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# MASTER SITE DEVELOPMENT PLAN

## HAM WEST INDUSTRIAL PARK

June 23, 2008



**Prepared For:**

**United Horsemen of Alberta Ltd.**

Suite 160, 3015 – 12<sup>th</sup> Street NE

Calgary, Alberta T2E 7J2



**Prepared By:**

**Kellam Berg Engineering & Surveys Ltd.**

5800 – 1A Street SW

Calgary, Alberta T2H 0G1





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## 1.0 INTRODUCTION

The *Balzac East Area Structure Plan* (Bylaw C-5177-2000), was Adopted September 26, 2000, with the purpose of providing planning direction for a large development area on the east side of the Queen Elizabeth II Highway (Highway 2), between the City of Calgary and the City of Airdrie. The Hamlet of Balzac is located immediately to the west on the west side of Highway 2. The *Balzac East Area Structure Plan* (BE-ASP) is located fully within the M.D. of Rocky View No.44. [See Figure 2]

The BE-ASP recognizes within its plan area, All of 09-026-29-W4M and the SW 10-026-29-W4M as forming the North Business Area. The North Business Area (NBA) is further divided into Cells A to D. Planning and development for the NBA, including all its Cells, is governed and zoned by Bylaw C-6234-2600, Direct Control District 109 (DC 109). [See Figure 2]

The *Ham West Industrial Park – Master Site Development Plan* (HW-MSDP/Plan) has been created pursuant to the requirements of the DC 109 Bylaw and the BE-ASP. The subject parcel Ptn. SW 10-026-29W4M, is 51.521ha (127.30ac) in size. It covers all of Cell B and a small portion of Cell A within the DC 109 area. The HW-MSDP itself only pertains to ton area of land within Cell B. The HW-MSDP takes its name from the former owners - the Ham family. [See Figure 1 & 3]

Figure # 1  
HW-MSDP Location

Legend

HW-MSDP area



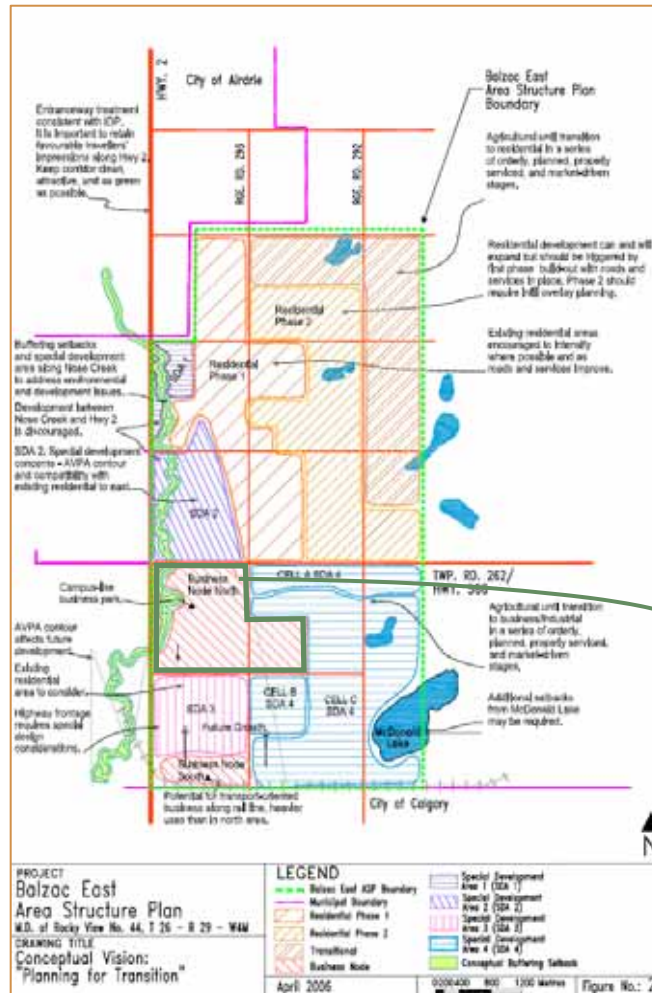
Road Name

TR 261



Master Site development Plan - Ham West Industrial Park









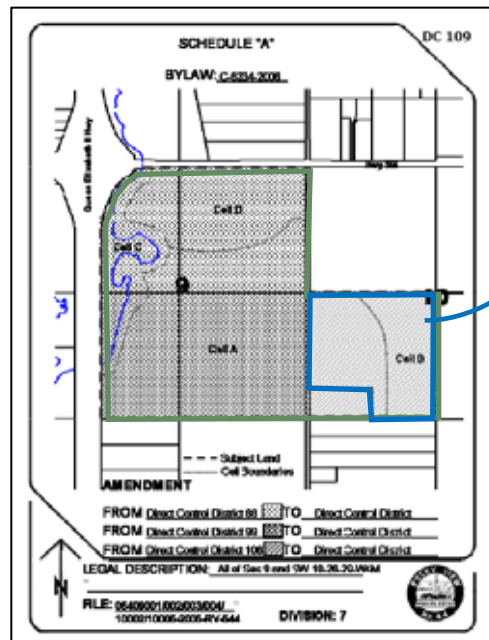
## 1.0 INTRODUCTION

Figure # 3

### HW-MSDP Air Photo

#### Legend

- DC 109 area  
(North Business Node) 
- Subject Title area 
- HW-MSDP area 
- Road Name  TR 293



Master Site development Plan - Ham West Industrial Park

# 1.0 INTRODUCTION

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## 1.1 PURPOSE

The Purpose of the HW-MSDP is to provide a comprehensive guide to future subdivision and development under the direction of the DC109 District and the BE-ASP.

The HW-MSDP addresses:

- Phasing
- Design
- Parking and Loading Standards
- Signage Standards
- Lighting Standards
- Landscaping Standards
- Architectural Standards
- Transportation Networks
- Water
- Utilities
- Solid waste
- Interface with Adjacent Lands
- Environmental Considerations

## 1.2 VISION

Cell B under DC 109 in the HW-MSDP, is primarily envisioned as being a prime location for General Industry Type 1 (Light Industrial) development in addition to providing suitable lands for a post-secondary campus, particularly related to the equine focus of the adjacent developments.

- 1.2.1 To create an industrial business component that will facilitate the development types as described in Cell B of the DC 109 District.
- 1.2.2 To facilitate a suitable site for the development of a post-secondary education facility that will have convenient access to the equine facilities developed throughout the DC 109 District area.

## 1.0 INTRODUCTION

Figure # 4  
Adjacent Development

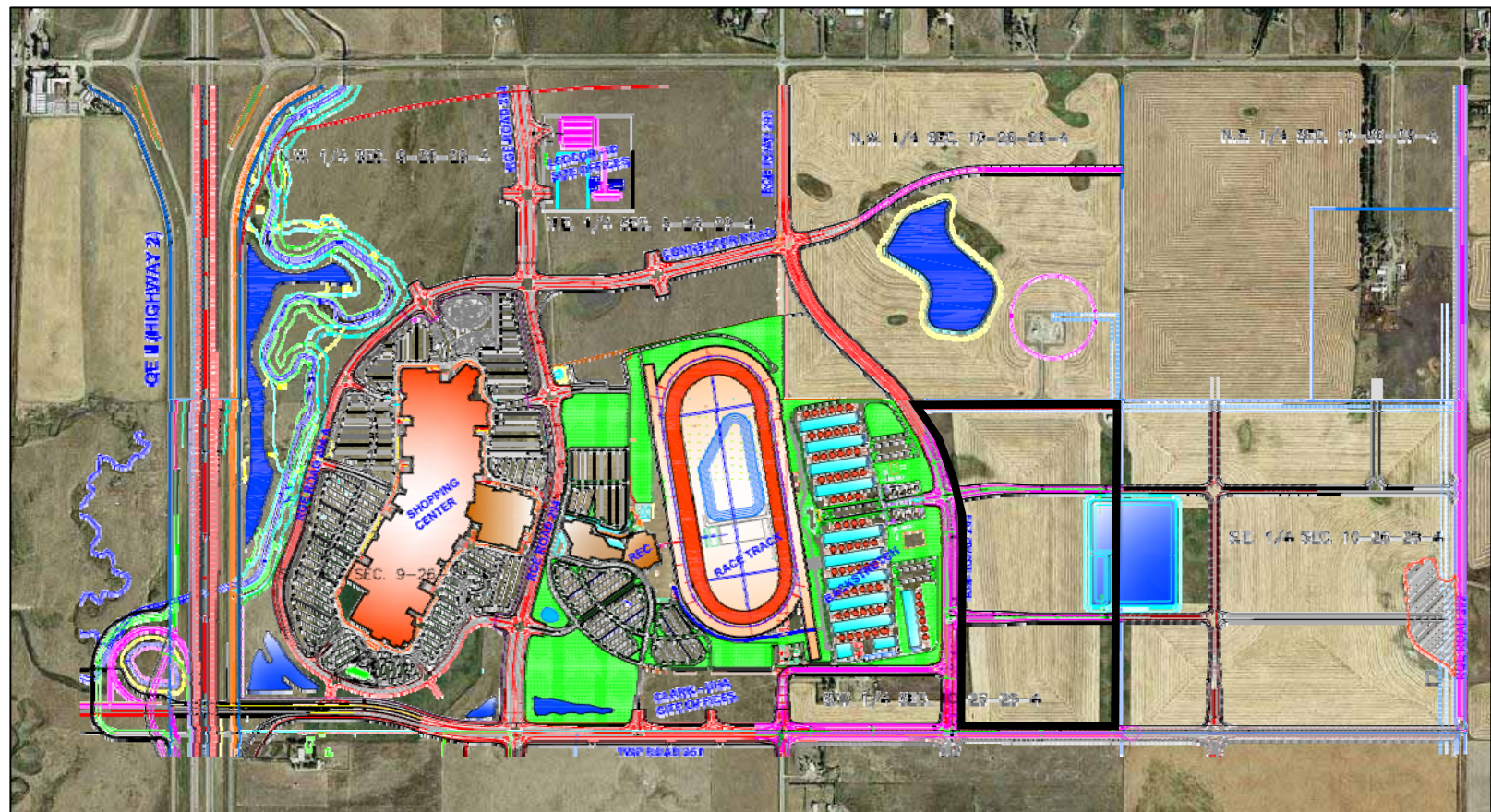
Legend

HW-MSDP area



Road Name

TR 261



Master Site development Plan - Ham West Industrial Park



## 1.0 INTRODUCTION

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### 1.3 PLAN AREA LOCATION

The Plan area is located to the east of the super regional shopping centre, and the racetrack and racing entertainment centre in the NBA of the *Balzac East Area Structure Plan*. The HW-MSDP site is located approximately 2.00km (1.25 miles) east of Hwy. 2, and 0.80km (0.5miles) south of Hwy. 566. [See Figure 4]

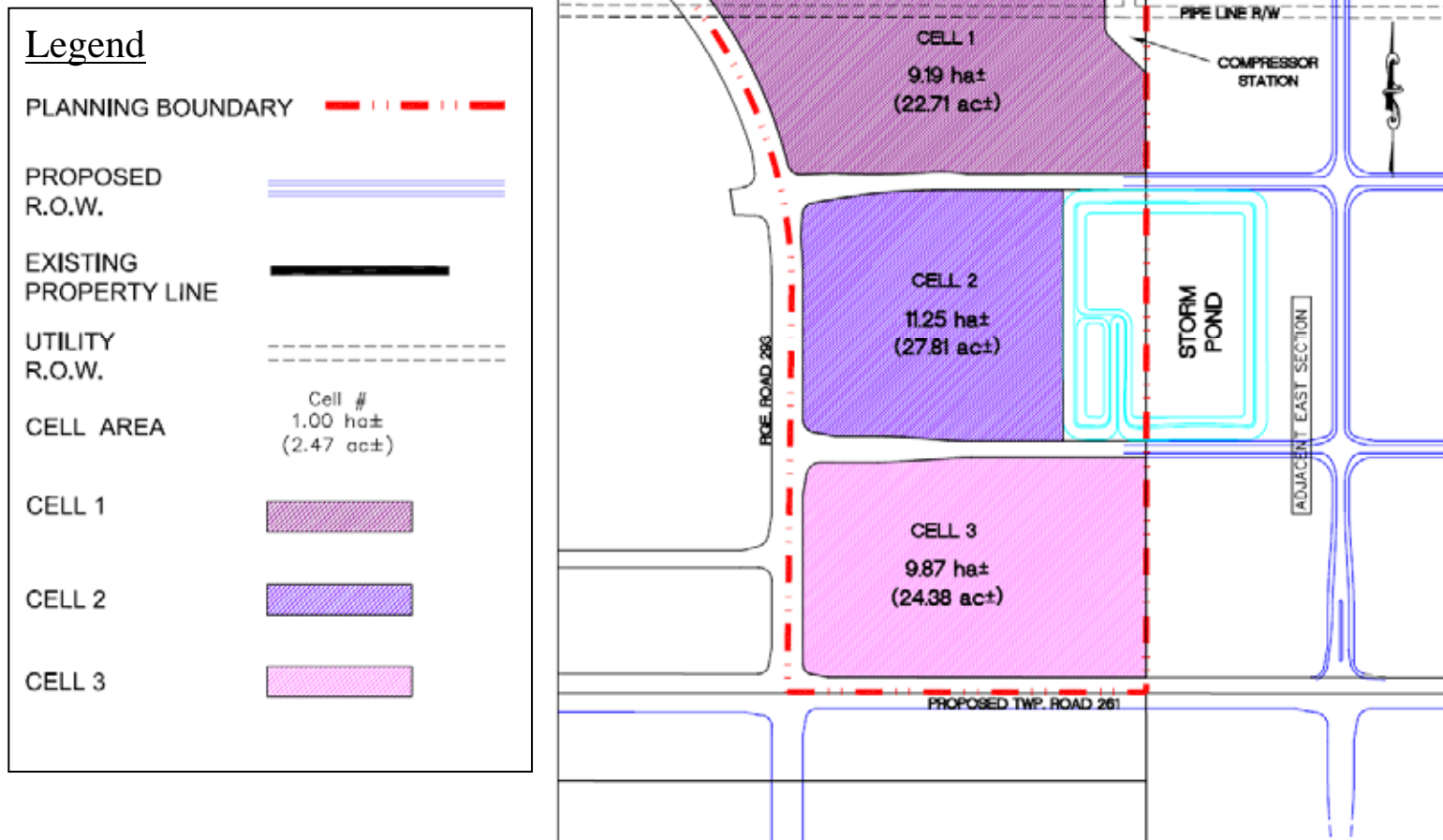
The HW-MSDP site covers  $\pm 30.37\text{ha}$  ( $\pm 74.90\text{ac}$ ) of Ptn. SW 10-026-29-W4M, an existing 51.521ha (127.30ac) parcel. The portion of the existing title covered by the HW-MSDP is the area recognized as Cell B under DC 109. The HW-MSDP area is further divided into three (3) Cells: Cell 1, Cell 2 and Cell 3. [See Figure 3 and 5]

The HW-MSDP area is bounded on the west by the realigned portion of Range Road 293 (RR 293). To the east it is the boundary between the SW 10-026-29-W4M and SE 10-026-29-W4M that denotes the parcel edge. The north boundary is created by the boundary between the subject parcel and the NW 10-026-29-W4M. Lastly, the south boundary is formed by Township Road 261 (TR 261).

The Plan area is further divided by two (2) east/west roads (as yet unnamed). The northerly east/west road separates Cell 1 and Cell 2. The southerly road separates Cell 2 and Cell 3.

# 1.0 INTRODUCTION

Figure # 5  
HW-MSDP Site Plan



## 1.0 INTRODUCTION

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### 1.4 PLAN AREA DESCRIPTION

The HW-MSDP Plan area is a flat portion of land with no history of development. Historically the Plan area has been under cultivation. To the north of the plan area there is an existing sour gas well in the NW 10-026-29-W4M. The gas well has a 100.00m (328.08ft) development setback. This setback does not affect the HW-MSDP Plan area.

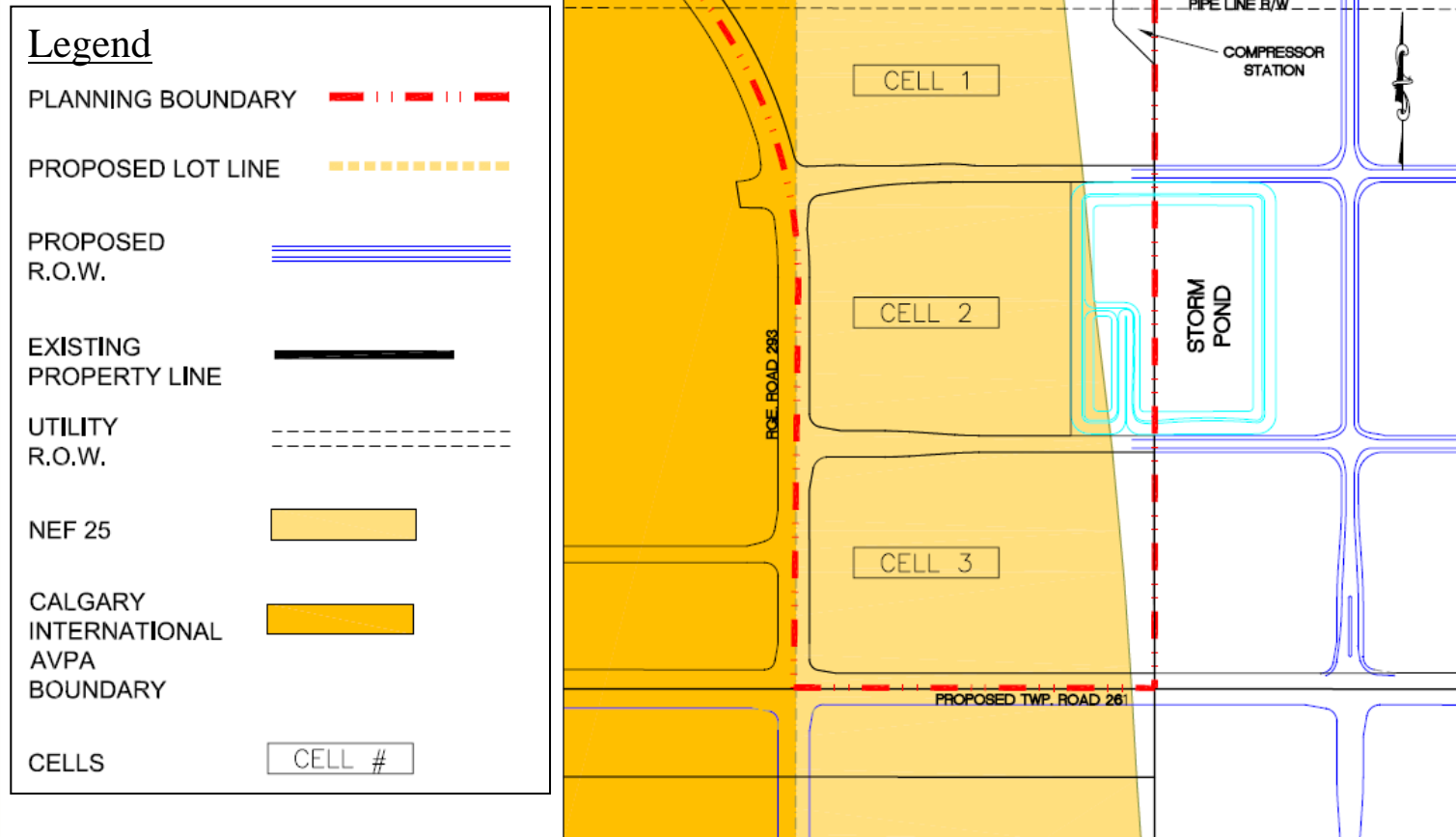
Along the north boundary of the Plan area there is Utility Right of Way Plan 502JK and while no development is permitted within the right-of-way there is no additional setback beyond the right-of-way boundary. **[See Figure 5]**

In the north east corner of the Plan area there is an existing Level 1 compressor site, 0.283ha (0.70ac) in size. This compressor site exists under Registration # 781076354 on the current title, and no development will be permitted within the compressor site. **[See Figure 5]**

Lastly, the Plan falls within the Noise Exposure Forecast area for the Airport Vicinity Protection Area (AVPA) of the Calgary International Airport. The AVPA contour that the HW-MSDP falls under has a Noise Exposure forecast of 25. Under federal regulations most industrial uses are permitted within this area. In order to meet regulation standards, various measures, such as the landscaping of storm water ponds so as to minimize bird-nesting , will be implemented. **[See Figure 6]**

# 1.0 INTRODUCTION

Figure # 6  
AVPA Contours





## 2.0 DEVELOPMENT PLAN

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The *Ham West – Master Site Development Plan* is intended to provide a greater level of detail than that provided by DC 109. The DC 109 District outlines the Purpose and Intent, Uses, certain Minimum and Maximum Limits, and Special Regulations that will govern the development of Cell B.

The development of the Plan area is distinguished by two main developments types. These are the Light Industrial business park development and a potential post-secondary development. [See Figure 7]

### 2.1 PROPOSAL

#### 2.1.1 Light Industrial Business Park

Light industrial business park development is the main focus for development within Cell B. The area is being developed to address the growth pressures for this development type within the MD of Rocky View.

Within Cell B, the HW-MSDP further separates the area into Cells 1, 2, and 3. All three cells will be developed within the vision of general industrial business uses. The sites provide development opportunities for local business as well as creating local job opportunities.

## 2.0 DEVELOPMENT PLAN

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### 2.1.1 Light Industrial Business Park (cont...)

The businesses that locate within the HW-MSDP area are anticipated to require large buildings that can accommodate warehousing needs and storage, with some office space. Further, the target operations would be low water consumers, and have low nuisance factors. Nuisance factors, in conformity with General Industry Type I regulations.

It is envisioned that the buildings within the park will have the opportunity to develop in their own unique style, but they will be required to incorporate the following principals:

- Buildings will create a professional and well maintained frontage. The goal is to create a visual impression on clients and other potential developments that would promote the desire to do business within the NBA.
- Buildings and landscaping are encouraged to be unique within their own site, but also to remain complementary to adjacent development.
- All developments will incorporate elements of design, construction, and daily use practices that will work positively towards water use reduction and environmental preservation.

## 2.0 DEVELOPMENT PLAN

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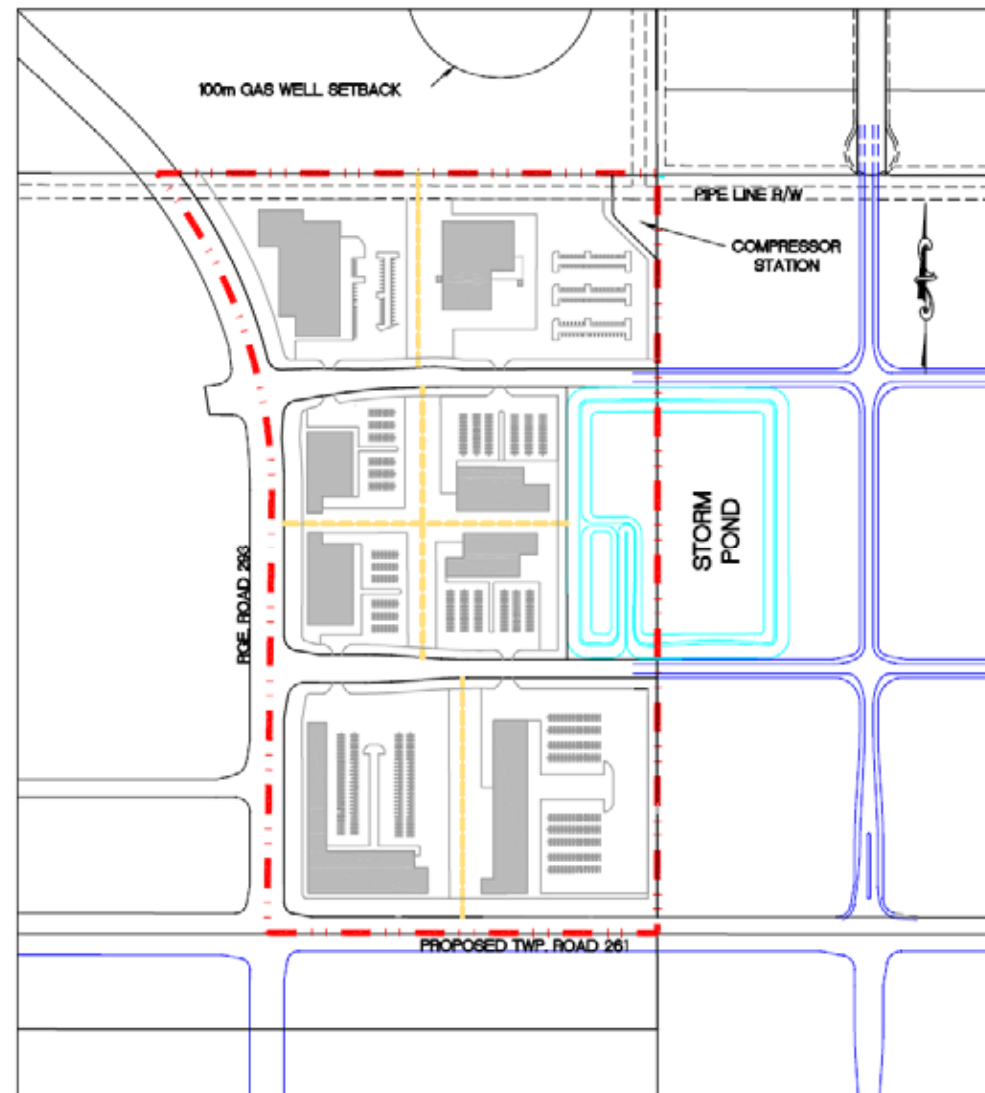
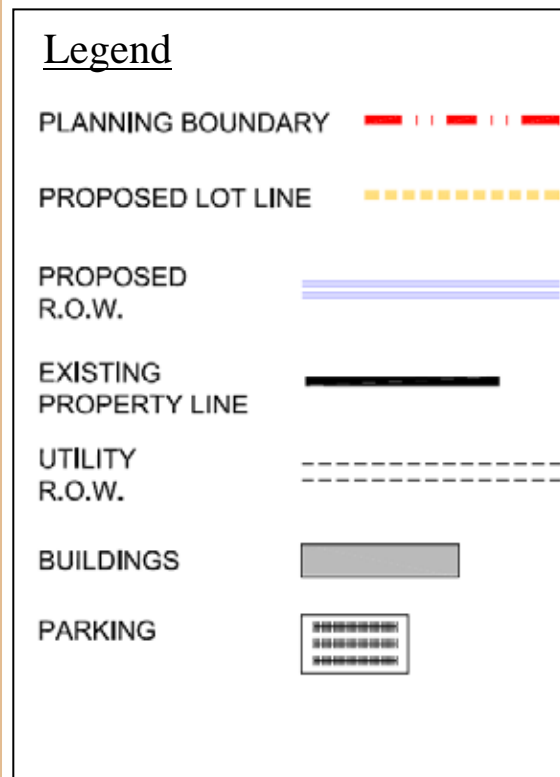
### 2.1.2 Post-Secondary Site

The business park lands have been designed and planed so that a post-secondary education facility development could be incorporated. The ideal site within the Plan area is within Cell 1. Cell 1 allows for direct access to the racetrack facility and related developments. The vision for a post-secondary development would be one that provides a curriculum that is able to incorporate subjects related to the adjacent facilities of the area. Further areas of study that are desirable may relate to the rural and agricultural activities of the area.

Please see **Appendix A** for supplementary information.

## 2.0 DEVELOPMENT PLAN

Figure # 7  
Subdivision Plan -  
CONCEPTUAL



Master Site development Plan - Ham West Industrial Park

## **2.0 DEVELOPMENT PLAN**

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### **2.2 PHASING**

Phasing of Cell B follows the policies of the BE-SAP. Phasing is intended to be flexible and will be determined by:

- 2.2.1 issuance of any planning approvals;
- 2.2.2 the installation and construction of the Queen Elizabeth II Highway / Township Road 261 interchange;
- 2.2.3 the extension of the realigned Rang Road 294;
- 2.2.4 water and sewer servicing; and
- 2.2.5 market demand.

## **2.0 DEVELOPMENT PLAN**

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### **2.3 DESIGN**

#### **2.3.1 Subdivision and Development Standards**

##### **a.Parcel Size**

- i. Minimum Lot Size: 1.214ha (3.00ac).
- ii. Maximum Lot Size: none.

##### **b. Yard, Front**

- i. All frontages abutting Range Road 293 and Township Road 261 shall be treated as Front Yards.
- ii. No structure shall be permitted within 25.00m (82.02ft) of RR 293 and/or TR 261.
- iii. No structure shall be permitted within 10.00m (32.81ft) of the east/west roads.

##### **c. Yard, Side**

- i. Minimum Side Yard Setback: 1.20m (3.94ft).
- ii. No structure shall be permitted within 10.00m (32.81ft) of the east/west roads.

##### **d. Yard, Rear**

- i. Minimum Side Yard Setback: 1.20m (3.94ft).
- ii. No structure shall be permitted within 10.00m (32.81ft) of the east/west roads.

## 2.0 DEVELOPMENT PLAN

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### 2.3.1 Subdivision and Development Standards (Cont...)

#### e. Height of Building

i. Maximum Height of Principal Building: 15.24m (50.00ft).

ii. Maximum Height of Accessory Building: 5.02m (16.50ft).

#### f. Building Coverage

i. Maximum Combined Site Coverage for Principal and Accessory Buildings: 45% of the lot.

#### g. Principal and Accessory Buildings

i. Each Principle and Accessory Building shall require a Development Permit.

ii. All Buildings must be separated by a distance of 2.50m (8.20ft), one from the other.

iii. Each lot shall contain only contain one (1) Principal Building per Use, except:

- a. Any parcel recognized under its development permit as a Post Secondary Site, may contain more than one (1) Principal Building.

iv. There is no maximum number of accessory buildings, provided:

- a. The site coverage does not exceed the Maximum Combined Site Coverage for the lot.

## 2.0 DEVELOPMENT PLAN

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### 2.3.1 Subdivision and Development Standards (Cont...)

#### h. Special Requirements

- i. No activities creating heavy truck movements will be allowed to locate along building façades or lot frontages that front onto RR 293 and/or TR 261.
- ii. Direct access to the lands from RR 293 may be restricted to a right-in-right-out only entrance.
- iii. On sites with a frontage onto RR 293 and/or TR 261, the major customer or client entrance to the principal building shall front onto these roads.
- iv. All applications for development permits shall be accompanied by a Landscaping Plan completed by a Landscape Architect or a person qualified to perform such work. No development permit shall be issued prior to the approval of the required Landscaping Plan.
- v. The Municipality may require the application of additional aesthetic regulations, if:
  - a. There is a likelihood that the proposed development will generate undesirable impacts on surrounding sites; OR
  - b. There is a likelihood the undesirable impacts may be generated on the site, and cause conflicts with other businesses within the development.
- vi. The additional aesthetic regulations that may be required at the discretion of the Municipality may include but are not limited to, the following:
  - a. Additional separation space between incompatible land uses;
  - b. The use of trees, shrubs, opaque fences, walls, and berms to buffer or screen uses of negative impact;
  - c. The use of trees, shrubs, planting beds, street furniture, and surface treatments to enhance the appearance of a proposed development.
- vii. A permanent access to a minimum gravel oilfield standard road must be maintained to the Level 1 compressor site. Access must be available at all times with no restriction to the operating company.



## 2.0 DEVELOPMENT PLAN

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### 2.3.2 Parking and Loading Standards

- a. Parking facilities shall meet or exceed the MD of Rocky View's Parking and Loading requirements.
- b. Loading Facilities shall not locate with a frontage onto RR 293 or TR 261.
- c. Parking for truck/transport/fleet vehicles (non-personal use vehicles) shall not locate with a frontage onto RR 293 or TR 261.
- d. Landscaping shall be used to screen parking areas, loading areas, and storage yards.
- e. Winter and seasonal appearance of the landscaped screen will be considered so that the screen is aesthetic and effective year round.
- f. Landscape Islands within Parking Areas.
  - i. Landscape islands shall be required within at-grade parking areas with a capacity of twenty-five (25) or more vehicles. These islands shall be landscaped in accordance with the Landscaping Standards of this Plan.
  - ii. Parking islands shall be placed to provide visual relief and to organize large areas of parking into smaller cells, to the satisfaction of the Municipality.

## 2.0 DEVELOPMENT PLAN

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### 2.3.3 Signage Standards

- a. All signage shall be permanent.
- b. Signage shall be chosen to match or complement both the related development and the area architecture. This is related, but not limited to, consideration of size, material, colour, and purpose.
- c. No signage shall be permitted on or above the roof line of any structure.
- d. Advertising and/or directional signs may be permitted providing they have the approval of the MD of Rocky View and when applicable Alberta Infrastructure and Transportation.
- e. Where more than one business occupies a building, additional signage shall be located in accordance with a comprehensive signage package prepared for the building and submitted as part of the required landscape plan.
- f. One free standing identification sign per lot shall be allowed. The sign shall not exceed 9.14 m (30.00 ft) in height, with no other dimension exceeding 4.57 m (15.00 ft).
- g. Illuminated free-standing signs shall not exceed 7.62 m (25.00 ft) in height.

## 2.0 DEVELOPMENT PLAN

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### 2.3.3 Signage Standards (Cont...)

- h. Moving or animated signs and electronic message boards that may distract adjacent road users are not permitted within the HW-MSDP.
- i. Where buildings abut RR 293 and TR 261, signs facing and visible from those roads may be approved by the Municipality if they comply with the following principles:
  - i. One illuminated logo sign per visible facade. The maximum dimension of such sign shall not exceed 3.00 m (9.84 ft) in vertical and horizontal direction, parallel to the facade of the building, not exceed a depth of the 0.305 m (1.00 ft);
  - ii. One illuminated business name sign per visible facade shall not exceed 15% of the area of the facade of the building or business premises, whichever governs and shall in no case exceed 40.00 m<sup>2</sup> (430.57 ft<sup>2</sup>) (less the area of any logo sign: see above);
  - iii. To discourage the use of building facades as billboards, a business sign exceeding an area of 10.00 m<sup>2</sup> (107.64 ft<sup>2</sup>) and 1.50 m (4.92 ft) in height, shall be limited to individual letters or shapes.

## 2.0 DEVELOPMENT PLAN

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### 2.3.4 Lighting Standards

- a. All lighting will be designed to support the MD of Rocky View's commitment to a "Dark Sky" by minimizing light pollution and directing light sources towards the ground.
- b. Lighting fixtures and design shall be similar or complementary to lighting used in the DC 109 area.
- c. Outdoor lighting provided for security, display, or attraction purposes for any development shall be arranged so that diffusion of light towards any adjoining site is minimized and does not interfere with the effectiveness of adjacent traffic, and shall comply with the following provisions:
  - i. No light structure shall exceed a height of 7.62 m (25.00 ft);
  - ii. No light shall be attached to a structure above a height of 15.24 m (50.00 ft) along that structure unless required as part of Federal or Provincial regulations;
  - iii. The developer shall provide a plan indicating the location of all exterior lights, including the projected light patterns in relation to adjacent public roadways and developments;
  - iv. No flashing, strobe, or revolving lights, which may impact the safety of motorists using adjacent public roadways, shall be installed on any structure or site;
  - v. Lighting fixtures and layout should be in conformity with night sky principals outlined by the International Dark Sky Association at [www.darksky.org](http://www.darksky.org);
  - vi. Lighting standards for the development shall minimise the off-site effects of lighting while at the same time maintaining a safe and secure illumination level;
  - vii. All lighting to be directed downwards and shielded to protect glare from the immediate area with a cut-off angle for all fixtures to be 45 degrees.

## 2.0 DEVELOPMENT PLAN

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### 2.3.5 Landscaping Standards

a. The landscaping plan shall include the following:

- Boundaries and dimensions of the subject site;
- Location of all the buildings, parking areas, driveways and entrances;
- Location of all exterior lights on the site and their projected light patterns in relation to adjacent public roadway developments;
- Location of existing plant material to be retained;
- Location of new plant materials;
- Plant material list identifying the name, quantity and size of plant material;
- All other physical features, existing or proposed; including berms, walls, fences, outdoor furniture, lighting and decorative paving;
- A location plan showing the proposed development and landscaping relative to the landscaping and improvements on adjacent properties; and
- Images (preferably photographic) identifying the site pre and post landscaping development.

b. The Landscaping Plan shall follow the Principals and Regulations as set out in the *Comprehensive Landscaping Strategy for the East Balzac – Retail and Racing Entertainment Centre* as well as the BE-ASP.

- i. Where the HW-MSDP landscaping requirements differ from the standards of the BE-ASP, the HW-MSDP landscaping standards shall apply.

## 2.0

## DEVELOPMENT PLAN

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### 2.3.5 Landscaping Standards (Cont...)

- c. All required yards on the site shall be landscaped in accordance with the approved landscaping plan.
- i. Potable water shall not be used for irrigation purposes.
  - ii. A minimum of 10% of each site shall be landscaped in accordance with the policies set out in the BE-ASP.
  - iii. A minimum 3.00m (9.84ft) landscaped setback shall be provided between the front of any primary building and adjoining parking lot area. No outdoor display, storage, operation yards, or parking may be located in this area.
  - iv. A combination of both soft and hard landscaping techniques shall be incorporated into all landscaping plans.
  - v. A maximum of 50% of the area required to be landscaped shall be landscaped using hard landscaping.
  - vi. Tress shall comprise at 50% of the tree/shrub mixture.
  - vii. To provide year round colour and interest, a tree mix of approximately 50% coniferous and 50% deciduous, shall be provided.
  - viii. 50% of required deciduous trees shall be at least 50 mm (2.4 in) calliper and 50% shall be a minimum of 75 mm (3.0 in) calliper above the root ball.
  - ix. 75% of coniferous trees shall be minimum of 2.00 m (6.56 ft) in height and 25% shall be a minimum of 3.50 m (11.48 ft) in height above the root ball.

## 2.0

## DEVELOPMENT PLAN

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### 2.3.5 Landscaping Standards (Cont...)

- c. All required yards on the site shall be landscaped in accordance with the approved landscaping plan. (Cont...)
  - x. Trees or shrubs shall be provided in accordance with this Section. The number is determined on the basis of the following:
    - a. One (1) tree for every 40.00 m<sup>2</sup> (430.57 ft<sup>2</sup>) and one (1) shrub for each 20.00 m<sup>2</sup> (215.29 ft<sup>2</sup>) of any required landscaped area;
    - b. One (1) tree for each 25.00 m<sup>2</sup> (269.11 ft<sup>2</sup>) and one (1) shrub for each 10.00 m<sup>2</sup> (107.64 ft<sup>2</sup>) of required parking area island landscaped areas. In no case shall there be less than one tree per required parking area island landscaped area.
      - xi. Trees or shrubs should be clustered or arranged in planting beds within the site.
      - xii. Trees and shrubs shall be evenly placed at regular intervals when used for screening of adjacent development.
      - xiii. As required by the Municipality, all required yards and all open spaces on the site excluding parking areas, driveways, and outdoor storage and service areas shall be landscaped in accordance with the approved landscaping plan.
      - xiv. Planting beds shall consist of an odd number of trees to an approximate mix of 50% coniferous and 50% deciduous with shrubs in a mulched medium such as bark chips, rocks, or similar materials. Mulch shall not be used as substitute for plant materials.
      - xv. At a minimum, a planting bed shall be composed of a mix of three (3) coniferous trees, two (2) ornamental deciduous trees and/or shrubs.
      - xvi. As required by the Municipality, the undeveloped portion of the site, excluding park areas, driveways, outdoor storage and service areas must be graded, contoured and seeded.

## 2.0

## DEVELOPMENT PLAN

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### 2.3.5 Landscaping Standards (Cont...)

#### c. All required yards on the site shall be landscaped in accordance with the approved landscaping plan. (Cont...)

- xvii. On the advice of the Landscape Architect or Arbourist, planting standards may be altered to suit unique site topography or soils or micro-climatic conditions.
- xviii. The requirement for density of vegetation may be modified for portions of the site where the following performance standards are met to the satisfaction of the Approving Authority:
  - a. The screening function of the landscaping is augmented by berming of a sufficient height that will screen open storage in a manner that exceeds the effects of trees and shrubs alone;
  - b. The number of trees may be reduced if a berm should be added to a reduced vegetation plan, but the berm may not entirely eliminate the vegetation plan;
  - c. Berming must be vegetated with a minimum of maintained vegetation, of a minimum height so as to screen a specific view-shed object of concern;
  - d. Screening, by other techniques such as opaque fencing may be proposed in conjunction with vegetation, must be of durable material, and be limited to a maximum height and length that does not overwhelm the landscape;
  - e. A combination of berming, opaque fencing, and planting of trees and shrubs may be applied to break up monolithic walls, extensive storage areas, and gravel surfaced yards to achieve an attractive view from the highway.










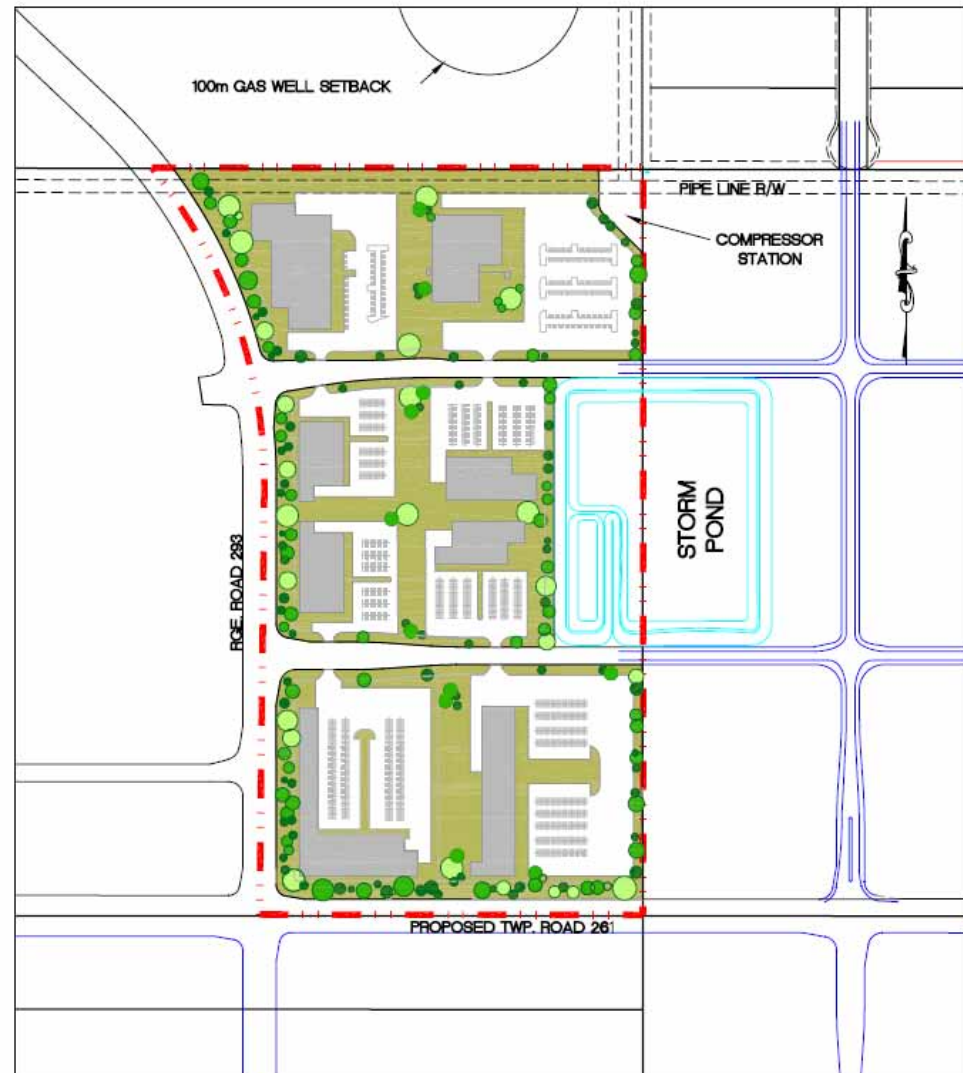
## 2.0 DEVELOPMENT PLAN

Figure # 8  
Landscape Plan  
CONCEPTUAL

### Legend

#### LEGEND:

PLANNING BOUNDARY	
PROPOSED R.O.W.	
EXISTING PROPERTY LINE	
UTILITY R.O.W.	
BUILDINGS	
PARKING	
LANSCAPED AREA	

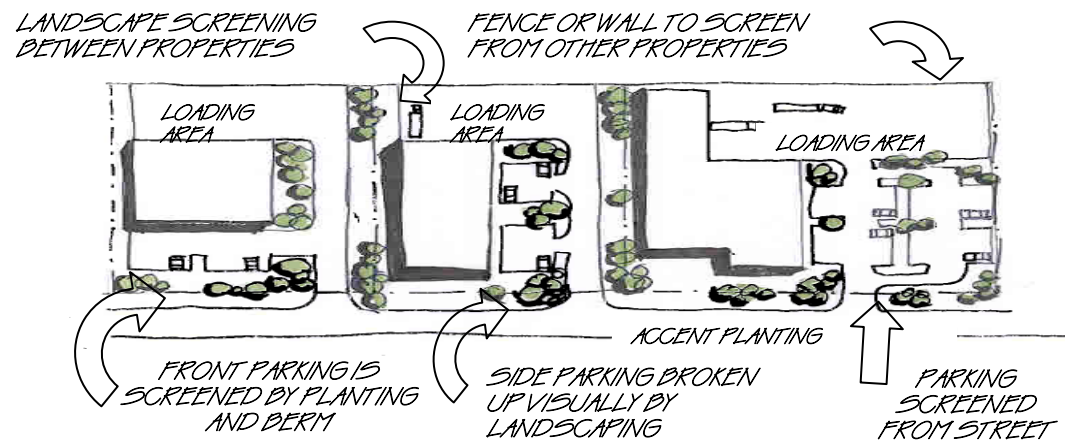


Master Site development Plan - Ham West Industrial Park

## 2.0 DEVELOPMENT PLAN

### 2.3.5 Landscaping Standards (Cont...)

Figure # 9  
Landscaping  
CONCEPTUAL



## 2.0 DEVELOPMENT PLAN

### 2.3.6 Architectural Standards

The HW-MSDP does not prescribe the architectural standards for the development within the Plan area. It is encouraged that each development will aim to be a unique structure within the NBA.

However, when creating the visual character of each development the following principles must be applied:

- a. Each development shall incorporate low maintenance materials into the façade. This is to aid in maintaining a professional look and well cared for building façades.
- b. The design, character, and appearance of any development, accessory building, structure, or sign must have due regard for neighbouring developments and general amenities of the area.



Figure # 10  
Architectural Samples  
CONCEPTUAL

Master Site development Plan - Ham West Industrial Park

## 3.0 SITE SERVICES

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### 3.1 TRANSPORTATION

#### 3.1.1 Pedestrian Network

The incorporation of a pedestrian network is an essential aspect to the NBA as well as the HW-MSDP. Within the NBA there are two main pathway systems that interconnect.

Firstly there is a 2.50m (8.20ft) regional pathway. This pathway surrounds the NBA area. It also travels through the Cell C (Nose Creek) area of the NBA, and connects it to adjacent lands. [See Figure 11]

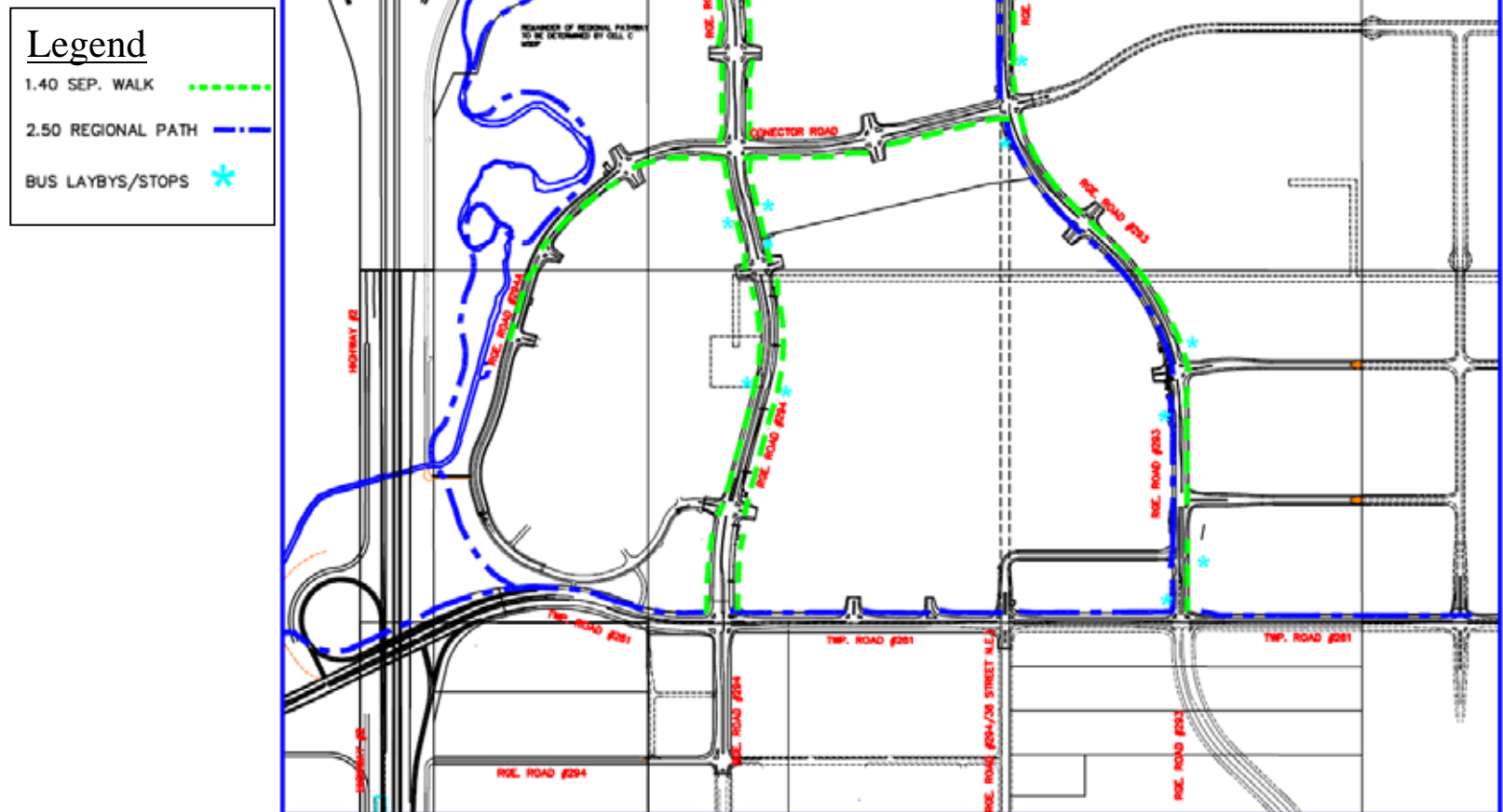
Secondly there is an interior 1.50m (4.92ft) pathway to the NBA area. This pathway borders the internal roads and loops around the mall and racetrack facilities to the east of the HW-MSDP. [See Figure 12]

Both the regional pathway and the internal pathway occur within the HW-MSDP area. The internal pathway follows the west boundary of the full HW-MSDP area along the west side of RR 293. The regional pathway also follows the west boundary of the full HW-MSDP area, but along the west side of RR 293. The regional pathway further follows the south boundary of the HW-MSDP along the north side of TR 261

In addition to these existing pathway plans, the HW-MSDP requires these additional pathway components:

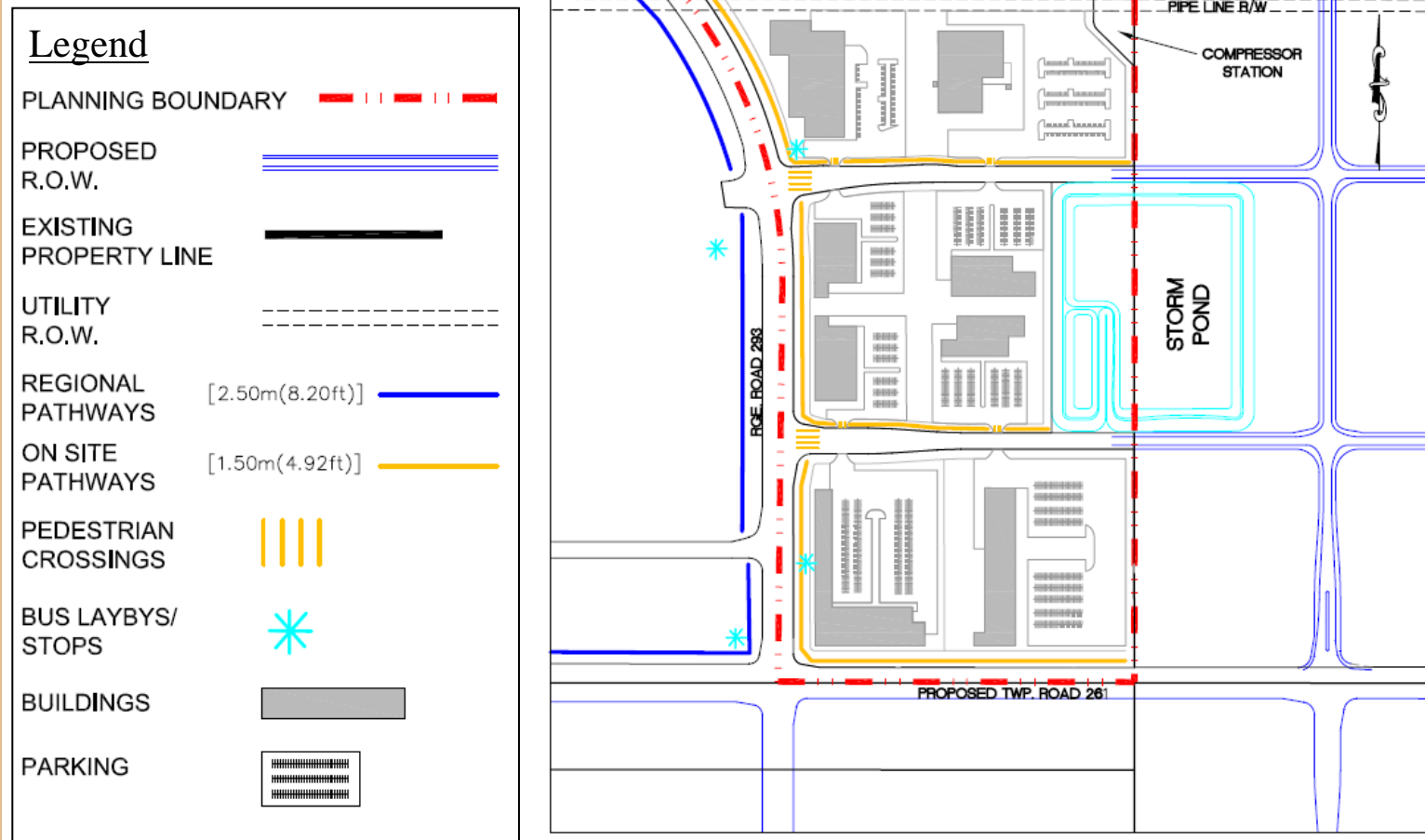
- a. Linear green spaces including trails and buffer strips will be created along RR 293 and TR 261. These are to be located on private lands, adjacent to the pathways.
- b. A 1.5m (4.92ft) concrete sidewalk will be developed along the north side of the east/east roads and along the east side of RR 293 to provide for pedestrian linkages to adjacent development.

Figure # 11  
Regional  
Pathways



### 3.0 SITE SERVICES

Figure # 12  
Pedestrian Network



Master Site development Plan - Ham West Industrial Park

## 3.0 SITE SERVICES

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### 3.1.2 Road Network

The road network throughout the BE-ASP area and specifically within the DC 109 area consists of the following:

- Highway 2 is the major route by which the entire BE-ASP area will be accessed;
- TR 261 and Highway 566 (TR 262) form the major east/west connections from Hwy. 2 into the DC 109 area;
- RR 293 and RR 292 form the major north/south connectors through the commercial development south of Highway 566 (TR 262); and
- To the east of the Plan area a realigned RR 294 and RR 294A connect the mall area and racetrack facilities.

The HW-MSDP is bounded on the west by a realigned RR 293 and to the south by TR 261. Both of these roads are recognized as secondary in importance in the NBA area, only to Hwy. 2. For this reason the regional pathway system follows these roads.

To supplement these roads bounding the HW-MSDP, two internal east/west roads have been created. These are the roads that separate Cells 1, 2, and 3 within the Plan area. These two roads are recognised as local and therefore only require an internal pathway on a single side for the area. The importance of the east/west internal roads is that they are planned, in the future, to connect both the adjacent quarter section to the east, and then onto RR 292. Further, they will form a connection to the existing industrial development located in NE 10-026-29-W4M. [See Figures 13 & 14]

### 3.1.3 Transit

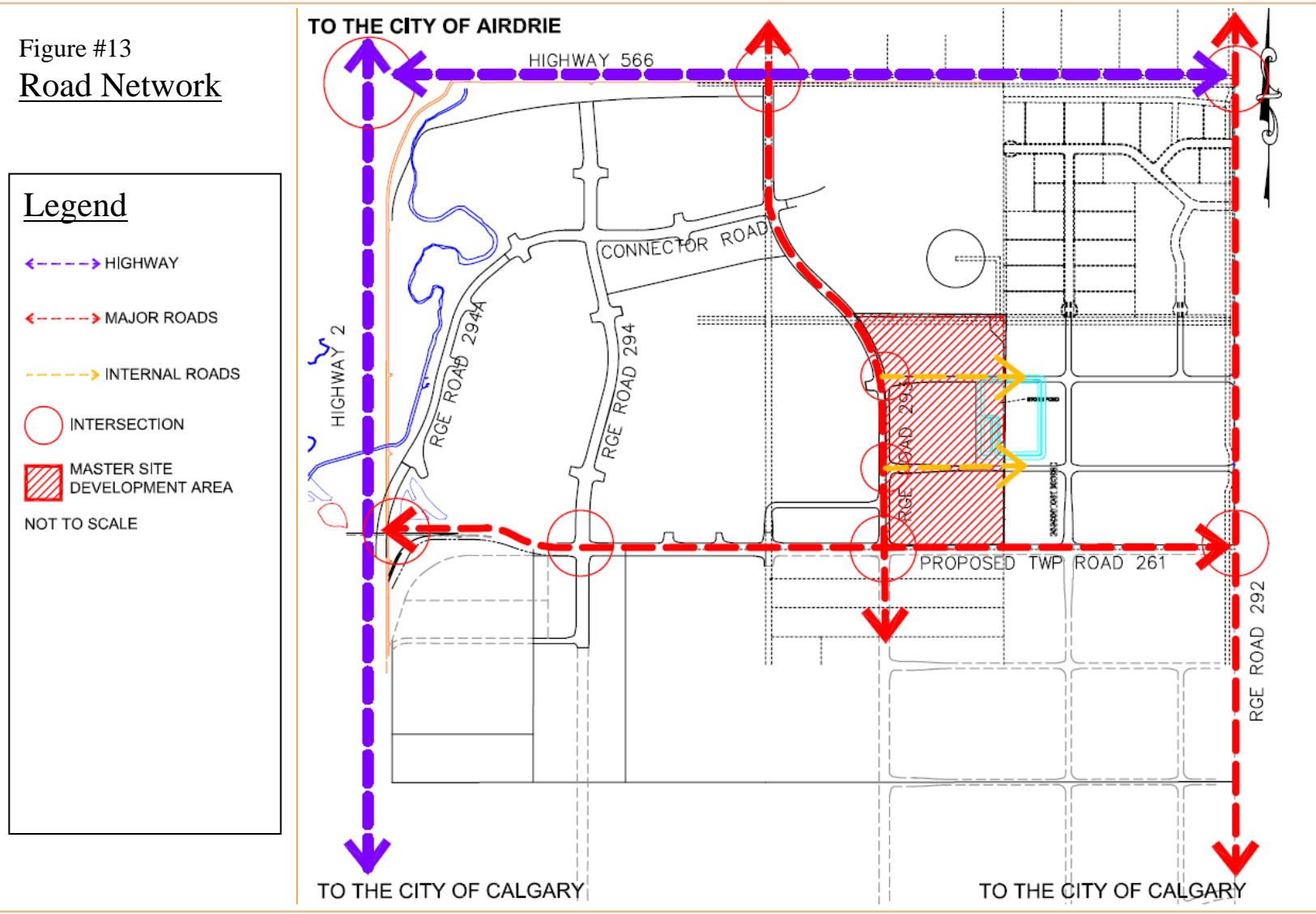
The BE-ASP and particularly the NBA area is of a size and use that at a future date it is conceivable that a transit system would be both in demand and viable. At this time there is no firm transit plan in place however, the road network is such that transit routes could be established in the future.

**Figures 11 & 12** indicate the location of potential future bus lay-bys/stops within the HW-MSDP.



### 3.0 SITE SERVICES

Figure #13  
Road Network

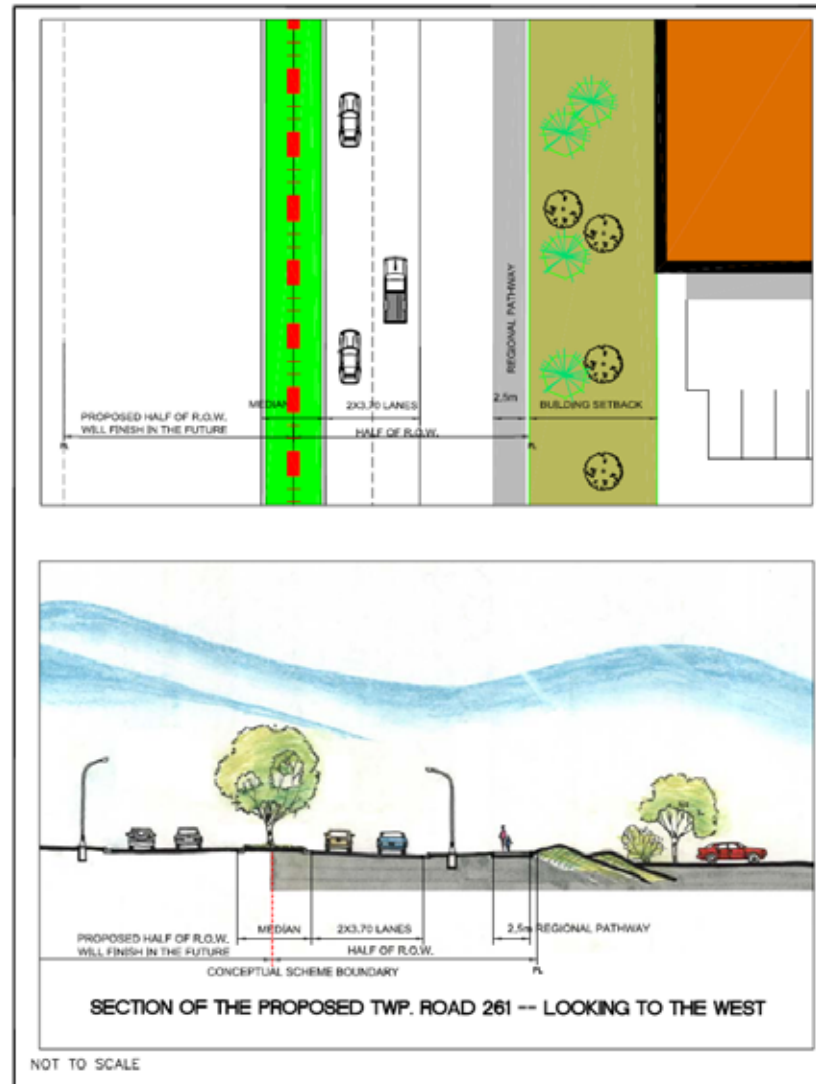


Master Site development Plan - Ham West Industrial Park



### 3.0 SITE SERVICES

Figure # 14  
Road Elevation



## 3.0 SITE SERVICES

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### 3.2 Water

#### 3.2.1 Water Supply

Potable water will be supplied to the HW-MSDP area through a piped communal distribution system that has been designed to service the NBA as established in the BE-ASP.

No potable water will be used for irrigation purposes.

#### 3.2.2 Storm Water Management

The *Master Drainage Plan for East Balzac* has been prepared and reviewed by the MD of Rocky View. A public utility lot (PUL) has been identified in the east portion of Cell 2 of the HW-MSDP. This PUL has been designed for storm water management purposes. The pond is shared between the Cell B site and the adjacent quarter section to the east – SE 10-026-29W4M. The final configuration of the storm water management facility PUL will be determined at the subdivision stage as part of the Storm Water Management Plan for Cell B.

The Storm Water Management Plan will also include a landscaping component, conforming with the guidelines set out in the *Comprehensive Landscape Strategy for East Balzac – Retail and Racing Entertainment Centre* and the *Master Drainage Plan for East Balzac*. Further, ponds will be landscaped with appropriate fringe plantings to provide visual amenity and future pathway opportunities.

From the on site ponds, the storm water is conveyed to Nose Creek via a piped system, where water quality is further enhanced by the storm pond adjacent to Nose Creek. This storm water management system complies with the *Nose Creek Watershed Management Plan*.

## **3.0 SITE SERVICES**

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### **3.2.3 Wastewater**

Sanitary wastewater will be gravity drained to the MD of Rocky View Lift Station No. 1, wherein it will be piped through a force main to the treatment facility located in the Hamlet of Langdon.

### **3.2.4 Water Conservation**

Water conservation is an important component of all future development within the HW-MSDP. All future developments will be required to implement water conservation methods, both in facility design and overall site development.

- i. At the Development Permit stage each development will be required to submit its plans or items for water conservation within the site.
- ii. No potable water shall be used for irrigation purposes.
- iii. “The development will be required to use low volume fixtures and appliances and implement detailed water conservation measures” to the satisfaction of the Municipality; and
- iv. “Development on the subject lands will also be required to meet or exceed any water conservation policies of the Municipality.

## **3.0 SITE SERVICES**

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### **3.3 UTILITIES**

- 3.3.1 All shallow utilities (gas, electrical, phone), shall hook up to existing facilities within the surrounding area.
- 3.3.2 Electricity is anticipated to be provided through a mix of underground and overhead lines.

### **3.4 SOLID WASTE**

- 3.4.1 Management of solid waste shall be the responsibility of the landowner.
- 3.4.2 Temporary storage of solid waste, must be within a covered, enclosed, containment unit, before removal off site.
- 3.4.3 Solid waste containment units must be screened from all adjacent properties.
- 3.4.4 Solid waste containment units may not be located facing RR 293 or TR 261.
- 3.4.5 All developments shall participate in a recycling program.

## **4.0 INTERFACE WITH ADJACENT LANDS**

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The main interaction of the Plan area and the adjacent lands will occur through the pedestrian, road, and transit transportation networks. The interface of the Plan area and the surrounding area is described in the under Section 3.1 Transportation.

The second interface is in the nature of the proposed land uses. By remaining with low nuisance uses and Light Industrial, the effect of uses within the HW-MSDP is limited to individual sites and lots.

The final point of interface with the adjacent lands is the view shed that will be created through development. It is desired that the developments within the Plan area make the point of being unique and developing a distinct in look, while maintaining the two required principles of a well maintained exterior, and a complementing visual presentation to area development.

## **5.0 ENVIRONMENTAL CONSIDERATIONS**

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The environment and the effects of development are addressed through the following regulations.

### **5.1 BUILDING AND DEVELOPMENT STANDARDS**

5.1.1 All developments within the HW-MSDP shall meet the environmental standards of the *Balzac East – Area Structure Plan*.

## 6.0 PLAN AMENDMENT

### 6.1 MUNICIPAL RESERVE

Municipal Reserves, in accordance with the *Municipal Government Act* of the Province of Alberta, may be provide as either cash-in-lieu, or land dedication, to the satisfaction of the Municipality.

### 6.2 PLAN ADOPTION

The *Ham West Industrial Park – Master Site Development Plan* has been adopted by resolution of the Council of the M.D. of Rocky View, in accordance with the *Municipal Government Act* of the Province of Alberta.

### 6.3 PLAN AMENDMENT

The *Ham West Industrial Park – Master Site Development Plan*, may be amended by resolution.

All amendments must conform with related statutory documents, including:

- M.D. of Rocky View No. 44 Land Use Bylaw*
- Balzac East – Area Structure Plan*
- DC 109 Bylaw C-6234-2006*

All amendments must have regard to related non-statutory documents, including:

- Comprehensive Landscape Strategy – East Balzac, Retail and Racing Entertainment Centre*
- All Master Site Development Plans as required by DC 109 Bylaw C-6234-2006*

Amendments of regulations related to the *Ham West Industrial Park – Master Site Development Plan*, but contained in related statutory document will require amendment of the related statutory document, including a public hearing, in accordance with the *Municipal Government Act* of the Province of Alberta



## Appendix 1.0

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### **Canadian Equine Centre of Innovation (CECI) / Olds College**

The business plan for Olds College looks to increase college enrolment over the next 5 years. Part of the strategy to accomplish this goal is the development of key partnerships with other partners and also the establishment of satellite campuses in both Calgary and Balzac.

The Balzac area is the centre of a rapidly urbanizing area to the north of the City of Calgary and south of the City of Airdrie. Currently the Balzac area is not serviced by any post-secondary facilities.

Olds College working with its Canadian Equine Centre of Innovation, are looking to develop a training centre focusing on equine programs in addition to programs relating to the race track facilities and following the mandate of Horse Racing Alberta. Additional facilities for the campus would be determined based on assessment of training requirements. Further training opportunities may also exist in other subject areas based on the needs of the local and regional public.

The Canadian Equine Centre of Innovation (CECI), is a new development at Olds College with a vision to be recognized as a national centre of innovation for the equine industry. The goal is to be a leader providing industry expertise, first class facilities, leading-edge technology, and the development of applied research. Programming would initially concentrate on high performance horse care and training for individuals who wish to pursue a career in the horse racing industry. This program would be provided in conjunction with the adjacent race track facilities, Horse Racing Alberta (HRA), and other industry partners. As the Olds college facility becomes more established, the programming would be expanded. Future course expansion may include programs in hospitality and customer service, gaming and entertainment development, business administration, and horticulture.





## Appendix 1.0

### Canadian Equine Centre of Innovation (CECI) / Olds College

At this time the investment by Olds College and CECI remains dependent on long-term agreements with HRA and the United Horsemen of Alberta (UHA). Investment is also contingent on acquiring suitable properties within the *North Business Area* of the *Balzac East Area Structure Plan*.

