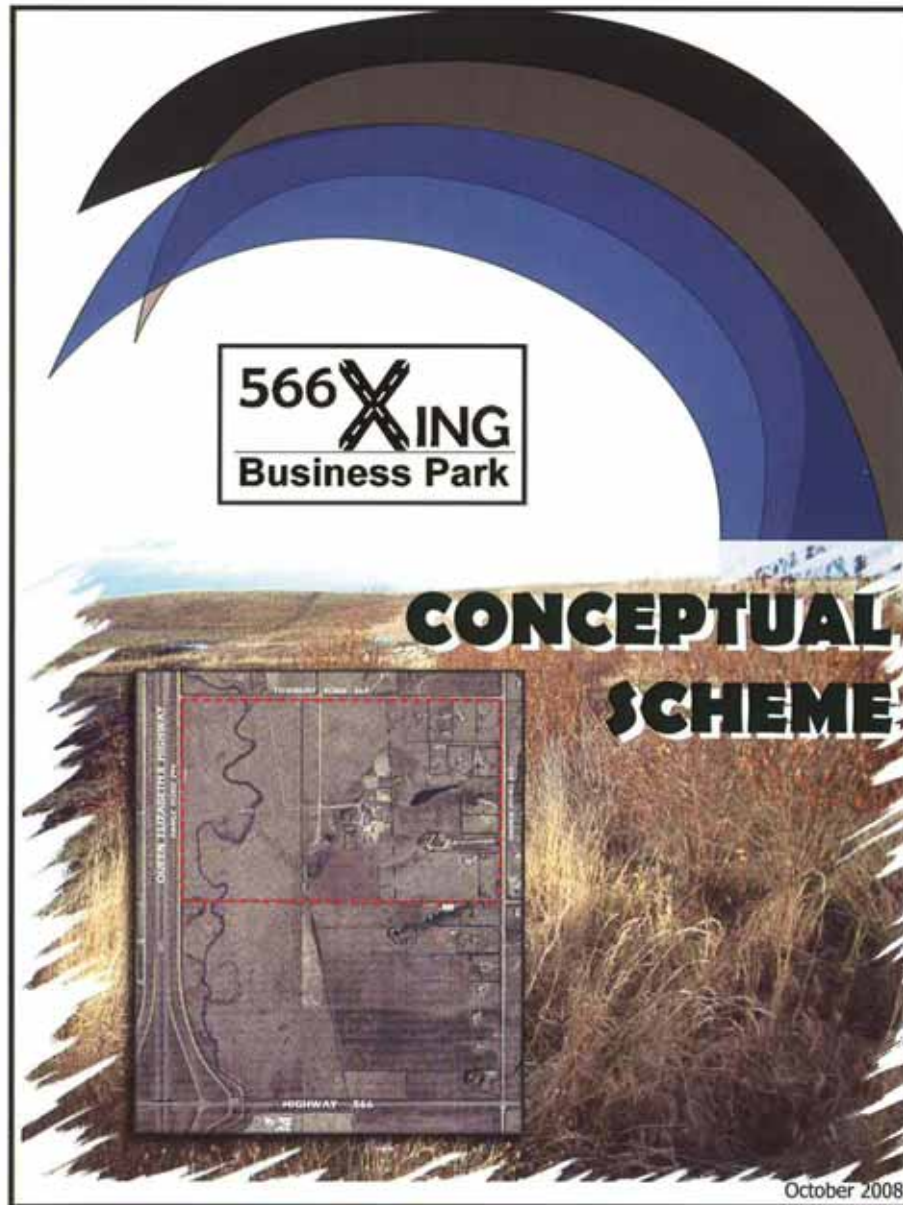




# 566 CROSSING BUSINESS PARK CONCEPTUAL SCHEME



Bylaw C-6693-2008, Adopted October 21, 2008

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

**MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44**  
**BYLAW C-6693-2008**

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 "566 Crossing Business Park Conceptual Scheme".

**WHEREAS** the Council of the Municipal District of Rocky View No. 44 has received an application to adopt a Conceptual Scheme to provide a framework for subsequent redesignation, subdivision and development applications within the N ½ of 16-26-29-W4M, consisting of an area of approximately ± 103.60 hectares (256 acres), as shown on Schedule 'A', attached to and forming part of this Bylaw; and

**WHEREAS** the Council deems it desirable to adopt the Conceptual Scheme; and

**WHEREAS** a notice was published on September 16, 2008 and September 23, 2008 in the Rocky View Weekly, a newspaper circulating in the Municipal District of Rocky View No. 44, advising of the Public Hearing for Tuesday, October 21, 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 Conceptual Scheme to provide a framework for subsequent redesignation, subdivision and development applications within the N ½ of 16-26-29-W4M, consisting of an area of approximately ± 103.60 hectares (± 256 acres), as shown on Schedule 'A', attached to and forming part of this Bylaw; and
2. The Bylaw comes into effect upon the date of its third reading.

**Division: 7**

**File: 06416013/003/004/014/015/016/017/018/019/020/021/022/023/024 2006-RV-649**

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, September 9, 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, October 21, 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, October 21, 2008, on a motion by Councillor Rheubottom.

---

REEVE OR DEPUTY REEVE

---

MUNICIPAL SECRETARY

**Schedule 'A'**

**Forming Part of Bylaw C-6693-2008**

A Conceptual Scheme for the N ½ of 16-26-29-W4M.

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## **APPENDICES**

Appendix A	Outline Plan - Area 2
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## **1.0 INTRODUCTION**

This Conceptual Scheme area consists of 104 hectares (256 acres) of land located east of the Queen Elizabeth II (QE II) Highway, south of Township Road 263 and west of Range Road 293 as illustrated in Figure 1. The Plan Area is within the Balzac East Area Structure Plan (BEASP) which provides policies that serve to guide the future direction in this area of the Municipality. The BEASP area and the location of the 566 Crossing Plan Area within it are indicated on Figure 2.

On July 18, 2006, an application was submitted to the Municipality. The application proposed to redesignate a 29 hectare (72 acre) parcel that would permit the redevelopment of the parcel from its present use as a meat packing plant to a high quality business park.

The application was reviewed by Municipal staff and they prepared a report to Council that recommended a Conceptual Scheme be prepared addressing not only the 29 hectare parcel that was the subject of the application, but the adjacent lands within the north half of Section 16, Township 26, Range 29, W4M. On October 17, 2006, Council concurred with the staff recommendation and gave direction on the area and contents to be addressed by the 566 Crossing Conceptual Scheme.

### **1.1 Purpose**

This purpose of this Conceptual Scheme is to provide the foundation for the redesignation, subdivision and development of the lands contained within the Plan Area as outlined in Figure 3.

**Policy 1.1.1:** Policies contained within this Conceptual Scheme shall apply to all lands shown in the Plan Area on Figure 3.

### **1.2 Scope**

The following outlines the scope of this Conceptual Scheme as established by the Municipality.

#### ***1.2.1 Existing Situation***

A baseline description and evaluation of the following matters within the Conceptual Scheme area:

- a) existing land use and ownership;
- b) existing development;
- c) topography, soil, vegetation, and geotechnical conditions;
- d) existing utilities and transportation routes;
- e) archaeological and historical consideration;

North

[illegible]

# location plan

FIGURE

1



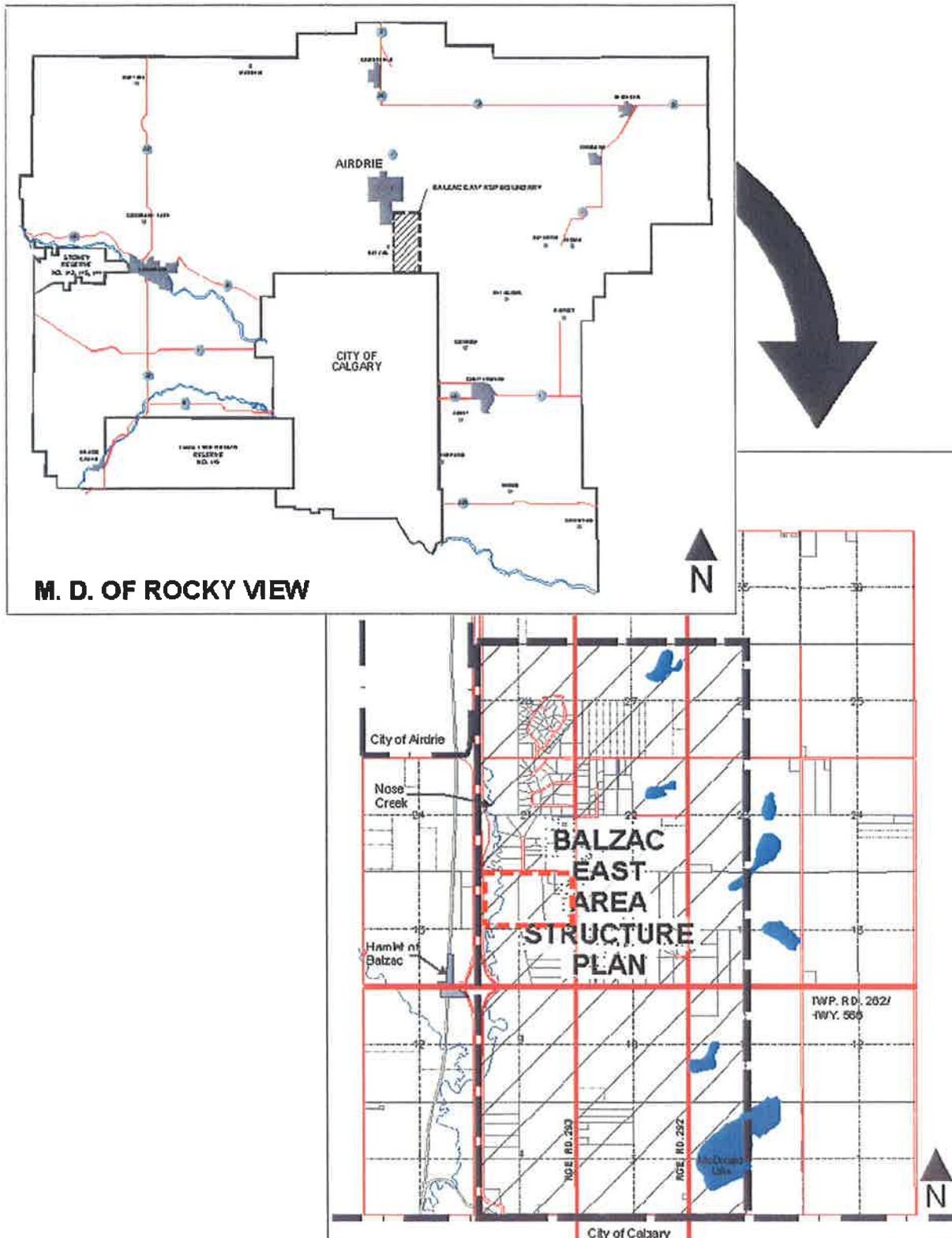
# 566 Crossing Conceptual Scheme



Not to Scale

## LEGEND

--- Conceptual Scheme Boundary



**balzac east area structure plan  
and plan area**

FIGURE

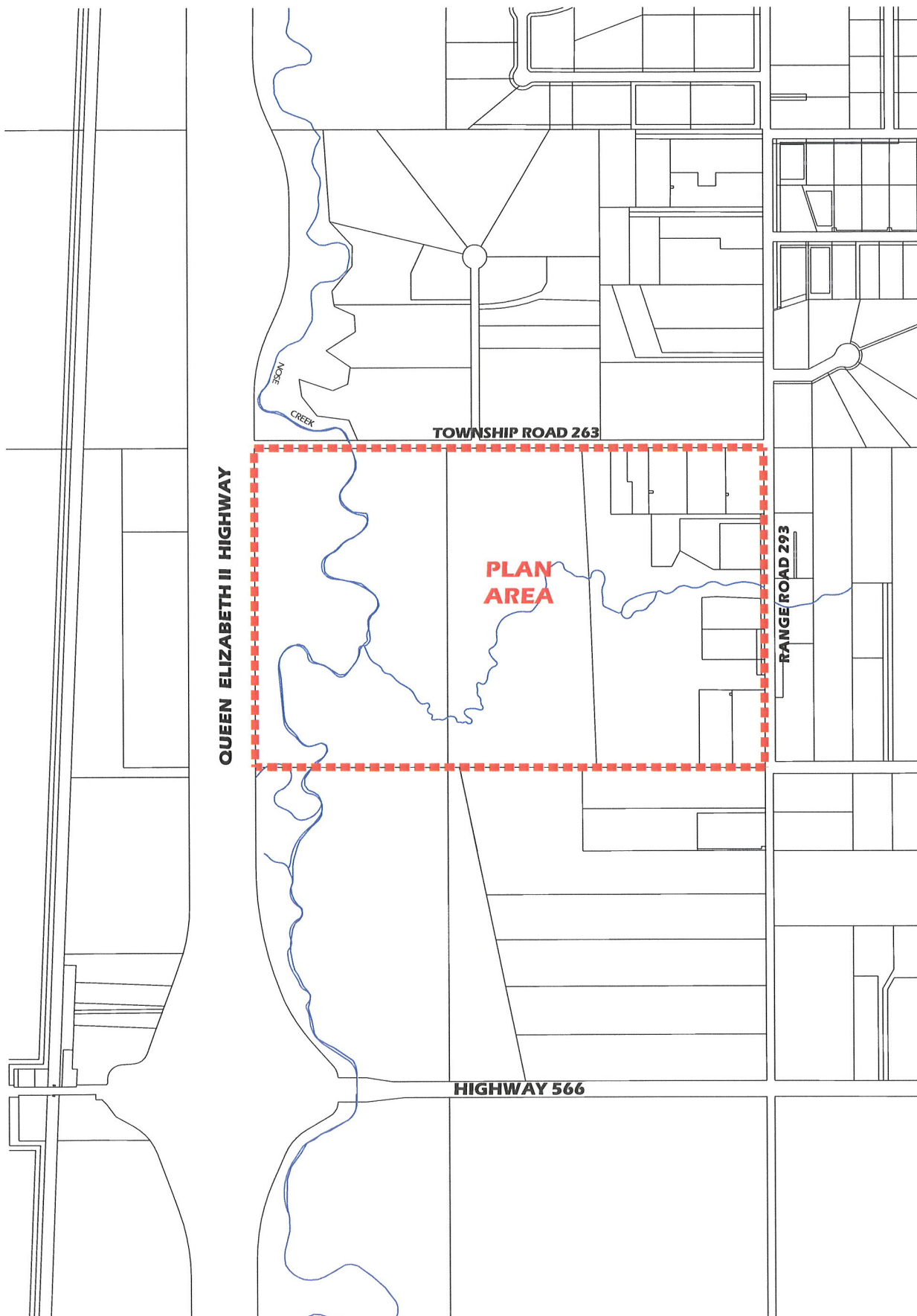
**2**



# 566 Crossing Conceptual Scheme



Not to Scale



**Plan area**

FIGURE

**3**

- f) adjacent land uses;
- g) environmental sensitivity and significance;
- h) Phase 1 environmental assessment and implementation of any recommendations from that report; and
- i) any other matters the Municipality requires to be investigated.

### ***1.2.2 Future Development***

A description and evaluation of the following matters describing development within the Conceptual Scheme area:

- a) the type of development proposed for the area. The proposed land uses should be supported by a market study prepared by a qualified professional. The study should provide a rationale for the type of proposed land uses and their phasing in the context of existing, approved and proposed development in the Balzac area;
- b) examination of potential institutional and recreational uses for the Conceptual Scheme area;
- c) a rationale for any proposed development on the west side of Nose Creek;
- d) an evaluation of the opportunities for innovative forms of residential development within the Conceptual Scheme area on the west side of Nose Creek;
- e) the establishment of appropriate and comprehensive mitigation measures that protect Nose Creek and have due regard for the Nose Creek Watershed Management Plan;
- f) the identification of the area that contains existing residential development or is suitable for future residential development and forms a natural planning cell:
  - 1. the Conceptual Scheme should ensure that development in the proposed business/institutional park does not preclude future residential development; and
  - 2. the Conceptual Scheme should ensure that there is a suitable transition between the proposed business/institutional uses and the residential cell;
- g) schematics and policies that detail lot design and configuration, parcel size and employment density at phased and full build-out for the business/institutional uses;
- h) measures to ensure that the proposed development will not adversely affect the viability of existing uses on adjacent lands;
- i) a description of the interface and buffering of the proposed development with adjacent residential, agricultural and future business land uses;
- j) the Conceptual Scheme should have due regard for the Entranceway Policies associated with the Queen Elizabeth II Highway;
- k) a Design Strategy that addresses open space development and the protection and enhancement of natural areas. The Design Strategy should also provide for a network of sidewalks and pathways that facilitate walking within the Conceptual Scheme area, and provides pedestrian linkages to the Balzac East community;

- l) policies and professional studies to address concerns regarding all development constraints including, but not limited to, geotechnical, environmental, and hydrogeological constraints, and archaeological or historically significant features;
- m) a Utility Servicing Strategy that provides for a piped water supply, sewage disposal system and solid waste system necessary to support the range of uses and densities within the Conceptual Scheme area;
- n) innovative measures to provide for water conservation, water recycling and reuse;
- o) a Stormwater Management Plan that implements low impact development Best Management Practices for the Conceptual Scheme area;
- p) a Traffic Impact Study that provides for safe and efficient access both within and external to the Conceptual Scheme area, over both the immediate and long term. The Traffic Impact Study should address the location of existing and future transportation networks detailing traffic generation and its cumulative impacts on the road network, including necessary improvements at each anticipated phase of development;
- q) an assessment of the appropriate community service levels including, but not limited to, policing, fire protection and ambulance, and the cumulative impact of such development on the existing Municipal capabilities;
- r) development phasing, illustrating full build-out;
- s) a Weed Control Management Plan be developed for the entire Conceptual Scheme area; and
- t) any other matter the Municipality requires to be investigated.

## 2.0 EXISTING SITUATION

This section outlines the existing conditions within and adjacent to the Plan Area.

### 2.1 Community Context

The Conceptual Scheme area is located in the Municipal District of Rocky View and contains the north half of Section 16, Twp. 26, Rge. 29, W4M. It is located approximately 1 mile south of the City of Airdrie and approximately 2.5 miles north of the City of Calgary. It is bordered to the west by the QE II Highway and to the east by Range Road 293.

Immediately to the south is the Balzac Business Park, which is subject to an approved Conceptual Scheme and Direct Control Bylaw.

South of Highway 566, a commercial area, large regional shopping mall and horse racing track were approved in 2006. This commercial area is being developed along with a number of industrial and commercial projects between the Transportation and Utility Corridor and Highway 566.

### 2.2 Land Ownership

Land ownership within the N½ of Section 16-26-29-W4M is described as follows:

<b>Land Ownership - N½ of Section 16-26-29-W4M</b>		
<b>Area</b>	<b>Size (Acres)</b>	<b>Landowner</b>
NE-16-26-29-W04M, Block 6, Plan 9410824	71.95	Meiga Home Development Inc.
NW-16-26-29-W04M, EXC Highway 2	96.85	Fattal
NE-16-26-29-W04M, EXC 8911467, 9010698, 9311127	48.90	Stuart
NE-16-26-29-W04M, Lot 4, Block 2, Plan 8911467	4.00	Bronconnier
NE-16-26-29-W04M, Lot 3, Block 2, Plan 8911467	4.00	Creamer
NE-16-26-29-W04M, Lot 2, Block 2, 8911467	4.00	Abusalim
NE-16-26-29-W04M, Lot 1, Block 2, Plan 8911467	4.00	Kennedy
NE-16-26-29-W04M, Lot 1, Block 4, Plan 9311127	2.87	MD of Rocky View
NE-16-26-29-W04M, Lot 2, Block 4, 9311127	3.01	Delorme
NE-16-26-29-W04M, Lot 3, Block 4, 9311127	3.19	Hearn
NE-16-26-29-W04M, Lot 5, Block 5, Plan 9511640	2.97	Dillion Investments Ltd.
NE-16-26-29-W04M, Lot 5, Block 5, Plan 9511640	3.11	Dillion Investments Ltd.
NE-16-26-29-W04M, Lot 1, Block 3, Plan 9010698	4.00	Hartley
NE-16-26-29-W04M, Lot 2, Block 3, Plan 9010698	4.00	Miller

## **2.3 Existing and Adjacent Land Uses**

The Conceptual Scheme area includes:

- Country Residential dwellings
- Vacant undeveloped land
- Balzac Meat Processing Plant
- Nose Creek and tributaries
- Escarpment areas

Figure 4 provides an overview of existing land use designations in proximity to the Plan Area. As illustrated, the Plan Area is located in a portion of the Municipality that is currently undergoing conversion to business uses.

Land to the north and east are designated as R-1 Residential One District, R-2 Residential Two District, and AH Agricultural Holding District. To the south, lands are designated as Direct Control to accommodate a new business park.

## **2.4 Future Land Uses**

The East Balzac area has been identified as one of the key areas within the Municipality that will accommodate future commercial/industrial development. The area was recognized as being a future area of growth by the Municipality's Economic Development Strategy suited for business park, warehousing and distribution.

East Balzac, being part of the Calgary-Edmonton corridor, has also been recognized as "Canada's western tiger where businesses and individuals have flocked to the region to take advantage of the considerable market opportunities, low taxes and business costs ...". The attractiveness of the area for commercial/industrial development has been recognized by the Municipality through the objectives and policies of the Balzac East Area Structure Plan.

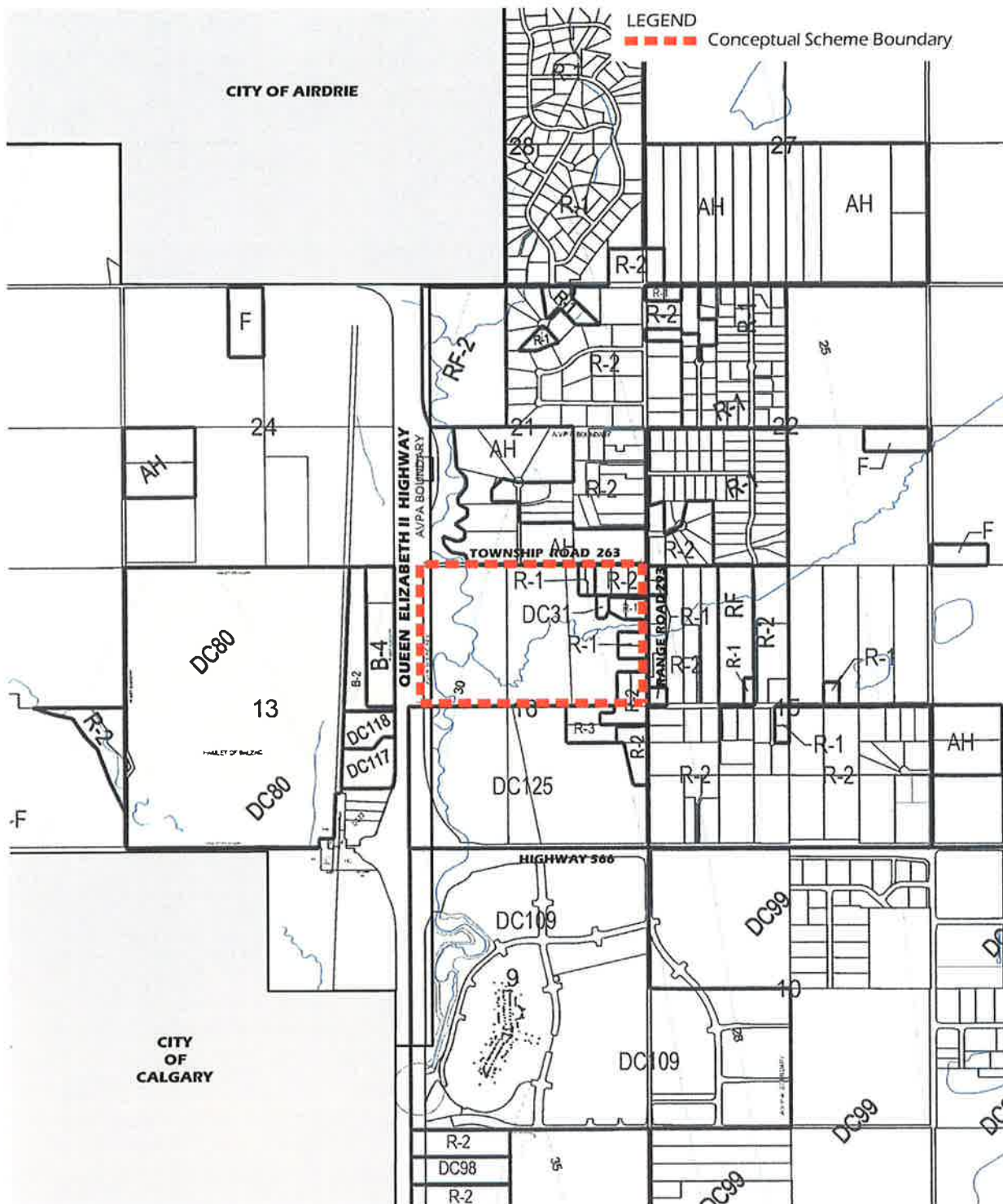
Supported by clear policy direction and strong market demand, the East Balzac area has seen significant growth since 2004. Presently, there are a number of projects under construction or under consideration by the Municipality. These include:

- a regional shopping and entertainment centre (CrossIron Mills Super Regional Shopping Centre)
- a world class horse racing facility
- a warehousing and distribution centre located south of Highway 566 and east of Range Road 291 (Wagon Wheel Industrial Park)

# 566 Crossing Conceptual Scheme



Not to Scale



ALL LANDS ARE DESIGNATED RF UNLESS NOTED OTHERWISE

RANCH AND FARM DISTRICT  
- SEE EXCEPTIONS LISTED WITH THIS DISTRICT  
RANCH AND FARM TWO DISTRICT  
RANCH AND FARM THREE DISTRICT  
AGRICULTURAL HOLDING DISTRICT  
FARMSTEAD DISTRICT  
RESIDENTIAL ONE DISTRICT  
RESIDENTIAL TWO DISTRICT  
RESIDENTIAL THREE DISTRICT  
HIGHWAY BUSINESS DISTRICT  
GENERAL BUSINESS DISTRICT  
LIMITED BUSINESS DISTRICT  
RECREATION BUSINESS DISTRICT  
AGRICULTURAL BUSINESS DISTRICT  
LOCAL BUSINESS DISTRICT  
HIGHWAY FRONTAGE BUSINESS DISTRICT  
BUSINESS CAMPUS BUSINESS DISTRICT  
INDUSTRIAL CAMPUS BUSINESS DISTRICT

RF  
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RF-2  
RF-3  
AH  
F  
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R-2  
R-3  
B-1  
B-2  
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RECREATION DESTINATION BUSINESS DISTRICT  
LEISURE AND RECREATION BUSINESS DISTRICT  
AGRICULTURAL SERVICES BUSINESS DISTRICT  
POINT COMMERCIAL DISTRICT  
VILLAGE CENTRE COMMERCIAL DISTRICT  
LOCAL COMMERCIAL DISTRICT  
REGIONAL COMMERCIAL DISTRICT  
INDUSTRIAL ACTIVITY DISTRICT  
STORAGE AND SALES INDUSTRIAL DISTRICT  
NATURAL RESOURCE INDUSTRIAL DISTRICT  
HAMLET RESIDENTIAL SINGLE FAMILY DISTRICT  
HAMLET RESIDENTIAL (2) DISTRICT  
HAMLET COMMERCIAL DISTRICT  
HAMLET INDUSTRIAL DISTRICT  
PUBLIC SERVICES DISTRICT  
AIRPORT DISTRICT  
DIRECT CONTROL DISTRICT

B-RD  
B-LR  
B-AS  
C-PT  
C-VC  
C-CC  
C-FC  
I-A  
I-SS  
NR-1  
NR-2  
HR-1  
HR-2  
HC  
HI  
PI  
PB  
DC

land use designations

FIGURE

4

- a business park north of Highway 566 and west of Range Road 293 (Balzac Business Park)
- a commercial/industrial development south of Highway 566 and east of Range Road 293 (Balzac Commercial Campus)
- a business/industrial development located south of Township Road 261 and east of the Queen Elizabeth II Highway (Nose Creek Business Park)

## **2.5 Topography, Soil and Vegetation**

The topography of the area slopes from west to east with low areas around Nose Creek. Two high points are located in the east portion of the Conceptual Scheme area with significant slopes.

Soils testing was carried out within the Plan Area. The soil profile consists of topsoil (50 mm to 250 mm) overlaying a clay deposit which is, in turn, over shale/siltstone bedrock. At the lower level, a layer of gravelly till was encountered immediately below the topsoil and above the silty clay layer.

## **2.6 Environmental Sensitivity and Significance**

Natural areas play an important role in the Conceptual Scheme area. The three natural features within the Plan Area that will necessitate special treatment will be Nose Creek, the east-west escarpment adjacent to the intermittent creek (eastern portion of the plan area) and the north-south escarpment through the eastern third of the plan area.

## **2.7 Historical Resources**

Alberta Community Development has indicated that the NE 16-26-19 W4M (Outline Plan - Area 2) has received an Historical Resources Act clearance; however, an Historical Resources Impact Assessment is required for those portions of the Conceptual Scheme located in the NW 16-26-19 W4M (Outline Plan - Area 1).



### **3.0 EXISTING PLAN REVIEW**

The Plan Area is subject to the provisions of four existing planning documents that serve to provide broad direction and guidance on the future development of the Plan Area. These include:

- Municipal Development Plan
- Balzac East Area Structure Plan
- City of Calgary/Municipal District of Rocky View Intermunicipal Development Plan
- City of Airdrie/Municipal District of Rocky View Intermunicipal Plan

#### **3.1 Municipal Development Plan (MDP)**

The MDP provides overall policy direction for all land within the Municipal District of Rocky View. It was adopted by Council on July 6, 1998 and among other things, it encourages the establishment of businesses in appropriate locations that will broaden and diversify the economic base of the Municipality. It also recognizes the need to conserve significant natural features, while maintaining open lines of communication with adjacent municipalities.

The Conceptual Scheme proposes a mix of business uses in a strategic location within the Calgary-Edmonton corridor. It recognizes existing residential uses and includes provisions that will result in the preservation of Nose Creek.

#### **3.2 Balzac East Area Structure Plan (BEASP)**

The Plan Area is subject to the objectives, policies and guidelines established in the BEASP. The BEASP designates the majority of the Plan Area as Special Development Area 2 (SDA2) (Figure 5). This designation suggests that business parks/industrial uses are appropriate within the SDA2 area due to the limitations put on the area due to Calgary International Airport AVPA regulations. These regulations establish Noise Exposure Forecast (NEF) contours and define the uses that may be permitted within each NEF contour. The majority of the Plan Area is within the 30 NEF contour which precludes residential development. In recognition of this restriction, the BEASP stipulates that business park/industrial uses are appropriate for the majority of the Plan Area provided they are considered "residential friendly" business uses.

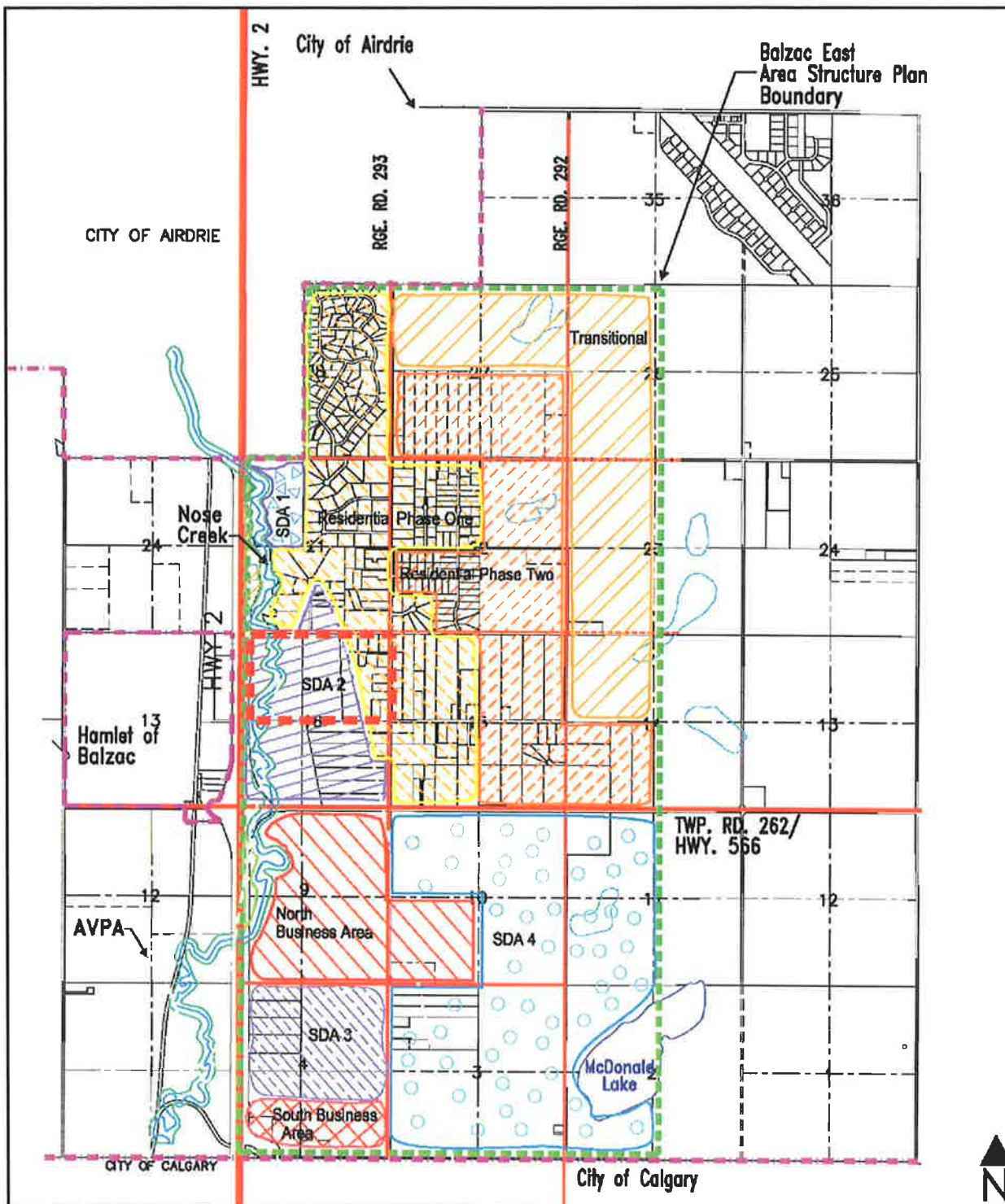
# 566 Crossing Conceptual Scheme



Not to Scale

## LEGEND

Conceptual Scheme Boundary



# balzac east area structure plan

**PROJECT**  
Balzac East  
Area Structure Plan  
M.D. of Rocky View No. 44, T 26 - R 29 - W4M  
**DRAWING TITLE**  
Land Use Strategy

## LEGEND

- |                                |                                    |
|--------------------------------|------------------------------------|
| ----- Balzac East ASP Boundary | Special Development Area 1 (SDA 1) |
| - - - - - Municipal Boundary   | Special Development Area 2 (SDA 2) |
| Residential Phase 1            | Special Development Area 3 (SDA 3) |
| Residential Phase 2            | Special Development Area 4 (SDA 4) |
| Transitional                   | South Business Area                |
| North Business Area            |                                    |

January 2006

0200400 800 1200 Metres

Figure No.: 3

FIGURE

**5**

There are two areas within the Plan Area not within the 30 NEF contour. The first is on the western edge of the Plan Area between Nose Creek and the Queen Elizabeth II Highway. This area is within the SDA2 designation, but due to its proximity to Nose Creek and the Queen Elizabeth II Highway, development within this area is discouraged unless special measures are taken that recognize this area's importance as part of the entranceway to the Cities of Calgary and Airdrie, and the environmental significance of Nose Creek.

The second area outside the 30 NEF contour is adjacent to Range Road 293. This area is currently occupied by a number of country residential parcels. The BEASP recognizes these existing residences and designates the eastern portion of the Plan Area as being suited for residential development with a minimum parcel size of 2 acres.

**Policy 3.2.1:** Any application for development shall be consistent with the policies of the Balzac East Area Structure Plan as amended from time to time.

Both the business and residential policies of the BEASP are under review and any development within the Conceptual Scheme Plan Area will have to be consistent with those in the BEASP.

### **3.3 The Municipal District of Rocky View / City of Calgary Intermunicipal Development Plan (MDRV/City of Calgary IDP)**

The Municipal District of Rocky View/City of Calgary Intermunicipal Plan was adopted by both municipalities in October 1998. It identifies areas of mutual interest and establishes policy direction and referral protocols. Within the IDP there are guidelines that address developments adjacent to major entranceways to the City of Calgary and to natural features and habitat areas.

With the western portion of the Plan Area being adjacent to the Queen Elizabeth II Highway and a primary intermunicipal entranceway in the IDP, the matters addressed in the "Improving Calgary's Entranceways" study will need to be addressed when development is proposed in this area.

Further, the IDP contains policies that encourage the protection of the ecological value and recreational potential of Nose Creek. These IDP policies are reflected in this Conceptual Scheme.

**Policy 3.3.1:** Any application for development within the City of Calgary/Municipal District of Rocky View Intermunicipal Plan Area shall be referred to the City of Calgary for review and comment relative to the policies of the MDRV/City of Calgary IDP.

It is noted that with the approval of the City of Calgary annexation effective January 1, 2007, the IDP is being updated to reflect the new City boundary and provisions contained within the annexation agreement.

### **3.4 Municipal District of Rocky View / City of Airdrie Intermunicipal Development Plan (MDRV/City of Airdrie IDP)**

This plan was adopted in August 2001 and addresses planning issues on lands that are of common interest (lands bordering both Municipalities). The plan addresses the coordination of future land use and development in this area, and serves as a means for information exchange between the two municipalities. The westerly portion of the Plan Area is within the Notification Zone of the IDP. This zone is intended to facilitate ongoing notification and information sharing between the City and the Municipal District. The specific areas of interest for this Conceptual Scheme are identified as Nose Creek and the Queen Elizabeth II Highway Corridor.

**Policy 3.4.1:** Any application for development within the City of Airdrie/Municipal District of Rocky View Intermunicipal Development Plan Area shall be referred to the City of Airdrie for review and comment relative to the policies of the MDRV/City of Airdrie IDP.

### **3.5 Rocky View Economic Development Strategy**

On June 25, 2002, the Municipal District of Rocky View Council adopted the Rocky View Economic Development Strategy. It set out key economic development initiatives and identified areas that should be developed in order to satisfy the municipality's overall economic development objectives.

Balzac East is identified by the strategy as a growth area and suggests that "business and industry that complement the existing industry would be appropriate for this area".

## **4.0 CONCEPTUAL SCHEME AREA**

### **4.1 Vision**

The Vision for the area is a comprehensively designed residential and business area which respects key natural features. The area integrates residential and business uses with pathways and open spaces, and protects existing natural areas.

The transition between business and residential areas will be achieved in a sensitive way. A balance between integration and separation will be realized through pedestrian linkages, common treatment of natural areas, and the screening of some aspects of the business uses from adjacent residential uses.

Future development will be supplied with a full range of services commensurate with the type of use proposed. Communal water and sanitary sewer services will be available. Low impact development principles and practices will be incorporated in the design of the Plan Area. Natural spaces will be preserved and enhanced. Internal roadways will be linked to the regional system thereby diverting non-local traffic away from the existing country residential development.

### **4.2 Conceptual Scheme Objectives**

The following sets out the Conceptual Scheme objectives:

1. to implement the relevant policies of the Balzac East Area Structure Plan;
2. to provide a comprehensive policy direction for the redesignation, subdivision and development of lands within the Plan Area;
3. to establish policies that provide direction on how the interface between proposed commercial and industrial development and existing residential will be addressed;
4. evolve a development program that respects the development opportunities and mitigates any development constraints;
5. to identify sensitivities with the interface between residential and non-residential uses;
6. to establish an open space system that contributes to both the regional and local networks;
7. to protect Nose Creek and its tributaries through a recognition of its regional significance and the incorporation of low impact development principles into the overall design;
8. to maintain the visual and functional integrity of the Queen Elizabeth II Highway; and
9. to establish a servicing strategy that is consistent with that established by the Municipality.

### **4.3 Form of the Conceptual Scheme**

The overall development pattern within the Plan Area will be guided by objectives and policies of the Balzac East Area Structure Plan. This Conceptual Scheme will draw upon these established policies and provide more detailed direction.

In order to facilitate redesignation, subdivision and development for different portions of the Plan Area that may have different development objectives and timing, three sub areas have been identified. Each sub area, as illustrated on Figure 6, will be subject to the preparation of separate Outline Plans.

Outline Plan Area 1 is located in the western portion of the Plan Area with Nose Creek running through the area. It is adjacent to the Queen Elizabeth II Highway and is currently undeveloped. The BEASP designates that entire area as SDA2 and notes the need to pay special consideration to this area forming part of the entranceway to the Cities of Calgary and Airdrie, as well as the need to recognize and protect Nose Creek and its riparian area.

Outline Plan Area 2 has historically been used as a meat packing plant. An intermittent channel runs through the area. The east portion of the channel has been realigned to accommodate the development of the meat packing plant and ancillary building. The western portion of the channel has two dikes across it in order to create ponds to water livestock. The BEASP designates all of Outline Plan Area 2 as SDA2 and notes its proximity to existing residential uses and the need to promote business park/ industrial developments that are sensitive to the residential areas in the vicinity.

The third Outline Plan Area is currently developed to country residential uses. The BEASP designates the western portion of this area as SDA2 while the eastern portion, forming the majority of this Outline Plan Area, is designated as Residential One, suggesting continued residential development with a minimum of 2 acre parcels. Reviewing the area designated as SDA2 within this Outline Plan Area, it is noted that the southern and central portions consist of steep slopes that would make them largely undevelopable or difficult to access with municipal standard roads. The northwestern portion of the SDA2 narrows due to the nature of the 30 NEF contour. While this narrow area is not limited by topographic constraints, there are a number of underground utilities that would limit the development potential of this area.

The Outline Plans will implement the broad policies contained within this Conceptual Scheme and will conform to the overall plan for the integration of future development between lands within the Plan Area.

Section 7 provides specific direction and policies with respect to the content and role of the Outline Plans prepared under this Conceptual Scheme.

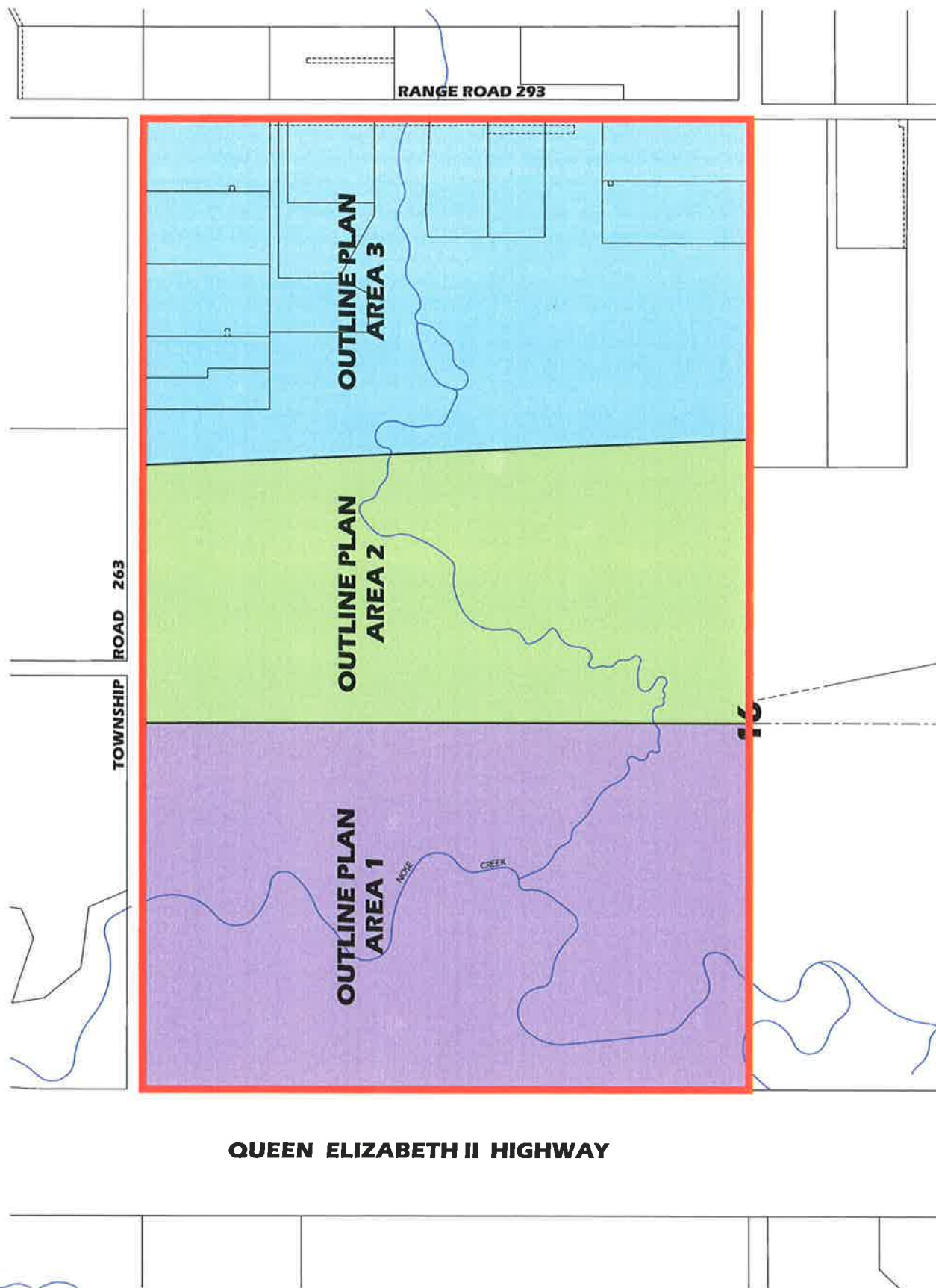
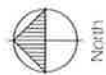
# outline plan areas

FIGURE

6

## 566 Crossing Conceptual Scheme

Scale: 1:7500





**Policy 4.3.1:** Outline Plans for Area 1 and Area 2 shall be required in support of any applications for the redesignation and subdivision of lands within the Plan Area.

**Policy 4.3.2:** Outline Plans shall be appended to and form part of this Conceptual Scheme.

**Policy 4.3.3:** Separate Outline Plans shall be prepared for Area 1 and Area 2, and may be required for Area 3 as identified on Figure 6.

#### **4.4 Future Land Use**

The Plan Area is located in an area of the Municipality that is undergoing significant change. In recent times, there have been a number of business uses approved in the area within the BEASP. The approval of a large shopping mall and horse racing track, south of Highway 566, has served as an impetus to future development in the area.

Given the policy direction of the BEASP, the predominance of planned business development in the vicinity of the Plan Area and the identification of the Plan Area itself as being suited for business development, the establishment of business uses over the majority of the Plan Area is appropriate. Businesses locating within the Plan Area will not require large volumes of water to operate and can be developed so that they do not adversely affect the residential use in the vicinity.

The area west of Nose Creek has been shown as a Special Planning Area. This area is outside the Nose Creek floodway, but requires special attention due to its proximity to the creek and the Queen Elizabeth II Highway. At the Outline Plan stage, it will need to be examined in more detail and justification and specific guidelines provided that address the future use of this area.

Country residential uses are located within the eastern portion of the Plan Area. This area will continue as a residential area. Presently, the Municipality is reviewing how areas designated as residential in the BEASP will develop and to what density. Any changes to existing policies will require extensive consultation with the area residents.

Nose Creek flows through the western portion of the Plan Area. Its floodway has been outlined on Figure 9 and this area will be provided as part of the open space system.

There is also an intermittent channel that bisects that portion of the Plan Area east of Nose Creek. This channel is recognized in the Nose Creek Watershed Water Management Plan as a tributary to Nose Creek. The majority of the channel is contained within its naturally occurring channel bed. However, portions of the channel have been realigned or dammed and the vegetation, alignment and character of these channel beds are not indicative of the naturally occurring channel bed elsewhere in the Plan Area.

Figure 7 illustrates the proposed land use scenario for the Plan Area including:

- business
- residential
- special planning area

**Policy 4.4.1:** Future land use within the Plan Area shall conform to the uses shown on Figure 7.

#### ***4.4.1 Business Uses***

Business uses are to be the predominant land use within the Plan Area. They will be commercial/warehouse uses that have a high visual appearance, benefit from proximity to the regional transportation system, and do not require large volumes of water.

Recognizing the proximity to residential uses to the north and east, special attention will have to be made to integrate the new business uses with the existing country residences. This will involve screening roof top mechanical equipment where existing country residences are located above future business uses. Further, where there is an interface between business and residential units (i.e. north of Township Road 263), screening will need to be provided. In the central portion of the Plan Area a residential/business interface occurs. In this area the 30 NEF contour, which will be the dividing line between the new business uses and existing residential, narrows as it approaches Township Road 263. Further, a small portion of this area has similar ground elevations while the majority of the central portion is topographically separated. In order to ensure a vertical, as well as horizontal separation, a 15 metre buffer strip is proposed for the length of the central portion of the Plan Area, as well as landscaping in the area north of the existing channel. Finally, a "no build" area will be required within the central portion of the Plan Area. This no build area will be in addition to the 15 metre buffer and the topographic separation in this area.

**Policy 4.4.1.1:** Business uses within the Plan Area shall be of a high visual quality and subject to architectural guidelines prepared by the developer in conjunction with the preparation of an Outline Plan and any redesignation application.

**Policy 4.4.1.2:** Business uses located adjacent to and below existing country residential uses shall screen all roof top mechanical equipment. Specifics on the screening shall be addressed in the Outline Plan.

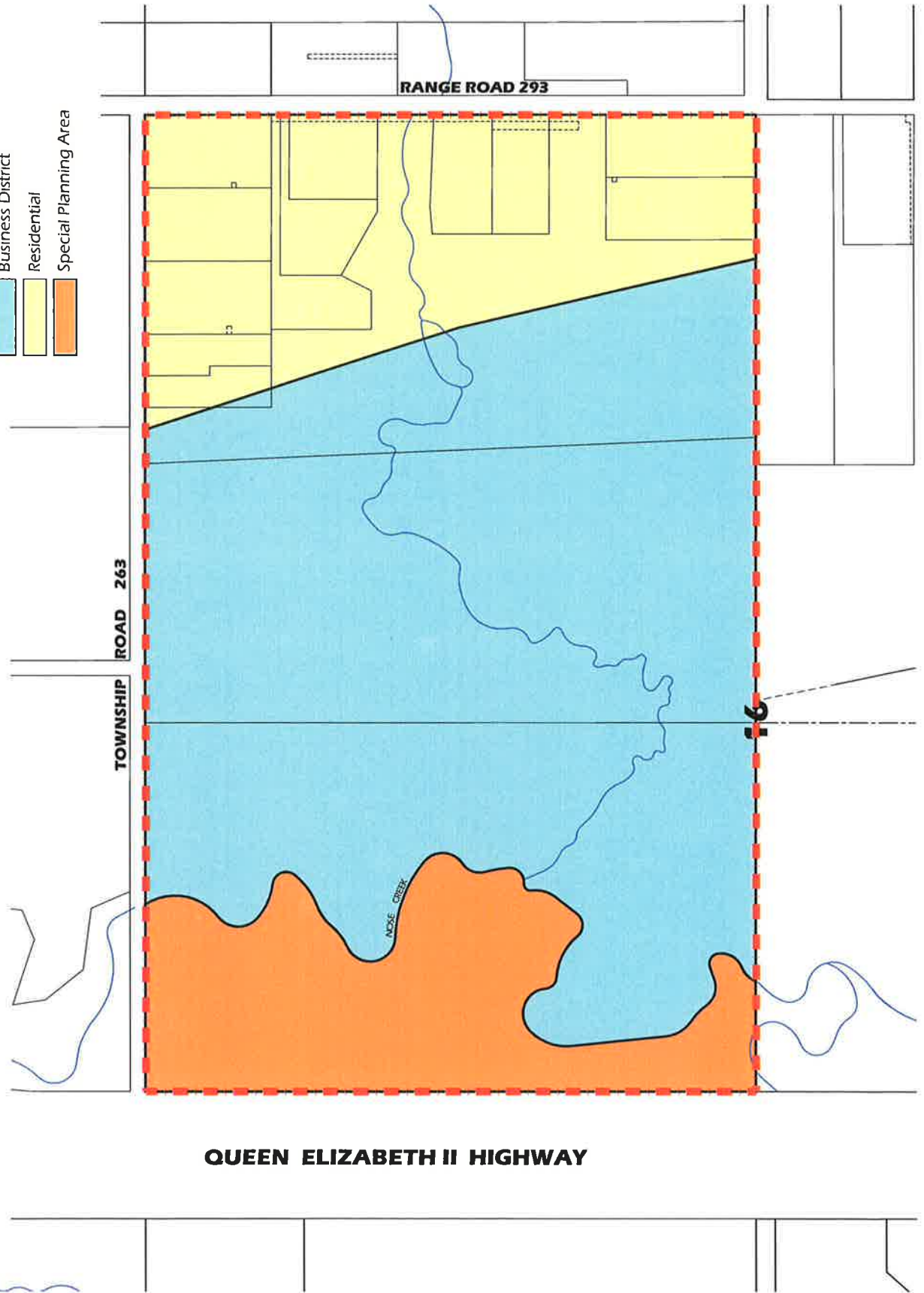
**Policy 4.4.1.3:** Buffers shall be provided as illustrated on Figure 8.



Scale: 1:7500

# 566 Crossing Conceptual Scheme

- LEGEND
- Conceptual Scheme Boundary
  - Business District
  - Residential
  - Special Planning Area



FIGURE

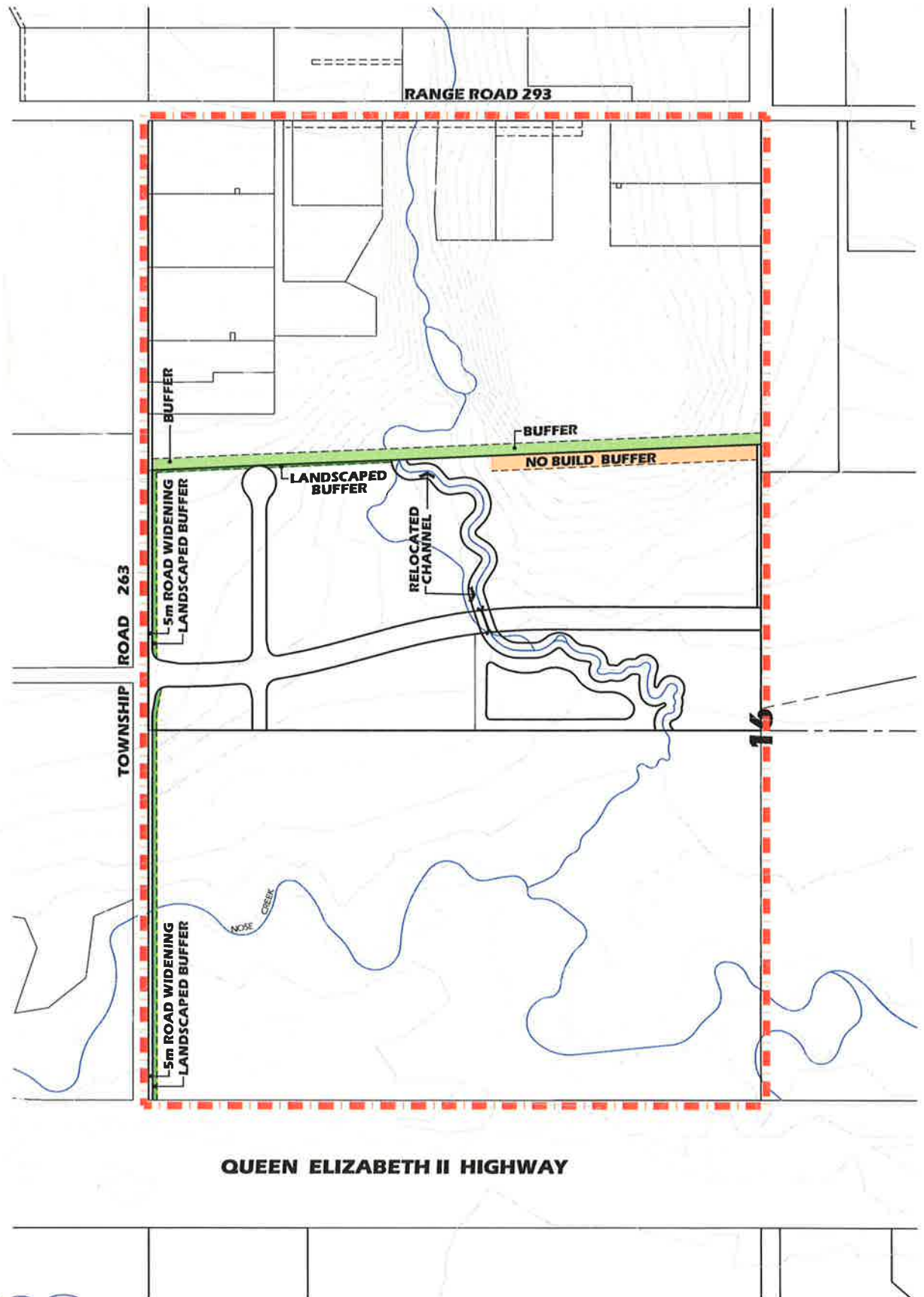
7



Scale: 1:7500

# 566 Crossing Conceptual Scheme

LEGEND  
■ ■ ■ Conceptual Scheme Boundary



buffers

FIGURE



#### **4.4.2 Residential Uses**

The eastern portion of the Plan Area is currently occupied by a number of country residential parcels. Presently, the BEASP identifies these lands as being suited for residential development with a minimum parcel size of 0.8 hectares. For the purposes of this Conceptual Scheme, this area will continue as a residential area. The future development of this area will be subject to the provisions of the BEASP and may require an Outline Plan.

**Policy 4.4.2.1:** Future residential development within the Plan Area shall be subject to provisions of the BEASP and an Outline Plan if required.

#### **4.4.3 Special Planning Area**

The BEASP discourages development on lands between the western edge of Nose Creek and the Queen Elizabeth II Highway, and suggest it "should remain in its natural state as Environmental Reserve (ER) and/or Municipal Reserve (MR) to maintain the visual appearance of the Highway 2 corridor". Within the Plan Area, this accounts for 7.3 ha of land. In recognition of the provisions of the BEASP, this area has been shown as a Special Planning Area. Should development be proposed as part of an Outline Plan, justification will need to be provided on why this area should develop. Further, the Outline Plan will need to clearly address the BEASP entranceway policies and indicate how Nose Creek will be protected.

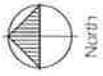
**Policy 4.4.3.1:** Any development proposed on the lands shown as a Special Planning Area on Figure 7 shall include justification for the proposal within the Outline Plan.

#### **4.4.4 Pathways and Open Space**

Open space within the Plan Area will be provided through a combination of preservation of existing natural features, the creation of an integrated pathway and linear open space network, municipal reserve dedication, and public utility lots associated with stormwater management.

Figure 9 provides an overview of the pathway system proposed for the Plan Area. The pathways and associated open space system will link all areas of the Plan Area to Nose Creek and the regional pathway system adjacent to it. The regional pathway system will then link the Plan Area to the adjacent lands.

Additional open space may be provided and will be linked via the pathway system. The location and size of the open spaces will be detailed within each Outline Plan.



Scale: 1:7500

# 566 Crossing Conceptual Scheme

- LEGEND
- Conceptual Scheme Boundary
  - Pathway



## pathway system

FIGURE





**Policy 4.4.4.1:** A network of linear open space and pathways should be established generally as shown on Figure 9 to provide a link with Nose Creek and form part of a regional pathway system.

**Policy 4.4.4.2:** Open space shall be detailed in the Outline Plans.

**Policy 4.4.4.3:** Pathways and linear open space shall qualify as a component of any required municipal reserve dedications.

#### ***4.4.5 Nose Creek and its Tributaries***

Nose Creek and its tributaries are recognized as important natural features within the Plan Area. The Municipality has accepted the Nose Creek Watershed Water Management Plan (Management Plan) that identifies the floodway, flood fringe and riparian area for Nose Creek and its tributaries.

Nose Creek runs through the western portion of the Plan Area with a tributary bisecting the area east of Nose Creek. This tributary consists of an intermittent channel that drains a catchment area east of the Plan Area. A part of the channel within the Plan Area has been realigned and dammed. The realignment of the channel and the back waters associated with the dams, negatively affects the riparian area, to the point that it no longer is a reflection of its original natural state. Much of these sections of the channel are subject to erosion with non-native, noxious vegetation within the realigned section of the channel.

**Policy 4.4.5.1:** The treatment of Nose Creek and its tributaries shall be consistent with the Nose Creek Watershed Water Management Plan.

**Policy 4.4.5.2:** Subdivision or development within the riparian area of Nose Creek or the intermittent channel that flows through the Plan Area shall be in accordance with the BEASP and the Nose Creek Watershed Management Plan.

**Policy 4.4.5.3:** Land within the 1:100 year floodway of Nose Creek shall be dedicated as Environmental Reserve at the time of subdivision.

**Policy 4.4.5.4:** Where portions of the channel located east of Nose Creek have been realigned or dammed, the channel may be relocated and restored to a standard acceptable to Alberta Environment and the Municipality.



#### **4.4.6 Escarpments**

There are two escarpments (i.e. areas in excess of 15% slope) within the Plan Area. The first is adjacent to the natural channel located within the eastern portion of the Plan Area, west of Range Road 293. The second is a centrally located slope associated with the escarpment within the southern portion of the NE¼ of Section 16-26-29-W4M.

**Policy 4.4.6.1:** The escarpments illustrated on Figure 10 may be altered, but only once grading plans have been prepared satisfactory to the Municipality.

#### **4.4.7 Environmental Assessment**

Parts of the Plan Area have been used for a variety of historic uses ranging from a meat packing plant to country residential. Activities associated with these uses may require some remediation prior to any development occurring.

**Policy 4.4.7.1:** An Environmental Impact Assessment shall be carried out in conjunction with the preparation of an Outline Plan.

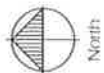
**Policy 4.4.7.2:** Should the Environmental Impact Assessment identify the need to carry out any remediation, the program shall be identified and carried out to the satisfaction of Alberta Environment and the Municipality.

#### **4.4.8 Historical Assessment**

Since the majority of the Plan Area has experienced some form of development, the presence of historical resources is low. Nevertheless, it is important to ensure that any historical resources that may exist are identified and mitigated.

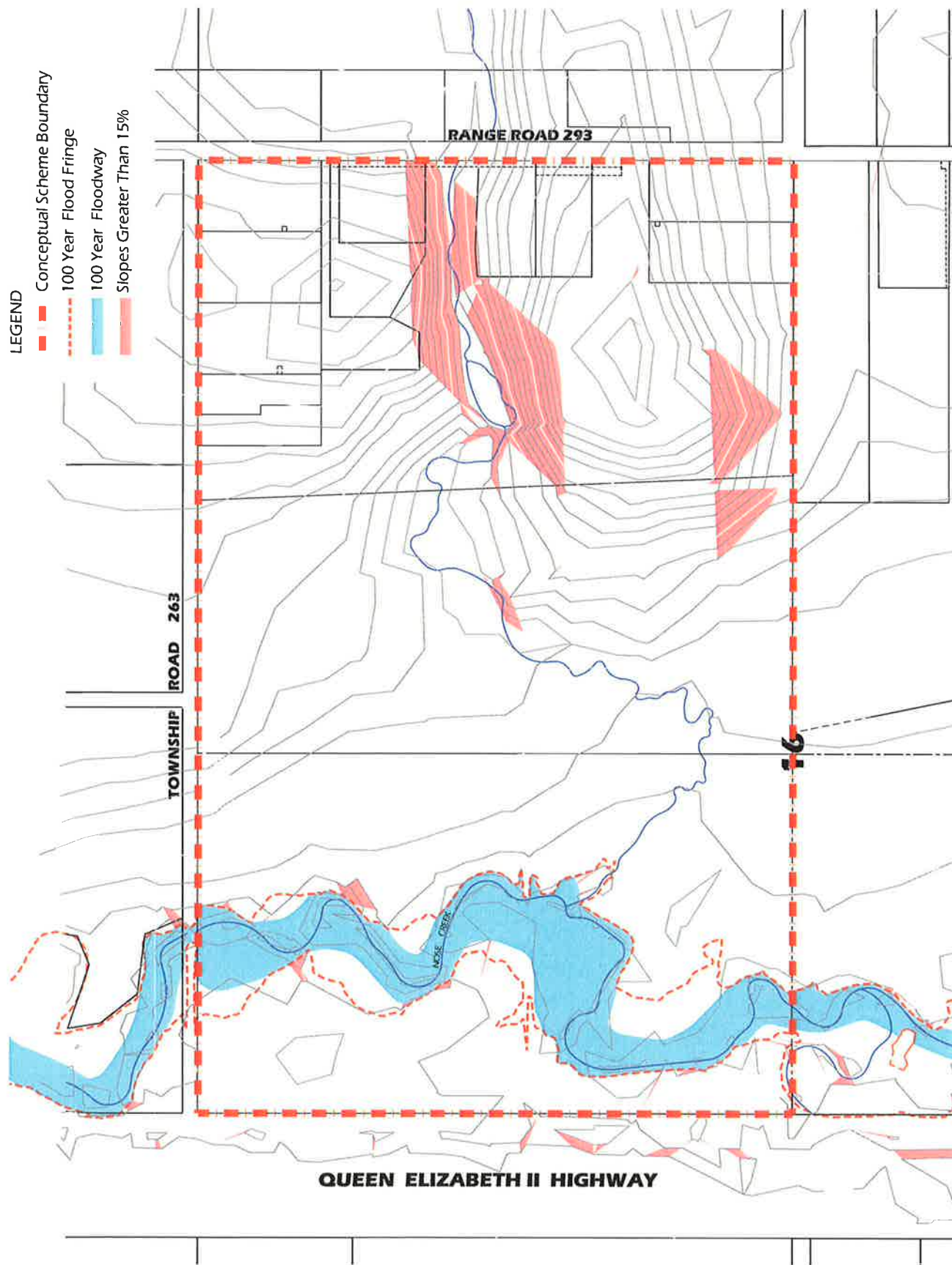
**Policy 4.4.8.1:** As part of the preparation of the Outline Plan, Alberta Community Development shall be contacted to determine whether a Historical Resources Impact Assessment is required.

**Policy 4.4.8.2:** Should a Historical Resources Impact Assessment be required, it shall be completed to the satisfaction of Alberta Community Development and the Municipality prior to any grading of the site.



Scale: 1:7500

# 566 Crossing Conceptual Scheme



## potential constraints

FIGURE

10

#### ***4.4.9 Weed Control***

The intention of the Weed Management Plan is to prevent the spread of noxious and restricted weeds pre-development, post-development and throughout all phases of the site construction. Prior to subdivision registration, a Weed Management Plan is to be submitted to the Municipality for approval. The Plan must include a site assessment of weed species, the mitigation methods proposed and the control measures to be implemented during the immediate growing season.

**Policy 4.4.9.1:** A Weed Management Plan shall be prepared by the owner and submitted to the Municipality for approval prior to subdivision registration.

**Policy 4.4.9.2:** The Weed Management Plan shall be implemented via a development permit and it shall be the responsibility of the Lot Owners Association to ensure perpetual implementation of the Weed Management Plan after subdivision registration, all to the satisfaction of the Municipality.

#### ***4.4.10 Sour Gas***

There are a number of sour gas lines and facilities in the vicinity of the Plan Area. The Alberta Energy and Utility Board has advised there are no pipelines, sour gas facilities or wells within 100 metres of the Plan Area.

## **5.0 TRANSPORTATION**

The Plan area is bounded to the north, east and west by provincial and municipal roadways. Because of the amount of new development proposed in East Balzac, the function of the existing roadway adjacent to the Plan Area will change. The Municipality has completed a regional transportation study for the area north of Secondary Highway 566. This study establishes the function and standard of existing and future roads.

### **5.1 External Roadways**

Range Road 293 forms the eastern boundary of the Plan Area. It has historically served as a local, two lane residential roadway servicing local traffic. The service road that parallels the Queen Elizabeth II Highway is the western edge of the Plan Area and extends from the City of Airdrie to the City of Calgary. Historically, this through roadway has accommodated both local and inter city traffic. Township Road 263 forms the northern boundary of the Plan Area and is a two lane roadway servicing local traffic.

Based on the regional transportation study, Alberta Infrastructure and Transportation is proposing to close the service road at the Secondary Highway interchange. This is necessary in order to accommodate the proposed short and long term improvements to Highway 566. Presently, the service road closure is anticipated in the fall of 2008.

This closure and change in function of the service road to a local, dead end road, will necessitate the creation of a new, four lane, major road that will bisect the Plan Area and the land to the south, connecting Township Road 263 to Secondary Highway 566. This new road (i.e. Range Road 294) will replace the existing service road as an inter city connection. Along with the creation of this new north/south roadway, Township Road 263 will be upgraded from the service road to the point where Range Road 263 intersects with the new Range Road 294. These upgrades will accommodate both the traffic that currently uses the service road and any traffic generated by new development within the Plan Area.

With the upgrades to Township Road 263 and the construction of Range Road 294, Range Road 293 will continue to function as a local roadway serving local traffic.

**Policy 5.1.1:** The existing service road will not be closed until Range Road 294 from Township Road 263 through to Secondary Highway 566 has been constructed.

**Policy 5.1.2:** Direct access from the existing service road to any future lots in the Outline Plan Area shall be permitted.

**Policy 5.1.3:** Township Road 263 west of new Range Road 294 shall be upgraded prior to the service road being closed at Secondary Highway 566.

**Policy 5.1.4:** Range Road 293 shall be maintained by the Municipality as a two lane road intended to serve the local residents.

**Policy 5.1.5:** The Municipality may recover portions of the cost to upgrade Township Road 263 and to construct Range Road 294 based on a formula developed in consultation with the landowners adjacent to Township Road 263 and Range Road 294.

## **5.2 Internal Roadways**

The internal road system has been designed to provide access to the business uses and to create an integrated road network. Linkages within the Plan Area have been provided to connect the two Outline Plan areas that are to accommodate business uses. Due to topographic constraints and the desire to separate business and residential traffic, no internal linkage has been provided between the proposed business and existing residential areas.

Of particular note is that there is no connection from the Plan Area onto Range Road 293. As noted earlier, this is due to the topographic constraints between the Plan Area and Range Road 293, as well as the clear desire expressed by area residents that no connection is wanted.

Further, access to adjacent lands to the south have been recognized through the location of the proposed north-south roadway (i.e. Range Road 294). Through discussions with the landowner to the south, the north-south roadway has been aligned to service both properties and connect with Secondary Highway 566, as well as the retail, entertainment centre.

With the road system proposed, traffic moving north will use Range Road 294 north to Township Road 263 and then onto the service road. South moving traffic will use Range Road 294 through to Secondary Highway 566 and then either use the Highway 566 interchange to access the Queen Elizabeth II Highway or continue south through the retail and entertainment centre.

**Policy 5.2.1:** The internal road network within the Plan Area shall generally conform to Figure 11.

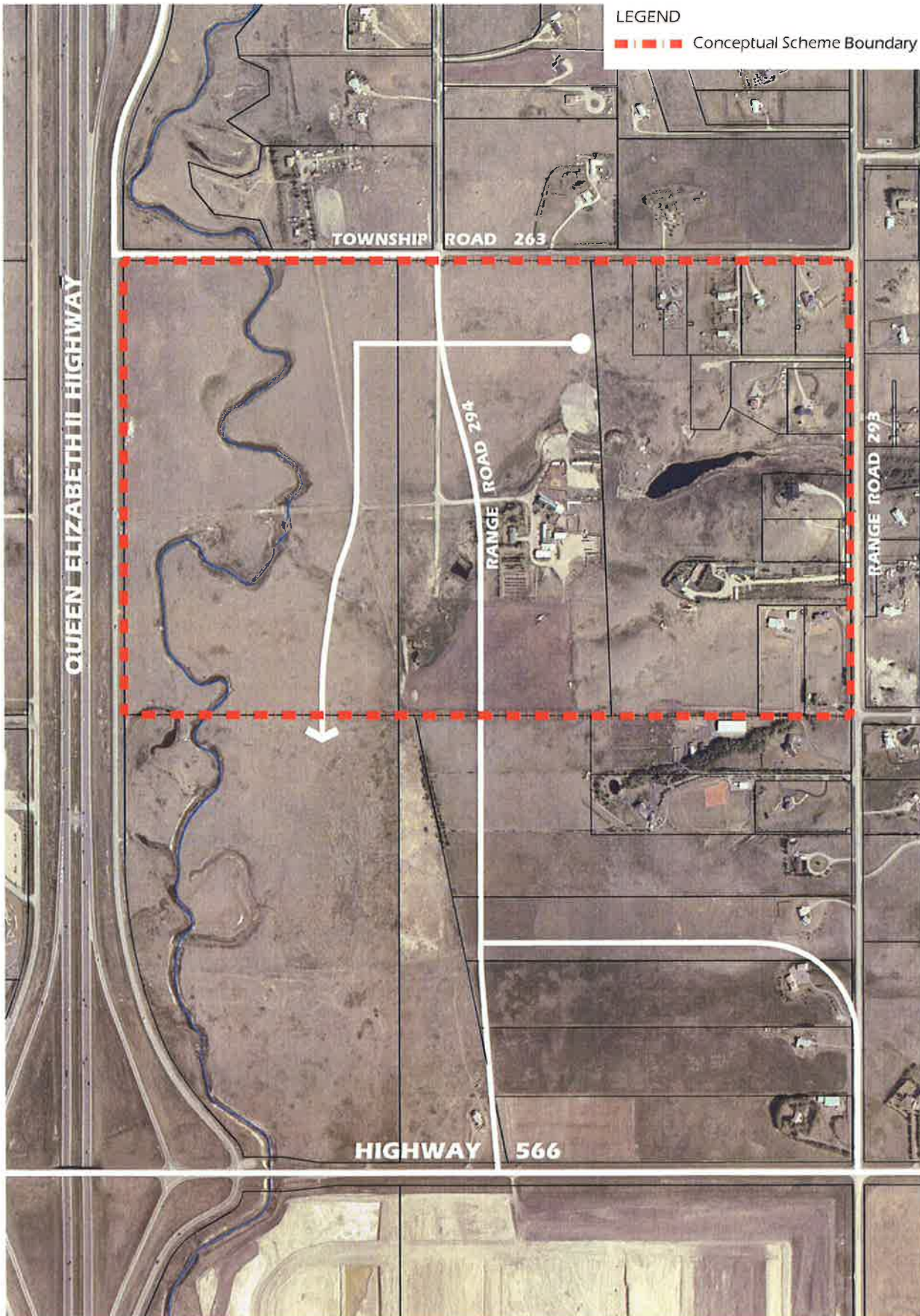
**Policy 5.2.2:** There shall be no internal road connection between Range Road 293 and the Plan Area.



# 566 Crossing Conceptual Scheme



Not to Scale



**road network**

FIGURE

**11**

### 5.3 Transportation Impact Study

A Traffic Impact Study (TIS) was completed for the Plan Area in August 2007. The TIS examined the adjacent road network and examined development generated traffic volumes for different time horizons. It also examined the capacity of the proposed internal and adjacent roadway, and identified improvements that will be required to accommodate the proposed development.

Primary access to the central portion of the Plan Area will be via Range Road 294. This roadway will extend from Secondary Highway 566, through the proposed business park south of the Plan Area, ultimately connecting to Township Road 263. Improvements to Secondary Highway 566/Range Road 294 will be required and constructed in conjunction with the development of the regional shopping mall south of Secondary Highway 566 and the proposed business park north of Secondary Highway 566.

Access to that portion of the Plan Area west of Nose Creek will be via the service road. This roadway currently functions as a major north-south connection paralleling the Queen Elizabeth II Highway. With the proposed upgrade of the Queen Elizabeth II Highway/Secondary Highway 566 interchange, this existing roadway will be terminated north of the upgraded interchange, changing its function to a local, dead end roadway.

Access to the eastern portion of the Plan Area, designated to accommodate residential development, will be via Township Road 263 and Range Road 293. Township Road 263 will need to be improved up to the new Range Road 294. East of that intersection, no improvements are proposed in order to encourage all non local traffic to use Range Road 294. No improvements are proposed to Range Road 293 adjacent to the Plan Area.

Intersection improvements in the vicinity of the Plan Area include Range Road 294/Township Road 263 and Service Road/Township Road 263. These improvements are largely attributed to background traffic originating outside the Plan Area and the closure of the service road north of the Highway 566 interchange.

**Policy 5.3.1:** Future roadway and intersection improvements shall be based on the findings of the Transportation Planning Study of North Balzac/East Balzac completed in August 2007, and to the satisfaction of Alberta Transportation and Infrastructure, and the Municipality.

**Policy 5.3.2:** The Municipality and Alberta Transportation and Infrastructure may require the August 2007 Transportation Impact Study and the East Airdrie/Balzac Transportation Study be updated in conjunction with subdivision applications.



## **6.0 SERVICING**

The Plan Area will be supplied with community water and sanitary sewer service, as well as shallow utilities. Provision of these services will allow the Plan Area to develop to a high standard that takes full advantage of the full range of services.

### **6.1 Water**

It is anticipated that domestic water will be supplied to the Outline Plan Areas 1 and 2 by the Municipality. Presently, the Municipal water system is not constructed, but plans are to commence construction in 2008 with completion in 2009. In addition, the Municipality is examining interim measures, as well as alternative long term solutions that will ensure domestic water supply will be available when development occurs within the Plan Area.

Once the domestic water system is operational, it is the intention of the Municipality to use the system to accommodate future development. In order to best use this treated water supply, the domestic system will not be used for irrigation purposes and water conserving fixtures will be required in each new building.

**Policy 6.1.1:** The Municipality will coordinate the provision of potable water to Outline Plan Areas 1 and 2.

**Policy 6.1.2:** Domestic water supplied to the Outline Plan Areas 1 and 2 shall not be used for irrigation purposes.

**Policy 6.1.3:** Prior to development permit approval, the developer shall prepare a water conservation strategy that meets or exceeds any water conservation policy of the Municipality.

### **6.2 Sanitary Sewer**

The Municipality is currently constructing a sanitary sewer system that will ultimately be capable of servicing the Plan Area. The completion date is currently uncertain and, as such, an interim method of sewage disposal may be needed. As such, this Plan permits on-site disposal on a temporary basis until the Municipal system is available to development within the Plan Area. Once the Municipal system is available and operational, all commercial/industrial development within the Plan Area shall connect to the Municipal system. Existing residential development may wish to connect to the Municipal system, but the decision to do so will be at the sole discretion of the residential landowner.

**Policy 6.2.1:** All commercial/industrial uses within the Plan Area shall be connected to the Municipal sanitary sewer system.

**Policy 6.2.2:** Notwithstanding 6.2.1, if the Municipal sanitary sewer system is not available to the Plan Area when required to accommodate new commercial/industrial development, on-site sewage disposal may be permitted.

**Policy 6.2.3:** Should on-site sewage disposal be required, a Deferred Servicing Agreement shall be registered on each certificate of title indicating the on-site sewage system has been provided as an interim measure and shall be removed to the satisfaction of Alberta Environment and the Municipality once the Municipal sanitary sewage system is construction and operational.

### **6.3 Stormwater Management**

Stormwater management within the Plan Area will be addressed based on the provisions and recommendations contained within the Nose Creek Watershed Water Management Plan (NCWWMP). This plan advocates the use of Low Impact Development (LID) principles and practices including:

- post-development hydrology and water quality match the pre-development regime
- source control of runoff and pollutants
- minimizing impervious areas
- rain harvesting and reuse
- utilization of biological system for stormwater management.

In addition, a key element of the NCWWMP requires volume control of stormwater. Conventional stormwater management has typically focused on discharge control, whereby post-development release rates were made less than or equal to pre-development release rates through the use of stormwater ponds. The result of this approach is that the total runoff volume over time is still greater than pre-development; therefore, the receiving watercourse can experience degenerative effects.

Volume control requirements typically specify a permissible volume of water that can be discharged from a site over a specified time period combined with a maximum discharge rate criteria. The goal of these requirements is to provide a runoff distribution that has peak flow rates and duration of flows that are much closer to pre-development conditions. Mimicking pre-development flow regimes is usually an effective method of mitigating the effects of development on downstream drainage courses.

**Policy 6.3.1:** Stormwater management within the Plan Area shall conform to the guidelines contained in the Nose Creek Watershed Water Management Plan.

**Policy 6.3.2:** A Stormwater Management Plan shall be submitted in conjunction with each Outline Plan.

#### **6.4 Shallow Utilities**

Shallow utilities include such services as telephone, natural gas, electricity, and cable television. These will be provided by the various service providers who operate the utilities in the vicinity of the Plan Area.

## **7.0 OUTLINE PLANS**

In response to the size and complexity of the Conceptual Scheme Plan Area combined with the differing timelines and development aspirations of landowners within the Plan Area, a system of separate yet integrated detailed plans will be implemented under the overall policy umbrella of this Conceptual Scheme.

### **7.1 Outline Plan Content**

This Conceptual Scheme has established a general policy framework for coordinating and unifying development between the three Outline Plan areas previously identified while allowing for the evolution of detailed planning on different timelines between landowners.

Outline Plans will be prepared and appended to this Conceptual Scheme in support of applications for the redesignation and subdivision of lands within the Plan Area to demonstrate how specific lands within the Plan Area will be subdivided and developed.

In order to provide for a consistent level of detail and supporting technical analysis between the Outline Plans and to further implement the policy contained within the Balzac East Area Structure Plan, the following requirements represent the minimum content for an Outline Plan prepared pursuant to this Conceptual Scheme.

**Policy 7.1.1:** In addition to the policy requirements of this Conceptual Scheme, Outline Plans must also include:

- A future land use scenario - including lot design and configuration, parcel size, on and off-site visual impacts, open space connections, servicing strategy, and compatibility with adjacent land use.
- A scenario for the integration of the proposed development with existing and adjacent development including the preservation or improvement of existing sightlines.
- Development phasing illustrating full build-out.
- Any and all constraints to development including, but not limited to topography, environmentally sensitive areas as determined by a geotechnical, biophysical inventory, archaeological or historical sites.
- Environmental Site Analysis.
- Direction that subdivision and development within the Outline Plan area will be in accordance with the Master Drainage Plan currently being prepared by the Municipal District.

- The location of municipal, school and, if necessary, environmental reserve areas.
- The provision of open areas for the purposes of habitat preservation, archaeological or historical sites, regional Best Management Practices, agricultural uses, recreation, highway interface, and City of Calgary interface.
- How the entranceway policies have been addressed.
- Assessment of community service levels.
- A stormwater management plan including how it is consistent with the Nose Creek Watershed Water Management Plan.
- A traffic impact assessment consistent with the Transportation Planning Study of North Balzac/East Airdrie that addresses the location of existing and future transportation networks detailing traffic generation and its cumulative impacts on the road network including the necessary improvement.
- Utility servicing strategies.
- Population densities and projections.
- Input from all directly and indirectly affected landowners within and adjacent to the Outline Plan boundary throughout the preparation of the Conceptual Scheme, including a minimum of one open house for the proposal.
- The support of the proposed Outline Plans by the majority of the affected landowners.

**Policy 7.1.2:** All applications for the redesignation and subdivision of lands in Outline Plan Areas 1 and 2 shall be supported by Outline Plans to be appended to this document.

## **7.2 Conceptual Scheme on Adjacent Lands**

Adjacent lands to the south are currently proposed for development under a parallel planning process that will result in the formulation of a separate Conceptual Scheme.

Consultation with adjacent developers and their consultants has ensured that detailed Outline Plans prepared under this Conceptual Scheme will be integrated with adjacent development in terms of issues related to access, stormwater and compatible uses. Figure 12 illustrates the proposed development concept for the lands to the south.

**Policy 7.2.1:** During the preparation of Outline Plans contemplated by this Conceptual Scheme, consideration shall be given to integrating development with adjacent Conceptual Schemes.

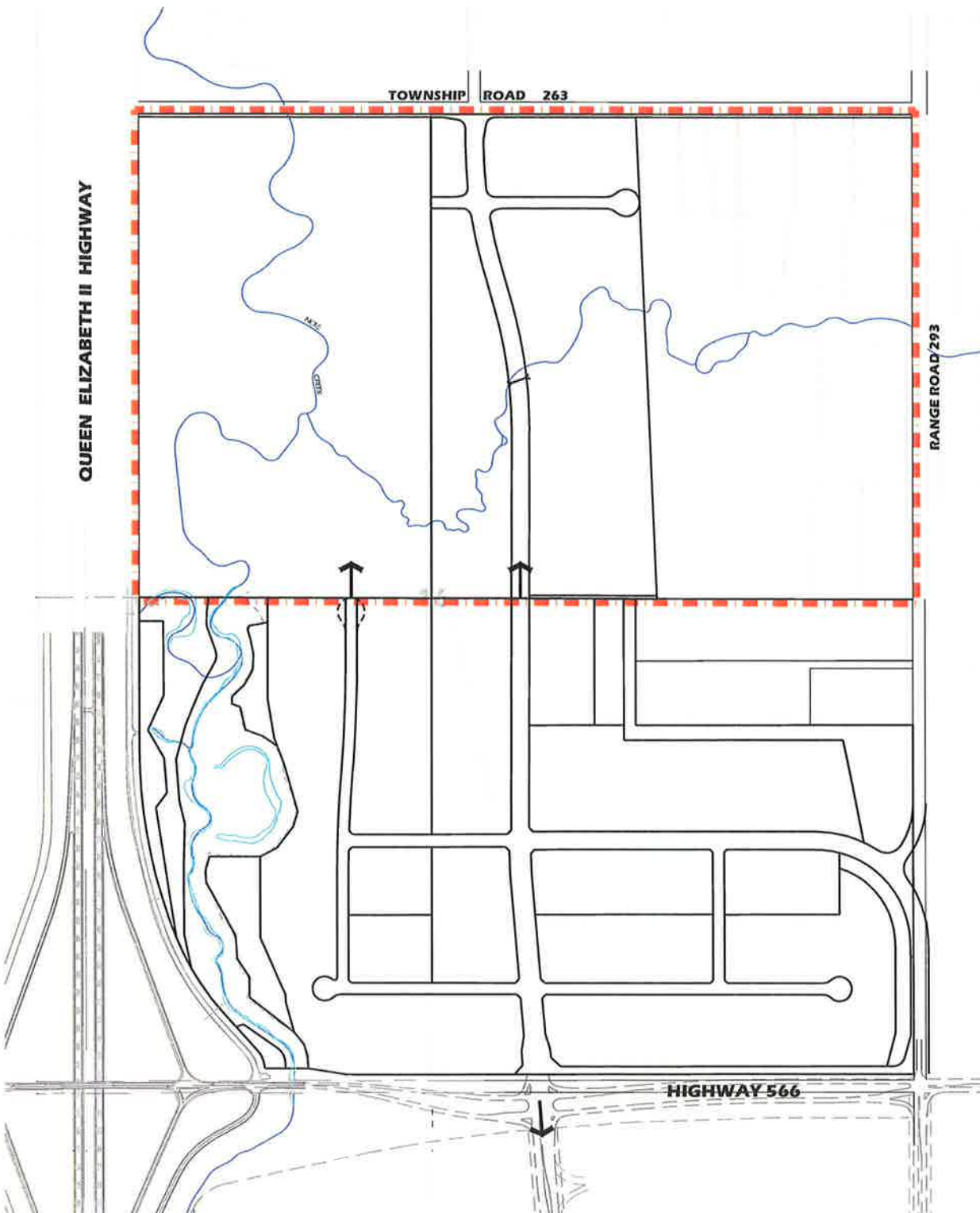
# 566 Crossing Conceptual Scheme



Not to Scale

## LEGEND

--- Conceptual Scheme Boundary



**adjacent development concept**

FIGURE

**12**



**566 XING**  
**Business Park**

**APPENDIX A**  
**OUTLINE**  
**PLAN -**  
**AREA 2**



October 2008



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## **1.0 INTRODUCTION**

This Outline Plan is to be reviewed in conjunction with the Highway 566 Crossing Conceptual Scheme. It addresses one of three Outline Plan areas identified in the Conceptual Scheme and provides more detailed policies on how Block 6, Plan 9410824 can be developed to accommodate a comprehensively planned business park.

### **1.1 Location and Plan Area**

As illustrated on Figure 1, the Plan Area is located east of the Queen Elizabeth II Highway, south of Township Road 263, and one half mile north of Highway 566. It consists of 29.1 hectares (71.9 acres) as illustrated on Figure 2. The Plan Area is within the East Balzac Area Structure Plan (BEASP) and the 566 Crossing Conceptual Scheme. Figures 3 and 4 illustrate the location of the Plan Area relative to the BEASP and the 566 Crossing Conceptual Scheme.

### **1.2 Outline Plan Objectives**

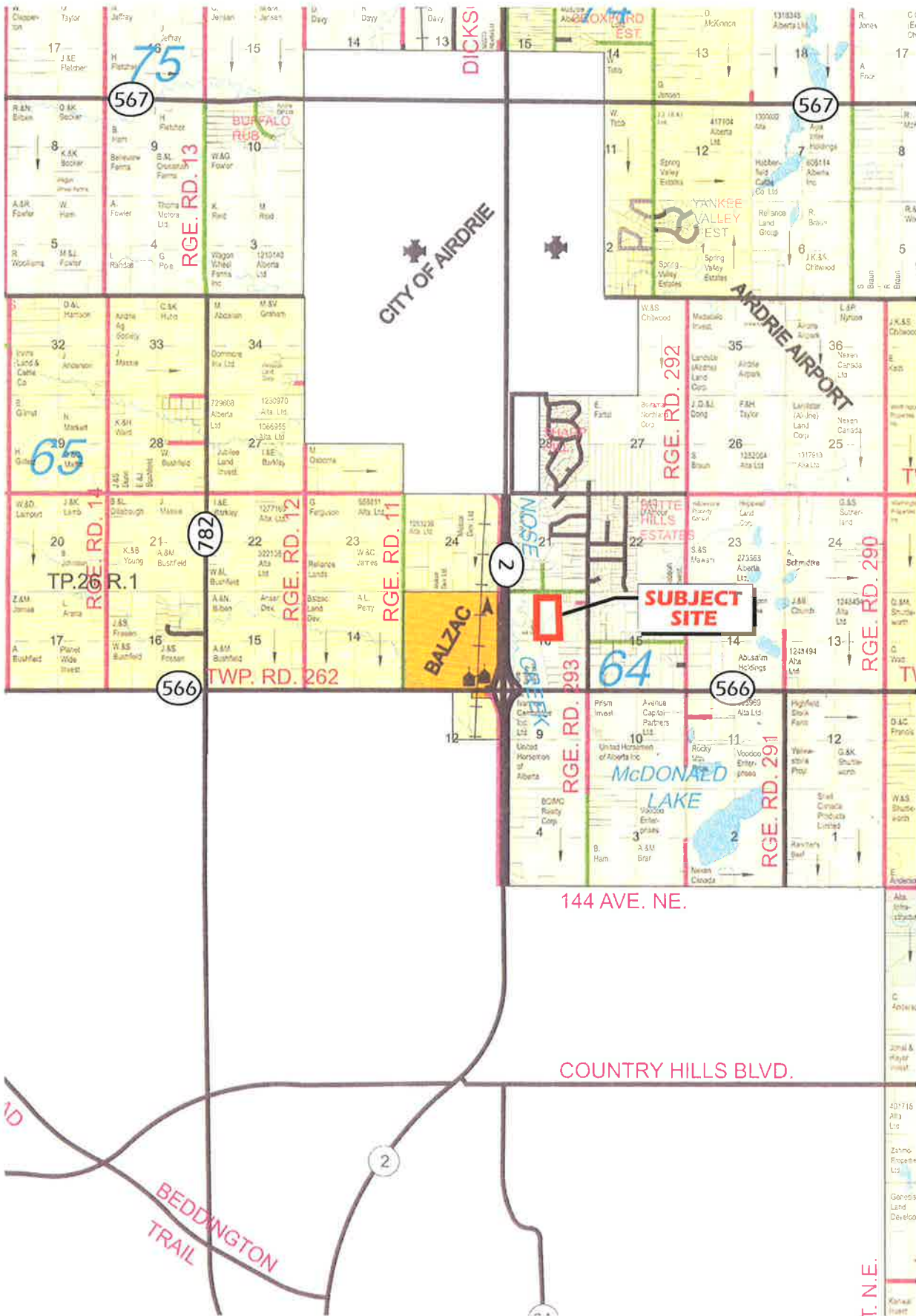
The following are the objectives of the Outline Plan:

- To establish policies that will guide redesignation and subdivision within the Plan Area and integrate development with adjoining planning areas.
- To facilitate development of a comprehensively planned business park that is consistent with the Balzac East Area Structure Plan and the Highway 566 Xing Conceptual Scheme.
- To illustrate the physical characteristics of the lands and to describe how the development will conform to the natural environment.
- To identify any constraints affecting the lands and illustrate how these constraints can be accommodated.
- To provide a servicing strategy that is appropriate for the proposed development.
- To provide a forum for public input and develop a business community that meets the needs of the local and regional residents.
- To integrate the development with regional and provincial road networks.
- To protect and maintain surface water quality through the design and implementation of a stormwater management plan.

# 566 Crossing Outline Plan



Not to Scale



location plan

FIGURE

1

# 566 Crossing Outline Plan



Not to Scale



**plan area**

FIGURE

**2**

■■■ Outline Plan Boundary



FIGURE

3



# 566 Crossing Outline Plan

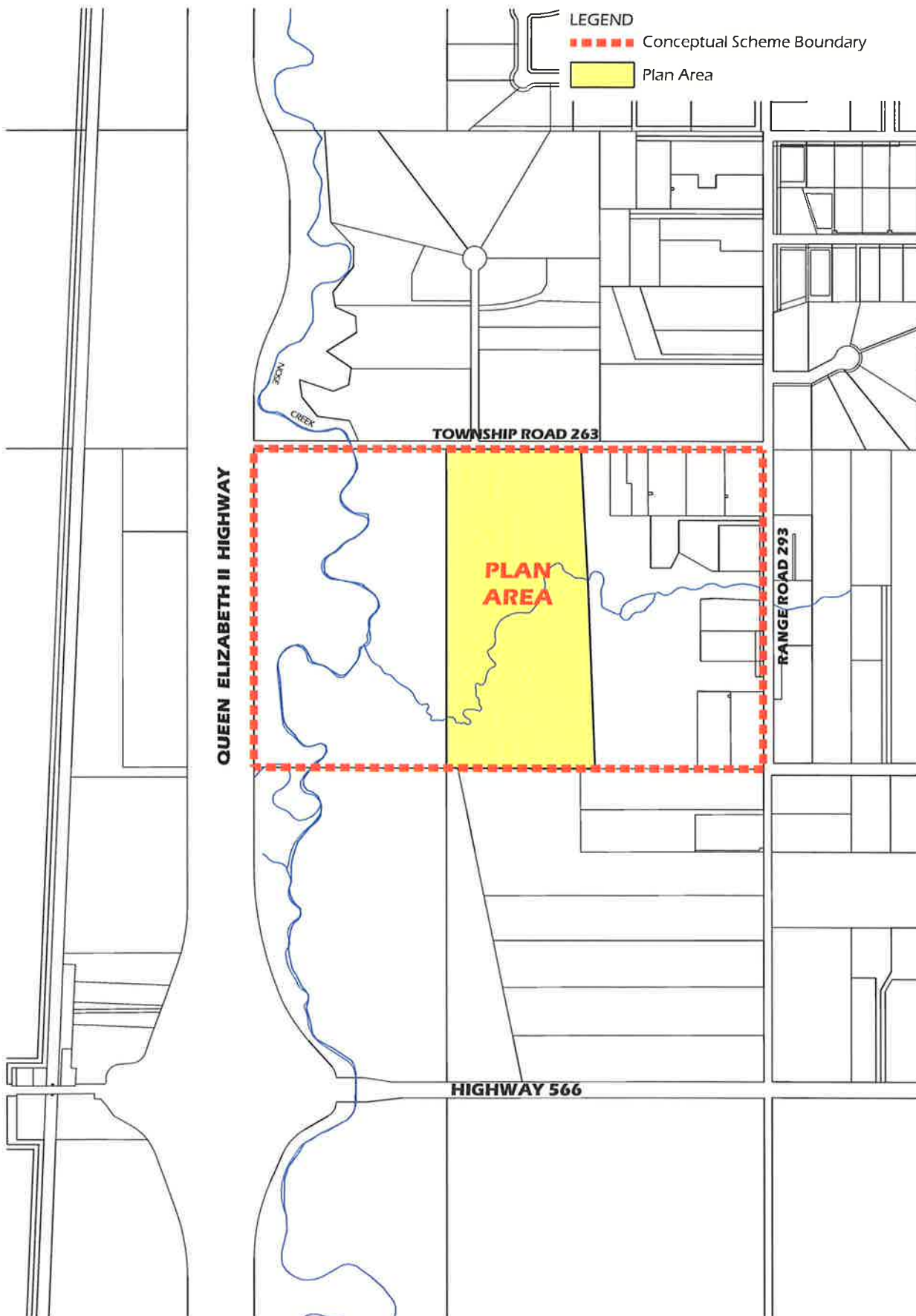


Not to Scale

## conceptual scheme and plan area

FIGURE

**4**





## **2.0 SITE FEATURES**

### **2.1 Topography**

The Plan Area is characterized by a large, flat plateau that rises in the southeast corner of the site. The low point is 1078 m in the southwest corner with the high point being 1100 m along the southeast edge of the Plan Area. There is intermittent channel that runs in a southward direction through the central portion of the land that ultimately drains to Nose Creek.

Figure 5 illustrates the topography of the Plan Area and associated slopes. Figure 6 illustrates the contour intervals.

### **2.2 Soils and Vegetation**

The Plan Area has been used as a meat processing plant for the last number of years. Associated with the plant, the majority of the area has been used for grazing. As such, the Plan Area consists of natural grasses normally associated with pasture land.

Soils testing was carried out within the Plan Area. The soil profile consists of topsoil (50 mm to 250 mm) overlaying a clay deposit which is, in turn, over shale/siltstone bedrock. At the lower level, a layer of gravelly till was encountered immediately below the topsoil and above the silty clay layer.

### **2.3 Geotechnical Investigation**

A geotechnical site investigation was conducted in August 2007. The purpose of the investigation was to evaluate the subsurface soil and groundwater conditions within the site. The investigation concluded the site is suited for the development proposed and provided preliminary criteria for roadway and building construction, as well as groundwater levels, soil permeability results and slope stability.

### **2.4 Environmental Assessment**

Phase 1 and Phase 2 Environmental Site Assessments were carried out in December 2005 and January 2006. The Phase 1 assessment revealed no evidence of significant contamination within the Plan Area. Due to a portion of the Plan Area being used as meat processing facilities, additional work was carried out in the eastern portion of the Plan Area. This consists of soil and groundwater sampling. The results of the program indicated samples were within acceptable limits.

### **2.5 Historical Assessment**

Alberta Community Development was contacted during the preparation of this Outline Plan. It advised a historical resources assessment was not required for the Plan Area.



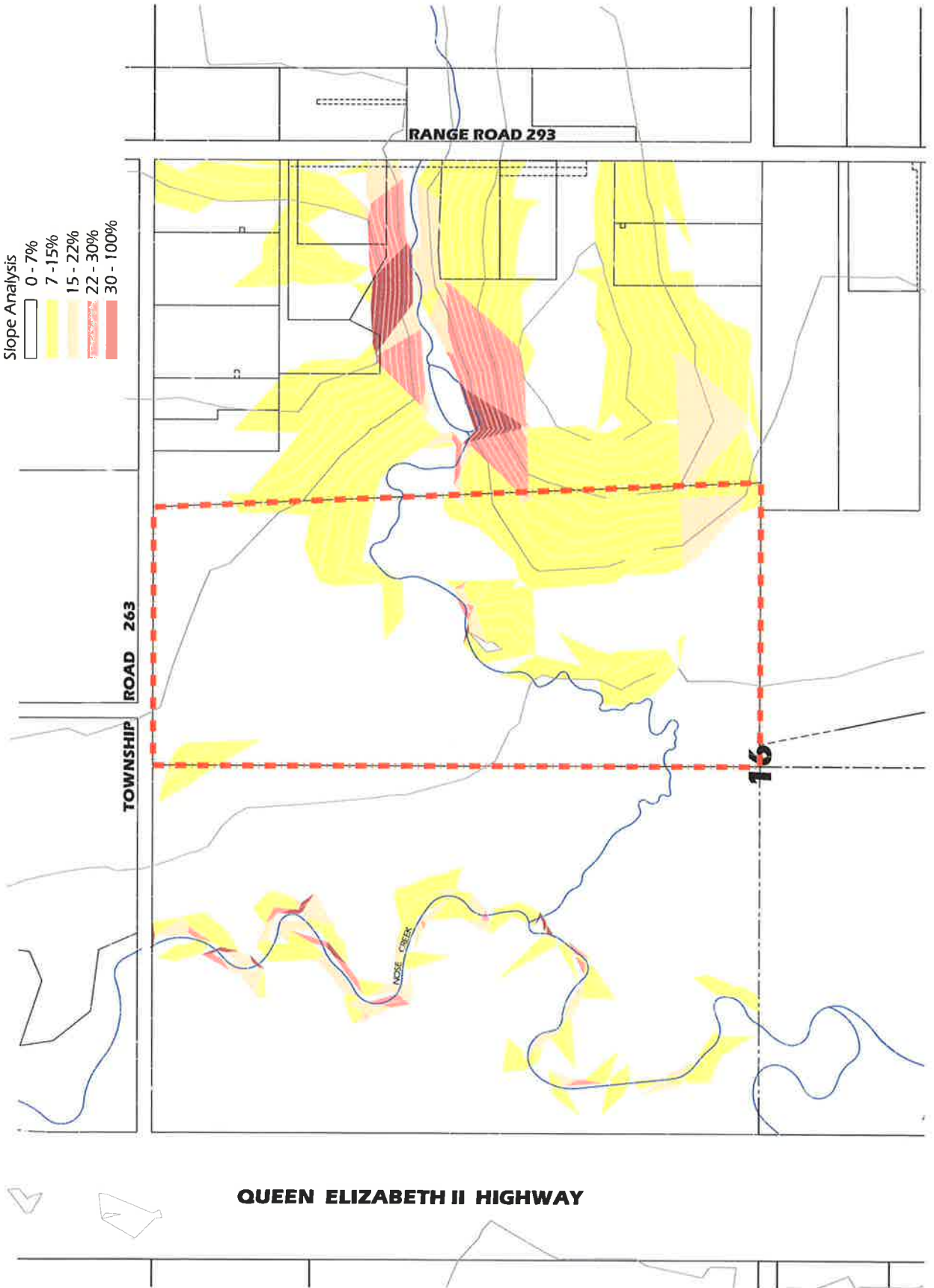
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# 566 Crossing Outline Plan

LEGEND

- Outline Plan Boundary
- Slope Analysis

- 0 - 7%
- 7 - 15%
- 15 - 22%
- 22 - 30%
- 30 - 100%



FIGURE

5



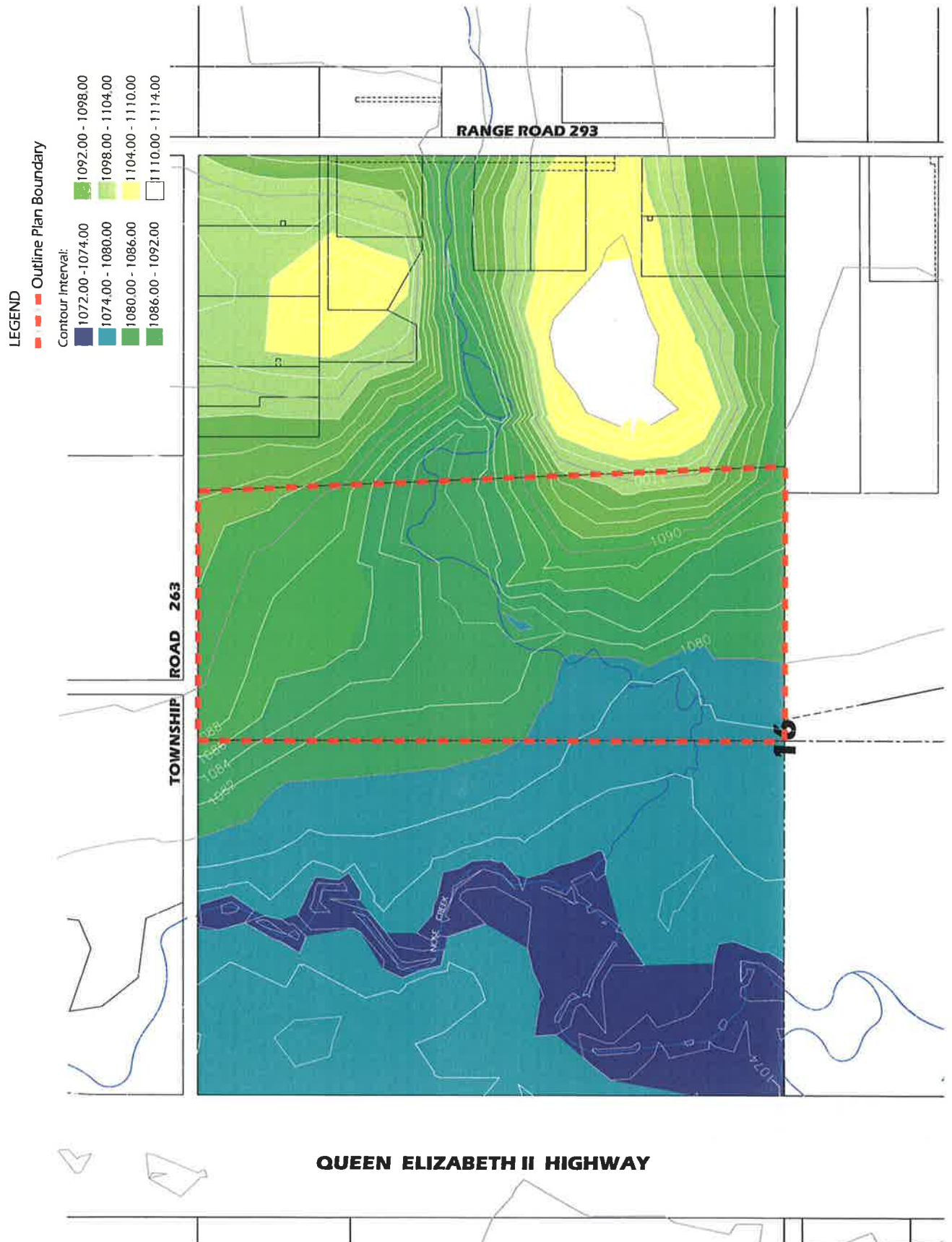
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# 566 Crossing Outline Plan

## contour interval plan

FIGURE

6



### **3.0 OUTLINE PLAN DEVELOPMENT SCHEME**

#### **3.1 Proposed Subdivision Concept**

The Outline Plan Area consists of 29.1 hectares (71.9 acres) that historically has been used as a meat processing facility and associated pasture land. As Figure 7 illustrates, the proposed development consists of 18 business lots ranging in size from 2 acres to 4 acres in size that would employ up to 800 persons.

The subdivision concept is centred around the north-south roadway that will ultimately connect Township Road 263 to Secondary Highway 566. Lotting within the project gains access from the internal road system.

Access is provided by a connection to Township Road 263 at the north end of the development which will then connect to a service road that parallels the Queen Elizabeth II Highway.

The southerly access will be via the extension of a north-south roadway (i.e. Range Road 294) that ultimately connects to Highway 566 through the land to the south of the Plan Area. This roadway will provide a continuous link that will parallel Range Road 293 to the east and the Queen Elizabeth II Highway to the west.

There are also connections proposed to the west to allow the integration of these lands outside the Plan Area into the overall internal road network. Linkages to the country residential uses to the east have been avoided to ensure residential and business traffic are separated. Further, topographic constraints prohibit a road linkage to the eastern portion of the Plan Area.

The Plan Area is bisected by an intermittent channel that ultimately drains into Nose Creek. The eastern portion of the channel has been relocated and is in poor condition. It is subject to erosion and is dominated by non-native vegetation. The result is this portion of the channel does not reflect its former riparian character.

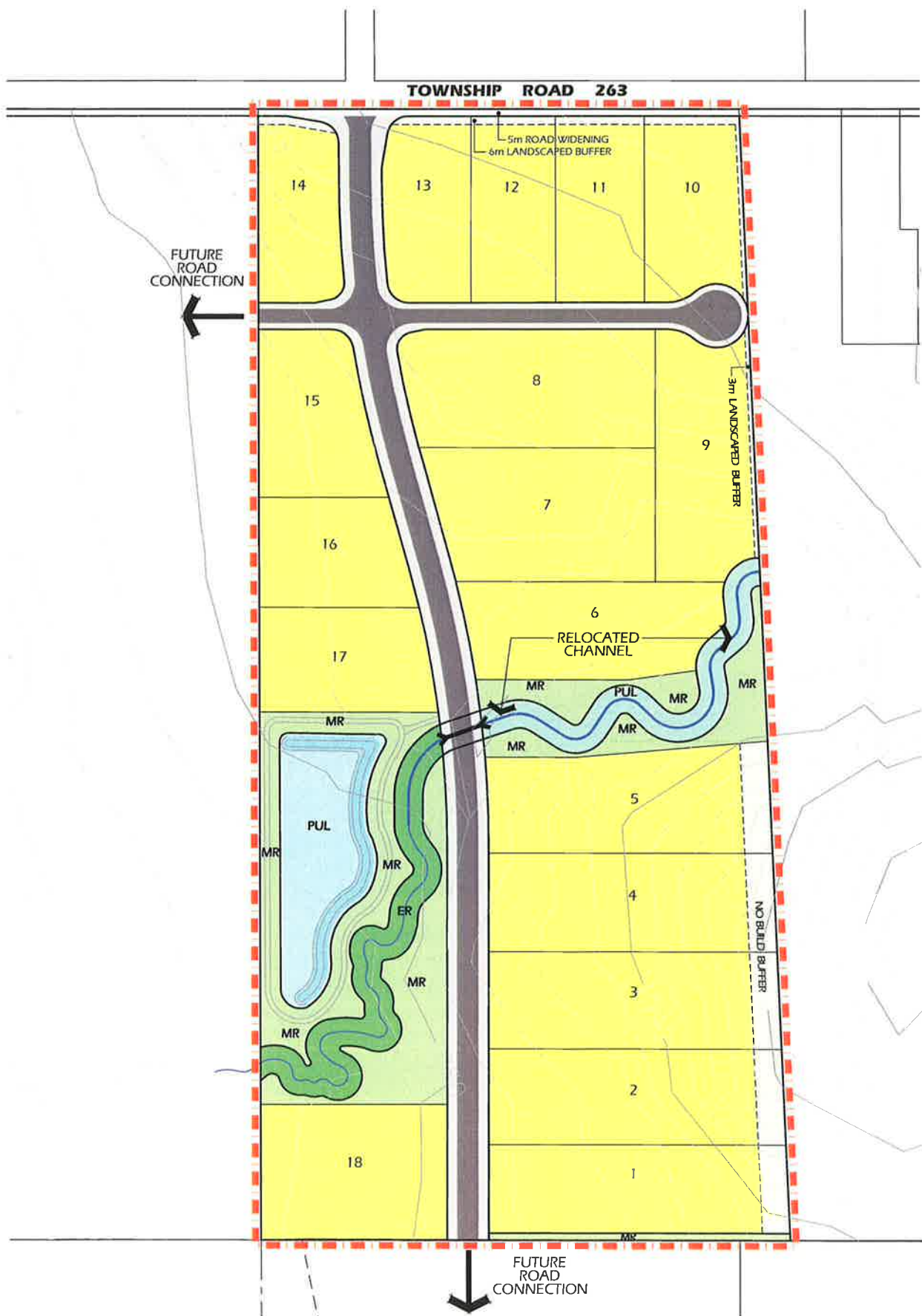
The westerly portion of the channel is presently in its natural alignment, but contains two dams that were used to provide water to livestock. The presence of these dams has affected the natural vegetation and riparian area of the channel.

It is proposed to rehabilitate the eastern portion of the channel. This will be done by realigning it so that it reflects a more natural course and it will be landscaped with native vegetation. The proposed realignment has been reviewed by the Municipality and Alberta Environment to ensure both authorities are able to provide guidelines and criteria that will be used in its realignment.

# 566 Crossing Outline Plan



Scale: 1:4000



**subdivision plan**

FIGURE

**7**



In addition, it is proposed to remove the two dams and restore these areas to their natural state. The remediation plans for this portion of the channel will also be reviewed with and approved by Alberta Environment and the Municipality.

**Policy 3.1.1:** Prior to the issuance of any development permit, the intermittent channel may be realigned and rehabilitated subject to the approval of Alberta Environment and the Municipality.

The proposed subdivision concept also includes a pathway system that parallels the intermittent channel and links all lands within the Plan Area, as well as providing connections to the east and west. The overall pedestrian system has been designed to ensure the internal pathway system is linked to the regional system along Nose Creek.

The following provides a statistical breakdown of proposed uses.

Proposed Use	Area		Percentage
	hectares	acres	
Business	20.63	50.98	70.84
Road Widening	0.17	0.42	0.58
Internal Roads	3.17	7.83	10.89
MR	2.64	6.25	9.07*
PUL	1.68	4.15	5.77
ER	0.83	2.05	2.85
<b>TOTAL</b>	<b>29.12</b>	<b>71.68</b>	<b>100.00</b>

\* Taken of gross site area. See Section 3.4 for calculation of MR for gross developable area.

### 3.2 Interface with Adjacent Residential

Lands to the north and east of the Plan Area are currently developed for residential uses. The BEASP recognizes these uses and when adjacent lands are developed to non-residential uses, provisions need to be identified that recognize this residential interface.

As such, this Outline Plan establishes different potential ways of addressing the residential interface and the means to mitigate the proposed commercial/industrial development.

The existing development to the east is approximately 6 to 10 metres above the Plan Area with residences located at least 75 metres east of the Plan Area. Further, the BEASP designates a portion of the lands to the east as SDA2, being suited to additional commercial/industrial uses beyond that proposed within the Plan Area. However, upon examination of the existing constraints associated with this strip of land immediately east of the Plan Area, it is evident it has limited development potential due



to two key factors: topography and the presence of a number of underground utilities that would limit the development potential of some of this land. This development buffer will be complemented by landscaping that will be located along the northeast boundary of the Plan Area where there is country residential parcels. This landscaped area is illustrated on Figure 7.

Due to the existing topography, the southeast portion of the Plan Area is not visible from the vast majority of the adjacent parcels. Nevertheless, a "no build" area, as shown on Figure 7, has been designated to respect the existing topography and to limit the extent of development in this area.

There are a limited number of residences on the agricultural holdings zoned land to the north of Township Road 263. It is proposed to create a landscaped edge along the northern portion of the Plan Area. Further, there will be no outdoor storage or parking permitted in the area adjacent to Township Road 263. Also, loading bays within buildings will not be permitted in the area between the building and Township Road 263.

Recognizing that the edge conditions vary, different mitigation measures are needed for different areas as set out below.

**Policy 3.2.1:** Throughout the Plan Area, all rooftop mechanical equipment shall be screened from adjacent lands.

**Policy 3.2.2:** Along the eastern edge of the Plan Area, north of the relocated channel, fencing and landscaping shall be installed to screen the rear and side yard from the adjacent residential uses.

**Policy 3.2.3:** No outdoor storage or parking shall be permitted in that portion of the Plan Area as shown on Figure 8.

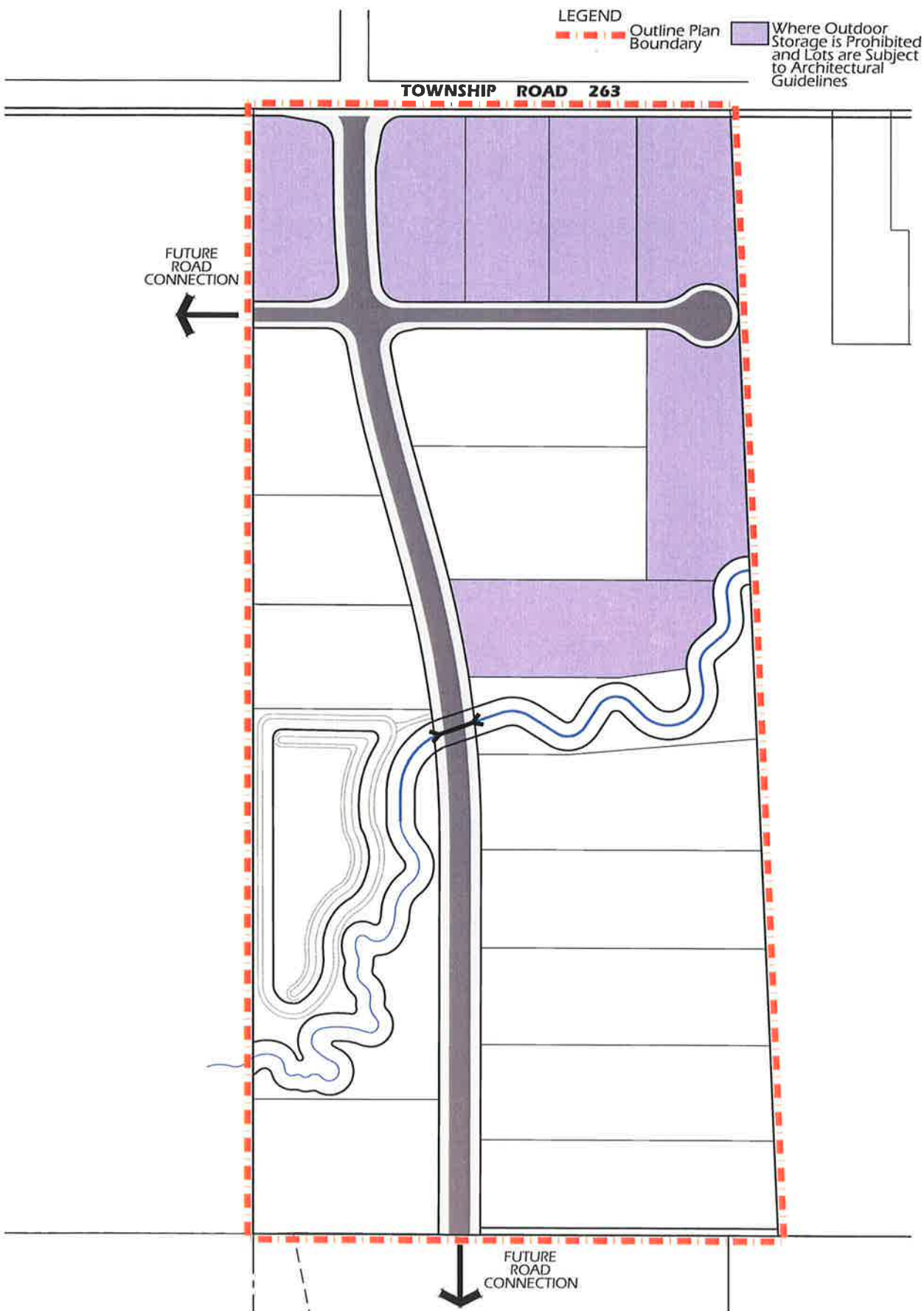
**Policy 3.2.4:** Outdoor loading bays shall not be permitted between any building and Township Road 263.

**Policy 3.2.5:** Details of the landscaping and fencing to be provided to screen the Plan Area from adjacent residential uses shall be provided to the Municipality as part of the subdivision application.

# 566 Crossing Outline Plan



Scale: 1:4000



**outdoor storage**

FIGURE

**8**

### **3.3 Phasing**

This Outline Plan provides for Highway 566 Crossing to be developed in 2 phases as illustrated on Figure 9. The phasing plan recognizes that water, sanitary sewer, roadways, and shallow utilities will be extended from the south. Discussions with the adjacent landowner have been held to ensure the coordinated and logical extension of roadways and services.

**Policy 3.3.1:** Phasing is illustrated on Figure 9 and is intended to provide a general indication of how 566 Crossing may be developed. The actual sequence of development may vary without an amendment to this plan.

### **3.4 Open Space**

The Municipal Government Act indicates up to 10 percent of the Plan Area can be dedicated as municipal reserve.

The Outline Plan provides for approximately 2.64 hectares (6.52 acres) to be dedicated as municipal reserve. The reserve consists of open space adjacent to the intermittent channel as a linear open space and pathways dispersed throughout the Plan Area. The linear open space and pathways will promote pedestrian movement within the Plan Area and connect to the regional network to the east and along Nose Creek.

Based on the gross area of 29.1 hectares (71.9 acres) within the Plan Area, less the area to be dedicated as Environmental Reserve, 2.6 hectares (6.5 acres) of land can be taken as municipal reserve. With the proposed open space system, 9.3% of the developable area is being dedicated as Municipal Reserve. The balance of the Municipal Reserve owing will be provided by a cash-in-lieu payment.

Figure 10 illustrates the proposed open space and municipal reserve.

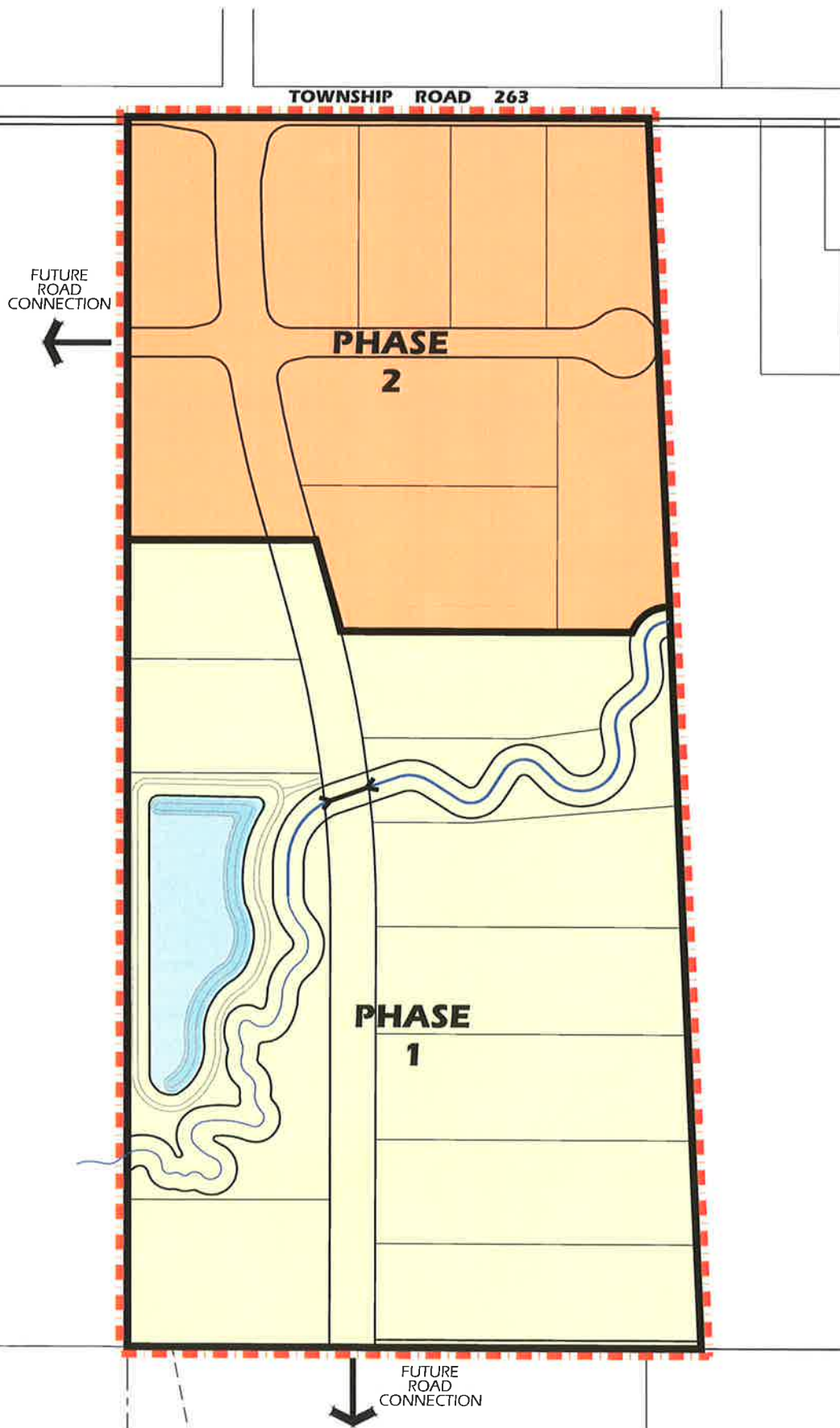
**Policy 3.4.1:** Municipal reserve shall be dedicated in accordance with the proposed plan of subdivision, and shall be made up of a land dedication and cash-in-lieu.

**Policy 3.4.2:** Pathways shall be constructed to municipal standards and maintained by the Municipality.

# 566 Crossing Outline Plan



Scale: 1:4000



## Phasing plan

FIGURE

**9**

# 566 Crossing Outline Plan



Scale: 1:4000



**open space**

FIGURE

**10**

## **4.0 SERVICING**

The Plan Area is within a portion of the Municipal District that is to be serviced by both community water and sanitary services. As such, a requirement for future development is that all new lots will ultimately be connected to the communal systems.

### **4.1 Water**

The Balzac East Area Structure Plan (BEASP) outlines the initiatives undertaken by the Municipality to ensure that adequate services are provided to the Plan Area. This included obtaining a water license in 2007 and subsequent work to ensure timely delivery of potable water. The Municipality will manage delivery of potable water and when required, the necessary supply will be provided to the Outline Plan Area. The water supply will originate from a number of sources and will be available to the Plan area in 2009.

Further, to be included in the strategy are measures that are intended to utilize the water supply to the greatest extent possible. They include:

- treated water will be used for domestic purposes only
- water conservation devices are to be installed in all buildings
- outside irrigation using the domestic supply will be prohibited
- commercial/industrial uses requiring large volumes of water to operate will not be permitted within the area serviced by the Municipality

The policies relating to the water system and usage within the Plan Area are as follows.

**Policy 4.1.1:** The Municipality shall provide a domestic water supply to the Plan Area.

**Policy 4.1.2:** All development within the Plan Area shall connect to the Municipal system and include water conservation devices and prohibit outside irrigation.

**Policy 4.1.3:** Commercial/industrial developments that require large volumes of water to operate shall be prohibited from locating within the Plan Area.

### **4.2 Sanitary Sewer**

Currently, the Municipality is constructing a sanitary sewer system that will service the Plan Area. At this point, the timing for completion of the system is uncertain and there needs to be measures identified that



will permit interim measures should the Municipal system not be in place in time to accommodate development within the Plan Area.

**Policy 4.2.1:** All development within the Plan Area shall connect to the Municipality sponsored sanitary sewer system.

**Policy 4.2.2:** Notwithstanding 4.2.1, should the Municipality sponsored sanitary sewer system not be available when development is able to proceed within the Plan Area, an on-site disposal system may be permitted on an interim basis.

**Policy 4.2.3:** Should on-site disposal systems be installed, a Deferred Servicing Agreement shall be registered on each certificate of title indicating that once the Municipal system is in place and operational, on-site systems shall be removed, and the development shall connect to the Municipal system.

### **4.3 Shallow Utilities**

Shallow utilities include natural gas, electricity and telephone. They are provided by private interests and are located in the vicinity of the Plan Area. Extension of these utilities will be coordinated by the developer through the appropriate service providers.

### **4.4 Stormwater**

In November 2007, Urban Systems Ltd. prepared a Master Drainage Plan for the Plan Area. It is consistent with the principles and guidelines contained within the Nose Creek Watershed Water Management Plan which includes provisions that require Low Impact Development techniques be incorporated into all developments that drain into Nose Creek.

Stormwater management within 566 Crossing will include multiple bio-retention areas constructed within each lot. These areas will be designed and located so that the post-development volume of stormwater originating from each lot will be the same as the pre-development conditions. In addition, because each of the bio-retention areas will be landscaped with native vegetation, the need to irrigate the landscaped areas on each lot will be eliminated.

The bio-retention areas will manage stormwater runoff from typical rain events. Where extreme rain events occur (e.g. 1:100 year storm event), excess runoff will be accommodated by a piped stormwater system that will be connected to a regional stormwater pond constructed adjacent to, but hydrologically disconnected from, the intermittent channel that runs through the Plan Area. The regional stormwater pond will serve a number of functions. It will attenuate the runoff leaving the Plan Area in the extreme

rain events, it will serve to improve the stormwater quality through the inclusion of a bio-retention area/forebay into the regional stormwater pond, and through landscaping and internal trail development. Because of the on-site bio-retention areas on each lot, it is estimated that the pond will retain water only five days a year, thus creating the opportunity to create the passive park.

**Policy 4.4.1:** Stormwater management within the Plan Area shall be consistent with the Nose Creek Watershed Water Management Plan and the Urban Systems Ltd. Master Drainage Plan.

**Policy 4.4.2:** Where the bio-retention areas are located within the landscaped areas required by the Municipality, they shall be credited toward the landscaping requirement specified in the Direct Control Bylaw.

## 5.0 TRANSPORTATION

The Plan Area includes a proposed north-south major roadway that will link Township Road 263 to Secondary Highway 566. This new roadway will be a component of the East Balzac road network in that it will replace the existing service road that parallels the Queen Elizabeth II Highway (Figure 11). Currently, Alberta Infrastructure and Transportation is proposing to close the service road in order to accommodate short and long term improvements to the Secondary Highway interchange. With the closing of the service road, inter city traffic that currently uses the service road will be redirected through the Plan area utilizing the proposed new major road (i.e. Range Road 294).

Timing of the new Range Road 294 is important in that it needs to be constructed prior to the service road being closed. This is currently scheduled for the fall of 2008.

The construction of Township Road 294 within the Plan Area connecting to the land to the south (which is currently going through the land use approval process) and onto Secondary Highway 566 will result in the Plan Area being well served with high standard roadways. This coupled with the proposed upgrading of Township Road 263 (including road widening) from the service road through to the intersection with Range Road 294 will provide the Plan Area with access to the north and south.

Local roadways will provide access to all land within the Plan Area. Provisions have been made to extend the internal local roadways to provide access to the land to the west outside the Plan Area. Property access will be permitted onto Range Road 294, but no property access will be permitted onto Township Road 263.

Lands to the east are predominantly designated as being suited for residential development and, as such, no connection to this area is proposed. This will isolate non-residential and through traffic from the residential lands to the east.

**Policy 5.0.1:** The road network within the Plan Area shall be as outlined on Figure 12.

**Policy 5.0.2:** Range Road 294 and improvements to Township Road 263, as per the 2007 Traffic Impact Assessment, shall be completed prior to the closure of the service road in the vicinity of the Secondary Highway 566 interchange.

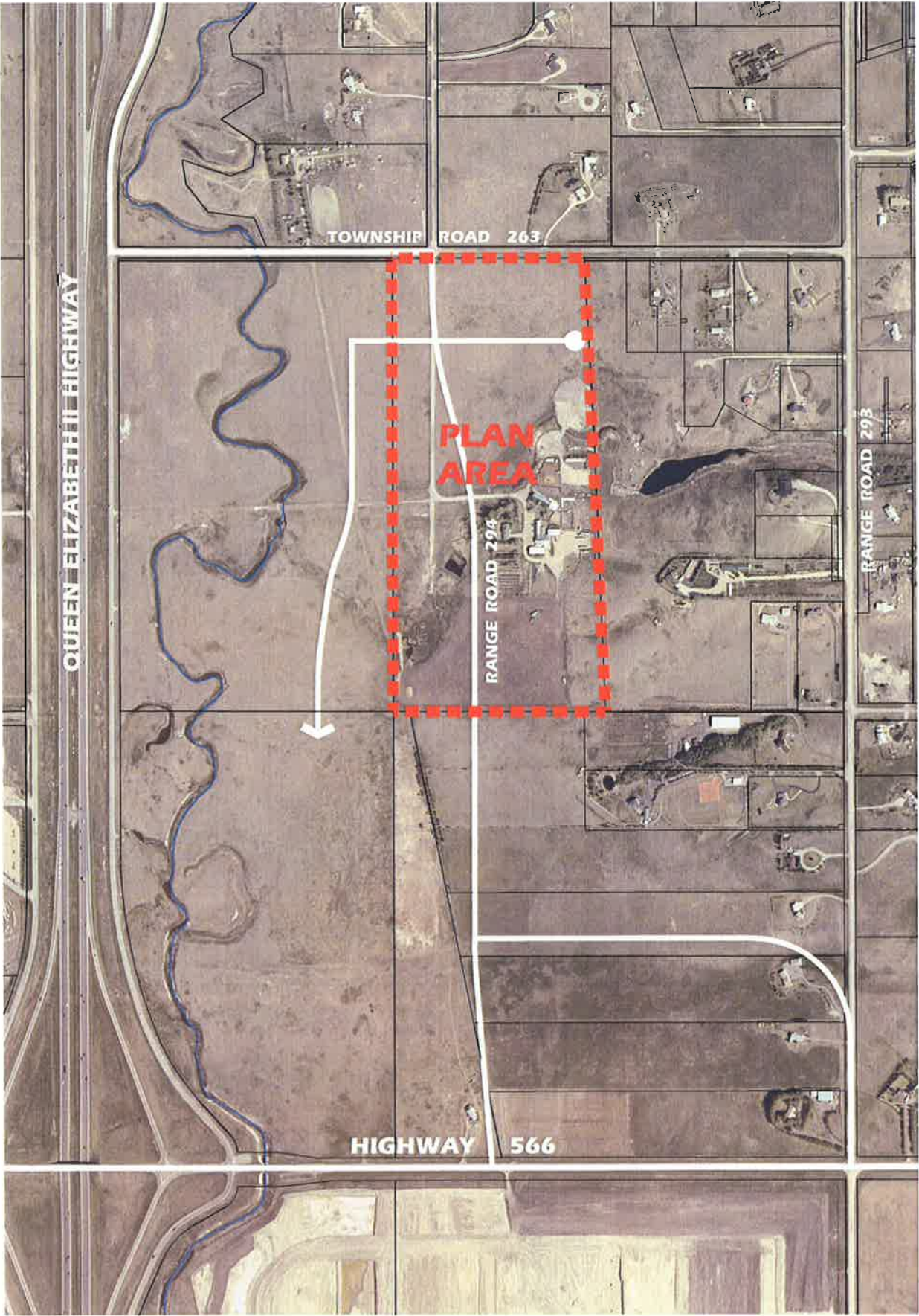
**Policy 5.0.3:** Property access will be permitted to all internal roadways including Range Road 294 as outlined on Figure 12.

**Policy 5.0.4:** No property access will be permitted onto Township Road 263.

# 566 Crossing Outline Plan



Not to Scale



**road network**

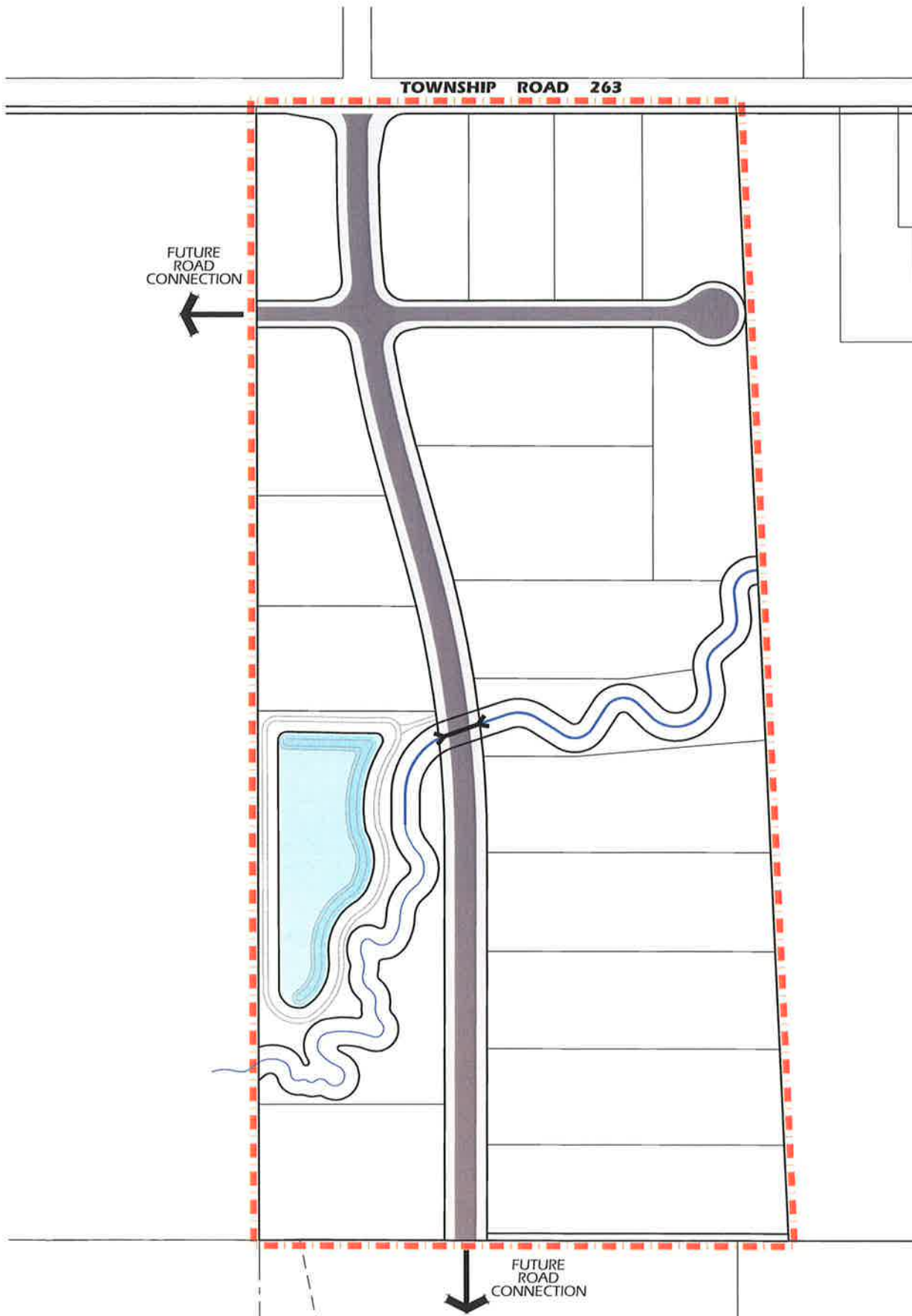
FIGURE

**11**

# 566 Crossing Outline Plan



Scale: 1:4000



**internal road system**

FIGURE

**12**



**Policy 5.0.5:** Additional road right-of-way along Township Road 263 shall be provided through conditions of subdivision approval.

**Policy 5.0.6:** To facilitate future business park development of the lands to the west and south and road extensions to these areas, the plan of subdivision will either require dedication of these road rights-of-way or inclusion within a Future Road Acquisition Agreement as per the subdivision concept.

## **5.1 Traffic Impact Assessment**

A Transportation Impact Assessment (TIA) was completed in August 2007 and reviewed in March 2008 to ensure it is consistent with the Transportation Planning Study of North Balzac/East Balzac. The TIA encompassed the 566 Crossing Conceptual Scheme area and examined the local and downstream transportation impacts of the development within the Plan Area.

The TIA examined municipal roadways for 2010 and 2020, and provincial roads for 2010, 2020 and 2040. It noted the existing service road that parallels the Queen Elizabeth II Highway (i.e. Range Road 294A) will be closed north of the existing Highway 566 interchange in 2008. This being the case, traffic will be redirected to Township Road 263. The increase in existing traffic resulting from the closure of the service road, unrelated to any development occurring within the Plan area, will necessitate the following improvements by the Municipality:

- Township Road 263 from the service road to Range Road 293A
- a westbound right turn lane at the intersection of the service road and Township Road 263

The major north/south industrial street (i.e. Range Road 294) proposed to connect Township Road 263 to Highway 566 will be developed to a standard that will accommodate the existing and future through traffic, as well as the traffic originating within the Plan Area. The traffic that will originate from the Plan Area does not justify the major industrial street standard and, as such, a cost sharing arrangement with the Municipality will be pursued based on traffic volumes.

The TIA also identified numerous improvements that will be required outside the Conceptual Scheme and Outline Plan Areas. These are detailed in the TIA and subject to Municipal and Provincial approval and funding.

**Policy 5.1.1:** The recommendations of the 566 Crossing Traffic Impact Study shall be implemented through cost sharing agreements with the Municipality, the Direct Control Bylaw and conditions associated with the future development and subdivision of the Plan Area.



## **6.0 PROTECTIVE SERVICES**

Protective services such as police, fire and emergency services will be able to access the Plan Area from the main entrance along Range Road 294. Police service will be provided by the Royal Canadian Mounted Police and the Municipal District of Rocky View Special Constables. Police, fire and emergency services will be provided through a new facility within East Balzac.

## **7.0 PERFORMANCE STANDARDS AND DEVELOPMENT GUIDELINES**

The BEASP identifies performance standards and development guidelines that manage potential nuisances that may result from activities occurring within the commercial/industrial area and mitigate those effects relative to the surrounding residential uses. These standards and guidelines were established to recognize the need for transition and co-existence between the commercial/industrial area and the existing residential area.

**Policy 7.0.1:** Applications for redesignation, subdivision and development approval of business uses shall be in accordance with the minimum performance standards and development guidelines as set out in Section 4.4 of the Balzac East ASP.

The performance standards and development guidelines will be utilized at the development permit stage to ensure compatibility, appearance and conformity with adjacent, existing and proposed uses.

### **7.1 Site Landscaping**

The landscaping on each site should be a function of context, utility and aesthetics, consistent with the objective of creating a high quality, well-planned development. Landscape design must be sustainable in the sense of utilizing contextually appropriate materials with positive aesthetics that can be maintained in a viable, healthy condition for the life of the development.

A landscape plan prepared by a qualified practitioner shall be provided as a condition of subdivision. Individual lot landscape plans are required with each permit. The landscape plan shall be in accordance with the requirements of the MD of Rocky View Land Use Bylaw and BEASP, and as further noted:

- plant materials shall be suitable for the Chinook growing region and adaptable to a low water regimen;
- the same mix of tree and shrub species shall be provided in front yards and/or boulevards along both sides of a road to ensure visual continuity;
- large raised planting beds instead of a number of smaller beds are encouraged;
- shrubs shall be planted in masses, and these groups shall consist of no fewer than 15 shrubs with at least five plants of each species used; the minimum size for shrubs is a #5 container size;
- non-irrigated grassed areas are to be seeded with an appropriate native and/or dry land grass seed mix; and
- where required, retaining walls shall be constructed of materials that are an integral part of the landscape design, or are those which primarily define the appearance of the principal building. Suggested materials would include local hard, durable sandstone boulders, rundlestone boulders, fieldstone, and limestone boulders. Wood or timber retaining walls are not permitted.

Landscape form and detail within and adjacent to parking areas shall be provided to:

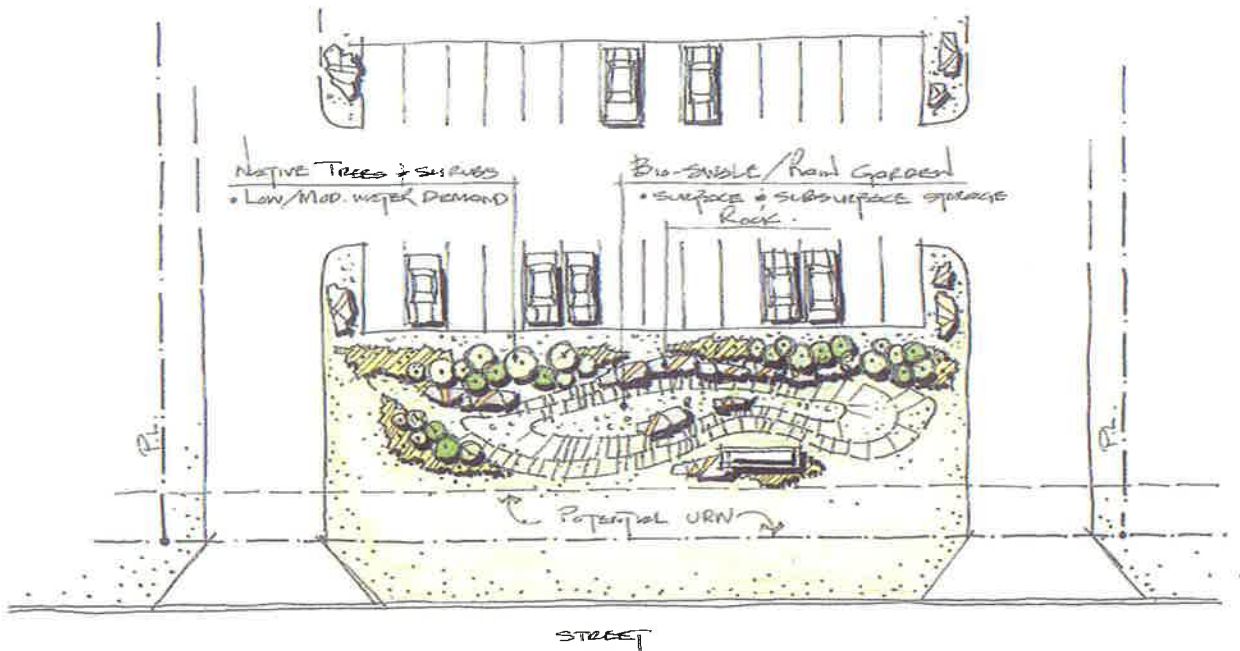
- visually subdivide and 'break-up' large parking modules into more intimate, legible and visually comfortable spaces;
- soften the edge condition of front yard parking areas;
- potentially accept a portion of surface stormwater flows to 'absorbent' landscape 'bio-swales' with the dual objectives of providing water for landscape plants and delaying/reducing stormwater flows to the ultimate receiving body (note: 'bio-engineered' stormwater systems need to be designed by a qualified Professional Engineer and approved at the time of development permit); and
- the minimum width for planted parking islands shall be 2.0 metres measured from face of curb to face of curb.

The geometry of the landscape shall be configured to acknowledge the limited availability of water for irrigation purposes - consolidate small landscaped areas into larger, more contiguous landscaped areas. Larger landscaped areas will have a greater visual presence and increased water retention capacity, and could perhaps be more adaptable to accepting stormwater runoff.

Certain landscapes, such as trees, will require irrigation. Domestic water will not be permitted to be used for irrigation of mature landscaping. Where irrigation is provided, efficiency and the utilization of the minimum amount of water for irrigation purposes should be the objective. A variety of irrigation design techniques and best management practices warrant consideration, including:

- using irrigation technology (control and proper zoning) to deliver the minimum quantity of water at appropriate intervals;
- utilizing low flow, drip and micro irrigation techniques, where appropriate;
- designing and operating irrigation systems to acknowledge varying water requirements of different plant materials;
- directing surface stormwater runoff to planting areas where appropriate (requires the correct plant material selection);
- utilizing captured stormwater runoff for irrigation purposes (i.e. pump from storm ponds and/or cisterns);
- using grey water for irrigation purposes;
- eliminating irrigation over spray to hard surface areas;
- watering in evening hours to reduce evaporation loss;
- shutting down irrigation systems when natural precipitation fulfills requirements through the use of rain sensors;
- mulching the surface of shrub beds and tree pits with organic materials, like bark mulch to retain moisture;
- incorporating water retaining elements (hydrogels) in planting mixes; and

- the irrigation system shall be designed to a minimum 75% efficiency as defined by The Irrigation Association, and shall include a rain sensor, master valve, and flow sensor.



Landscaping will be undertaken in accordance with the following policies.

- Policy 7.1.1:** As a condition of subdivision, a landscaping plan shall be prepared to the satisfaction of the Municipality. The plan must illustrate the treatment along entranceways, common landscaped areas, municipal reserves, PULs and stormwater facilities.
- Policy 7.1.2:** Landscaping on each lot shall be concentrated in the "front yard" area adjacent to public road rights-of-way.
- Policy 7.1.3:** Notwithstanding 7.1.2, lots backing onto Township Road 263 and onto the land east of the Plan Area, north of the realigned intermittent channel, shall include landscaping details that recognize the need to screen and create positive aesthetics along the interface between the Plan Area and the adjacent residences.
- Policy 7.1.4:** A minimum of 20 percent of the lands within the Balzac Business Park Conceptual Scheme shall be landscaped. Included with this 20 percent is a requirement for a minimum of 10 percent of each individual lot to be landscaped. The landscaping may include berms and the planting of grasses, shrubs and trees. Strategies to implement

this direction shall be formulated at the development permit stage, but could include bio-swales, on-site cisterns or drought resistant vegetation.

**Policy 7.1.5:** For the purpose of Policy 4.2.3 above, landscaping shall include areas of Public Utility Lots, Municipal Reserve Lots, and Stormwater Management features which are enhanced with landscaping treatment.

**Policy 7.1.6:** No outdoor display areas, storage areas or parking shall be allowed within landscaped yards.

**Policy 7.1.7:** Landscaping, hard or soft, other than topsoil and seeding will not be permitted within a road right-of-way.

**Policy 7.1.8:** Planting of trees and shrubs within landscaped areas shall be in accordance with, or exceed landscaping standards of the Rocky View Land Use Bylaw and the Balzac East Area Structure Plan.

**Policy 7.1.9:** The developer shall implement the landscaping plan to the satisfaction of the Municipality at the time of DP and/or subdivision approval.

**Policy 7.1.10:** Potable water will not be permitted for irrigation purposes.

## **7.2 Architectural Guidelines**

The following architectural guidelines shall apply to lots shown on Figure 8. These lots are visible from adjacent parcels and, as such, require special architectural features.

- a) Building design emphasis shall be on all sides of those lots as shown on Figure 8.
- b) Within any single lot, 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 high quality exterior finishing materials and make extensive use of brick as an accent or supplementary exterior material. Other building materials may include quality metal panel products, pre-cast concrete, and architectural site-cast concrete, architectural tiles, and commercial grade stucco, brick, wood or stone masonry. Unacceptable finishing materials are: residential cement stucco, corrugated steel, plywood, shingle materials, featureless concrete block and unfinished concrete.
- d) Façades of buildings on lots shown on Figure 8 shall include at least three of the following architectural elements:
  - colour change;

- texture change;
  - material module change; or
  - expression of architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
- e) 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; or
  - rooftop treatments that support ecological functions such as stormwater retention, building insulation, bird habitat, outdoor green space, etc.
- f) 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; or
  - integrated planters or landscaped sitting areas.
- g) A minimum 3.0 metre landscaped area including sidewalks shall be provided between the front of any primary building and any adjoining parking or lot area.
- h) Loading docks, garbage storage and other service areas shall be screened from public view if possible through use of screening materials that are consistent or complementary with the architectural theme of the primary building and shall not be located along Township Road 263.
- i) Outdoor display, storage and operations yards, shall not be located on lots shown on Figure 8.
- j) A landscape plan shall be submitted with each development permit application which demonstrates the following requirements:
- i) Plant material proven for the climate of the Chinook growing 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) Avoidance of 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; and
  - 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 7.2.1:** All Development Permit plans for lots shown on Figure 8 shall be in conformity with the Special Architectural and Landscape Guidelines contained in Section 7.2 of this Outline Plan.

### **7.3 Lighting Plan**

A “night sky” approach will be studied at the development permit stage 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 7.3.1:** All private lighting including site security lighting and parking area lighting shall be designed to conserve energy, reduce glare and reduce uplight. Lighting design shall reduce the extent of spill-over glare and eliminate glare as viewed from nearby residential properties.

### **7.4 Signage Plan**

Signage guidelines are intended to promote and ensure achievement of a coordinated and pleasant visual presence. The following guidelines will apply to all development within the 566 Outline Plan Area.

- a) Signage shall be subject to approval as part of the associated 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 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 permitted.
- e) Signs internal to a site may be individually themed for corporate presentation in terms of design, scale, materials, and colours.

**Policy 7.4.1:** All signage in the 566 Crossing Outline Plan Area shall conform to the signage guidelines contained in Section 7.4.

**Policy 7.4.2:** No signage other than traffic control devices and information signs shall be permitted within the road right-of-way.

## **7.5 Fencing Plan**

Fencing plays a prominent role with respect to public visibility. The general perception of businesses throughout an industrial park can be negative if there is a proliferation of different inconsistent fencing styles and materials. The following considerations should guide fencing development throughout 566 Crossing.

- a) No security fencing shall be erected in a required front yard facing a public street. Front yard areas may contain a decorative low-scale fence that is architecturally consistent and integrated with the overall building design.
- b) Impermanent and/or lightweight fencing materials will not be acceptable.
- c) 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 and/or a lot owners 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 7.5.1:** Fencing shall conform to the fencing guidelines contained in Section 7.5 of this Outline Plan.

## **7.6 Weed Control**

The intention of the Weed Management Plan is to prevent the spread of noxious and restricted weeds pre-development, post-development and throughout all phases of the site construction. Prior to subdivision approval, a Weed Management Plan is to be submitted to the Municipality for approval. The Plan must include a site assessment of weed species, the mitigation methods proposed and the control measures to be implemented during the immediate growing season.

**Policy 7.6.1:** A Weed Management Plan shall be prepared by the owner and submitted to the Municipality for approval prior to the development permit approval, all to the satisfaction of the Municipality.

**Policy 7.6.2:** The Weed Management Plan shall be implemented by the owner and it shall be the responsibility of the Lot Owners Association to ensure perpetual implementation of the Weed Management Plan after subdivision registration, all to the satisfaction of the Municipality.

## **8.0 PUBLIC INPUT**

Public open houses were held on February 26, 2007 and June 9, 2008 at the Balzac Community Hall. A series of display panels provided information on 566 Crossing, as well as generally illustrated how the Conceptual Scheme addressed the adjacent lands.

The open houses ran from 4:00 p.m. to 8:00 p.m. and approximately 50 people attended each. The open houses were advertised in the local newspaper and adjacent residents were given individual invitations that were mailed to the addresses appearing on the Certificate of Title.

In addition, a meeting was held with landowners in the vicinity of 566 Crossing. The meeting allowed those who attended to speak with the owner in a workshop format.

Finally, on-site meetings were held with individual landowners to gain their perspective and view the Plan Area from adjacent residences.

## **9.0 IMPLEMENTATION**

Implementation of the policies contained within this Outline Plan will require a series of planning approvals including redesignation, subdivision and development permit.

**Policy 9.0.1:** The Municipality shall implement the provisions of the 566 Crossing Outline Plan through the redesignation, subdivision and development permit approval process.