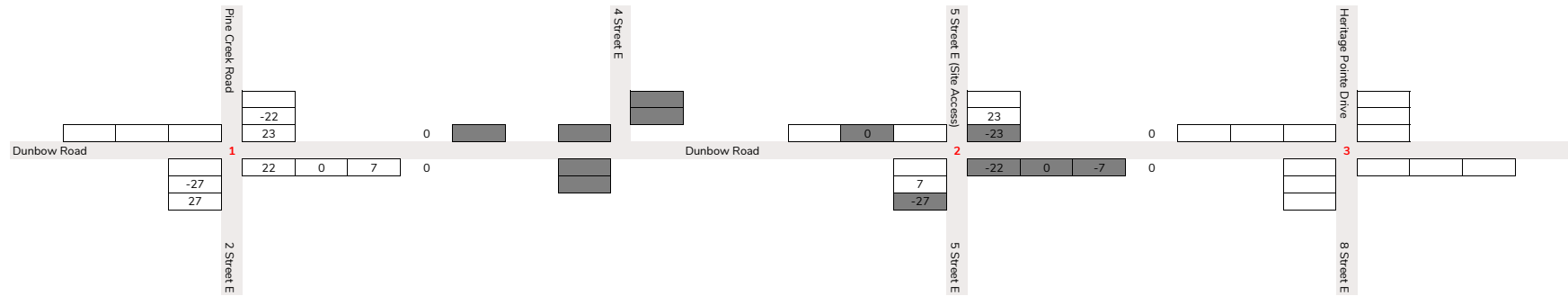
WATT CALGARY
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Calgary, AB T2P 3T7
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APPENDIX C: 2035 BACKGROUND ADJUSTMENTS

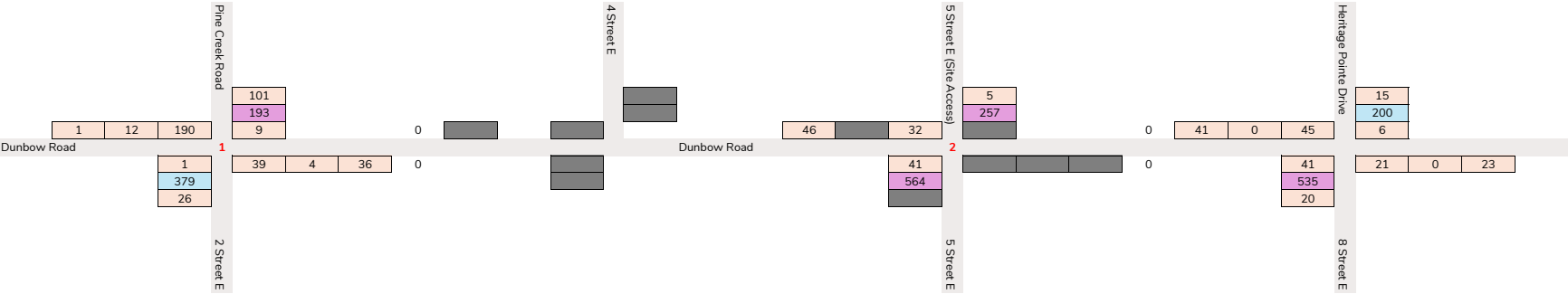
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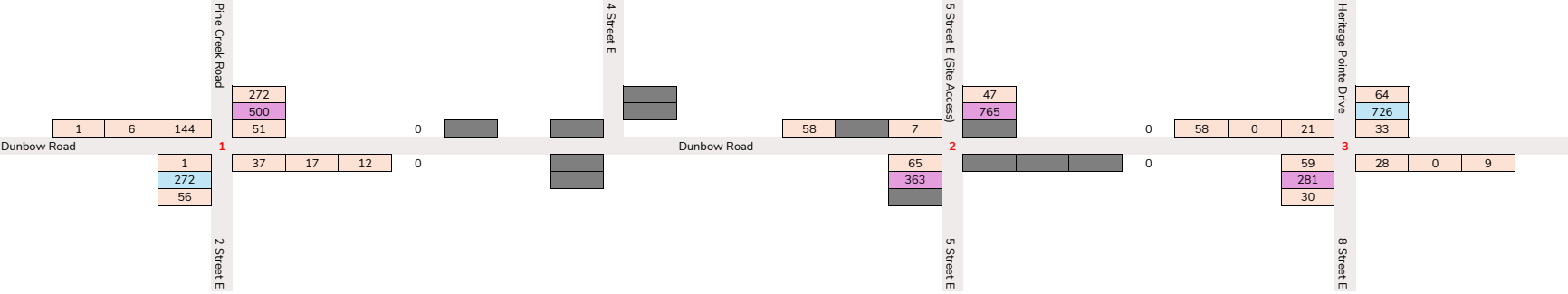
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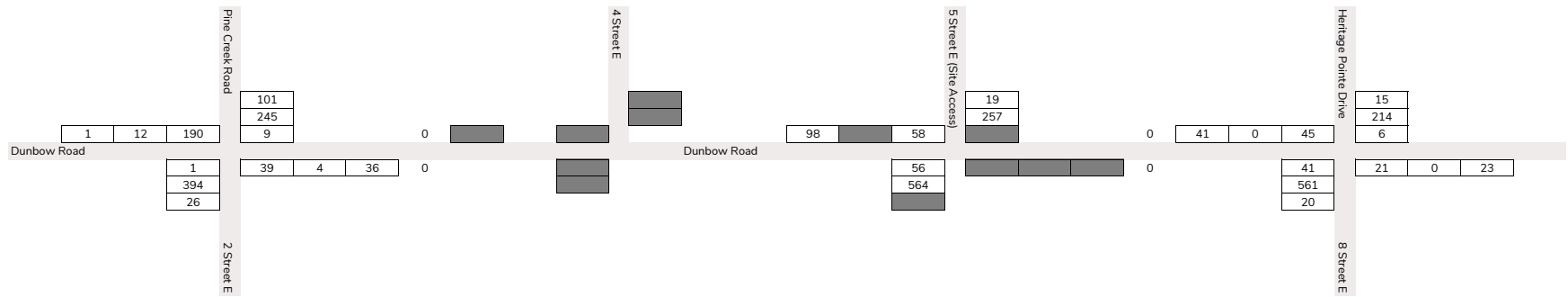
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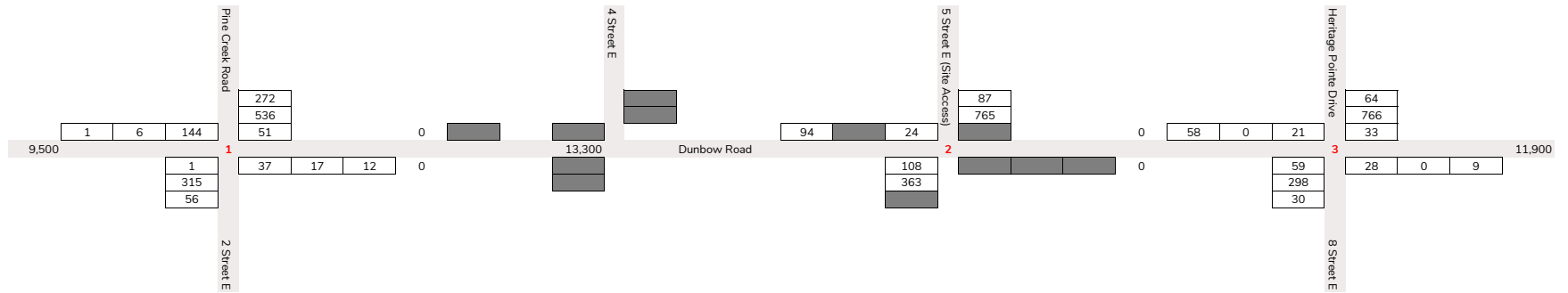
2035 Background - PM Peak Hour



2035 Post-development - AM Peak Hour



2035 Post-development - PM Peak Hour



Preface

In 1991 the Heritage Pointe Golf Course and three residential development areas at Heritage Pointe were approved as a recreational settlement under *The Calgary Regional Plan*.

The original Heritage Pointe Area Structure Plan (ASP) was adopted by the Council of the Municipal District of Foothills #31 on September 28, 1995, Bylaw # 97/94. A second amendment was approved by M.D. of Foothills Council on March 2, 2000, Bylaw # 174/99.

A third amendment was approved on 10 June 2004, Bylaw # 80/2004.

This Area Structure Plan was prepared for the M.D. of Foothills #31 on behalf of Heritage Pointe Lake Developments Ltd. and Upper Lakes Group Inc. by *Kristi Beunder Professional Planning Services* from June 2003 to September 2004.

1.0 INTRODUCTION

1.1 Purpose of the Plan

The Heritage Pointe Area Structure Plan (A.S.P.) has been prepared pursuant to provincial legislation, in order to provide for the orderly expansion of an established recreational residential district. The Plan is more detailed than the M.D. of Foothills Municipal Development Plan, and is intended to provide a framework for continued subdivision and development within the plan area.

In accordance with Part 17 of the Municipal Government Act (MGA), the Council of a Municipality may, by by-law, adopt the Plan as a statutory document.

The Heritage Pointe ASP has been prepared in accordance with provincial requirements outlined in s.633 (1) of the *Municipal Government Act* (MGA) (*Statutes of Alberta, 1994, Chapter M-26.1*).

633(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may, by bylaw, adopt an area structure plan.

(2) An area structure plan

(a) must describe

*(i) the sequence of development proposed for the area,
(ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,
(iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
(iv) the general location of major transportation routes and public utilities,*

and

(b) may contain any other matters the council considers necessary.

The ASP was prepared in accordance with the Municipal District of Foothills Municipal Development Plan and Land Use Bylaw and complies with the Municipal “Guideline for the Preparation of Area Structure Plans.” Technical information required to complete this Area Structure Plan was obtained from the Municipal District of Foothills Staff.

1.2 Background to the A.S.P. Amendment

The Heritage Pointe Area Structure Plan and subsequent ASP Amendments have evolved from an ongoing planning effort involving the developer, the adjacent landowners and residents, and the administration and Council of the Municipal District of Foothills No. 31. The result of this process is a planning framework for the sensitive and orderly development of a large portion of the Hamlet of Heritage Pointe comprising a land area of approximately 892.09 acres of prairie and river valley land located within the Pine Creek area. **Figure 1** delineates the location and boundaries of the Hamlet of Heritage Pointe. The “Hamlet” designation and boundary was established following a public hearing of Council on 4 May 2000. The Hamlet boundary is, as yet, only recognized at the municipal level.

The remaining +/-317 acres to the west of the Heritage Pointe Golf Course are the primary focus of this ASP amendment, although the total 892.09 acres is included to provide a full context. **Figure 2** delineates the lands that are subject to this Area Structure Plan. Upper Lakes Group Inc. and Heritage Pointe Lake Developments Ltd. and a private landowner are the owners and intended developers of all the lands contained within the Plan boundaries.

The most recent amendment (2004) to the Plan is intended to more accurately reflect the as-built development of Heritage Pointe and include all lands within the plan area that may be subject to future development.

The Area Structure Plan also considers numerous issues and concerns which have arisen regarding residential and recreational development in the Municipal District of Foothills/City of Calgary Intermunicipal Development Plan area. Specifically, this Plan within its boundaries:

- 1) establishes in more precise terms the nature, character, and location of future activities and development;
- 2) guides the orderly growth of this portion of the Dunbow Road corridor;
- 3) provides a basis for future planning actions within or adjacent to the Intermunicipal Development Plan;
- 4) addresses requirements for service rights-of-way;
- 5) provides for long-term infrastructure to service the Plan area and portions of the Dunbow Road corridor.

1.3 The Approval Process

The Municipal District of Foothills No. 31 requires the preparation of an ASP as a prerequisite to development of the remainder of the Plan area. Preparation of the Area Structure Plan document and the amendments thereto has been undertaken by consultants engaged by the landowners, in consultation with Municipal District staff. The consultation process also involved discussions with adjacent landowners, identification of development opportunities and constraints, review of planning and conservation strategies, and selection and refinement of an acceptable land use concept.

The Plan in its statutory form is the result of technical review, amendment as necessary, a statutory public hearing, and consideration and subsequent adoption by Council as the Heritage Pointe Area Structure Plan.

1.4 Plan Implementation

The Heritage Pointe Area Structure Plan, adopted by Bylaw 174/99 in accordance with Part 17 of the MGA, is a statutory document of the Municipal District of Foothills No. 31. The A.S.P. does not supersede, repeal, replace, or regulate or otherwise diminish the Intermunicipal Development Plan or other statutory plans in effect in the Plan area.

To be fully implemented, this Area Structure Plan may have to be incorporated into several other planning documents. These include: the IMDP; the M.D. of Foothills Municipal Development Plan; and, the M.D. of Foothills Land Use Bylaw. In practice, this Plan will be implemented through commitments to public and private improvements which are embodied in the Area Structure Plan policies contained herein.

1.5 Plan Review and Amendment

The A.S.P. is designed to establish long-term planning strategies and guidelines for the Plan area. Because of this long-term nature, changing considerations such as environmental, social or economic factors may require periodic review and occasional amendment of the Plan. Council through monitoring of subdivision and development approvals may initiate amendment of the ASP in accordance with Part 17 of the MGA. In addition, the landowner(s) or their agent(s) may request by application amendment of the ASP in accordance with the requirements and procedures of the same Section.

1.6 Interpretation

In this Plan, the following Interpretations shall apply:

"A.S.P." or "Plan" means the Heritage Pointe Area Structure Plan.

"Council" means the Council of the Municipal District of Foothills No. 31.

"Heritage Pointe" means all lands within the defined boundaries of the Heritage Pointe Area Structure Plan.

"Homeowners' Associations" means The Lake at Heritage Pointe Owners' Association and/or various Condominium Corporations.

"M.D." means the Municipal District of Foothills No. 31.

"Qualified Professional" means a professional engineer, geologist, or geophysicist licensed to practice in the Province of Alberta.

"Intermunicipal Development Plan" means The City of Calgary/M.D. of Foothills No. 31 Joint Plan ratified by the M.D. of Foothills in May 1996, and the City of Calgary in June of 1996.

"Subdivision Approving Authority" means the Council of the Municipal District of Foothills No. 31.

"Tentative Plan Preparation Stage" means that stage of the land development process in which detailed site analysis is undertaken, local planning needs and development philosophy are identified, and site-specific subdivision design is prepared.

"Tentative Plan" means a detailed proposal for development of the lands or of any portion thereof, which may form the basis for an application for subdivision.

2.0 THE PLAN AREA

2.1 Regional/Municipal Context

Heritage Pointe is located near the northern boundary of the Municipal District of Foothills No. 31, immediately east of Highway 2 and north of Dunbow Road (*refer to Figure 1*). The Dunbow Road corridor is the highest density residential area in the MD outside of Okotoks and High River. In addition to the initial developed portions of the Plan area, two other major golf course developments and numerous smaller ranch-lot subdivisions are located in this area.

The Heritage Pointe Area Structure Plan covers approximately 3.4 square kilometres (1.3 square miles). The Plan area is generally bounded by the Pine Creek Valley to the north; by Dunbow Road to the south; by Highway 2 to the west; and by the Deerfoot Trail alignment to the east. Dunbow Road, which abuts the Plan area for approximately two kilometres between Highway 2 and 16 St E., provides the primary access into the area. Completed in November 2003, the extension of Deerfoot Trail provides alternative access for eastbound and westbound traffic from Dunbow Road.

The lands surrounding the Heritage Pointe Plan area possess a distinctively rural character. The regional landscape varies from flatland prairie to the east and rolling grasslands to the west, with mixed farming operations dominating the countryside. Other existing land uses in the vicinity include residential acreages, a gravel extraction plant, home-based businesses, as well as the Cottonwood and Carnmoney golf courses. All of these land uses generate traffic which utilizes Dunbow Road.

2.2 Definition of the Plan Area

The Heritage Pointe Area Structure Plan encompasses approximately 892.09 acres of land, which is contained in separate titles or parcels, within the Hamlet of Heritage Pointe. With the exception of one public road allowance parcel, all of the undeveloped lands contained within the Plan boundaries are owned and controlled by Upper Lakes Group Inc., Heritage Pointe Lake Developments Ltd. and a private landowner.

2.2.1 Legal Description of the Plan Area

Legal Description of Property:

	Land Area (Acres)
Portion of N.E. 1/4 Sec. 1-22-1-5	115.37
Portion of S.E. 1/4 Sec. 1-22-1-5	119.18
N 1/2 Sec. 6-22-29-4	42.28
S 1/2 Sec. 6-22-29-4	40.20
Road Allowances West and East side 6-22-29-4	11.70
N.W. 1/4 Sec. 5-22-29-4	159.88
Plan 9912130, Block 5 (Privately Owned)	24.39
Remainder of S.W. 1/4 Sec. 5-22-29-4	68.38
Remainder of N.E. 1/4 Sec. 5-22-29-4	114.30
Remainder of S.E. 1/4 Sec. 5-22-29-4	133.25
Plan 7959 JK Block E	18.39
Plan 1382 HI	3.86
Plan 8911839 (Heaver)	40.90
Sub-Total	892.09

2.2.2 Topography

The Plan area encompasses a flat to gently undulating upland plain as well as a portion of the Pine Creek valley with its associated escarpments. A variety of tributary streams, within ravines, drain northward into the Pine Creek valley. These tributary streams drain the Plan area and physically bisect it into a number of relatively level benches.

Slopes are less than ten percent on the majority of the upland areas. The escarpments of the Pine Creek valley and its tributary ravines are in a naturally vegetated condition with slopes of up to forty percent in some locations. There is some evidence of erosion in localized areas.

The Pine Creek valley, which is a tributary of the Bow River, drains a land area west of Highway 2. Water flow in Pine Creek is seasonal with generally low water flows. Valley sides are steep with heavy tree cover on the south escarpment. The location of the Pine Creek valley and its tributaries in relation to the topographic features of the plan area is illustrated in *Figure 3*.

3.0 PLAN OBJECTIVES & GUIDING PRINCIPLES

3.1 Objectives

The primary objective for the Heritage Pointe Area Structure Plan is to provide a planning framework for the development of an attractive recreational community which compliments the country-like character of the Pine Creek area. The Plan also strives to provide linkages between regional and local-serving recreational areas within a larger open space system. These overall objectives are supported by specific guiding principles which determine the form and character of development in the area.

3.2 Guiding Principles

Patterns of Development

- all development shall be in accordance with statutory policy and municipal standards in effect at the time it is approved;
- development should be permitted in those areas where site constraints are minimal;
- patterns of development should be determined by the natural form and character of open spaces;
- non-recreational development should be excluded from the Pine Creek valley and its tributary ravines and should be concentrated on the plateau above the valleys;
- development should be visually buffered from Dunbow Road and Highway 2, as much as possible.

Environmental Preservation

- development should contribute to the overall enhancement of the environment and create a positive balance between the Heritage Pointe community and its environmentally-sensitive creek valleys;
- the character of Heritage Pointe should remain country-like with its scenic, recreational, open space, and wildlife values maintained;
- major creek corridors, woodlands, and steep slopes should be protected from non-recreational development;
- a portion of the Pine Creek valley should be preserved as habitat for wildlife;
- public access to Environmental Reserve areas should be accommodated through municipal access areas.

Image and Identity

- the community should create a positive image and identity for the Municipal District of Foothills No. 31 by building upon the area's natural resources and scenic rural character, by giving structure and orientation to the rural environment, and by fostering creativity and innovation in fitting new development within a sensitive rural and natural landscape;
- a coherent pattern of development should be organized around a series of open spaces and natural areas.

Residential Development

- housing type and form should be established through residential design standards which are thoughtfully suited to a recreational community environment;
- the various housing forms should possess their own individual character and identity; however, residential design should contribute to the overall community image reflected in this Plan.

Community Services

- services necessary to support the local and surrounding residential population and contribute to the overall lifestyle of the community should be encouraged.

Recreation

- adequate land should be provided for other forms (outside of golf course) of active and passive recreational use to meet the needs of area residents through the provision of municipal reserves and the development and maintenance of local park areas within the private development cells maintained by community based Homeowners' Associations;
- a system of recreational trails may be established and maintained by the M.D. of Foothills which extend from developed areas through the Pine Creek Valley escarpment;
- new trails should be generally a minimum width of 2.0 metres. For the most part, these trails should be located where they can be gently graded for walking while taking advantage of views;
- in general, new trails should be separated from development areas in order to minimize conflicts between public and private land users while providing a greater sense of isolation and detachment from developed areas. Staging areas for the trail network should be provided in parkland areas only, where access is feasible and extensive grading is not necessary;

- common open spaces within the development areas should be planned, particularly within Cell "B", to provide intermittent breaks in the development pattern, to open up views to ravine areas, and to link to parks, and open spaces;
- where feasible and appropriate, a landscaped setback along public internal roadways should be constructed and maintained by the lot owner;
- development of private parks serving the passive recreational needs of residents with pathways, sitting areas, grassy knolls, landscaped edges, and childrens' play areas should be communally created and maintained through locally based Homeowners' Associations.

Infrastructure

- service infrastructure should be developed in a manner which best serves the various land uses;
- improvements to the existing infrastructure systems should be made in a timely manner appropriate to community needs;
- while those benefiting from public improvements ought to share fairly in the cost of such improvements, the plan should ensure that any one landowner is not burdened by an excessive share of infrastructure costs.
- According to Municipal District of Foothills Resolution of Council adopted January 9, 2003, the Developer may be subject to a financial contribution which shall be specifically used to improve the offsite roads as determined by council.

Safety

- development should occur in a manner which minimizes public exposure to hazards affecting health, safety, and general welfare.

Growth Management

- development should be phased in a logical, efficient, and attractive manner with the least amount of disruption to existing residents and uses, so that it corresponds with the growth objectives of the Municipal District of Foothills No. 31.

4.0 PLAN POLICIES

4.1 The Plan Concept

The Area Structure Plan, as a planning framework for the community of Heritage Pointe provides a guide for future development decisions by the Municipal District of Foothills No. 31.

The land use policies outlined herein will ensure the development of an attractive residential community which complements the country-like character of the Pine Creek area. While Plan policies provide for the development of residential and other uses on plateau lands above the ravines, a continuous recreational open space network within the Pine Creek valley is envisioned. The enhancement of the valley and the natural prairie topography are significant goals which are inherent in the Heritage Pointe concept. The Plan protects the ravines and their natural watercourses yet it allows for the spatial integration of these natural features with other land uses so that they can offer enjoyment to the community.

The Plan takes full advantage of the natural setting in terms of views over the Pine Creek valley towards the City of Calgary as well as views to the west towards the foothills and the Rocky Mountains. The land use concept emphasizes the integration of the development with the natural landscape, recognizing the fragile nature of the edges and escarpments of the Pine Creek valley as well as the many ravines which bisect the site. In general, residential lands occupy the uplands overlooking the Pine Creek valley, thereby preserving the embankments and ravines in a natural state. Golf course, lake and lake amenity uses which are integrated into the residential areas provide visual relief and a sense of openness which enhance the rural character of the site.

To summarize, the overall community design objective for the Plan area is to establish a high quality of design that respects the integrity of the landscape and surrounding land uses, reflects the unique qualities of the Pine Creek valley area, and contributes in a most positive fashion to the identity of Heritage Pointe.

The Area Structure Plan allocates specific lands for various uses. Four (4) different residential designations are proposed for future development. Other designated land uses include Golf Course, lake and lake amenity, retail/commercial, park land, and natural green space. See *Figure 4 for the Land Use Strategy and Appendix A for a more detailed conceptual plan.*

4.2 Land Use Components

4.2.1 Residential

Three (3) different forms of potential residential development have been incorporated into the plan. The Executive Single-Family form provides for larger lot, low-density detached housing. The Single-Family form also provides for low density detached housing. The Cluster Estate form provides for an attached or semi-detached housing alternative.

In total, the residentially-designated lands provide the potential for up to 698 housing units in Heritage Pointe (see Section 5.0). Land use policies for the residential designations are summarized below.

General Residential Policies

- For all Lake at Heritage Pointe residential homes, the maximum building height shall be 12 m (39.3 feet); for all other development cells within the Heritage Pointe ASP Boundary the maximum building height shall be 9 m (29.52 feet);
- The Lake at Heritage Pointe is subject to architectural controls that varied in style from the original golf course development. New development, outside of the Lake development cells, shall be subject to the architectural controls applied to the original golf course development to promote a consistent appearance;
- For all residential lots, front yard setback shall be 4 m (13 feet);
- Setbacks on corner lots can be relaxed up to ninety (90) percent provided the front yard is designated by the Developer;
- In all other cases the “Residential District” of the Foothills Land Use bylaw applies;
- Prior to the submission of a Land Use Redesignation application the Developer shall invite stakeholders within the Hamlet of Heritage Pointe and the adjacent Dunbow Road community to comment on the detailed plans;
- As part of the Land Use Redesignation application for lands contained in Plan 8911839 Block 1 the Developer shall undertake to provide the following:
 - A land use plan that:

- is consistent with the existing golf course community design both in terms of clustering of lots and architectural guidelines;
- contains an open space buffer between the proposed lots and the existing residences (ownership and maintenance obligations to be determined);
- and does not exceed a maximum density of 33 lots;
- Provides for no direct access to the Block 1 lands through either the Ridge or the Meadows development cells. Access to Block 1 is via a private internal road that runs parallel to the Deerfoot Trail Extension;
- Contains a detailed landscaping plan which protects as many trees as possible, identifies the placement of new trees, outlines park area improvements, and grading/containment plans;
- Provides for a noise analysis as it relates to the location of proposed lots and the potential noise impact and, if necessary, the methods of noise mitigation from the Deerfoot Trail;
- Provides for a construction impact mitigation strategy that addresses development phasing and details mitigation strategies internal and external to the Hamlet of Heritage Pointe;
- Provides for a Stormwater Management plan.

Executive Detached Single-Family

The majority of the residential land within the Plan area has been designated Executive Detached Single-Family. The aim is to provide a legible and coherent development pattern in these neighbourhoods, to be reflected in the design of buildings having complementary architectural character and styles.

- average minimum lot size shall be 1300 square metres, and no individual lot should be smaller than 1000 square metres;
- minimum effective lot frontage (measured parallel to the front lot line, at a distance into the lot of 15 metres) shall be 20 metres;
- maximum density shall be three units per gross acre (inclusive of local roadways and landscaped parks, but exclusive of lake, lake amenity, golf course);

- development should encourage lot frontages and building guidelines which exceed conventional urban neighbourhoods;
- development should allow for a defined building envelope to encourage a regular distribution of housing sites in keeping with a more structured neighbourhood character;
- the natural landscape should be maintained where possible, and housing structures should be integrated into the natural landscape;
- a building form should be promoted which, when viewed from the street, emphasizes the residential nature of the building and reduces the visual impact of vehicular entrances (garages) on the streetscape;

Detached Single-Family

These single-detached neighbourhoods are very similar to the Executive Detached Single-Family areas but will have slightly higher densities. The development pattern employed for the Executive Single-Family area will be extended to these neighbourhoods and will be reinforced through architecture that is complementary in character.

- average minimum lot size shall be 525 square metres, and no individual lot should be smaller than 490 square metres;
- minimum effective lot frontage (measured parallel to the front lot line, at a distance into the lot of 15 metres) shall be 14 metres;
- maximum density should be 3.7 units per gross acre (inclusive of local roadways and landscaped parks, but exclusive of lake, golf course, and lake amenity);

Cluster Estate – Attached/Semi-Detached

These higher-density areas may be permitted in close proximity to the ravines and other recreational opportunities in the immediate area. Identifiable neighbourhood patterns are to be achieved through the use of architecture having a complementary character and which is sensitive to surrounding development.

- parcels shall not be less than one (1) hectare nor more than fifteen (15) hectares in size, and shall have a maximum allowable density of 9.9 units per hectare (4 upa);
- individual buildings shall be comprised of no more than three units;
- cluster estate residential development should be encouraged to occur off the service/collector roadway in close proximity to the active recreational opportunities in the area;

- clear development patterns composed of clusters of buildings with complementary architectural character should be created that are sensitive to the surrounding single-family developments;
- a continuity of landscape treatment within each cluster estate neighbourhood should be encouraged; and
- clear circulation patterns which relate in a positive manner to the internal collector road should be created.

4.2.2 Golf Course

- Some +/- 450 acres of the Plan area have been designated for golf course use. Integrated within residential and other land uses, the designated golf course area is appropriately sized to accommodate 27 holes of golf; driving range, golf clubhouse, maintenance facilities and a three-hole short game and teaching academy. It is intended that the golf course establish a recreational character and strong identity for the Heritage Pointe community over time.

4.2.3 Lake and Lake Amenity Area

Approximately 36 acres of the Plan area have been designated for the private lake and lake amenity uses. The Heritage Pointe Area Structure Plan provides for the establishment and maintenance of a lake and lake amenity area with no obligation to the M.D. of Foothills No. 31 for maintenance of these areas. The private lake and lake amenity area have been constructed by the developer, and shall be maintained in perpetuity by a community based Homeowners' Association.

The private lake and lake amenity uses are intended to enhance the recreational character and identity of the Heritage Pointe community. The following design principles have been adhered to during development of the lake and lake amenity area:

- the lake has been constructed in a manner which respects the quality of the area's natural features so as to complement rather than compromise the distinctive character of the site;
- integration of the lake and lake amenity area into the natural landscape has been promoted; the lake has been integrated into the residential component; both the residential frontage experience as well as the lake experience have been considered in the residential/lake interface;
- the layout and features of the private lake and lake amenity area have been used to augment and enhance views and area amenities;
- the lake has been designed in a manner which allows a significant number of residential units to benefit from this amenity.

4.2.4 Retail/Commercial

Commercial facilities for Heritage Pointe are to be located at the intersection of

the service/collector roadway and the future loop road serving Cell "B".

- maximum retail/commercial site area within the A.S.P. boundaries shall be 1.46 hectares (3.61 acres);
- allowable uses may include restaurants, general store, post office, sale of gifts, handicrafts, jewellery, and/or clothing, personal and financial services, general office, inn, and/or gas bar;
- commercial buildings should be sited with minimal front setbacks in order to enclose and give scale to the street and to promote a friendly pedestrian environment;
- off-street parking should be permitted whenever possible in order to control traffic speed, to protect pedestrians, and to distribute the required parking load;

4.2.5 Preservation Lands, Environmental Reserve, Environmental Reserve Easement

In response to the objectives of Part 17, Section 664 of the MGA of Alberta, the Plan designates lands that are considered to be environmentally sensitive. These lands, within Heritage Pointe are designated as Preservation Lands, Environmental Reserve Lands, or Environmental Reserve Easement Areas. These areas include all of the slope area below the top-of-bank of the Pine Creek valley and its tributary ravines. In the valley bottoms, the golf course use is considered to be non-intrusive and is therefore compatible with the reserve lands. The intention of the Preservation Land, Environmental Reserve Land, and Environmental Reserve Easement area is to preserve the natural integrity of drainage courses, to provide limited or controlled public access along water courses and through ravines; and to protect lands which are environmentally sensitive from the negative impacts of incompatible land uses.

- development except for trails shall be prohibited and public access shall be limited to defined trail areas (*see Appendix B.2*) on the most heavily-vegetated portions of the Pine Creek valley and its tributaries;
- all areas designated as Preservation land, Environmental Reserve or Environmental reserve Easement are identified on **Figure 4**;
- The land identified as Environmental Reserve Easement south and west of the Ravine Villas shall be registered prior to the subdivision registration of the Lake Development Cell "C";
- setback criteria from the top-of-bank and from creeks and streams shall be defined at the land use approval stage as a condition of new development; setbacks shall reflect specific biologic, hydrologic, and geologic conditions along escarpments and waterways;
- all historic and cultural resources shall be dealt with in accordance with Provincial requirements.

4.2.6 Municipal Reserves

Pursuant to Part 17, Section 665 of the MGA of Alberta, the Plan designates an area of land as future Municipal Reserve. The future Municipal Reserve parcel is located in the southwest corner of the Plan area. This location establishes a transition between Highway 2 and residential uses.

- 19.76 acres (8 ha) of contiguous lands have been dedicated and identified in the Plan as Municipal Reserve;
- Any future Municipal Reserve dedication shall be designated at the discretion of Council.

4.2.7 Private Park Areas

Because of the intended development of some of the residential areas on a condominium ownership basis and because of the difficulty and cost to the M.D. of maintaining smaller local parks in scattered residential areas, the Heritage Pointe Area Structure Plan provides for the establishment and maintenance of private parks without obligation to the MD, as follows:

- private park spaces shall be constructed by the developer, and shall be maintained in perpetuity by community-based Homeowners' Associations;
- private park areas are in addition to the lands provided for municipal reserve.

4.3 Transportation

4.3.1 Internal Roadways

The existing Heritage Pointe Drive, the collector roadway providing access to the easterly parcel of land in the Plan area, and Heritage Lake Drive, Heritage Lake Boulevard, Meadow Pointe Drive and all roads constructed in Cell "B" and Cell "C" in the westerly parcel, are intended to be developed as public roadways (refer to *Figure 5*). Construction of all internal roadways shall be the responsibility of the developer, to standards to be determined at the time of land use approval. Maintenance of public roadways shall be the responsibility of the MD, following completion of construction by the developer and acceptance of the roadway(s) by the MD.

Access to the adjacent parcel, portion of SW ¼ Sec. 5-22-29-4, will be determined at the time of land use redesignation/subdivision.

- The internal road accessing Plan 8911839 Block 1 may be public or private as deemed necessary by the Municipality. Should this road be developed as a public road a modified municipal standard shall be approved to mitigate impacts to the golf course. The modified road standard shall be agreed to by the owner of the golf course and the Municipal District of Foothills No. 31.

4.3.2 External Roadways

Three external roadways exist, or are proposed, adjacent to the Heritage Pointe Area Structure Plan area (*see Figure 4*). Two of these - Highway 2 and the Deerfoot Trail extension - are under the jurisdiction of Alberta Transportation. The third - Dunbow Road - is operated and maintained by the Municipal District of Foothills No. 31. The Highway 2 right of way will be protected as a freeway.

Right-of-way for the Deerfoot Trail extension has already been acquired from the Developer by Alberta Transportation. No responsibility for any construction of the Deerfoot Trail extension or any portion thereof rests with the Developer.

Improvements to Dunbow Road or to the Dunbow Road/Highway 2 intersection may be required as a result of development within the Heritage Pointe Area Structure Plan area. The improvements will be assessed at the time of land use/subdivision approval for each phase of development in Cell B and Cell C. The impact assessment will be based on traffic counts and the impact of the Deerfoot Trail extension on traffic utilizing Highway 2. Construction of "interim" Highway 2 / Dunbow Road intersection improvements, if required, in the transportation assessment shall be completed at no cost to Alberta Transportation. Future interchange construction will be the sole responsibility of Alberta Transportation – at no cost to the Developer (refer to *Appendix C*).

A Highway 2 Planning Study Marquis of Lorne Trail to S.H. 552 was prepared by Alberta Transportation and McElhanney which identified six (6) interchange options at S.H. 552. Development as proposed within Cell "C" of Heritage Pointe can only accommodate Highway 2 interchange Option 6, which has also been identified as the preferred option of the MD of Foothills No. 31.

A noise attenuation report has been prepared for development adjacent to Highway 2.

4.4 Utilities and Servicing

4.4.1 Sanitary Sewer

Sanitary service for Heritage Pointe is supplied by Thornmark Waste Management Corporation (TWM) (*Appendix D*).

The existing sewage lagoon in the SW ¼ of Section 4 is designed to treat the sewage for all of Cell "A". It is anticipated that the sewage lagoon will continue to operate for a period of time in conjunction with a mechanical sewage treatment plant which has been constructed to provide sanitary service to Cells B and C.

The sewage treatment plant is located in NE ¼ 5. The sewage lagoon ponds located in SW ¼ 4 will be decommissioned at a future date and the development of those lands will be planned for in a separate ASP.

Treated effluent from the mechanical sewage treatment facility is discharged to the Bow River, in accordance with Provincial approvals and licenses.

The design and operation of all sewage treatment facilities to service the plan area shall be the responsibility of the developer and/or utility owner's to the satisfaction of Alberta Environmental Protection and the Municipal District of Foothills No. 31.

The City of Calgary is proposing to construct a new sewage treatment plant in Section 8. The potential tie-in of the Heritage Pointe sanitary sewer system to the planned City of Calgary facilities will be evaluated at a future date. If determined to be technically and economically feasible, and a suitable agreement can be negotiated, the sewage treatment facilities servicing the ASP area may be decommissioned and a sewer line leading to the City of Calgary facilities may be constructed.

4.4.2 Water Supply

Water service for Heritage Pointe (and adjacent communities/developments) is currently supplied by Thornmark Utilities Corporation (TUC). TUC diverts and transports water from the Bow River and their treatment facilities supply the ASP area with potable water. TUC will continue to supply water to the ASP area. TUC's license to draw water will be amended for additional development and the water intake facility upgraded accordingly.

The existing water treatment plant is designed to supply potable water for the entire plan area. The developer shall be responsible to construct additional water treatment plant facilities adjacent to or in conjunction with the existing water treatment plant to accommodate development of the plan area. Design of new facilities will be in accordance with phased development. Treated water storage currently exists at the water treatment plant site and in the south half of section 6. Water storage will assist in maintaining pressures in the system, especially in the event of a fire. The locations of the water reservoir facilities are illustrated *Appendix E*.

A looped watermain distribution system has been constructed to ensure continuous water supply in the event of a watermain break.

4.4.3 Stormwater Management

Storm runoff from the roads, driveways and roofs shall be directed toward the road ditches and into a piped storm water management system. The ditches will either drain to holding ponds within the golf course or to ditches along Dunbow Road, or be directed into the coulees for ultimate discharge to Pine Creek. Storm water naturally flows to the north ultimately ending up in Pine Creek and the Bow River. Piped storm water will be discharged into coulees and ravines.

Storm runoff from those portions of lots not draining to the roads shall be directed away from the buildings towards natural drainage channels. Split drainage shall be provided from those lots backing onto the lake and the escarpment. Runoff from the front of the lots, driveways, and roofs shall be directed towards storm drains and ditches while runoff from the back of the lots shall follow the man made and natural drainage courses. *Appendix F* shows the stormwater drainage system.

4.4.4 Shallow Utilities

Natural gas, power, cable and telephone will be available from ATCO Gas (ATCO), Aquila, Shaw Cable and Telus Communications Inc. (Telus) respectively. These utilities will be provided by extensions of the existing systems servicing the area.

Shallow utilities will be installed in conventional 3.5 metre wide easements along the front of the lots.

4.5 Escarpments and Sloped Areas

It should be noted that major escarpments exist throughout the Area Structure Plan area. In accordance with M.D. of Foothills development guidelines, the location of the escarpment is established as the line where the slope is steeper than 15% (8.5°). In this regard the following guidelines apply:

- development shall be permitted on or adjacent to slopes less than 15% (8.5°);
- development shall not be permitted within 30 metres of the toe or crest of any escarpment or slope;
- development may be permitted within areas not meeting the above requirements providing a geotechnical investigation by a qualified engineer is prepared stating the proposed development is stable and development will not affect the stability of the slope.

The Area Structure Plan layout meets the MD of Foothills Land Use Bylaw for setback requirements.

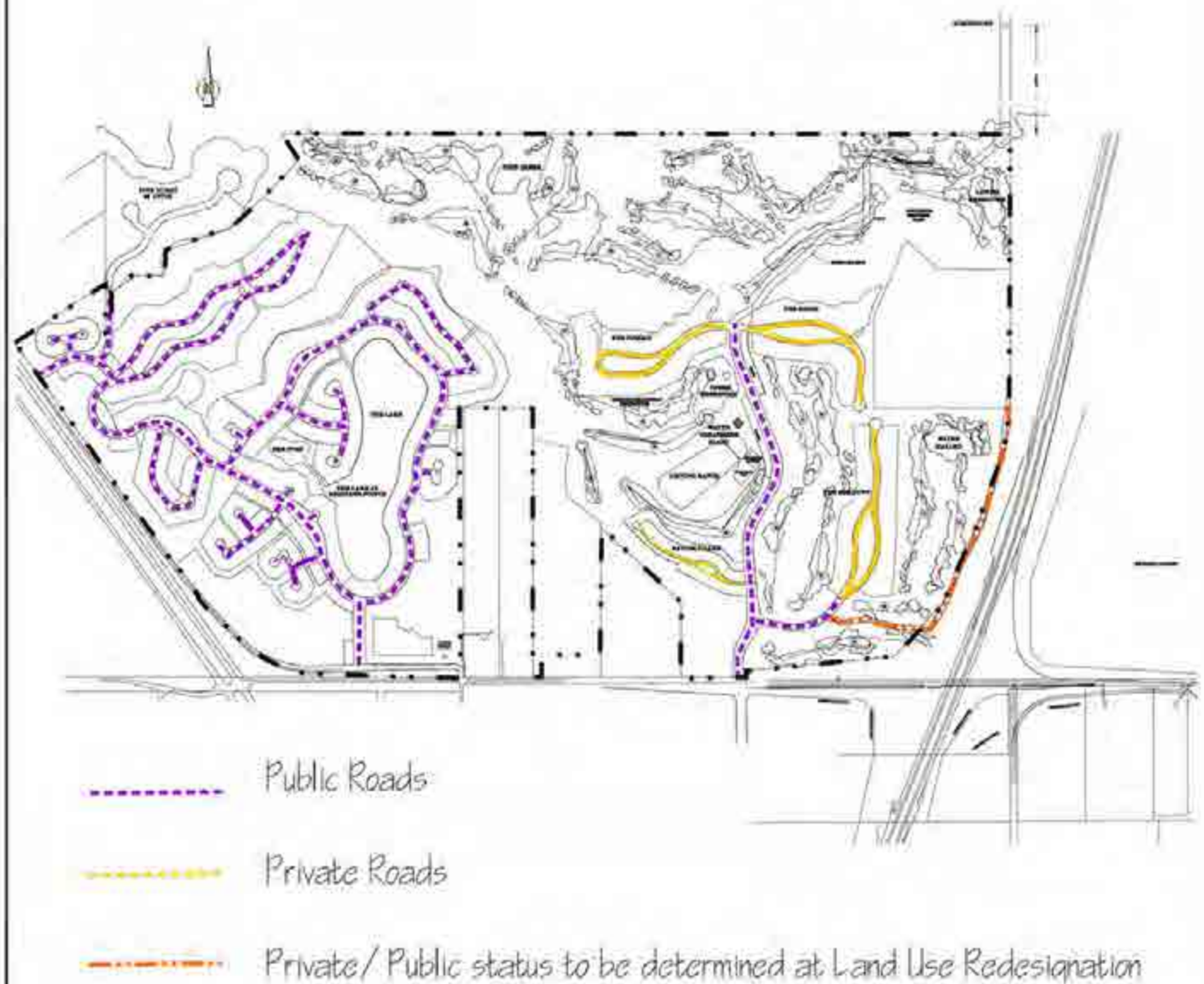
Given the sensitivity of the site to grading modifications and erosion, site grading and drainage plans will be reviewed by a geotechnical engineer, in conjunction with the phased development, to ensure that existing slopes are not destabilized by grading operation or surface runoff.

5.0 IMPLEMENTATION

The phasing of Heritage Pointe shall occur in an efficient and orderly manner. The phasing strategy which has been developed for the Plan area takes into consideration such factors as current planning policy, market conditions, utilities design, capacity and vehicular access. Most importantly, the strategy responds to the logical and timely provision of infrastructure servicing and other technical considerations.

The staging of development for the Heritage Pointe Area Structure Plan area is divided into four major Cells. The phasing strategy is illustrated in *Figure 6* and shown on Table 5.0 "Implementation Table". Cell "B" of the development includes a 28 acre lake and associated facilities. It is intended that Cell "B" will be substantially developed before development of Cell "C", and Cell "D" are initiated.

It should be noted that actual development within each Cell is anticipated to be undertaken in smaller phases.



Heritage Pointe Area Structure Plan

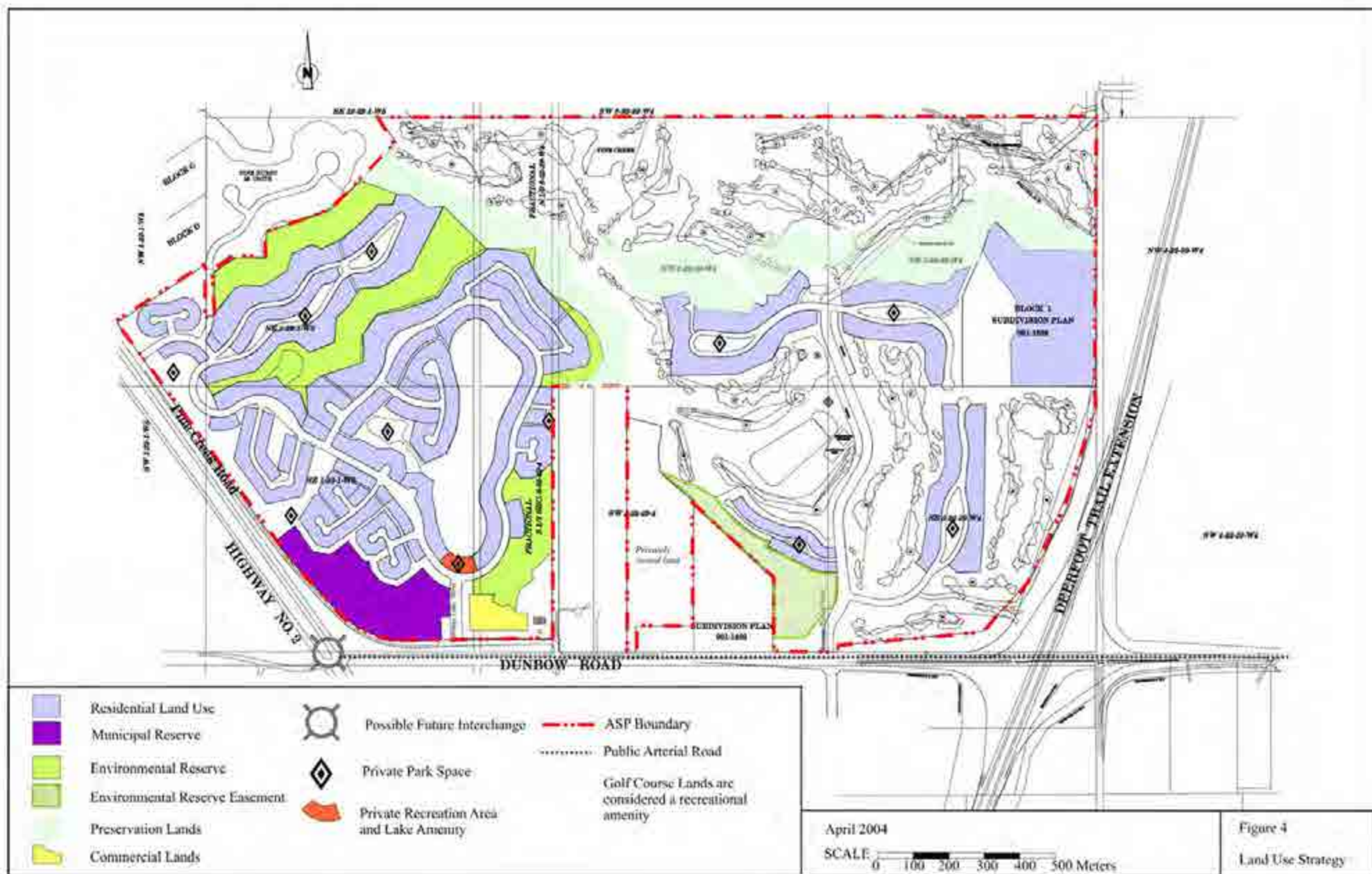
Date: September 2004

Figure No. 5

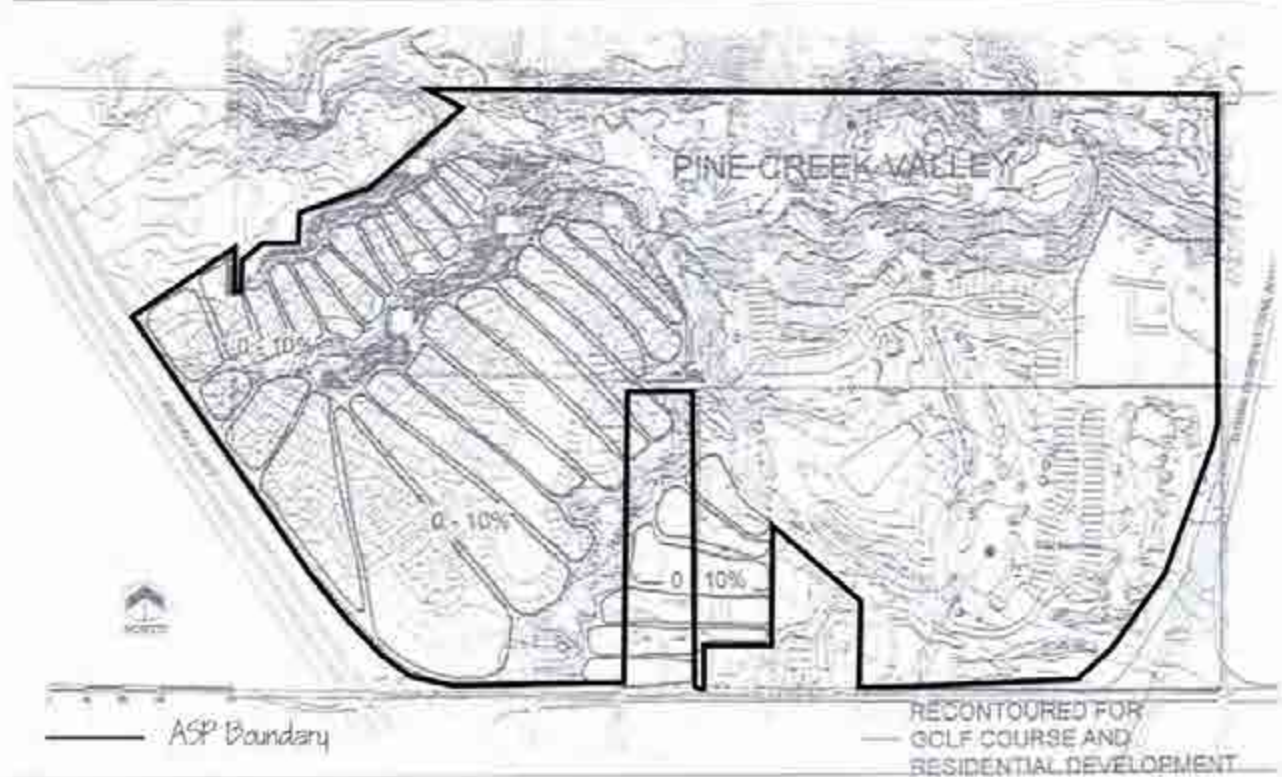
Scale: NTS

Public and Private
Internal Roads

Drawing Title: Phasing Strategy



MINIMAL RECONTOURING
FOR GOLF COURSE



Heritage Pointe Area Structure Plan

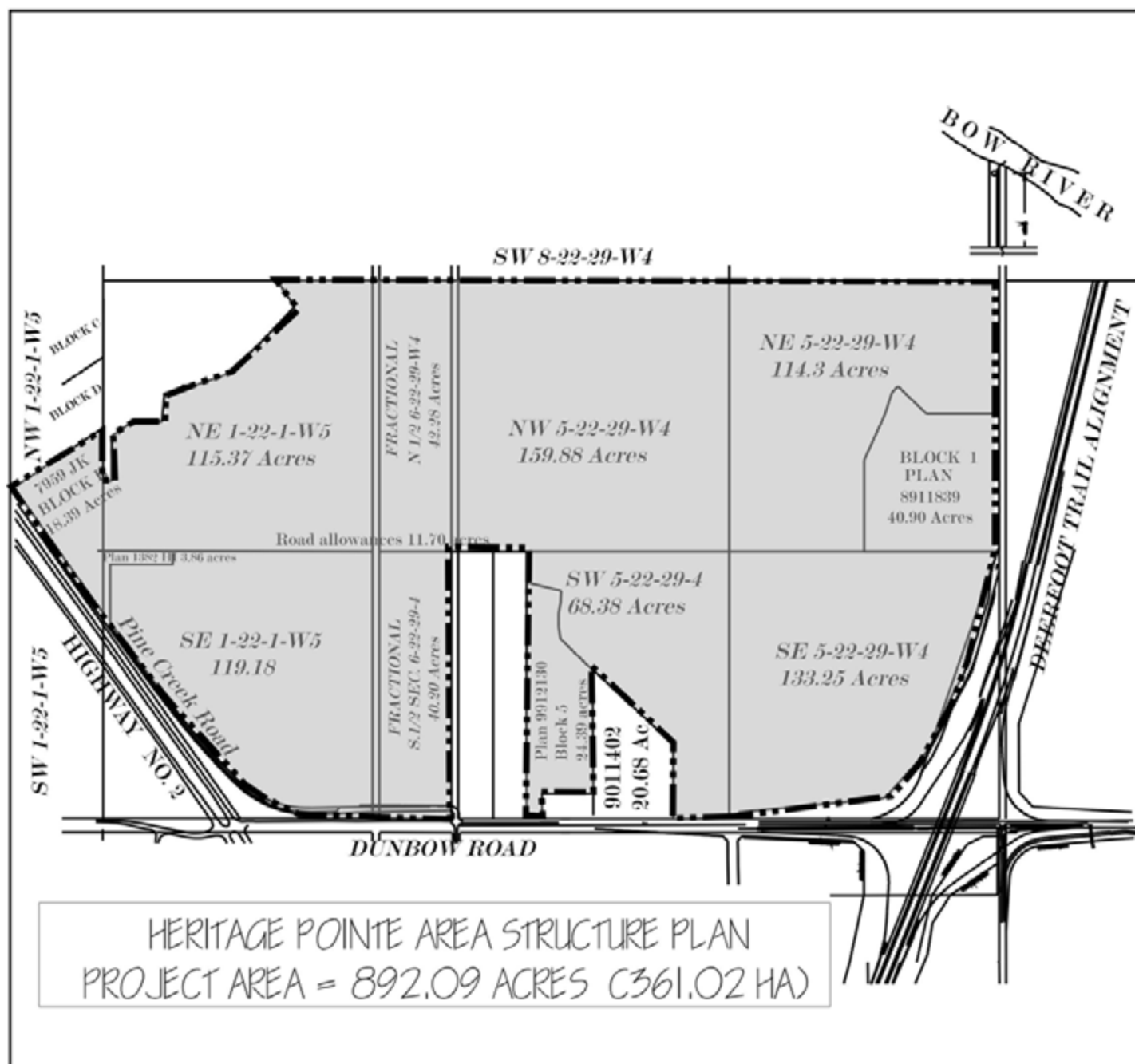
Date: April 2004

Figure No. 3

Scale: NTS

Topographic
Characteristics

Drawing Title: Topographic Characteristics



Heritage Pointe Area Structure Plan

Date: April 2004

Figure No. 2

Scale: NTS

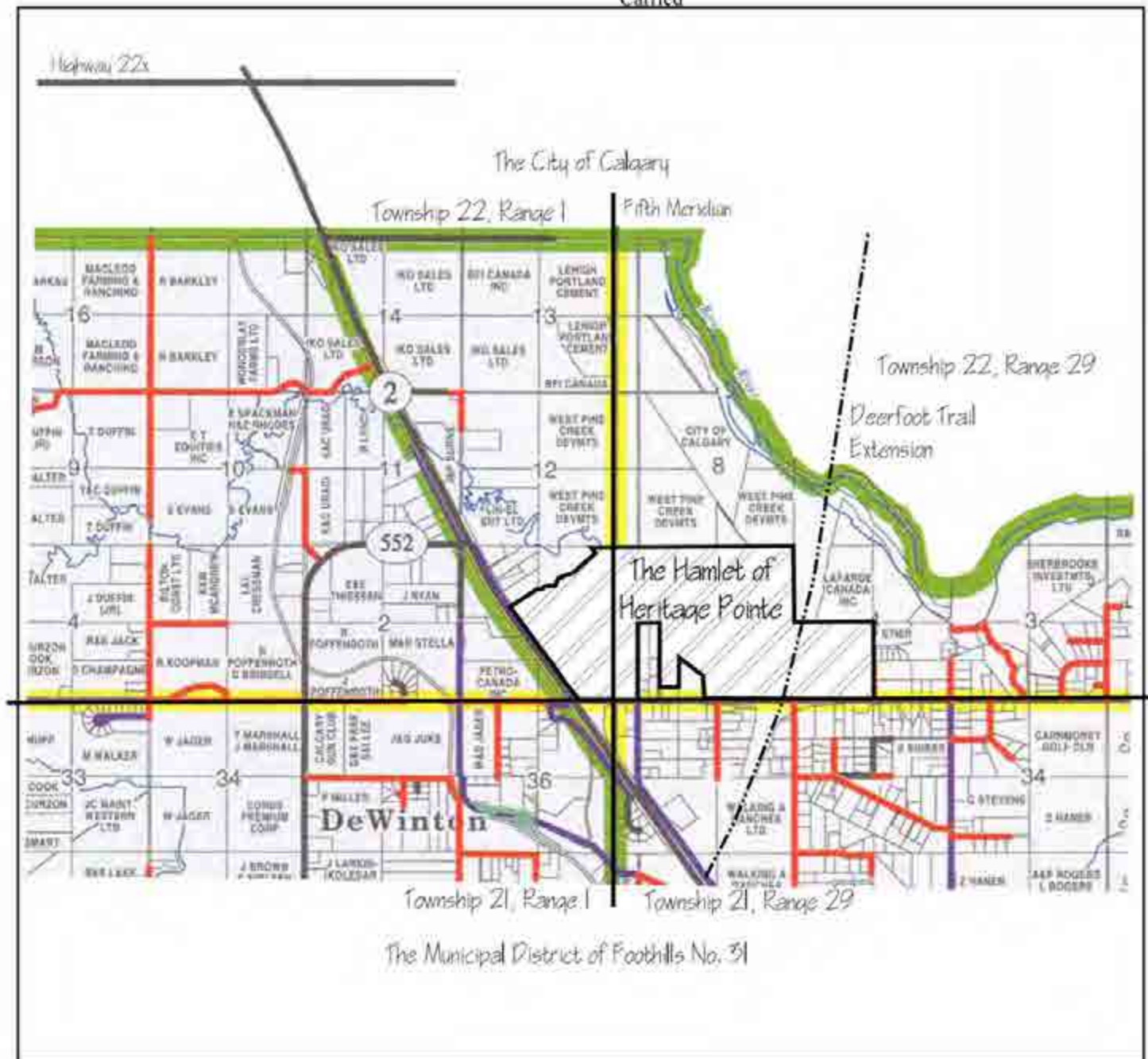
Lands Subject to
the Heritage Pointe
ASP

Drawing Title: Lands Subject to the Heritage Pointe Area Structure Plan

4 May 2000

"... Moved that Council designate the area, as outlined by the Municipal Districts Municipal Manager, including the sewage lagoons, the lands to the west covered by the approved area structure plan and the Heaver Lands, as the Hamlet of Heritage Pointe."

Carried



Heritage Pointe Area Structure Plan

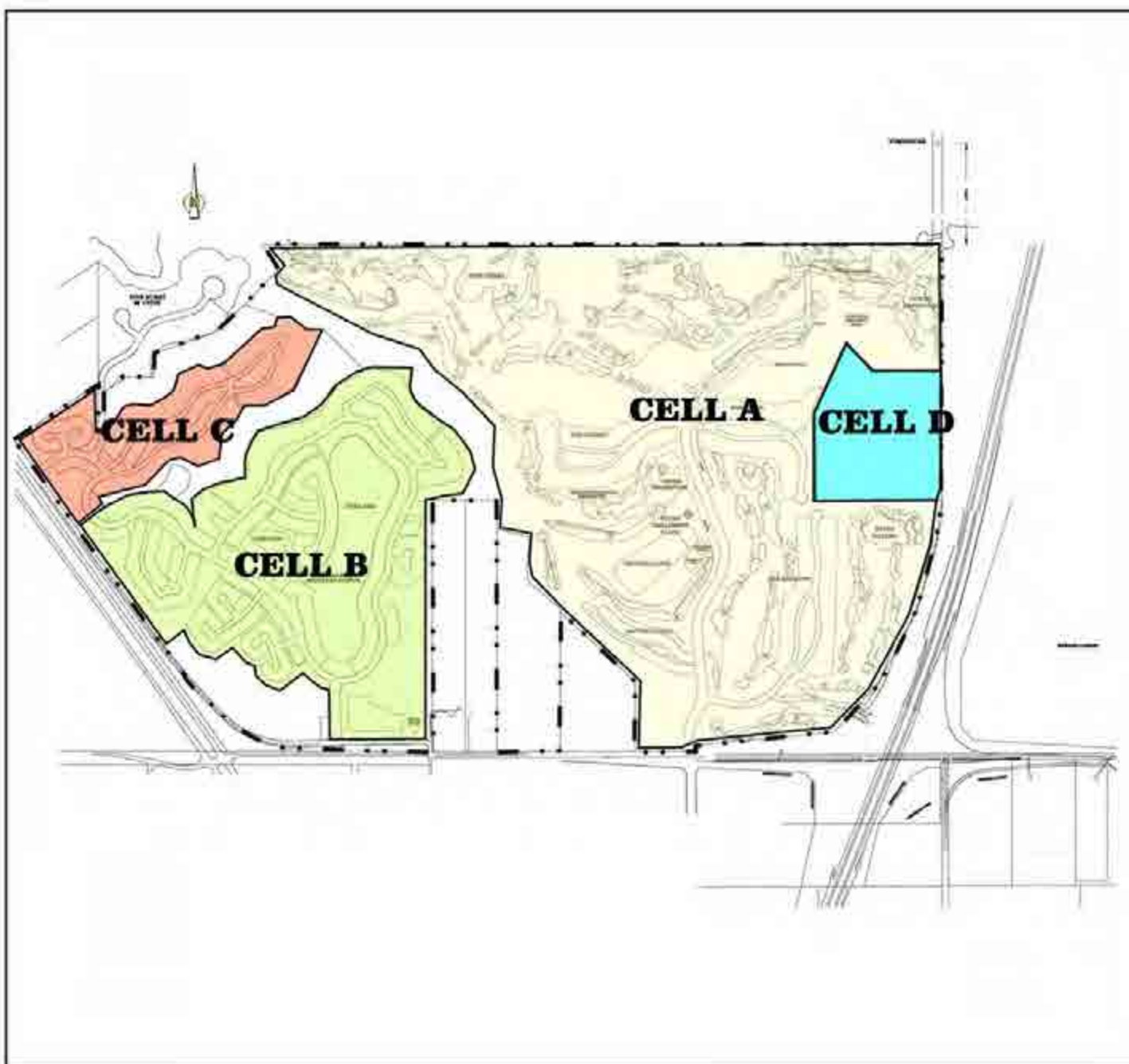
Date : April 2004

Figure No. 1

Scale: NTS

Location Plan

Drawing Title: Location and Boundaries of the Hamlet of Heritage Pointe



Heritage Pointe Area Structure Plan

Date: April 2004

Figure No.6

Scale: NTS

Phasing Strategy

Drawing Title: Phasing Strategy

**APPENDIX E: CURRENT HERITAGE POINTE ASP ADDENDUM – CELL E – SERENITY
PHASE 1**



Cell E

Addendum to the Heritage Pointe Area
Structure Plan Bylaw 80/2004



PREPARED BY

TOWNSHIP

planning + design inc.

PREPARED FOR

Carolina Oxtoby and Doug Howland

and

Foothills County

DATE

March 2021
Bylaw 19/2021

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01. Introduction

Heritage Pointe ASP Amendment



Purpose

This ASP Amendment outlines in detail a 24.39 acre (9.87 hectare) parcel legally described as Plan 9912130, Block 5 (Ptn. SW 5-22-29 W4M) and located within the boundary of both the Hamlet of Heritage Pointe and the Heritage Pointe Area Structure Plan (ASP) identified as “Cell E”. The parcel is owned by Carolina Oxtoby and Douglas Howland.

These lands have been included in the Hamlet boundary since its inception and in order to develop the site an addendum to the Heritage Pointe ASP needs to occur that outlines the goals, objectives, density, phasing, method of servicing and housing types proposed for the site. This addendum is considered as forming

part of the Heritage Pointe Area Structure Plan. An addition to the ASP, by inclusion of this addendum, will require a public hearing by Foothills County. The policies of the Heritage Pointe ASP apply to this site unless otherwise noted in, or updated by, this addendum document.

The site includes a range of housing options to accommodate consumer choice. It is intended that the man-made pond be protected in perpetuity for the enjoyment of the residents. The goals and objectives for development of this site are detailed in this plan.

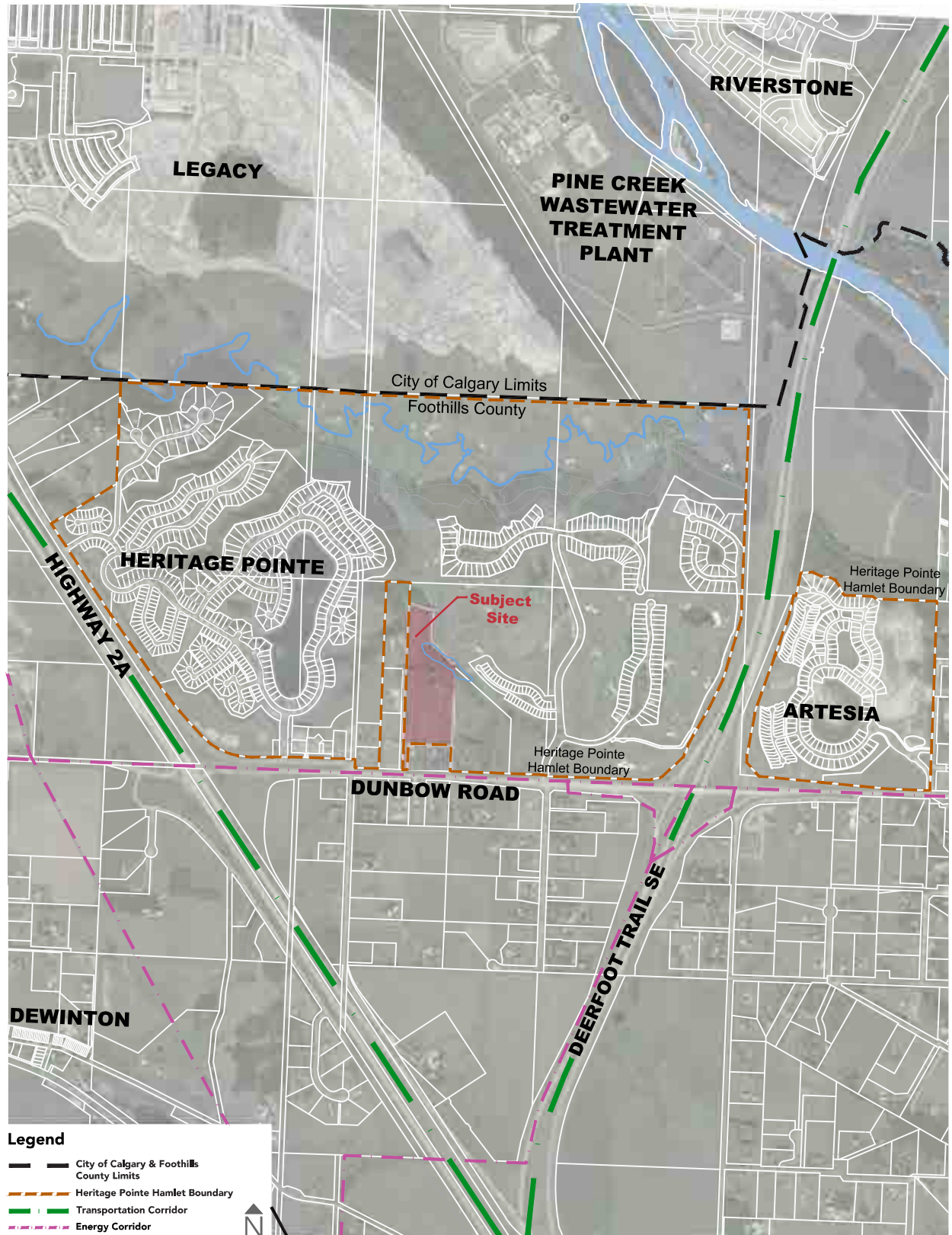


FIGURE 1 - SITE CONTEXT

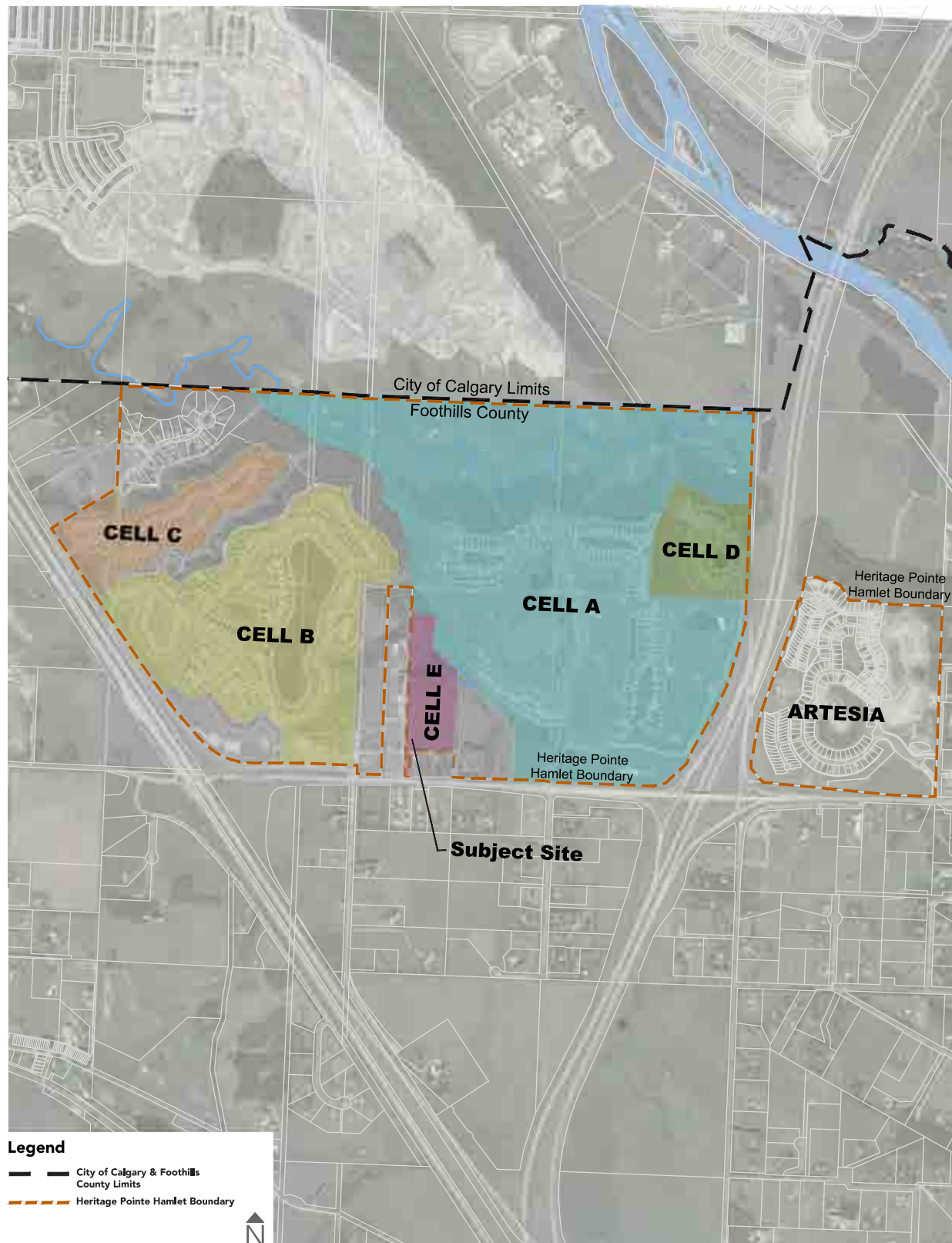


FIGURE 2 - LOCATION OF CELL E

02. Policy Analysis

02.1 Local Context

The site is located within the Hamlet of Heritage Pointe and is identified as “Cell E” within the Heritage Pointe Area Structure Plan. The subject property is located within Foothills County directly on to the County’s northern boundary shared with the City of Calgary and in close proximity to both the Deerfoot Trail and Highway 2a (Macleod Trail). The site is easily accessed by major provincial highways and is within a 10-minute drive of a major activity centre, regional hospital and shopping area within the community of Seton. Fire and emergency response to this site is from the Heritage Pointe Fire Hall which is in very close proximity and provides a less than 2-minute response time. Please refer to the **Site Context Figure 1**.

Heritage Pointe has been in development since the late 1990’s with the ASP being first adopted in 1995. The investment in the golf course triggered the first stages of development. Over time, Heritage Lake and the Ranche were included in the community resulting in one of the best recreational communities in the Calgary region.

As outlined on **Figure 2**, the site is identified as “Cell E” within the Heritage Pointe Phasing strategy. Artesia was undertaken within the Hamlet Boundary as a separate Area Structure

Plan and development cell and includes its own phasing. For the purposes of this document, Artesia’s phasing is not described, only the Heritage Pointe ASP phasing is included with “Cell E” shown as the next phase in development. Some lands within the Hamlet boundary, to the west and east of this site, are not yet developed and would comprise a separate phase and separate addendum to the Heritage Pointe ASP.

“This property is a gem, unlike any other, it provides a sanctuary from the busy City, the man-made pond provides opportunity for reflection, the golf course and surrounding terrain provide a backdrop of unmatched beauty”. - Carolina Oxtoby



Due to the Plan Area location, there are numerous policy plans in play affecting the site, this includes the Foothills/ Calgary Intermunicipal Development Plan, the Foothills Growth Management Strategy, the Foothills Municipal Development Plan 2010 and the Interim Growth (Regional) Plan.

02.2 Interim Growth Plan

(IGP) – Calgary Metropolitan Region Board

The Interim Growth Management Plan (IGP) and Interim Regional Evaluation Framework (IREF) was prepared as a regional plan addressing growth in the Calgary Region. The Calgary Metropolitan Region Board (CMRB) comprised of ten Mayors and Reeves from Calgary, Wheatland County, Rocky View, Foothills, Airdrie, Strathmore, Chestermere, High River, Okotoks, and Cochrane. Current policy in the IGP requires that ASP Amendments for fifty (50) lots or more are to be reviewed by the CMRB. As such, the application to develop the subject property would be referred to the CMRB for review. This review would result in a recommendation from the CMRB Staff and the consultant as to the application and its suitability against the policies of the plan. Policy 3.4.1.2 of the IGP relating to intensification and Infill development in existing areas would be a key consideration in review of the application.

“3.4.1.2 Intensification and infill in existing settlement areas in hamlets and other unincorporated urban communities within rural municipalities shall be planned and developed to:

- a. achieve an efficient use of land;*
- b. achieve higher density development in central core areas;*
- c. accommodate residential and/or mixed-use development at a higher density than currently exists;*
- d. provide for a mix of uses including community services and facilities, where appropriate; and*
- e. make efficient and cost-effective use of existing and planned infrastructure through agreements with service providers..”*

IGP pg. 14



02.3 Foothills/Calgary Intermunicipal Development Plan

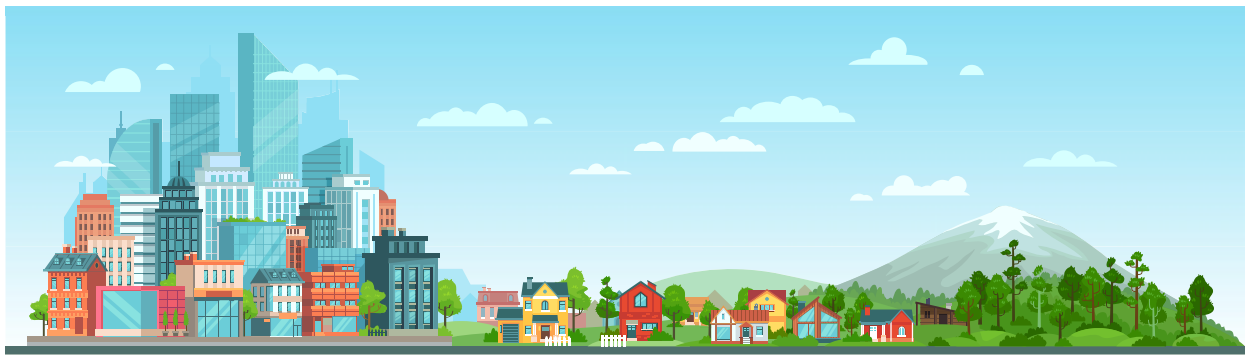
The Foothills/ City of Calgary Intermunicipal Development Plan (IDP) is entitled “Our Shared Boundary” and was adopted in April 2017. The subject site is located within the IDP Plan Area Boundary but is not located within a specific policy area or identified Calgary Growth Area. The application for amendment to the Heritage Pointe ASP to allow for development of the site would need to be referred and circulated to the City of Calgary as part of the formal circulation referral process. The IDP policies suggest that this is an identified residential growth area for Foothills County. The IDP allows the City of Calgary to review the ASP amendment on its own merits and the site is not subject to the interface policies of the plan.

02.4 Foothills Municipal Development Plan (MDP 2010)

Foothills County’s Municipal Development Plan (MDP 2010) was adopted in 2010, and amended in 2017, the MDP outlines the vision for the municipality. Foothills County is a diverse and large County containing hamlets as well as vast tracts of farming and grazing lands. The MDP attempts to cover this diversity by placing a priority on retention of agricultural lands. It also identifies where growth should occur in the County in order to take pressure off of agricultural areas.

“We know that development and growth will occur and the response is a balanced mix of growth in Hamlets and identified growth areas which will support the preservation of large open land areas.” Pg 6

“Hamlet Residential lots are those developed in a semi urban form resembling a village or small town. Much of the new residential development in the MD of Foothills will be in the form of communally serviced, compact, mixed use communities planned from the perspective of environmental, social, and economic sustainability. The MD will direct the majority of future residential growth to existing hamlets, new hamlets, and developed lands that can be redeveloped to higher densities.



02.5 Foothills Growth Management Plan

New Hamlet Residential development will be focused in areas of the MD where transportation, servicing, and community development can be maximized for all residents in the region. The MD will implement strategic planning to provide guidance on the principles, general locations, and desired components of new Hamlet Residential development. Where new communities are to be developed or where redevelopment opportunities arise, the best available environmental technology and innovation will be employed within all municipal infrastructure systems and buildings.” Pg. 20

The principles, goals and vision of the Foothills County MDP 2010 all support the intensification of development within existing Hamlets.

The Foothills County Growth Management Strategy builds on the direction provided in the MDP 2010 by dividing the municipality into five districts and identifying the Central District as the area that will accommodate the majority of the municipality's future growth. Foothills County plans to undertake further planning (including a plan for the Central District) to provide guidance on the principles, locations and desired components of future growth and development. The subject property is located in the Central District and this area is the identified growth engine for the County where they want to see most development occur.

“The Central District has seen the most significant development of all the five districts; it has substantial country residential development, contains five golf courses and is home to Spruce Meadows, a world class equestrian facility. It also contains the Highway 2A Industrial corridor between High River and Okotoks that will be the focus for industrial development in the MD.” Pg. 18

“The Central District of the MD has been the growth engine for the MD and this trend is expected to continue into the future. While significant development and intensification of development is expected in this area, it will need to be undertaken bearing in mind the aspirations of our municipal neighbours and with due consideration to riparian and wetland areas. Opportunities for joint initiatives will play a key role in providing effective, efficient and affordable services for this area.” Pg. 34

03. Goals and Objectives

03.1 Objectives

The overall objectives are:

0.3.1.1 To establish a land use strategy that aligns with, and is supported by, existing municipal and regional policy.

0.3.1.2 To establish a land use strategy with sound planning rationale to the benefit of the Hamlet of Heritage Pointe and Foothills County residents;

0.3.1.3 To present a comprehensive review of the existing site conditions, constraints and opportunities within the Plan Area; and

0.3.1.4 To determine the general configuration of land uses, transportation networks, and utilities within the Plan Area and outline an overall strategy for development.

03.2 Development Considerations

The primary development considerations of the community are as follows:

0.3.2.1 Development is contiguous and compatible with existing surrounding areas;

0.3.2.2 Offer a variety of residential housing typology and allow for options in the design of single family dwellings, and the integration of semi-detached lots in a number of forms;

0.3.2.3 The density proposed in the land use strategy will complement the community character and meet the density goals and growth objectives in the County's MDP 2010 and the Calgary Metropolitan Region Board Growth Plan;

0.3.2.4 Linear pathways will create connectivity within the community, creating linkages between the adjacent neighbourhoods and commercial and recreational areas;

0.3.2.5 Access to adjacent neighbourhoods are established through a long-term east-west connection; and

0.3.2.6 Access to existing utility services within the Hamlet of Heritage Pointe will result in servicing efficiencies for private and public utility and infrastructure provision.

03.3 Guiding Principles

Policies in this Plan are designed with a series of Guiding Principles, derived from the land use strategy.

RESIDENTIAL NEIGHBOURHOOD & COMMUNITY CHARACTER:

0.3.3.1 Accommodate a range of single and semi-detached residential housing styles;

0.3.3.2 Achieve density through subdivision and development to support Foothills County growth targets and those of the Calgary Metropolitan Region Board.

0.3.3.3 Maintain the unique character of the hamlet by integrating building design with surrounding neighbourhood areas.

0.3.3.4 Retain the character elements of the site such as the man-made pond and as many trees as possible (outside the building envelopes) to preserve the unique aspects of this site that make it a special place within Heritage Pointe.

OPEN SPACE & PATHWAY CONNECTIVITY:

0.3.3.5 Create opportunities for active transportation and further develop open space linkages through pathways and connected recreational spaces in the hamlet.

TRANSPORTATION CONSIDERATION:

0.3.3.6 Provide safe vehicular connections to the existing road network to enhance accessibility to hamlet community services and regional networks.



COMMERCIAL:

0.3.3.7 Design walkable access to existing commercial development within the hamlet and create walkable access to a variety of retail and consumer services.

INFRASTRUCTURE:

0.3.3.8 Provide future residents with appropriate wastewater, potable water and solid waste service provision;

0.3.3.9 Ensure high standards of water management and protection through water conservation efforts; and

0.3.3.10 Provide efficient stormwater servicing to ensure that there are no adverse impacts on existing residents and the local environment.



04. Architectural Controls

04.1 Purpose

The purpose of architectural controls are to bring a unification and harmony to the built form in a community. As various housing typologies are being proposed in this land use strategy, and the project is located within an existing Hamlet with an established architectural profile, architectural controls are required. The architectural controls will pick up on, and repeat, themes established in previously approved area developments such as the Lake at Heritage Pointe and Artesia.

Policies

0.4.1.1 A set of architectural controls shall be prepared and submitted at the subdivision stage by the Developer to the satisfaction of Foothills County.

04.2 Architectural Theme

The general architectural theme for the development of the plan area should be established by utilizing the prevailing architectural form, style, and detailing of the homes developed throughout the residential communities within the Hamlet of Heritage Pointe. In addition, the Developer should encourage the more traditional styles of French Country, English Country, Tudor, Prairie and Craftsman. The design of the homes should contain enough variety to create interest while at the same time achieving a balanced harmony of forms, colours and themes.

Policies

0.4.2.1 Similar themes, materials, massing, and architectural styles to those existing within the Hamlet of Heritage Pointe shall be repeated within the plan area.

0.4.2.3 The architectural controls shall contain a review and approval process that outline the process for compliance and approval with the Developer to ensure that the architectural controls are satisfied by a builder prior to the submission of a formal building permit to Foothills County.

04.3 Architectural Examples

The photographs on this page provide some context as to appropriate built form and streetscape within the project area.



05. Development Strategy

THE VISION FOR THE OXTOBY/HOWLAND LANDS IS TO PROVIDE SINGLE-FAMILY AND SEMI-DETACHED HOUSING TYPES FOR A VARIETY OF RESIDENTS, ACHIEVE A DENSITY THAT SUPPORTS INFRASTRUCTURE INVESTMENT AND SUSTAINABILITY, AND TO PROVIDE CONNECTIVITY AND ACCESS TO PUBLIC LAND AND ENVIRONMENTAL RESERVES FOR THE BENEFIT OF THE COMMUNITY.

05.1 Site Characteristics

The natural topography of the subject lands generally slopes in south to north, west to east directions. The elevation difference ranges from about 1050.0 m in the southwest to 1022.5 m in the northeast. Slopes within the broader, south half of the lands range from about 3.0% to 4.0%. The topography is identified in 0.5 m contour intervals on the **Topographic Assessment Figure 3**.

A notable feature of the lands is an existing man-made pond in the northeast which collects predevelopment drainage from the subject lands and other surrounding lands. Slopes around the west side of the existing man-made pond and extending north within the narrower, north portion of the subject lands are steeper, ranging from about 15.0% (6.7:1) to 50.0% (2:1).

A predevelopment geotechnical and slope stability report was prepared for the subject lands by McIntosh Lalani Engineering Ltd. under a separate cover (Geotechnical & Pre-Grading Slope Stability Report - Oxtoby Howland Ranch, File 02001385.000, July 17,

2020). The geotechnical report assessed general subsurface soil conditions for design and construction of the proposed development and established a pre-grading slope stability setback line for consideration as part of proposed development adjacent to the steeper sloped areas. This line is noted on the **Development Strategy Figure 4**.

Pre-development drainage from the subject lands, and other surrounding lands, collects in the existing man-made pond which discharges north into an existing drainage course that meanders through the Heritage Pointe Golf Course, ultimately discharging into Pine Creek.

The existing man-made pond is largely located within the subject property. The man-made pond is man-made and was developed by the original landowner (DePlaedt) for the purposes of irrigation of the former tree farm on the property. The man-made pond has a spillway on the north end that eventually releases water into Pine Creek. The man-made pond is shared with the golf course and the neighbour to the east who has licensed their portion of the man-made pond for the purposes of irrigation.

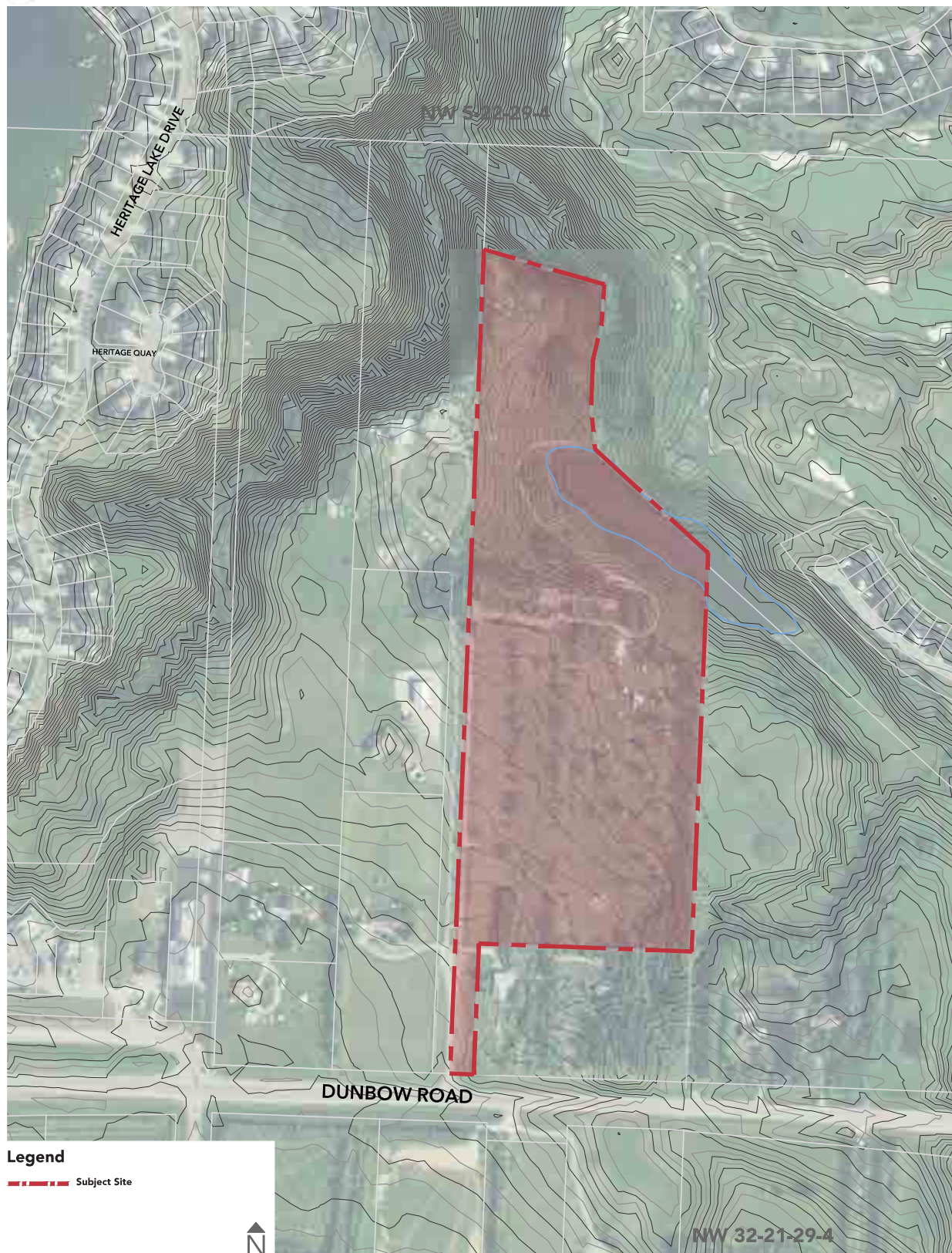


FIGURE 3 - TOPOGRAPHIC ASSESSMENT

05.2 Land Use Strategy

The land use strategy outlines the sustainable development of residential land uses to support the Hamlet of Heritage Pointe, a community that provides a unique blend of hamlet and rural living. The land use strategy provides new opportunities for residential growth that resman-made pond to pressures from the changing urban/rural interface surrounding the community and is supported by hard and soft infrastructure.

The land uses proposed for the Plan Area work in synergy with surrounding established areas, recreation facilities and transportation connectivity.

LAND USE	LOTS	AREA (ACRES)	AREA (HA)	% OF NET DEVELOPABLE AREA
GROSS Developable		24.39	9.87	
Environmental Reserve (ER)	1	4.039	1.635	
NET DEVELOPABLE		20.359	8.239	
Hamlet Residential (HR/HR-A) (*)	45 - 58	7.429	3.006	36.49
Residential Multi-Family (RMF) Villas	20	2.224	0.900	10.92
Municipal Reserve (MR)	5	4.150	1.679	20.38
Public Utility Lot (PUL)	1	0.018	0.007	0.08
Public Roadway	n/a	6.538	2.646	32.11

NOTE (*) - Semi-attached may be constructed in this district which may increase the number of units.

HOUSING UNITS (NET)	PERSONS PER DWELLING	ESTIMATED POPULATION	UNITS PER NET ACRE	UNITS PER NET HA
65 - 78	2.7 (2016 CENSUS)	175.5 - 210.6	3.19 - 3.8	7.8 -9.46

NOTE - Foothills County retains discretion to adjust density to between 3.19 to 3.8 UPA

TABLE 1 - LAND USE STATISTICS





FIGURE 5 - ZONING CONCEPT



FIGURE 6 - DETAILED ZONING CONCEPT

05.3 Community Character

The Development will further enhance the community character of the Hamlet of Heritage Pointe. It presents neighbourhood design elements that align with the rural look and small town feel of the surrounding community through compliance with Policies outlined in the Heritage Pointe ASP.

A significant amount of community engagement occurred over the duration of the application phase of this project. As a result, a set of Shared Community Goals were derived and agreed upon by the developer and the community. These goals apply to the project through its duration and they can be found in **Appendix A**.

Policies

0.5.3.1 Lighting shall conform to Foothills County Dark Sky Bylaw;

0.5.3.2 Neighbourhood Design should promote local identity through the use of street names, neighbourhood street design and landscaping with native local plant species.

05.4 Residential Land Use

The Land Use Strategy comprises a mix of single-detached dwellings and semi-detached dwellings within a designated villa area. Lot sizes have been designed to comply with the 2004 Heritage Pointe ASP and Hamlet Residential land use district.

Based on the 2016 Federal Census the average number of persons per dwelling in Foothills County is 2.7. The full build population is calculated to accommodate approximately 175.5 - 210.6 residents. Refer to **Table 1**.

The design and character of surrounding neighbourhoods will be complemented through the use of appropriate massing, scale and architecture. As outlined in Section 4.0, a set of Architectural Controls will be prepared by the Developer and submitted at the subdivision stage.

Policies

0.5.4.1 The density of the Serenity ASP may range from approximately 3.19 to 3.8 units per net developable acre at the discretion of Foothills County.

0.5.4.2 The Land Use strategy comprises a mix of single-detached dwellings and semi-detached dwellings within a designated villa area. Lot sizes have been designed to comply with the 2004 Heritage Pointe ASP and the Hamlet Residential land use district.

0.5.4.3 Housing typologies shall be suitably integrated and compatible with surrounding land uses and the existing community.

0.5.4.4 On Hamlet Residential lots, the housing form shall be single family detached or semi-detached in accordance with the Foothills Land Use Bylaw and aligned with the Site-Specific Amendments as outlined in this ASP.

0.5.4.5 On Residential Multi-Family lots, the housing form shall be semi-detached villa product in accordance with the Foothills Land Use Bylaw and aligned with the Site-Specific Amendments as outlined in this ASP. The direction of Council is to allow flexibility in this district to allow for single family detached at the discretion of Foothills County.

0.5.4.6 Relaxations to built form shall be as outlined in this ASP.

0.5.4.7 The Developer encourages architectural design that creates a sense of neighbourhood identity and is integrated with the surrounding community.

0.5.4.8 The construction of all buildings in the Plan Area shall comply with the Foothills County Land Use Bylaw and the Alberta Building Code. Standard relaxations for the Hamlet of Heritage Pointe shall apply at the discretion of Foothills County. These include:

(i) Front yard setbacks: 4.0m (13.12 ft.) from the property line adjacent to the internal road. The lots along the east/west modified collector that support a rear lane product may be permitted to be 1.0m (3.28 ft) from the property line provided the home is fronting the major collector street.

(ii) Side Yard setbacks: relaxation of up to 90% on side yard setbacks on corner lots provided the front yard is designated by the developer.

(iii) Rear yard setbacks: setbacks: 6.0m (19.59 ft.) from the property line and 1.5 meter encroachment into regular rear yard setbacks requirements for above grade decks for principal dwellings.

(iv) Maximum height requirements will comply with the Foothills Land Use bylaw.

(v) A garage up to 50% of the dwelling size (provided that the garage does not exceed a maximum of 2,400 sq. ft.) split into two different structures, either attached or detached from the residence is permitted.

(vi) A Site-Specific amendment to the land use bylaw was approved by Foothills County that can allow for single-family detached housing forms within the Residential Multi-family area at the discretion of Foothills County.

0.5.4.9 Residential Lots on the north side of the plan area contain an identified Environmental Reserve (ER) area. This area contains land that is to remain in its natural state. Further slope analysis on these lots would occur at the Development Permit stage and these lots shall be designated Hamlet Residential Sub-district "A".

05.5 Open Space and Pathways

Open spaces in the land use strategy are provided through linear greenways within Municipal Reserve and Environmental Reserve areas (upland areas around the man-made pond). A formalized pathway is anticipated within the villa cell and that pathway is to be paved as indicated on **Figure 7**. These greenways in turn provide pedestrian access to established open spaces in adjacent communities as they may develop over time. Additionally, at least one side of sidewalk is contemplated along the major collector street running east-west through the Plan Area, in order to provide future walkable connections in the long-term to the existing commercial area.

Policies

0.5.5.1 Proposed open spaces, trail and pathway networks should provide connections internal and external to the Plan Area.

0.5.5.2 Design of linear greenways should incorporate Crime Prevention Through Environmental Design (CPTED) features including Dark Sky Bylaw appropriate lighting features to the satisfaction of Foothills County.

0.5.5.3 On the east-west collector road, sidewalks shall be provided at minimum on one side of the street to the satisfaction of Foothills County.

0.5.5.4 Design of pathways and trails shall be accessible to a variety of users (i.e. barrier free) to the satisfaction of Foothills County.

0.5.5.5 The open spaces (ER/MR) shall be owned and maintained by Foothills County upon issuance of the Final Acceptance Certificate to the Developer.



05.6 Municipal Reserve

The land use strategy is designed to encourage naturalized and low maintenance Municipal Reserve (MR) parcels. The only landscaped MR is that contained within the villa cell. All other MR parcels are to remain in their natural state, which is heavily treed. There is a MR strip that is currently the main access to the site. Once the formal long-term transportation system has been established, this area will become MR. The MR at this location could be turned back to a low maintenance grass/landscape area or be left in asphalt at the discretion of Foothills County.

Policies

0.5.6.1 Municipal Reserve required shall be confirmed at subdivision stage by Foothills County. The provision of reserves must be in accordance with the requirements of the Municipal Government Act to the satisfaction of Foothills County.

0.5.6.2 Should the provision of Municipal Reserve be insufficient, the Developer shall provide the appropriate amount of cash-in-lieu to the satisfaction of Foothills County.

0.5.6.3 Municipal Reserve shall provide active linkages, open spaces and recreational areas.

0.5.6.4 Landscaping and maintenance plans for Municipal Reserve areas are to be reviewed and approved to the satisfaction of Foothills County at the subdivision stage.

0.5.6.5 As identified on **Figure 7**, a community amenity location is identified. This would be the proposed location where a pickle ball court, or similar developer-funded sports court would be located for the use of all area residents. Further details shall be provided at the subdivision stage to the satisfaction of the County.

05.7 Environmental Reserve

The Municipal Government Act requires land that is subject to flooding, conveys drainage or has characteristics of significant slope be dedicated as Environmental Reserve (ER) and be left in its natural state.

The man-made pond on the property is designated as Environmental Reserve due to the desire to maintain the natural characteristics of the amenity. There is also an ER area surrounding the high-water mark of the man-made pond to ensure that riparian areas associated with the man-made pond are retained. There are storm water management control devices that are associated with this man-made pond and these would be installed with care for the man-made pond and will assist in retaining water levels in the man-made pond. Any utilization of the man-made pond for Stormwater retention requires approval from the County and Alberta Environment and Parks. ER allows for use of the land as park and/or to construct public works. Due to potential liability issues, the County would not permit skating or point of first contact activities on the man-made pond. Any use of the man-made pond would have to be permitted at the discretion of Foothills County.

Policies

0.5.7.1 Environmental Reserve in the Plan Area shall be utilized as a public open space and construction of public works (i.e. - stormwater) may be permitted within ER at the discretion of Foothills County and Alberta Environment and Parks.

0.5.7.2 Lots that back on to Municipal and Environmental Reserve are required to have at minimum 4' chain link fence in order to delineate the private land from the public areas to the satisfaction of Foothills County.

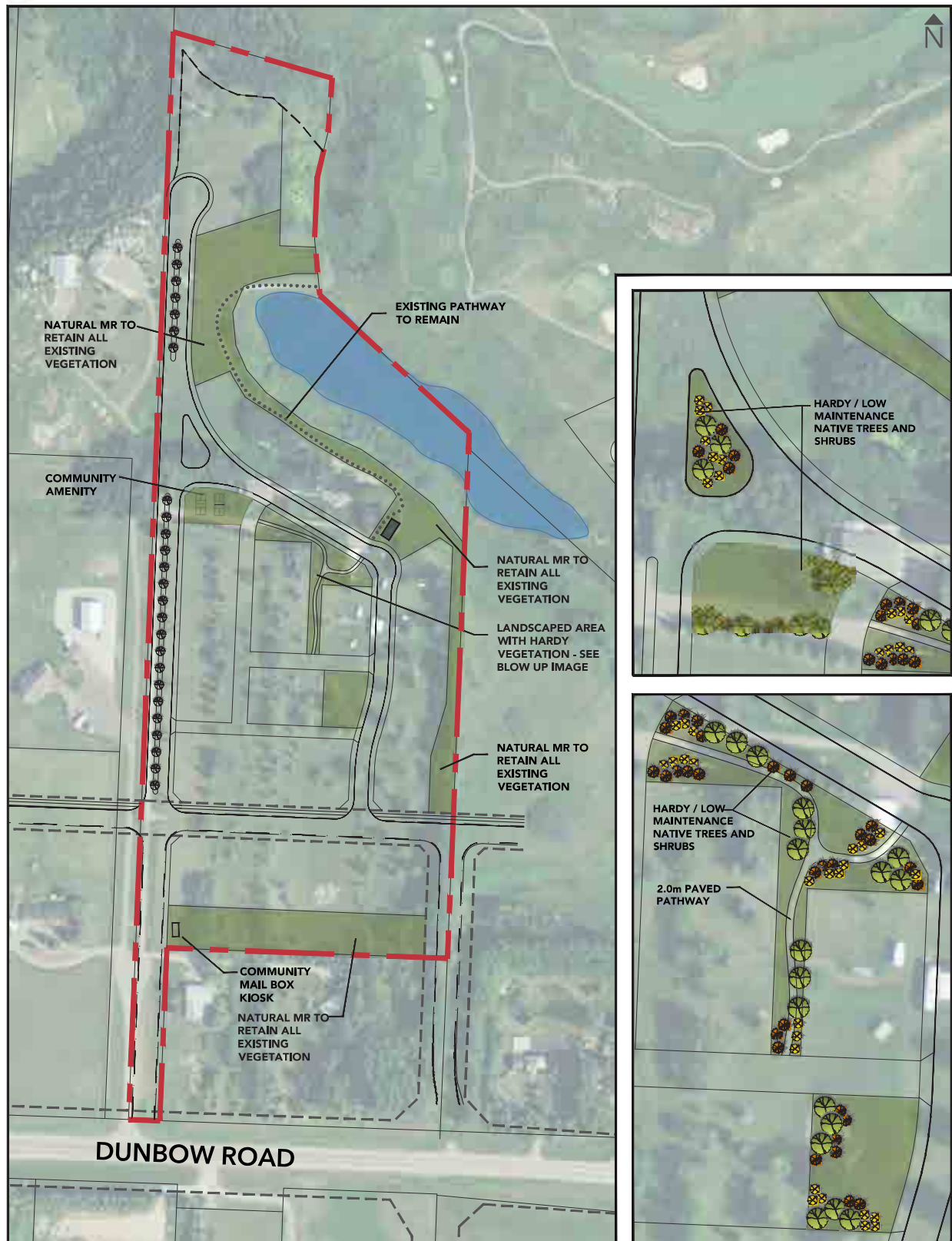


FIGURE 7 - MUNICIPAL RESERVE STRATEGY

05.8 Community Mail Kiosk

The landscaping strategy includes a community mailbox kiosk. Canada Post will service the community via the community mailbox kiosk. These kiosks are frequently located at central points within the community. In this instance, the community kiosk will be provided by the Developer and maintained for two years. Upon issuance of the final acceptance certificate the community kiosk will be maintained and owned by Foothills County. Foothills County maintains a few of these kiosks throughout the County, an example of the community kiosk at Hawks Landing at Priddis Greens is pictured on the following page.

Policies

0.5.7.1 A community mailbox kiosk is required and shall be provided by the Developer at subdivision stage. The community kiosk shall be developed to the satisfaction of Foothills County and Foothills County shall maintain the kiosk, situated on Municipal Reserve lands, upon issuance of the Final acceptance certificate.



PHOTO EXAMPLES OF A COMMUNITY MAIL BOX KIOSK

06. Infrastructure Servicing

06.1 Transportation

External Roads

In 2005, Alberta Transportation completed a study to determine the land requirements and design of an interchange at Dunbow road and MacLeod Trail. **Figure 8** shows the interchange as recommended from Province. In 2015, Foothills County installed the signalized intersection at Dunbow and Macleod Trail as an interim measure to improve safety.

In 2019, Foothills County undertook a functional study of the Dunbow Road corridor between Macleod Trail and the Deerfoot Trail to accommodate for additional growth and to ensure efficient access to Dunbow for fire trucks from the Heritage Pointe Fire Hall. Alberta Transportation has requested that further study be undertaken for access to protect for the interchange, particularly at the intersections on Dunbow at Heritage Lake Drive and at 2nd street. Further study will be undertaken by Foothills County in consultation with all stakeholders, including the surrounding community and Alberta Transportation to align an interchange and to accommodate future growth north and south of Dunbow Road.

Dunbow Road has been constructed to a two-lane rural standard between Deerfoot Trail and Macleod Trail. It functions as a major collector and ultimately will be upgraded to a four lane standard. It intersects with 2nd Street E approximately 700m east of Macleod Trail and with 8th Street approximately 640 m west of Deerfoot Trail.

Its intersection with 8th Street was constructed to a flared standard with a dedicated left turning lane and two through lanes in both the eastbound and westbound directions. The intersection with 2nd Street E has also been equipped with left turning bays but it has only one through lane eastbound and one through lane westbound. Acceleration and deceleration lanes have been constructed to accommodate right turns on its southbound approach.

The Serenity amendment to the Heritage Pointe ASP does not impact the interchange alignment while allowing for both interim access and long term access to Dunbow should adjacent lands development within the Hamlet. The land use strategy illustrated in **Figure 8** includes a conceptual illustration of the potential future long term development on the north side of Dunbow Road. **Figure 8** is conceptual only and does not imply or obligate any further development on adjacent lands, it is simply one potential scenario of future development.

It is anticipated, that as the area develops, Foothills County will require contributions towards transportation improvements on Dunbow Road necessary to support development in the area, including contributions towards an interchange at Dunbow and Macleod Trail.

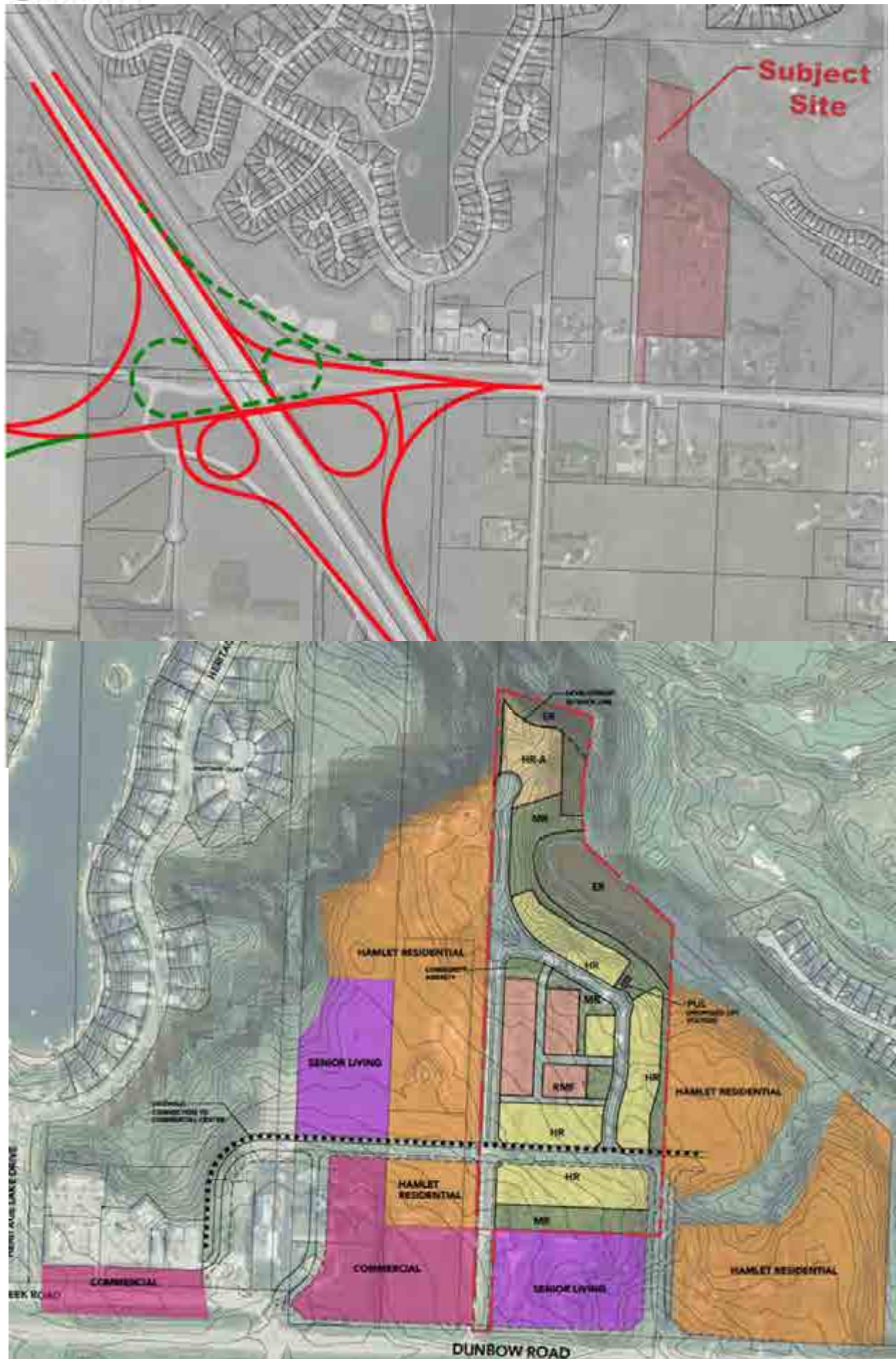


FIGURE 8 - LONG TERM ACCESS AND CONCEPTUAL DEVELOPMENT

Internal Roads

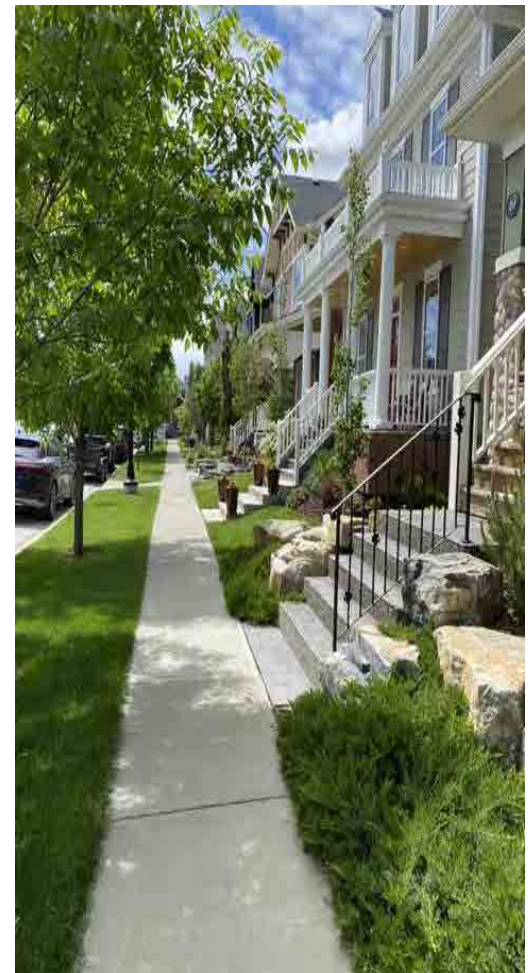
Internal roads are intended to be constructed by the Developer and be owned and maintained by Foothills County upon issuance of a Final Acceptance Certificate. In order to allow for walkable connections to the existing commercial area, it is proposed that a 27.5 m Hamlet Road Standard be utilized as it runs along the east-west portion of the plan area. This is outlined in **Figure 9**. The hamlet collector should include a sidewalk on one side, the north side, in order to facilitate alternative modes of transportation to the commercial areas and to the regional recreational opportunities.

The land use strategy proposes an option for single-family detached housing with a laneway along a segment of the east-west collector. This was undertaken to ensure that the sidewalk on the north side was unbroken by driveway aprons and avoids potential conflicts with cars and pedestrians along this sidewalk.

Road cross sections include parking lanes to ensure that there is sufficient on-street parking with room for two vehicles to safely pass in all road conditions.

Two additional internal road standards are included. The major north-south collector road is designed to a 20m standard with a parking lane. The internal collector loop is designed to a 16m standard, this is 1m wider than the current standard for internal collectors at the Lake at Heritage Pointe. The final design will be engineered in conjunction with the Public Works department to the satisfaction of Foothills County.

Internal roads outside of the collectors, for example the internal villa roads and lane ways are to be constructed to the satisfaction of Foothills County.



Policies

External Road

0.6.1.1 The long-term conceptual illustration on **Figure 8** is for illustrative purposes only, identifying how the long term road system could be supported, and it can be revised without amendment to this plan.

0.6.1.2 The Developer will be required to provide a contribution to the improvement of Dunbow Road by way of Foothills County's Community Sustainability Fee, as outlined in the County's Development Agreement, and paid for at the subdivision stage to the satisfaction of Foothills County.

0.6.1.3 The Developer will execute and comply with the County Development Agreement for all transportation related construction and contribution to the satisfaction of Foothills County.

0.6.1.4 The Developer will be required to provide and physically construct upgrades to Dunbow road to accommodate for safe left turning movements onto 4th Street E from Dunbow Road with acceleration and deceleration tapers. This will be developed as interim measure until the long-term transportation network evolves in response to growth in the area. In the interim period, safe turning movements need to be accommodated from Dunbow Road. All road improvements external to the Cell E shall be undertaken to the satisfaction of Foothills County.

Policies

Internal Road

0.6.1.5 The designation and design of local roadways within the internal transportation network, such as the classification, street size and intersection/access spacing, shall be designed to the satisfaction of Foothills County.

0.6.1.6 All internal roads shall be constructed by the Developer to the satisfaction of Foothills County. The County will own and maintain the internal roads upon issuance of a Final Acceptance Certificate.

0.6.1.7 Endeavours to Assist should be considered, in collaboration with Foothills County, to address planned excess capacity (i.e. - oversizing) or in providing assistance to benefiting areas, as a result of constructing infrastructure improvements or boundary roads. This consideration ensures appropriate compensation is provided to the Developer who front ended the cost for benefitting lands. Applicable endeavours are usually determined at subdivision stage to the satisfaction of Foothills County.





FIGURE 9 - HAMLET ROAD STANDARDS

06.2 Shallow Utilities

Shallow Utilities provide services such as power, gas, internet and telephone to a development area. The Developer is required to ensure that the plan area has access to these utilities.

Policies

0.6.2.1 Shallow utility servicing (gas, electrical, telecommunication, and cable) can be provided through the extension of shallow utility infrastructure from existing development and regional facilities near the plan area. Shallow utility providers will be engaged as part of subsequent planning and/or detail design stages to determine shallow utility requirements and whether any upgrades of regional infrastructure will be necessary to the satisfaction of the utility companies and Foothills County.



FIGURE 9 - HAMLET ROAD STANDARDS

06.3 Potable Water

As the site is within the Hamlet boundary, Corix is obligated to service this parcel with piped water and wastewater under their franchise utility agreement. The Developer pays all costs associated with providing potable water infrastructure services to the parcel.

Water servicing within the plan area would occur through the installation of water mains along proposed roadways and utility rights-of-way within and outside the plan area. Two off-site water main connections are required into the existing system servicing the Heritage Pointe development in order to create a looped water main network which provides sufficient flow volume and redundancy for servicing of the plan area. Options for potential water main alignments and connections are shown on **Figure 10**.

One water main connection is required southwest of the subject lands into the water main leaving the potable water reservoir site (**located west of the Corix building and south of the fire hall**). This connection would have demand drawn from the potable water reservoir capacity which is greater than alternate connections where demand might otherwise be drawn from the Water Treatment Plant capacity. A possible alignment (Option 1) for this water main connection is east from the potable water reservoir tie, through two adjacent parcels (one of which is understood to be privately owned) to the southwest boundary of the plan area. In the event this alignment is not supported by affected landowners, an alternate alignment for the water main from the potable water reservoir tie-in location that can be considered is south to Dunbow Road, east along Dunbow Road then north along the existing access to the subject lands (Option 2).

This alignment resides within the public realm; however, is not preferred given it would be longer, require more infrastructure, and is a more complex construction given installation would be required along the existing roadway.

A second water main connection for consideration is an extension from the north cul-de-sac of the plan area, west to the existing water main along Heritage Lake Drive. The alignment of this connection is through two adjacent privately owned parcels and would require support of the affected landowners.

In accordance with Corix requirements regarding the water utility, a principle part of the review process is the completion of a standardized Main Lines Extension Test (MX Test). If the results of the MX Test indicate the proposed development will have a positive impact on rates, or at very least no negative impacts, then an Application would be filed with the Alberta Utilities Commission citing the results of the MX Test. If the MX Test indicates rate payers would be negatively impacted, then Corix would only proceed if the developer agrees to a financial contribution to preserve existing rates.

Policies

0.6.3.1 Utility rights-of-way and associated easements must be identified and provided to Foothills County at the subdivision stage.

0.6.3.2 Water utilities shall be provided at time of subdivision or development permit stage.

0.6.3.3 Potable water supply required to service the Plan Area shall be delivered through connection to Corix water treatment and distribution system at the cost of the Developer.

0.6.3.4 Future developments within the Plan Area must implement water conservation measures, such as low flow fixtures and water meters, to the satisfaction of Foothills County.

0.6.3.5 The Developer will execute and comply with the Foothills County Development Agreement for all utility related construction, including water, wastewater and stormwater as well shallow utilities and any required contribution towards utility construction to the satisfaction of Foothills County.

0.6.3.6 Endeavours to Assist should be considered, in collaboration with Foothills County, to address planned excess capacity (i.e. - oversizing) or in providing assistance to benefiting areas, as a result of constructing infrastructure improvements or boundary roads. This consideration ensures appropriate compensation is provided to the Developer who front ended the cost for benefitting lands. Applicable endeavours are usually determined at subdivision stage to the satisfaction of Foothills County.



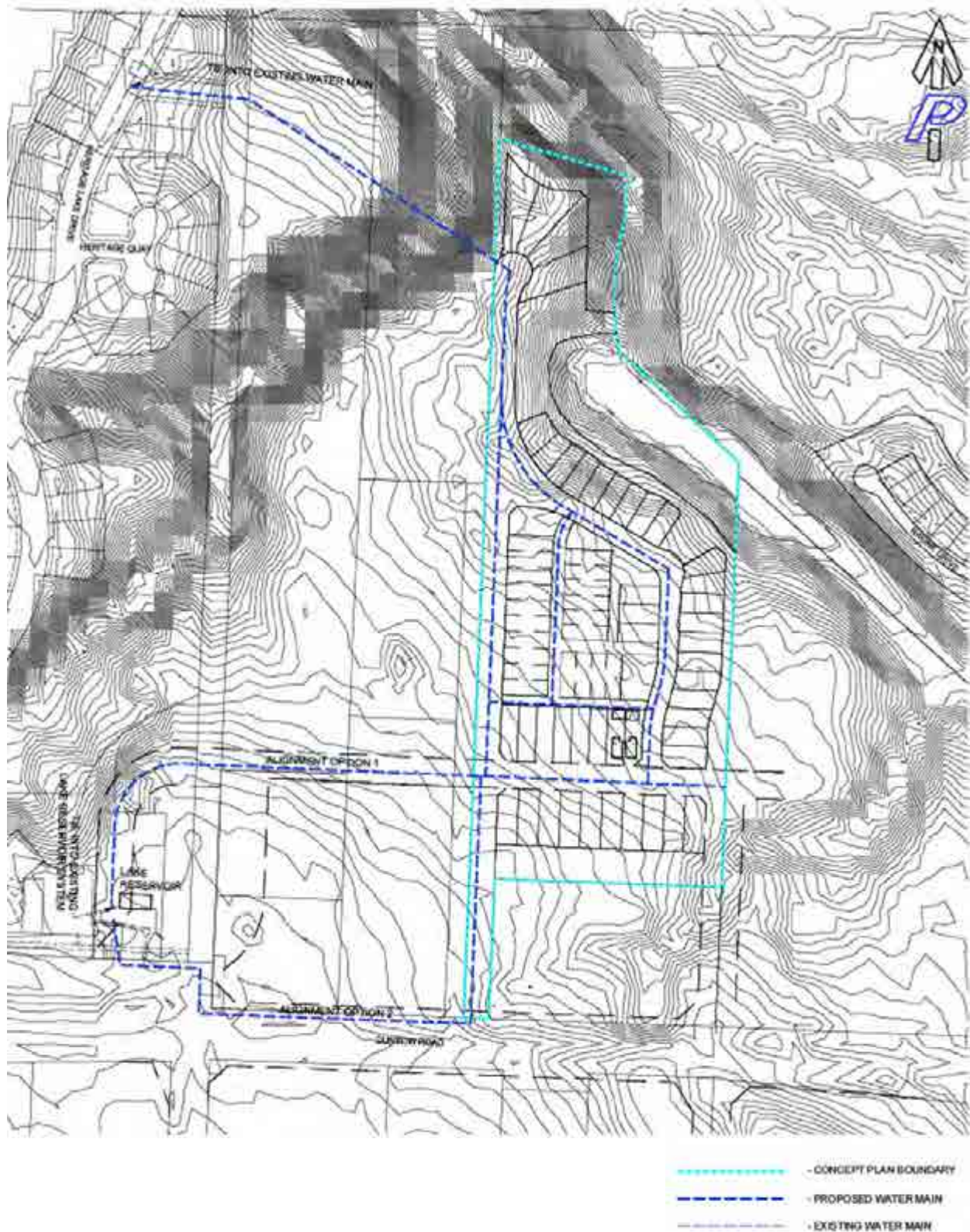


FIGURE 10 - CONCEPTUAL POTABLE WATER SERVICING OPTIONS

06.4 Wastewater Servicing

Sanitary servicing of the plan area would occur through the installation of sanitary sewer pipes along proposed roadways and utility rights-of-way within and outside of the plan area. Based on a preliminary review of post development grades, sanitary sewer pipes would convey flows by gravity to a low point in the northeast corner of the development (**Figure 11**). The Developer pays all costs associated with providing wastewater infrastructure services to the parcel.

A small lift station (similar to others installed to service the Heritage Pointe/Artesia developments) would be constructed in the vicinity of this low point to pump sanitary flows via a force main into the existing downstream sanitary system. The force main alignment would generally run east below the existing man-made pond, through adjacent golf course and/or privately owned lands, discharging into the existing sanitary sewer pipe along Ravine Drive.

It is understood that there is sufficient capacity available in the existing downstream sanitary sewer system through the Heritage Pointe development for servicing of the plan area. Determination of available capacity and a final alignment for the force main will occur as part of subsequent planning and/or detail design stages in collaboration with Corix Utilities, approving authorities and any other affected landowners or parties. Utility rights-of-way and easements may have to be negotiated between affected parties.

In accordance with Corix requirements regarding wastewater utility, although the

wastewater utility is not regulated, Corix follows the same procedures applied to the water utility (except for the regulatory filing). This ensures rates paid by existing customers are not negatively impacted by the proposed development.

Policies

0.6.4.1 The Developer shall determine servicing wastewater capacity requirements and allocation within the Plan Area with Corix to the satisfaction of Foothills County.

0.6.4.2 The design for the wastewater collection system must be in compliance with the requirements of Foothills County Servicing Standards as well as any applicable provincial guidelines.

0.6.4.3 Wastewater service to the Plan Area shall be delivered through connection to Corix wastewater treatment and distribution system at the cost of the Developer.

0.6.4.4 The Developer will execute and comply with the Foothills County Development Agreement for all utility related construction, including water, wastewater and stormwater as well shallow utilities and any required contribution towards utility construction to the satisfaction of Foothills County.

0.6.4.5 Endeavours to Assist should be considered, in collaboration with Foothills County, to address planned excess capacity (i.e. - oversizing) or in providing assistance to benefiting areas, as a result of constructing infrastructure improvements or boundary roads. This consideration ensures appropriate compensation is provided to the Developer who front ended the cost for benefitting lands. Applicable endeavours are usually determined at subdivision stage to the satisfaction of Foothills County.

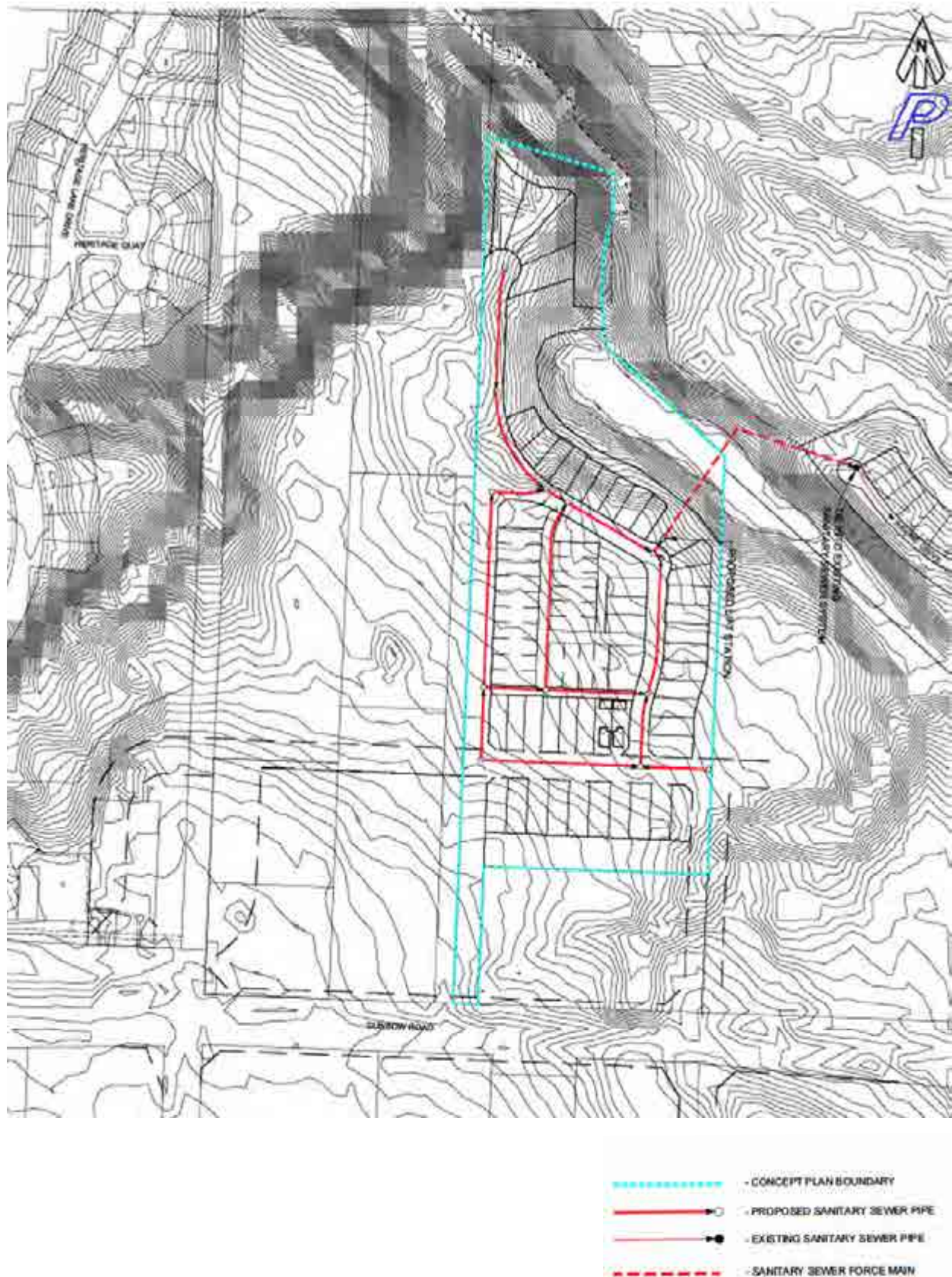


FIGURE 11 - CONCEPTUAL WASTEWATER SERVICING

06.5 Stormwater Servicing

Stormwater servicing of the plan area would occur through storm sewer pipes installed along proposed roadways and utility rights-of-way within and outside the plan area. Based on a preliminary review of post development grades, storm sewer pipes (similar to sanitary) would convey flows by gravity to a low point in the northeast corner of the development (**Figure 12**).

A storm sewer pipe installed along an alignment parallel to the sanitary force main would eventually discharge drainage into the existing storm man-made pond through an inlet proposed on the west side of the man-made pond. The man-made pond has capacity to accommodate additional flows. Water quality improvement of discharge into the storm man-made pond would occur through the installation of an oil grit separator (OGS) type device (or equivalent) in advance of the man-made pond inlet. Discharge from the storm man-made pond would take place through an outlet control structure and pipe to be installed near the north end of the storm man-made pond. The storm man-made pond will both control the quantity and improve the quality of discharge prior to release into the existing drainage course and the receiving stream (Pine Creek).

A Stormwater Management Plan will be prepared as part of subsequent planning and/or detail design stages in consultation with approving authorities and any other affected parties or stakeholders. The proposed stormwater management strategy will be formulated with consideration to applicable

design criteria for runoff rates and volumes to Pine Creek.

Policies

0.6.5.1 All proposed subdivision applications must be supported by a Storm Water Management Plan.

0.6.5.2 Stormwater management shall include conservation methods such as Low Impact Development (LID) and Best Management Practices (BMPs) and should incorporate stormwater reuse principles in subdivision and development designs.

0.6.5.3 Stormwater design should provide wetland treatment systems that improve stormwater quality.

0.6.5.4 Stormwater shall be conveyed in a manner that protects downstream properties.

0.6.5.5 A Stormwater Management Plan, and the final design of the stormwater system, shall be undertaken to the satisfaction of Foothills County and all required approvals from Alberta Environment and Parks shall be obtained.

0.6.5.6 Endeavours to Assist should be considered, in collaboration with Foothills County, to address planned excess capacity (i.e. - oversizing) or in providing assistance to benefiting areas, as a result of constructing infrastructure improvements or boundary roads. This consideration ensures appropriate compensation is provided to the Developer who front ended the cost for benefitting lands. Applicable endeavours are usually determined at subdivision stage to the satisfaction of Foothills County.

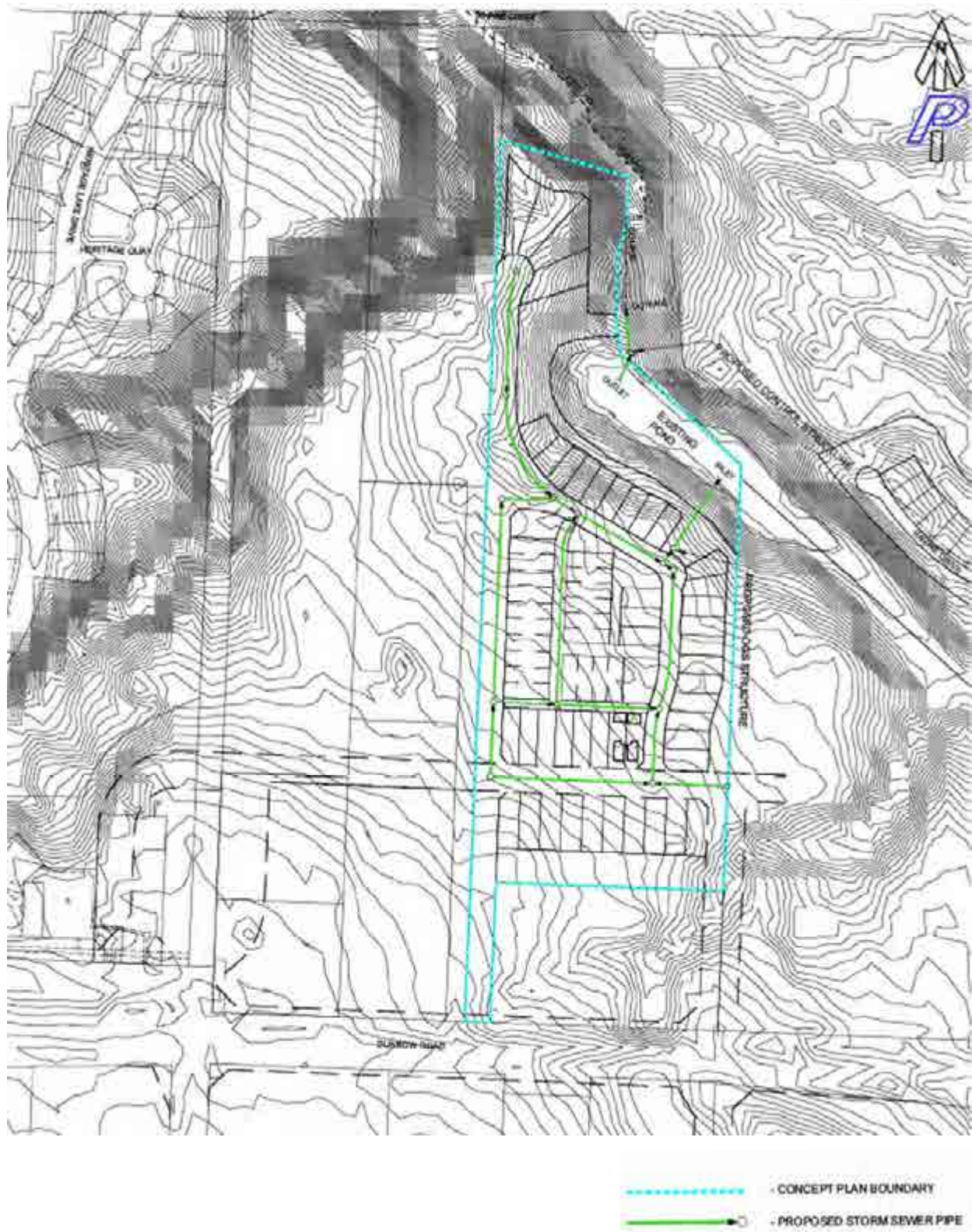


FIGURE 12 - CONCEPTUAL STORMWATER STRATEGY

07. Implementation Framework

07.1 Implementation

Adoption of this ASP Amendment will establish specific expectations that will guide the implementation of development. The ASP Amendment provides a framework of policies that must be considered prior to subsequent consideration of land use amendment and/or subdivision approval for residential and development with the plan area.

Consideration of this ASP Amendment by Foothills County Council will occur following a statutory Public Hearing. Foothills County will consider adoption of this ASP Amendment pursuant to the requirements of the Municipal Government Act.

Subsequently, consideration of land use amendment, subdivision and development permit applications will follow in accordance with the policies of this ASP Amendment and other Foothills County development requirements.

07.2 Public Engagement

Consultation with stakeholders and members of the community will occur in the form of personal meetings, letter mail out, and discussions with affected property owners. Detailed mail-outs to affected parties will occur and a summary of feedback will be provided to Foothills County under separate cover.

07.3 Phasing

The majority of the site will be developed in one phase. However, once the long-term transportation network has been completed, the existing access will be closed, and a MR parcel will be created as part of Phase 2. This scenario is identified on **Figure 6**. Once the connections have been made to the long-term transportation system that allow the current access road to be closed.

APPENDIX A

Shared Community Goals

02/06/21

ATTN: Mr. Wayne Barritt, President Ravine Villas HOA
RE: The Serenity Amendment to the Heritage Pointe ASP

Thank you for your letter dated 5 February 2021. Although this process, and the public hearing process, can feel adversarial, it is our goal to work with our neighbours in a collaborative, transparent and open manner. Carol and I were recently asked by another HOA board what "success for this project looks like". Our response was success for this project is obtaining the support of our neighbours, and we have met with and responded to so many residents whose genuine collaborative feedback has assisted in making this plan better. We are very pleased with the latest plan, we feel it is an improvement over the initial one, and we thank our neighbours for their input. We cannot please everyone, nor can we change everyone's opinion, but we thank those who have offered genuine, constructive, feedback that has assisted us in positively progressing this plan. With this letter, I am going to be as open and transparent as I possibly can be in order to assure you that we are both working toward common goals.

Foothills County approvals process is not like other municipalities, in fact every municipality I have worked with across this Province uses different processes and have different standards of evaluation. We do not have first reading on this proposal, and therefore, no real indication from Council, even in principle, that we are moving in the right direction. As such, as a development team you have to strike a balance between what you think you really need for background information to satisfy the County and what they will need after land use approval to ensure that your investment is not totally at risk. In this case, we have done more than required to satisfy the evaluation standards and benchmarks from the County's perspective, but we seem to have not hit that mark with the community. When I read the comments in your letter, it appears we want the same things, a community that fits in harmony with the existing fabric of Heritage Pointe, to ensure that the pond is not at risk, to retain and enhance the natural landscape, and to ensure that the wildlife continue to move freely throughout this area.

I am going to break down your letter into concise parts, provide explanation, and offer some additional work after first reading that I hope will provide your Board with a level of comfort moving forward. I will also, if you are in agreement, include these additional "Shared Community Goals" in my presentation to Council so that it is on the record and you don't have to distrust that we will not meet the obligations we have outlined in this letter.

Density

The project has been designed to the standards for lot sizes as outlined in the 2004 Heritage Pointe ASP for single family lots. We dropped the density, widened the lots, and increased the open space ++, we are over dedicated in open space. This was in direct response to our site meeting with your group. The project has been designed to the exact lot specifications that I used when I designed the Lake. The villa lots in Serenity are slightly narrower and longer than the Ravine Villa lots. Ravine villa units, per villa side, are on average 16.95m x a standard 32m (542.4m²) in depth (some Ravine units are 17m some are smaller 14m wide). The villa lots at Artesia are more challenging to compare because they are offset at the front, the unit table average for these condo units is (543m²). The villa lots in our project are 12m to 12.8m wide and all are 36.5 m deep (467.2 m²). We had to drop villa lots in our redesign so that we could make our internal roads wider and our single-family lots wider. We felt that a reduced width villa pod in the centre of the project would be acceptable. There is no minimum square footage for a villa lot in the Heritage Pointe ASP or in the Foothills Land Use bylaw. We used the Riversong development as the example template for these villas.

5 Lots North - We dropped two lots in here as a response to our site meeting with your group. These two lots dropped were intentionally done to allow Mrs. Ashton to retain her view to the pond from her kitchen window and her front porch that she cherishes and to allow free movement of wildlife through this area where we noted

a trail they were using. We have reviewed these changes with Mrs. Ashton. The 5 lots cannot be reduced, because with the density revision we have made, we are already at a density that pushes the limit of economic viability for the project. This north land is developable and the geotechnical proved that out. The land is actually better and more developable than other development cells we have successfully developed within Heritage Pointe. As illustrative examples, there are three areas that had similar, and worse, topography that we developed with smaller lots than what are being proposed here, as follows:

- The first five lots on the east side of Heritage Lake Drive as you make your way north along Heritage Lake Drive. These five lots were on a steeper slope with less available developable upland than the location where we have the 5 proposed lots.
- The entire north side of Heritage Lake Terrace. I carefully plotted each one of these lots (walked this site more times than I can count when designing it) against an escarpment break that is sharper and had more geotechnical requirements than this site does. There are a total of 19 lots along Heritage Lake Terrace that were placed on similar topography as this site.
- There is a cell of 7 lots on the very north west side of Artesia, along Artesia Pointe, that all required geotechnical investigation and are all on the escarpment edge with much more severe topography than these.

I should explain why we offered the "HR-A" designation on these lots. Normally, a home can be constructed in Foothills County with just a Building Permit. The HR-A designation requires the submission of a Development Permit prior to issuance of a Building Permit. The Development Permit requires a deposit be placed, usually \$5,000 and additional engineering studies (i.e. - engineered building envelope, high water table testing, additional geotechnical for foundation and retaining wall) to be undertaken to ensure that the home can be properly and safely built on the lot. The compliance deposit is required to ensure that an engineer prepares and reviews the reports, the building envelopes, and ensures that the home is sited in accordance with the engineering requirements. We felt this was necessary to ensure that the homes in this location are built correctly and included a higher order of engineering review. We offered the "HR-A" designation to provide additional assurance to the community that proper studies and engineering would be undertaken on these lots to ensure their developability and outcome.

We have met the commitment to design larger lots and repeat the existing residential and open space fabric of Heritage Pointe. The reduction in density and increase in lot size will result in higher asking prices for these lots, higher home costs, and quality construction outcomes.

Environmental

I have divided this response into three sections pond/storm, ER/MR and Trees.

Pond/Storm - We are only required to undertake a preliminary stormwater management plan and we have done so. However, based on the continued concern with regard to pond quality, we have had additional conversations with our engineer to determine if we can include a bioswale or added filtration to the discharge end of the oil and grit separator (O&G). Meaning, that once water leaves the O&G it goes into a settling pond, or other manner of feature, for further cleaning prior to its release into the pond itself. As we do not have first reading, and therefore no direction from Council, additional expenditure in stormwater investigation is a risk and usually the County requires a full stormwater management plan at the subdivision stage - not the land use stage that we are currently in. As a result of our shared concern that the storm water be given a higher order of treatment, we will agree to providing our formal stormwater management plan (SWMP) as a condition of first reading at the land use stage. This is usually not a condition of first reading, and is a condition of subdivision, however, we are prepared to offer it and will be transparent with our SWMP to ensure we are doing what is best for the pond. Many of the technical questions you ask (O & G maintenance schedule, future spillway work and AE approval process) would be answered by the formal SWMP.

Shared Community Goal #1 - We will request at the public hearing that Council make the SWMP a condition of First Reading (meaning second and third cannot be granted until the SWMP is prepared and accepted) and that the SWMP incorporates best management practices such as:

- Directing drainage from hard surfaces within individual lots (i.e. - roofs, driveways, walkways, etc.) onto landscaped areas prior to drainage discharging onto streets or concrete swales.
- Increasing topsoil depths within landscaped areas of individual lots and other green spaces (i.e. - boulevards, MR, etc.) to promote infiltration and absorption of runoff.
- Maintaining a sheet flow drainage pattern across vegetated areas where possible (i.e. - rear lot drainage into MR/ER, etc.) to provide some water quality improvement.

The storm pond can also be designed with characteristics to provide water quality improvement such as sediment forebays, wetland features and plantings. These can be contemplated as part of detailed design. The SWMP will be prepared the satisfaction of Foothills County and be made available to area residents.

ER/MR - We can confirm that the setback is 30m to 33.9m from the bed and shore of the pond to the rear property lines. The updated Building Envelopes, on the County website for this project, indicate and verify these measurements. It is important to understand the differences between ER and MR and why we have split the area into those distinct categories. ER (Environmental Reserve) is land that, due to its existing physical characteristics, is intended to remain in its natural state in perpetuity. The reason we offered the variable 8m to 13m shoreline edge buffer as ER is, we wanted to ensure all native vegetation here is retained. We also covered the pond with ER (and not PUL or Public Utility Lot as most ponds are) to reiterate the commitment to retaining that feature in its natural state. The same is true of ERE (Environmental Reserve Easement) it also is to be retained in its natural state in perpetuity. The only difference between ER and ERE is that with ER the land is publicly owned (by the County) and the ERE the land remains privately owned by the lot owner.

MR (Municipal Reserve) is intended for parks, schools, and sometimes are subject to a disposition process and sold by municipalities for added revenue. In this case, our MR's are intended to be parks and open spaces. We make the distinction between ER and MR around the pond because the MR area is already disturbed by the existing former golf course paved pathway and, as such has no native vegetation. In addition, we can plant and landscape in MR which something we cannot do in ER. This is why we have a wider MR in the area around the pond and this is an important distinction and critical to us replacing trees when and if necessary, in MR areas. For example, the bush with black knot is close to the pond and ER boundary but not totally within it so that we can replace that bush with a disease free equivalent, we cannot do this in ER, in ER everything must remain in place.

Trees - We have reviewed the large spruce trees and they will die if moved due to their age and duration of tenure on the site. As this was a former tree farm, it's difficult to commit to a one-to-one replacement of trees because, as a farm, the area has an overabundance of trees and many are in very poor shape, however, we can protect and replace trees in the MR and we have derived the following goal that we will also share with Council. It is important to understand that landscaping and trees planted in MR areas are the responsibility of the developer to maintain for two years and that they are to be viable and healthy before they are transitioned to the County for continued ownership and maintenance. The County will require that a letter of credit, or surety, be posted in the amount of the landscaping plan cost estimate to ensure that the plan is executed and delivered as designed.

Shared Community Goal #2 - Landscaping Plan and Tree Replacement. The developer will commit to preparing a landscaping plan, with the assistance of a Landscape Architect, for the MR around the Pond that introduces more and new trees. To ensure that the trees are viable and of a suitable caliper. This will be undertaken at the subdivision stage. The reason for undertaking this at the subdivision stage is that we will have our grading plan prepared at the subdivision stage and the landscaping plan needs to work in harmony with the grading plan. The grading plan will also help inform what trees can be retained and what trees need replacing. We will replace any tree along the east boundary that may be lost due to grading (we don't anticipate this, but you never know) with a tree of a caliper and variety recommended by a Landscape Architect (i.e. - maybe not a poplar but an evergreen or conifer). The Landscaping Plan will be shared with the Ravine Villas to ensure, within reason, that trees are planted to afford screening to Ravine Villas residents and additionally enhance the natural environment around the pond and eastern boundary MR areas. The landscaping plan will be prepared the satisfaction of Foothills County as it is their MR, and they will maintain the areas.

Community Association

As you request, we will incept a community association, not a homeowner's association. A HOA is incepted under the Societies Act of Alberta and is required to have bylaws, board members and reporting mechanisms. We will, at the subdivision stage, incept a community association with a charter and assign a contact person for that CA.

Shared Community Goal #3 – The developer will, at the subdivision stage, prepare a community association charter and assign a contact for the CA upon 30% of the lots being sold. The CA contact information will be shared with existing HOA Board Presidents.

Existing Utilities

We do not want to destabilize land around the pond either. We have suggested a directional drill to ensure that the integrity of the pond and land surrounding it is maintained. I recently worked on a large directional drill at Spruce Meadows and we drilled from Founder's Plaza, underneath the two massive staircases within the international plaza to a point of exit south of the international ring. This worked brilliantly and there was no subsurface or surface damage. We are committed to ensuring that there is no damage to the existing system, no negative functionality, and no increase in rates as a result of our development. We, as the developer, will have to enter into an agreement with Corix. The MX testing has been conducted but the results have not been provided to us by Corix, although they have signaled that the results are positive. We do not know what the report says as it has not been shared with us. If we can share the report when available, we will do so, however, as we have not seen it we are not aware if any proprietary information on the Corix system is in the report and we will need to understand if Corix will allow for the report to be shared.

Shared Community Goal #4 – The developer will assume all costs associated with water and wastewater infrastructure servicing. No rate increase is anticipated, but should one occur as a result of this service extension, the developer must contribute to preserve the existing rate. As all infrastructure to provide the services will be at the sole cost of the developer, there will be no impact on current customer rates.

Water Utility - A principle part of that process is the completion of a standardized Main Lines Extension Test (MX Test). If the results of the MX Test indicate the proposed development will have a positive impact on rates, or at very least no negative impacts, then an Application would be filed with the Alberta Utilities Commission citing the results of the MX Test. If the MX Test indicates rate payers would be negatively impacted, then Corix would only proceed if the developer agrees to a financial contribution to preserve existing rates.

Wastewater Utility - Although the wastewater utility is not regulated, Corix follows the same procedures applied to the water utility (except for the regulatory filing). This ensures rates paid by existing customers are not negatively impacted by the proposed development.

We wish to offer a couple more shared community goals that have arisen from conversations with the greater community.

Shared Community Goal #5 – The developer will submit a Construction Management Plan to the County at the subdivision stage. This plan will require notice posting of the site managers name and contact information, it will outline hours of work (no work on holidays, must cease at 6:00pm, and no exterior finishing work on weekends), noise, dust and garbage control and mitigation techniques and a submission of corresponding Erosion and Sedimentation Control (ESC) plan outlining the implementation and monitoring of the eco-fencing and pond interface.

Although not reflected in your correspondence, we have heard concerns over traffic on Dunbow Road and we have been working with County and Alberta Transportation on meaningful ways to improve the overall function of this corridor. It is apparent to us that the County needs to do more homework on this corridor, and they must include all stakeholders (ourselves, yourselves, all residents along Dunbow Road) to implement a meaningful design solution (i.e. – roundabouts or no roundabouts feelings have been mixed on these) for this corridor. As a result of our conversation, we have offered to construct a staged left from Dunbow Road that allows for free passage of vehicles and does not interrupt traffic flow in the interim until such time as the County and AT have a solution for Dunbow. We are required to contribute \$11,300 per lot toward the upgrade of Dunbow or \$802,300.00 – this is over and above any money we spend on implementing our staged left turn. With the previous

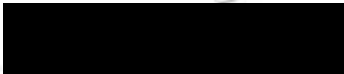
development of the Lake, the Rancho, and Artesia the County has also received \$3,500 per lot contributions in the past. Given the usual anticipated timelines for development, and required approvals as we progress the project, we will not be in the ground with this application for at least two years and the County, during this two-year timeframe, is obliged to communicate their design solution for this corridor to all residents and stakeholders. The County has indicated that further study and consultation will be undertaken by Foothills County in consultation with all stakeholders, including the surrounding community and Alberta Transportation to align an interchange and to accommodate future growth north and south of Dunbow Road. This work does not need to hold up our approvals and we feel that two years will pass prior to our making any physical development efforts on this site given the amount of work required to ensure that the site is developed appropriately and to County standards.

Lastly, the request to delay this process regrettably cannot be honoured. We have conducted outreach by mail on October 7, 2020 and January 2, 2021. This was extensive, and our entire application has been on the County website since its formal submission. We have had a Zoom meeting and a site meeting with your Board on Nov 25th and Nov 28th accordingly.

Our greatest concern is the activity of the Calgary Metropolitan Region Board (CMRB). I don't know if anyone on your Board has been watching the meetings, which are livestreamed, or have been on top of this emerging policy like we have. Currently, the CMRB has a target to have their draft growth plan voted on February 27th (vote is by 10 Mayors and Reeves in the Greater Calgary Region) and sent to the Minister of Municipal Affairs for adoption, or rejection, based on his review. What I am seeing in the meetings is "steam roll" of rural municipalities by urban ones and despite Foothills efforts to convey that the density targets of the CMRB are not appropriate for Foothills they are not being listened too, and if fact, rudely talked down to. The CMRB has identified the Hamlet of Heritage Pointe as an "infill growth hamlet" and as such a minimum of 6.0 upa is required and can be upward of 20 upa for mixed use (we are 3.32 upa). We are concerned that if we do not have first reading on our ASP prior to the issuance/adoption by the region of these higher density policies being forecast in the CMRB plan that we will have to align with that higher density in order to get CMRB approval of our amendment. This is occurring at this time and is changing rapidly, however, the writing is on the wall and we are not liking it. We are asking for your understanding that moving this forward is in the best interest of the overall Hamlet in light of the higher density targets that are emerging and that the County will be obligated to follow. Offering the SWMP at the land use stage delays our land use approvals, and may jeopardize our ability to get under the CMRB density, but we are willing to take that risk to ensure the SWMP is prepared and shared. The consultant preparing the CMRB plan will be at Foothills County making a presentation at **3:00 pm on February 10th** and you can watch the Council livestream to see for yourself what we are all facing.

Please let me know if you are in agreement with our commitment to the five (5) stated **Shared Community Goals** in this letter and I will ensure that they are within my Council presentation and reiterated. I will also work with the Foothills County Planning Department to ensure that the Shared Community Goals are included in the conditions required to move us through this process. We would appreciate your response no later than February 15th and we can be available for a Zoom call to further clarify the contents of the letter if required.

Sincerely,
Township Planning + Design Inc.


Kristi Beunder, B.A., M.E.Des.
RPP MCIP
Senior Planner / Principal



TOWNSHIP PLANNING + DESIGN INC.

Email: Kristi@twpplanning.com
Web: www.twpplanning.com

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APPENDIX F: REFERRAL AGENCY COMMENTS

CITY OF CALGARY – REFERRAL COMMENTS



June 24, 2026

Planning Department
Foothills County
309 Macleod Trail Box 5605
High River, AB T1V 1M7

SUBJECT: 26R033 –Heritage Pointe Area Structure Plan Amendments, Serenity Phase III and IV (Cell F).

Dear Brittany Smith,

The City of Calgary has reviewed the above noted application in reference to the *Intermunicipal Development Plan for the Municipal District of Foothills and the City of Calgary (IDP)* and other applicable policies. The City of Calgary Administration has the following comments for your consideration.

Stormwater (Advisory):

- The application falls within the Pine Creek watershed. The 2024 Stream Health and Morphologic Considerations for Development around Pine Creek by the City of Calgary made recommendations regarding stormwater runoff and volume in the overall watershed. The City would encourage the applicant to confirm direction provided by this plan in their stormwater management plan and further detailed design, which appears to already be referenced in the stormwater memo.
- As stormwater discharges increase incrementally, more water quality loadings will eventually impact the background mixing quality for the near field mixing zone analysis of the wastewater discharge. As development near Pine Creek continues, consideration of the cumulative impacts of stormwater discharge on Pine Creek should be reviewed.

Thank you for the opportunity to review and comment on this application. Please feel free to contact me if you have any questions or concerns regarding the above comments.

Sincerely,

A handwritten signature in black ink that reads "Geraldine Fuenmayor".

Geraldine Fuenmayor

Planner 2 | Regional Planning
City and Regional Planning | Planning & Development Services
The City of Calgary
C 587.890.9137 | E geraldine.fuenmayor@calgary.ca

RESPONSE LETTER TO CITY OF CALGARY COMMENTS PROVIDED BY CIMA+

June 06, 2026



Mr. Brittany Smith
Planning and Development Officer
Foothills County
309 Macleod Trail, High River, AB

Subject: Response to City of Calgary comments on Heritage Pointe Area Structure Plan Amendments, Serenity Phase III and IV (Cell F)

CIMA+ has reviewed the June 24, 2026, City of Calgary's comments on Heritage Pointe Area Structure Plan Amendments, Serenity Phase III and IV (Cell F) and our responses are noted below.

1. **CoC Comment:** The application falls within the Pine Creek watershed. The 2024 Stream Health and Morphologic Considerations for Development around Pine Creek by the City of Calgary made recommendations regarding stormwater runoff and volume in the overall watershed. The city would encourage the applicant to confirm direction provided by this plan in their stormwater management plan and further detailed design, which appears to already be referenced in the stormwater memo.

CIMA+'s Response:

The proposed Serenity Phase 3 and 4 development is located within the Pine Creek watershed. Accordingly, the Stormwater Management Report for Serenity Development Phase 3 and 4, (dated 04 February 2026), incorporates the allowable average annual runoff volume and peak release rates recommended in the 2024 Stream Health and Morphologic Considerations for Development around Pine Creek. These established criteria form the bases for the project's stormwater management strategies and will continue to guide the project through the detailed design stage.

2. **CoC Comment:** As stormwater discharges increase incrementally, more water quality loadings will eventually impact the background mixing quality for the near filed mixing zone analysis of the wastewater discharge. As development near Pine Creek continues, consideration of the cumulative impacts of stormwater discharge on Pine Creek should be reviewed.



CIMA+'s Response:

To enhance water quality and best mimic the natural hydrology of the area, the Stormwater Report (CIMA+, 2026) guides and recommends the implementation of Best Management Practices and water quality control measures within the development as follows:

- Roof drainage to be directed over landscaped areas prior to draining to impervious areas such as street or lanes to promote the sediment filtration.
- Installation of Oil and Grit Separator (OGS) before the pond inlet to achieve the 85% of annual Total Suspended Solid (TSS) removal for particles 75 um or larger in accordance with EPEA requirements.

These proposed measures will help to achieve the desired stormwater quality before discharges into the Pine Creek.

As identified in the Stormwater Report, approximately 37.4 ha of upstream will flow through the phase 3 and 4 boundaries. Most of these catchments are agricultural land, however there is an active Heritage Crossing residential development located immediately south of Dunbow Road. The Heritage Crossing development also utilizes two stormwater management facilities for water quality and release control before it discharges into the Dunbow road ditches.

Please do not hesitate to contact the undersigned with any comments or questions.

Yours sincerely,
CIMA Canada Inc.

A handwritten signature in blue ink, appearing to read 'P. Bhattarai'.

Pawan Bhattarai, P.Eng
Engineer, Water Resources

ATCO TRANSMISSION – REFERRAL COMMENTS

From: Gas Land Department <land.admin@atco.com>

Sent: June 3, 2026 10:34 AM

To: FC_Planning <Planning@Foothillscountyab.ca>

Subject: ATCO Transmission 7580 RESPONSE RE: Foothills County Circulation Package for Redesignation File # 26R033

Good AM

Please accept this as confirmation receipt of the proposal in which ATCO Transmission has an existing 60mm High Pressure Pipeline as shown on the attached GIS Sketch. Attached are typical development conditions for consideration at the time of subdivision and development permit stages.

Thank you for allowing ATCO Transmission to review and provide comments.

Eileen Fecho CONTRACTOR

Administrative Coordinator | Land | Gas Transmission

ATCO Pipelines & Liquids Global Business Unit

1

E: fecho.eileen@atco.com

A: 14th Floor ACE, 10035-105 St NW, Edmonton AB Canada T5J 1C8

ATCO Energy Systems

ATCO.com [Facebook](#) [Twitter](#) [LinkedIn](#)

ATCO Transmission – Standard DEVELOPMENT Conditions

1. Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties.
2. ATCO Transmission requires a separate utility lot for its sole use.
3. Ground disturbances and surface work within 30 meters require prior written approval from ATCO Transmission before commencing any work.
 - Municipal circulation file numbers must be referenced; proposed works must be compliant with ATCO Transmission requirements as set forth in the company's conditional approval letter.
 - Forward request to ATCO Transmission Land Department at crossings@atco.com [Attached Request Information Required.]
4. Parking and/or storage is not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.
5. Encroachments are not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.
6. ATCO Transmission recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings.
7. Any changes to grading that alter drainage affecting ATCO Transmission right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities.
 - If alterations are required, the cost will be borne by the developer/owner.

GIS SW-5-22-29-4 60mm T Pipe

Disclaimer:

1. Exact location of existing or proposed pipelines and other utilities are unknown.
2. Prior to construction, it is the contractor's responsibility to verify the location of all underground facilities.
3. Distances are in metres and decimals thereof.

0 50 100 m

Coordinate System: NAD 1983 10TM AEP Resource
Projection: Transverse Mercator
Datum: D North American 1983

Notes

ATCO Transmission 60mm Pipe along south boundary

Printed on 6/3/2026

APPENDIX G: PROPOSED BYLAW – AMENDMENT OF AN AREA STRUCTURE PLAN

BYLAW XX/2026

BEING A BYLAW OF FOOTHILLS COUNTY TO AMEND AN AREA STRUCTURE PLAN

WHEREAS the Council of Foothills County (hereinafter called the "Council") is empowered by Section 633(1) of the Municipal Government Act, being Chapter M-26.1, to adopt an Area Structure Plan which provides a framework for subsequent subdivision and development of an area of land within the Municipality's boundaries;

AND WHEREAS the Heritage Pointe Area Structure Plan has been prepared under the direction of the Council for the properties legally described as Ptn. NE 01-22-01 W4M, Ptn. SE 01-22-01 W4M, N1/2 06-22-29 W4M, S1/2 06-22-29 W4M, Road Allowances West and East side 06-22-29 W4M, NW 05-22-29 W4M, Ptn. SW 05-22-29 4M, NE 05-22-29 W4M, SE 05-22-29 W4M, Plan 7959JK Block E and Plan 1382HI was adopted on September 16, 2004 under Bylaw 80/2004;

NOW THEREFORE the Council of Foothills County in the Province of Alberta; hereby amends Bylaw 80/2004, being a Bylaw to adopt the Heritage Pointe Area Structure Plan as follows:

1. In accordance with Section 1.5 of the Heritage Pointe Area Structure Plan passed under Bylaw 80/2004, the Plan may be amended from time to time in accordance with the Municipal Government Act;
2. The Heritage Pointe Area Structure Plan as adopted under Bylaw 80/2004 is hereby amended to include the lands as identified in the revised Heritage Pointe Area Structure Plan Phasing Strategy with respect to Cell F, legally described as Plan 9011402, Block 1; Ptn. SW 05-22-29 W4M (Serenity Phase III) and Plan 9011470, Block 2; Ptn. SW 05-22-29 W4M (Serenity Phase IV).
3. This Bylaw shall have effect on the date of its third reading.

FIRST READING:

Reeve

CAO

SECOND READING:

Reeve

CAO

THIRD READING:

Reeve

CAO

PASSED IN OPEN COUNCIL assembled at the Town of High River in the Province of Alberta this day of 2026.

APPENDIX G: PROPOSED BYLAW – LAND USE REDESIGNATION AND SITE SPECIFIC AMENDMENTS

BYLAW XX/2026

BEING A BYLAW OF FOOTHILLS COUNTY TO AUTHORIZE AN AMENDMENT TO THE LAND USE BYLAW NO. 60/2014; AS AMENDED.

WHEREAS pursuant to the provisions of the Municipal Government Act, Chapter M-26 Revised Statutes of Alberta 2000, and amendments thereto, the Council of Foothills County (hereinafter called the "Council") in the Province of Alberta, has adopted Land Use Bylaw No. 60/2014 and amendments thereto;

AND WHEREAS the Council has received an application to further amend the Land Use Bylaw by authorizing the redesignation of Plan 9011402, Block 1; Ptn SW 05-22-29 W4M and Plan 9011470, Block 2; Ptn. SW 05-22-29 W4M from Country Residential District (CR) to Residential Community District (RC) and Residential Multi-Family District (RMF), Municipal Land Reserve (MLR) with additional lands to be dedicated as Environmental Reserve (ER), and Public Utility Lot (PUL) to allow for the future subdivision of the lands as per the Heritage Pointe Area Structure Plan, Serenity Phase III and Phase IV, including 52 Residential Community District (RC) lots, 48 Residential Multi-Family District (RMF) lots, 4 Municipal Land Reserve (MLR) lots, 3 Public Utility (PUL) lots and additional lands to be dedicated as Environmental Reserve (ER).

AND WHEREAS the Council has received an application to further amend the Land Use Bylaw by authorizing Site-Specific Amendments to the Residential Community (RC) and Residential Multi-Family District (RMF) districts to allow:

- i. Side Yard Setbacks: Relaxation of up to 90% on side yard setbacks on corner lots provided the front yard is designated by the Developer;
- ii. Side Yard Setbacks: a maximum of 1.0m encroachment into side yard setback requirements permitted for eaves, fireplaces, sills, canopies, window wells, and cornices;
- iii. Rear Yard Setbacks: 6.0m from the property line and a maximum of 1.5m encroachment into regular rear yard setback requirements for above grade decks and associated steps, and walkout patios;
- iv. A garage up to 50% of the dwelling size (provided that the garage does not exceed a maximum of 2,400 sq. ft.) split into two different structures, either attached or detached from the residence is permitted;
- v. Lot Coverage: Maximum of 60% for Residential Community District and 70% for Residential Multi-Family District provided it is supported by a Stormwater Management Plan and is addressed in the applicable land use districts by way of a Site-Specific Amendment to the district;
- vi. A minimum rear yard setback of 1.5m shall be permitted for a principal building for all residential dwellings backing onto Municipal Reserve land within Phase IV;
- vii. In accordance with County direction, a 48m setback from the centre line of Dunbow Road shall be adhered to. No residences shall be included within the Dunbow Road setback area.

AND WHEREAS Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

NOW THEREFORE THE COUNCIL ENACTS AS FOLLOWS:

1. Plan 9011402, Block 1; Ptn SW 05-22-29 W4M and Plan 9011470, Block 2; Ptn. SW 05-22-29 W4M from Country Residential District (CR) to Residential Community District (RC) and Residential Multi-Family District (RMF), Municipal Land Reserve (MLR) with additional lands to be dedicated as Environmental Reserve (ER), and Public Utility Lot (PUL) to allow for the future subdivision of the lands as per the Heritage Pointe Area Structure Plan, Serenity Phase III and

Phase IV, including 52 Residential Community District (RC) lots, 48 Residential Multi-Family District (RMF) lots, 4 Municipal Land Reserve (MLR) lots, 3 Public Utility (PUL) lots and additional lands to be dedicated as Environmental Reserve (ER).

2. Under Section 13.4.8 RESIDENTIAL COMMUNITY, and Section 13.5.8 RESIDENTIAL MULTI-FAMILY DISTRICT, Site-Specific Amendments to allow
- a. Side Yard Setbacks: Relaxation of up to 90% on side yard setbacks on corner lots provided the front yard is designated by the Developer;
 - b. Side Yard Setbacks: a maximum of 1.0m encroachment into side yard setback requirements permitted for eaves, fireplaces, sills, canopies, window wells, and cornices;
 - c. Rear Yard Setbacks: 6.0m from the property line and a maximum of 1.5m encroachment into regular rear yard setback requirements for above grade decks and associated steps, and walkout patios;
 - d. A garage up to 50% of the dwelling size (provided that the garage does not exceed a maximum of 2,400 sq. ft.) split into two different structures, either attached or detached from the residence is permitted;
 - e. Lot Coverage: Maximum of 60% for Residential Community District and 70% for Residential Multi-Family District provided it is supported by a Stormwater Management Plan and is addressed in the applicable land use districts by way of a Site-Specific Amendment to the district;
 - f. A minimum rear yard setback of 1.5m shall be permitted for a principal building for all residential dwellings backing onto Municipal Reserve land within Phase IV;
 - g. In accordance with County direction, a 48m setback from the centre line of Dunbow Road shall be adhered to. No residences shall be included within the Dunbow Road setback area.
3. This Bylaw shall have effect on the date of its third reading and upon being signed.

FIRST READING:

Reeve

CAO

SECOND READING:

Reeve

CAO

THIRD READING:

Reeve

CAO

PASSED IN OPEN COUNCIL assembled at the Town of High River in the Province of Alberta this day of = 2028.