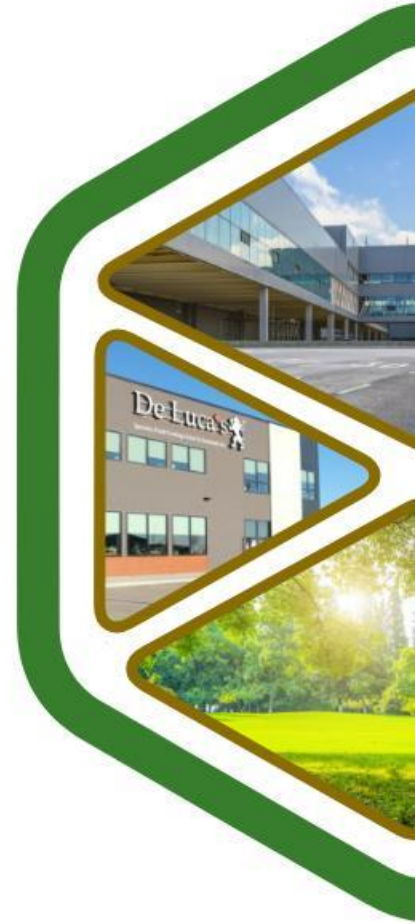


Alta Vista Landing Conceptual Scheme



Submitted to:

ROCKY VIEW COUNTY

Prepared by:

WSP Canada Inc.

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**ROCKY VIEW
COUNTY**

wsp



BYLAW C-8458-2023

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

The Council of Rocky View County enacts as follows:

Title

- 1 This bylaw may be cited as Bylaw C-8458-2023.

Definitions

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

Effect

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

Effective Date

- 4 *Bylaw C-8458-2023* is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.



READ A FIRST TIME this

5 day of December, 2023

PUBLIC HEARING HELD this


5 day of December, 2023

READ A SECOND TIME this

5 day of December, 2023

READ A THIRD AND FINAL TIME this

5 day of December, 2023



Reeve



Chief Administrative Officer

December 6, 2023

Date Bylaw Signed



SCHEDULE 'A'
FORMING PART OF BYLAW C-8458-2023

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



ACKNOWLEDGMENTS

Rocky View County Council

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- Division 2: Kim McKylor (Deputy Reeve)
- Division 3: Kevin Hanson
- Division 4: Al Schule
- Division 5: Jerry Gautreau

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Lead Consultant Team:

- WSP Canada Inc.

Lead Ownership and Development Team:

- Advent Project Ltd.

Indigenous Acknowledgment

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



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1 INTRODUCTION AND BACKGROUND

1.1 PURPOSE

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

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

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

1.2 VISION AND GOALS

1.2.1 Vision

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

1.2.2 Opportunities

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

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



- Expanding of the commercial tax base of the region.

1.2.3 Goals

The Conceptual Scheme aims to achieve the following:

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

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

Land Use Strategy

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

Community Character and Appearance

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


Agriculture

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

Transportation Network

- Create a well-designed and safe transportation network that maximizes local and regional connectivity for business and visitors while complimenting and integrating with existing transportation networks.
- Determine the appropriate transportation and utility service improvements required to facilitate development within Conceptual Scheme.



-
- 
- Provide for attractive and high-quality development along Highway 566 and the interface between the Rocky View County Campus and Alta Vista Landing along Range Road 291 that meets high standards of building design, siting, landscape design, and architectural treatment.

Servicing

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

Environment

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

1.3 BALZAC EAST AREA STRUCTURE PLAN

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

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



2 LOCATION AND CONTEXT

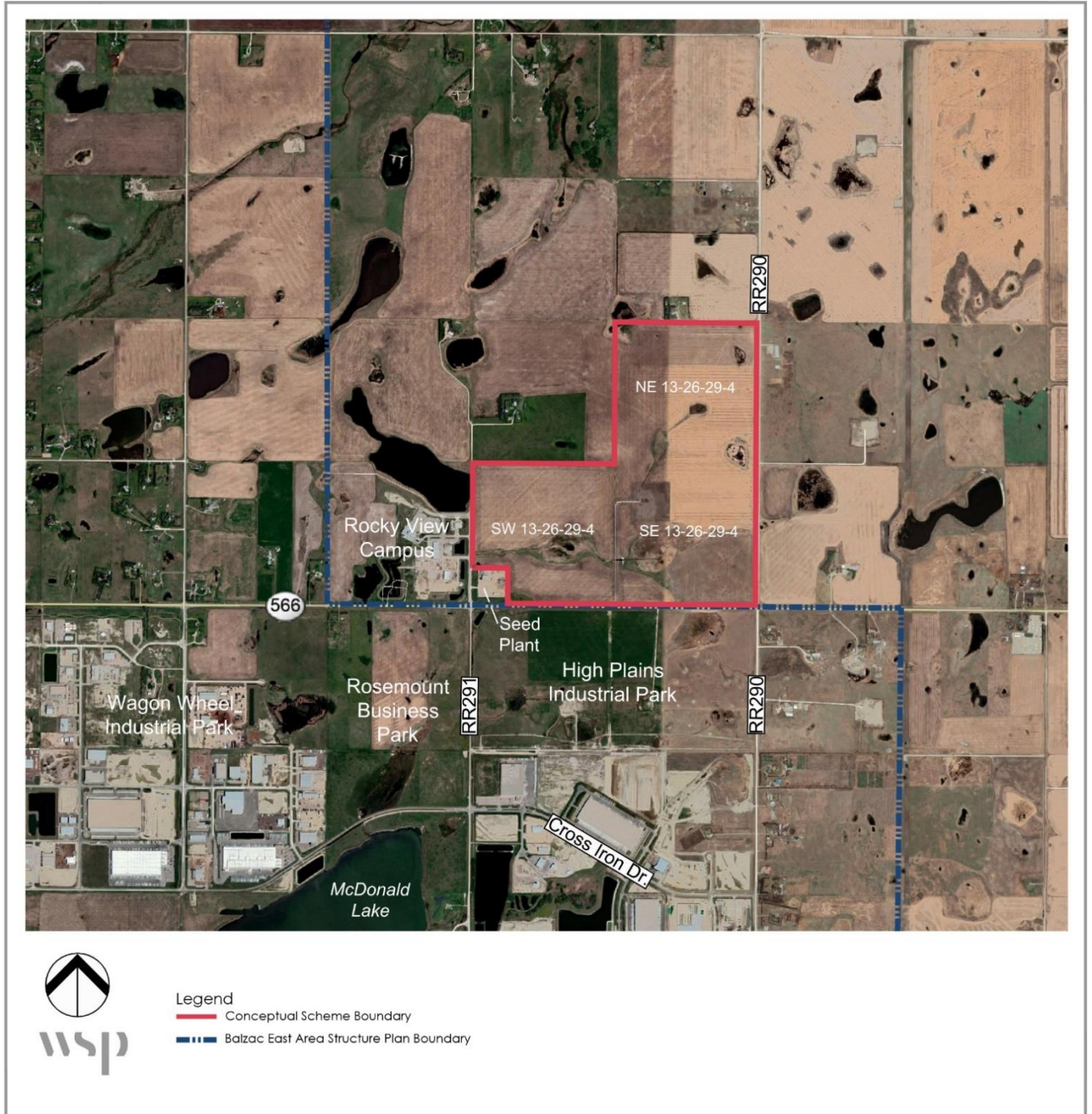
2.1 PLAN AREA

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

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

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





MODIFIED DATE: 2021.04.20
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Figure 1: Plan Area



2.2 OWNERSHIP

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

2.3 EXISTING AND SURROUNDING LAND USES

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

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





MODIFIED DATE: 2021.04.20

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Figure 3 Existing Land Use Districts



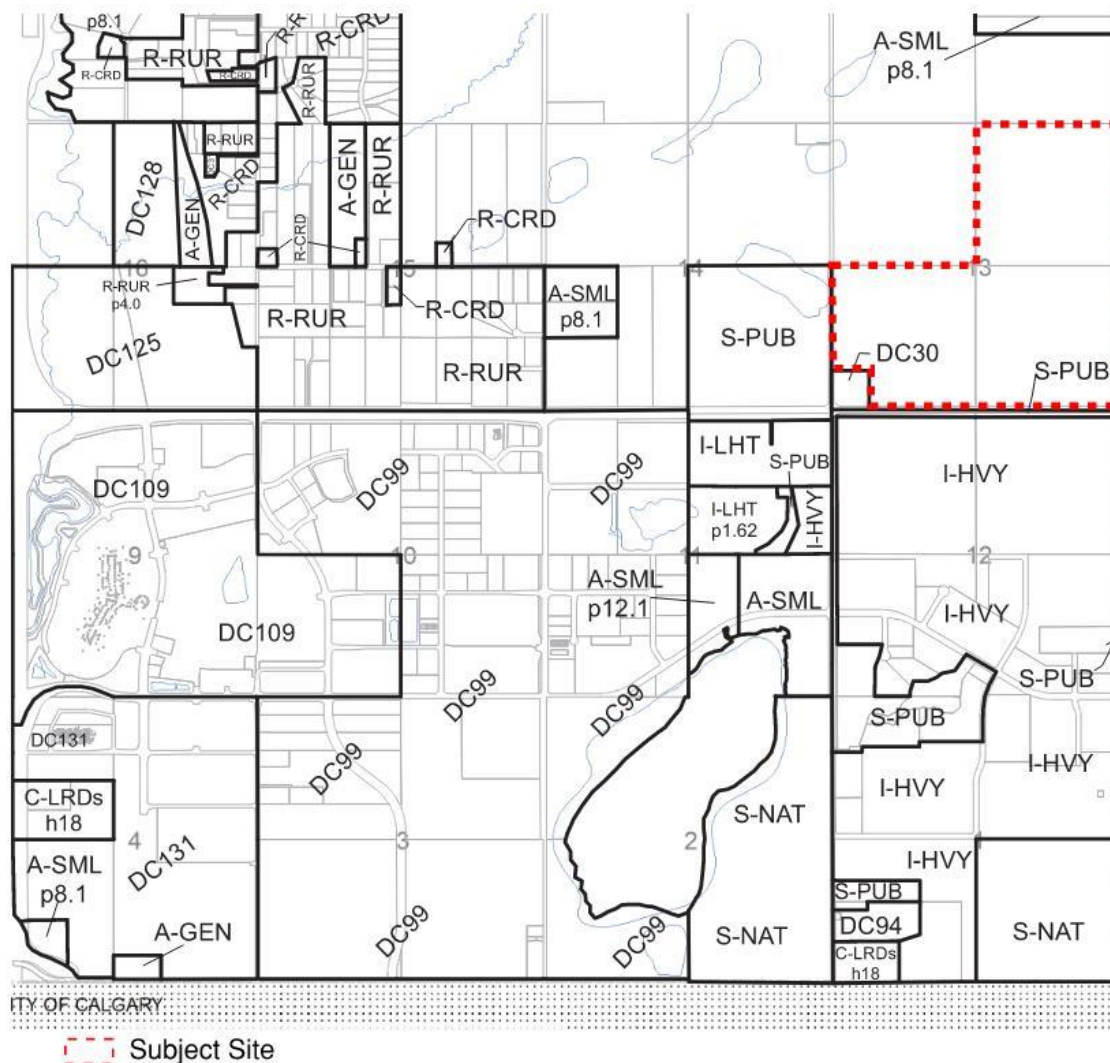


Figure 4: Land Use Bylaw Zoning Designations

2.3.1 Existing Developments

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

2.4 HISTORICAL RESOURCES OVERVIEW

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



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

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

2.5 NATURAL FEATURES / BIOPHYSICAL ASSESSMENT

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

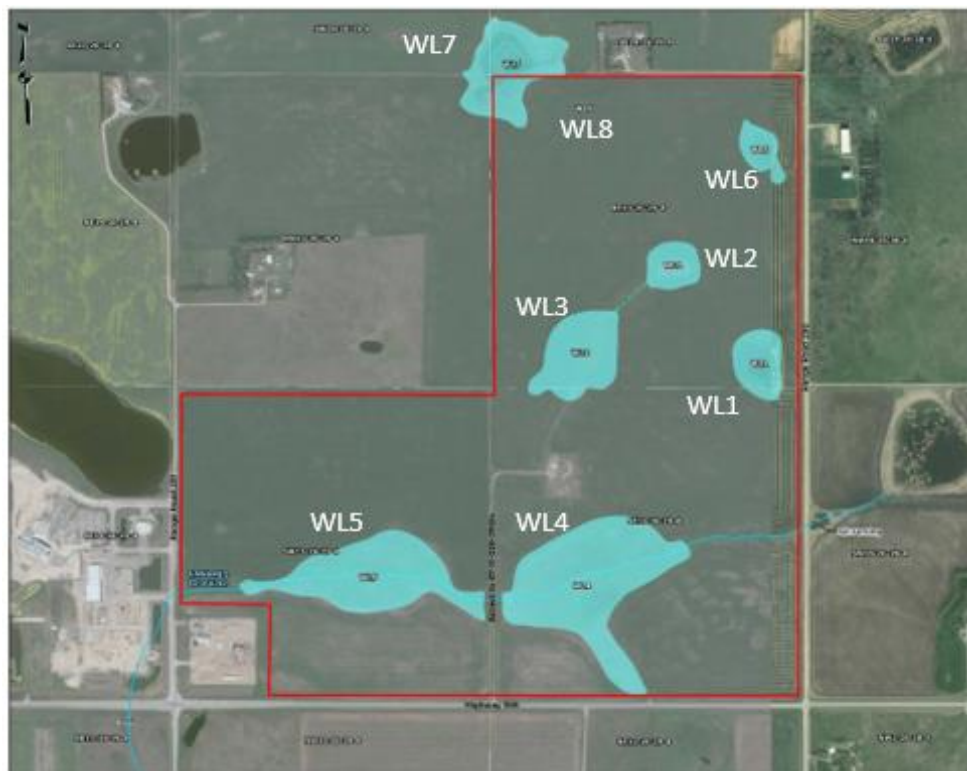



Figure 5: Wetlands

Following the guidance provided by the Alberta Wetland Classification System, the wetlands identified within the Study Area were classified as semi-permanent graminoid marshes, see **Figure 5**. All wetlands meet the requirements of reasonably permanent and require review by the Alberta Environment and Parks Water Boundaries unit for determination of Crown ownership. Based on historical aerial imagery review the wetlands may meet the criteria to be claimed by the Crown as summarized in the *Guide for Assessing Permanence of Wetland Basins*¹, as they are naturally occurring semi-permanent or permanent features. Wetlands that are not claimed by the Crown that have a high relative value, as per the Alberta Wetland Classification System, should be

¹ Wetland Regulatory Requirement Guide (2015). Government of Alberta: [Wetland Regulatory Requirements Guide \(alberta.ca\)](http://www.alberta.ca/wetland-regulatory-requirements-guide).





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

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

Policy 2.2 Wetland disturbances must proceed in accordance with the procedural, technical and compensation requirements established by Alberta Provincial Wetland Policy to the satisfaction of Alberta Environment & Parks (AEP).

Policy 2.3 The Developer shall implement the best practices recommended within the Biophysical Impact Assessment (BA) at the subdivision stage to mitigate potential loss or damage to vegetation, wetlands, water bodies, wildlife, wildlife habitat, and landscaped connectivity.

2.6 ENVIRONMENTAL IMPACT ASSESSMENT

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



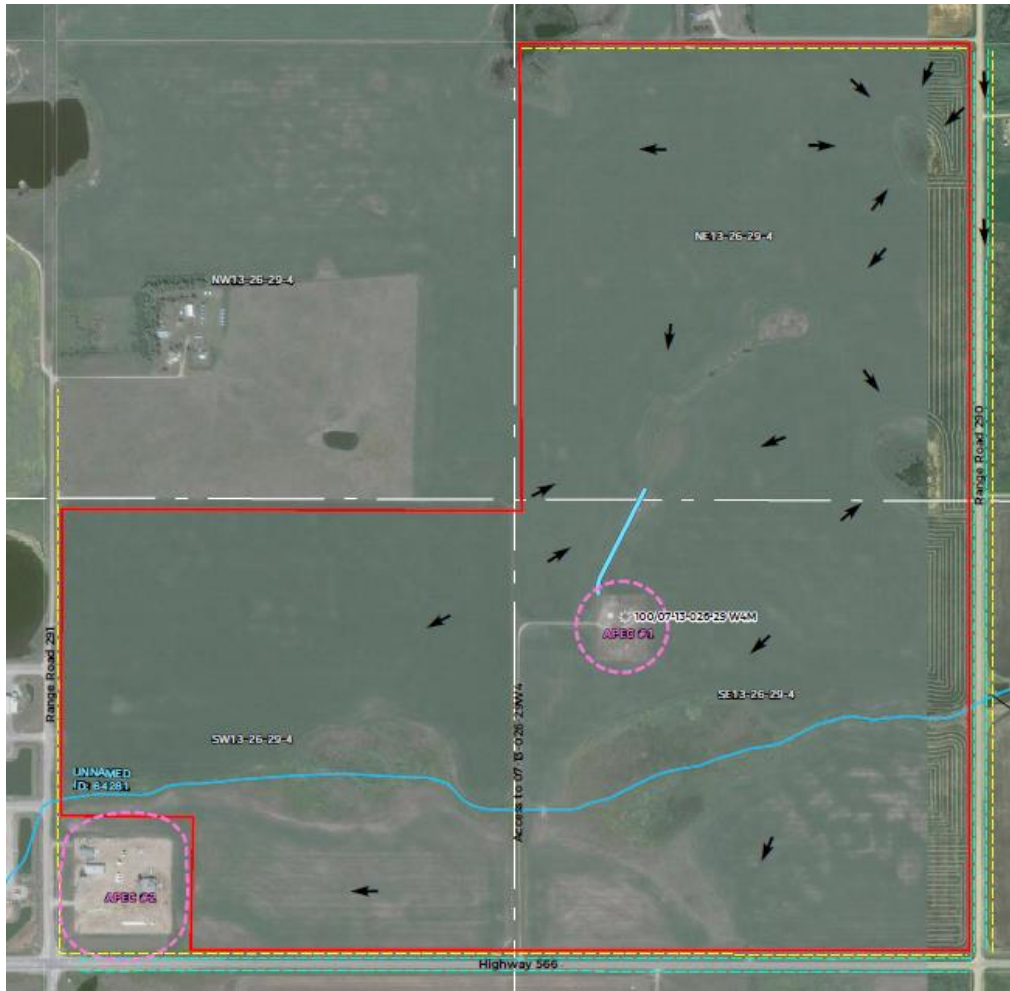


Figure 6: Areas of Potential Environmental Concern

APEC #1 consists of the former CNOOC Petroleum North America ULC gas wellsite. The well has been abandoned but the reclamation status of the abandoned gas well site was not confirmed by documented information obtained during the Phase I ESA. It is recommended that documentation regarding the assessment, remediation and reclamation of the wellsite be obtained from the owner, and the information reviewed by a qualified environmental professional to determine if there is a potential impact on the lands in the vicinity of the former wellsite. If no such information is available, a Phase II ESA is warranted to assess the wellsite environmental status. Confirmation of all reclamation and appropriate testing will be required prior to the County assuming ownership of the lands containing the abandoned wellsite.

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

Policy 2.4 A Phase II ESA shall be required to assess the abandonment wellsite area for APEC#1 prior to the approval of the subdivision associated with the area identified as APEC #1, if remediation and reclamation documents are not available to review for the former wellsite licensee, or if after the documents are reviewed that residual contamination is identified.

Policy 2.5 Development around APEC #1 shall comply with the setback requirement as referenced in the Alberta Energy Regulatory Directive 079 Surface Development in Proximity to Abandoned Wells.



Policy 2.6 The surface drainage of the area surrounding APEC #2 shall remain southwesterly to ensure impacts do not flow onto the Property.

2.7 PIPELINES AND WELL SITES

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

Table 1: Pipeline Reference and Location

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

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

2.8 TOPOGRAPHY

The Plan Area encompasses approximately 189 hectares within the central east area in Rocky View County. The land gently slopes from northeast to southwest and has an elevation difference of approximately 14 meters (Figure 7). Some intermittent low spots occur throughout the area and have resulted in the development of a few



semi-permanent wetlands. The site will be regraded as development proceeds and will be designed to optimize the proposed industrial land use and provide natural storm water drainage. Site topography will not pose any significant constraints to the development of the Plan Area.

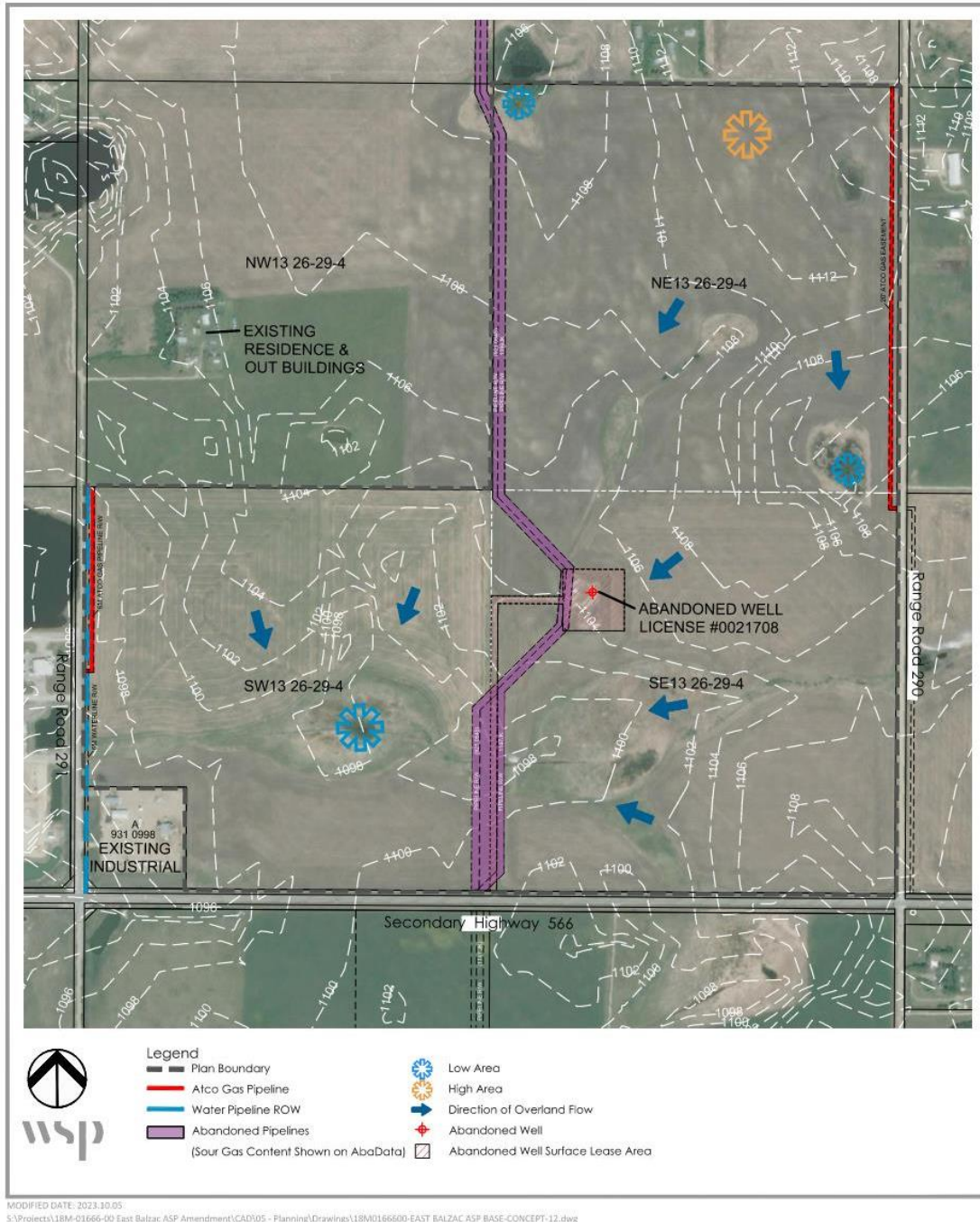


Figure 7: Topographical Site Conditions



3 LAND USE

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

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

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

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

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

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

- Policy 3.1** Alta Vista Landing will contain a comprehensive mix of business commercial and industrial land uses of varying development intensity situated across the site, in general accordance with the Development Concept as shown in Figure 8.
- Policy 3.2** Details of the specific requirements will be established through the introduction of architectural controls at the time of subdivision or through regulations contained in the Land Use Bylaw.
- Policy 3.3** Development abutting agricultural lands will employ design, setbacks, parking, open space buffering or landscaping mitigate the impact of differing development forms and will be included in subdivision applications.
- Policy 3.4** Development along the western boundary of the Plan Area (abutting Range Road 291) shall incorporate and continue the development interface that exists along the western boundary of Block A (see Figure 8) for continuity purposes, and to provide visual separation between the Rocky View County Campus and future development within the plan area. This development interface requirement will be addressed during the development permit stage. This interface could take the form of a linear Municipal Reserve and include drought-resistant landscape features and a regional pathway connection.



Policy 3.5 Development abutting Highway 566, Range Road 291, and Range Road 290 shall comply with this Conceptual Scheme's architectural guidelines and the Balzac East ASP to ensure that business frontages along these transportation corridors will present an attractive visual interface as per the discretion of the Development Authority.

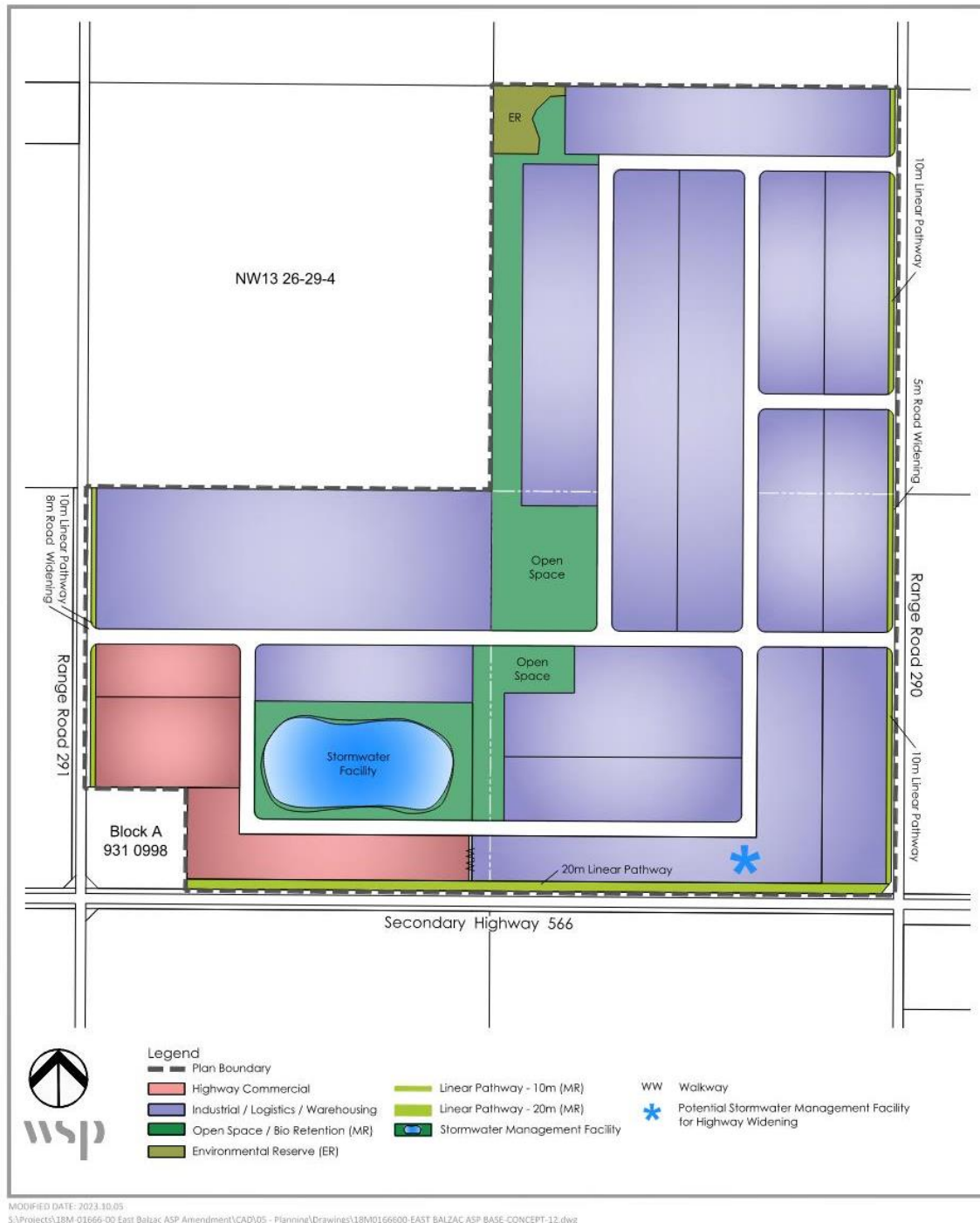


Figure 8: Development Concept Plan



Table 2: Alta Vista Landing Land Use Statistics

	AREA (ha)	Area (ac.)	% GDA
GROSS AREA	188.5	465.7	
Environmental Reserve	1.3	3.2	
Pipeline & Utility Right-of-Way	0	0.0	
Arterial Road Right-of-Way	1.3	3.2	
GROSS DEVELOPABLE AREA	185.9	459.3	100
Open Space / Bio-Retention (MR)	13.8	34.1	7.6
Linear Pathway (MR)	4.8	11.9	2.6
Stormwater Management Facilities	10.1	24.9	5.5
Circulation	18.3	45.2	9.8
NET DEVELOPABLE AREA	138.9	343.2	74.7
Non-Residential Land Use	AREA (ha)	Area (ac.)	% GDA
Industrial / Logistics & Warehousing	124.8	308.4	67.1
Highway Commercial	14.1	34.8	7.6
TOTAL	138.9	343.2	74.7

Table Notes:

Reference Map 04 – Land Use Concept Plan.

All areas are approximate and subject to detailed engineering design at the subdivision stage. Areas shown in acres have been converted from hectares and rounded, not calculated.

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

3.1 BUSINESS AND LIGHT INDUSTRIAL

Approximately 20 hectares (49.42 acres) land has been designated for light industrial and business use, as indicated on Figure 8 of the Development Concept. The objectives for business and light industrial sites located in the western most portion of the Concept Plan will be to accommodate business uses that are compatible with the adjacent Rocky View County Campus Business areas providing a wide range of services to County residents and the region.

The objective in other areas of this land designation, is the development of general light industrial uses that typically involve medium to larger formats. The type of uses anticipated in this area may include industrial developments with general outside storage requirements which require a variety of lot sizes and parcel configurations. Any such development will be required to appropriately mitigate off-site impacts in accordance with all municipal, provincial and/or federal regulations.

Policy 3.6 Land uses within the Business and Light Industrial area that are adjacent to RR 291 will be compatible with the adjacent Rocky View County Campus Master Site Development Plan.

Policy 3.7 Development of Business and Light Industrial area that abuts Agricultural lands will employ design, setbacks, parking, open space buffering or landscaping mitigate the impact of differing development forms and will be included in development proposals.



3.2 INDUSTRIAL / LOGISTICS AND WAREHOUSING

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

Policy 3.8 Industrial / Logistics and Warehousing areas that abut Highway 566 will be required to demonstrate methods to successfully mitigate visual impacts on their southern boundaries.

Policy 3.9 Development of Industrial / Logistics and Warehousing that abuts agricultural lands will employ design, setbacks, parking, open space buffering or landscaping mitigate the impact of differing development forms and will be included in development proposals.

3.3 LOCAL COMMERCIAL

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

Policy 3.10 Development of local commercial lands will be undertaken in accordance with architectural guidelines, to ensure the area maintains a high standard of gateway development amenity.

3.4 HIGHWAY COMMERCIAL

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

The commercial uses within this area will be designed to create the desired “gateway” effect that is encouraged along such corridors. Development standards and architectural guidelines, as per **Section 8.3** of this Plan, shall be implemented at the time of subdivision and development permitting to ensure the business frontages present an attractive visual interface in accordance with the provisions of the Balzac East ASP’s new Special Development Area #6.

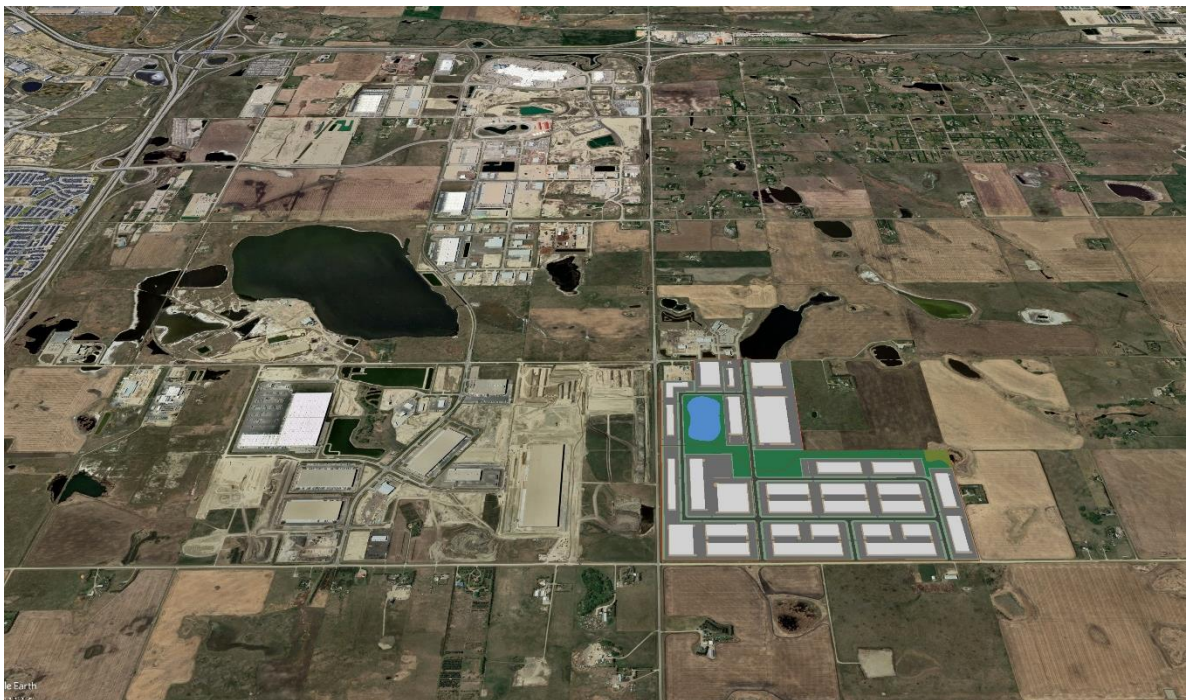
Policy 3.11 Development of local commercial lands will be undertaken in accordance with architectural guidelines, to ensure the area maintains an attractive visual interface in accordance with the provisions of the Balzac East ASP’s Special Development Area #6.



3.5 AGRICULTURAL TRANSITION

Along the northern border of the Business / Light Industry area, as well as the northern and eastern borders of the Logistics / Warehousing areas, there remains some existing agricultural lands. In support of the Agriculture Right to Farm Policy, the Agricultural Operations Practices Act, and the Rocky View Agricultural Boundary Design Guidelines, the development interface within these areas will employ design, setbacks, parking, open space buffering or landscaping to accommodate differing development forms, and provide adequate separation between the existing agricultural land-uses and the Plan's future proposed land-uses.

Policy 3.12 Development of sites directly abutting agricultural lands will employ design, setbacks, parking, open space buffering or landscaping to accommodate differing development forms, in accordance with Agriculture Right to Farm Policy, the Agricultural Operations Practices Act, and the Rocky View Agricultural Boundary Design Guidelines.



4 OPEN SPACE NETWORK

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

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

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

Environmental Reserve is located along the northern most boundary of the site, in the form of a natural wetland, which is adjacent to wetland areas abutting the Plan Area to the north. A continuous link of green space runs north to south through the site, contributing to a sense of openness and providing additional buffering with the agricultural lands to the west. It is intended that a greenspace corridor link will continue into the property abutting the Plan Area to the north, where it is intended that the greenspace corridor will include a 'loop' to provide a continuous open space amenity between the Plan Area and future development occurring to the north.

In the southern portion of the site this open space network connects with the site's designated stormwater retention pond, which provides additional amenity space, serving to extend the central communal open space for Alta Vista Landing. This open space network will be eligible for credit towards the Municipal Reserve dedication requirements. Cash-in-lieu will be provided for any additional Municipal Reserve requirements that the dedication of park spaces and joint-use dry ponds do not satisfy. Design of the Municipal Reserve park space will be determined at the subdivision stage. In addition, the size of Municipal Reserve will be further verified at the subdivision stage.

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

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

- Policy 4.1** Lands dedicated as Municipal Reserve shall generally be located in accordance with the areas delineated on the Development Concept Plan (Figure 8). The Municipal Reserve contribution may be reevaluated and verified based on the potential viable uses of the lands where the abandoned pipelines are located (Figure 7) at the Subdivision stage.
- Policy 4.2** Environmental reserve lands shall be dedicated in general accordance with the Development Concept Plan (**Figure 8**) and maintained in their natural state.
- Policy 4.3** The existing wetland located along part of the norther edge of the Plan Area shall be established as an Environmental Reserve (ER) to preserve it from development disturbance. The specific size, configuration and area of the ER shall be determined at the subdivision stage.
- Policy 4.4** Municipal Reserve areas shall be provided through dedication of land and payment of cash-in-lieu of land pursuant to the provisions of the Municipal Government Act.
- Policy 4.5** A linear Municipal Reserve area shall be provided along the north side of Highway 566 generally as illustrated on **Figure 8**. A regional pathway connection within this Municipal Reserve area shall be constructed by the developer to the satisfaction of the County, and may include drought-resistant





landscape features. An area of 'private' landscaping shall also be provided within each future business lot fronting onto this linear Municipal Reserve area to further enhance and compliment the visual amenity of this feature and sufficiently buffer business development along Highway 566, which will be implemented during the development permit stage.

- Policy 4.6** A linear Municipal Reserve area shall be provided adjacent to Range Road 290 and Range Road 291, as generally illustrated on **Figure 8**, to include a regional pathway connection that shall connect to the linear Municipal Reserve areas proposed within the High Plains Industrial Park site, located south of the Plan Area. These Municipal Reserve areas are to be constructed by the developer to the satisfaction of the County.
- Policy 4.7** The western end of the east-west sidewalk as illustrated on **Figure 9** will be developed to connect with the pathways proposed within the Rocky View County Campus site.
- Policy 4.8** Landscaped entry features may be constructed by the developer on the private property at the intersection of Highway 566 and Range Road 291 and/or Range Road 290, or at any appropriate location permitted by the County and the Alberta Ministry of Transportation and Economic Corridors. These landscaped entry features will be maintained by the Alta Vista Landing Landowner Association if they are constructed.
- Policy 4.9** The pedestrian / active transportation system proposed within the Plan Area shall include a combination of pathways (constructed in Municipal Reserve areas or within private access easement areas) and / or sidewalks (constructed within road rights-of-way), as generally illustrated on **Figure 9**.
- Policy 4.10** In some cases, dedication of linear Municipal Reserve areas may be provided surrounding the Plan Area's stormwater facilities and may include enhanced landscaping features and local pathways.
- Policy 4.11** The specific design and configuration of the proposed Municipal Reserve dedications will be determined at the subdivision stage to the satisfaction of the County and developed in accordance with the County's Parks and Pathways: Planning, Development, and Operations Guidelines.
- Policy 4.12** The Developer shall prepare a Landscaping Plan to detail all proposed plantings and pedestrian facilities within the Municipal Reserve areas in support of each phase of subdivision and development.
- Policy 4.13** The Developer shall be responsible to implement all improvements within the Municipal Reserve areas as determined by the Landscaping Plan.
- Policy 4.14** The Municipality shall assume responsibility for maintenance of all Municipal Reserve areas following their Final Acceptance in accordance with the terms of a Development Agreement.
- Policy 4.15** Protection of any significant natural areas, environmentally sensitive lands, or culturally significant sites identified within this Conceptual Scheme shall be addressed in all applications for Land Use Redesignations and Subdivision Plans submitted to the County.
- Policy 4.16** The sidewalk network within the Plan Area shall connect to the proposed regional pathway connections located within Municipal Reserve areas.



5 TRANSPORTATION

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

Primary access to the Plan Area will be provided by two existing rural Range Roads that will be upgraded to minor arterials. Range Road 291 is currently a two-lane undivided rural road which will provide the west access point for the Plan Area. Range Road 291 also currently provides access to the Rocky View County offices to the west. A single collector access into the Plan Area will be provided from Range Road 291 and will be located at the existing Rocky View County Campus north access (i.e., Rocky View Drive). No direct access to individual sites within the Plan Area will be permitted from Range Road 291. However, the existing Nutrien Ag Solutions (Block A as per **Figure 9**) facility access from Range Road 291 will remain as is.

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

South of Highway 566, Range Road 291 is a higher order collector into the rest of the Balzac East ASP area and will also provide a link to Stoney Trail at 68 Street NE and a future right in/right out access at 60th Street NE. A Traffic Impact Assessment (TIA) was completed in 2021 to support the submission of the Alta Vista Landing Conceptual Scheme. The TIA reviewed the impacts of the proposed uses in the Plan Area on the existing and proposed nearby road network over a 20-year horizon to confirm any road and intersection upgrades needed to support the development. An updated TIA has been prepared to accompany this Conceptual Scheme submission and to address Rocky View County and Alberta Transportation and Economic Corridors (TEC) comments on the 2021 TIA.

To accommodate both the growth in background traffic and the development volumes, Highway 566 will require widening to the full four lanes within the development horizon (prior to 2040). Range Road 291 will need to be widened to four lanes and Range Road 290 be remain a two-lane road but should be upgraded to a paved road, with signals required at the intersection of Highway 566 and Range Road 290. These roads are all assumed to remain rural cross sections with ditch drainage. A stormwater pond may be required due to the future Highway 566 widening, however design details and development timing of this potential pond is unknown. Figure 9 illustrates the general location of this future pond.

Active transportation connections are recommended internally within the Plan Area as well as along both Range Road 290 and 291. These facilities will provide access across Range Road 291 to the Rocky View County Campus, and internally to provide connections to the open spaces proposed within the Plan Area. Ultimately, there may be a shared use path along Highway 566 to provide regional active transportation connections. Pedestrian and cyclist crossings should be provided at signalized intersection locations.

The Plan area is not currently serviced by a municipal transit system. However, it is noted that the 'looped' transportation network contemplated for this development could accommodate a transit system should the County decide to implement one in the future. The construction of transit stops has been taken into the consideration of the municipal road rights-of-way allocation.

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



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

- Policy 5.1** The transportation network within the Plan Area shall be developed in general accordance with **Figure 9 – Transportation Plan** and the supporting TIA, to the satisfaction of the County and Alberta Transportation and Economic Corridors.
- Policy 5.2** No direct access to individual sites shall be permitted into the Plan Area from Range Road 290, Range Road 291 or Highway 566.
- Policy 5.3** At each phase of subdivision, the Developer shall provide and maintain appropriate emergency vehicle access in accordance with County standards.
- Policy 5.4** An update to the Traffic Impact Assessment (TIA) shall be prepared to establish expectations for required local and regional transportation infrastructure improvements in support of land use submission and prepared at each subdivision phase to the satisfaction of the County and TEC.
- Policy 5.5** All internal roads and associated intersections with adjacent regional roadways shall be constructed by the developer to the satisfaction of the County and TEC.
- Policy 5.6** Emergency (or secondary) access shall be provided until such time as a direct link occurs with adjacent road networks to the satisfaction of the County.
- Policy 5.7** Determination of exact locations for road approaches from individual lots may be deferred to the Development Permit stage.
- Policy 5.8** Payment of fees as per the County's applicable Transportation Off-Site Levy Bylaw shall occur at the subdivision stage.
- Policy 5.9** The County's Infrastructure Recovery Policy shall apply to applicable road improvements completed within the Plan Area.
- Policy 5.10** The municipal road rights of way design at the subdivision stage shall consider the location of future public transit stops.



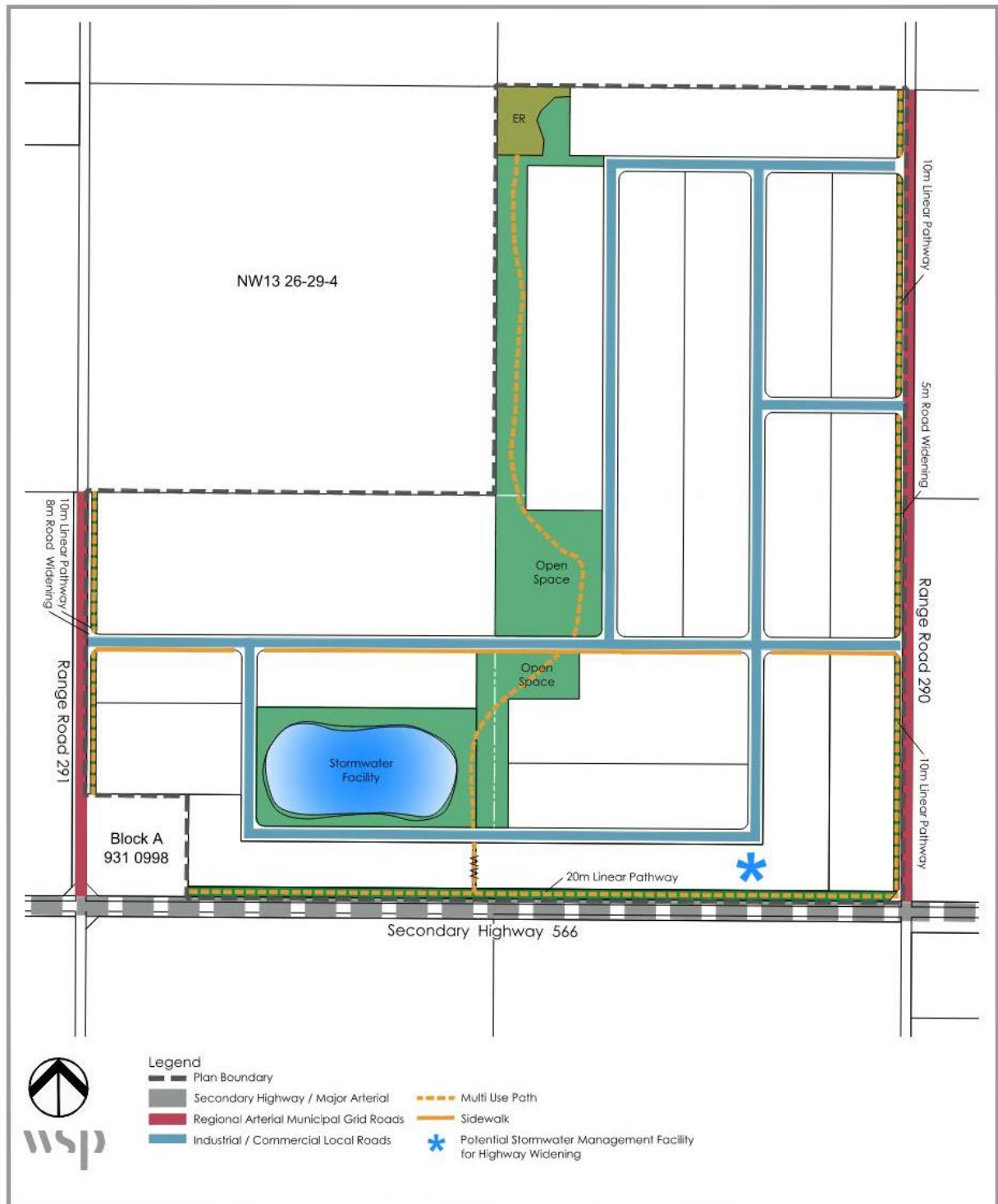


Figure 9: Transportation Plan



6 UTILITIES & INFRASTRUCTURE

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

This section depicts the general servicing concepts for the Plan Area. The details of these concepts will be further defined through detailed engineering design in accordance with Rocky View County standards as development proceeds.

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

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

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

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

Policy 6.1 All developments within the Plan Area shall connect to the municipal water and sewer systems where available, and staged upgrades will need to be in place for each phase of development.

Policy 6.2 Solid waste removal services will be provided for within the Plan Area by Rocky View County. Receptacles shall be screened from view through the implementation of fencing, landscaping or other methods of screening deemed appropriate by the Development Officer.

6.1 WATER SERVICING

Municipal water servicing for daily consumption and fire protection will be available from Rocky View County's East Balzac Portable Waterworks System. Connections to the County Mains are proposed along Highway 566 at Range Road 290 and 291. Onsite water looping will be provided in accordance with Rocky View County standards generally as shown on **Figure 10**.

Policy 6.3 The configuration of potable water infrastructure required to service the Plan Area shall be generally consistent with Figure 10 Water Servicing.

Policy 6.4 All potable water infrastructure within the Plan area shall be constructed by the developer to the satisfaction of the County and Alberta Environment.

Policy 6.5 The application of the County's Infrastructure Recovery Policy shall apply to applicable potable water infrastructure improvements.


Policy 6.6 The potable water distribution system shall accommodate minimum design requirements necessary to provide appropriate fire suppression within the Plan Area.

Policy 6.7 Water conservation measures will be implemented within the Plan Area through mandatory prohibition of potable water usage for irrigation purposes.

Policy 6.8 Water conservation measures will be augmented through implementation of developer-imposed architectural controls that will specify utilization of low-flow plumbing fixtures (where applicable).

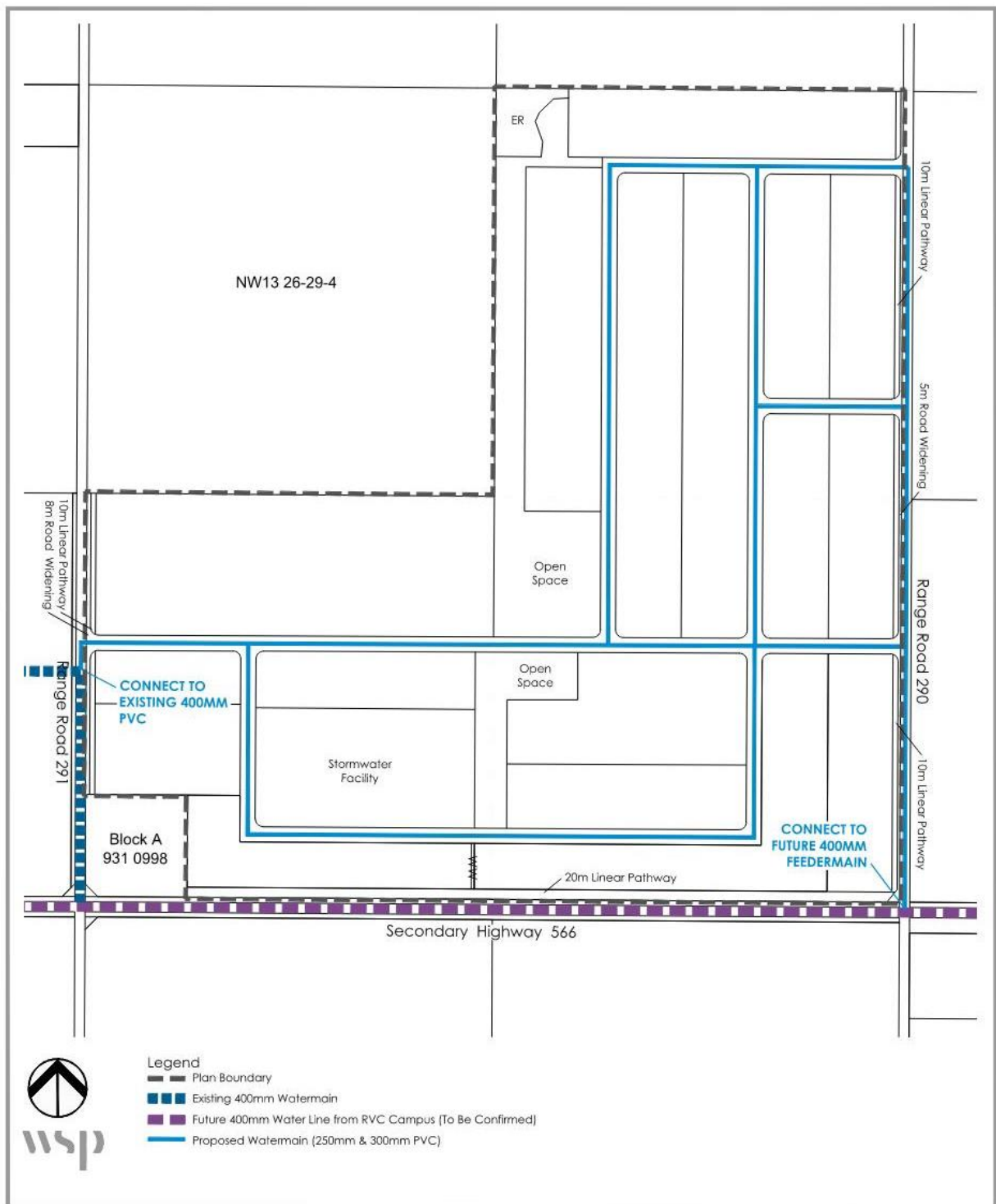
Policy 6.9 The Developer shall provide payment for required water infrastructure upgrades at the subdivision stage in accordance with the County's Water & Wastewater Off-Site Levy Bylaw.





Policy 6.10 The Developer can defer detailed hydraulic modelling of the water servicing system to the subdivision stage, which then will be required to verify the size of the proposed internal watermains as per **Figure 10**.





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Figure 10 Water Servicing

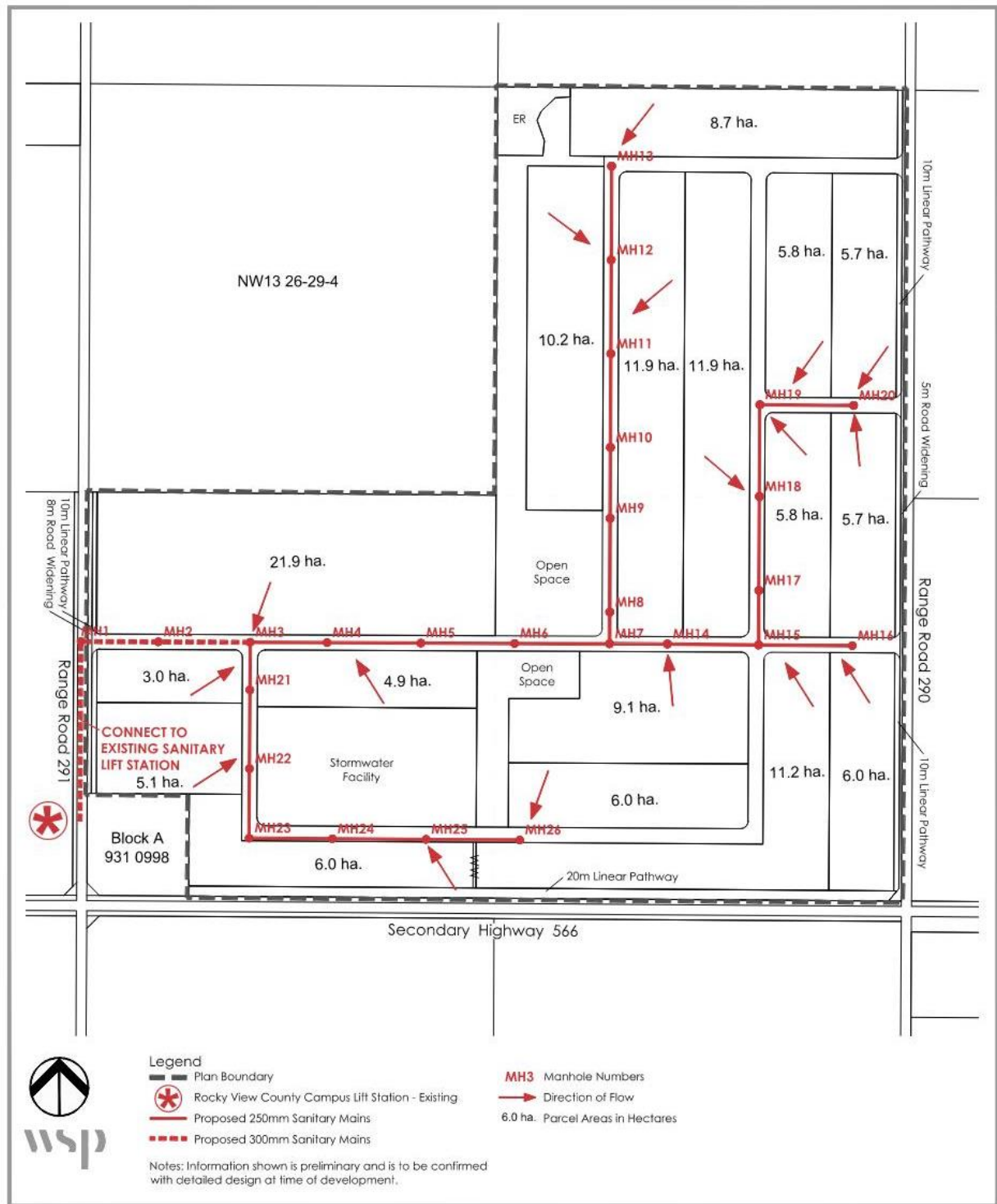


6.2 SANITARY SERVICING

The Plan Area will be serviced by onsite underground wastewater utility system that will convey effluent via the County Campus Lift Station to the East Rocky View Transmission Main and on to the central wastewater treatment plant, generally in accordance with that shown on **Figure 11**. All wastewater utility systems must meet the regulatory requirements of the Rocky View County Servicing Standards (2013) and where applicable, the City of Calgary Design Guidelines for Subdivision Servicing (2020). Please note that the Campus Lift Station was constructed to service the County's land holdings and the Rocky View County Master Site Development Plan. Servicing the Alta Vista Conceptual Scheme area will require that an expansion is made to the Lift Station in order to adequately service the Master Site Development Plan area, Upgrades will need to be explored in detail at the subdivision stage and the cost associated with all improvements required to create capacity for Alta Visa will be at the cost of the developer.

- Policy 6.10** The configuration of wastewater infrastructure required to service the Plan Area shall be generally consistent with Figure 11 Sanitary Servicing.
- Policy 6.11** All wastewater infrastructure within the Plan Area shall be constructed by the developer to the satisfaction of the County and Alberta Environment.
- Policy 6.12** The application of the County's Infrastructure Recovery Policy shall apply to applicable wastewater infrastructure improvements.
- Policy 6.13** Payment of fees as per the County's applicable infrastructure contribution requirements shall occur at the subdivision stage.
- Policy 6.14** The Developer shall provide payment for required wastewater infrastructure upgrades at the subdivision stage in accordance with the County's Water & Wastewater Off-Site Levy Bylaw.





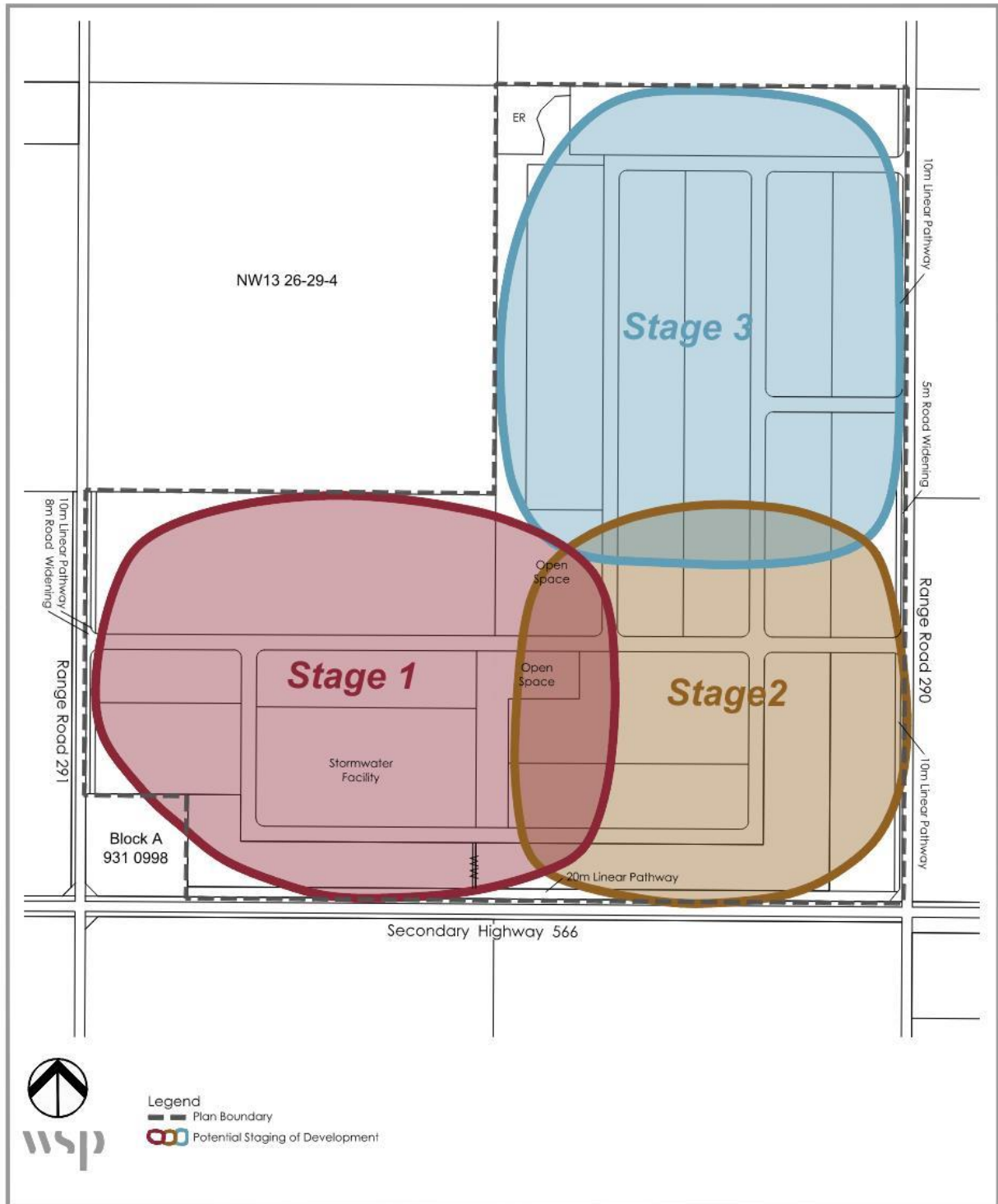
6.3 STORM WATER MANAGEMENT

The Plan Area is part of the Nose Creek Watershed which includes the Nose Creek catchment area and the adjacent McDonald Lake catchment area. Nose Creek flows south to the Bow River, however, its limited capacity has put constraints on development in the Nose Creek Watershed. The Maximum Allowable Unit Area Release Rate is identified as 1.257 L/s/ha of the gross catchment area. However, there is no offsite conveyance infrastructure in place to receive the 1.275L/s/ha of discharge from the Alta Vista Conceptual Scheme site, and the site is located in an area of the watershed that is considered a non-contributing drainage area as indicated in the Nose Creek Watershed Management Plan. As with other developments in the area; including the County campus, zero discharge design approaches are required to service the development.

Suggested practices to achieve a zero discharge design include absorptive landscaping, green roofs, soil cells, and stormwater reuse through irrigation of the bioretention area. Stormwater accumulations will be recirculated onsite back through the bioretention areas for evaporation generally as shown on **Figure 12**.

- Policy 6.15** The proposed stormwater management system within the Plan Area shall be generally consistent with Figure 12 – Stormwater Management.
- Policy 6.16** The proposed stormwater management system shall adhere to the requirements of the Nose Creek Watershed Water Management Plan.
- Policy 6.17** Each stormwater management facility shall be constructed within a Public Utility Lot (PUL) to be dedicated to the Municipality at the subdivision stage.
- Policy 6.18** The stormwater management infrastructure system within the Plan Area shall implement a 'capture and reuse' strategy in the spirit of the Provincial Water for Life Strategy and Rocky View County's Servicing Standards for Subdivision and Road Construction.
- Policy 6.19** The stormwater management system shall include a treatment train process including lot source control, conveyance via bioengineered systems, forebay, wetland (natural and/or constructed) and storage ponds. All of these elements shall be designed to supply treated stormwater as an alternative water supply and augment potable water requirements for industrial processing activities, irrigation of green spaces and enhanced evaporation systems within the Plan Area.
- Policy 6.20** Where implementation of source control techniques are proposed within individual lots, an easement and restrictive covenant shall be registered against each affected title authorizing the County to remedy any situation which negatively impacts the positive operation and maintenance of any on-site 'source control' stormwater management consideration.
- Policy 6.21** In Phase 1, the Alta Vista Landing Landowner Association would be required to establish to operate and manage the central stormwater pond and enhanced evaporation system to meet Alberta Environment and Parks' requirements.
- Policy 6.22** The storm water strategy to be implemented through the Plan Area will continue to evolve as development occurs within the Plan Area, and will be verified during the subdivision stage, to the satisfaction of the County.





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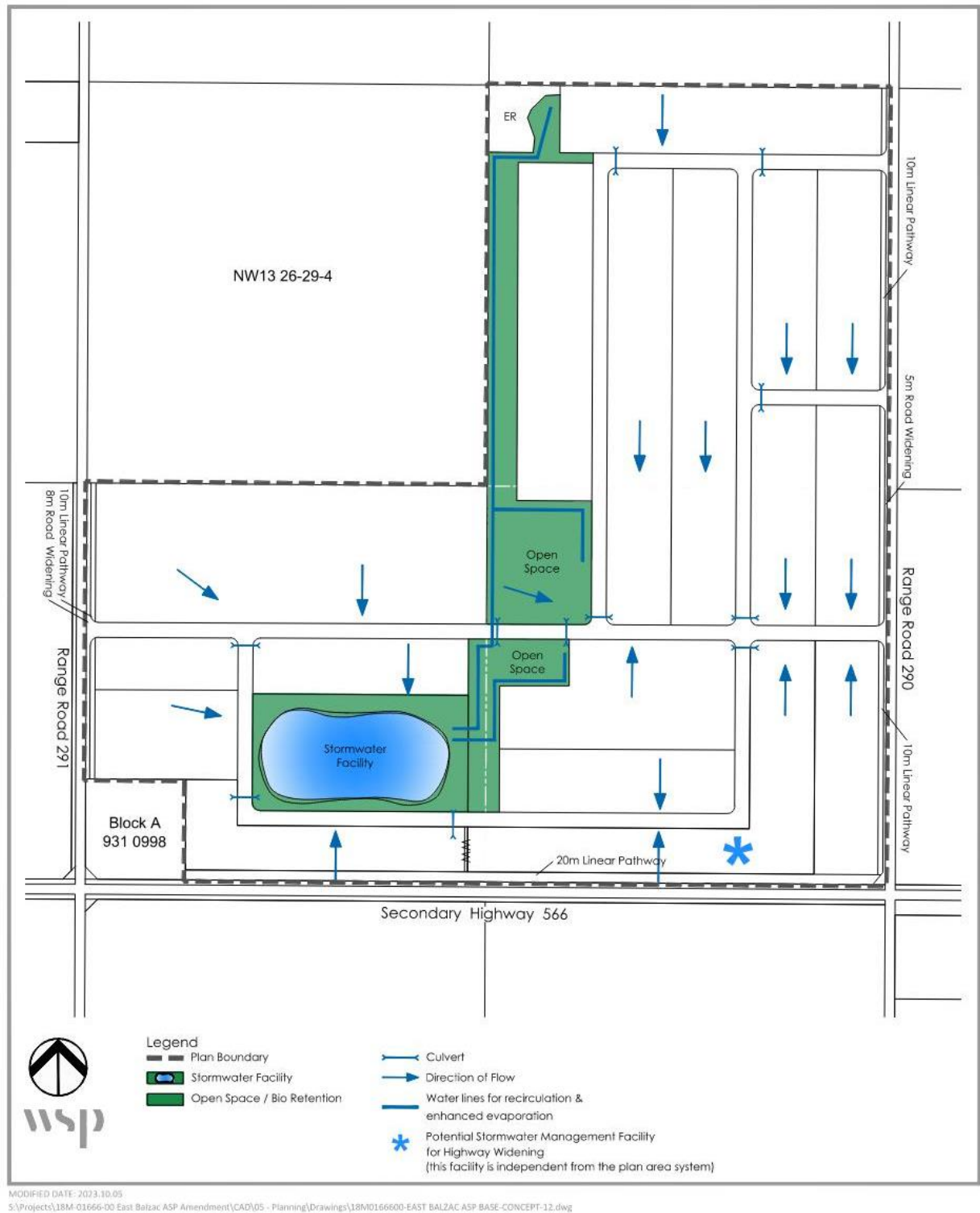


Figure 12: Storm Water Management



6.4 TELECOMMUNICATIONS, POWER, & GAS SERVICING

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

Policy 6.25 All shallow utility infrastructure required to service the Plan Area shall be located underground.

Policy 6.26 Locating utilities under the road carriageway should be avoided, and locating utilities within the road right of way should be discouraged unless sufficient right-of-way expansion is available for transportation needs.

6.5 SOLID WASTE AND RECYCLING

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

Policy 6.27 All development within the Plan Area shall align with the County's Solid Waste Master Plan and / or Solid Waste Servicing Strategy current at the time of development.

Policy 6.28 All development within the Plan Area shall embrace opportunities to redesign systems to eliminate waste and keep products and materials at their highest use.

Policy 6.29 All development within the Plan Area should explore opportunities for synergies and adaptive re-use of waste material from other users within the Balzac East ASP area.



7 EMERGENCY SERVICES

Emergency services within the Plan Area are focused on fire and protective service needs. The entire Plan Area falls under the coverage area of Station 107 Balzac. Station 107 is considered the primary response for the area, the secondary response is Station 154 Crossfield, the tertiary response is Station 111 Langdon, and the fourth is Station 108 Irricana.

In addition, the County has mutual aid agreements with the City of Airdrie and the City of Calgary, who will provide the assistance depending on what the incident is requires. Emergency services established within Rocky View County are detailed within the County's Fire Service Bylaw C-8776—2019.

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

The RCMP Detachment in the City of Airdrie, with support from the County's Community Peace Officers, will police the area, and emergency ambulance services will be provided by EMS Facilities located in North Calgary and within the City of Airdrie.

The Plan Area will accommodate two points of access/egress on the south and west end of the development in accordance with County Standards and the Alberta Building Code and Alberta Fire Code.

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

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



8 IMPLEMENTATION

8.1 DEVELOPMENT PHASING

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

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

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

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


The Phasing Plan (**Figure 13**) identifies three development phases for the Plan Area based on the sequence of infrastructure construction and proximity to the Highway 566.

Policy 8.1 Phasing of development in the Plan Area shall be done in a logical and cost-effective manner and generally illustrated as per Figure 13, Phasing Plan.

Policy 8.2 The following considerations should be incorporated into the water servicing design for Phase 1 of construction:

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



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- Policy 8.3** The following considerations should be incorporated into the wastewater servicing design for Phase 1 of construction:
- Connecting to the Rocky View County wastewater network for the Balzac East area;
 - Review off-site infrastructure sizing and costing to reflect the expanded service area;
 - Confirmation of the on-site gravity pipe sizing, servicing and alignment with additional assessments and modeling as design progresses; and
 - Wastewater system construction to be in accordance with the latest County Standards for Construction from Rocky View County and the Rocky View County Servicing Standards (2013).
- Policy 8.4** The following considerations should be incorporated into the stormwater servicing design for Phase 1 construction:
- Implementing on-lot measures to reduce the maximum impermeable ratio to 50% or lower;
 - Utilizing a ditch system to collect stormwater to a central pond;
 - Limiting average annual runoff volume of 11 mm to Nose Creek;
 - Managing stored stormwater via enhanced evapotranspiration on the open space, including treatment and pumping as needed;
 - Reviewing modeling for the stormwater to confirm design, including continuous rainfall/runoff modeling to assess the long-term average annual run-off and storage;
 - Confirmation of the on-site system sizing, servicing and road alignment; and
 - Developing the open space area for irrigation, bioretention and vegetation with additional disciplines as design progresses.
- Policy 8.5** This Conceptual Scheme's TIA should be updated for each phase, including detailed requirements for upgrades, functional plans, and a timeline for construction the improvements to the connections with Highway 566.
- Policy 8.6** While the Conceptual Scheme is sufficiently flexible to account for change, through periodic review an occasional amendment to the Conceptual Scheme may be required.
- Policy 8.7** All future development will be subject to applicable levies as per the County's current Levy Bylaw. In addition, the Levy Bylaw includes capacity triggers for various components of the systems and front ending may be required.
- Policy 8.8** Any and all upgrade costs for the expansion of existing infrastructure that is required to service the Plan Area will be borne by the developer. Cost recovery may apply in accordance with County policy.
- Policy 8.9** Future development will be subject to Erosion and Sediment Control reporting and plans at the subdivision and / or development permit stage.
- Policy 8.10** In Phase 1, the Alta Vista Landing Landowner Association would be required to establish, operate, and manage the maintenance of public and private open spaces as well as handle solid waste.



8.2 LAND USE DESIGNATIONS AND SUBDIVISION

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

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

Policy 8.10 A Wetland Impact Assessment report will be required by Rocky View County to support the land use redesignation process.

8.3 DEVELOPMENT GUIDELINES

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

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

8.3.1 Crime Prevention Through Environmental Design

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

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



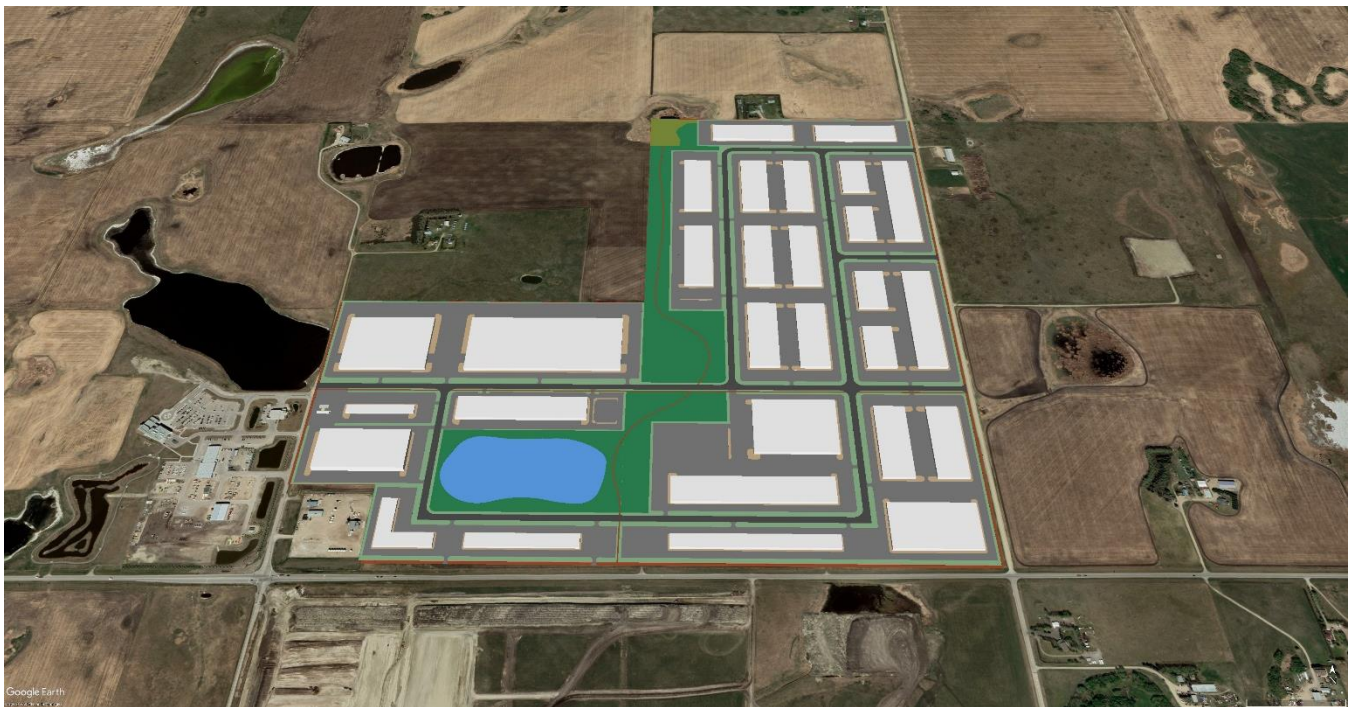
- Decorative fences and other similar privacy features that delineate public and private boundaries, promote connectivity, and complement the overall streetscape.

8.3.2 Architectural Guidelines

The developer shall implement the following Architectural Guidelines at the subdivision and or development permit stage. These Architectural features are intended to guide the development within the Plan Area which should be attractively designed, integrate with existing adjacent developments, and respect the County's Commercial, Office and Industrial Design Guidelines.

Policy 8.11 Site design and architectural controls of future development should comply with the Development Guidelines listed in Section 4.4.3 of the Balzac East Area Structure Plan.

Policy 8.12 Architectural guidelines shall be implemented by the developer at the development permit stage.



All future development within the Plan Area shall comply with the following architectural guidelines to ensure the specific form of development within each phase maintains a cohesive built-form. The themes detailed in the following should be focused on:

Building Orientation

Policy 8.13 All sides of structures within the Plan Area facing Highway 566, Range Road 290, and particularly 291 shall be designed to be attractive and inviting.

Policy 8.14 All site and building layouts will conform to the regulations prescribed by the Rocky View County Land Use Bylaw's applicable Land Use Districts and the Commercial, Office and Industrial Design Guidelines.

Policy 8.15 The Developer should orient buildings so that the main entrance will face the public road that provides direct access.



Policy 8.16 The design of building facades facing the public roads may incorporate variations in finish and colour, roofline offsets, and pedestrian scaling techniques designed to visually break the building mass and provide a high quality appearance.

Policy 8.17 The use of “green” building techniques which result in enhanced energy efficiencies are encouraged.



Lighting

Policy 8.18 Exterior lighting within each development lot should consider “dark sky” principles in order to minimize light pollution.

Policy 8.19 Lighting fixtures should include full cut-offs to direct light downward and prevent light spillage.


Policy 8.20 Lighting shall be sensitive to the adjacent residential uses east of the Plan Area.



Parking

Policy 8.21 Developments should orient public parking to the front of each lot in general proximity to the main entry of each building. Large-Scale parking, service and loading areas should be located at the sides and / or rear of the building and should be appropriately screened from adjacent properties and roads.



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- Policy 8.22** Particular attention should be given to the landscaping along Highway 566, Range Road 290, and especially Range Road 291 as the main entry into the site.
- Policy 8.23** Each development shall screen outdoor storage from adjacent properties and public roads.
- Policy 8.24** Parking and outdoor storage areas should incorporate Low Impact Development (LID) stormwater management principles where possible and include features such as permeable pavement, on-site stormwater detention and treatment areas, rainwater capture / re-use and vegetated swales to implement 'source control' stormwater best management practices to reduce volume and improve surface drainage quality prior to its release into the roadside ditch system.



Fencing

- Policy 8.25** The developer shall discourage fencing to be located the front portion of the lots. If required for visual screening and / or security purposes, it should include a low-scale, decorative design and be located behind street-oriented landscaping in accordance with the requirements of the County's Land Use Bylaw.
- Policy 8.26** Perimeter fencing along the side and rear property boundaries should be utilized to provide screening that reduces negative visual impacts of outdoor storage and large scale parking when viewed from public roads and adjacent parcels.
- Policy 8.27** All fencing should include a design that utilizes high quality materials that will require limited maintenance

Signage

- Policy 8.28** Lot and building signage should include high quality materials with a design that is compatible with each building façade treatment. The size and placement of all signage must be in accordance with the requirements of the County's Land Use Bylaw.
- Policy 8.29** Signage should be sensitive to the adjacent residential uses east of the Plan Area. No back-lit signage is permitted within the development.



8.3.3 Agricultural Boundary Design Guidelines

The County's Agricultural Boundary Design Guidelines provides guidance to mitigate the land use conflicts, where non-agricultural uses such as businesses and industrial uses are located alongside agricultural operations. For example, these guidelines will help mitigate areas of concern including: trespass, litter, pets, noise, and concern over fertilizer, dust, and normal agricultural practices.

These guidelines should be applied during subdivision and development permit approval, as they will provide valuable information to consider when determining where buildings shall be placed on a property.

Policy 8.30 Development within the Plan Area that is abutting agricultural lands shall comply with the County's Agricultural Boundary Design Guidelines.

Policy 8.31 The Plan Area could be considered as the Transition Area defined by County's Agricultural Boundary Design Guidelines, thus requires careful management so as not to impose design and buffering solutions which may create obstacles at future stages of development

Policy 8.32 Where future industrial development within the Plan Area abuts agricultural lands, edge treatment such as landscaped berming or chain link, solid wood, or metal fencing shall be considered at the subdivision and or development permit stage

Solid wood/Plaster/Stone



Chain link



8.4 CONSTRUCTION MANAGEMENT PLAN

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

Policy 8.33 A Construction Management Plan shall be provided by the developer at each phase of development, to the satisfaction of the County and in compliance with the County's Servicing Standards.

Policy 8.34 Stripping and grading should be limited to the areas required for development and servicing of each subdivision phase.

Policy 8.35 Prior to stripping and grading, wetland disturbance approvals from AEP will be required.



9 PUBLIC ENGAGEMENT

9.1 PUBLIC ENGAGEMENT PROCESS

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

The engagement strategy provides opportunities to glean much-valued input from landowners, stakeholders, adjacent municipalities, and the general public, all of which, in part, will inform the overall vision and policies of the Conceptual Scheme. A summary of the key events within the process is found in Table 3.

Table 3: Public Engagement Events

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

9.2 COMMUNITY FEEDBACK

Figure 14 identifies the boundary for the adjacent landowner engagement. The areas in pink are the adjacent landowners required to be consulted with according to the County's public consultation policy. Newsletters regarding this project were sent to all of the landowners identified in this pink highlighted area. The project team



had been contacted by about 10 property owners in the public consultation area, and one-on-ones have been conducted via both phone calls and email.

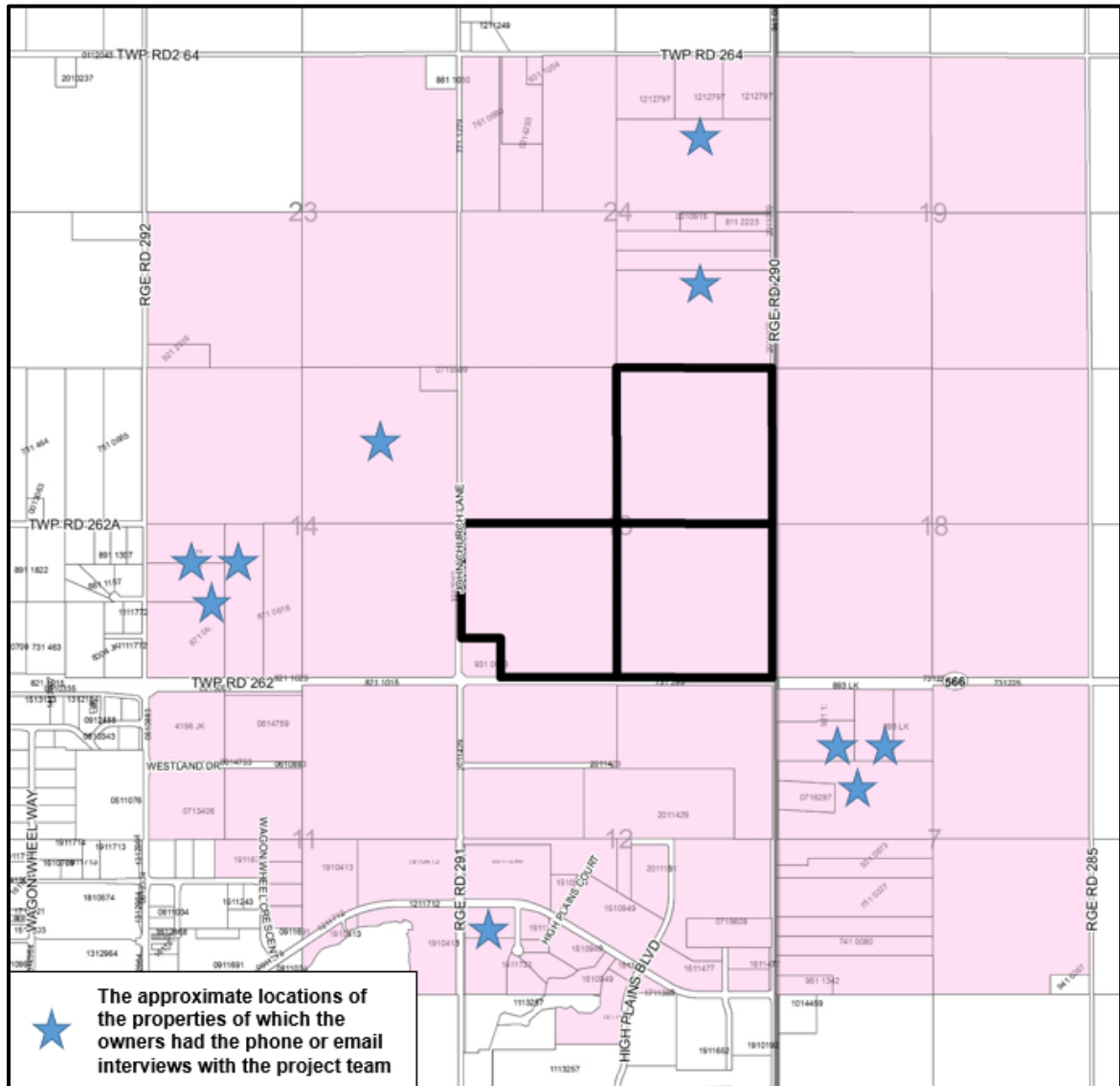


Figure 14: Public Consultation Map

What We Heard from the Interviews:

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



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

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

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

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

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

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

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

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

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





APPENDIX A POLICY ALIGNMENT FACTORS

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

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

Balzac East Area Structure Plan – Upon Amendment Approval

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

In alignment with the proposed Balzac East ASP Amendment submitted alongside this Conceptual Scheme, 189 hectares of land would be added to the ASP Plan Area (Figure 15). This additional area would facilitate the development of the site in the preferred direction of both the Balzac East ASP and the Rocky View Municipal Development Plan.

As illustrated in Figure 16, the proposed Conceptual Scheme area sits alongside existing Special Development Areas (SDA). The Amendment recommends an additional SDA be added to facilitate similar development and retain parallel policy alignment with the ASP. Existing SDAs apply to developments that will permit business uses in relationship to Highway 566, and the proposed ASP amendment and Conceptual Scheme intend to complement that. SDAs in the Plan Area are also called to pay attention to the interface between adjacent residential and agricultural uses. The proposed addition of an SDA aims to complement surrounding land uses and offer appropriate transitions between less intensive land uses, such as agriculture.



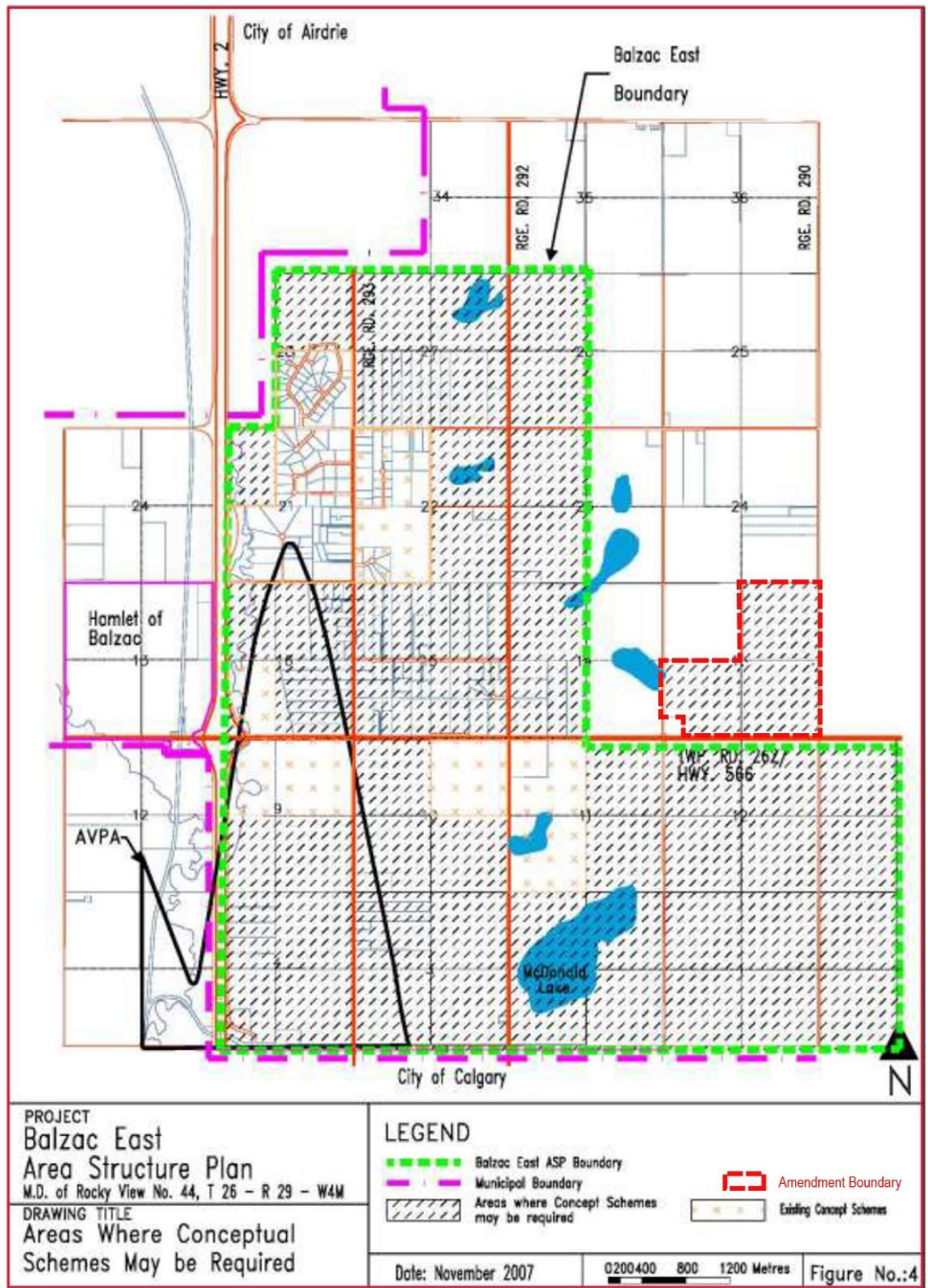


Figure 15: Proposed ASP Amendment - Conceptual Scheme



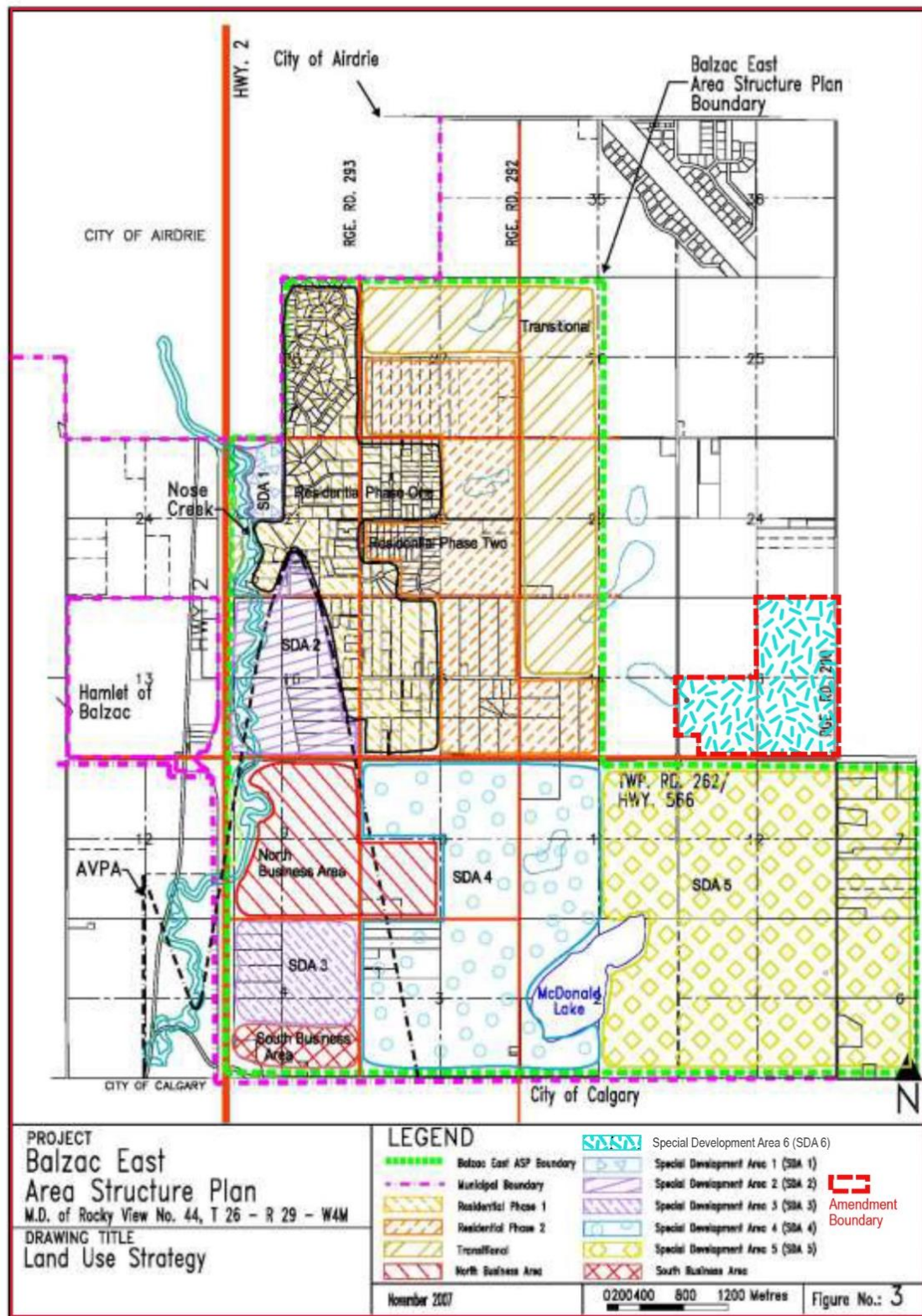


Figure 16: Proposed ASP Amendment - Special Development Areas



Rocky View Municipal Development Plan (County Plan)

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

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

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

Table 4: Principles and Objectives of the County Plan – Business Development

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




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

REGIONAL BUSINESS CENTRES:

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





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

Key Directions for this region include:

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

Calgary Metropolitan Region Growth Plan

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

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

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

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

Interim Growth Plan

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



The IGP sets out three broad principles:

- Promote the integration and efficient use of regional infrastructure.
- Protect water quality and promote water conservation.
- Encourage efficient, strong, and sustainable growth.
- Policies within the IGP cover the following areas:
 - Region-wide policies – these relate to how municipalities collaborate to coordinate land-use planning, servicing, and infrastructure endeavors.
 - Flood prone area policies – these seek to prevent development in provincially-identified flood hazard areas.
 - Development policies – these outline evaluation criteria for different types of development based on regional planning principles and objectives.
 - Regional corridors policies – these relate to protection of regional transportation and transmission corridors.

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

Compliance with the IGP as illustrated in the following table.

Table 5: Applicable Policies of the Interim Growth Plan

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



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

South Saskatchewan Regional Plan

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

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



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

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

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

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

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

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

Alta Vista Landing specifically achieves the following key SSRP objectives:



Table 6: Objectives and Strategies of the SSRP Implementation Plan

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

