



BYLAW C-8211-2021

A Bylaw of Rocky View County, in the Province of Alberta, to adopt the Alta Vista Landing Conceptual Scheme

The Council of Rocky View County enacts as follows:

Title

- 1 This bylaw may be cited as Bylaw C-8211-2021.

Definitions

- 2 Words in this Bylaw have the same meaning as those set out in the *Land Use Bylaw* and *Municipal Government Act* except for the definitions provided below:
 - (1) “**Council**” means the duly elected Council of Rocky View County;
 - (2) “**Land Use Bylaw**” means Rocky View County Bylaw C-8000-2020, being the *Land Use Bylaw*, as amended or replaced from time to time;
 - (3) “**Municipal Government Act**” means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
 - (4) “**Rocky View County**” means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

Effect

- 3 THAT Bylaw C-8211-2021, being the “Alta Vista Landing Conceptual Scheme”, affecting NE/SE/SW-13-26-29-W04M be adopted as defined in Schedule ‘A’, which is attached to, and forms part of, this Bylaw.

Effective Date

- 4 Bylaw C-8211-2021 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.



ROCKY VIEW COUNTY

READ A FIRST TIME IN COUNCIL this _____ day of _____, 2021

PUBLIC HEARING WAS HELD IN COUNCIL this _____ day of _____, 2021

READ A SECOND TIME IN COUNCIL this _____ day of _____, 2021

READ A THIRD TIME IN COUNCIL this _____ day of _____, 2021

Reeve

CAO or Designate

Date Bylaw Signed

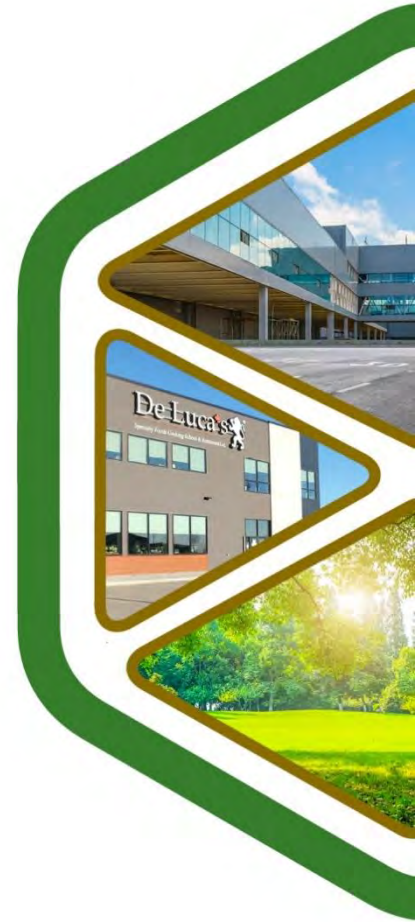


SCHEDULE 'A'

FORMING PART OF BYLAW C-8211-2021

A Conceptual Scheme affecting NE/SE/SW-13-26-29-W04M, herein referred to as the Alta Vista Landing Conceptual Scheme.

Alta Vista Landing Conceptual Scheme



Submitted to:

ROCKY VIEW COUNTY

Prepared by:

WSP

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**ROCKY VIEW
COUNTY**



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Indigenous Acknowledgment

In the spirit of reconciliation, we acknowledge that we live, work and play on the traditional territories of the Blackfoot Confederacy (Siksika, Kainai, Piikani), the Tsuut'ina, the Îyâxe Nakoda Nations, and on the homeland of the Métis Nation of Alberta Region No. 3.



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1 INTRODUCTION AND BACKGROUND

1.1 PURPOSE

The purpose of this Conceptual Scheme is to provide a comprehensive planning framework that will guide the development of Alta Vista Landing in a form which is consistent with Rocky View County's strategic objective of accommodating larger format business development opportunities within the East Balzac major business/employment area.

Business activity in Rocky View County's Balzac East area has been growing steadily in recent years and is anticipated to continue in a pattern of growth over the next ten years. Steady absorption rates are expected to lead to demand for more commercial and light industrial land in the area, especially as the Balzac East's Area Structure Plan (ASP) encourages diversification of business within its plan area and as industry in the area continues to expand. The establishment of Alta Vista Landing is intended to address market demand for additional developable land inventory. It is envisioned the proposed development will supplement inventory by providing a land use strategy for a range of development opportunities, particularly in the form of commercial and light industrial uses. The subject lands are ideally situated along a major transportation corridor and can easily be connected to the County's existing infrastructure and therefore aligns with the County's Strategic Plan for responsible growth.

Through the process of preparing this Plan, several opportunities for stakeholder engagement were undertaken in order to obtain input on the development. It is important the vision, goals, and policies contained in the Plan address the interests of residents and stakeholders in and around the Conceptual Scheme area, as well as throughout the County.

1.2 VISION AND GOALS

1.2.1 Vision

Alta Vista Landing intends to fulfill the need for developable land within the Balzac East region by including the proposed development within its ASP policy guidelines. Looking ahead 15 to 20 years, the Conceptual Scheme Plan Area will have been built-out through the implementation of a logical sequence of subdivision and development phases which have resulted in a master-planned business commercial/industrial development that accommodates a variety of strategic economic development opportunities within Rocky View County. The subject site offers an opportunity to meet the needs for this growth within close proximity of existing commercial and industrial uses, utilize the existing transportation network, and build upon the business synergies in the Balzac East area. Residents and visitors from surrounding municipalities will access a growing range of commercial uses on the site as well as employment opportunities for the greater area. The addition is projected to further stimulate commerce and trade activity in the overall Rocky View County region.

1.2.2 Opportunities

Apart from the overall increased success for the region's economy, a number of opportunities for the Plan Area exist in:

- Developing within close proximity to existing commercial and industrial uses;
- Increasing land supply to meet the projected future demand in Balzac East;
- Maximizing servicing efficiency by utilizing existing infrastructure; and



- Expanding of the commercial tax base of the region.

1.2.3 Goals

The Conceptual Scheme aims to achieve the following:

- Consistency with the policy direction of Calgary Metropolitan Region Board's Interim Growth Plan, the Rocky View County Municipal Development Plan (MDP), and the Balzac East Area Structure Plan (Balzac East ASP);
- Facilitation of the development as an expansion of the County's Regional Business Centre;
- Respect for the existing physical topography of the area; and
- Addressing of the key issues, constraints, and opportunities identified during the planning process.

The Conceptual Scheme includes a number of goals centered around the following themes:

1. Land Use Strategy

- To develop a Conceptual Scheme area as an extension of adjacent industrial and commercial uses which are both distinct and attractive, while also being complimentary and meeting market demand.
- Ensure an orderly approach to development through the implementation of well-defined land use areas.
- Support for the County's goal of achieving financial sustainability through rational extensions of development and diversification of the tax base within the Conceptual Scheme area.
- Implementation of a comprehensive land use, subdivision, and development framework.

2. Community Character and Appearance

- Complement the character and appearance of the existing and surrounding land uses through high-quality design that:
 - (a) Recognizes and blends with the immediate surroundings through appropriate setbacks, boundary treatment and land use transitions;
 - (b) Supports efficient use of land and sequence of development; and
 - (c) Provides for reasonable public open space within the development.

3. Agriculture

- Support existing agricultural uses until market demand determines alternative forms of development are appropriate.
- Protect existing non-industrial uses with appropriate land use and interface treatment measures.

4. Transportation Network

- Create a well-designed and safe transportation network that maximizes local and regional connectivity for business and visitors while complimenting and integrating with existing transportation networks.
- Determine the appropriate transportation and utility service improvements required to facilitate development within Conceptual Scheme.
- Provide for attractive and high quality development along Highway 566 and the interface between the Rocky View County Campus and Alta Vista Landing along Range Road 291 that meets high standards of building design, siting, landscape design, and architectural treatment.



5. Servicing

- Provide for potable water, wastewater, and storm water infrastructure within the Plan Area in a safe, cost effective, and sustainable manner.
- Establish a logical development phasing strategy, to facility the orderly progression of development over time.

6. Environment

- Demonstrate sensitivity and respect for environmental features, particularly through protection of open space/wildlife corridors, underground aquifers and surface drainage patterns within the watersheds of the region.
- Identify and manage potential sources of contamination to soil and groundwater.

1.3 BALZAC EAST AREA STRUCTURE PLAN

Adopted by Rocky View County in 2000, the Balzac East ASP establishes land use and development expectations within the influence of the Calgary International Airport. The adoption of the Balzac East ASP provides the framework for the development of further commercial, industrial and residential development which now cover a significant portion of the Balzac East ASP lands. Given its proximity to the Calgary International Airport and regional transportation & utility servicing corridors, the East Balzac area is ideally situated to accommodate business development. With the opening of the Cross Iron Mills Regional Shopping Centre and other landmark locations in the area, the area has become a high traffic destination. Over the period of its development, the County has continued to work alongside a variety of industry partners to implement strategic regional economic development opportunities. They have partnered with major industry stakeholders to resolve a number of transportation and utility servicing infrastructure considerations required to facilitate development within the area. These efforts have further enabled the developability of the area, allowing commercial activity to steadily grow in recent years. It is anticipated to continue in a pattern of growth over the next ten years, causing demand for more commercial and industrial land in the area.

Alta Vista Landing area is identified as Special Development Area #6 in the proposed Balzac East ASP Amendment, which was submitted along side this Conceptual Scheme. Additional details of how Alta Vista Landing aligns and complies with the preferred direction of development for both the Balzac East ASP and the Rocky View Municipal Development Plan can be found in Section 9.



2 LOCATION AND CONTEXT

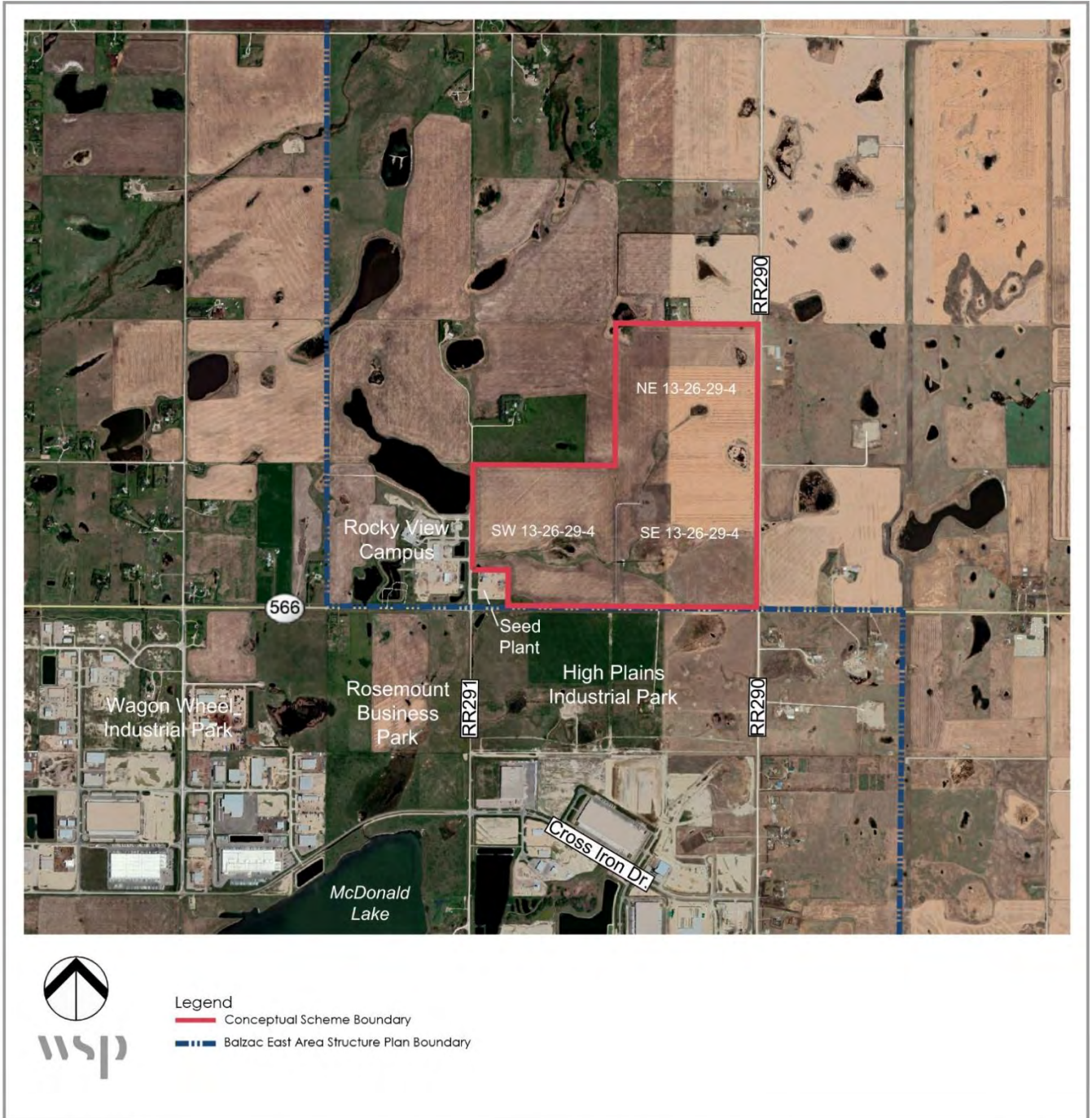
2.1 PLAN AREA

The Conceptual Scheme Plan Area applies to the lands as shown outlined in red on Figure 1. The Conceptual Scheme policies are to reference the lands within the Plan Area boundaries. The commercial and business development proposed within the Plan Area boundaries are hereinafter identified as Alta Vista Landing.

The details of the Plan Area Boundary in relation to the surrounding municipalities and their policy boundaries are shown on Figure 2. The Conceptual Scheme includes approximately 188 hectares (465 acres) of land located at the northeast corner of Range Road 291 and Highway 566 and legally described as the NE, SE and SW portions of Section 13, Twp. 26, Range 29, W4M. The Plan Area adjoins the existing High Plains Industrial Park development across Highway 566 to the south. To the north and east, the lands are predominantly agricultural, with some small localized commercial activities. To the west of the site lies an existing seed plant and the Rocky View County Campus, which houses a variety of public uses including the municipal hall, emergency services centre, recycling facilities, an outdoor gathering plaza, fitness trails, athletic fields and a recreation centre. Note that the boundaries and locations of areas shown on Figures 1 and 2 are not intended to define exact areas except where they coincide with clearly recognizable features or fixed boundaries such as municipal boundaries, property lines, roads or utility rights-of-way.

The Queen Elizabeth II Highway (QE 2) runs north to south approximately 4.6 km west of the Plan Area, while the Stoney Trail East extension lies approximately 4.0 km south of the Plan Area. This regional transportation infrastructure will provide the convenient access into the Plan Area.

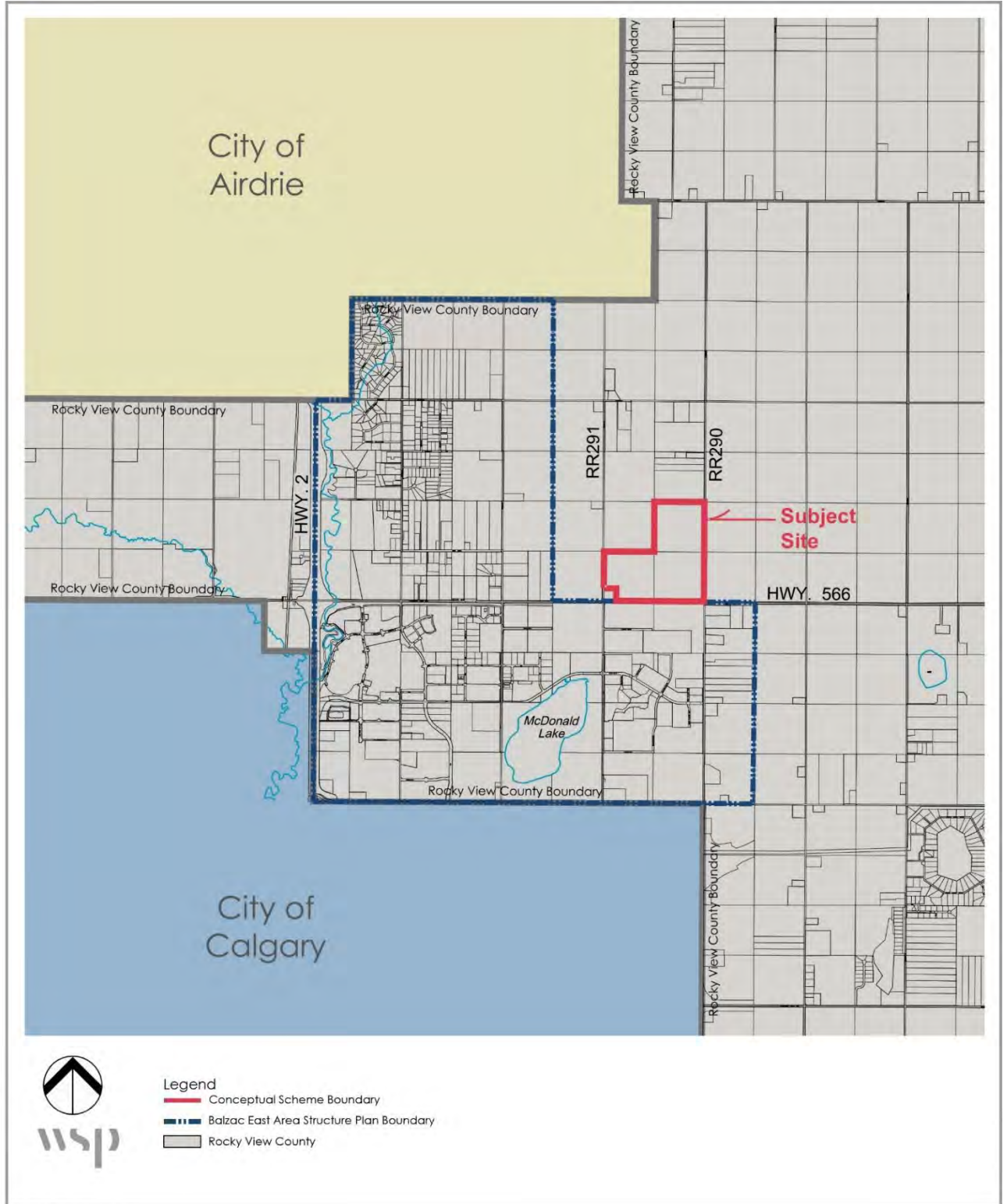




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Figure 1: Plan Area





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Figure 2: Location Plan



2.2 OWNERSHIP

All the lands within the Plan Area boundaries are wholly owned by Advent Projects Ltd.

2.3 EXISTING AND SURROUNDING LAND USES

The land uses surrounding the Conceptual Scheme Plan Area are depicted on Figure 3. While the area contains predominantly agricultural uses, its proximity to significant existing commercial and industrial uses speak to its succession of future development. The specific Land Use Designations in proximity to the Plan Area as identified in the County Land Use Bylaw are shown on Figure 4. Immediately south of the Plan Area is Highway 566 and the High Plains Industrial Park, designated as Special, Public Service (S-PUB) and Industrial, Heavy (I-HVY) respectively. Immediately west of the Plan Area is the Rocky View County Campus, designated Special, Public Services (S-PUB). Lands further south and west of the Plan Area are expanding commercial development within the Balzac East ASP, mainly designated Direct Controls District (DCD). Rural Residential (R-RUR) and Country Residential (R-CRD) also exists sporatically throughout the area.

The subject lands within the Plan Area boundary have been predominantly developed as rural farming operations and are currently designated Agricultural General (A-GEN) in accordance with the County's Land Use Bylaw.





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Figure 3 Existing Land Use Districts



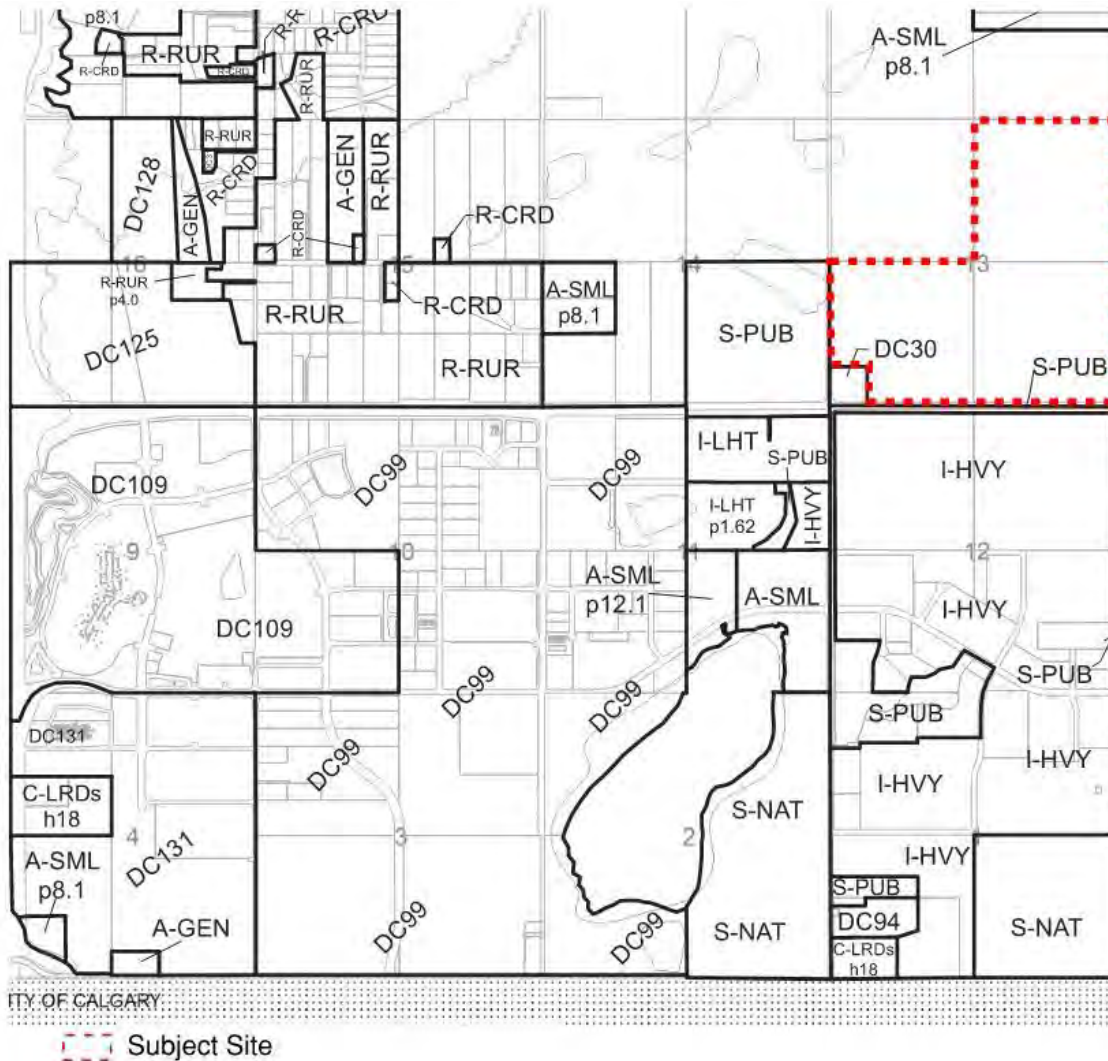


Figure 4: Land Use Bylaw Zoning Designations

2.3.1 Existing Developments

The Conceptual Scheme area includes agricultural uses with access available from Range Road 290, 291, and Highway 566. Small portions of the site consist of several abandoned oil and gas leases, as well as several wetland features. At the northeast corner of the intersection of Highway 566 and Range Road 291, immediately adjacent to the Plan Area, there is an existing Nutrient Ag Solutions seed facility.

2.4 HISTORICAL RESOURCES OVERVIEW

A desktop Historical Resources Overview assessment of the Plan Area has been completed and included in Appendix B. Based on this assessment, no known archaeological sites, heritage buildings, or other historic resource features are located within the Plan Area. As such, no specific measures are required at the Planning stage to preserve or protect heritage features in the Plan Area.



An Historical Resources Act application was also submitted for the proposed Conceptual Scheme. Following review of the application, AMCSW issued *Historical Resources Act* Approval for the Plan Area (HRA Number 4835-20-0119-001), subject to Section 31 of the Act, which states that chance encounters of historical resources made during excavation must be reported to ACMSW.

Policy 2.1 Excavation and development of the site shall be in accordance with Section 31 of the Historical Resources Act.

2.5 NATURAL FEATURES / BIOPHYSICAL ASSESSMENT

A Biophysical Assessment (BA) for the Conceptual Scheme was undertaken covering both the biophysical attributes, and the environmental integrity of the site. This study and its detailed findings are located in Appendix C Biophysical Impact Assessment. Based on this assessment there are several biophysical attributes including soils, hydrology, vegetation, eight wetlands, a small watercourse and wildlife habitat which may be impacted by the change in land use. Specific measures have been identified within the BA to preserve and protect biophysical attributes in the Plan Area and are also detailed in Appendix C.



Figure 5: Wetlands

Following the guidance provided by the Alberta Wetland Classification System, the wetlands identified within the Study Area were classified as semi-permanent graminoid marshes. All wetlands meet the requirements of reasonably permanent and require review by the Alberta Environment and Parks Water Boundaries unit for determination of Crown ownership. Based on historical aerial imagery review the wetlands may meet the criteria to be claimed by the Crown as summarized in the *Guide for Assessing Permanence of Wetland Basins*¹, as they are naturally occurring semi-permanent or permanent features. Wetlands that are not claimed by the Crown that have a high relative value, as per the Alberta Wetland Classification System, should be dedicated as



environmental reserve or environmental reserve easement. Where wetlands are not retained, appropriate compensation shall be required, in accordance with provincial policy.

A Crown determination of the waterbody ownership of the wetlands within the Plan Area was requested. During consultation with the Government of Alberta it was determined that no wetlands within the Plan Area are Crown owned land and it has confirmed that none of the wetlands will be subject to a Section 3 Water Act claim by the Province. Wetlands WL1, WL2, WL3, WL4, WL5, WL6 and WL8 will all be removed with development. Wetland WL7 is not wholly contained within the subject lands. As such, although will not be claimed by the Province, it cannot be removed with this development. It will therefore be retained and dedicated to the MD of Rocky View as Environmental Reserve in accordance with the provision of the Municipal Government Act.

2.6 ENVIRONMENTAL IMPACT ASSESSMENT

A Phase I Environmental Site Assessment (ESA) of the Plan Area has been completed and is detailed further in Appendix D. Based on this assessment, two Areas of Potential Environmental Concern (APECs) were identified within the Plan Area, as illustrated in Figure 6.

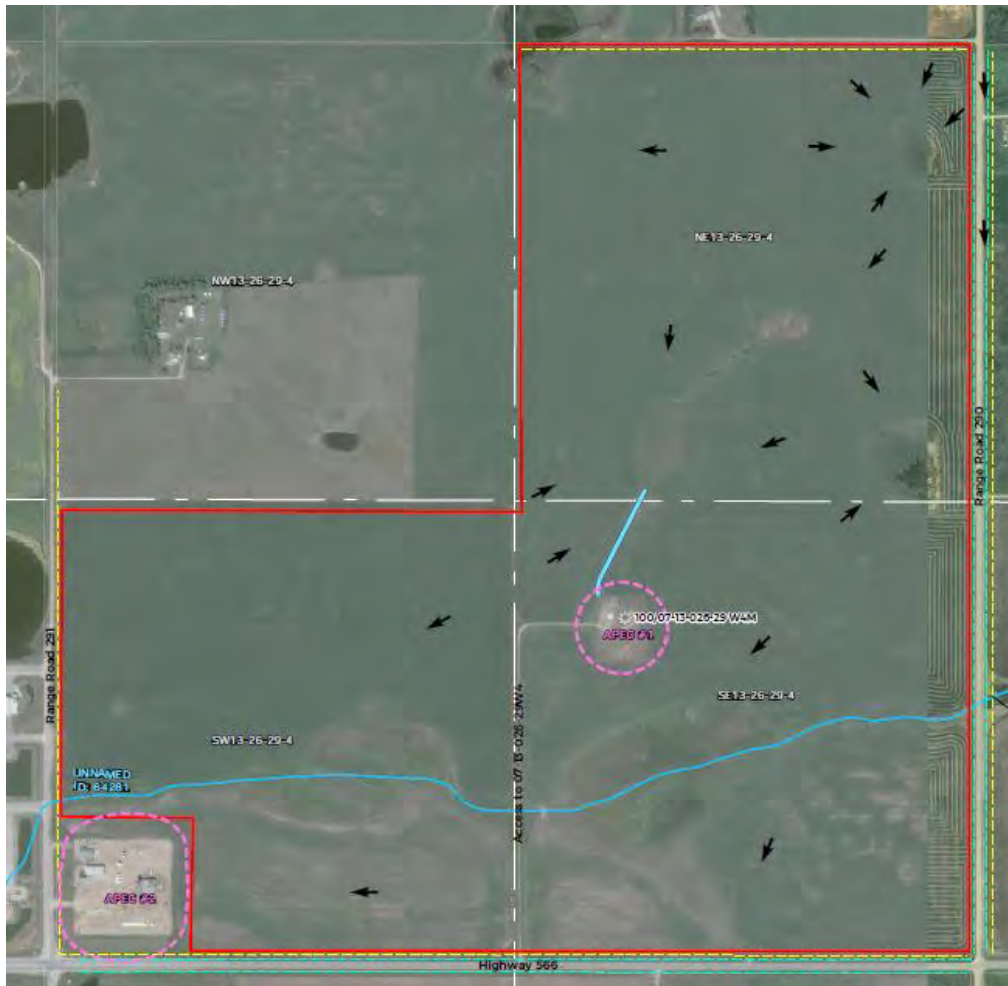


Figure 6: Areas of Potential Environmental Concern

APEC #1 consists of the former CNOOC Petroleum North America ULC gas wellsite. The well has been abandoned but the reclamation status of the abandoned gas well site was not confirmed by documented



information obtained during the Phase I ESA. It is recommended that documentation regarding the assessment, remediation and reclamation of the wellsite be obtained from the owner, and the information reviewed by a qualified environmental professional to determine if there is a potential impact on the lands in the vicinity of the former wellsite. If no such information is available, a Phase II ESA is warranted to assess the wellsite environmental status.

APEC #2 was identified as the Nutrien Ag Solutions facility adjacent to the Plan area. This area represents a potential off-site source of environmental concern for the Plan area. If a high level of assurance is desired with respect to the risk this off-site concern represents, then a Phase II ESA is required.

- Policy 2.2 A Phase II ESA shall be required to assess the abandonment wellsite area for APEC#1 prior to the approval of the subdivision associated with the area identified as APEC #1, if remediation and reclamation documents are not available to review for the former wellsite licensee, or if after the documents are reviewed that residual contamination is identified.
- Policy 2.3 Development around APEC #1 shall comply with the setback requirement as referenced in the Alberta Energy Regulatory Directive 079 Surface Development in Proximity to Abandoned Wells.
- Policy 2.4 The surface drainage of the area surrounding APEC #2 shall remain southwesterly to ensure impacts do not flow onto the Property.

2.7 PIPELINES AND WELL SITES

The subject lands are encumbered by a significant pipeline corridor the traverses north to south through the middle of the plan. The corridor contains six parallel pipelines with 10 associated licenses plus one well site and are identified below. Reference numbers are for visual reference to the Abadata pipeline mapping tool and are not intended to portray the actual pipeline location. Some of the pipelines and the well site were licensed for sour gas as noted below. However, all pipelines and the well site are identified as being abandoned. No additional setbacks outside of the registered utility rights of way are required.



Table 1: Pipeline Reference and Location

Pipeline Information			Location						
Ref	License	Company	From	To	Product	H ₂ S Content	MOP (kPa)	OD (mm)	Status
1	9941-23	CNOOC Petroleum	11-24-26-29 WMM	14-12-26-29 W4M	Sour Natural Gas	20 mol/kmol	0	168.3	Abandoned
2b	9941-25	CNOOC Petroleum	7-13-26-29 W4M	14-12-26-29 W4M	Sour Natural Gas	20 mol/kmol	0	168.3	Abandoned
3	9941-14	CNOOC Petroleum	11-23-26-29 W4M	7-13-26-29 W4M	Sour Natural Gas	20 mol/kmol	0	168.3	Abandoned
2	3484-1	CNOOC Petroleum	7-13-26-29 W4M	11-23-26-29 W4M	Glycol	0 mol/kmol	0	60.3	Abandoned
4	3482-1	CNOOC Petroleum	11-23-26-29 W4M	7-13-26-29 W4M	Fresh Water	0 mol/kmol	0	60.3	Abandoned
5	3483-2	CNOOC Petroleum	11-24-26-29 WMM	7-13-26-29 W4M	Glycol	0 mol/kmol	0	60.3	Abandoned
6	3485-1	CNOOC Petroleum	7-13-26-29 W4M	11-23-26-29 W4M	Fuel Gas	0 mol/kmol	0	60.3	Abandoned
3b	3309-2	CNOOC Petroleum	14-12-26-29 W4M	7-13-26-29 W4M	Glycol	0 mol/kmol	0	60.3	Abandoned
4b	3308-1	CNOOC Petroleum	7-13-26-29 W4M	14-12-26-29 W4M	Fresh Water	0 mol/kmol	0	60.3	Abandoned
5b	3307-1	CNOOC Petroleum	7-13-26-29 W4M	14-12-26-29 W4M	Glycol	0 mol/kmol	0	60.3	Abandoned
6b	3305-2	CNOOC Petroleum	14-12-26-29 W4M	7-13-26-29 W4M	Fuel Gas	0 mol/kmol	0	60.3	Abandoned
7	3306-3	CNOOC Petroleum	7-13-26-29 W4M	15-12-26-29 W4M	Sour Natural Gas	340 mol/kmol	0	168.3	Abandoned

Well Site Information

Ref	License	Company	Location	H ₂ S Percent	Status
1	0021708	CNOOC Petroleum	7-13-26-29 W4M	40.82	Abandoned

2.8 TOPOGRAPHY

The Plan Area encompasses approximately 189 hectares within the central east area in Rocky View County. The land gently slopes from northeast to southwest and has an elevation difference of approximately 14 meters (Figure 7). Some intermittent low spots occur throughout the area and have resulted in the development of a few semi-permanent wetlands. The site will be regraded as development proceeds and will be designed to optimize the proposed industrial land use and provide natural storm water drainage. Site topography will not pose any significant constraints to the development of the Plan Area.



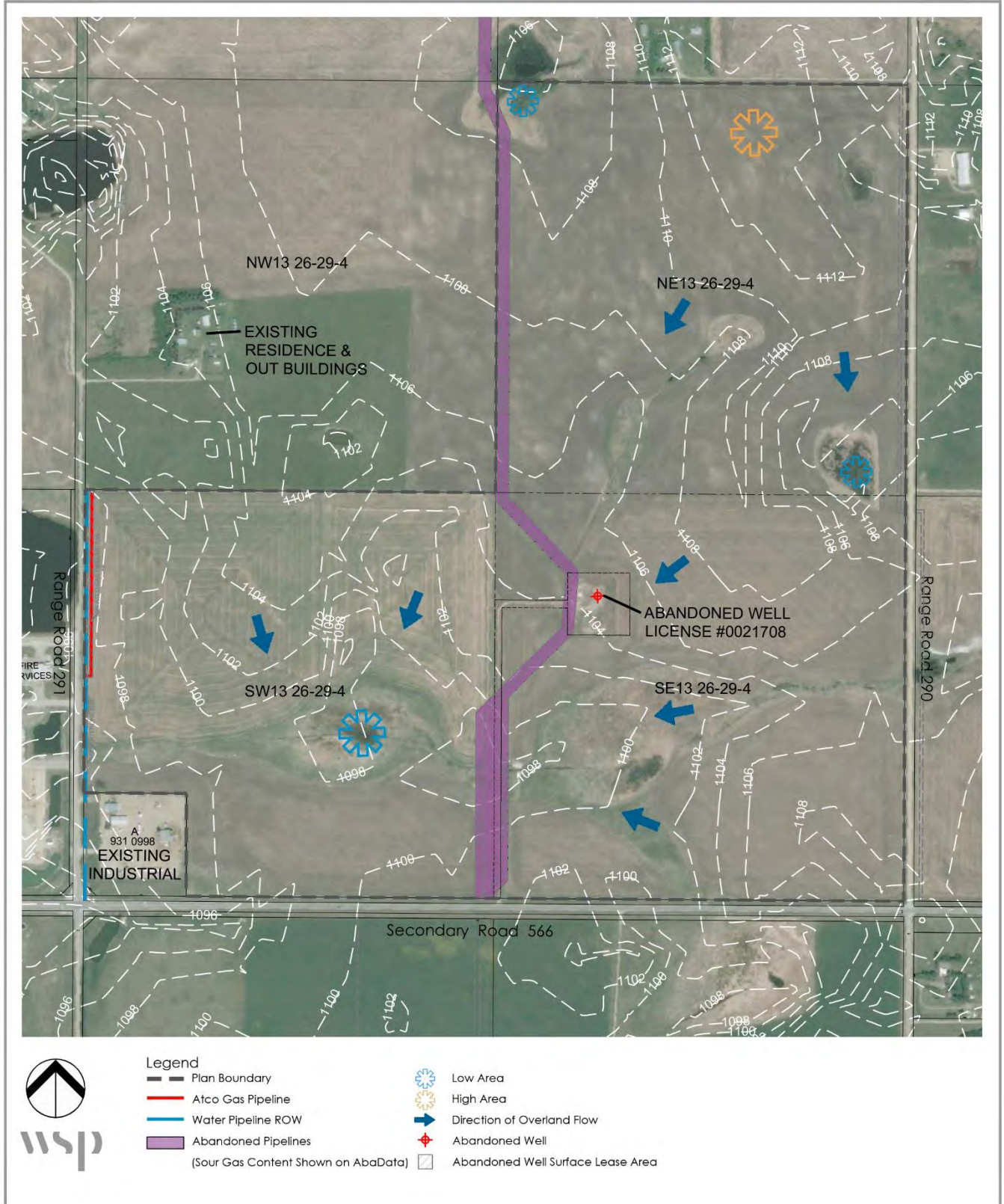


Figure 7: Topographical Site Conditions



3 LAND USE

The land use strategy implements the vision for Alta Vista Landing by detailing the spatial organization of land uses in the Plan Area as identified on Figure 8. The strategy identifies land uses, their approximate boundaries and the policies that inform their development.

The land use strategy provides for a comprehensively planned business and light industrial community in the Alta Vista Conceptual Scheme area that effectively transitions with the surrounding agricultural base. To reflect its agricultural roots, the site has at its core a large greenspace for the enjoyment of all who visit the site. This greenspace spans from the northern most boundary of site to the south and terminates at the central storm water management large pond. The pond provides a storm water retention function and adds outdoor amenity space to the area. Logistics and Warehousing together with vehicle-oriented commercial development and business employment uses envelope the core area, promoting a transitional hierarchy of uses around the open space. Highway 566 at the southern boundary of the site will develop as Highway Commercial allowing for a range of opportunities for vehicle-oriented commercial retail. The eastern half of the site will be dedicated to Logistics and Warehousing Industrial, ensuring this valuable growth industry is awarded future growth opportunities within the County. In the western most portion, adjacent to Rocky View County Campus and the site's main entrance off Range Road 291, Business, Light Industrial, and Office act as a gateway into the development.

The Alta Vista Conceptual Scheme anticipates subdivision configurations generally in accordance with the land uses shown on Figure 8. Given the relatively large area included within the Plan, the specific illustration of anticipated lot layouts has not been defined at this scale. Instead, the detailed parcel configurations will be established through subsequent phasing of development in accordance with specific market demands.

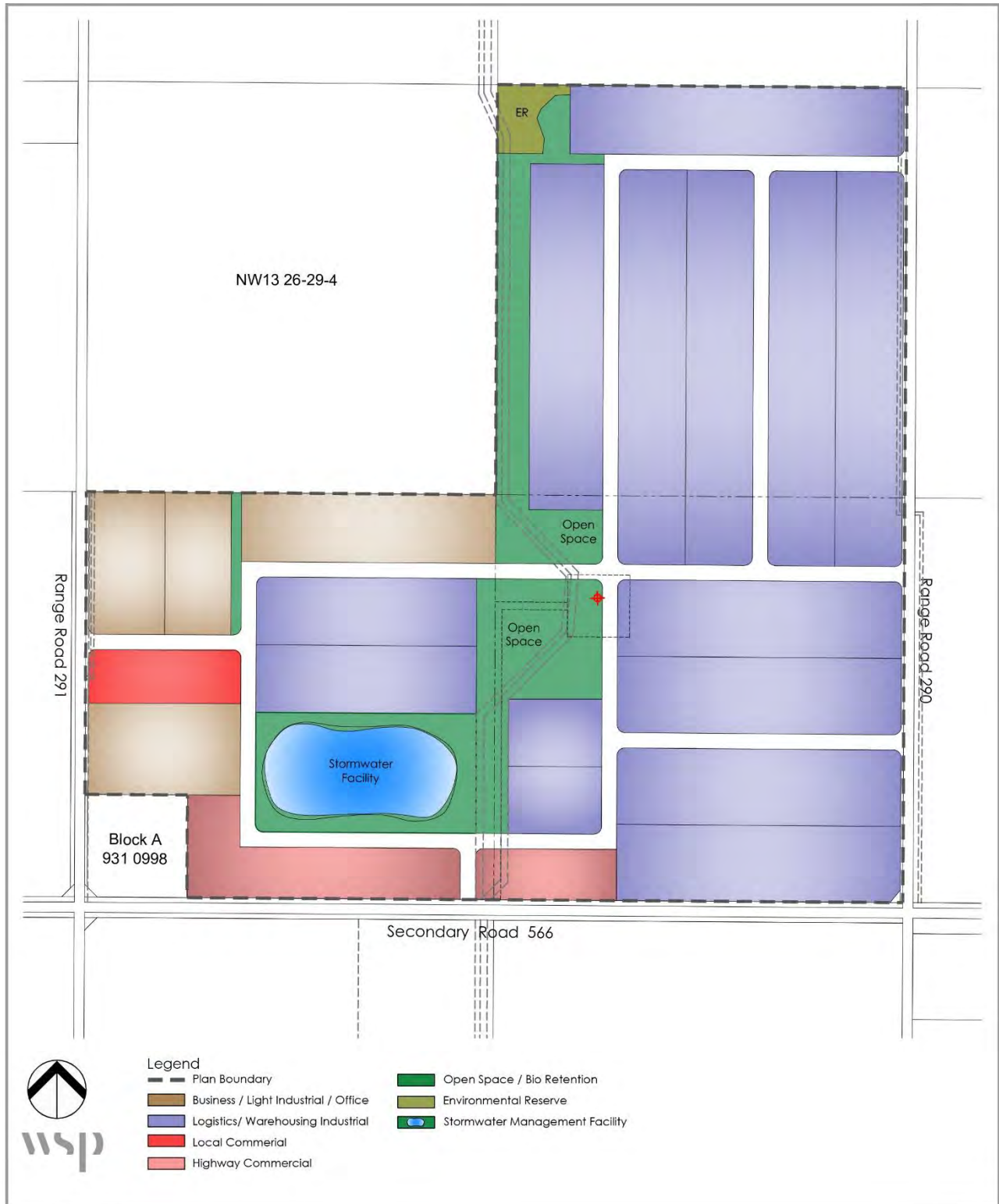
The Development Concept illustrates a series of 'blocks' which may be divided into smaller parcels tailored to suit specific business or industrial users.

Phasing of development is generally anticipated to occur on a quarter-by-quarter section basis subject to the availability of appropriate transportation and utility infrastructure, as further described in Implementation section of this Plan.

Objective 1: *For Alta Vista Landing to be built-out through implementation of a logical sequence of subdivision and development phases which result in a business commercial/industrial development that accommodates a variety of strategic economic development opportunities within Rocky View County.*

- Policy 3.1 Alta Vista Landing will contain a comprehensive mix of business commercial & industrial land uses of varying development intensity situated across the site, in general accordance with the Development Concept as shown in Figure 8.
- Policy 3.2 Details of the specific requirements will be established through the introduction of architectural controls at the time of subdivision or through regulations contained in the Land Use Bylaw.
- Policy 3.3 Development abutting agricultural lands will employ design, setbacks, parking, open space buffering or landscaping mitigate the impact of differing development forms, and will be included in subdivision applications.





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Figure 8: Development Concept Plan



Table 2: Alta Vista Landing Land Use Statistics

	AREA (ha)	Area (ac.)	% GDA
GROSS AREA	188.5	465.78	
Environmental Reserve	1.3	3.21	
Pipeline & Utility Right-of-Way	0	0.00	
Arterial Road Right-of-Way	1.1	2.72	
GROSS DEVELOPABLE AREA	186.1	459.85	100
Open Space / Bio-Retention	15.7	38.79	8.4
Stormwater Management Facilities	10.1	24.96	5.4
Circulation	18.7	46.21	10
NET DEVELOPABLE AREA	141.6	349.89	76.1
Non-Residential Land Use	AREA (ha)	Area (ac.)	% GDA
Light Industrial / Business	20	49.42	10.7
Industrial / Logistics & Warehousing	109.3	270.08	58.8
Commercial	3.1	7.66	1.7
Highway Commercial	9.2	22.73	4.9
TOTAL	141.6	349.89	76.1

Table Notes:

Reference Map 04 – Land Use Concept Plan.

All areas are approximate and should be considered as “more or less”.

Total area in hectares may vary from total area in acres due to conversion factors.

Percentage may not total 100% due to rounding of figures.

3.1 BUSINESS AND LIGHT INDUSTRIAL

Approximately 20 hectares (49.42 acres) land has been designated for light industrial and business use, as indicated on Figure 8 of the Development Concept. The objectives for business and light industrial sites located in the western most portion of the Concept Plan will be to accommodate business uses that are compatible with the adjacent Rocky View County Campus Business areas providing a wide range of services to County residents and the region. The objective in other areas of this land designation, is the development of general light industrial uses that typically involve medium to larger formats. The type of uses anticipated in this area may include industrial developments with general outside storage requirements which require a variety of lot sizes and parcel configurations. Any such development will be required to appropriately mitigate off-site impacts in accordance with all municipal, provincial and/or federal regulations.

Policy 3.4 Land uses within the Business and Light Industrial area that are adjacent to RR 291 will be compatible with the adjacent Rocky View County Campus Business Policy 1.

Policy 3.5 Development of Business and Light Industrial area that abuts Agricultural lands will employ design, setbacks, parking, open space buffering or landscaping mitigate the impact of differing development forms, and will be included in development proposals.



3.2 INDUSTRIAL / LOGISTICS AND WAREHOUSING

Approximately 109.3 hectares (270.8 acres) of land has been designated Logistics and Distribution in accordance with that shown in Figure 8. The objective within these lands is to provide logistics and warehousing that would benefit from the locational attributes of the area and support the future growth of Balzac, while offering greater flexibility for outdoor storage than that available within general business or commercial areas. This land designation may also include light industrial activities. Land uses within this area can accommodate outdoor storage and/or display areas, in compliance with the Rocky View County Land Use Bylaw and other relevant policies. Possible uses within lands designated in the Industrial / Logistics and Warehousing area may include, but are not limited to business park, warehousing, light manufacturing and accessory outdoor storage.

- Policy 3.6 Industrial / Logistics and Warehousing areas that abut Highway 566 will be required to demonstrate methods to successfully mitigate visual impacts on their southern boundaries.
- Policy 3.7 Development of Industrial / Logistics and Warehousing that abuts agricultural lands will employ design, setbacks, parking, open space buffering or landscaping mitigate the impact of differing development forms and will be included in development proposals.

3.3 LOCAL COMMERCIAL

Approximately 3.1 hectares (7.66 acres) of land has been designated Local Commercial in accordance with that shown in Figure 8. The objective of this land designation is to encourage a mix of regional and local commercial uses to located within Alta Vista Landing, to provide destination commercial and business services, provide services to the traveling public, and offer local employment opportunities. In addition, local commercial lands are located at the entrance to Alta Vista Landing and as a result development will maintain a high standard of visual amenity.

- Policy 3.8 Development of local commercial lands will be undertaken in accordance with architectural guidelines, to ensure the area maintains a high standard of gateway development amenity.

3.4 HIGHWAY COMMERCIAL

Approximately 9.2 hectares (22.73 acres) of land has been designated Highway Commercial in accordance with the Development Concept in Figure 8. Located at the intersection of Range Road 291 and Highway 566, the commercial area is highly visible to the traveling public. The objective of this land designation is to provide destination-oriented highway commercial and shopping centre uses consisting of a mix of retail and vehicle oriented commercial uses.

The commercial uses within this area will be designed to create the desired “gateway” effect that is encouraged along such corridors. Development standards and architectural guidelines shall be developed at the time of subdivision to ensure the business frontages present an attractive visual interface in accordance with the provisions of the Balzac East ASP’s new Special Development Area #6.

- Policy 3.9 Development of local commercial lands will be undertaken in accordance with architectural guidelines, to ensure the area maintains an attractive visual interface in accordance with the provisions of the Balzac East ASP’s Special Development Area #6.



3.5 AGRICULTURAL TRANSITION

Along the northern border of the Business/ Light Industry area, as well as the Northern and Eastern borders of the Logistics/Warehousing areas, there remains some existing agricultural lands. In support of Agriculture Right to Farm Policy, the Agricultural Operations Practices Act, and the Rocky View Agricultural Boundary Design Guidelines, the development interface within these areas will employ design, setbacks, parking, open space buffering or landscaping to accommodate differing development forms.

Policy 3.10 Development of sites directly abutting agricultural lands will employ design, setbacks, parking, open space buffering or landscaping to accommodate differing development forms, in accordance with Agriculture Right to Farm Policy, the Agricultural Operations Practices Act, and the Rocky View Agricultural Boundary Design Guidelines.



4 OPEN SPACE NETWORK

Reserves and environmental reserves are lands dedicated to the County as public land during the subdivision process. Specifically, section 666(1) of the Municipal Government Act permits municipalities to require up to 10 percent of the developable area (or the cash equivalent) of a proposed subdivision to be dedicated as Municipal Reserve. Specifically, Section 666(1) states that a subdivision authority may require the owner of a parcel of land that is the subject of a proposed subdivision:

- a) to provide part of that parcel of land as municipal reserve, school reserve or municipal and school reserve;
- b) to provide money in place of municipal reserve, school reserve, or municipal and school reserve, or;
- c) to provide any combination of land or money referred to in clauses a) and b).

Within Alta Vista Landing, an open space network comprising of Environmental Reserve, Municipal Reserves and Bio Retention will be established as part of a network of open spaces, and linkages to surrounding land.

Environmental Reserve is located along the northern most boundary of the site, in the form of a natural wetland. A continuous link of green space runs North to South through the site, contributing to a sense of openness and providing additional buffering with the agricultural lands to the west. In the southern portion of the site this open space network connects with the site's designated stormwater retention pond, which provides additional amenity space, serving to extend the central communal open space for Alta Vista Landing. This open space network will be eligible for credit towards the Municipal Reserve dedication requirements. Cash-in-lieu will be provided for any additional Municipal Reserve requirements that the dedication of park spaces and joint-use dry ponds do not satisfy. Design of Municipal Reserve park space will be determined at the subdivision stage. Size of Municipal Reserve will be further verified at the subdivision stage as well.

Objective 2: Promote, conserve, and enhance an interconnected open space system that is geared to the needs of a commercial and Industrial hub

Objective 3: Provide for an interconnected regional and local network of pathway and trail connections.

- Policy 4.1 Lands dedicated as municipal reserve shall be located generally in accordance with the areas delineated in the Conceptual Scheme (Figure 8) and be provided through the subdivision process.
- Policy 4.2 Environmental reserve lands as identified on the Conceptual Scheme (Figure 8) shall maintained in their natural state.
- Policy 4.3 Details pertaining to design, size, and layout of Municipal Reserve shall be determined during the subdivision stage and developed in accordance with the County's Parks and Pathways: Planning, Development, and Operations Guidelines.
- Policy 4.4 Linkages and continuity among pathway and trail systems, open spaces, and significant natural areas are encouraged in order to provide for native habitat and passive recreational opportunities.
- Policy 4.5 Protection of any significant natural areas, environmentally sensitive lands, or culturally significant sites identified within this Conceptual Scheme shall be addressed in all applications for Neighbourhood Plans, Land Use Redesignations, and Subdivision Plans submitted to the County.



5 TRANSPORTATION

Alta Vista Landing is located along and near important regional and provincial transportation links. Highway 566 is immediately adjacent to the site and provides a key east-west arterial and provides convenient access directly to QEII only 4 km to the west. The long-term functional plan for this roadway assumes an eventual 6 lanes to provide a high-capacity transportation connector. A right-in/ right-out access will provide a secondary point of access and egress to and from the plan area. No direct access to individual sites will be permitted from Highway 566.

Primary access to the Plan Area will be provided by two existing rural Range Roads that will be upgraded to minor arterials. Range Road 291 is currently a two-lane undivided rural road which will provide the west access point for the Conceptual Scheme area. Range Road 291 currently provides access to the Rocky View County offices to the west. A single collector access to Alta Vista Landing will be provided from Range Road 291 and will be located at the existing Rocky View County north access. No direct access to individual sites within the plan area will be permitted from Range Road 291. However, the existing Nutrien Ag Solutions facility access from Range Road 291 will remain as is.

Additional primary accesses will also be provided from the east from Range Road 290. This roadway is a future minor arterial that will provide access to the site and to areas north of the study area and will also offer eventual connections into future development on the east side of the Balzac East ASP area. There will be two collector road accesses provided from Range Road 290 but no direct access to individual sites will be permitted from Range Road 290,

South of Highway 566, Range Road 291 is a higher order collector into the rest of the Balzac East ASP area and will also provide a link to Stoney Trail at 68 Street NE and the eventual interchange access at 60th Street NE.

A Traffic Impact Assessment (TIA) was completed in 2021 to support the submission of the Alta Vista Landing Conceptual Scheme. The TIA reviewed the impacts of the proposed uses in the area on the existing and proposed nearby road network over a 20-year horizon to confirm any road and intersection upgrades needed to support the development.

To accommodate both the growth in background traffic and the development volumes, Highway 566 will require widening to the full six lanes by 2041. Range Road 291 will need to be widened to four lanes and Range Road 290 be remain a two-lane road but should be upgraded to a paved road. These roads are all assumed to remain rural cross sections with ditch drainage.

Active transportation connections are recommended internally to the Conceptual Scheme area to provide access across Range Road 290 to the Rocky View County Campus and internally to provide connections to the open space within the Plan Area. Ultimately, there may be a shared use path along Highway 566 to provide regional active transportation connections. Pedestrian and cyclist crossings should be provided at signalized intersection locations.

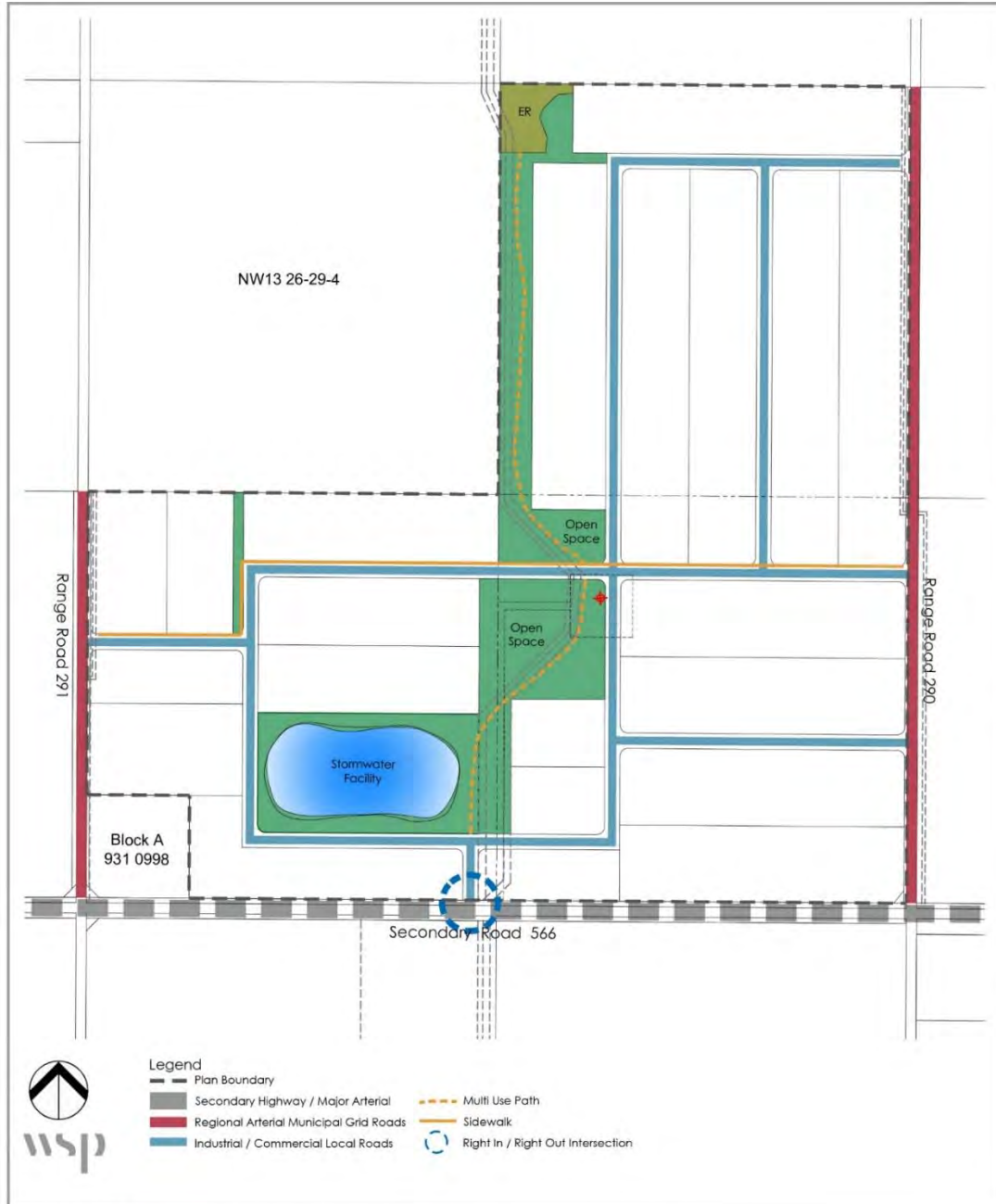
A local internal road network with accesses to these regional connections is shown on Figure 9.

Objective 4: *To efficiently and safely move people and goods to, from and within the planning area.*

Policy 5.1 No direct access to individual sites shall be permitted from Range Road 290, Range Road 291 or Highway 566.



- Policy 5.2 If there will be regional multi-used trails planning along Highway 566, the trail or sidewalk network in the Plan Area should be connected to the regional trails.
- Policy 5.3 A right-in/right-out access shall be provided from the site directly to Highway 566 generally in the location shown on Figure 9.
- Policy 5.4 The existing access to the Nutrien Ag Solutions facility on Range Road 291 shall remain as it currently exists.



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Figure 9: Transportation Plan



6 UTILITIES & INFRASTRUCTURE

Servicing for Alta Vista Landing Industrial Park will consist of potable water, storm water and sanitary infrastructure as well as shallow utilities including power, natural gas, telephone, cable and fibre optics. Extensions or connections to the regional systems are planned and described below. Garbage disposal services will be provided by Rocky View County and will service the Plan Area.

This section depicts the general servicing concepts for the Alta Vista Landing area. The details of these concepts will be further defined through detailed engineering design in accordance with municipal standards as development proceeds.

Objective 5: To provide efficient and economical services to meet the needs of future development.

Objective 6: To provide efficient and environmentally sustainable storm water management facilities that respects the existing conditions of Nose Creek.

Objective 7: To provide utility services that meet the needs of the future development.

Objective 8: To encourage, promote and maximize landfill diversion and minimize waste material hauling.

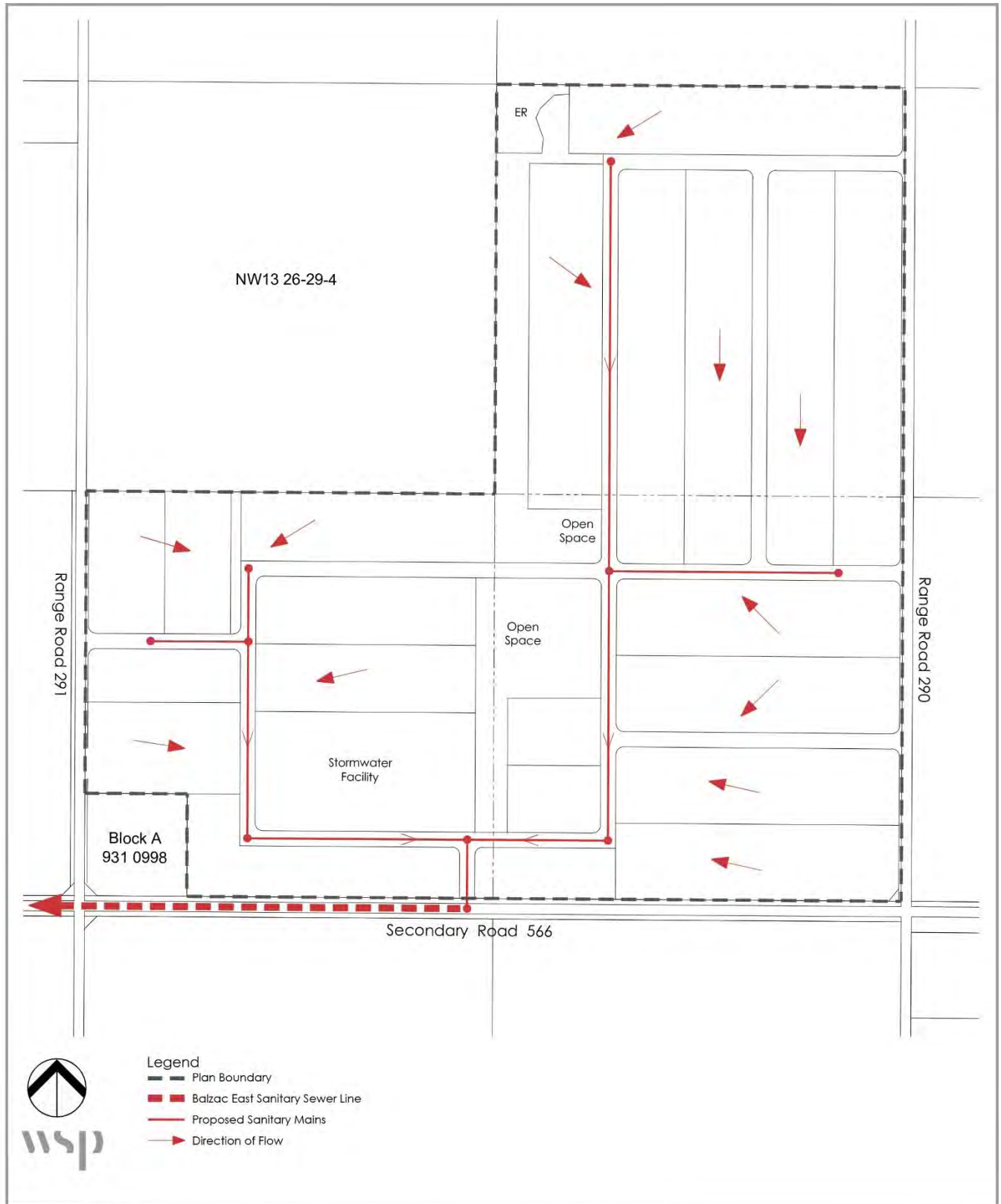
- Policy 6.1 All developments within the Alta Vista Landing Conceptual Scheme area shall connect to the municipal water and sewer systems available within the plan area.
- Policy 6.2 Solid waste removal services will be provided for within the Plan Area, and receptacles will be screened from view with the use of fencing, landscaping or other methods of screening deemed appropriate by the Development Officer.

6.1 SANITARY SERVICING

The Alta Vista Landing area will be serviced by onsite underground wastewater utility system that will convey effluent via the East Balzac Lift Station to the East Rocky View Transmission Main and on to the central wastewater treatment plant and generally in accordance with that shown on Figure 10. All wastewater utility systems must meet the regulatory requirements of the Government of Alberta.

- Policy 6.3 All developments shall connect to the municipal sanitary sewer system in the Alta Vista Landing Conceptual Scheme area.





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Figure 10: Sanitary Servicing

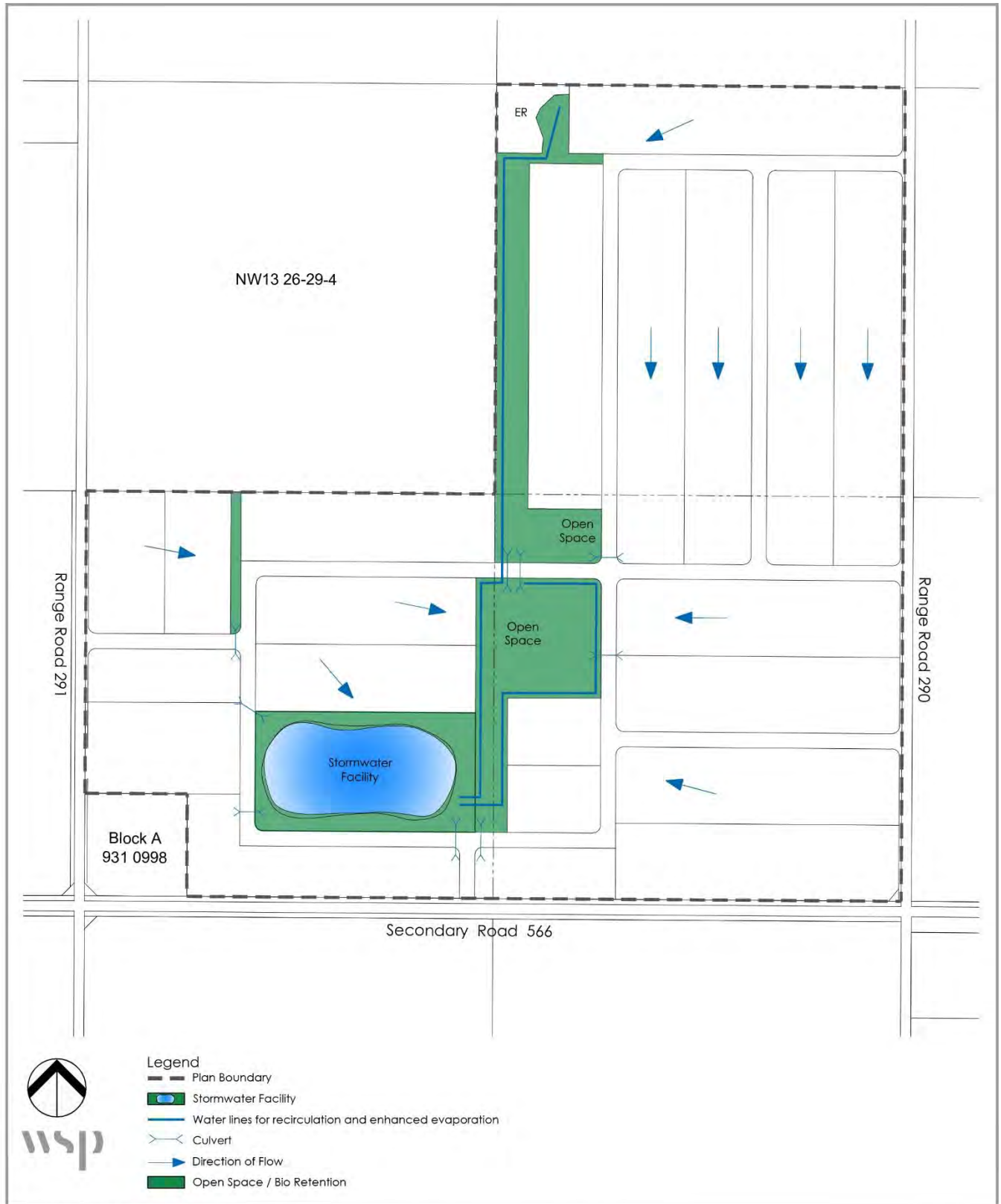


6.2 STORM WATER MANAGEMENT

The Plan Area is part of the Nose Creek Watershed which includes the Nose Creek catchment area and the adjacent McDonald Lake catchment area. Nose Creek flows south to the Bow River, however, its limited capacity has put constraints on development in the Nose Creek Watershed. As a result, only 110 000 l/ha are permitted to be released into Nose Creek annually. Storm water servicing will therefore be provided by a series of onsite ditches that connect to a central storm water retention pond. The ditches and pond will retain the major rainfall events up to 1:100 year intensity. Discharge will be limited to a maximum total annual volume of 20 735 000 litres with the remaining accumulations being recirculated onsite back through the bioretention areas for evaporation generally as shown on Figure 11.

- Policy 6.4 Stormwater discharge from Alta Vista Landing Conceptual Scheme area into Nose Creek shall be limited to an average annual runoff volume of 11 mm, or 20 735 m³. The maximum allowable rate of discharge is 1.275 l/s/ha. Additional Rainwater storage will be provided onsite and mechanically treated and circulated to assist with stormwater management through enhanced evaporation.
- Policy 6.5 Onsite storm water management at each lot, so that each lot as an equivalent impervious ratio of no more than 50%, will be required for all developments within Alta Vista Landing Conceptual Scheme area.





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Figure 11: Storm Water Management



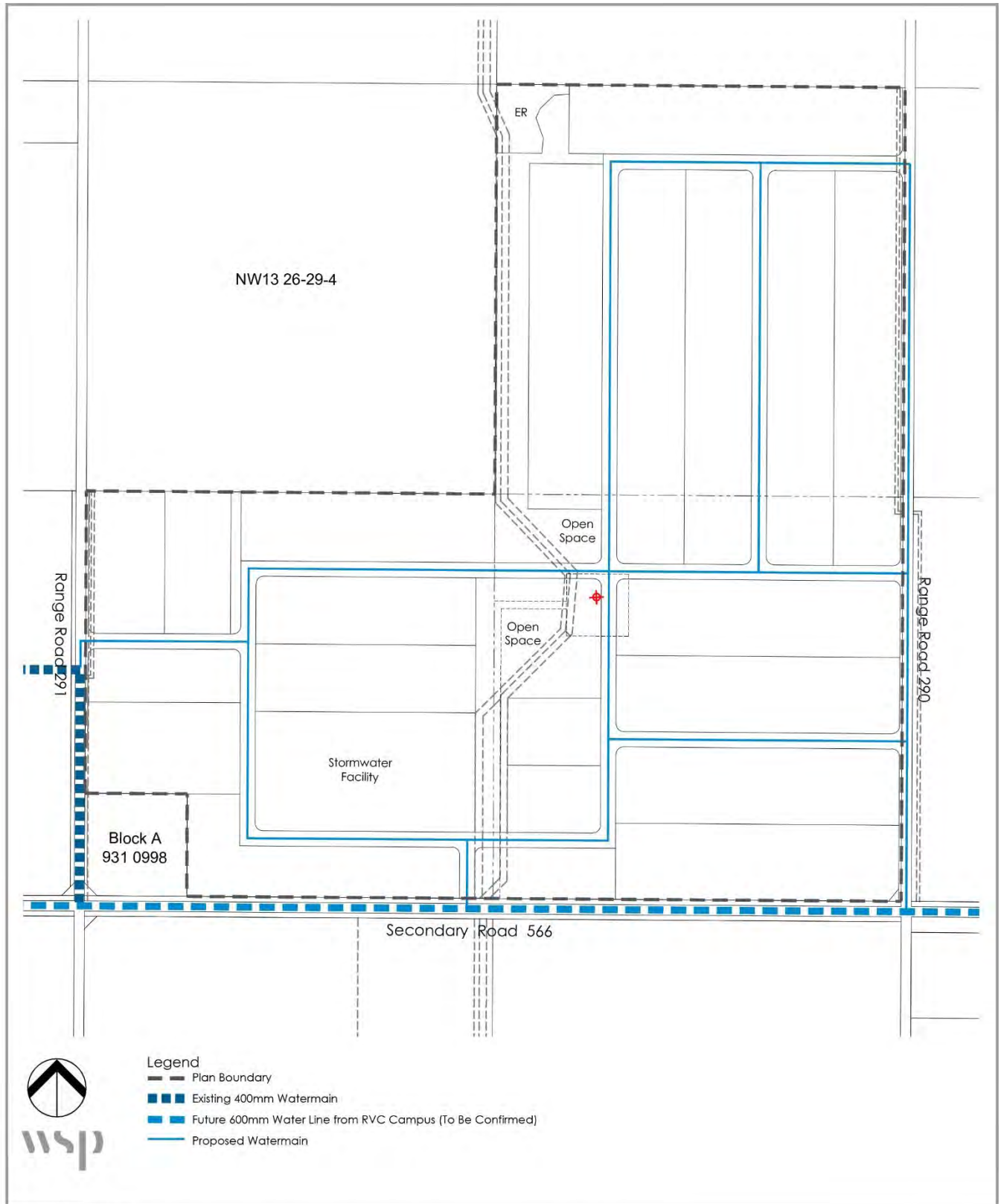
6.3 WATER SERVICING

Municipal water servicing for daily consumption and fire protection is available from the Rocky View County Co-op line. Connections to the Water Co-op are proposed along Highway 566 at Range Road 290 and 291. Onsite water looping will be provided in accordance with Rocky View County standards generally as shown on Figure 12.

Municipal water servicing for daily consumption and fire protection is available from the Rocky View County Co-op line. Connections to the Water Co-op are proposed along Highway 566 at Range Road 290 and 291. Onsite water looping will be provided in accordance with Rocky View County standards generally as shown on Figure 12.

- Policy 6.6 Water system infrastructure will be provided generally in accordance with the Water Servicing Plan as shown on Figure 12. to the satisfaction of the water provider's Water Network Services and Rocky View County standards.
- Policy 6.7 All developments shall connect to the municipal water system in the Alta Vista Landing Conceptual Scheme area.





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Figure 12: Water Servicing



6.4 TELECOMMUNICATIONS, POWER, & GAS SERVICING

Shallow utilities including natural gas, street lighting and power, telecommunication, cable and fibre optics are available in the Balzac East area. Utilities will be extended by the respective franchise utility providers from their major trunk services. Utilities will be placed within road rights-of-way or within easements registered on private lots within the Plan Area, as required by Rocky View Count and the franchise utilities.

- Policy 6.8 All shallow utility infrastructure required to service the area shall be located underground.
- Policy 6.9 Locating utilities under the road carriageway should be avoided. Locating utilities within the road right of way should be discouraged unless sufficient right-of-way expansion is available for transportation needs.

6.5 SOLID WASTE AND RECYCLING

Recycling of solid waste will be encouraged in favour of solid waste disposal. Solid waste management and recycling will be the responsibility of each property owners. Each development stage has different solid waste requirements; the policies below provide guidance to on managing solid waste effectively.

- Policy 6.10 All development within Alta Vista Landing area shall align with the County's Solid Waste Master Plan and/or Solid Waste Servicing Strategy current at the time of development.
- Policy 6.11 All development within Alta Vista Landing area shall embrace opportunities to redesign systems to eliminate waste and keep products and materials at their highest use.
- Policy 6.12 All development within Alta Vista Landing area should explore opportunities for synergies and adaptive re-use of waste material from other users within the Balzac East ASP Plan Area.



7 EMERGENCY SERVICES

Emergency services within the Plan Area are focused on fire and protective service needs. The entire area of Alta Vista Landing falls under the coverage area of Station 107 Balzac. Station 107 is primary response, secondary is Station 154 Crossfield, tertiary is Station 111 Langdon, and fourth is Station 108 Irricana. The County also has mutual aid agreements with the City of Airdrie and the City of Calgary, who will provide the assistance depending on what the incident is dictating. Emergency services established within Rocky View County are detailed within the County's Fire Service Bylaw C-8776—2019.

Rocky View County also oversee Emergency Management for larger events such as natural disasters, Municipal Enforcement with Community Peace Officers and Bylaw and Safety Codes Officers for fire investigations and inspections, as well as building codes.

RCMP Detachment in the City of Airdrie – with support from the RVC Community Peace Offices will police the area, while emergency ambulance services will be provided by EMS Facilities located in North Calgary and within the City of Airdrie.

Alta Vista Landing will accommodate at two points of access/egress on the south and west end of the development in accordance with County Standards and the Alberta Building Code and Alberta Fire Code.

Objective 9: To ensure development within Alta Vista Landing is designed and constructed to facilitate the delivery of Emergency Services.

- Policy 7.1 Alta Vista Landing will accommodate at two points of access/egress on the south and west end of the development in accordance with County Standards and the Alberta Building Code and Alberta Fire Code.
- Policy 7.2 All industrial and commercial buildings should provide fire suppression systems, which shall be in compliance with the approved standards set by the current edition of the Alberta Building Code, Alberta Fire Code, and/or other relevant Federal or Provincial legislation.
- Policy 7.3 Fire services in Alta Vista landing shall be provided from existing County emergency service facilities, and where appropriate, by contract from adjacent municipalities.



8 DEVELOPMENT GUIDELINES

To ensure that both Highway 566 and Range Road 291 reflect the community's character and promotes interaction and connectivity, the following principles will guide development in accordance with Rocky View County's Commercial, Office and Industrial Design Guidelines. These guidelines apply to all proposed commercial, office, and industrial guidelines in Rocky View. These principles will provide a starting point for the development of the Plan's own design guidelines.

Objective 10: To ensure the development within Alta Vista Landing complies with the Section 4.4 Business Use Performance Standards and Development Guidelines of the Balzac East ASP.

Crime Prevention Through Environmental Design (CPTED) features are expected to be incorporated into the design. The principles for CPTED includes the following:

1. A safe, active, and inviting corridor that balances the needs of vehicular, pedestrian, and other modes of transportation.
2. Gateway and entrance features developed in a manner that reflects the area's heritage and identity.
3. Parks and community nodes that provide for passive and active recreations, as well as formal and informal community gatherings throughout the day, all year long.
4. Buildings that are situated and orientated to frame the public street, and provide an intimate, comfortable, and visually interesting streetscape for pedestrians.
5. Buildings that are well balanced and proportioned to create a dynamic and interesting pedestrian experience at the street level.
6. Development that reflects the local context, adopts the existing cultural heritage, and fits in with its surroundings to create a distinct sense of place.
7. Landscaping that takes into consideration and coordinates with the surroundings, provides adequate screening for adjacent properties, and complements development on-site.
8. Signs that are designed and scaled to reinforce the overall character of the area, while still allowing businesses to clearly identify themselves, their goods, and their services.
9. Lighting that complements the individual architecture of a building and extends into part of the streetscape.
10. Utility and service areas that are sensitively integrated into the overall site design and are appropriately located and screened to minimize visibility from the public realm.
11. Decorative fences and other similar privacy features that delineate public and private boundaries, promote connectivity, and complement the overall streetscape.

As per the Alta Vista Landing Conceptual Scheme, the developer shall implement the following Architectural Guidelines within this plan at the subdivision and or development permit stage. These Architectural features are intended to incorporate and promote CPTED features and shall at minimum, focus on the themes detailed in the following:



Building Orientation

- Policy 8.1 Ensuring that the sides of structures facing Highway 566, Range Road 290, and particularly 291 are attractive, and inviting.
- Policy 8.2 All site and building layouts will conform to the regulations prescribed by the Rocky View County Land Use Bylaw's Industrial Activity District (I-IA) and the Commercial, Office and Industrial Design Guidelines.
- Policy 8.3 The Developer should orient buildings so that the main entrance will face the public road that provides direct access to same.
- Policy 8.4 The design of building facades facing the public roads may incorporate variations in finish and colour, roofline offsets, and pedestrian scaling techniques designed to visually break the building mass and provide a high quality appearance.
- Policy 8.5 The use of "green" building techniques which result in enhanced energy efficiencies may be encouraged.

Lighting

- Policy 8.6 Exterior lighting within each business lot should consider "dark sky" principles in order to minimize light pollution.
- Policy 8.7 Lighting fixtures should include full cut-offs to direct light downward and prevent light spillage.
- Policy 8.8 Lighting shall be sensitive to the adjacent residential uses east of the Plan Area.

Parking

- Policy 8.9 Developments should orient public parking to the front of each lot in general proximity to the main entry of each building. Large-Scale parking, service and loading areas should be located at the sides and/or rear of the building and should be appropriately screened from adjacent properties and roads.
- Policy 8.10 Particular attention should be given to the landscaping along Highway 566, Range Road 290, and especially Range Road 291 as the main entry into the site.
- Policy 8.11 Each development shall screen outdoor storage from adjacent properties and public roads.
- Policy 8.12 Parking and outdoor storage areas incorporate Low Impact Development (LID) stormwater management principles where possible and include features such as permeable pavement, on-site stormwater detention & treatment areas, rainwater capture/re-use and vegetated swales to implement 'source control' stormwater best management practices to reduce volume and improve surface drainage quality prior to its release into the roadside ditch system.

Fencing

- Policy 8.13 The developer will discourage fencing in the front portion of the lots. If required for visual screening and/ or security purposes, it should include a low-scale, decorative design and be located behind street-oriented landscaping in accordance with the requirements of the County's Land Use Bylaw.
- Policy 8.14 Perimeter fencing along the side & rear property boundaries should be utilized to provide screening that reduces negative visual impacts of outdoor storage and large scale parking when viewed from public roads and adjacent parcels.
- Policy 8.15 All fencing should include a design with high quality materials that will require limited maintenance



Signage

- Policy 8.16 Lot and building signage should include high quality materials with a design that is compatible with each building façade treatment. The size and placement of all signage must be in accordance with the requirements of the County's Land Use Bylaw.
- Policy 8.17 Signage should be sensitive to the adjacent residential uses east of the Plan Area. No back-lit signage is permitted within the development.

Implementation

- Policy 8.18 A Restrictive Covenant referencing the architectural guidelines shall be registered as an encumbrance on each title with specific development criteria enforced by a Business Owner's Association to be referred to as the Alta Vista Landing Development Association (AVLDA).
- Policy 8.19 Lot owners are required to submit site and building design plans to the AVLDA for review and approval prior to seeking approvals from Rocky View County. Lot owners shall provide Rocky View County with an endorsement from the AVLDA with applications for development permit and/or a building permit.



9 POLICY ALIGNMENT FACTORS

9.1 POLICY DIRECTION FROM OTHER PLANS

This Conceptual Scheme has considered applicable legislation and has achieved consistency with the regulations outlined in relevant Municipal and Provincial policies, explored in greater detail in the sections following.

A description of the planning framework that guides this Conceptual Scheme, and how Alta Vista Landing will grow in the future, is set out below.

9.1.1 Balzac East Area Structure Plan – Upon Amendment Approval

The Balzac East ASP establishes development direction for the Plan Area and in alignment with the County Plan's Regional Business Centre designation, devotes a significant area to industrial and commercial uses.

In alignment with the proposed Balzac East ASP Amendment submitted alongside this Conceptual Scheme, 189 hectares of land would be added to the ASP Plan Area. This additional area would facilitate the development of the site in the preferred direction of both the Balzac East ASP and the Rocky View Municipal Development Plan.

As illustrated in Figure 13, the proposed Conceptual Scheme area sits alongside existing Special Development Areas (SDA). The Amendment recommends an additional SDA be added to facilitate similar development and retain parallel policy alignment with the ASP, as detailed in Figure 14. Existing SDAs apply to developments that will permit business uses in relationship to Highway 566, and the proposed ASP amendment and Conceptual Scheme intend to complement that. SDAs in the Plan Area are also called to pay attention to the interface between adjacent residential and agricultural uses. The proposed addition of an SDA aims to complement surrounding land uses and offer appropriate transitions between less intensive land uses, such as agriculture.



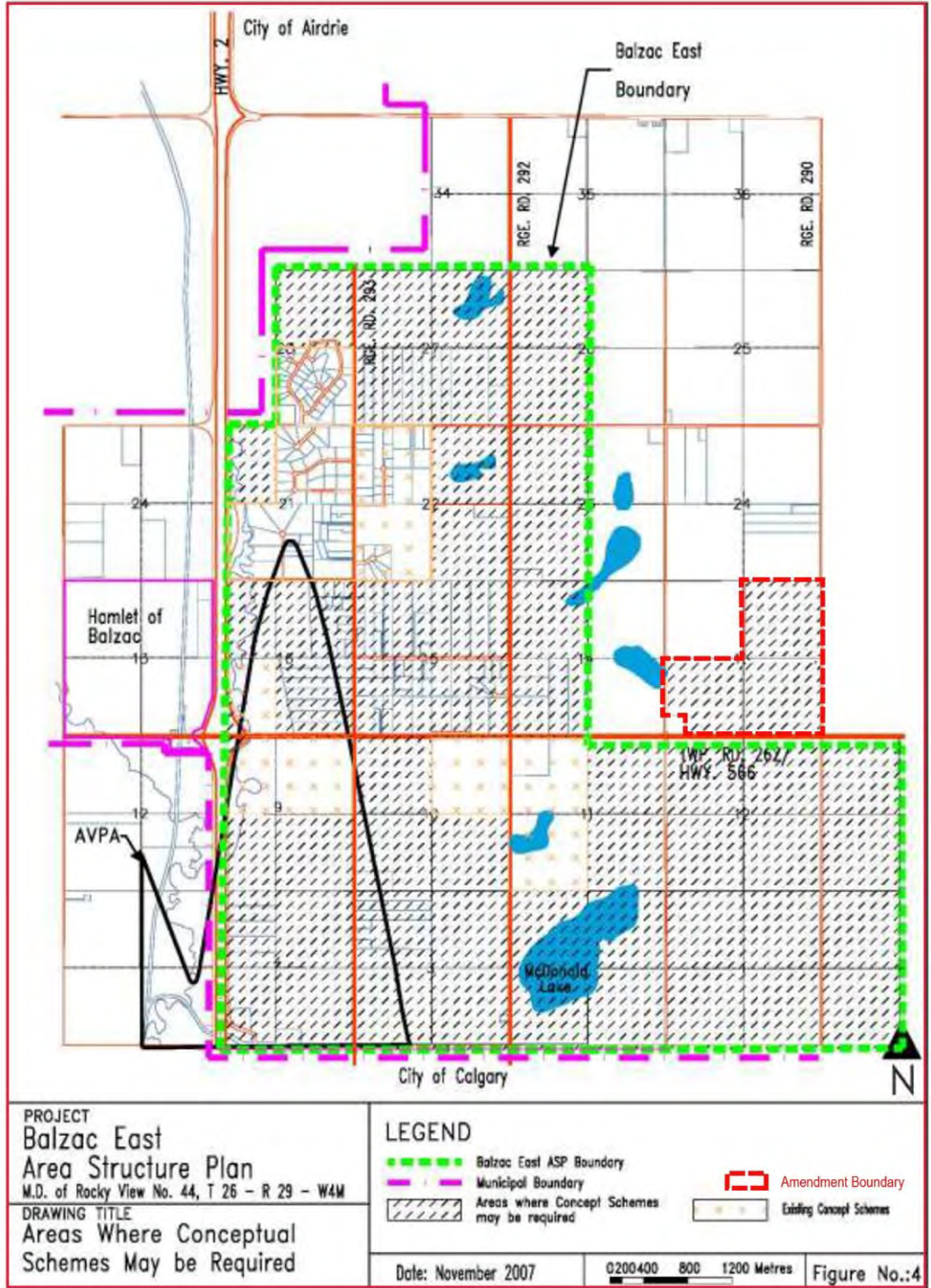


Figure 13: Proposed ASP Amendment - Conceptual Scheme



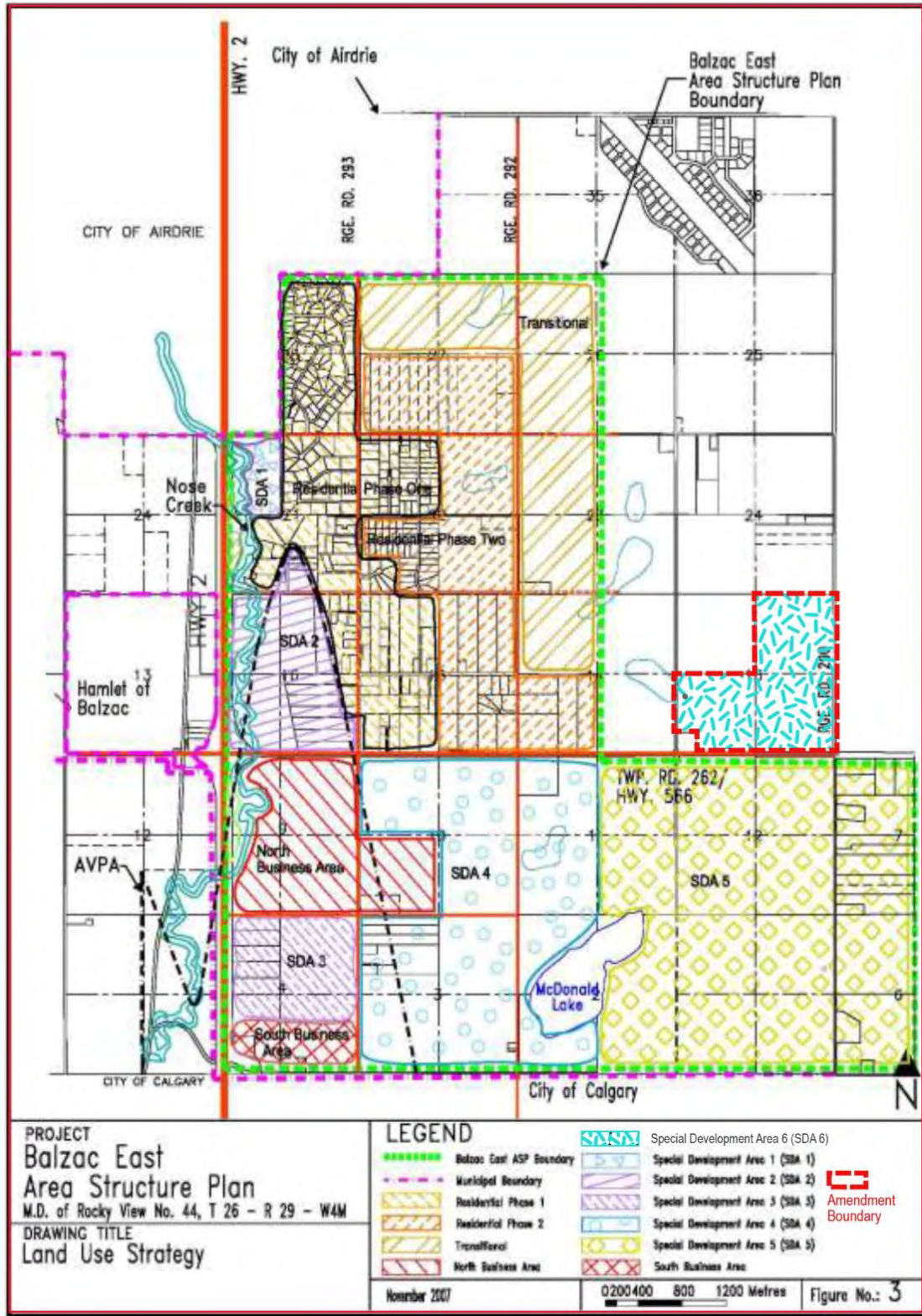


Figure 14: Proposed ASP Amendment – Special Development Areas



9.1.2 Rocky View Municipal Development Plan (County Plan)

Alta Vista Landing is consistent with the policies of the Rocky View Municipal Development Plan (County Plan). The County Plan provides an overall policy framework on a variety of matters, ranging from the development of residential and commercial areas, to the provision of emergency services and infrastructure.

A key direction of the County Plan is to use land efficiently by directing growth to defined areas, thus conserving the remaining large blocks of land for agricultural use. Following the amendment of Balzac East ASP to include the development in the Plan Area, Alta Vista Landing will provide another layer of statutory plan to guides business development in the area. The County Plan supports industrial and commercial expansion in the area and identifies this area as a Regional Business Centre. Section 14 of the County Plan provides support for business areas, directing development to take place around already existing business development areas. By focusing development in these locations, the County provides for orderly growth and economic efficiencies in the development of its transportation and infrastructure systems.

The County Plan categorizes three classes of business development areas, including regional business centres, highway business areas, and hamlet business areas. Regional business centers are characterized by having an efficient road connection to the provincial highway network, and significant scale and scope of operations, and infrastructure with the potential to service proposed developments. The County Plan makes note that it does not contemplate developing other regional business centres until the identified centres are approaching full build-out. Given the purpose of Alta Vista Landing is to supplement the existing regional business centre in Balzac East as its projected to reach capacity in the next coming years, the support for additional business development inventory through this Conceptual Scheme aligns with the goals, objectives, and policies of the County Plan. This Conceptual Scheme provides for the continuing growth of business development, in both commercial and light industrial uses.

Table 3: Principles and Objectives of the County Plan – Business Development

GENERAL BUSINESS POLICY	COMPLIANCE AND CORRESPONDING CS SECTIONS
<p>Policy 14.1 Provide a range of locations and development forms in the county to accommodate the growth and diversification of the county's business sectors.</p>	<p>The purpose of this development, as discussed in Section 1 is to supplement existing business commercial inventory.</p>
<p>Policies 14.2 Direct business development to locate in identified business areas</p>	<p>The proposed development, as identified in Figure 2, is located adjacent to existing Balzac East ASP and is intended to be an extension of the existing area. RVC's County Plan also identifies specific areas intended for future Business Development, in which the CS's Plan Area is situated.</p>
<p>Policy 14.3 Encourage the infilling or intensification of existing business areas and hamlet main streets in order to complement other businesses, maximize the use of existing infrastructure, minimize land use conflicts with agriculture uses, and minimize the amount of traffic being drawn into rural areas.</p>	<p>A number of studies preceding the development of the CS report determined the future lack of inventory for such development. As such, this CS will complement and supplement existing and planned developments in the region in an efficient and orderly way.</p>
<p>Policy 14.4 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.</p>	<p>The Balzac East ASP Amendment document (bylaw XX) intended to amend the Balzac East ASP boundary, will include the CS Plan Area and guide its development.</p>



GENERAL BUSINESS POLICY	COMPLIANCE AND CORRESPONDING CS SECTIONS
<p>Policy 14.5 Boundary expansion of a business area shall require an area structure plan or an area structure plan Conceptual Scheme.</p>	<p>This approval of the Balzac East ASP Amendment document and this CS fulfil this requirement.</p>
<p>Policy 14.6 Business development shall address the: a. County's Commercial, Office, and Industrial Design Guidelines; and b. development review criteria identified in section 29</p>	<p>Policies within Sections 10 pertaining to Architectural Guidelines of this CS address these matters.</p>
REGIONAL BUSINESS CENTRES POLICY	COMPLIANCE AND CORRESPONDING CS SECTIONS
<p>Policy 14.7 Development of a new regional business centre should not be supported unless a need has been demonstrated, based on the following criteria: a. the proposal has regional or national significance; b. existing regional business centres within the trade area of the proposed development are approaching full build-out, and the County has determined the expansion of the existing regional business centres is not desirable; c. existing regional business centres within the trade area do not meet market demand; d. land uses and target markets are clearly defined; e. the proposed development meets the environmental and infrastructure goals and policies of this Plan; f. the proposed development has the potential to provide a substantial financial benefit to the County; g. adverse impacts on existing residential communities and agriculture operations will be minimized; and h. the proposed development is in close proximity to the provincial transportation network</p>	<p>This CS is intended to expand an existing regional business centre. Policies within Section 1 (Purpose) of this CS address these matters, and go into future detail in 9.1.2. The proposed development is believed to fulfill and meet all criteria items.</p>
<p>Policy 14.8 Direct new commercial and industrial development to existing, identified regional business centres and ensure development complies with existing area structure plans.</p>	<p>Policies within Section 2.1 (Plan Area) of this CS address these matters. The proposed development's location speaks to its alignment with this policy.</p>

REGIONAL BUSINESS CENTRES:

Regional business centres are large areas of commercial and industrial development within the County. The purpose of a regional business centre is to provide regional and national business services, and local and regional employment opportunities. Regional business centres make a significant contribution in achieving the County's fiscal goals.



The County Plan also identifies four regions within Rocky View County that share common characteristics and vision on the future and regional direction, yet are unique in their internal variations. The intent of the County Plan is to identify shared features to better address area specific preferences and conditions, and tailor each region's vision accordingly. The Alta Vista Landing Conceptual Scheme area resides within the Central East Rocky View region, characterized by its prairie grass lands and major wetland complexes, and described as being dominated by its interaction with Rocky View's urban neighbours. While much of the land is dedicated to Agriculture in both large and small scale operations, informal residential and small agricultural subdivisions, and planned country residential communities, key commercial areas such as East Balzac play a significant role in the region. As business pressure continue along the boundaries of their urban neighbours, The County Plan expects future growth in the Central East Rocky View region to be non-residential focused, and characterized as business development that supports the County's financial goals.

Key Directions for this region include:

1. Encourage new development to focus on high quality boundary design between agriculture, commercial/industrial, and residential uses.
2. New development proposals are to respect and carefully consider boundary planning with adjacent municipalities as well as the future growth needs of those municipalities.
3. Support new residential, business, and commercial development described in the County Plan.
4. Comprehensive stormwater management plans and solutions are needed to guide and allow for development.
5. Encourage fragmented quarter sections to develop in a manner that increases land use efficiency and provides attractive development for acreage owners.

9.1.3 Calgary Metropolitan Region Growth Plan

In January 2018, Rocky View County and nine other municipalities became part of a regional planning area defined as the Calgary Metropolitan Region. The Calgary Metropolitan Region Board Regulation (190/2017), enacted under the Municipal Government Act, directs that a regional growth plan and a supporting regional servicing plan shall be prepared to guide how lands within the 10 participating municipalities will develop.

The Metropolitan Region Growth and Servicing Plans will come into effect in 2021, and, among other matters, will identify the following:

- growth areas;
- development density;
- transportation, recreation, utility, and transit corridors; and
- servicing required to support the Growth Plan relating to transportation, water, wastewater, storm water, solid waste, and emergency services.

The Growth Plan will also address policy matters relating to planning for regional corridors, environmentally sensitive areas, the intensification of existing settlement areas, and conservation of agricultural lands.

9.1.4 Interim Growth Plan

Prior to the Calgary Metropolitan Region Growth and Servicing Plans being adopted, the Region Board approved an Interim Growth Plan (IGP), which received approval by the Minister of Municipal Affairs in October of 2019.



The IGP sets out three broad principles:

1. Promote the integration and efficient use of regional infrastructure.
2. Protect water quality and promote water conservation.
3. Encourage efficient, strong, and sustainable growth.

Policies within the IGP cover the following areas:

1. Region-wide policies – these relate to how municipalities collaborate to coordinate land-use planning, servicing, and infrastructure endeavors.
2. Flood prone area policies – these seek to prevent development in provincially-identified flood hazard areas.
3. Development policies – these outline evaluation criteria for different types of development based on regional planning principles and objectives.
4. Regional corridors policies – these relate to protection of regional transportation and transmission corridors.

In adopting the Conceptual Scheme, the team has ensured the Plan conforms to the principles and objectives of the IGP. The Conceptual Scheme is also in conformance with all relevant IGP policies, including:

Compliance with the IGP is illustrated in the following Table 4.

Table 4: Applicable Policies of the Interim Growth Plan

IGP POLICY	COMPLIANCE
<p>3.2.2 Intermunicipal Collaboration</p> <p>Municipalities should collaborate to coordinate planning for land-use, infrastructure, and service provision with other member municipalities, where appropriate. As a minimum requirement, new Area Structure Plans (ASPs) or Conceptual Schemes to existing ASPs, within 1.6 km of a neighbouring municipal boundary or an agreed upon notification area between the member municipalities, shall demonstrate collaboration to coordinate through:</p> <p>a. processes that may include;</p> <ul style="list-style-type: none"> – a structured engagement process, – circulation and review of technical studies, – joint planning, – participation in mediation or other dispute resolution protocols, and/or <p>b. instruments that may include;</p> <ul style="list-style-type: none"> – a joint Area Structure Plan, – a memorandum of understanding, – a statement of non-concern, – applicable statutory plan policies, – statutory plan Conceptual Schemes, or – applicable intermunicipal agreement(s) 	<p>Although Alta Vista Landing is outside of the 1.6km municipal boundary agreement, the team has chosen to undertake thorough and structured engagement with the City of Calgary to address intermunicipal issues and opportunities throughout the development process, and this is reflected in the relevant Plan policies. Policies within Chapter 10 of this CS will address these matters.</p>



IGP POLICY	COMPLIANCE
<p>3.3.1 and 3.3.2 Flood Prone Areas</p> <p>Statutory plans and Conceptual Schemes to existing statutory plans shall not permit development in provincially identified floodways for the expansion of existing settlement areas and the creation of new freestanding settlement areas, new country residential development areas, and new employment areas, with the exception of uses with no permanent buildings, such as agriculture, natural areas, outdoor recreation, parks, roads, bridges, utilities, aggregate extraction, and flood mitigation infrastructure.</p>	<p>Policies within Section 4 (Open Spaces) and Appendix D of this CS detail the results of the EIA and further address these matters.</p>
<p>3.4.5.1 and 3.4.5.2 Employment Areas</p> <p>Employment areas shall be planned and developed to make efficient and cost-effective use of existing and planned infrastructure and services.</p> <p>Employment areas should plan for connections to existing and/or planned transit, where appropriate.</p>	<p>The CS is located in an established business development area, which the County states desired growth for employment areas shall take place.</p>
<p>3.5.1.1 and Schedules 3 & 4 Mobility Corridors</p> <p>Proposed statutory plans and Conceptual Schemes to existing statutory plans for lands within 1.6 kilometers of a regionally significant mobility corridor identified on Schedule 3 and/or Schedule 4 within the statutory plan area boundary shall:</p> <ol style="list-style-type: none"> identify the mobility corridor(s) on maps; demonstrate that the proposed land-use, built form, and density optimizes the proximity and adjacency to regionally significant mobility corridors; and provide mitigation measures and policies to address identified/potential adverse impacts on regionally significant mobility corridors. 	<p>Policies within Section 10 (Transportation) and Appendix H of this CS address these matters. The southwest corner of the subject site is approximately 4.6 kilometers away from Highway 2.</p>
<p>3.5.2.1 and Schedules 5 & 6 Transmission Corridors</p> <p>Proposed statutory plans and Conceptual Schemes to existing statutory plans with regionally significant transmission corridor right-of-ways and/or related infrastructure identified on Schedule 5 and/or Schedule 6 within the statutory plan area boundary shall:</p> <ol style="list-style-type: none"> identify the transmission corridor rights-of-way or related infrastructure on maps; provide a rationale, servicing agreements, and supporting policies for crossing, accessing, and/or connecting to regionally significant transmission corridor rights-of-way or related infrastructure; and provide mitigation measures and policies to address identified/potential adverse impacts on regionally significant transmission corridor rights-of-way or related infrastructure. 	<p>Policies within Section 6 (Utilities and Infrastructure) of this CS address these matters.</p>

9.1.5 South Saskatchewan Regional Plan

The South Saskatchewan Regional Plan (SSRP) 2014 - 2024 establishes a 50-year vision for the region, and sets the strategic direction on a range of matters over the next 10 years, including:

- Aligning provincial policies at the regional level to balance Alberta's economic, environmental, and social goals;
- Using a cumulative effects management approach to balance economic development opportunities and social and environmental considerations;
- Setting desired economic, environmental, and social outcomes and objectives for the region;
- Describing the strategies, actions, approaches, and tools required to achieve the desired outcomes and objectives; and



- Providing guidance to provincial and local decision-makers regarding land use management for the region.

The SSRP provides a number of principles to assist municipalities with strategic planning. All land-use planners and decision-makers responsible for land-use decision are encouraged to consider the efficient use of land principles. A key premise of the SSRP is to use land more efficiently and to preserve large tracts of agricultural land.

The following Efficient Use of Land Principles, which are adopted by the Government of Alberta, are intended to guide and influence how we develop our built environment. Land-use planners and decision makers are expected to determine which principle, or group of principles, is relevant and appropriate to apply as part of the normal provincial and municipal planning processes. The County Plan implements these principles by directing growth to identified growth areas and limiting development outside of these areas. Identified principles guiding Alta Vista Landing include the following:

- **Principle 1** - Reduce the rate at which land is converted from an undeveloped state into permanent, built environment;
- **Principle 2** - Utilize the minimum amount of land necessary for new development and build at a higher density than current practice;
- **Principle 3** - Increase the proportion of new development that takes place within already developed or disturbed lands either through infill, redevelopment and/or shared use, relative to new development that takes place on previously undeveloped lands;
- **Principle 4** - Plan, design and locate new development in a manner that best utilizes existing infrastructure and minimizes the need for new or expanded infrastructure;
- **Principle 5** - Reclaim and/or convert previously developed lands that are no longer required in a progressive and timely manner; and
- **Principle 6** - Provide decision-makers, land-users and individuals the information they need to make decisions and choices that support efficient land use.

The SSRP also provides municipalities with strategies that allow for flexibility in their planning and decision-making. These strategies are presented in a general manner to allow for interpretation and application in a locally meaningful and appropriate fashion. Each municipality must prepare statutory plans and policies to align with the principles of the SSRP.

Rocky View County's Municipal Development Plan (the County Plan) was prepared in alignment with the SSRP, and subsequently, all ASPs must follow the direction of the County Plan.

Alta Vista Landing specifically achieves the following key SSRP objectives:



Table 5: Objectives and Strategies of the SSRP Implementation Plan

Objective and Applicable Strategies
Section 1 - Economy
<p>Agriculture – the region’s agricultural industry is maintained and diversified.</p> <ul style="list-style-type: none"> – Maintain an agricultural land base by reducing the fragmentation and conversion of agricultural land. <p>Renewable Energy – opportunities for the responsible development of the region’s renewable energy industry are maintained in support of Alberta’s commitment to greener energy production and economic development.</p> <p>Corridors for the Co-location of Linear Infrastructure – Work with municipalities, landowners and industry to explore multi-use corridors for co-location of linear infrastructure that supports critical economic linkages to markets for expanded access.</p>
Section 3 - Biodiversity and Ecosystems
<p>Biodiversity – terrestrial and aquatic biodiversity, and related ecosystems, are maintained. The role of economic sectors in maintaining ecosystem services is recognized.</p>
Section 4 - Water
<p>Surface Water Quality – surface water quality within the South Saskatchewan river basin is managed to ensure future water uses are protected.</p>
Section 5 - Efficient Use of Land
<p>Efficient Use of Land – the amount of land required for development of the built environment is minimized over time.</p>
Section 6 – Outdoor Recreation and Historic Resources
<p>Historic Resources – artifacts, fossils, historic places, and aboriginal heritage that define the region’s distinctive character are identified and effectively managed.</p>
Section 8 – Community Development
<p>Planning Cooperation and Integration – cooperation and coordination are fostered among all land use planners and decision- makers. Partnerships are formed to ensure growth occurs in a sustainable manner.</p>
<p>Planning Cooperation and Integration – cooperation and coordination are fostered among all land use planners and decision- makers. Partnerships are formed to ensure growth occurs in a sustainable manner.</p>
<p>Building Sustainable Communities – promote healthy and sustainable communities; maintain and enhance the natural environment; establish land-use patterns for orderly, economical, and beneficial development; support timely planning, contribute to a safe and cost-effective transportation network, and minimize risk to health, safety, and property loss.</p> <ul style="list-style-type: none"> – Developed in an orderly, efficient, compatible, safe and economical manner. – Provide a wide range of economic development opportunities, stimulate local employment growth and promote a healthy and stable economy; complement regional and provincial economic development initiatives.



10 IMPLEMENTATION

10.1 DEVELOPMENT PHASING

This Conceptual Scheme outlines the vision for physical development of the Alta Vista Landing and provides guidance with respect to infrastructure requirements, land use, subdivision, and development. The purpose of this section is to describe the implementation process, provide detail on the sequence of development, ensure adherence to the ASP policies and strategies, and identify follow-up actions required for Plan's success.

Objective 11: *To implement the Land Use Strategy and policies of the Alta Vista Landing Conceptual Scheme.*

Objective 12: *To provide criteria for the logical phasing of development, and Implement key actions to facilitate development.*

This Plan recognizes that development within the Conceptual Scheme area should progress in a logical and efficient manner, recognizing future land requirements, and logical extensions of servicing. Policy 4.7.6 (k) requires the Alta Vista Land Conceptual Scheme to provide a plan to allow the development to proceed in a phased and logical manner. The principal consideration in the phasing of all development within Alta Vista Landing shall be the availability of efficient, cost effective, and environmentally responsible utilities.

Figure 15 Phasing Plan identifies 3 development phases for the Plan Area based on the consequence of infrastructure construction and proximity to the Highway 566.

Policy 10.1 Phasing of development in the Plan Area should be done in a logical and cost-effective manner, generally as shown on Figure 15, Phasing Plan.

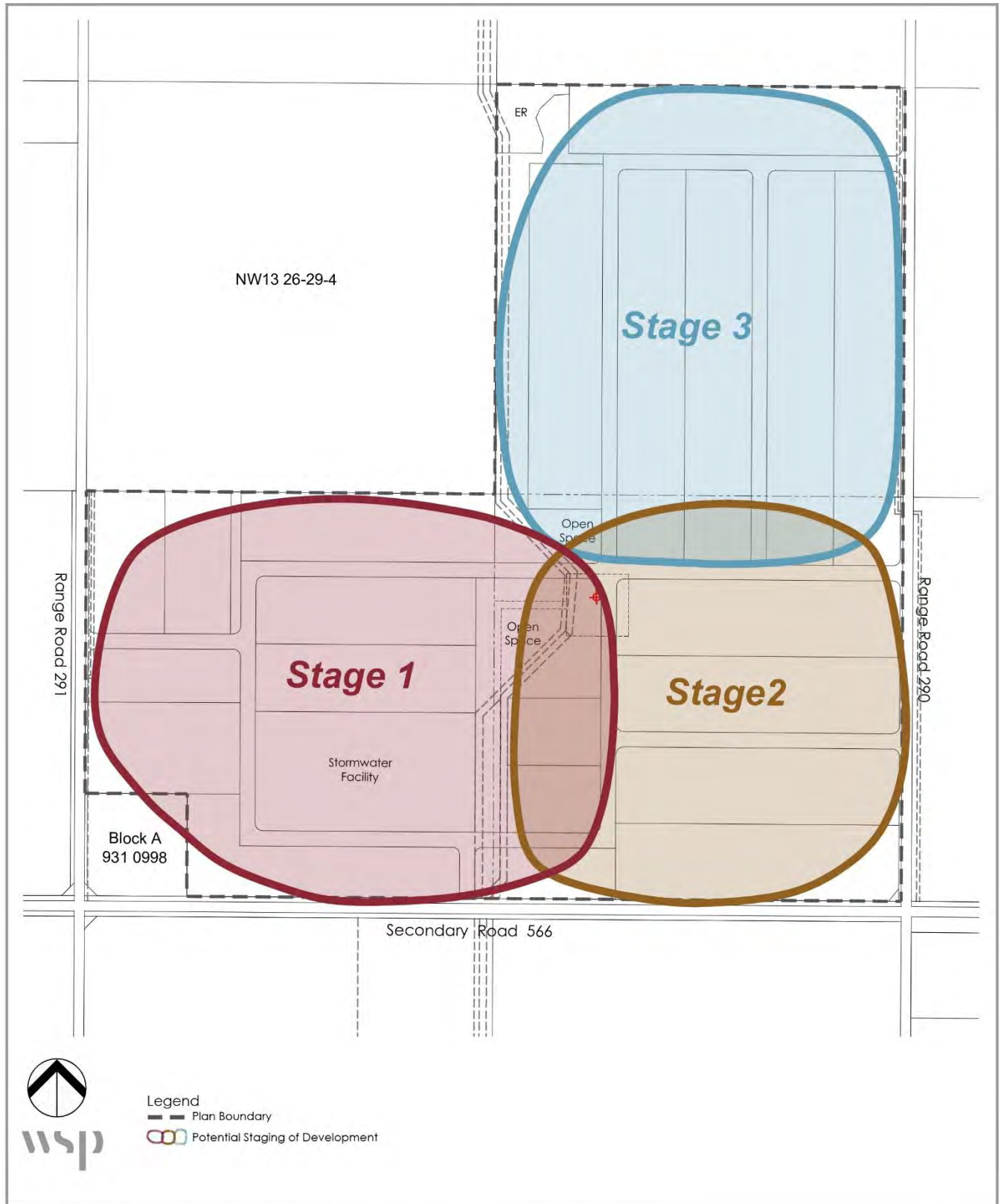
Policy 10.2 The following considerations should be incorporated into the water servicing design for Phase 1 construction:

- Connecting to the Rocky View County treated water network;
- Connecting to the Rocky View County piped network with at least two connection points;
- Maximizing looping and minimize dead ends in Alta Vista Landing;
- Encouraging efficient water use within Alta Vista Landing in accordance with the most updated Alberta Building Code and Rocky View County policies;
- Avoiding the use of potable water for irrigation in accordance with Rocky View County policy;
- Utilizing building spacing, sizing, and internal fire suppression measures to align with Fire Underwriters Survey requirements and noted fire flow available or alternatively prepare detailed modeling showing additional flows are supported by the network;
- Including fire hydrant coverage in accordance with the more stringent of Fire Underwriters Survey or the local authority;
- Confirmation of the piped network sizing, servicing and alignment with additional modeling as design progresses; and
- Water network construction to be in accordance with the latest County Standards for Construction from Rocky View County.



- Policy 10.3 The following considerations should be incorporated into the wastewater servicing design for Phase 1 construction:
- Connecting to the Rocky View County wastewater network for the Balzac East area;
 - Review off-site infrastructure sizing and costing to reflect the expanded service area. (*to Chen: this might mean a review of the off-site levy and required capacity);
 - Confirmation of the on-site gravity pipe sizing, servicing and alignment with additional assessments and modeling as design progresses; and
 - Wastewater system construction to be in accordance with the latest County Standards for Construction from Rocky View County.
- Policy 10.4 The following considerations should be incorporated into the stormwater servicing design for Phase 1 construction:
- Implementing on-lot measures to reduce the maximum impermeable ratio to 50% or lower;
 - Utilizing a ditch system to collect stormwater to a central pond;
 - Limiting average annual runoff volume of 11 mm to Nose Creek;
 - Managing stored stormwater via enhanced evapotranspiration on the open space, including treatment and pumping as needed;
 - Reviewing modeling for the stormwater to confirm design, including continuous rainfall/runoff modeling to assess the long-term average annual run-off and storage;
 - Confirmation of the on-site system sizing, servicing and road alignment; and
 - Developing the open space area for irrigation, bioretention and vegetation with additional disciplines as design progresses.
- Policy 10.5 In Phase 1, Alta Vista Landing Development Association (AVLDA) would be required to establish to operate and manage the central stormwater pond and enhanced evaporation system to meet Alberta Environment and Parks' requirements.
- Policy 10.6 In Phase 1, the right-in and right-out access connection to Highway 566 should be constructed to accommodate the traffic from Phase 1 to Highway 566 to alleviate the traffic impact on Range Road 291.
- Policy 10.7 While the Conceptual Scheme is sufficiently flexible to account for change, periodic review, an occasional amendment to the Conceptual Scheme may be required.





MODIFIED DATE: 2021.04.20

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Figure 15: Phasing Plan



10.2 LAND USE DESIGNATIONS AND SUBDIVISION

All lands within the Conceptual Scheme area shall require a redesignation to an appropriate land use designation as provided by the County's Land Use Bylaw prior to being considered for subdivision and development for business purposes.

In some cases, where the County's Land Use Bylaw is not able to accommodate a specific land consideration within the Conceptual Scheme area, as part of an Outline Plan process, the developer may propose either a Direct Control Bylaw or a new land use district (to be added to the County's Land Use Bylaw as may be required).

10.3 CONSTRUCTION MANAGEMENT PLAN

The Balzac East ASP policy 4.7.6(j) indicates that prior to initiation of construction, a Construction Management Plan shall be prepared to address dust control, noise, truck routes, and access to the site, and potential for interference with any nearby residential areas.

Policy 10.8 A Construction Management Plan shall be provided by the developer at each phase of development, to the satisfaction of the County.

Policy 10.9 Stripping and grading should be limited to the areas required for development and servicing of each subdivision phase.



11 PUBLIC ENGAGEMENT

11.1 PUBLIC ENGAGEMENT PROCESS

Stakeholder and public engagement is a very important component of the Conceptual Scheme process. A comprehensive engagement process was facilitated to ensure community members have meaningful opportunities for participation, so that Advent Projects Ltd., the Project Team, and Rocky View County Staff can fully understand the current challenges and potential opportunities that the Conceptual Schemes can provide in relation to the community's future vision, growth, and development goals. Throughout the Conceptual Scheme review process, the team's goal is to emphasize meaningful discussion with the Rocky View County community and intends to provide an inclusive and transparent engagement process.

The engagement strategy provides opportunities to glean much-valued input from landowners, stakeholders, adjacent municipalities, and the general public, all of which, in part, will inform the overall vision and policies of the Conceptual Scheme. A summary of the key events within the process is found in Table 6. This table is intended to be updated as the engagement process progresses.

Table 6: Public Engagement Events

TECHNIQUE	DATE	ENGAGEMENT
Newsletters to Adjacent Landowners	January & March 2021	<p>WSP worked with the County to determine the adjacent landowners list. Two newsletters were sent out to the adjacent landowners.</p> <p>The first newsletter provided the project background and intention. The newsletter was primarily intended to inform residents and landowners on the launch of the project and encourage people to be involved.</p> <p>The second newsletter gave notice of the upcoming digital open house event and inform the community to obtain the detailed project proposal from the County's project website.</p>
Stakeholder Interviews	January 2021 – April 30 th , 2021	<p>Based on the request from adjacent property owners, the team conducted over 10 virtual interviews to those interested either by phone, Zoom, or Microsoft Teams.</p> <p>The purpose of these interviews was to:</p> <ol style="list-style-type: none"> 1. Introduce the project, the timing and scope; 2. Present project background information and initial findings from Phase 2; and, 3. Seek community feedback on the proposed development.
Digital Open House Event	April 8 th , 2021	<p>The team hosted a live virtual discussion forum, providing the opportunity for community residents and stakeholders to ask questions about the Conceptual Scheme development concept. The 2-hour event began with a PowerPoint presentation introducing the background information, project process, proposed land use concept and servicing strategies, followed by a questions-and-answer period.</p> <p>The session was advertised through The County's website, newspaper advertisements, direct mailing, and social media platforms.</p>



These engagement efforts will build awareness and garner feedback which culminated in the Digital Open House Event. This comprehensive community feedback will support the team’s design work and provide the decision makers with a community influenced outcome. These results will be reflected in the final draft of the Conceptual Scheme report.

11.2 COMMUNITY FEEDBACK

Figure 16 identifies the boundary for the adjacent landowner engagement. The areas in pink are the adjacent landowners to consult for this proposed development according to the County’s public consultation policy. The newsletters regarding this project were sent to all the landowners identified in this area. The project team has been contacted by about 10 property owners in the public consultation area, and one-on-ones have been conducted via both phone calls and email.

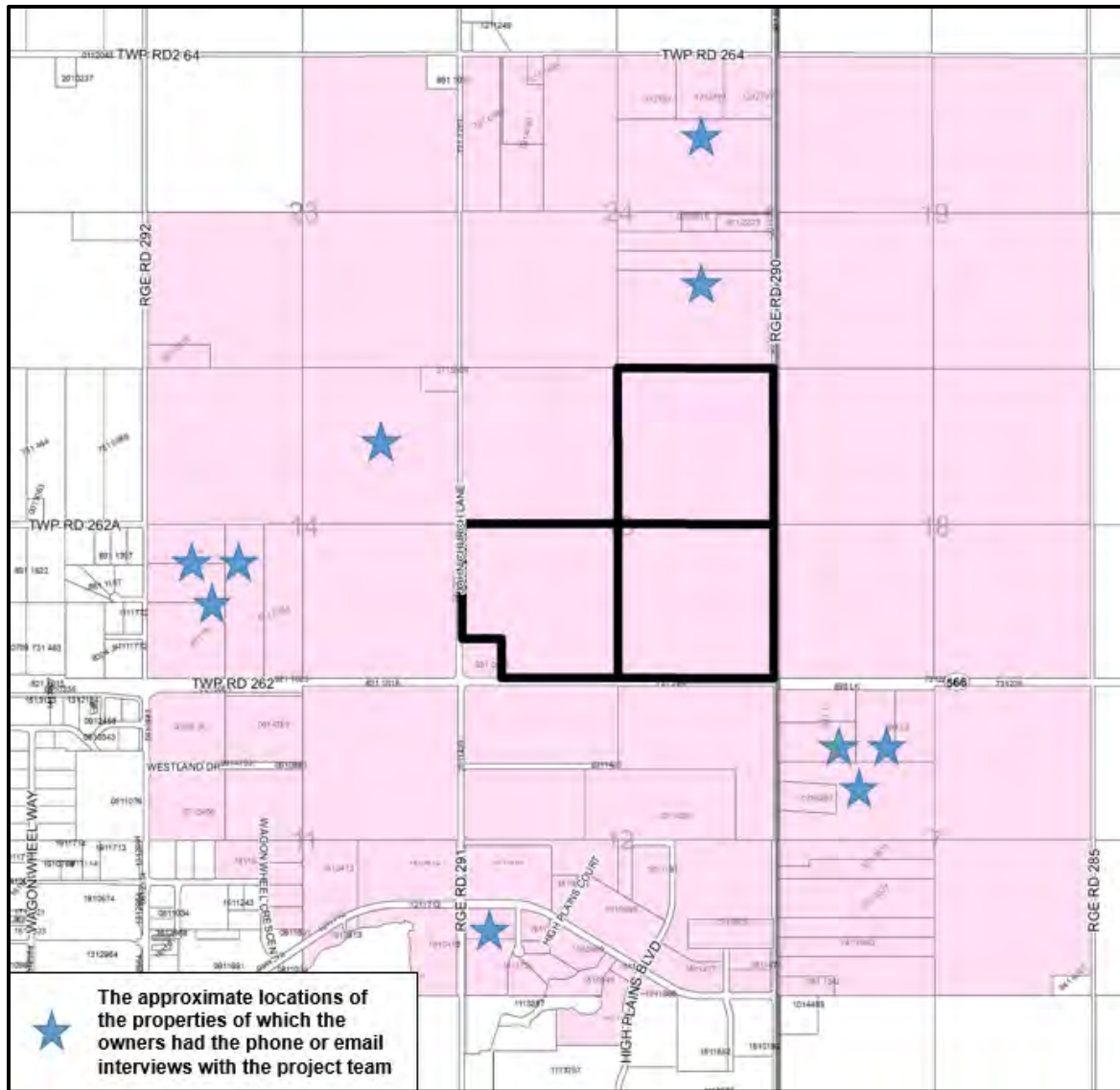


Figure 16: Public Consultation Map



What We Heard from the Interviews:

- We understand the Balzac East areas have been developed as industrial and commercial node in recent year, and the proposed development expands what was already there. No concerns regarding the proposed development but would like to be kept informed.
- We have been residents in the country residential area for many years. We understand this area is getting busy and country residential is totally impractical with the increasingly busy highway. Is there anyway we can also develop our property into commercial as well?
- Please keep us posted if any interest with developers takes place for our location or next to us. Unfortunately, we are still defined as agricultural residential by Rocky View and we are keen to get out of the residential to commercial zoning as well since there is no future to reside in this location.

Questions-and-Answers for the April 8th, 2021 Virtual Open House:

Question: How much more traffic do you expect Hwy 290 will generate with the new development? Also when do you propose to start building?

Answer: Traffic impact assessments use industry standards to develop an estimate of the potential number of vehicle trips that will be added to the road network, as a result of development. For the Balzac TIA, we have used those standards to generate trips for Light Industrial/Business area, Industrial/Logistics and Warehousing, Commercial, and Highway Commercial Development. Based on that analysis, we have identified a total of 2000 new trips in the PM Peak Hour (the busiest afternoon hour – typically the “home from work rush hour”). Those trips will be accessing the developing using Range Road 291, Range Road 290, and a proposed new right in/right out access on Highway 566 between those two points. At this time, we have estimated that about half of those trips (1000 trips in the PM Peak Hour) would use Range Road 290. The majority of those trips will come to and from Highway 566, with a small number coming to and from the north.

Questions: what is the plan for expanding Highway 566 in front of the Plan area?

Answer: Alberta Transportation completed an Access Management and Functional Planning Study for Highway 566 between Range Road 20 and Highway 9 in 2010. We used this as the foundation for planned upgrades in the area. The “ultimate” horizon for that study looked at a very long-term build out in the surrounding area, including a City of Calgary population of 3.1 million. This report identified an interim roadway cross section of four lanes within this plan area, to an ultimate build out of six lanes (three lanes in each directions), plus required turning lanes at study intersections. In terms of timelines, Alberta Transportation will be the ultimate authority on when expansion is warranted, which will be driven by the build out of this plan area, but also developments to the south and east of the Alta Vista Landing plan area.

Questions: We have a property located at the northeast corner of the Intersection of Range Road 290 and Highway 566, adjacent to the County Office to the west. Can our properties join your plan area? Or is there anyway we can turn our land into commercial lands?

Answer: The quarter section land you mentioned is within the boundary of the existing Balzac East ASP. The planning process requirements are different from Alta Vista Landing lands. You may need to contact the County Planning department for guidance.



Questions: Was there any policies in the Balzac East ASP stating that no development should be considered for the lands north of Highway 566 until the lands south of Highway 566 are developed?

Answer: We are not aware of any policies in the current ASP document regarding this consideration. When Rocky View County approved the Terms of Reference for the Balzac East ASP Amendment in October 2020, one of the considerations was the market demand. The Land Use Upgrade Feasibility Study for the Alta Vista Landing land and the surround areas indicates that based on the last 10 year absorption rate of industrial and commercial lands in Rocky View County, there is a need for planned and serviced business park in the near future so to make sure there are enough industrial and commercial land inventory to support the County's economic growth.



12 APPENDICES

APPENDIX A: Financial Analysis Report

APPENDIX B: Historical Resources Overview

APPENDIX C: Biophysical Impact Assessment

APPENDIX D: Phase 1 Environmental Impact Assessment

APPENDIX E: Stormwater Management Plan

APPENDIX F: Water Servicing Strategies

APPENDIX G: Wastewater Servicing Strategies

APPENDIX H: Transportation Impact Assessment

