



BALZAC COMMERCIAL CAMPUS CONCEPTUAL SCHEME



Bylaw C-6664-2008, Adopted July 22, 2008

MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44
Department of Planning and Community Services

PROPOSED AMENDMENTS: April 2022

**MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44
BYLAW C-6664-2008**

A Bylaw of the Municipal District of Rocky View No. 44, pursuant to Divisions 7 & 12 of Part 17 of the Municipal Government Act, to adopt the attached Schedule 'A' referred to as the "Balzac Commercial Campus Conceptual Scheme".

WHEREAS the Council deems it desirable to adopt the Conceptual Scheme, and

WHEREAS the Council of the Municipal District of Rocky View No. 44 has received an application to adopt a Conceptual Scheme to establish a comprehensive policy framework to guide and evaluate future redesignation, subdivision and development applications within NW 10-26-29-W4M, consisting of an area of approximately \pm 158 acres, as shown on Schedule 'A', attached to and forming part of this bylaw; and

WHEREAS a notice was published on June 10, 2008 and June 17, 2008 in the Rocky View Weekly, a newspaper circulating in the Municipal District of Rocky View No. 44, advising of the Public Hearing for July 22, 2008; and

WHEREAS Council held a Public Hearing and have given consideration to the representations made to it in accordance with Section 692 of the Municipal Government Act, being Chapter M-26 of the Revised Statutes of Alberta, 2000, and all amendments thereto.

NOW THEREFORE the Council enacts the following:

1. That the Balzac Commercial Campus Conceptual Scheme be adopted to provide a framework for subsequent redesignation, subdivision and development applications within NW 10-26-29-W4M as shown on Schedule 'A', attached to and forming part of this bylaw.
2. The Bylaw comes into effect upon the date of its third reading.

Division: 7

File:06410003-2007-RV-270

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, June 3, 2008, on a motion by Deputy Reeve Boehlke.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, July 22, 2008, on a motion by Reeve Habberfield.

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, July 22, 2008, on a motion by Councillor Rheubottom.

REEVE OR DEPUTY REEVE

MUNICIPAL SECRETARY

SCHEDULE 'A'
FORMING PART OF BYLAW C-6664-2008

A Conceptual Scheme for lands within NW 10-26-29-W4M, herein referred to as the Balzac Commercial Campus Conceptual Scheme area.

Balzac Commercial Campus Conceptual Scheme

Prepared for:



Prepared by:



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Attachments

- ATT. 1:** Checklist of BEASP “Additional Requirements” for Conceptual Schemes in SDA #4
- ATT. 2:** Conceptual Illustrations of Site Development

1.0 Introduction

1.1 Purpose

The purpose of this Conceptual Scheme document is to provide a comprehensive planning framework for future development of the Balzac Commercial Campus site illustrated in Figure 1. Development of the Balzac Commercial Campus lands will complement the ongoing development of a major commercial and industrial node in the East Balzac area which includes the Ivanhoe Cambridge regional commercial centre, race track and casino to the west (under construction), the Wagon Wheel Industrial Park to the east (under construction), and the Nexen Gas Plant to the southeast. The Balzac Commercial Campus will complete the contiguous development of this regional centre and provide key connections in the area's public infrastructure systems

This Conceptual Scheme is a planning document that is adopted via bylaw by the Council of the Municipal District of Rocky View No. 44. It addresses planning and development issues such as generalized land uses, infrastructure provision, environmental issues, pattern of future subdivision, traffic, and the impact of the development on surrounding land uses and surrounding communities. This Conceptual Scheme is intended to provide clear and concise policy direction for development of the subject lands.

1.2 History

The Balzac East Area Structure Plan is the approved MD of Rocky View land use policy document that governs land use and development within the Conceptual Scheme Area. As a result of industrial development pressure in the East Balzac area Council directed staff to prepare an amendment to the Balzac East Area Structure Plan which was approved in April 2006. Within the amended ASP the Balzac Commercial Campus subject lands are identified as part of the Balzac East Special Development Area #4 Lands, currently designated Direct Control District #99 (DC-99), and are subject to regulations identified in Bylaw C-6031- 2005 that was approved by Council on March 8, 2005.

This Conceptual Scheme is intended to provide a more detailed and comprehensive planning and subdivision framework that is consistent with the updated and amended Balzac East Area Structure Plan and DC-99, Bylaw C- 6031-2005.

1.3 Vision

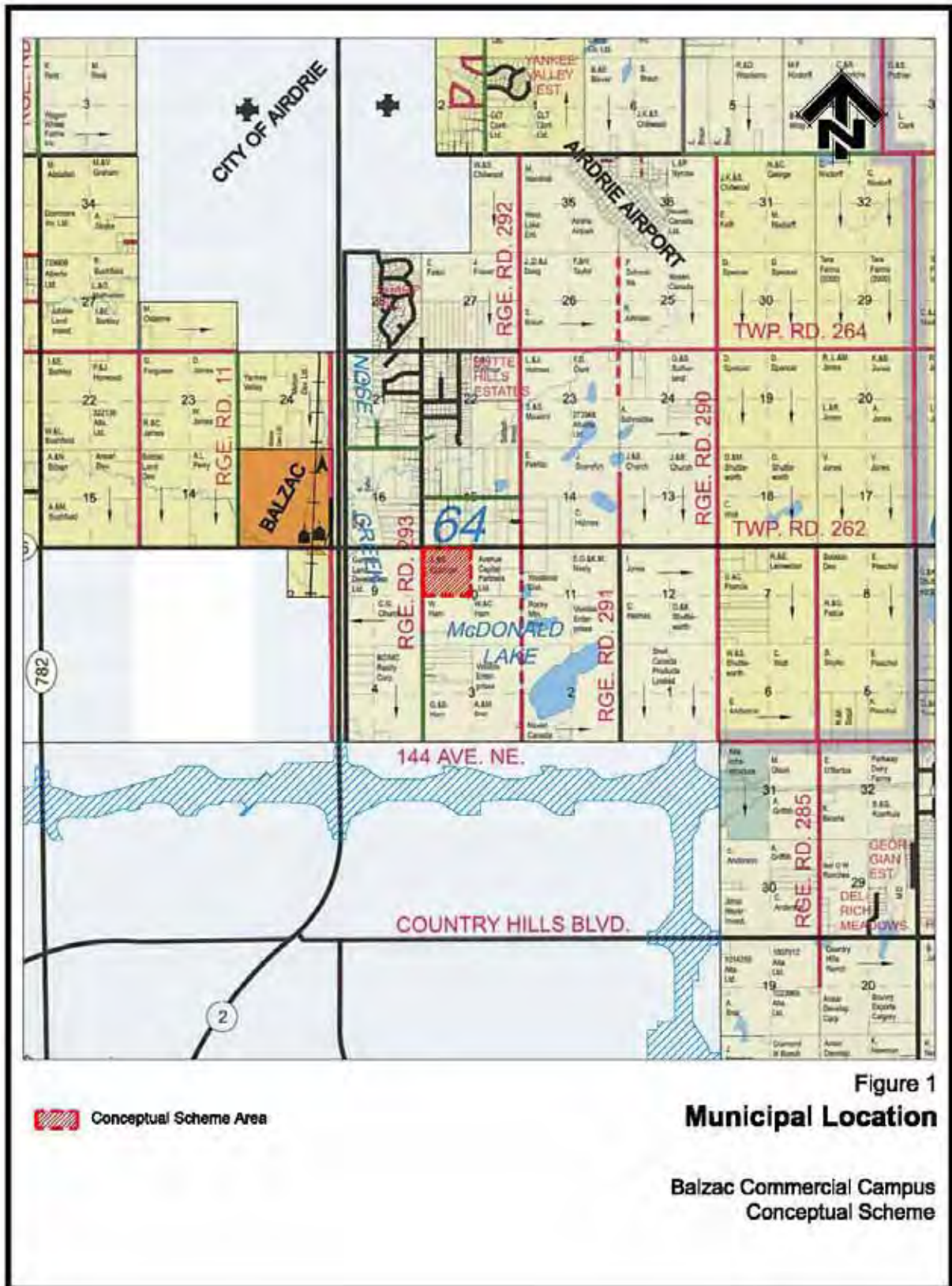
The Balzac Commercial Campus will be developed as a vibrant and successful business and industrial area that accommodates a broad range of employment uses consistent with M.D. of Rocky View economic development objectives for the East Balzac area. Located minutes from the Hamlet of Balzac, the Balzac

Balzac Commercial Campus Conceptual Scheme

Commercial Campus will be easily accessible to/from Provincial Highway 566. Range Road 293 will be developed as a major divided roadway connecting from Highway 566 to the new Stoney Trail (City of Calgary "Ring Road") to the south. The commercial campus will provide convenient goods movement and employee access to/from all parts of the Calgary Economic Region.

With continued economic growth of the Calgary Economic Region there will be a strong market demand for business/industrial sites located in the Calgary to Airdrie corridor. The Balzac Commercial Campus will accommodate a broad range of business and industrial employment uses within an orderly and visually attractive environment. Park amenities and pathways will be integrated into a continuous East Balzac area recreational pathway system. Landscaping, site development and architectural guidelines will ensure that all new development is visually attractive and compatible with nearby residential or agricultural land uses.

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1.4 Objectives

- a) To provide a comprehensive land use, subdivision, and development framework for the Conceptual Scheme Area in accordance with the MD of Rocky View Municipal Development Plan and the approved Balzac East Area Structure Plan (as amended);
- b) To ensure that new development integrates infrastructure and land uses with ongoing development on adjacent lands within the broader East Balzac area;
- c) To undertake community information and consultation in order to ensure land use policies will respond appropriately to any community concerns;
- d) To identify any significant development constraints in the Conceptual Scheme area and determine the impact of such constraints on future development;
- e) To describe the compelling rationale for proceeding with development in this area at this time.

1.5 Approved Policies

The Conceptual Scheme Area is subject to the land use policies contained within the Municipal District of Rocky View's Municipal Development Plan and the Balzac East Area Structure Plan (as amended April 25, 2006). The Conceptual Scheme framework for this area should also respond to Rocky View economic development policies that seek to encourage non-residential development in the Calgary to Airdrie corridor. The following selected policies are important references for planning and future development within the Conceptual Scheme Area.

1.5.1 Municipal Development Plan

The Municipality believes there are opportunities and appropriate areas within the MD for business development. The diversification of the economic base is important to its economic well-being. Council is therefore committed to promoting and facilitating business opportunities that enhance and strengthen the economy of the Municipality. Thus, business development will be encouraged to locate in areas where the proposed business is complementary to surrounding land uses. [Plan Philosophy, Section 1.7]

Diversification of business development is important to the economy of the Municipality. Opportunities for the growth of a variety of commercial and industrial land uses should be provided. Commercial and industrial uses should be facilitated which are of a scale and character which integrate into the existing land use pattern. [Business Development, Section 6.0]

The provision and maintenance of infrastructure in the municipality improves the quality of life in the Municipality. The road network and the operation of airports and rail lines should not be compromised by adjacent development. Water systems and solid waste management systems should be facilitated that do not negatively impact the natural environment or pose hazards to municipal residents. [Infrastructure, Section 9.0]

1.5.2 Balzac East Area Structure Plan (as amended April 25, 2006)

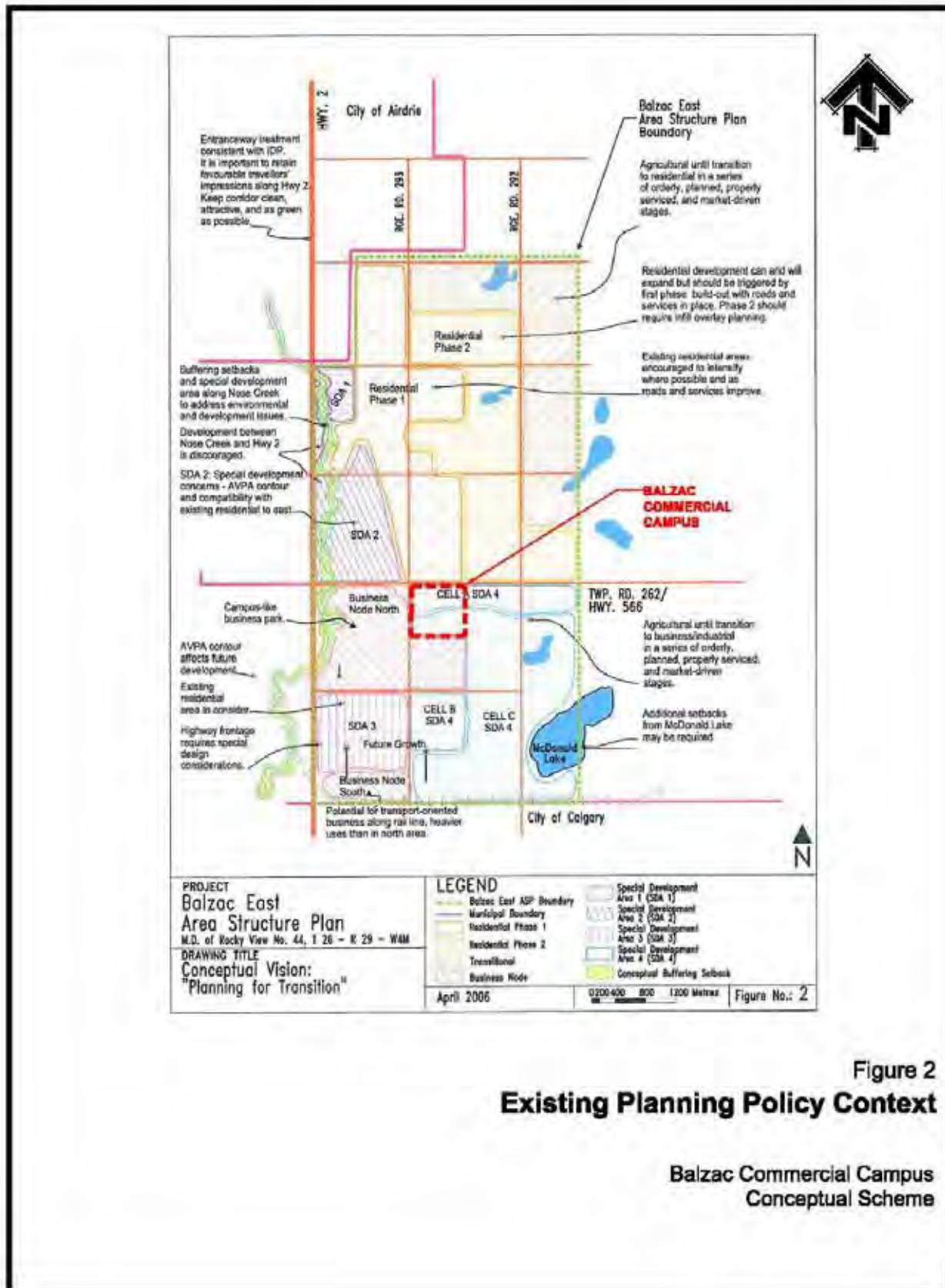
The Balzac East Area Structure Plan (BEASP) was originally adopted by Rocky View Council in September 2000. Prior to amendments adopted in 2005 and 2006, the Balzac Commercial Campus Conceptual Scheme Area was subject to the "South Transition" policy which stated that the land use would be *"Agricultural until transition to business/industrial and/or residential in a series of orderly, planned, properly serviced and market driven stages"*.

In response to increased industrial development pressures within the South Transition area, Rocky View Council directed municipal staff to review the South Transition area policies and bring forward amendments to the BEASP to provide more specific land use policies for future development in this area. In 2005, Council approved amendments to the Balzac East Area Structure Plan (Bylaw C-6016-2004) which replaced the former South Transition Area policies with the following Special Development Area #4 policies. Further amendments to the Balzac East Area Structure Plan (Bylaw C-6233-2006) were adopted on April 25, 2006.

Special Development Area #4 lies outside the primary business areas described in the Balzac East Area Structure Plan (Bylaw C-6233-2006). The primary requirement for development proposals in this area are described in the following:

- 4.7.4 *...Proposals for development within SDA#4 must provide a rationale for proceeding prior to build out of the designated business areas and consider the impact it may have on the existing residential area and provide for a buffer between uses as necessary.*

The BEASP's Figure 2: Conceptual Vision, describes the amended land use policy for Special Development Area #4, including the Balzac Commercial Campus Conceptual Scheme lands as *"Agricultural until transition to business/industrial in a series of orderly, planned, properly serviced, and market-driven stages"*. Within Special Development Area #4, the Cell A and Cell C sub-area policies affect the Balzac Commercial Campus Conceptual Scheme Area (see Figure 2). The relevant policies are quoted below.



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- 4.7.4 (j) (i) Cell A *Located immediately adjacent to Highway 566, north of the modified service road. This cell will allow commercial retail and other uses that may be compatible with the adjacent residential uses. There will be setbacks from the modified service road, all Highway 566 future road widening will be taken on the south side and within this Cell. Landscaped buffers will be mandatory here, sensitive signage and lighting will be mandatory, rear yards and side yards, where visible, will be treated like a front yard and require landscaping, a lighting plan and no outdoor storage. Development heights, landscaping, frontages and parking will be compatible with the residential scale of development north of Highway 566.*
- 4.7.4 (j) (iii) Cell C *This is the heart of the commercial, industrial business area, There will be berming, buffering and a landscape plan required along the range roads. Access controls will be required due to the future anticipated traffic on Range Road 292 and Range Road 293. Lot sizes may vary in this area, but a maximum density will be determined at the conceptual scheme level. The level of intensity of industrial use will gradually increase to the southeast of the study area. Regardless of the allowance for emissions from Type III industrial uses, all emissions will be mitigated and minimized in this area. Conceptual Schemes for Cell C must provide separation and buffering between the rear of lots in Cell B, and will provide a landscape plan for the south side of the modified service road to ensure compatibility with Cell A uses.*

Section 4.7.4 (m) provides a significant list of items that must be contained within a Conceptual Scheme for lands in Special Development Area #4. The Balzac Commercial Campus Conceptual Scheme has been prepared to specifically address these requirements. Attachment 1 provides a convenient cross-reference to summarize these requirements and ensure that the Conceptual Scheme has addressed all requirements.

1.5.3 Rocky View Economic Development Strategy

The Balzac East area is identified as a general area of growth in the Rocky View Economic Development Strategy. The Strategy notes the following strengths and opportunities related to this area.

- *The Nexen Gas Plant is a primary draw for this specific area.*
- *Continued growth in this area, particularly with business and industry that complement the existing industry, would be appropriate for this area.*
- *Proximity to the City of Calgary, the City of Airdrie, Highway 2, as well as the Calgary International Airport all support business and industrial development in this area.*

The Strategy document identifies a number of general opportunities. Many of these opportunities could be accommodated in the Balzac East area.

- *General industrial developments*
- *Multi-modal warehouse campus*
- *Manufacturing, Warehousing and Distribution*
- *Value-Added Agriculture*
- *Business Parks*
- *Eco-Energy resources*
- *Niche Markets for Specialty Items*
- *Strong Agricultural Business Base*

1.5.4 Intermunicipal Development Plan

The Balzac Commercial Campus Conceptual Scheme Area is located outside the boundary of the City of Calgary/M.D. of Rocky View Intermunicipal Development Plan. Therefore, there are no formal requirements for referral planning and development applications to the City of Calgary. Development within the Conceptual Scheme Area is not expected to impact the planned future growth directions of the City.

1.6 Rationale for Proceeding with Development

The Balzac East Area Structure Plan (as amended) Policy 4.7.4 (g) states that "Applications for redesignations, subdivisions and/or development in SDA#4 should include.....(i) Rationale for business development outside designated Business Areas and out of the overall sequencing of development, and identification of potential impacts on adjacent uses, access, servicing and phasing, and (ii) applications for business uses adjacent to the existing residential area within and adjacent to SDA #4 shall demonstrate how the proposal can be considered compatible with these residential uses, including screening and buffering measures as necessary".

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This Conceptual Scheme has been prepared to support development of the Conceptual Scheme Area. In support of such development, the following points form the compelling rationale for proceeding with development in the short-term future.

- a) This area can accommodate a range of industries that are not appropriate within the designated Business Areas located close to Primary Highway 2. Since adoption of the East Balzac ASP it has become clear that the primary development areas near Highway 2 will be absorbed by a few major regional developments. The opportunity to develop a regional commercial and industrial centre in East Balzac is now much greater than previously envisioned. Short term development of the Balzac Commercial Campus will accommodate this demand.
- b) Prism Development Inc. has recently pre-dedicated land for the future Range Road 293 major arterial road allowance, required to serve the subject land and the broader East Balzac area. The MD of Rocky View is currently in the process of registering this new road allowance which will connect the East Balzac area to the new Calgary Stoney Trail "ring road" freeway. Construction of this arterial roadway in 2008 will give the Balzac Commercial Campus site a strategic, high profile location on the arterial roadway system.
- c) Balzac Commercial Campus will provide infrastructure connections to lands on both the east and west side of the subject property that are currently under construction.
- d) A 20 metre wide linear park will be located along the entire southern side of Highway 566. The linear park will contain a 1-2 metre high landscaped berm designed to visually screen the ground level of adjoining business industrial sites so these activities are not conspicuous when viewed from the highway or residential areas to the north. The park will accommodate a public recreational pathway system linking to internal pathways around the centrally located stormwater pond and extending to the eastern edge of the site and then south to the boundary of the site adjacent to the proposed Olds College campus.

1.7 Plan Definitions

- 1) "Conceptual Scheme" refers to this document - a comprehensive planning and development framework that applies to the subject lands, in accordance with Policy No. 644 of the Municipal District of Rocky View No. 44.
- 2) "Municipal District, Municipal District of Rocky View, MD of Rocky View, MD and/or Municipality" refers to the Municipal District of Rocky View No. 44.
- 3) "Council" refers to the Council of the Municipal District of Rocky View No. 44.

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- 4) "Subject land(s)" refers to the lands subject to the policies of this Conceptual Scheme as show on Figure 1.
- 5) "Plan Area" or "Conceptual Scheme Area" refers to the subject lands, as shown on Figure 1.

2.0 The Conceptual Scheme Area

2.1 Regional Location

The Balzac Commercial Campus Conceptual Scheme Area is located on the south side of Primary Highway 566 about 1.6 kilometres (1 mile) east of Primary Highway 2 and the Hamlet of Balzac. The Conceptual Scheme Area lies immediately east of Range Road 293 which has been identified as a north/south collector roadway between Highway 566 and the new Stoney Trail freeway. The Area is located 2.4 kilometres (1.5 miles) north of the City of Calgary boundary (Figure 1).

2.2 Legal Description

The Conceptual Scheme Area includes ± 64.7 ha (± 160 acres) of land within one quarter section. The boundaries of the plan area include all lands contained with NW10-26-29-W4M (Figure 1). The registered landowner of the subject lands is Prism Developments Inc.

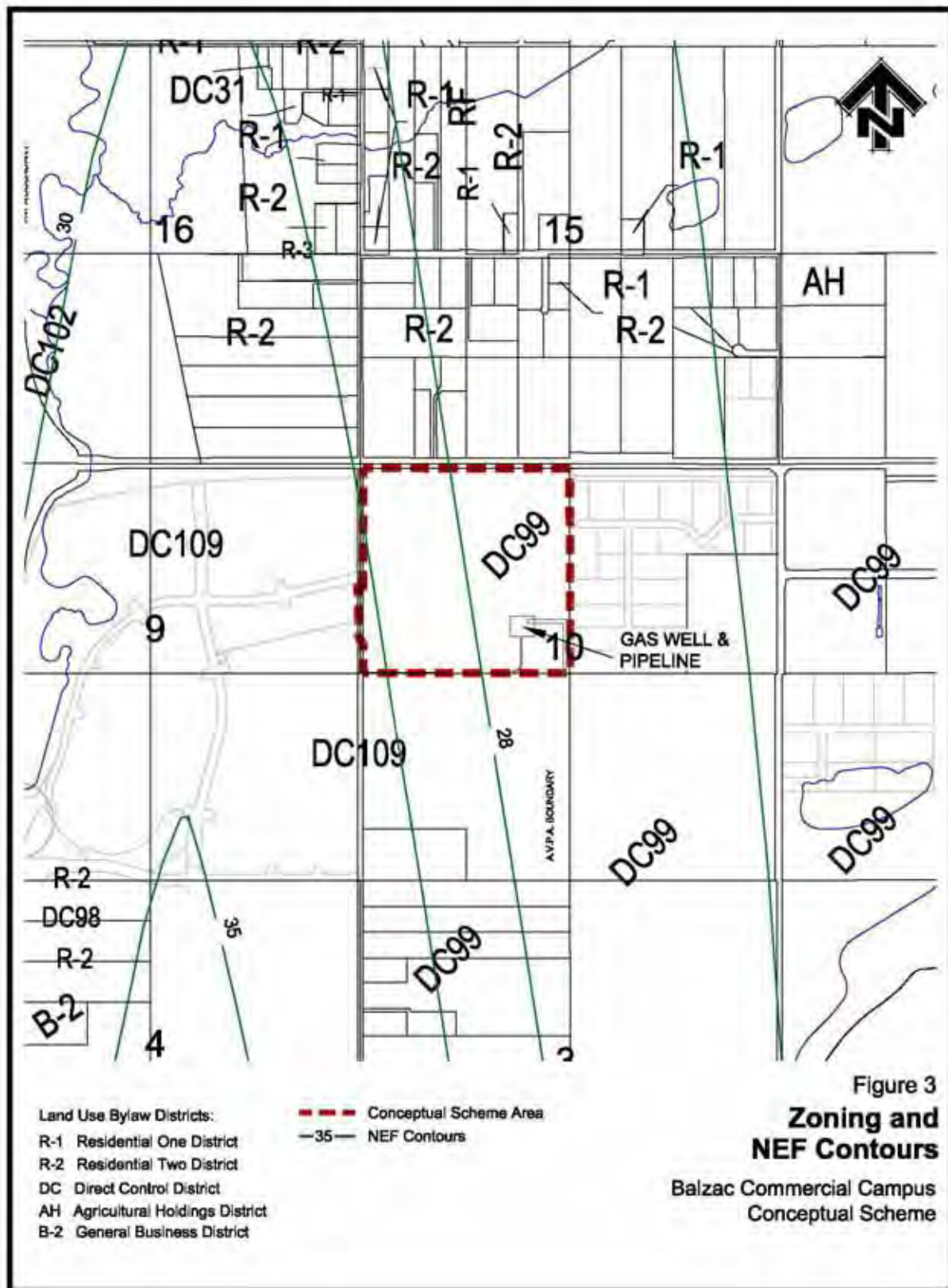
2.3 Current Land Use and Subdivision

Existing land use designations under the Municipal District of Rocky View Land Use Bylaw C-4841-97 are illustrated in Figure 3. The subject lands are part of the Balzac East Special Development Area #4 Lands, currently designated DC-99 (Direct Control 99), and are subject to regulations identified in Bylaw C-6031-2005. These lands are currently in agricultural uses.

2.4 Airport Vicinity Protection Area Regulations

The Airport Vicinity Protection Area (AVPA) may affect future development on the subject lands. The regulations define Noise Exposure Forecasts (NEF) areas, which may restrict certain land uses. Figure 3 illustrates the NEF contours that affect the site. Most of the lands fall within the 25-30 NEF areas, which do not restrict the commercial and light industrial uses planned for this site. A small portion of the southwest corner of the plan area is affected by the 30-35 NEF area, which requires that certain types of development conform to the exterior acoustic insulation construction regulations of the Alberta Building Code.

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2.5 Land Use Context

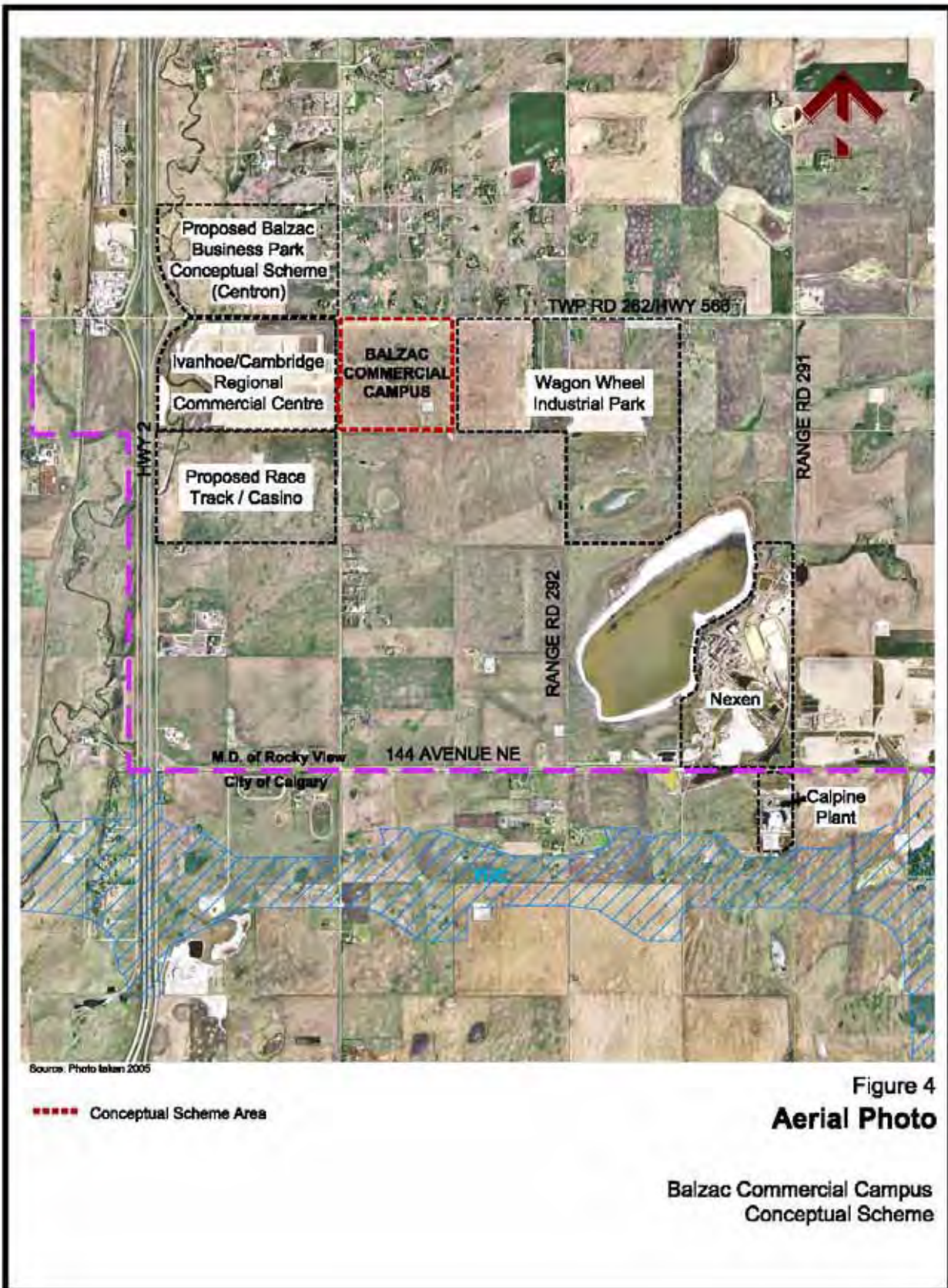
Lands to the east of the Conceptual Scheme area are currently under development for an industrial park, the lands south of Highway 566 are in agricultural use, and the lands to the west/southwest are under development for a regional commercial centre and race track/casino (Figure 4).

Lands to the north of Highway 566 are designated residential under the Balzac East Area Structure Plan (Figure 3). A 30 metre setback is required on the south side of the highway to accommodate widening to four lanes.

Development of the Balzac Commercial Campus will complement other approved and planned industrial development in the broader area south of Highway 566. Business park and industrial developments in the area include:

- To the west, the Ivanhoe/Cambridge Regional Commercial Centre (247 gross acres), currently under development;
- To the southwest, the planned horse racetrack and casino to be located south of the Commercial Centre (estimated 440 gross acres);
- To the east, the Wagon Wheel Industrial Park (approximately 480 acres), including the existing Westland Distributors soil packaging and distribution facility (approximately 40 acres), currently under development;
- The Nexen Gas Plant facilities located to the south and adjacent to MacDonald Lake on approximately 640 acres; and

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2.6 Physical Site Features

2.5.1 Existing Structures

There are no dwellings currently located within the 160 acre Conceptual Scheme Area (see Figure 3).

2.5.2 Topography and Drainage

The conceptual scheme area is relatively flat with a number of minor wetlands and wet low-lying vegetations areas. There is one substantial wetland in the central area of the site.

The regional topography is slightly down gradient towards the southwest. The stormwater is controlled through the natural drainage in the subject site. A preliminary stormwater management concept for the Conceptual Scheme area has been prepared. A more detailed stormwater management concept will be prepared at the subdivision stage. Policies regarding stormwater management are contained in Section 7.0 - Utilities and Protective Services.

2.5.3 Gas Well and Pipeline

Nexen operates the existing gas well and pipeline located in the southeast corner of the subject lands. The pipeline is located in easements along the south boundary of NW10-26-29-W4M (see Figure 3). The Alberta Energy and Utilities Board (AEUB) has identified this pipeline as a Level 1 facility. There is no development setback requirement from a Level 1 pipeline. Therefore, the gas line and existing easement will be incorporated into future development sites and will not present any significant constraint to development. The gas well has a 100 m setback that will be incorporated into the future development.

2.5.4 Soils

The subsoil at the site consisted primarily of low plastic clayey silt to silt clay and silty sand and were considered to be appropriate for use as general engineered fills at the site.

2.5.5 Archaeological and Historical Conditions

There are no known historical or archaeological resource sites in the vicinity of the subject lands. The character and agricultural history of the land does not support the likelihood of such resources being found on the property.

Alberta Community Development will be contacted at the subdivision stage and asked to provide direction regarding the potential for any historical or archaeological resources.

2.5.6 Biophysical Features

A biophysical Survey has been completed by Ghostpine Environmental Services Ltd. for NW10-26-29-W4M. The study found eight wetlands ranging from Class 2 to Class 4 dispersed throughout the site with a larger central wetland area. These wetlands will be incorporated into stormwater management planning for the future industrial development and/or compensated under Alberta Environment guidelines. The study observed seven low-lying vegetation areas. The majority of the Conceptual Scheme area has been under cultivation and therefore none of these areas contain significant areas of natural vegetation. There were no listed species of mammals or amphibians found on the site. The survey did not find any nests of listed bird species. The survey did observe a listed prairie falcon taking prey and heard one adult sora calling.

2.5.7 Geo-Technical Evaluation

A Geotechnical Evaluation has been completed by Global Engineering and Testing Ltd. for NW10-26-29-W4M. These investigations included drilling 25 test holes, laboratory testing, analysis of soil data and the preparation of a supporting report. This report is available under separate cover. The soil and groundwater conditions are considered suitable for construction of the proposed development provided that the recommendations given in the report are followed. Continuous and/or spread footings and drilled socket pile foundation with grade beam system are considered suitable to support structural loads of commercial facilities based on soil conditions at the site.

2.5.8 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) has been completed by Global Engineering and Testing Ltd. for NW10-26-29-W4M. The ESA consisted of a records review, a site inspection, personal interviews, and the reporting of findings. This report is available under separate cover. The information gathered during the course of the investigation did not reveal evidence of contamination. Given the historical agricultural land uses and absence of previous industrial activity, environmental concerns are not anticipated within the Conceptual Scheme Area.

3.0 Land Use and Subdivision

3.1 Overview

Balzac Commercial Campus will be developed as a vibrant and successful business and commercial campus that accommodates a broad range of employment uses consistent with M.D. of Rocky View economic development objectives for the East Balzac area. Policies contained in this section provide a comprehensive land use, subdivision, and development framework for the Conceptual Scheme Area in accordance with the Balzac East Area Structure Plan (as amended).

The Balzac East Area Structure Plan (2005) identifies the Scheme Area as appropriate for “transition to business and industrial land uses” (see Section 1.5 for details). The future business/industrial context for this area has now been established in municipal policy.

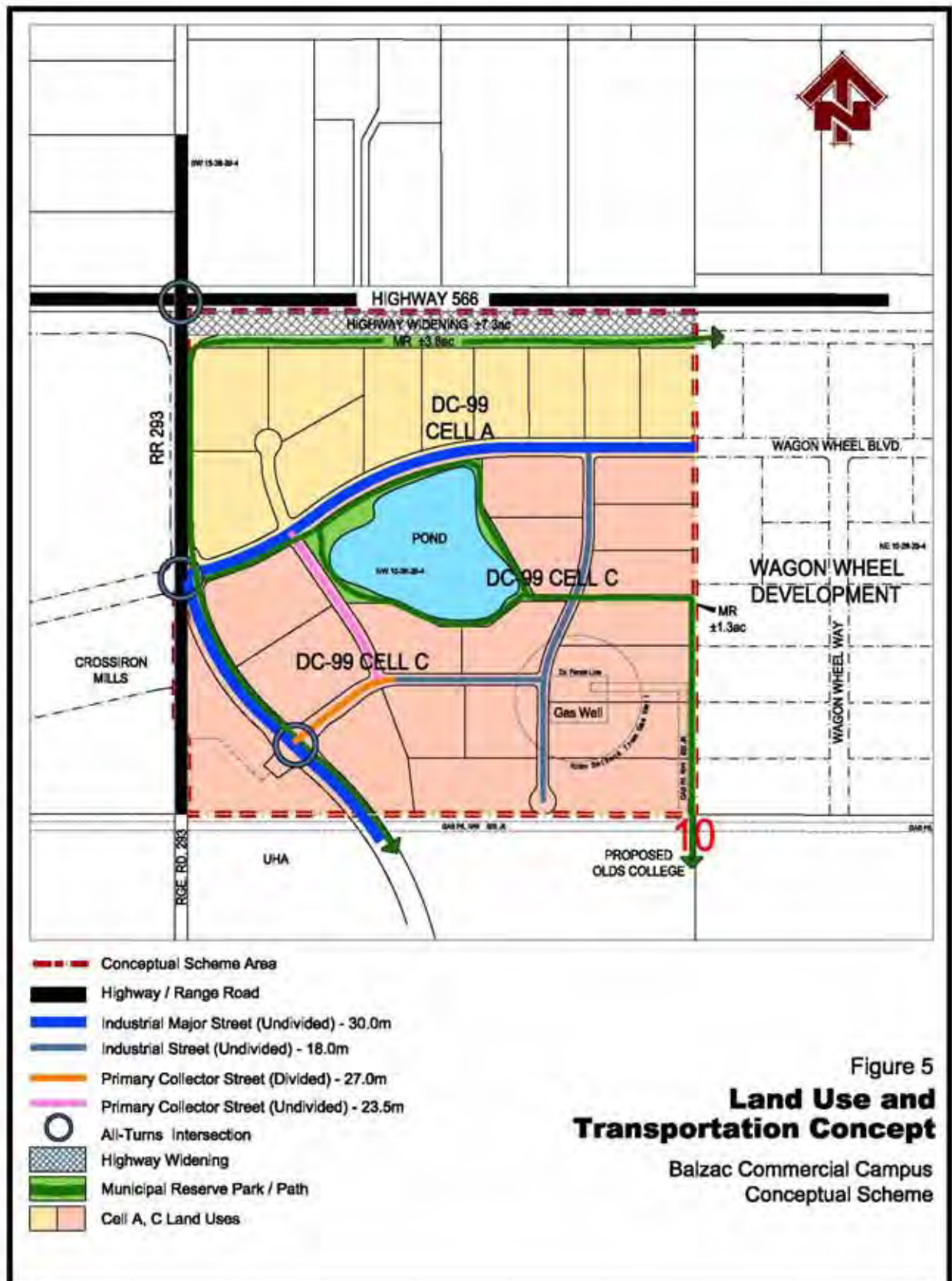
The Balzac East Area Structure Plan (2006) requires in Section 4.7.4 for: *“...proposals for development within SDA#4 to provide a rationale for proceeding prior to build out of the designated business areas.”* The rationale for short-term development has been demonstrated by strong market demand, location attributes that support a different market niche than designated Business Areas, and recent industrial approvals in the area (Wagon Wheel Industrial Park, UHA regional shopping centre, race track and casino). The Balzac Commercial Campus is ideally located to contribute toward construction of key links in the regional roadway network that will support other planned developments and infrastructure upgrading in the East Balzac area.

3.2 Land Use

The Land Use and Transportation Concept for the Balzac Commercial Campus is illustrated in Figure 5. This figure shows how the land use cells described under the BEASP affect the subject lands. The purpose and intent of the BEASP SDA #4 lands are for commercial and light industrial uses that do not impact adjacent residential development.

Figure 5 identifies the lands that are subject to SDA #4 Cell A land use policies of the BEASP. Outdoor storage will not be permitted in this area. Highway widening, a public linear park, building setbacks, on-site landscaping requirements, and architectural guidelines will ensure development provides an attractive interface with Highway 566 and the residential areas north of the highway. Appropriate business, industrial and commercial land uses in Cell A include:

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"those developments where activities and uses are primarily carried on within an enclosed building and no significant nuisance factor is created or apparent outside an enclosed building."
[Rocky View Land Use Bylaw - General IndustryType I].

Additional uses in Cell A could include retail commercial and institutional uses. Some retail commercial uses will cater to community and regional markets while others will cater to the convenience needs of local employees and East Balzac residents.

Cell C, as identified in Figure 5, will be appropriate for a broader variety of business and industrial uses in accordance with the Special Development Area #4, Cell C land use policies of the BEASP. Opportunities for heavier industrial uses should be located primarily toward the south end of the Scheme Area where a number of heavy industrial uses have already been established or approved (e.g., Nexen Gas Plant, Calpine Power Plant, former Shell Refinery Site). Direct Control District (DC-99, Bylaw C-6031-2005) development guidelines (e.g., building setbacks), and architectural guidelines will ensure development provides an attractive interface with Range Road 293 and adjacent agricultural operations. Appropriate development in Cell C of the Conceptual Scheme area will include:

"those developments in which all or a portion of the activities and uses are carried on outdoors, without any significant nuisance or environmental factors such as noise, appearance or odour, extending beyond the boundaries of the site." [Rocky View Land Use Bylaw - General Industry Type II];

and,

"those developments which may have an effect on the safety, use, amenity, or enjoyment of adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods." [Rocky View Land Use Bylaw - General Industry Type III].

- Policy 3.2.1** *Land uses within the Conceptual Scheme Area shall include a full range of industrial, business, commercial and institutional land uses in conformity with the policies of the Balzac East Area Structure Plan (as amended).*
- Policy 3.2.2** *Land use and development in Cell A shall be compatible with residential development on the north side of the highway.*
- Policy 3.2.3** *No development within Cell A shall create any significant nuisance factor outside an enclosed building.*

Policy 3.2.4 Development standards and architectural guidelines described in this plan and in the Balzac East Area Structure Plan shall be adopted to ensure that all development on properties adjacent to Highway 566 and Range Road 293 will present an appropriate visual interface with these public roadways.

Policy 3.2.5 Land uses within the Conceptual Scheme Area shall be governed by DC-99 Bylaw C-6031-2005 and SDA #4 policies in the Balzac East Area Structure Plan that will establish landscaping, architectural control, and other means to ensure that development is compatible with existing and planned land uses adjacent to any specific development site.

Policy 3.2.6 Developments located in Cell C may include Type III industrial uses that create emissions beyond the building or site. Developments that may involve noise, odour, atmospheric particulates, or other emissions beyond the site will be required to demonstrate methods that will successfully mitigate and minimize such emissions in accordance with relevant Federal, Provincial and municipal standards, and to the satisfaction of the M.D. of Rocky View.

Policy 3.2.7 Notwithstanding Policy 3.2.6 Type III industrial uses within Cell C will not be allowed adjacent to Range Road 293.

3.3 Subdivision

The Ultimate Subdivision Concept for Balzac Commercial Campus is illustrated in Figure 6. The planned roadway and block pattern illustrated in Figure 6 will accommodate lots as small as 2.9 acres in size. Larger lot sizes in the range of 4 to 9 acres can be accommodated by the subdivision concept.

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Land Use and Subdivision Statistics (acres)

USE	NW 10
Industrial/Commercial	112.3
Highway Widening	7.3
Internal Roads	18.9
Municipal Reserve/Open Space/Public Pathways (1)	9.2
Storm Pond	11.1
Total	158.8

(1) Highway 566 linear park calculated at 20 m (3.8 acres); other linear parks calculated at 10 metres. Detailed design to occur at subdivision stage.

Policy 3.3.1 *Subdivisions within the Conceptual Scheme Area shall be in general conformity with the block configuration illustrated in Figure 6.*

Policy 3.3.2 *The exact size of individual parcels shall be determined at the subdivision stage.*

4.0 Transportation

4.1 Regional Road System

The planned roadway system for the Balzac Commercial Campus is illustrated in Figure 5 - Land Use and Transportation Concept. Traffic to/from the subdivision will initially access the regional road system via the Highway 566/Range Road 293 intersection. The majority of traffic flow during initial phases will use Highway 566 to access Primary Highway 2 via the Balzac Interchange. By 2012, it is anticipated that subdivision traffic will also be able to access the regional road network using Range Road 293 to connect south to the Stoney Trail freeway (currently under construction) and the Calgary "ring road" freeway system.

This Conceptual Scheme anticipates future widening of Highway 566 to allow for future twinning of the highway in accordance with requirements of the Balzac East Area Structure Plan and advice provided by Alberta Transportation. A 30 metre right-of-way will be provided on the south side of Highway 566 to accommodate widening.

No direct access to/from Highway 566 will be permitted from individual properties within the Balzac Commercial Campus. Access to/from the Scheme Area will be from an internal road network connected to Range Road 293. Range Road 293 will be constructed as a municipal north/south collector roadway in conformity with the Balzac East Area Structure Plan and to the satisfaction of the Municipal District of Rocky View. Direct access to Range Road 293 from individual properties will be strictly controlled to minimize disruption of through traffic.

The Balzac Commercial Campus Traffic Impact Assessment (D.A. Watt Consulting) assessed the existing traffic conditions and the post-development traffic conditions at key intersections near the Conceptual Scheme Area. Intersection configurations were based on information provided in the iTrans East Balzac TIA with the following configurations taken into account:

- By 2012, Highway 566 is expected to provide a four-lane cross section
- By 2012, Range Road 293 is assumed to be built to a four-lane cross section south of Highway 566 and to connect to Stoney Trail to the south.
- By 2012, the intersection at Highway 566 and Range Road 293 is anticipated to be signalized.
- The east-west connector south of Highway 566 was assumed to run west only from Range Road 293.

The Balzac Commercial Campus TIA found that at full build out, which is anticipated to occur in about 10 years time, the Commercial Campus is expected to generate approximately 3,250 vehicle trips in the evening peak hour. Based on the phased build-out and traffic volumes within the area and the planned improvements to Highway 566 and Range Road 293, the study draws the following conclusions.

- The intersection of Highway 566 and Range Road 293 will be able to adequately accommodate site-generated traffic volumes in the short-term (2012).
- At the medium-term horizon (2017) an additional westbound left turn bay will be required at the intersection of Highway 566 and Range Road 293.

Policy 4.1.1 Development shall satisfy the requirements of Alberta Transportation with respect to protecting the function of Highway 566.

Policy 4.1.2 Development shall provide required road right-of-way widening on Highway 566 to the satisfaction of Alberta Transportation.

Policy 4.1.3 A minimum 36 meter right of way will be required by the Municipality for Range Road 293.

Policy 4.1.4 Access to the subdivision shall be generally in accordance with Figure 5. Direct access from lots to Highway 566 will not be allowed.

Policy 4.1.5 Direct access from individual lots to Range Road 293 will not be permitted.

Policy 4.1.6 A Traffic Impact Assessment shall be prepared, prior to each phase of subdivision, to the satisfaction of the Municipal District of Rocky View and Alberta Transportation. The TIA will address any upgrades required for both the internal road and existing regional road network.

Policy 4.1.7 The development will provide and maintain appropriate emergency vehicle access in accordance with Municipal standards. Subject to Alberta Transportation approvals, interim emergency access to Highway 566 may be required pending full build-out of the regional road system.

Policy 4.1.8 As a condition of subdivision, the Municipality will collect funds required to finance off-site road improvements required as a result of development within the Conceptual Scheme area in accordance with the Transportation Off- Site Levy Bylaw.

Policy 4.1.9 At the time of subdivision of any lands adjoining the intersection of Range Road 293 and Highway 566, additional land may be required through dedication to provide for construction of enlarged intersections.

4.2 Internal Road System

An east/west collector roadway will be located approximately 400 metres south of Highway 566. This will allow all turning movements to be adequately separated from turning movements at Highway 566. This alignment will provide for the extension of the industrial collector roadway to both west and east of the Conceptual Scheme area thereby allowing for a regional collector roadway network in conformity with the East Balzac Area Structure Plan.

Collector roadways are to be built to the satisfaction of the Municipal District of Rocky View.

Policy 4.2.1 Complete Road Systems shall be constructed by the Developer to the satisfaction of the Municipal District of Rocky View.

Policy 4.2.2 Emergency (or secondary) access shall be provided until such time as a direct link occurs with adjacent road networks to the satisfaction of the Municipality.

Policy 4.2.3 No Development Permit will be issued until a Development Agreement has been entered into. ~~and the required Road System has been constructed and received a Construction Completion Certificate (C.C.C.).~~ A Construction Completion Certificate (C.C.C.) will be required as a Prior to Occupancy condition of the Development Permit.

Policy 4.2.4 The Developer will construct and maintain the roadways and associated infrastructure until such time as an FAC is issued by the Municipality.

Policy 4.2.5 All intersectional upgrades shall be constructed by the Developer to the satisfaction of the Municipal District of Rocky View and Alberta Transportation.

Policy 4.2.6 The exact location of road approaches and lot accesses may be deferred to the Development Permit stage.

Policy 4.2.7 A Transportation Off-Site Levy shall be paid by the Developer to the Municipality in accordance with the Transportation OSL Bylaw, as amended.

Policy 4.2.8 The Municipal District of Rocky View's Infrastructure Recovery Policy will apply.

5.0 Public Parks and Pathways

5.1 Parks and Pathways

The Balzac Commercial Campus is planned to provide:

- edge conditions that are complementary to surrounding land uses,
- an attractive setting for a broad range of businesses and industries;
- multi-use pathways that are located to allow for extension to the west, south and east of the Balzac Commercial Campus Conceptual Scheme Area.

The main element of the park system will be a proposed municipal reserve public linear park located south of Highway 566 (see Figure 5). The linear park will provide an attractive land use buffer along the north edge of the commercial campus. In addition the park will accommodate a public recreational pathway system linking to planned and proposed pathways along the south side of Highway 566. This linear park system will connect along Range Road 293 to the interior pathway located around the perimeter of the centrally located stormwater pond. A linear pathway will extend east from the stormwater pond pathway to the eastern edge of the conceptual scheme area, and then directly south to the boundary of the conceptual scheme area. All pathways within the Conceptual Scheme area, excluding the connection along Range Road 293, will consist of a 2.5 metre asphalt pathway. A 2.5 metre sidewalk located along Range Road 293 will connect the northern linear park to the internal pathways.

The Highway 566 linear park landscape plan is illustrated in Figure 7. The linear park will contain a 1-2 metre high landscaped berm designed to visually screen the ground level of adjoining business industrial sites so these activities are not conspicuous when viewed from the highway or residential areas to the north. This berm will be designed as a “meandering” landform with a natural appearance. A mix of deciduous and evergreen trees will provide additional year-round visual screening. Trees will visually soften the partial view of industrial buildings over the berm height. A 2.5 metre asphalt regional public pathway will also meander within the linear park on the north (highway) side of the berm. The exact alignment of the pathway within the linear park will be well separated from the future highway and subject to detail designs to be undertaken at the subdivision stage.

Policy 5.1.1 A detailed Highway 566 linear park landscape plan shall be provided to the satisfaction of the MD in support of initial subdivision or development approvals within the Conceptual Scheme area.

Policy 5.1.2 Any landscape plan submitted in accordance with Policy 5.1.1. should incorporate native and indigenous plant material in accordance with the Balzac East Area Structure Plan policy 4.7.4 (m)

Balzac Commercial Campus Conceptual Scheme



- Policy 5.1.3 Dedication and landscaping of the Highway 566 linear park shall be secured at the time of initial subdivision and development approvals within each quarter section.*
- Policy 5.1.4 A 2.5 metre paved regional pathway will be constructed by the developer within the Highway 566 linear park.*
- Policy 5.1.5 Linear pathways will not be permitted within the road right-of-way.*

5.2 Municipal Reserve

The Municipal Government Act (MGA) allows a municipality to require that a landowner/developer allocate and dedicate up to 10% of land being subdivided for purposes of providing public parks. The Highway 566 linear park, and the pathway around the centrally located stormwater pond extending to the eastern edge of the Conceptual Scheme area and then to the southern boundary, will qualify as municipal reserve land for public park and pathway uses. The “linear park” concept allows more flexibility for alignment of the public pathway system and avoids locating the pathway directly within the municipal road right-of-way.

Additional requirements for public schools and/or public parkland to serve employees within the industrial area are not currently anticipated.

- Policy 5.2.1 Municipal Reserve will be provided in full pursuant to the provisions of the Municipal Government Act.*
- Policy 5.2.2 The Municipality will take ownership of the Highway 566 linear park and the internal pathways as part of the Municipal Reserve park system.*
- Policy 5.2.3 The M.D of Rocky View will take over maintenance of public Municipal Reserve lands following Final Acceptance in accordance with M.D. standards.*

5.3 Environmental Reserve

There are no lands within the Conceptual Scheme Area that are known to qualify as Environmental Reserve under the Municipal Government Act.

6.0 Development Standards

Development standards and architectural guidelines will be used at the development permit stage to ensure that all new site developments will be compatible with adjacent land uses and provide a good quality appearance when viewed from public arterial roadways (i.e., Highway 566 and Range Road 293).

6.1 Building Setbacks and Site Coverage

~~The placement and site coverage for A~~all buildings abutting Highway 566 shall be ~~set back a minimum of 30 metres from any property line. All other buildings shall be set back a minimum of 10 metres from any property line. Maximum site coverage will be 25% for Cell A and 40% for Cell C. Building setbacks and site coverage will be~~ in accordance with DC-99, Bylaw C-6031-2005.

Policy 6.1.1 Building setbacks and site coverage as described in Section 6.1 shall be implemented in ~~order~~ accordance with DC-99, Bylaw C-6031-2005, to provide an attractive, comprehensively designed industrial park and ensure that new development is compatible with surrounding land uses.

6.2 Site Landscaping

The Balzac Commercial Campus will be designed to accommodate a broad range of business and industrial land uses within a comprehensively planned and landscaped environment. Landscaping throughout the Commercial Campus will be undertaken in accordance with the following policies.

Policy 6.2.1 Landscaping on each lot shall be concentrated in the “front yard” area adjacent to public road rights-of-way and/or in a manner that complements the Highway 566 linear park and internal pathway systems.

Policy 6.2.2 No outdoor display areas, storage areas, parking or marshalling yards shall be allowed within landscaped yards.

Policy 6.2.3 Planting of trees and shrubs within landscaped areas shall be in accordance with, or exceed landscaping standards of the Rocky View Land Use Bylaw.

Policy 6.2.4 Landscaping, hard or soft, other than topsoil and seeding will not be permitted within the Road right-of-way.

Policy 6.2.5 Potable water shall not be used for irrigation and landscaping.

Policy 6.2.6 The Developer shall implement the landscaping plan to the satisfaction of the Municipality.

6.3 Highway 566 Development Guidelines

The visual quality of development adjacent to Highway 566 is important because these lands interface with residential areas on the north side of the highway. Previous sections of this Conceptual Scheme ensure a high quality visual interface with policies that require highway widening land, landscaped linear park areas, additional building setbacks from property lines, and allocating a high proportion of on-site landscaping to be oriented toward Highway 566. In addition, sites abutting Highway 566 will be subject to the following development policies.

Policy 6.3.1 On sites abutting Highway 566, ~~no limited~~ loading bays, loading doors, or other activities creating heavy truck movements ~~will may~~ be allowed ~~to be located~~ on building facades facing toward Highway 566, where suitable screening and buffering is provided in accordance with the requirements of Section 6.0 Development Standards of this Conceptual Scheme.

Policy 6.3.2 On sites abutting Highway 566, the major customer entrance to the building ~~should be~~ are encouraged to located facing Highway 566, along with customer car parking areas and appropriate customer entry features such as windows and architectural entry treatments.

6.4 Special Architectural and Landscaping Guidelines

The following Architectural and Landscaping Guidelines will apply to sites that abut Highway 566 or Range Road 293. The guidelines are intended to promote and ensure achievement of a coordinated and pleasant visual presence toward these high volume public through roads without necessarily restricting the range of industrial uses or variety of building styles that can occur.

- a) Building design emphasis shall be on those building elevations that are openly visible from Highway 566 or Range Road 293.
- b) Within any single parcel, the colours, materials and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance.
- c) All buildings shall be permanent structures with good quality exterior finishing materials which may include quality metal panel products, pre-cast concrete, architectural site-cast concrete, architectural tile, and commercial grade stucco, brick or stone masonry. Wood, unfinished concrete and concrete block may be used as a secondary material only.
- d) Facades of buildings which exceed 31 metres measured horizontally, and facing public roadways, shall incorporate wall plane projections or recesses

having a depth of at least 3% of the length of the façade and extending at least 20% of the length of the façade.

- e) Facades of buildings facing onto Highway #566 or Range Road 293 shall include at least three of the following architectural elements:
 - colour change;
 - texture change;
 - material module change;
 - expression of architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
- f) Rooftop apparatus shall be located and concealed to reduce or eliminate public view from adjacent roads
- g) Roofs shall have at least two of the following features:
 - Parapets concealing flat roofs and/or rooftop mechanical and electrical equipment
 - Overhanging eaves extending past the supporting wall
 - Sloping or pitched roofs with two or more roof slope planes
 - Roof-top gardens that support ecological functions such as stormwater retention, building insulation, bird habitat, outdoor green space, etc
- h) Each primary building shall have a clearly defined main entrance featuring at least two of the following:
 - Canopy or portico
 - Overhang or arcade
 - Raised corniced parapet over the door
 - Outdoor amenity area
 - Upgraded window glazing areas
 - Integrated planters or landscaped sitting areas
- i) A minimum 3.0 metre landscaped area shall be provided between the front of any primary building and any adjoining parking or lot area.
- j) Loading docks, garbage storage and other service areas shall be concealed from public view through use of screening materials that are consistent or complementary with the architectural theme of the primary building.
- k) Outdoor display, storage, and operations yards, shall not be located within minimum required landscaped yards.
- l) A landscape plan shall be submitted with each development application which demonstrates the following requirements:
 - i. Plant material proven for the climate of the Calgary region and available water resources for long-term maintenance;
 - ii. The same or similar mix of tree species planted in front yards and/or boulevards along both sides of a road for visual continuity;

- iii. Avoid species monoculture over large areas;
- iv. Retaining walls and front yard fencing shall be decorative as well as functional and integrated into the front yard landscape design;
- v. Decorative feature walls or low-profile landscaped berms including mass plantings of flowering shrubs, evergreen shrubs, or decorative tall grass species should be incorporated into the landscape designs at key public intersections and entryways without interfering with necessary traffic sight lines.

Policy 6.4.1 All Development Permit plans for sites abutting Highway 566 or Range or Range Road 293 should be in conformity with the Special Architectural and Landscape Guidelines contained in Section 6.4 of this Conceptual Scheme.

6.5 Lighting Plan

The M.D. of Rocky View supports a “dark sky” policy in order to conserve energy, reduce lighting overspill beyond site boundaries, and promote the visibility of stars and night skies. Security and general night lighting on private sites should be designed to respect the objectives of a dark-sky policy.

Policy 6.5.1 All private lighting including site security lighting and parking area lighting should be designed to conserve energy, reduce glare and reduce uplight. All development will be required to demonstrate lighting design that reduces the extent of spill-over glare and eliminates glare as viewed from nearby residential properties.

6.6 Signage Plan

Signage guidelines are intended to promote and ensure achievement of a coordinated and pleasant visual presence throughout all parts of the Balzac Commercial Campus. The following guidelines will apply to all development within the Balzac Commercial Campus Conceptual Scheme Area.

- a) Signage shall be subject to approval as part of the development permit to match the design and material of buildings.
- b) Signage should be constructed of permanent, high quality material and designed such that signage proliferation will not create an excessive or garish appearance from public roads.
- c) No signage shall project higher than the roof height of the building to which it is attached.
- d) Signage should include multi-tenant identification signs, gateway signs, entry, corner, and directional signs, corporate pylon signs, fascia signs, wall signs, and message signs. Roof signs and projecting signs will not be acceptable.

- e) Signs internal to a site may be individually themed for corporate presentation in terms of design, scale, materials, and colours.

Policy 6.6.1 All signage in the Balzac Commercial Campus shall conform with the Sign Plan guidelines contained in Section 6.6 of this Conceptual Scheme.

Policy 6.6.2 No signage other than Traffic Control Devices shall be permitted within the Road right-of-way.

6.7 Fencing Plan

Fencing plays a prominent role with respect to public visibility. The following considerations should guide fencing development throughout the Balzac Commercial campus.

- a) No security fencing shall be erected in a required front yard facing a public street. Front yard areas may contain decorative low-scale fencing that is architecturally consistent and integrated with the overall building design.
- b) Impermanent and/or lightweight fencing materials will not be acceptable.
- c) Where yards back onto Highway 566 or Range Road 293 the municipality may require that all lots in a particular subdivision phase be provided with a good-quality project fence to be maintained by the developer or a Lot Owner's Association.
- d) Vinyl-coated chain link fencing combined with landscaping is preferred for site areas that are visible to public roadways. Use of standard security chain link fencing should be limited to portions of the site where security is necessary.

Policy 6.7.1 Fencing in the Balzac Commercial Campus shall conform with the fencing guidelines contained in Section 6.7 of this Conceptual Scheme.

7.0 Utility and Protective Services

7.1 Interim and Ultimate Utility Servicing

Any development under this Conceptual Scheme requires the provision of a communal piped water supply system and sanitary services. Water, sanitary and stormwater servicing will be provided as identified in Figure 8 Utility Servicing.

Policy 7.1.1 All water supply, wastewater disposal and stormwater management systems shall be designed to allow for integration into a future regional servicing system.

Policy 7.1.2 Utility line assignments should conform to municipal standards for the area and previously installed infrastructure.

7.2 Water Supply

A condition of land use redesignation and subsequent subdivision is being able to demonstrate that this commercial development can be serviced with potable water. The MD of Rocky View has acquired a diversion license from Western Irrigation District and Alberta Environment has approved the transfer. The MDRV is currently receiving proposals from a select group of water suppliers to design, build, finance and operate a water system based upon a diversion from Langdon Reservoir located south of Langdon and deliver treated water to the Balzac area. The Balzac Commercial Campus has received tentative approval of water from this source from the MD of Rocky View.

Assuming final water approval from the MD of Rocky View, water servicing will be provided by the MDRV's (easterly) regional water distribution system which is in the final stages of design. The design of this system requires a water reservoir which has been proposed to be located in the quarter section just south of the development. The proposed Balzac Commercial Campus will tie- in to the water infrastructure at two locations. An existing 300 mm water tie- in is located near the intersection of RR 293 and the east/west collector road (approximately 50 m east and 425 m south from the northwest corner). And an existing 400 mm water tie-in is located within the Wagon Wheel development to the east along Wagon Wheel Blvd. (approximately 215 m south from the northeast corner).

Fire flow demands have been incorporated into the design of the water distribution network. Fire flow demands typically are much larger than the maximum day usage demand and thus will govern the design.

Subject to required water approvals, an aquifer or groundwater supply may be acceptable for non-potable uses such as, but not necessarily limited to,

industrial process operations and topping-up of fire-protection ponds, where appropriate supply and demand conditions are proven to the satisfaction of the municipality.

Policy 7.2.1 The developer shall obtain all necessary Municipal and Provincial approvals for potable water supply for commercial purposes.

Policy 7.2.2 Provision shall be made for water conservation by lot owners by restricting domestic irrigation, by installing water efficient plumbing fixtures such as low flush toilets, and water metres in all buildings, and by encouraging the use of drought resistant plantings and capture and reuse of rainwater.

Policy 7.2.3 Development on the subject lands will also be required to meet or exceed any water conservation policies of the Municipality.

7.3 Sanitary Wastewater

The proposed sanitary sewer network has been designed as a conventional gravity system. Sanitary servicing will be provided by the MDRV's (easterly) regional wastewater distribution system. The proposed development will tie-in to the sanitary sewer infrastructure at one location. An existing 525 mm sanitary tie-in is located near the intersection of RR 293 and the east/west collector road (approximately 50 m east and 425 m south from the northwest corner). From the tie-in location, the sanitary sewer flows will drain by gravity approximately 800 m westwards along the east/west collector road into a localized sanitary sewer lift station and ultimately be force-fed to the Langdon wastewater treatment plant by a pressurized forcemain.

Policy 7.3.1 Sanitary Wastewater systems shall be designed in accordance with applicable municipal, provincial, and federal standards and shall be provided to the satisfaction of the M.D. of Rocky View.

Policy 7.3.2 All development will connect to the East Rocky View Wastewater Transmission Main.

Policy 7.3.3 As a component of any subdivision or development application, the applicant will provide information regarding the opportunity to recycle their wastewater for re-use in other adjacent industrial processes to the satisfaction of the Municipality.

Policy 7.3.4 A Deferred Servicing Agreement (DSA) shall be registered against each individual title describing the lot owner's obligations for participation in a future Municipal wastewater treatment system.

7.4 Stormwater Management

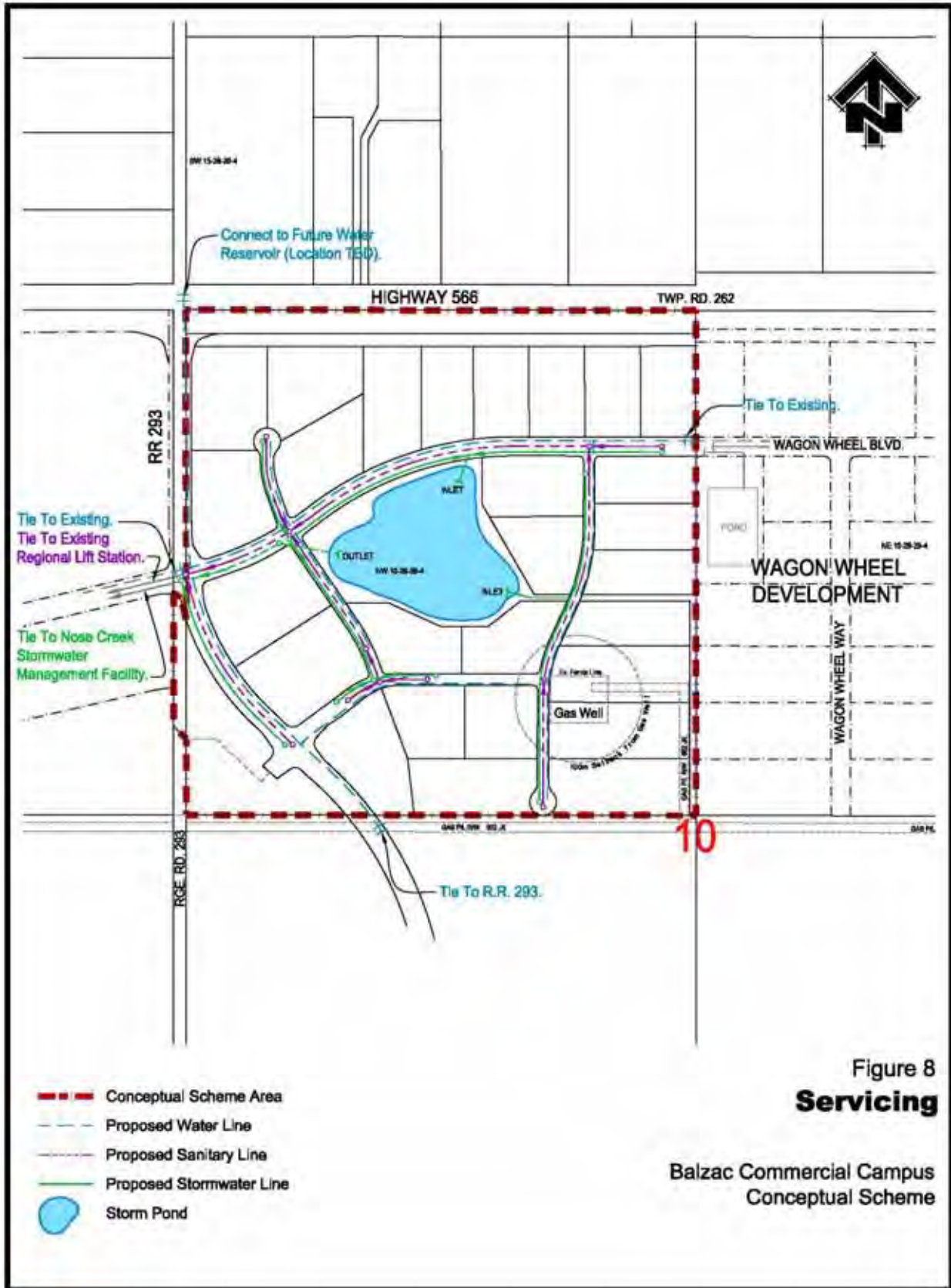
The stormwater sewer system proposed for this development is an engineered wetland/wet pond design. Rainfall runoff will be collected and stored into an adequately sized wetland approximately 11 acres in size. The wetland will be designed to store a 1:100 rainfall event and provide water quality treatment. From the wetland, the treated water will be released into existing MDRV stormwater infrastructure and ultimately be released into Nose Creek. An existing 525 m storm tie-in is located near the intersection of RR 293 and the east/west collector road (approximately 50 m east and 425 m south from the northwest corner).

Policy 7.4.1 All stormwater management shall be in accordance with the Nose Creek Watershed Water Management Plan, Alberta Environment's Best Management Practices and the M.D. of Rocky View's Servicing Standards for Subdivision and Road Construction.

Policy 7.4.2 A Stormwater Management Plan will be required in support of each phase of subdivision to the satisfaction of the Municipality.

Policy 7.4.3 The Municipality will take over maintenance of the stormwater management pond following Final Acceptance in accordance with M.D. of Rocky View standards.

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7.5 Shallow Utilities

Shallow utility services including electric power, natural gas, telephone, cable and high speed internet services will be provided by local utility companies. A mix of underground utilities and overhead power lines will be located within the road rights-of-way and easements as required to serve all new industrial lots.

Policy 7.5.1 Shallow utilities shall be provided within the Scheme Area at the sole expense of the developer within appropriate rights-of-way established at the subdivision stage.

Policy 7.5.2 Shallow utilities will not be permitted under the road structure or within the road right-of-way, but shall be placed within easements located on private property.

7.6 Solid Waste

Solid Waste Management will be the responsibility of property owners. The majority of property owners will use a local commercial solid waste disposal service.

Policy 7.6.1 A Deferred Servicing Agreement (DSA) shall be registered against each individual title describing the lot owner's obligations for participation in a possible future solid waste handling system.

7.7 Protective Services

Police service to the Scheme area is provided by the Royal Canadian Mounted Police and MD of Rocky View Special Constables.

Fire protection will be provided by the Rocky View Fire Department. The Scheme Area will be serviced by 911 emergency services with an emergency locator system set up for each individual property. Fire protection for the area will be provided from either a potable water supply system, or from a private fire-fighting water system.

Where adequate sustained flows are not available from the potable water systems, the private fire-protection system will be built to provide water supply, pumping, distribution, and hydrants or holding tanks as required throughout the subdivision. The stormwater pond located centrally on the site will be designated to store sufficient water to sustain fire flows. Pump stations will provide water for fire protection throughout the Scheme Area. The Rocky View Fire Department will access water at fire hydrants located along the line.

The separate fire-fighting system will be constructed by the developer and privately maintained by the owners of lots within the subdivision.

Policy 7.7.1 New subdivisions shall meet the criteria and requirements for on-site fire fighting measures as determined by the M.D. of Rocky View. A fire suppression system will be privately owned and maintained. Details of fire fighting measures including system design, capacity, equipment, operation and maintenance shall be provided at subdivision stage.

Policy 7.7.2 An Emergency Management Plan shall be submitted with each development permit application to the satisfaction of the MD of Rocky View.

Policy 7.7.3 Development Permit plans will be encouraged to consider and incorporate principles of Crime Prevention Through Environmental Design (CPTED). Key principles for public and semi-public areas could include design for vehicular access by security patrol car, minimizing building entrances, eliminating blind alleys or hiding places, spacing of plant materials, building setbacks, and keeping entrances well-lit, well-defined and visible to public and patrol vehicles.

7.8 District Energy

There are two gas-fired electric plants located to the southeast of the Conceptual Scheme area. The Calpine Power plant and the Nexen Gas Plant both incorporate gas-fired electric power generation facilities. These operations may provide an opportunity to incorporate a District Energy system into future industrial developments in the surrounding area. Opportunities will be explored to identify the feasibility of specific options for incorporating District Energy systems into new development (e.g., power and heating) for more efficient use of energy and reduced total energy costs.

Policy 7.8.1 The use of District Energy and Eco-Industrial reuse of industrial byproducts will be explored in the Balzac Commercial Campus. Subdivision and/or development applications shall include a status and feasibility report regarding the potential for District Energy. Implementation of recommendations shall be through subdivision and development permit, to the satisfaction of the MD of Rocky View.

Policy 7.8.2 Coordination of District Energy strategies will be facilitated by the Lot Owners Association.

Policy 7.8.3 ***Rights-of-way will be established at the subdivision stage
to provide for implementation of District Energy strategies.***

8.0 Implementation

8.1 Process

Implementation of this Conceptual Scheme will occur through the subdivision approval process. This Conceptual Scheme provides a framework of policies and requirements that complement the policies contained in the Balzac East Area Structure Plan (as amended). These policies will guide subsequent subdivision and development approval processes to achieve phased development of a high-quality Commercial Campus within the MD of Rocky View.

All lands within the Conceptual Scheme are subject to coordinated development requirements and obligations under DC-99, Bylaw-6031-2005. The Direct Control District contains performance requirements and development guidelines that are consistent with the land use policies and development concepts contained in this Conceptual Scheme. These policies will ensure that a broad range of general business and industrial uses are developed in a manner that is compatible with adjacent land uses.

Policy 8.1.1 The M.D. of Rocky View shall implement this Conceptual Scheme through the subdivision and development approval processes.

Policy 8.1.2 A Lot Owners Association may be established if necessary, to assume eventual responsibility for common lands, architectural controls, and infrastructure at the time of subdivision.

8.2 Development Standards

The specific Development Standards referenced in Section 6.0 of this Conceptual Scheme will be implemented through DC-99, Bylaw-6031-2005 of the Rocky View Land Use Bylaw.

In addition to the Development Standards referenced in Section 6.0 of this Conceptual Scheme, the policies identified in the Balzac East Area Structure Plan in Section 4.7.4 for Special Development Area #4, and the Business Policies identified in Section 4.3 shall be considered by the approval authority during the development approval process.

Policy 8.2.1 In addition to the policies of this Conceptual Scheme, the policies identified in the Balzac East Area Structure Plan in Section 4.7.4 for Special Development Area #4, and the Business Policies identified in Section 4.3 shall be considered by the approval authority during the subdivision and development approval processes.

8.3 Construction Management Plan

The Balzac East Area Structure Plan policy 4.7.4(e) indicates that prior to 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 8.3.1 A Construction Management Plan shall be provided by the developer to the satisfaction of the M.D. of Rocky View prior to issuance of a Stripping and Grading Permit.

Policy 8.3.2 Stripping and grading should be limited to the areas required for development and servicing of each subdivision phase in order to reduce the impact of dust.

8.4 Phasing

Subdivision of the Balzac Commercial Campus is anticipated to occur in phases that are logically related to the provision of infrastructure. Although a phasing strategy is illustrated in this Conceptual Scheme, phasing should be subject to market demand in the Scheme Area. Each phase of development need not be built out prior to commencement of other phases. Phasing may be modified or advanced where the developer pays all costs associated with necessary infrastructure to serve development.

Anticipated phasing is illustrated in Figure 9. Phase 1 will commence development of lands in the north section of the subject site. Access to Phase 1 will be provided by the east/west collector alignment located approximately 400 metres south of Highway 566. Dedication of required highway widening and construction/landscaping of the Highway 566 linear park within NW10 will occur at the time of the initial subdivision in Phase 1.

Phase 2 will include lands in the southwest section of the subject site, adjacent to Range Road 293. Phase 3 will include lands in the southeast section of the site.

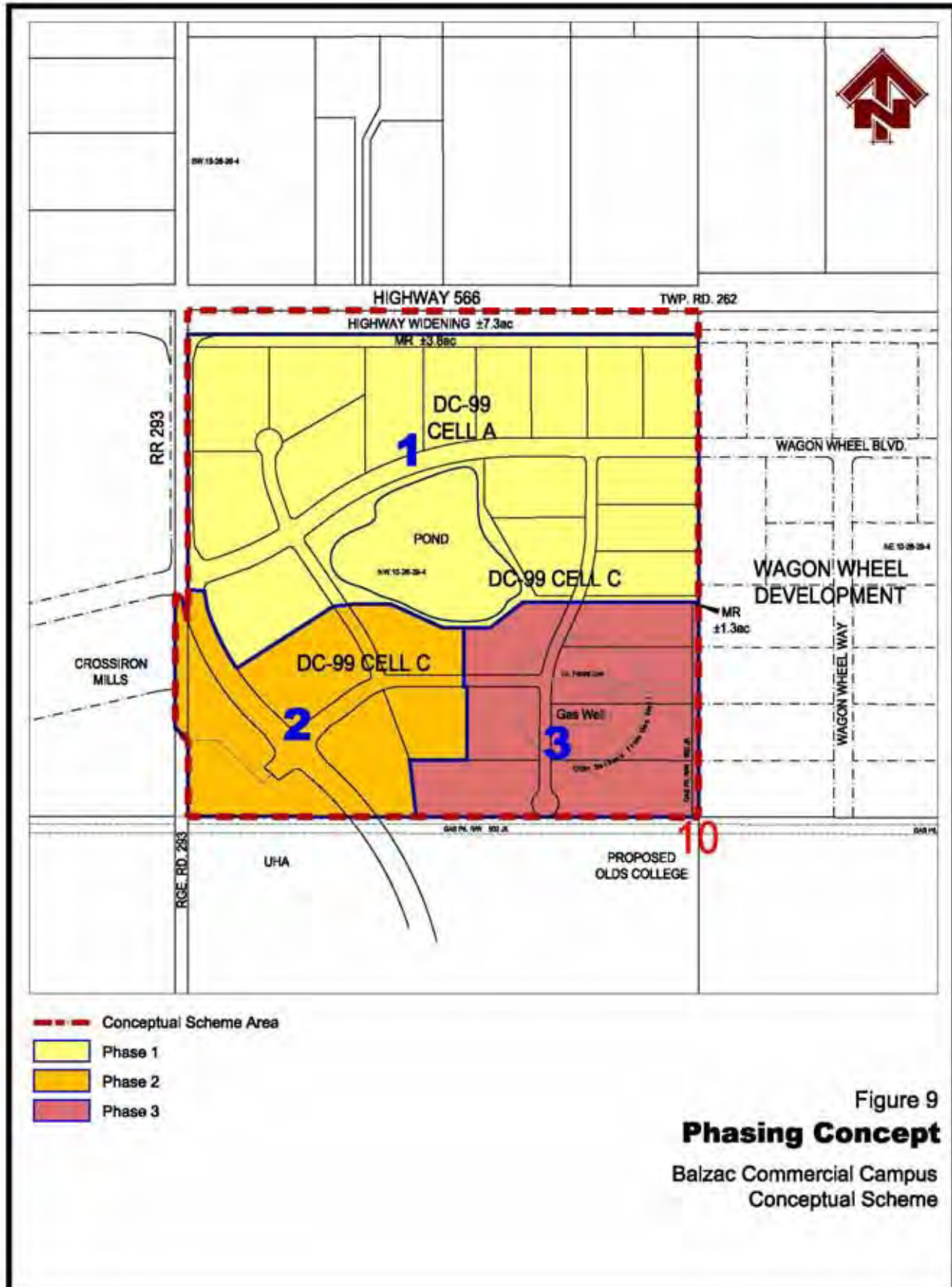
Policy 8.4.1 Development of the Conceptual Scheme Area shall generally be in accordance with Figure 9 - Phasing Concept. The timing and sequence of phases may be dictated by market conditions. Subject to provision of all infrastructure and requirements of this plan a change in phasing shall not require an amendment to this Conceptual Scheme.

Policy 8.4.2 Initial subdivision of each phase shall create roads and road rights-of-way, municipal reserve and utility parcels, and create blocks for further subdivision. As marketing dictates, lots shall be subdivided from larger blocks within

approved phases. The general layout shown in Figure 7-Ultimate Subdivision Plan shall be maintained while the number, size and layout of lots shall be determined through the subdivision approval process.

Policy 8.4.3 *The Municipality may require updates to either the Traffic Impact Assessment or the Stormwater Management Plan at each stage of subdivision.*

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9.0 Public Consultation

Significant public consultation has been undertaken for the East Balzac area in recent years in support of the Area Structure Plan amendment process and as part of the adoption of the Direct Control #99 District under the land use bylaw.

Public consultation for the Balzac Commercial Campus Conceptual Scheme was provided in the form of an open house meeting held April 9, 2008 during the public circulation phase of the planning process. The attendance and views gathered at this open house meeting are reported below.

The Open House was held at the Balzac Community Hall, with information and mapping available for public viewing and discussion. An estimated 75 people were in attendance. Attendees were asked to provide feedback by completing comment sheets. Discussion at the Open House was very positive. Following the Open House, two comment sheets, and one letter were received. The concerns identified in these responses are summarized below:

- No emergency, secondary, construction or primary access should be allowed onto Highway #566;
- Stripping of the lands should occur one cell at a time, so that large areas of the property are not left bare during development;
- Controls must be in place for the care and maintenance of plantings,, particularly in the first 5 to 10 years while they establish. Who waters trees, replaces dead trees, mows and maintains grassed areas?
- What kind of controls do local residents have that these will be quality buildings and landscaping?

Brown & Associates have responded to these concerns in writing. Additional public comment will be enabled at the Public Hearing, schedule in July 2008.

10.0 Policy Summary

- Policy 3.2.1 Land uses within the Conceptual Scheme Area shall include a full range of industrial, business, commercial and institutional land uses in conformity with the policies of the Balzac East Area Structure Plan (as amended).
- Policy 3.2.2 Land use and development in Cell A shall be compatible with residential development on the north side of the highway.
- Policy 3.2.3 No development within Cell A shall create any significant nuisance factor outside an enclosed building.
- Policy 3.2.4 Development standards and architectural guidelines described in this plan and in the Balzac East Area Structure Plan shall be adopted to ensure that all development on properties adjacent to Highway 566 and Range Road 293 will present an appropriate visual interface with these public roadways.
- Policy 3.2.5 Land uses within the Conceptual Scheme Area shall be governed by DC-99 Bylaw C-6031-2005 and SDA #4 policies in the Balzac East Area Structure Plan that will establish landscaping, architectural control, and other means to ensure that development is compatible with existing and planned land uses adjacent to any specific development site.
- Policy 3.2.6 Developments located in Cell C may include Type III industrial uses that create emissions beyond the building or site. Developments that may involve noise, odour, atmospheric particulates, or other emissions beyond the site will be required to demonstrate methods that will successfully mitigate and minimize such emissions in accordance with relevant Federal, Provincial and municipal standards, and to the satisfaction of the M.D. of Rocky View.
- Policy 3.2.7 Notwithstanding Policy 3.2.6 Type III industrial uses within Cell C will not be allowed adjacent to Range Road 293.
- Policy 3.3.1 Subdivisions within the Conceptual Scheme Area shall be in general conformity with the block configuration illustrated in Figure 6.
- Policy 3.3.2 The exact size of individual parcels shall be determined at the subdivision stage.
- Policy 4.1.1 Development shall satisfy the requirements of Alberta Transportation with respect to protecting the function of Highway 566.
- Policy 4.1.2 Development shall provide required road right-of-way widening on Highway 566 to the satisfaction of Alberta Transportation.

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- Policy 4.1.3 A minimum 36 meter right of way will be required by the Municipality for Range Road 293.
- Policy 4.1.4 Access to the subdivision shall be generally in accordance with Figure 5. Direct access from lots to Highway 566 will not be allowed.
- Policy 4.1.5 Direct access from individual lots to Range Road 293 will not be permitted.
- Policy 4.1.6 A Traffic Impact Assessment shall be prepared, prior to each phase of subdivision, to the satisfaction of the Municipal District of Rocky View and Alberta Transportation. The TIA will address any upgrades required for both the internal road and existing regional road network.
- Policy 4.1.7 The development will provide and maintain appropriate emergency vehicle access in accordance with Municipal standards. Subject to Alberta Transportation approvals, interim emergency access to Highway 566 may be required pending full build-out of the regional road system.
- Policy 4.1.8 As a condition of subdivision, the Municipality will collect funds required to finance off-site road improvements required as a result of development within the Conceptual Scheme area in accordance with the Transportation Off-Site Levy Bylaw.
- Policy 4.1.9 At the time of subdivision of any lands adjoining the intersection of Range Road 293 and Highway 566, additional land may be required through dedication to provide for construction of enlarged intersections.
- Policy 4.2.1 Complete Road Systems shall be constructed by the Developer to the satisfaction of the Municipal District of Rocky View.
- Policy 4.2.2 Emergency (or secondary) access shall be provided until such time as a direct link occurs with adjacent road networks to the satisfaction of the Municipality.
- Policy 4.2.3 No Development Permit will be issued until a Development Agreement has been entered into ~~and the required Road System has been constructed and received a Construction Completion Certificate (C.C.C.).~~ A Construction Completion Certificate (C.C.C.) will be required as a Prior to Occupancy condition of the Development Permit.
- Policy 4.2.4 The Developer will construct and maintain the roadways and associated infrastructure until such time as an FAC is issued by the Municipality.
- Policy 4.2.5 All intersectional upgrades shall be constructed by the Developer to the satisfaction of the Municipal District of Rocky View and Alberta Transportation.
- Policy 4.2.6 The exact location of road approaches and lot accesses may be deferred to the Development Permit stage.

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- Policy 4.2.7 A Transportation Off-Site Levy shall be paid by the Developer to the Municipality in accordance with the Transportation OSL Bylaw, as amended.
- Policy 4.2.8 The Municipal District of Rocky View's Infrastructure Recovery Policy will apply.
- Policy 5.1.1 A detailed Highway 566 linear park landscape plan shall be provided to the satisfaction of the MD in support of initial subdivision or development approvals within the Conceptual Scheme area.
- Policy 5.1.2 Any landscape plan submitted in accordance with Policy 5.1.1. should incorporate native and indigenous plant material in accordance with the Balzac East Area Structure Plan policy 4.7.4 (m).
- Policy 5.1.3 Dedication and landscaping of the Highway 566 linear park shall be secured at the time of initial subdivision and development approvals within each quarter section.
- Policy 5.1.4 A 2.5 metre paved regional pathway will be constructed by the developer within the Highway 566 linear park.
- Policy 5.1.5 Linear pathways will not be permitted within the road right-of-way.
- Policy 5.2.1 Municipal Reserve will be provided in full pursuant to the provisions of the Municipal Government Act.
- Policy 5.2.2 The Municipality will take ownership of the Highway 566 linear park and the internal pathways as part of the Municipal Reserve park system.
- Policy 5.2.3 The M.D of Rocky View will take over maintenance of public Municipal Reserve lands following Final Acceptance in accordance with M.D. standards.
- Policy 6.1.1 Building setbacks and site coverage as described in Section 6.1 shall be implemented in ~~order~~ accordance with DC-99, Bylaw C-6031-2005, provide an attractive, comprehensively designed industrial park and ensure that new development is compatible with surrounding land uses.
- Policy 6.2.1 Landscaping on each lot shall be concentrated in the "front yard" area adjacent to public road rights-of-way and/or in a manner that complements the Highway 566 linear park and internal pathway systems.
- Policy 6.2.2 No outdoor display areas, storage areas, parking or marshallng yards shall be allowed within landscaped yards.
- Policy 6.2.3 Planting of trees and shrubs within landscaped areas shall be in accordance with, or exceed landscaping standards of the Rocky View Land Use Bylaw.

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- Policy 6.2.4 Landscaping, hard or soft, other than topsoil and seeding will not be permitted within the Road right-of-way.
- Policy 6.2.5 Potable water shall be not used for irrigation and landscaping.
- Policy 6.2.6 The Developer shall implement the landscaping plan to the satisfaction of the Municipality.
- Policy 6.3.1 On sites abutting Highway 566, ~~no limited~~ loading bays, loading doors, or other activities creating heavy truck movements ~~will~~ **May** be allowed ~~to be located~~ on building facades facing toward Highway 566, **where suitable screening and buffering is provided in accordance with the requirements of Section 6.0 Development Standards of this Conceptual Scheme.**
- Policy 6.3.2 On sites abutting Highway 566, the major customer entrance to the building ~~should be~~ **are encourage to locate** facing Highway 566, along with customer car parking areas and appropriate customer entry features such as windows and architectural entry treatments.
- Policy 6.4.1 All Development Permit plans for sites abutting Highway 566 or Range or Range Road 293 should be in conformity with the Special Architectural and Landscape Guidelines contained in Section 6.4 of this Conceptual Scheme.
- Policy 6.5.1 All private lighting including site security lighting and parking area lighting should be designed to conserve energy, reduce glare and reduce uplight. All development will be required to demonstrate lighting design that reduces the extent of spill-over glare and eliminates glare as viewed from nearby residential properties.
- Policy 6.6.1 All signage in the Balzac Commercial Campus shall conform with the Sign Plan guidelines contained in Section 6.6 of this Conceptual Scheme.
- Policy 6.6.2 No signage other than Traffic Control Devices shall be permitted within the Road right-of-way.
- Policy 6.7.1 Fencing in the Balzac Commercial Campus shall conform with the fencing guidelines contained in Section 6.7 of this Conceptual Scheme.
- Policy 7.1.1 All water supply, wastewater disposal and stormwater management systems shall be designed to allow for integration into a future regional servicing system.
- Policy 7.1.2 Utility line assignments should conform to municipal standards for the area and previously installed infrastructure.
- Policy 7.2.1 The developer shall obtain all necessary Municipal and Provincial approvals for potable water supply for commercial purposes.
- Policy 7.2.2 Provision shall be made for water conservation by lot owners by restricting domestic irrigation, by installing water efficient

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plumbing fixtures such as low flush toilets, and water metres in all buildings, and by encouraging the use of drought resistant plantings and capture and reuse of rainwater.

Policy 7.2.3 Development on the subject lands will also be required to meet or exceed any water conservation policies of the Municipality.

Policy 7.3.1 Sanitary Wastewater systems shall be designed in accordance with applicable municipal, provincial, and federal standards and shall be provided to the satisfaction of the M.D. of Rocky View.

Policy 7.3.2 All development will connect to the East Rocky View Wastewater Transmission Main.

Policy 7.3.3 As a component of any subdivision or development application, the applicant will provide information regarding the opportunity to recycle their wastewater for re-use in other adjacent industrial processes to the satisfaction of the Municipality.

Policy 7.3.4 A Deferred Servicing Agreement (DSA) shall be registered against each individual title describing the lot owner's obligations for participation in a future Municipal wastewater treatment system.

Policy 7.4.1 All stormwater management shall be in accordance with the Nose Creek Watershed Water Management Plan, Alberta Environment's Best Management Practices and the M.D. of Rocky View's Servicing Standards for Subdivision and Road Construction.

Policy 7.4.2 A Stormwater Management Plan will be required in support of each phase of subdivision to the satisfaction of the Municipality.

Policy 7.4.3 The Municipality will take over maintenance of the stormwater management pond following Final Acceptance in accordance with M.D. of Rocky View standards.

Policy 7.5.1 Shallow utilities shall be provided within the Scheme Area at the sole expense of the developer within appropriate rights-of-way established at the subdivision stage.

Policy 7.5.2 Shallow utilities will not be permitted under the road structure or within the road right-of-way, but shall be placed within easements located on private property.

Policy 7.6.1 A Deferred Servicing Agreement (DSA) shall be registered against each individual title describing the lot owner's obligations for participation in a possible future solid waste handling system.

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- Policy 7.7.1 New subdivisions shall meet the criteria and requirements for on-site fire fighting measures as determined by the M.D. of Rocky View. A fire suppression system will be privately owned and maintained. Details of fire fighting measures including system design, capacity, equipment, operation and maintenance shall be provided at subdivision stage.
- Policy 7.7.2 An Emergency Management Plan shall be submitted with each development permit application to the satisfaction of the MD of Rocky View.
- Policy 7.7.3 Development Permit plans will be encouraged to consider and incorporate principles of Crime Prevention Through Environmental Design (CPTED). Key principles for public and semi-public areas could include design for vehicular access by security patrol car, minimizing building entrances, eliminating blind alleys or hiding places, spacing of plant materials, building setbacks, and keeping entrances well-lit, well-defined and visible to public and patrol vehicles.
- Policy 7.8.1 The use of District Energy and Eco-Industrial reuse of industrial byproducts will be explored in the Balzac Commercial Campus. Subdivision and/or development applications shall include a status and feasibility report regarding the potential for District Energy. Implementation of recommendations shall be through subdivision and development permit, to the satisfaction of the MD of Rocky View.
- Policy 7.8.2 Coordination of District Energy strategies will be facilitated by the Lot Owners Association.
- Policy 7.8.3 Rights-of-way will be established at the subdivision stage to provide for implementation of District Energy strategies.
- Policy 8.1.1 The M.D. of Rocky View shall implement this Conceptual Scheme through the subdivision and development approval processes.
- Policy 8.1.2 A Lot Owners Association may be established if necessary, to assume eventual responsibility for common lands, architectural controls, and infrastructure at the time of subdivision.
- Policy 8.2.1 In addition to the policies of this Conceptual Scheme, the policies identified in the Balzac East Area Structure Plan in Section 4.7.4 for Special Development Area #4, and the Business Policies identified in Section 4.3 shall be considered by the approval authority during the subdivision and development approval processes.
- Policy 8.3.1 A Construction Management Plan shall be provided by the developer to the satisfaction of the M.D. of Rocky View prior to issuance of a Stripping and Grading Permit.

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- Policy 8.3.2 Stripping and grading should be limited to the areas required for development and servicing of each subdivision phase in order to reduce the impact of dust.
- Policy 8.4.1 Development of the Conceptual Scheme Area shall generally be in accordance with Figure 9 - Phasing Concept. The timing and sequence of phases may be dictated by market conditions. Subject to provision of all infrastructure and requirements of this plan a change in phasing shall not require an amendment to this Conceptual Scheme.
- Policy 8.4.2 Initial subdivision of each phase shall create roads and road rights-of-way, municipal reserve and utility parcels, and create blocks for further subdivision. As marketing dictates, lots shall be subdivided from larger blocks within approved phases. The general layout shown in Figure 7- Ultimate Subdivision Plan shall be maintained while the number, size and layout of lots shall be determined through the subdivision approval process.
- Policy 8.4.3 The Municipality may require updates to either the Traffic Impact Assessment or the Stormwater Management Plan at each stage of subdivision.

**ATTACHMENT 1:
CHECKLIST OF BEASP “ADDITIONAL REQUIREMENTS” FOR
CONCEPTUAL SCHEMES IN SDA #4**

The Balzac East Area Structure Plan policy #4.7.4(m) contains a list of additional requirements that must be addressed by a proposed Conceptual Scheme for lands located within Special Development Area #4. These requirements are noted in the left column of the following table. The centre column below, confirms that the requirement has been met, and the right column of the table indicates where to look in this Conceptual Scheme to see how the requirement has been addressed.

REQUIREMENT	DONE?	WHERE?
A plan to allow the development to proceed in a phased and logical manner	YES	Section 8.4 - Phasing
A plan that identifies the market drivers and the economic development potential for the area	YES	Section 1.6 - Rationale for Proceeding with Development
A plan to minimize negative impact to surrounding areas	YES	Section 5.1 linear park buffer area and Section 6.0 Development

Attachment 1

		Standards, Landscaping Standards, Special Architectural and Landscape Guidelines, etc.
Demonstration of full build out density and lot sizes	YES	Figure 6 - Ultimate Subdivision Concept
A graduated density, where the intensity of the type of use intensifies as it gets further from existing residential development	YES	Section 3.2 - Land Use
An access plan that demonstrates appropriate access, including service roads if necessary, off of Highway 566	YES	Figure 5 - Land Use and Transportation Concept
A traffic impact study prepared by a Professional Engineer	YES	Balzac Commercial Campus Traffic Impact Study, D.A. Watt Consulting
A landscape plan that enhances the aesthetics of the area and provides buffering and screening between uses that may be considered to be incompatible and utilizes native and indigenous plant materials	YES	Figure 7 - Highway 566 Transition and Park Concept, and Section 6.2 - Site Landscaping, and Section 6.4 - Special Architectural and Landscaping Guidelines
A lighting plan that concentrates the security lighting on the buildings and away from the residential area	YES	Section 6.5 - Lighting Plan
A signage plan that demonstrates tasteful and well situated signs	YES	Section 6.6 - Signage Plan
Architectural guidelines that ensures that the side of the structure visible (either front, rear or side) from the Highway or either Range Road 292 or 293 are attractive, there is no outside storage and any fencing is well constructed and easily maintained	YES	Section 6.4 - Special Architectural and Landscaping Guidelines
Internal road standards that meet or	YES	Section 4.2 - Internal

Attachment 1

exceed the MD Standards		Road System
Setbacks that reflect the adjacent uses	YES	Section 6.1 - Building Setbacks and Site Coverage
A Storm water management plan must be prepared that incorporates innovative concepts including wet pond features, roof top catchment, irrigation or fire protection sources and other engineering solutions	YES	Section 7.4 - Stormwater Management, D.A. Watt Consulting
Emissions from any Type III use including air, water, noise, solid waste or litter will be mitigated or minimized	YES	Policy 3.2.3 prohibits emissions in the Highway Transition or Cell A area. Policy 3.2.6 ensures that emissions will be mitigated and minimized in this area
Demonstration that the orientation of the structures is sensitive to the visual access by road and neighbours	YES	Section 6.0 includes subsections regarding architectural guidelines, lighting, signage, and fencing, along Highway 566 and Range Road 293
Roof top treatments that enclose mechanical and electrical equipment, make use of roof top gardens or provide a pitched roof	YES	Section 6.4 - Architectural Guidelines, sub heading "f" and "g"
A fencing plan that demonstrates the visual screening and the long term maintenance plan for the fence	YES	Section 6.7 - Fencing Plan
Demonstration that all environmental features considered to be significant or valuable, will be protected or conserved.	YES	Section 5.3 - Environmental Reserve

Attachment 2

**ATTACHMENT 2:
CONCEPTUAL ILLUSTRATIONS OF SITE DEVELOPMENT**



Plan View:
Balzac Commercial Campus
with adjacent Ivanhoe/Cambridge Regional Commercial Centre

Attachment 2



View Looking Southwest:
Balzac Commercial Campus
with adjacent Ivanhoe/Cambridge Regional Commercial Centre