

ATTACHMENT E: POLICY REVIEW

Definitions		
Consistent	Generally Consistent	Inconsistent
Clearly meets the relevant requirements and intent of the policy.	Meets the overall intent of the policy and any areas of inconsistency are not critical to the delivery of appropriate development.	Clear misalignment with the relevant requirements of the policy that may create planning, technical or other challenges.

Regional Growth Plan	
Land Use Regulations	
2.4.2	<i>Employment Trends</i> There are driver industries that are expected to lead employment growth through the years, detailed below with timelines of when their growth will play a key role in the Region's economy. <i>Immediate (1-2 years): transportation & logistics, value added agriculture, construction projects</i>
Consistent	The proposed use, outdoor storage, truck trailer, reflects anticipated near-term employment trends.
Figure 5	<i>Approved and Planned Land</i>
Consistent	The proposed use, outdoor storage, truck trailer, is shown in the planned industrial area.

Municipal Development Plan (County Plan)	
Financial Sustainability – Operating	
6.8	<i>Direct the majority of new commercial and industrial businesses to locate in the business areas identified on Map 1.</i>
Consistent	The business is located within the Balzac Regional Business Centre area as shown in Map 1.
Parks, Open Space, Pathways, and Trails – Partnering on Parks Development, Connectivity, and Maintenance	
12.3	<i>Promote and provide for the connectivity of pathways and trails to hamlets, small towns, and adjacent municipalities in a manner consistent with the Parks and Open Space Master Plan and Local Recreation Master Plans.</i>
Consistent	Municipal reserves have been provided, allowing the regional pathway along Highway 566 to continue.
Parks, Open Space, Pathways, and Trails – Parks and Community Interface	
12.17	<i>Development adjacent to, or affecting, parks, open space, pathways, and trails should include a comprehensive approach to:</i> a. <i>shared and mutually supportive facilities and/or amenities;</i> b. <i>access;</i> c. <i>stormwater management;</i> d. <i>preserving views into and within the park, where appropriate;</i> e. <i>vegetation and invasive species management; and</i> f. <i>wildlife management.</i>
Consistent	The proposed development will be required to appropriately install and maintain the 2m regional pathway on the MR lands that extend along the south side of Highway

	566. Viewscales and transition will be addressed through Balzac East ASP development requirements, as well as the Wagon Wheel Conceptual Scheme.
Business Development – General Business	
14.2	<i>Direct business development to locate in identified business areas as identified on Map 1.</i>
Consistent	The business is located within the Balzac Regional Business Centre area as shown in Map 1.
14.4	<i>A business area shall have an adopted area structure plan in place prior to development, with the exception of lands in business areas that already have the appropriate land use designation allowing business development.</i>
Consistent	The area is supported by the Balzac East Area Structure Plan.
14.6	<i>Business development shall address the:</i> <i>a. County's Commercial, Office, and Industrial Design Guidelines; and</i> <i>b. development review criteria identified in section 29.</i>
Consistent	The development will be subject to the requirements as part of the Development Permit process.
Business Development – Regional Business Centres	
14.8	<i>Direct new commercial and industrial development to existing, identified regional business centres and ensure development complies with existing area structure plans.</i>
Consistent	Balzac East is a designated Regional Business Centre. The application complies with the ASP.
Transportation – Supporting Communities	
16.10	<i>Support and encourage alternative forms of transportation in hamlets and regional business centres. Opportunities should provide for:</i> <i>a. Pathways, trails, and sidewalk connections;</i> <i>b. Cyclists; and</i> <i>c. Public/private transportation.</i>
Consistent	Regional pathway MR has been set aside and will be developed.
16.12	<i>Support the long-term development of the conceptual regional pathway and trail plan as identified in the Parks and Open Space Master Plan.</i>
Consistent	Regional pathway MR has been set aside and will be developed.

Direct Control District 99 (DC99)	
Land Use Regulations	
2.3.0	<i>Cell A – List of Uses</i>
Consistent	The proposed use, outdoor storage, truck trailer, is a listed use within Cell A subject to setbacks. Note: The amendment is site-specific, and would only apply to the subject lands.
2.5.0	<i>Cell C – List of Uses</i>
Consistent	The proposed use, outdoor storage, truck trailer, is a listed use within Cell A subject to setbacks. Note: The amendment is site-specific, and would only apply to the subject lands.
3.12.0 Maximum Building Height	
3.12.0	Cell A Principal Building: 12 metres (39.4 ft) Accessory Building: 8.00 metres
Consistent	The proposed building will be 16 metres tall. However, the purpose of the application is to amend the height in order to allow the building to meet requirements. Note: The amendment is site-specific, and would only apply to the subject lands.

3.15.0 Special Development Regulations	
3.15.0	A Landscaping Plan, prepared by a qualified person, shall be submitted to demonstrate the Outdoor Storage, Truck Trailer use within Lot 1, Block 1, Plan 061 4759 in NW-11-26-29-W4M is appropriately screened from Highway 566 to the satisfaction of the Development Authority.
Consistent	The applicants are proposing the requirement of a landscaping plan subject to Development Authority approval to insure outdoor storage sufficiently screened from Highway 566. Note: The amendment is site-specific, and would only apply to the subject lands.

Balzac East Area Structure Plan	
Special Development Area #4 (SDA#4)	
4.7.4 (j)	<i>Cell A – Located immediately adjacent to Highway 566, north of the modified service road. This cell will allow commercial, retail and other uses that may be compatible with the adjacent residential uses. There will be setbacks from the modified service road, all Highway 566 future road widening will be taken on the south side and within this Cell. Landscaped buffers will be mandatory here, sensitive signage and lighting will be mandatory, rear yards and side yards, where visible, will be treated like a front yard and require landscaping, a lighting plan will be mandatory, and no outdoor storage will be allowed within the area of any required yard setback. Development heights, landscaping, frontages, and parking will be compatible with the residential scale of development north of Highway 566.</i>
Consistent	The applicants have proposed outdoor storage, truck trailer. The proposal is consistent.
4.7.4 (m)	<i>In addition to the standard requirements of the Balzac East Area Structure Plan for the contents of a conceptual scheme, any conceptual scheme in SDA#4 must include:</i> <ul style="list-style-type: none"> • <i>A plan to allow the development to proceed in a phased and logical manner;</i> • <i>A plan that identifies the market drivers and the economic development potential for the area;</i> • <i>A plan to minimize negative impact to surrounding areas;</i> • <i>Demonstration of full build out density and lot sizes;</i> • <i>A graduated density, where the intensity of the type of use intensifies as it gets further from existing residential development;</i> • <i>An access plan that demonstrates appropriate access, including service roads if necessary, off of Highway 566;</i> • <i>A traffic impact study prepared by a qualified professional licensed to practice in the Province of Alberta;</i> • <i>A landscape plan that enhances the aesthetics of the area and provides buffering and screening between uses that may be considered to be incompatible and utilizes native and indigenous plant materials;</i> • <i>A lighting plan that concentrates the security lighting on the buildings and away from the residential area;</i> • <i>A signage plan that demonstrates tasteful and well situated signs;</i> • <i>Architectural guidelines that ensures that the side of the structure visible (either front, rear or side) from Highway 566 or either Range Road 292 or Range Road 293 are attractive, there is no outside storage within any required yard setback, and any fencing is well constructed and easily maintained;</i> • <i>Internal road standards that meet or exceed the MD Standards;</i> • <i>Setbacks that reflect the adjacent uses;</i>

	<ul style="list-style-type: none"> • A storm water management plan must be prepared that incorporates innovative concepts including wet pond features, roof top catchment, irrigation or fire protection sources and other engineering solutions; • Emissions from any Type III use including air, water, noise, solid waste or litter, will be mitigated and minimized; • Demonstration that the orientation of the structures is sensitive to the visual access by road and neighbours; • Roof top treatments that enclose mechanical and electrical equipment, make use of roof top gardens and/or provide a pitched roof; • A fencing plan that demonstrates the visual screening and the long term maintenance plan for the fence; • The Municipality must notify Nexen of all applications within the SDA#4 and ensure all approvals reflect acknowledgement by Nexen of the impacts on their emergency response plan; and demonstration that all environmental features considered to be significant or valuable, will be protected or conserved.
Consistent	The conceptual scheme includes these requirements.
4.7.4 (g)	<p><i>Applications for redesignations, subdivisions and/or development in SDA#4 should include the following, to the satisfaction of the Municipality:</i></p> <ol style="list-style-type: none"> <i>Rationale for business development outside designated Business Areas and out of the overall sequencing of development, and identification of potential impacts on adjacent uses, access, servicing and phasing.</i> <i>Applications for business uses adjacent to the existing residential area within and adjacent to SDA#4 shall demonstrate how the proposal can be considered compatible with these residential uses, including screening and buffering measures as necessary.</i>
Consistent	Addressed through preparation of the Wagon Wheel Conceptual Scheme, Section 1.6, "Rationale for Proceeding with Development".
4.7.4 (h)	<i>Any new redesignation, subdivision and/or development, shall be subject of an approved conceptual scheme.</i>
Consistent	The proposed development is located within the Wagon Wheel Conceptual Scheme.
4.7.4 (k)	<i>The overall concept for this area is for a commercial/light industrial area that provides community amenities and breaks up the massing of structures with linear green spaces that are landscaped and maintained.</i>
Consistent	Warehousing with associated truck trailer parking is consistent with the concept of commercial/light industrial, and with provision of the landscaping and regional pathway in the MR lands, and additionally on the property, the proposed future use will be consistent.

Wagon Wheel Industrial Conceptual Scheme

Approved Policies

1.5.2	<p><i>The BEASP's Figure 2: Conceptual Vision, describes the amended land use policy for Special Development Area #4, including the Wagon Wheel Conceptual Scheme lands as "Agricultural until transition to business/industrial in a series of orderly, planned, properly serviced, and market-driven stages. Within Special Development Area #4, the "Cell A" and "Cell C" sub-area policies affect the Wagon Wheel Conceptual Scheme Area (see Figure 2). The relevant policies are quoted below.</i></p> <p><i>4.7.4 (j) (i) Cell A</i></p> <p><i>Located immediately adjacent to Highway 566, north of the modified service road. This cell will allow commercial retail and other uses that may be compatible with the adjacent residential uses. There will be setbacks from the modified service road, all Highway 566 future road widening will be taken on the south side and within this Cell.</i></p>
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	<i>Landscaped buffers will be mandatory here, sensitive signage and lighting will be mandatory, rear yards and side yards, where visible, will be treated like a front yard and require landscaping, a lighting plan will be mandatory and no outdoor storage will be allowed to occur within the area of any required yard setback. Development heights, landscaping, frontages and parking will be compatible with the residential scale of development north of Highway 566.</i>
Consistent	The applicants have proposed outdoor storage, truck trailer. The future proposed use will include architectural controls, landscaping, and the additional pathway MR to address visual impact.
3.0 Land Use and Subdivision	
3.2	Land Use
	The Land Use and Transportation Concept for the Wagon Wheel Industrial Park is illustrated in Figure 6. This figure shows how the land use cells described under the BEASP and Direct Control Bylaw C-6031-2005 affect the subject lands. Figure 6 illustrates the location of the "Transition Land Use" area. These lands will be subject to the SDA #4, "Cell A" land use policies of the BEASP and Direct Control Bylaw C-6031-2005. Outdoor storage within required yard setbacks will not be permitted in this area. Highway widening and additional development setbacks will be provided in this area by incorporating a public linear park, increased building setbacks, on-site landscaping requirements, and architectural guidelines to ensure development provides an attractive interface with Highway #566 and the residential areas north of the highway. Appropriate business, industrial and commercial land uses in the "Transition Land Use" area will include: "those developments where activities and uses are primarily carried on within an enclosed building and no significant nuisance factor is created or apparent outside an enclosed building." [Rocky View Land Use Bylaw – General Industry Type I].
Consistent	The Applicants have proposed outdoor storage, truck trailer. The future proposed use will include be architectural controls, landscaping, and the additional pathway MR to address visual impact.
Policy 3.2.2	Land use and development in the Highway #566 "Transition Land Use" area shall be compatible with residential development on the north side of the highway.
Consistent	The transition land use area pertains to those properties adjacent to Highway 566. They are defined as Cell A, which notes that "Development heights, landscaping, frontages, and parking will be compatible with the residential scale of development north of Highway 566." The applicants have requested an increase the building height from 12m to 16m (DC99 regulation) as part of the future warehouse and trucking development. The applicant's preliminary concept states that the two proposed warehouses will orient their loading docks and associated heavy truck traffic activities towards a central 'court', which will be appropriately screened from Highway 566 frontage. They also indicated that building facades, passenger parking lots, and landscaped areas facing Highway 566 will be designed in accordance with Business Use Performance Standards and Development Guidelines detailed in the Balzac East ASP and the Wagon Wheel Conceptual Scheme. Views of the truck court from Highway 566 and parcels to the north will be obscured by the orientation of the two warehouse buildings in addition to a landscaped screening wall which will be constructed between each building. As well, no Outdoor Storage, Truck Trailer uses will occur in any of the required front, side, and/or rear yard setback areas. The final configuration and any requirements would be determined at development permit stage. With the assumption that the development will satisfy these requirements, the policy may be found compliant.
Policy 3.2.4	Development standards and architectural guidelines described in this plan and in the Balzac East Area Structure Plan shall be adopted to ensure that all development on

	properties adjacent to Highway #566 and Range Road 292 will present an appropriate visual interface with these public roadways.
Consistent	As discussed above, several architectural and design considerations are proposed to the future development to present an appropriate visual interface with public roadways.
Policy 3.2.5	<i>Land uses within the Conceptual Scheme Area shall be governed by a Direct Control District that will establish landscaping, architectural control, and other means to ensure that development is compatible with existing and planned land uses adjacent to any specific development site.</i>
Consistent	DC 99 establishes various development requirements, though the applicant is seeking to make a site-specific amendment to increase the building heights to DC99.
5.0 Public Parks and Pathways	
Policy 5.1.4	<i>A 2.0 metre paved regional pathway will be constructed by the developer within the Highway 566 linear park and the Range Road 292 linear park</i>
Consistent	The MR has been provided, and the applicant has agreed to the future landscaping and pathway requirements as part of the development. This policy is therefore compliant.
Policy 5.2.1	<i>Municipal Reserve will be provided in full pursuant to the provisions of the Municipal Government Act.</i>
Consistent	There is a deferred reserve caveat on title for 0.77 hectares which will require disposition through either cash-in-lieu or additional lands provided.