

URBAN MEMORANDUM
SYSTEMS

DATE: May 17, 2021
TO: Oksana Newmen – Rocky View County
CC: Alan Boucher – Melcor
FROM: Mike Coldwell, Urban Systems
FILE: 2176.0014.15
SUBJECT: PL20200154 – “Conceptual Scheme” Content

To supplement our land use amendment application (PL20200154), we have prepared the following information which provides content to address typical Conceptual Scheme preparation requirements. In the case of the subject lands, there is only one logical development pattern, access, and servicing strategy and therefore, a full Conceptual Scheme process is unnecessary.

1.1 SITE CONTEXT

The subject lands are located in West Balzac along Balzac Boulevard, but are highly visible from the Queen Elizabeth II Highway Corridor. A land use application has been submitted for a 28.30 ha (69.93 ac) portion of the lands know as NE 24, 26, 1, W5M and SE24, 26, 1, W5M. The lands are currently designated Agricultural, General District and they are proposed to be redesignated to Commercial, Local Rural District (C-LRD).

1.2 POLICY REVIEW

The subject lands are located within the Queen Elizabeth II Highway Corridor land use policy area within the Balzac West Area Structure Plan. The purpose of the Queen Elizabeth II Highway Corridor is to provide for uses that value direct access and visual exposure to the Queen Elizabeth II Highway. The predominant land uses in the Queen Elizabeth II Highway Corridor policy area shall be commercial, retail, office, and light industrial business park uses that benefit from access to and visibility from the Queen Elizabeth II Highway.

The proposed Commercial, Local Rural District (C-LRD) land use falls directly inline with the description and policy of the Balzac West ASP.

1.3 VISION

The lands directly south of the subject site are designated a combination of C-LRD, B-REC and Direct Control Districts generally for commercial and industrial uses. This application will result in a continuation of compatible land use and additional commercial and industrial users.

The subject lands are intended to develop into one, or several smaller parcels containing commercial and light industrial uses which follow the direction provided in the Balzac West ASP as well as the Commercial, Local Rural District (C-LRD). A specific user has not yet been identified for the subject lands as land use is typically a precursor to having a signed lease/sale of lands of this nature.

1.4 CONCEPT

Development of the subject lands may take place as one large user of the site, or several smaller users depending on market interest. The minimum parcel size in the C-LRD is 0.5 ha (1.24 ac) so several smaller commercial and/or industrial users could be possible; regardless, primary access will be from Balzac Boulevard to the east.

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1.4.1 Statistics

A land use application has been submitted for a 28.30 ha (69.93 ac) portion of the lands known as NE 24, 26, 1, W5M and SE24, 26, 1, W5M.

1.5 OPEN SPACE

If subdivided, it is likely that any reserves owing for the subject lands will be dedicated by way of cash-in-lieu, but that will be determined at the subdivision stage.

1.6 INTERFACE DESIGN

The Canada Pacific Railway as well as significant utility rights of way are located directly west of the subject lands. Due to this physical separation, there is limited value in comprehensive planning with any lands to the west, and all lands to the south have already been developed. Therefore, as the purpose of the C-LRD indicates in the Land Use Bylaw, this land use is appropriate due to the site being isolated and located outside of a Hamlet or Conceptual Scheme. As a benefit, the CPR tracks also provide a buffer between the subject site and future development to the west.

1.7 TRANSPORTATION

As submitted with the Rocky Creek Conceptual Scheme, the Rocky Creek TIA (ISL Engineering and Land Services, Feb 2021) analyzed traffic generation for the subject lands. The subject lands are accessible by Balzac Boulevard which connects the subject lands to major transportation routes including Highway 566, Township Road 264 and Highway 2. Access to the subject site will be similar in nature, in form and intensity, to other uses to the south.

1.8 SERVICING

1.8.1 Water

Potable Water servicing to the subject lands will be provided by an extension of the East Balzac water system by Rocky View County. Capacity for the subject lands was accounted for within the Servicing Design Brief (Urban Systems, Dec 2020) submitted with the Rocky Creek Conceptual Scheme. Interim servicing may be contemplated in accordance with Rocky View County's Servicing Standards.

1.8.2 Wastewater

Wastewater servicing for the subject lands will be provided by an extension of the centralized sanitary sewer main system by Rocky View County. Capacity for the subject lands was accounted for within the Servicing Design Brief (Urban Systems, Dec 2020) submitted with the Rocky Creek Conceptual Scheme. Interim servicing may be contemplated in accordance with Rocky View County's Servicing Standards.

1.8.3 Stormwater

As submitted with the Rocky Creek Conceptual Scheme, the Sub-Catchment Master Drainage Plan (Urban Systems, Dec 2020) accounts for the subject lands and an integrated system of stormwater collection and management will be constructed to support, and be supported by, the Rocky Creek development.

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1.9 PHASING

Due to the location of ultimate servicing as well as the contiguous development to the south, development will likely progress from south to north; however, due to the possibility of interim servicing, that may not necessarily be the case. Future subdivision and/or development permit applications will ultimately inform and determine development sequencing.

1.10 IMPLEMENTATION

Following the land use process, subdivision and/or development permit applications may follow which should be consistent with the Balzac West ASP as well as the Commercial, Local Rural District (C-LRD)

We trust that the above information provides sufficient detail as normally required in a Conceptual Scheme. Due to the isolated nature of the parcel, the proposed contiguous land use district and the given servicing network, a traditional approach to Conceptual Scheme preparation is unjustified in this case.

Please do not hesitate to contact the undersigned with any questions.

Sincerely,

URBAN SYSTEMS LTD.



Mike Coldwell, RPP, MCIP
Planner / Principal

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