



BALZAC WEST

AREA STRUCTURE PLAN



Bylaw C-6433-07, Adopted April 3, 2007

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

MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44
BYLAW C-6433-2007

A Bylaw of the Municipal District of Rocky View No. 44 to adopt an Area Structure Plan pursuant to Section 633 of the Municipal Government Act.

WHEREAS the Council of the Municipal District of Rocky View No. 44 wishes to adopt the Area Structure Plan affecting the lands as shown on Schedule "A", known also as the Balzac West Area Structure Plan, attached hereto and forming part of this bylaw; and

WHEREAS a notice was published on Tuesday, March 6, 2007 and Tuesday, March 13, 2007 in the Rocky View Weekly, a newspaper circulating in the Municipal District of Rocky View No. 44, advising of the Public Hearing for Tuesday, April 3, 2007; and

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

NOW THEREFORE the Council enacts the following:

1. That the Area Structure Plan be adopted to provide a framework for subsequent land use changes, subdivision and development for the lands as shown on Schedule "A", known also as the Balzac West Area Structure Plan, attached to and forming part of this bylaw.
2. That this Bylaw shall come into effect upon the date of third and final reading.

DIVISION: 7

File: 616-20 - 2006-RV-731

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, February 27, 2007, on a motion by Councillor Habberfield.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, April 3, 2007, on a motion by Councillor Habberfield.

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, April 3, 2007, on a motion by Councillor Boehlke.

REEVE OR DEPUTY REEVE

MUNICIPAL SECRETARY

SCHEDULE 'A'
FORMING PART OF BYLAW C-6433-2007

An Area Structure Plan known also as the Balzac West Area Structure Plan, attached to and forming
part of this bylaw.

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1.0 Introduction

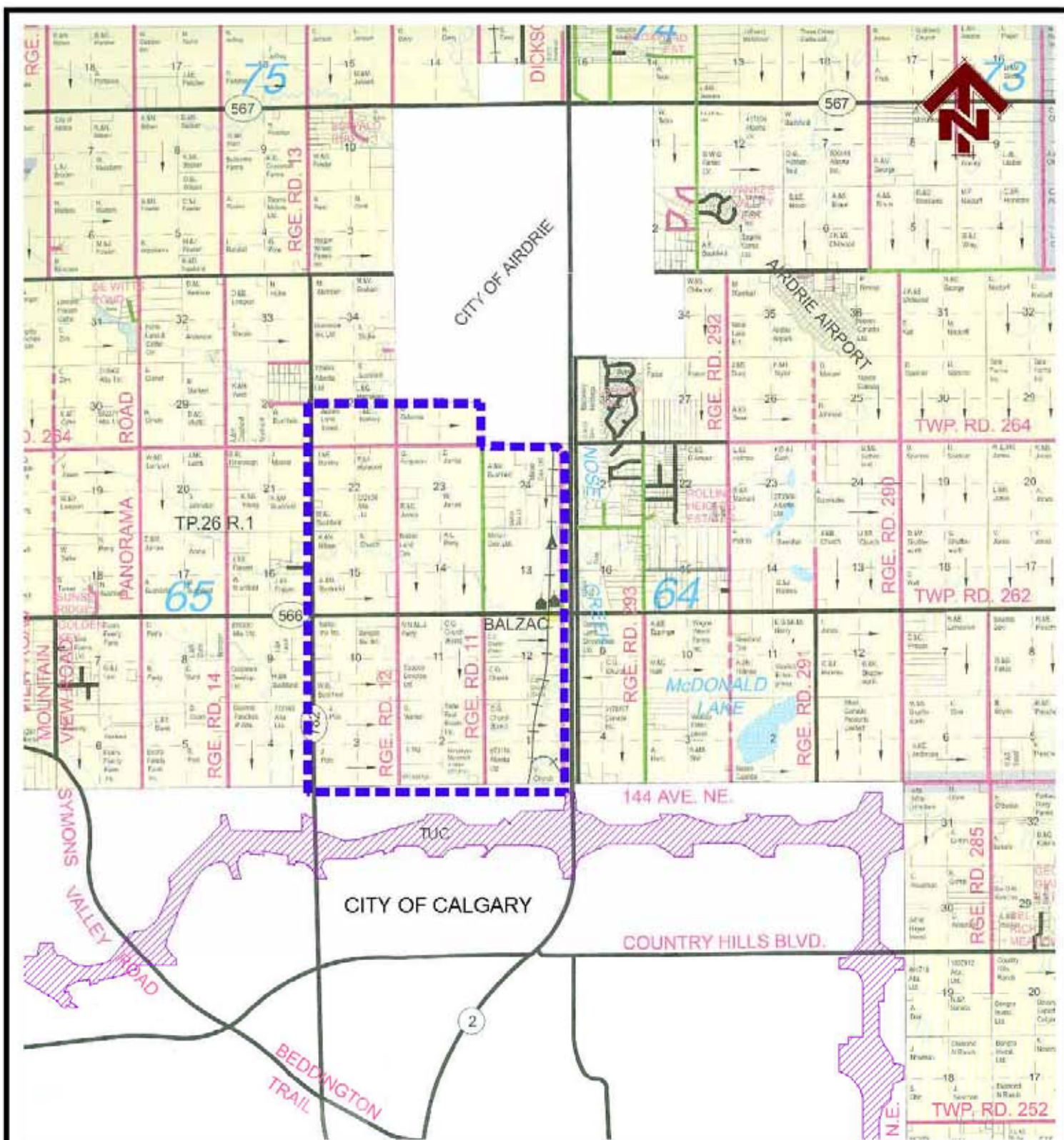
Balzac West has been identified by the Municipal District of Rocky View Council as an area that presents both development pressures and community planning opportunities. In the June 2002 Rocky View Economic Development Strategy, the Balzac West area was identified as a primary area of growth within Rocky View.

The Balzac West Area Structure Plan (ASP) is bounded on the south by the corporate limits of the City of Calgary and covers a 3-mile wide area that extends north 4 to 4 ½ miles to the southern limits of the City of Airdrie (Figure 1). The Plan Area is bounded on the east by the Queen Elizabeth II Highway, which has become Alberta's primary transportation and economic development corridor. Including the Hamlet of Balzac, the ASP is situated on a typical prairie landscape that has sustained extensive agricultural pursuits for more than a century.

The Balzac West area will continue to experience business and residential development pressures and opportunities for many years to come. Existing and planned utility services in the area should be able to sustain significant development over the long term. This ASP therefore contains land use policies and infrastructure options based upon both technical analysis and public consultation. The Balzac West Area Structure Plan provides a policy framework for managing growth, guiding investment, and evaluating individual development proposals in Balzac West.

In accordance with the Plan Objectives listed in Section 4.0, this ASP deals with a number of key issues in the Balzac West area by addressing the following:

- a land use and phasing strategy, including appropriate land uses and development guidelines, which acknowledges existing uses, physical and environmental characteristics, the Hamlet of Balzac, economic development potential of the Queen Elizabeth II Highway corridor, and anticipated development trends including annexation and growth pressures from Calgary and Airdrie
- a comprehensive system of linked open spaces, environmentally significant natural features and stormwater management functions
- special areas and issues of importance to local stakeholders and the M.D. of Rocky View
- current capacities, potential demands, and servicing options for utility infrastructure such as water, sanitary sewer, stormwater, and solid waste disposal
- criteria for internal road networks feeding into the regional roadway system, which will connect the Hamlet of Balzac and the rest of the study area to surrounding areas within the M.D. of Rocky View and the Cities of Calgary and Airdrie
- the balancing of public and private interests and the promotion of the common vision of stakeholders
- the function of the ASP in public education
- implementation measures including benchmarking, monitoring, and the cost-sharing responsibilities of landowners, business owners, residents, developers, and the Municipality.



Not To Scale

■■■■ ASP Boundary

Figure 1:
PLAN AREA CONTEXT

BALZAC WEST
AREA STRUCTURE PLAN

M.D.OF ROCKY VIEW
August 2005

1.1 The Planning Process

Area Structure Plans (ASPs) within the Municipal District of Rocky View assume a particular role in both policy planning and development approval processes. ASPs form a bridge between the general planning policies contained in the Municipal Development Plan (MDP) and more detailed planning and design in Conceptual Schemes. In addition to this intermediate level of detail, ASPs occupy an intermediate position in terms of geographical scope. Whereas the MDP applies to the entire Municipality and Conceptual Schemes generally cover areas less than 1 square mile, ASPs in Rocky View may encompass as little as 1 square mile (Indus ASP) or as many as 53 square miles (Bears paw ASP).

The timeframe or planning horizon for the Balzac West is approximately 20 to 30 years. The policies in this ASP are expected to be implemented over the two or three decades, between 2005 and 2035.

The role of this plan is to establish a framework and direction to the Council, Municipal officials, developers, and citizens of the M.D. of Rocky View for the future development of lands within Balzac West. The policies in this ASP are therefore intended to be both clear and flexible enough to guide planning, land use, subdivision, and development decisions over the next twenty to thirty years. As stated throughout the Balzac West ASP, the next stage in the implementation of these ASP policies will be the preparation of Conceptual Schemes.

1.2 Public Consultation and Stakeholder Involvement

The Balzac West ASP is based upon significant public consultation and stakeholder involvement. In order to ensure meaningful citizen engagement, the M.D. of Rocky View Council appointed an Advisory Committee to oversee preparation of the ASP. That Advisory Committee included five landowners within the ASP study area, two M.D. of Rocky View Councillors, and a member of the M.D. of Rocky View administration.

Stakeholders in the ASP have included:

- The municipal administrations of the M.D. of Rocky View, the City of Calgary, and the City of Airdrie
- Landowners, residents, and businesses within and adjacent to the study area
- Provincial departments with jurisdiction or interests within the study area, including Alberta Environment, Alberta Sustainable Resource Development, Alberta Community Development, Alberta Infrastructure and Transportation, and the Alberta Energy and Utilities Board
- Other organizations with jurisdiction or operations within the study area, including the Airdrie Regional Recreation Area, school boards, utility providers, and energy companies.

These stakeholders were consulted through a public involvement program that included regular Advisory Committee meetings, newsletter mail-outs, public meetings, and individual meetings with particular stakeholders.

2.0 Legislation

2.1 The Municipal Government Act

The Balzac West ASP has been prepared in accordance with provincial requirements outlined in Section 633 of the Municipal Government Act (MGA) Statutes of Alberta, as amended. The specific legislation under Section 633 of the MGA enabling the creation of Area Structure Plans at the time of adoption of this ASP states:

- “633 (1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.
- (2) An area structure plan
- (a) must describe
 - (i) the sequence of development proposed for the area,
 - (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,
 - (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
 - (iv) the general location of major transportation routes and public utilities,
 - and
 - (b) may contain any other matters the council considers necessary.”

2.2 The Municipal Development Plan

The Balzac West ASP is consistent with the M.D. of Rocky View Municipal Development Plan (MDP), which is the overall policy planning document guiding land use and development within the M.D. of Rocky View. “Figure 4: Area Structure Plan Areas” of the MDP identifies the Balzac West area as one of the “Areas Under Development Pressure,” thereby warranting municipal preparation of an ASP. Specific policies within the MDP that relate to this Area Structure Plan include the following:

- “5.3 Area structure plans and area redevelopment plans may be initiated by Council to provide a framework with which to guide future growth and change in areas of the Municipality where residential development is the emerging dominant land use. And where such areas are experiencing ongoing growth pressures and therefore, require a more localized and integrated approach to land use planning and development.
- 6.5.3 Area structure plans should identify areas of known potential natural resources and establish land use planning strategies for the subdivision and development of lands containing or in proximity to these resources.
- 13.1 Where required by this Plan or the Municipality, an area structure plan shall be prepared and shall serve as a guide for subsequent subdivision and development of lands contained in the area structure plan area.
- 13.2 General areas identified for the preparation of area structure plans by the Municipality are shown in Figure 4.

13.4 Area structure plans adopted by the Municipality shall conform to this Plan and describe the following:

- a) the area of the Municipality that is subject of the area structure plan;
- b) the sequence of development (staging) proposed for the area structure plan area;
- c) the land use proposed for the area structure plan area, either generally or with respect to specific parts of this area;
- d) the density of population proposed for the area structure plan area either generally or with respect to specific parts of this area;
- e) the general location of major transportation routes and public or private utilities in the area structure plan area; and
- f) any other information that Municipality considers appropriate.

13.5 In addition to the requirements of Policy 13.4, area structure plans may contain information deemed appropriate by the Municipality to guide future land use and development that may include all or some of the following:

- a) a description and/or evaluation of the plan area utilizing the following factors:
 - natural resources;
 - existing land use;
 - ownership;
 - existing development;
 - topography;
 - agricultural capability;
 - soil;
 - vegetation;
 - environmental sensitivity and significance;
 - geotechnical considerations;
 - archaeological and historical considerations;
 - existing utilities and transportation routes; and
 - adjacent land uses.
- b) a land use concept which includes;
 - a future land use scenario;
 - a scenario for the accommodation and/or integration of existing development;
 - a plan identifying the development patterns of adjacent municipalities and transition areas;
 - reserve areas (municipal/school/environmental);
 - main transportation routes;
 - provision or extension of utilities;
 - anticipated improvements to existing infrastructure necessary to serve the future land use scenario;
 - population densities and population projection;
 - staging plans and phasing of development; and
 - constraints to development.”

2.3 Intermunicipal Planning Policies

Municipal District of Rocky View / City of Calgary Intermunicipal Development Plan

The Balzac West ASP is consistent with the M.D. of Rocky View / City of Calgary Intermunicipal Development Plan (IDP), which is the policy planning document guiding land use and development in the area of intermunicipal interest for both the M.D. of Rocky View and the City of Calgary. That IDP identifies planning opportunities and constraints related to transportation, servicing, and a number of other issues that are addressed in the Balzac West ASP (e.g., Calgary International Airport Noise Exposure Forecast contours, Balzac archaeological site, natural areas such as the Nose Creek valley).

Specific policies within the M.D. of Rocky View / City of Calgary IDP that relate to this Area Structure Plan include the following:

“2.2 RELATIONSHIP TO OTHER PLANS

1. The two municipalities have adopted and may adopt in the future both statutory and nonstatutory plans, plan amendments and policies that apply to lands within this Intermunicipal Development Plan (e.g., area structure plans or community plans adopted by The City of Calgary and area structure plans or concept plans adopted by the M.D. of Rocky View). Any such plans, plan amendments or policies that have been adopted, subject to appropriate intermunicipal referral and consultation, through either statutory or non-statutory public hearings of either Council, shall prevail.

2.9.5. SEWER EASEMENTS AND RIGHTS-OF-WAY

Both municipalities will cooperate to identify sewer easements and right-of-way alignments in the preparation of area structure plans, community plans and concept plans. Once they are identified, such easements and rights-of-way should be secured by the appropriate municipal authority as conditions of subdivision or development approval.

3.1.2. INTERMUNICIPAL REFERRALS

Within Intermunicipal Development Plan Areas A and B, the two municipalities will refer the following:

1. proposed area structure plans, community plans and concept plans and amendments”

Municipal District of Rocky View / City of Airdrie Intermunicipal Development Plan

The Balzac West ASP is consistent with the M.D. of Rocky View / City of Airdrie Intermunicipal Development Plan (IDP, adopted in 2001), which is the policy planning document guiding land use and development in the area of intermunicipal interest for both the M.D. of Rocky View and the City of Airdrie. In addition to the general IDP Policy Areas, specific areas within the M.D. of Rocky View / City of Airdrie IDP that apply to the Balzac West ASP are the Nose Creek and Intermunicipal Entranceway Notification Zones. It is acknowledged that this plan is overdue for review and the findings of the 2007 review may influence this plan.

Policies within the M.D. of Rocky View / City of Airdrie IDP that relate to this Area Structure Plan include the following:

“2.3 RELATIONSHIP TO OTHER PLANS

1. Following the adoption of this Intermunicipal Development Plan, both municipalities may adopt both statutory and non-statutory plans, plan amendments and policies that apply to lands within this Intermunicipal Development Plan area. These future plans and future amendments to existing plans will provide a greater level of detailed guidance to future redesignation, subdivision and development applications in the areas which they cover. They must be consistent with the broader policy statements in this Intermunicipal Development Plan. Statutory Plans, once adopted, subject to appropriate intermunicipal referral and consultation, through statutory public hearings of either Council, such plans shall take precedence over policies in this Intermunicipal Development Plan. Similarly, adopted non-statutory plans (i.e. Outline Plans), will be considered in concert with this Intermunicipal Development Plan.

3.1 CIRCULATION AND REFERRAL PROCESSES

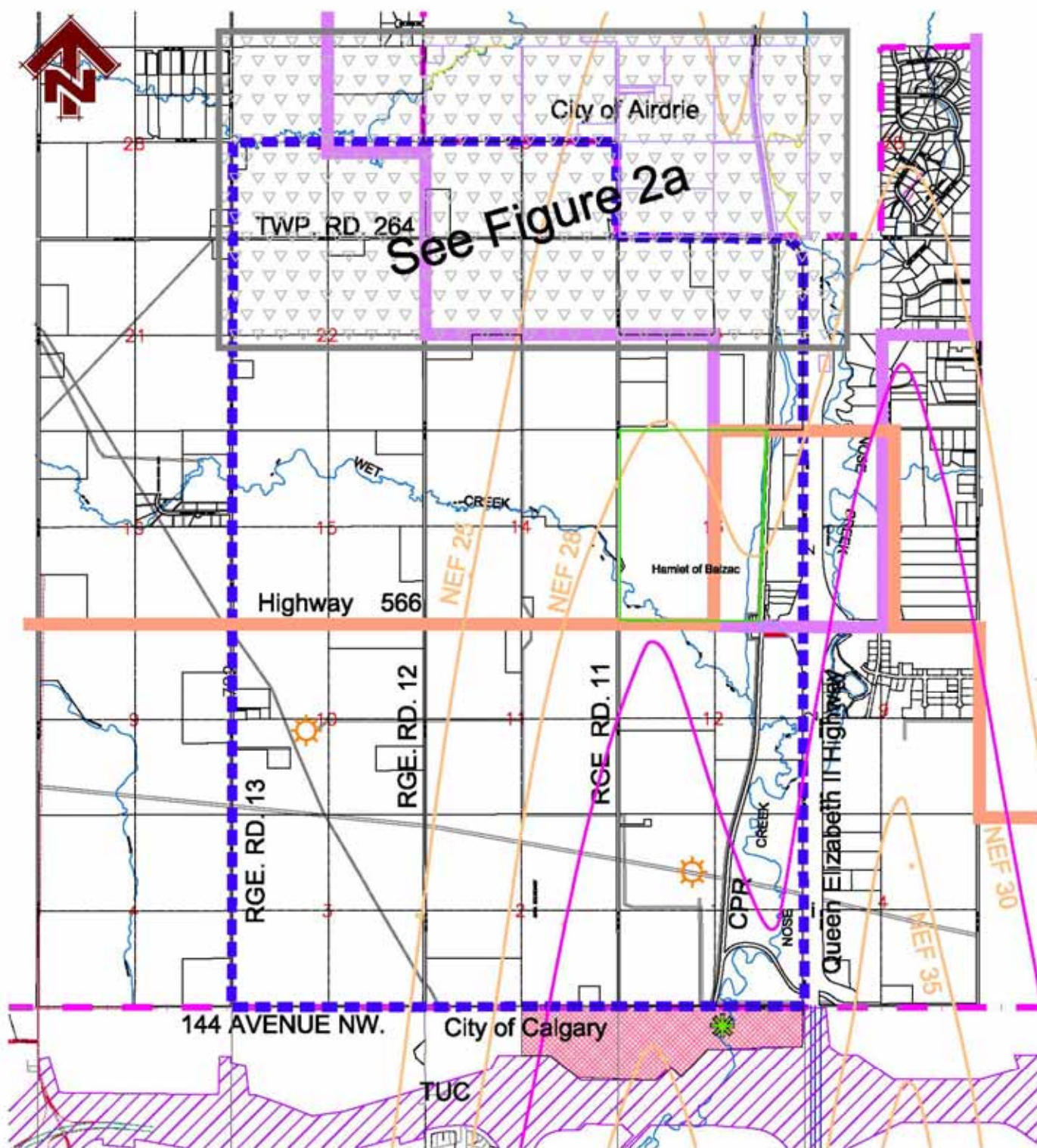
3.1 Context

The mutual referral of planning applications, policy plans, studies and other information to the adjacent municipality is essential to the proper effective implementation and administration of the Intermunicipal Development Plan. Ongoing communication between the two municipalities is seen to be the most effective means of maximizing the benefits of this Plan.

3.1.2 Intermunicipal Referrals

Within the Plan Area, the two municipalities will refer the following:

1. proposed municipal development plan amendments, area structure plans, outline plans and conceptual schemes and amendments”



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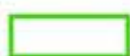
ASP Boundary



M.D. of Rocky View
/ Airdrie IDP Boundary



M.D. of Rocky View
/ Calgary IDP Boundary



Rocky Creek Conceptual
Scheme Boundary



Sour Gas Well



Provincial Historic
Resource Area



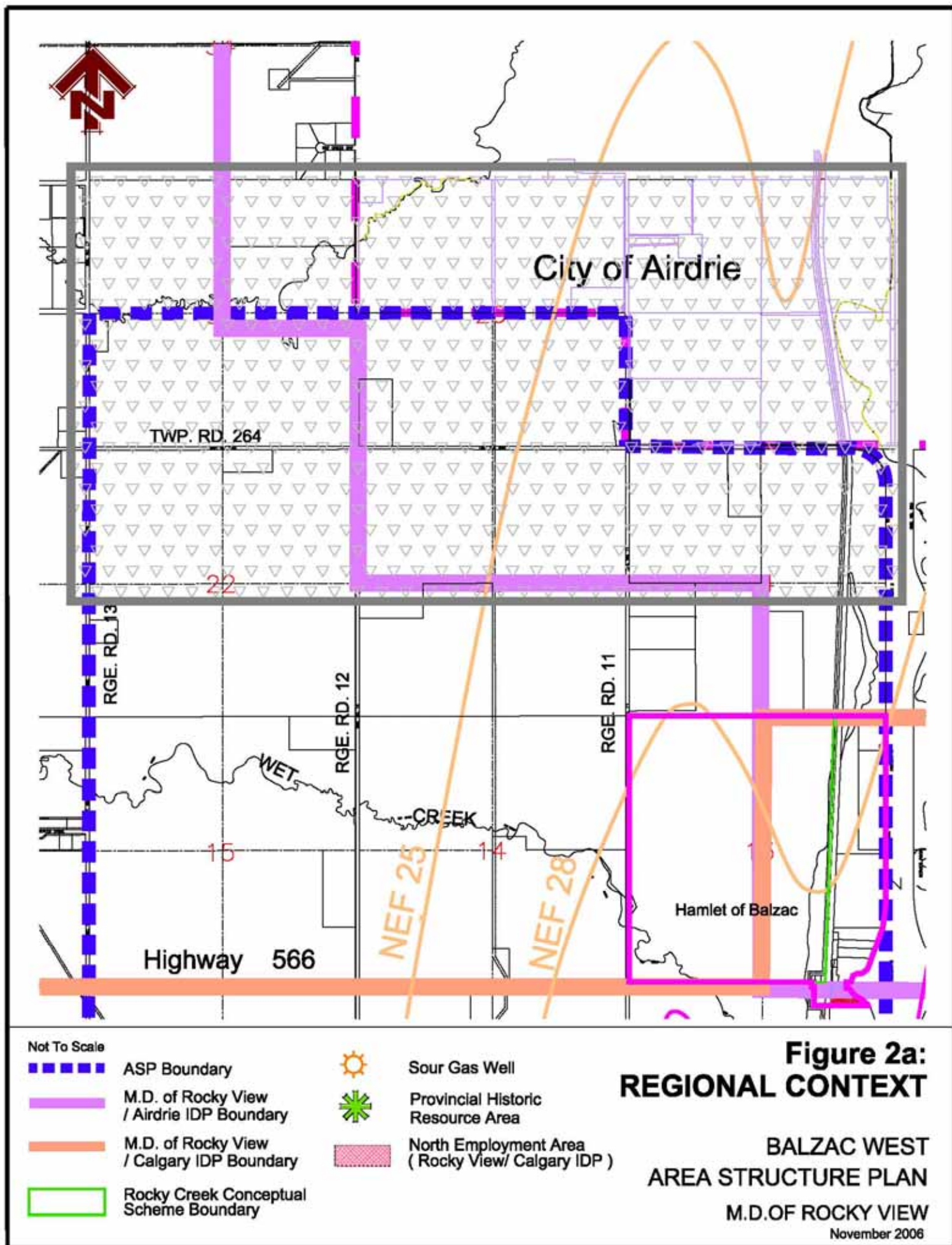
North Employment Area
(Rocky View/ Calgary IDP)

Figure 2: REGIONAL CONTEXT

BALZAC WEST
AREA STRUCTURE PLAN

M.D.OF ROCKY VIEW

November 2006



Annexation

The Municipal Government Board approved an annexation for the City of Airdrie in 2003. The current IDP has not been amended to reflect the annexation and an amendment is required to address this matter as well as continued growth pressures in Airdrie and Rocky View.

The City of Calgary and the M.D. of Rocky View began negotiating the terms of an intermunicipal agreement on annexation prior to preparation of the Balzac West Area Structure Plan, and an annexation application to the Municipal Government Board from the City of Calgary is anticipated after the approval of the Balzac West ASP.

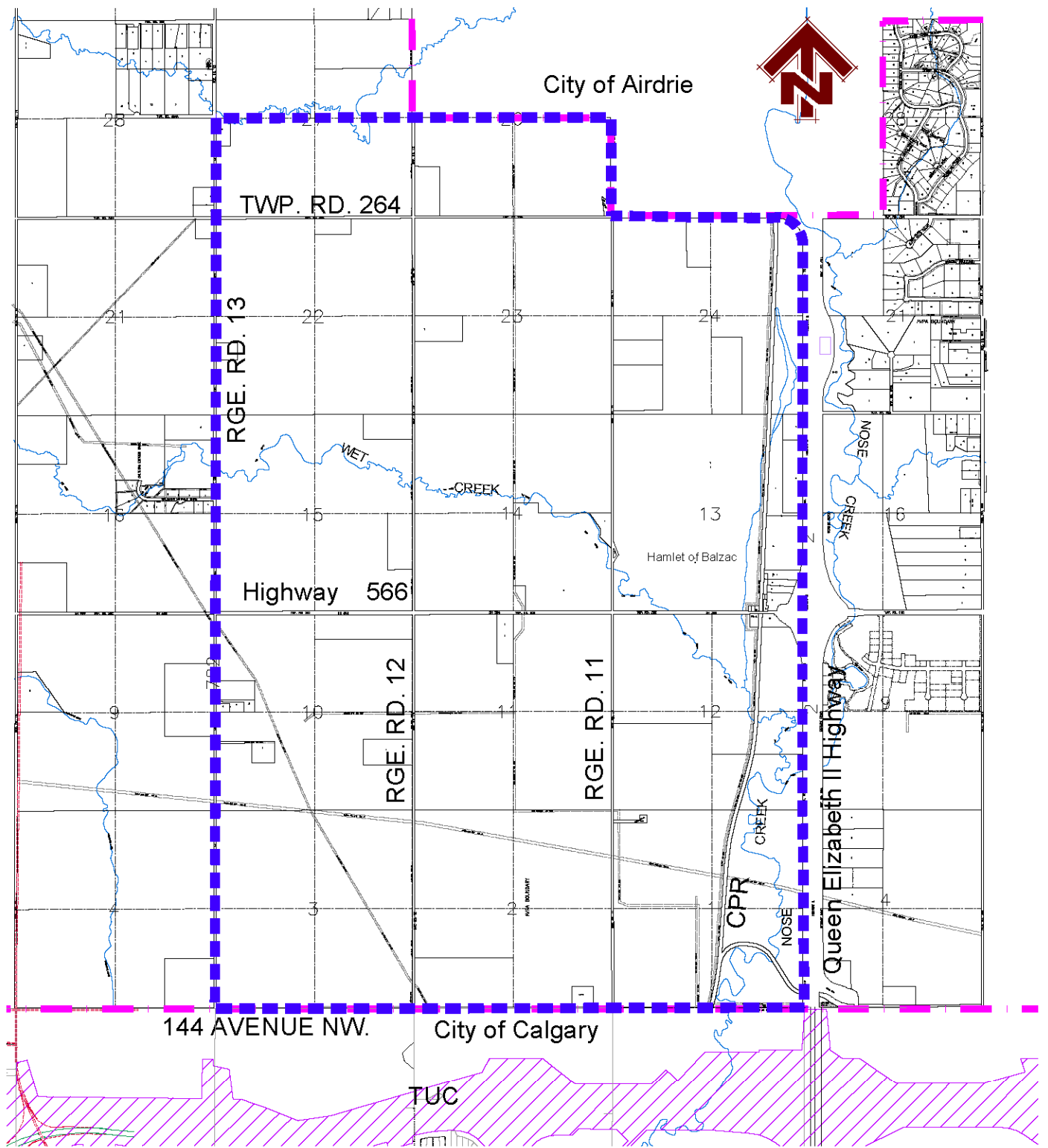
Prior to preparation of the Balzac West Area Structure Plan, the City of Calgary had announced its intention to annex lands within Balzac West as far north as Highway 566 (Figure 2). That annexation process is expected to conform with Section 3.4.3 of the M.D. of Rocky View / City of Calgary Intermunicipal Development Plan, which states the following:

“Comprehensive rather than piecemeal annexation is preferred in order to provide reasonable periods of time between annexation proposals and opportunities for comprehensive long-term planning to the benefit of both municipalities. Notwithstanding this general principle, the two municipalities may occasionally consider specific annexation proposals on their individual merits. Such proposals may lie either within or beyond the primary urban growth corridor identified in Section 3.4.1.

The current City Council policy is to maintain a thirty-year supply of land for urban growth within The City’s corporate boundaries. In order to provide for such supply, The City of Calgary occasionally annexes land from the surrounding Municipal Districts. The timing of annexation within the primary urban growth corridor and other lands in the Intermunicipal Development Plan will depend, among other considerations, on the pace of growth within Calgary. Any annexation application will be based on further technical analysis, extensive public consultation and intermunicipal negotiation. In addition, both municipalities will consider the merits of phased annexation in the context of more comprehensive annexation studies.

The M.D. of Rocky View and The City of Calgary will endeavour to reach an intermunicipal agreement on annexation before any application for annexation is submitted to the Municipal Government Board.”

Section 6.13 of the Balzac West Area Structure Plan contains specific policies addressing the proposed City of Calgary annexation as it relates to this Plan Area.



Not To Scale

■■■■ ASP Boundary

Figure 3: PLAN AREA

BALZAC WEST
AREA STRUCTURE PLAN

M.D.OF ROCKY VIEW

August 2005

3.0 Plan Area

3.1 Plan Boundary

The plan boundary encompasses approximately 13 square miles between the city limits of Calgary and Airdrie. The Plan Area measures 3 miles from east to west and 4 to 4 ½ miles from north to south (Figures 3 & 4).

3.2 Existing Conditions

The Balzac West ASP is situated in a typical semi-arid prairie landscape that has been farmed for more than a century. The topography features gently rolling plains that rise to the west of the Nose Creek valley. Small tributary creeks flow intermittently into Nose Creek from the west. The most significant slopes within the Plan Area are found along the west bank of Nose Creek (Figure 5).

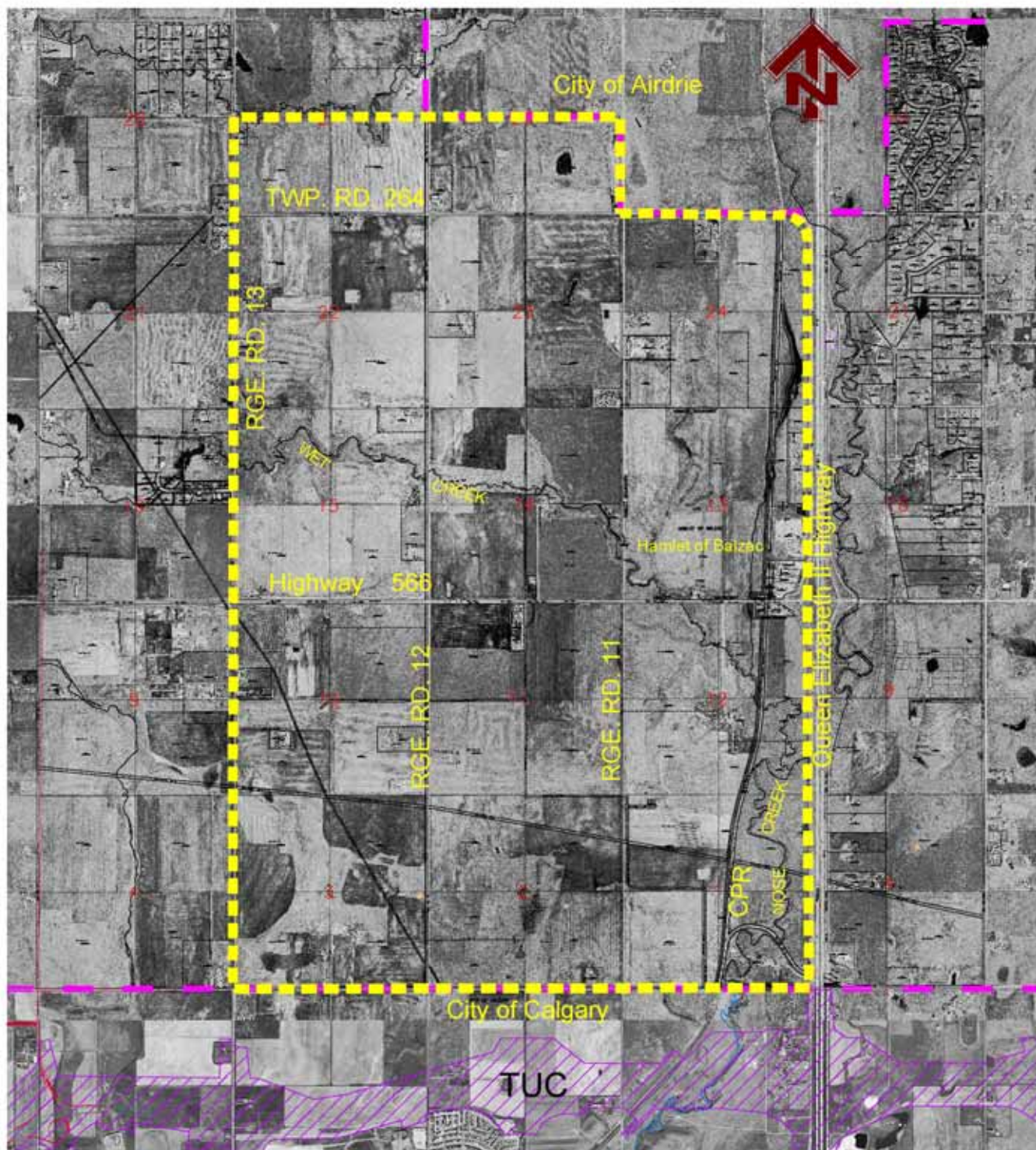
As an important tributary of the Bow River, Nose Creek is sensitive to stormwater and spring runoff impacts, both on water quality in the creek and on the integrity of its banks, channel, and streambed. The Nose Creek valley also contains important native grasslands, prairie habitat, and archaeological sites. There is considerable regional interest in the creation of public open space systems in relation to the Nose Creek valley.

The land uses within the Plan Area include ranching and extensive cultivation of cereal and oilseed crops. The policies of this ASP support the continuation of agricultural uses until comprehensively planned and serviced development occurs.

The Plan Area is home to a small number of residents, most of whom are farmers or rural landowners engaged in home-based business activities. The southern portion of the ASP contains scattered facilities supporting oil and gas transmission.

The Queen Elizabeth II Highway is the predominant infrastructure feature within the ASP and represents an important economic and business development opportunity for the area. The other major roadway crossing the Balzac West ASP is Highway 566, which is a key east-west transportation corridor within the M.D. of Rocky View and the region.

The Hamlet of Balzac, which was recently expanded to include the Rocky Creek Conceptual Scheme, has historically supported a mix of local agricultural service, community service and institutional uses (e.g., seed and fertilizer supply, greenhouse and garden centre, service station, grocery and convenience store, churches, community hall). The approved Rocky Creek Conceptual Scheme will provide for 1,400 new dwellings or between 2,500 and 4,000 new residents in the Hamlet.



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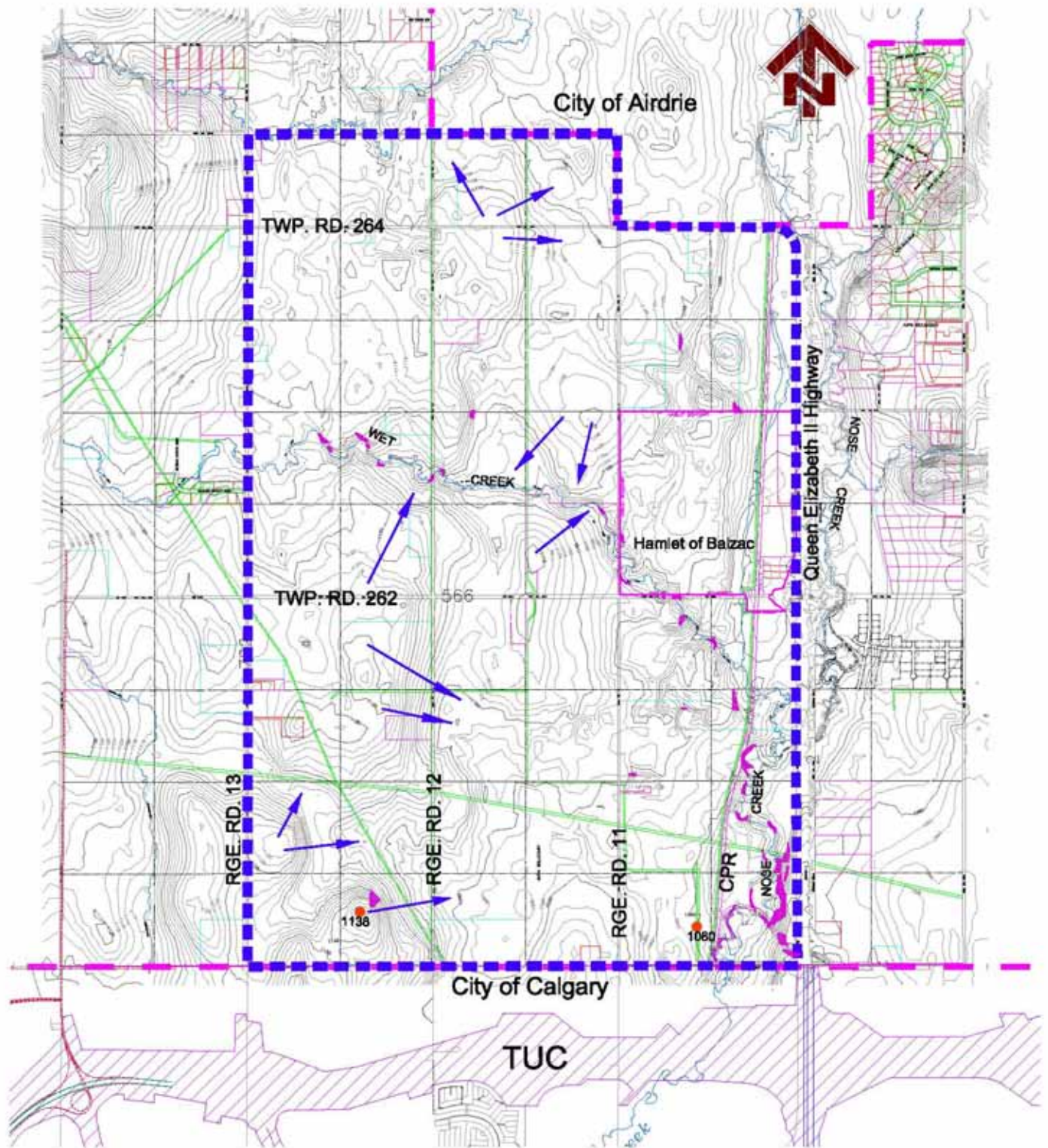
ASP Boundary

Figure 4: AIRPHOTO

BALZAC WEST
AREA STRUCTURE PLAN

M.D.OF ROCKY VIEW

August 2005



Not To Scale

- ■ ■ ■ ■ ASP Boundary
- 1130 — Index Contours - 10m
- 1134 — 2m Contour Intervals
- Direction of Surface Drainage
- 15% and Greater Slope
- Highest Point

Figure 5:
SITE ANALYSIS

BALZAC WEST
AREA STRUCTURE PLAN

M.D.OF ROCKY VIEW
November 2006

3.3 Land Use Designations

Figure 6 shows the following land use designations approved under the M.D. of Rocky View Land Use Bylaw at the time of adoption of this ASP:

- Ranch and Farm District RF (RF* see exceptions listed within this District)
- Agricultural Holding District AH
- Farmstead District F
- Residential One District R-1
- Residential Two District R-2
- Residential Three District R-3
- General Business District B-2
- Recreation Business District B-4
- Hamlet Commercial District HC
- Hamlet Industrial District HI
- Public Service District PS
- Direct Control District DC 72 (Balzac Commercial)
- Direct Control District DC 80 (Rocky Creek)
- Direct Control District DC 101 (Recreational Vehicle Sales)

3.4 Demographics and Growth in the Plan Area

At the time of adoption of this ASP, the Plan Area contained a population of less than 120 residents¹. The Balzac West area is unique in the M.D. of Rocky View because it is bounded to the north and south by existing urban settlements (i.e., Airdrie and Calgary) and to the east by the Province's major freeway, the Queen Elizabeth II Highway. These conditions are ideal for comprehensively planned, fully serviced commercial and residential development of an urban form and density.

The 2002 approval of approximately 1,400 dwelling units within the Rocky Creek Conceptual Scheme set the stage for expansion of the Hamlet of Balzac and further development within Balzac West. Of additional significance for growth within the Balzac West ASP is the development of high-capacity sewer and water utility services by the M.D. of Rocky View. Construction of the East Rocky View Regional Utilities Network commenced in September 2005, with full municipal sanitary sewer and water servicing to West Balzac in 2007. These utility services will have the capacity to serve a wide range of possible future land uses in the area. Proper planning and implementation of development and infrastructure, as well as responsible maintenance and protection of public facilities, open spaces, and natural areas, will be critical for the environmental, economic, and social sustainability of this community.

¹ At the time of adoption of this ASP, less than 40 residential households at less than 3 persons per household.

November 2006

4.0 Plan Objectives

The Terms of Reference for the Balzac West Area Structure Plan identified ten goals, which form the basis of the following Plan Objectives:

1. To establish a land use strategy that will guide growth and determine a range of appropriate land uses for the study area.
2. To identify areas of environmental significance within the Plan Area and the means of mitigating any potential negative impacts on these areas.
3. To determine a range of tools that will respond to the recreational and open space needs of landowners and area residents.
4. To promote the vitality of the Hamlet of Balzac while identifying residential and commercial growth opportunities elsewhere within the Plan Area.
5. To determine appropriate integration and transition policies for special areas, adjacent municipalities, and issues of importance to local stakeholders and the M.D. of Rocky View.
6. To identify utility servicing capacities and options that may be available for existing and future business and residential development.
7. To identify current and planned transportation infrastructure under both Provincial and Municipal jurisdiction, to determine future transportation needs and opportunities, and to establish criteria for internal road linkages.
8. To provide a staging strategy based upon utility servicing and transportation system capacities, density potential, economic development prospects within the Queen Elizabeth II Highway corridor, and anticipated annexation and growth pressures from Calgary and Airdrie.
9. To balance public and private interests and to promote the common vision of ASP stakeholders.
10. To promote public education with respect to planning in the Balzac West area.
11. To establish a framework for monitoring the long-term effectiveness of the ASP.
12. To determine the financial responsibility of landowners, business owners, residents, and the Municipality for public improvements proposed within the Plan Area.

5.0 Land Use Strategy

5.1 Vision

Over the three decades from 2005 through 2035, Balzac West will become a comprehensively planned, developed, and serviced community offering a full range of housing, employment, retail, community service, and recreational opportunities for approximately 35,000 to 40,000 people residing between Highway 566 and the City of Airdrie. All transportation and utility servicing will be of the highest standards and all civic functions and community services will be readily available to the citizens of Balzac West. Situated between Calgary and Airdrie, within minutes of regional transportation, public transit, and the Calgary International Airport, Balzac West will be able to take advantage of its strategic location to foster both community and economic development. Most importantly, Balzac West will become the Heart of Rocky View.

The vision of this ASP promotes residential, commercial, retail, office, and light industrial business park development characterized by an urban form and density within the Municipal District of Rocky View. It also creates the impetus for a new vision of the Hamlet of Balzac, based upon the integration of open space, residential, and local commercial land uses.

The residential community to be created in Balzac West will be fully serviced by municipal sewer and water systems, transportation, recreational open space, and community facilities. Residential densities will be slightly lower than the urban residential densities developed within Calgary and Airdrie since 1990, thereby offering more variety in the urban landscape and a greater choice of housing options for the citizens of the region. This design approach takes into consideration the retention of agricultural holdings with cluster forms of development being considered. Large-lot acreage or country residential uses developed in isolation, which have been approved elsewhere in the M.D. of Rocky View, will not be supported by the policies of this Area Structure Plan.

Extensive agricultural pursuits will continue to be supported within the Plan Area until such time as servicing conditions warrant comprehensive development of residential communities, local and regional commercial, office, and light industrial business park uses. Premature subdivision of land without full municipal services will not be allowed within Balzac West.

Future extensions of municipal utility lines into the Balzac West ASP will support comprehensively planned development. Over the effective life of this ASP (i.e., twenty or thirty years, to 2025 or 2035), the portion of Balzac West to the north of Highway 566 could become home to 35,000 to 40,000 new residents. Local employment opportunities will be available in both The Crossroads and along the planned commercial, retail, office, and light industrial business park corridor adjacent to the Queen Elizabeth II Highway. Such local employment will reduce stress on the regional transportation system and could, over time, support the establishment of alternative modes of transportation (e.g., commuter rail and integrated intermunicipal transit systems linking Balzac West with public transit in Calgary, Airdrie, and other municipalities in the region).

The proposed Crossroads will become the new heart of the community, featuring multi-unit residential development along with local commercial, recreational, educational, community, multi-generational family, and health care services for the benefit of the residents of Balzac West. Tying all of Balzac West together will be a comprehensive network of parks, pathways, and trails, which will connect the community via the Nose Creek valley to the regional open space system and the Trans Canada Trail.

The approved Rocky Creek Conceptual Scheme within the Hamlet of Balzac is projected to accommodate 3,000 to 4,000 persons by 2020, while all other residential and commercial development proposed within this ASP is expected to be fully developed by 2035. The residential densities proposed within this ASP are comparable to existing urban residential densities in the region (e.g., the Hamlet of Langdon or the communities of Killarney/Glengarry, Brentwood, Oakridge, and Cedarbrae in Calgary). At an average density of 4 dwelling units per gross acre or 6,000 to 7,000 persons per square mile over the +/- 6 square miles of land proposed for residential development north of Secondary Highway 566, Balzac West could reach a population of 35,000 to 40,000 persons by 2035.

Policy

5.1.1 Until such time as lands are developed for uses other than agriculture or agriculture-related business, agricultural operations and agriculture-related businesses may continue to be developed in accordance with the policies of this Area Structure Plan.

5.1.2 Interim land uses or servicing strategies should not be considered within the Balzac West Area Structure Plan; all lands within Balzac West should be developed with the ultimate land uses, densities, transportation systems, and utility services set forth in this Area Structure Plan.

5.2 Land Use Policy Areas

The policies contained in this ASP are intended to provide guidance to landowners and developers and to aid Council in future land use decisions. As conditions change and development within the Plan Area continues to evolve, the Plan may be reviewed, updated, and amended.

Six land use policy areas have been identified within the Balzac West Plan Area. Requirements for land use redesignation, subdivision, and development will vary according to the location, context, and policy goals of each land use policy area. Table 1 categorizes these land use policy areas according to the types of development envisioned and the approach to implementing the land use policies within each area.

Table 1: Land Use Policy Areas

Policy Area	Types of Development	Implementation Approach
Residential	<ul style="list-style-type: none"> Comprehensively planned communities with gross residential densities of 3 to 5 dwelling units per acre averaged over each section (square mile) of land 	<ul style="list-style-type: none"> Residential and local commercial land uses Full municipal services Comprehensive Conceptual Schemes covering a minimum of a ¼ section Open space network tying into regional system
Queen Elizabeth II Highway Corridor	<ul style="list-style-type: none"> Regional commercial, retail, employment, office, and light industrial business park uses Controlled access and orientation to Queen Elizabeth II Highway 	<ul style="list-style-type: none"> Full municipal services Comprehensive Conceptual Schemes for ¼ section Development standards requiring high quality of development along Queen Elizabeth II Highway
The Crossroads	<ul style="list-style-type: none"> Multi-unit residential, local commercial, recreational, educational, community, multi-generational family, municipal, and health care services Together with Hamlet of Balzac, community focal point for Balzac West 	<ul style="list-style-type: none"> Full municipal services Incorporation into Conceptual Schemes for adjacent ¼ sections Connections to and integration with existing Hamlet of Balzac Open space network tying into regional system
Existing Hamlet of Balzac	<ul style="list-style-type: none"> Hamlet commercial, institutional, recreational, and residential land uses, including Rocky Creek Conceptual Scheme Together with the Crossroads community focal point for Balzac West 	<ul style="list-style-type: none"> Full municipal services Revitalization and possible expansion of Hamlet Connections to and integration with the Crossroads Open space network tying into regional system
Airdrie/Rocky View Interface Area	<ul style="list-style-type: none"> “Seamless” transition area between jurisdictions Residential land at higher density that integrates with adjacent development in the City of Airdrie 	<ul style="list-style-type: none"> Full municipal services Conceptual Schemes
Land Use Transition Area	<ul style="list-style-type: none"> Both sides of boundary between Residential and Queen Elizabeth II Highway Corridor policy areas 	<ul style="list-style-type: none"> Land uses compatible with adjacent policy area Buffering, density, landscaping, development standards
Proposed City of Calgary Annexation	<ul style="list-style-type: none"> Subject to application to and approval by the Alberta Municipal Government Board Need to reflect aspirations of affected landowners 	

5.3 Conceptual Schemes

Conceptual Schemes are considered by the Municipality to be an important component of long range planning for the development of lands within the Plan Area. Conceptual Schemes are generally focused at the quarter-section scale but could cover larger areas. They are intended to establish comprehensive planning and rationale for land uses proposed for the area, based upon analysis of site opportunities and constraints.

Policies

5.3.1 Conceptual Schemes shall be prepared within this Area Structure Plan for the following land use redesignations:

- i. from Ranch and Farm District RF (RF*), Agricultural Holding District AH, or Farmstead District F to any other non-agricultural Land Use District; and
- ii. from Residential One District R-1, Residential Two District R-2, or Residential Three District R-3 to any other Land Use District.

5.3.2 For the purposes of the Balzac West Area Structure Plan, agricultural land uses shall include agricultural business land uses.

5.3.3 Conceptual Schemes shall be based on the Staging Plan outlined in Section 7.1 and identified on Figure 8.

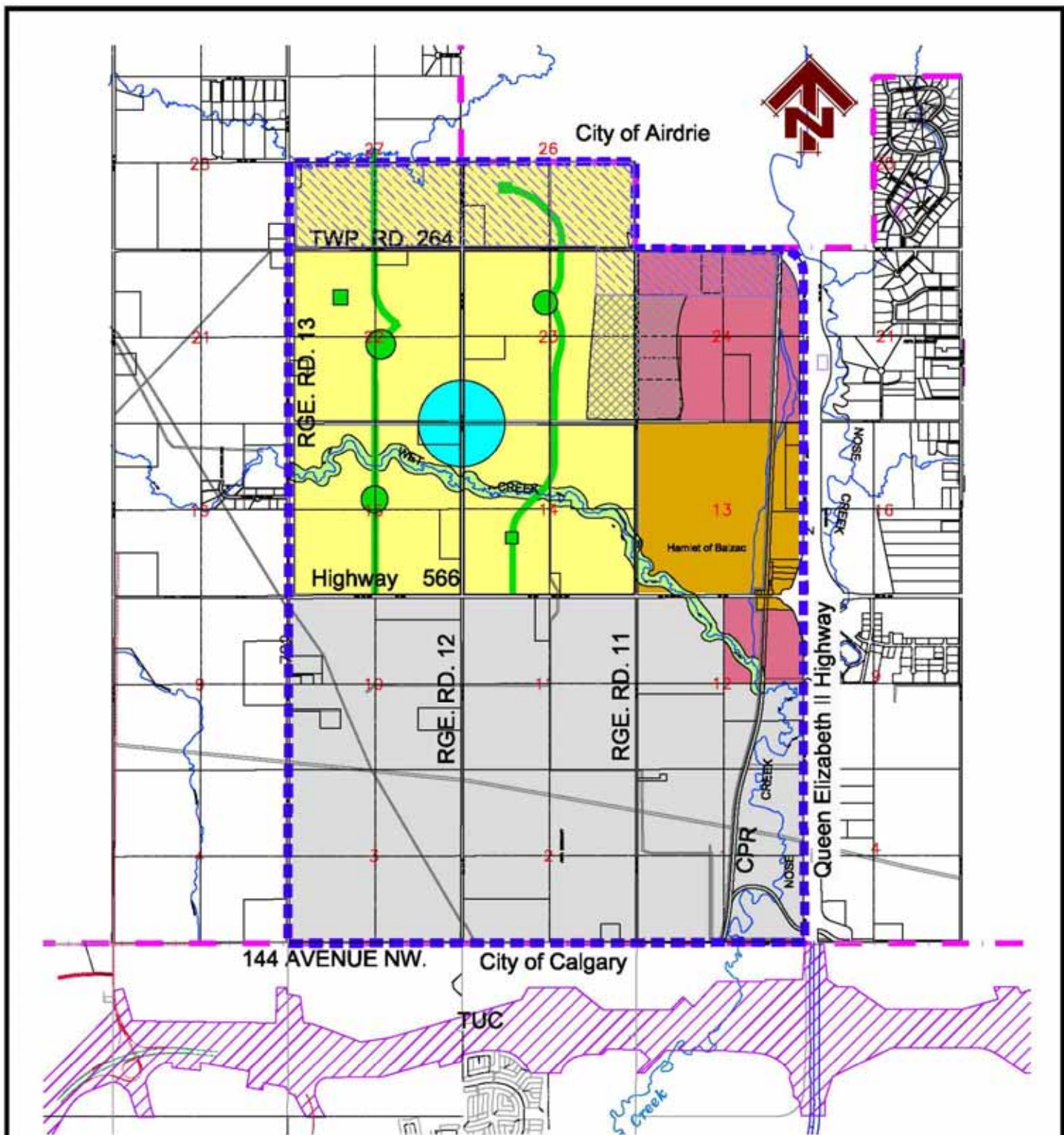
5.3.4 Conceptual Schemes are required to guide and coordinate future land use redesignation, subdivision, utility services, access patterns, and open space on at least a quarter-section of land.

5.3.5 The baseline information required in the preparation of Conceptual Schemes will be based on the approved Plans as defined in Section 7.2.4.

5.3.6 Subject to Council authorization, Conceptual Schemes may include, but are not limited to, the following:

- i. a future land use scenario including lot design and configuration;
- ii. parcel size and density;
- iii. proposed open space, including active and passive open areas, natural areas and both pedestrian and equestrian linkages to other existing or potential adjacent developments;
- iv. dedicated lands including, but not limited to, conservation easements, public utility lots, Municipal/School Reserves; Environmental Reserves, and Environmental Reserve Easements;
- v. school sites;
- vi. recreational facilities;
- vii. fire and protective services facilities;
- viii. community facilities;
- ix. institutional uses;
- x. development phasing, illustrating full build-out;
- xi. innovative and efficient proposed access and internal road circulation over both the immediate and long term;
- xii. measures to provide for the integration of the proposed development with existing and adjacent development in a manner that ensures compatibility with adjacent land uses;

- xiii. mitigation measures such as landscaping, screening, or berming to address any on-site or off-site visual impacts;
- xiv. any constraints to development, including but not limited to: geotechnical, environmental, and hydrogeological conditions; industrial operations and hydrocarbon corridors; and archaeological or historically significant features;
- xv. Environmental Site Assessments (ESAs);
- xvi. a site management plan guided by an adopted Master Drainage Plan, which will determine Best Management Practices for stormwater management;
- xvii. water and wastewater servicing strategies, including identification of rights-of-way required for connection to communal, regional, or municipal systems;
- xviii. a Traffic Impact Assessment (TIA) that addresses the location of existing and future transportation networks detailing traffic generation and its cumulative impacts on the road network, including necessary improvements;
- xix. proposed public transit service;
- xx. a landscaping plan;
- xxi. architectural guidelines;
- xxii. mail box locations;
- xxiii. proposed road names;
- xxiv. input from all directly and indirectly affected landowners within and adjacent to the Conceptual Scheme area throughout the preparation of the Conceptual Scheme, including a minimum of one (1) open house to gain feedback on the proposal; and
- xxv. Development and subdivision shall address and meet the minimum setback requirements established by the Alberta Energy and Utilities Board (AEUB) in regards to oil and gas pipelines, wells and facilities.
- xxvi. any other matter the Municipality deems necessary.
- xxvii. Consistency with the policies of the adjacent City of Airdrie's statutory plans.



Not To Scale



ASP Boundary



Residential



Queen Elizabeth II
Highway Corridor



Existing Hamlet
of Balzac



City of Airdrie
Interface Area



Land Use Transition Area



The Crossroads



Preliminary Natural Areas and
Regional Open Space System



Conceptual Community
Open Space System



Proposed City of Calgary
Annexation

Figure 7: GENERALIZED LAND USE POLICY AREAS

BALZAC WEST
AREA STRUCTURE PLAN

M.D.OF ROCKY VIEW

November 2006

6.0 Plan Policies

6.1 Residential

The purpose of the Residential policy area is to create alternative urban residential developments that complement development in the two adjacent cities of Calgary and Airdrie. Further, this policy area seeks to achieve urban residential forms and densities that reflect the aspirations of the M.D. of Rocky View as well as the economic and environmental benefits of a regional utility servicing system.

The residential policies for this area aim for a “Made in Rocky View” perspective on community and includes cluster style developments. Residential densities will be slightly lower than the urban residential densities developed within Calgary and Airdrie since 1990, thereby offering more variety in the urban landscape and a greater choice of housing options for the citizens of the region. Residential densities in the Airdrie/Rocky View transition area will be consistent with approved plans in place in the City of Airdrie. Large-lot acreage or country residential development, which has been developed elsewhere in the M.D. of Rocky View, will not be supported by the policies of this Area Structure Plan.

The residential community to be created in Balzac West will be fully serviced by municipal sewer and water systems, transportation, recreational open space, and community facilities. Residential areas will be connected via linear parks to the regional open space system.

Plans for individual quarter-sections within the Plan Area will satisfy the conditions of an approved Conceptual Scheme prior to development. General requirements for Conceptual Schemes are included under Section 5.3 of this ASP. With reference to Section 6.3 of this ASP, Conceptual Schemes for the quarter-sections containing portions of the Crossroads will address their respective corners and the appropriate integration of the Crossroads with adjacent lands in the Residential policy area. Residential policies will apply to lands as illustrated in Figure 7.

Policies

- 6.1.1 The predominant land use in the residential policy area shall be residential development.**
- 6.1.2 Other uses such as institutional, educational, small-scale neighbourhood retail, local convenience commercial, personal service, home-based business, recreational, open space, and community facilities may also be appropriate, provided they are consistent with the purpose of the area and compatible and appropriate within a residential context.**
- 6.1.3 To allow for comprehensive planning, Conceptual Schemes shall cover logical development, access, and infrastructure cells and should include a minimum area of a quarter-section.**

- 6.1.4** Conceptual Schemes shall coordinate future development and access patterns and shall address relationships and linkages with lands beyond the Conceptual Scheme area in order to promote integrated connections with other policy areas and areas outside this ASP.
- 6.1.5** Each Conceptual Scheme shall integrate with existing approved Conceptual Schemes in areas adjacent to the boundary of the proposed Conceptual Scheme.
- 6.1.6** An appropriate range of residential densities is encouraged, with residential developments in the range of 3 to 5 units per gross acre within each Conceptual Scheme and overall densities averaged at 4 units per gross acre across the Residential policy area of this Area Structure Plan.
- 6.1.7** If significant public benefits can be achieved (e.g., large areas of open space, significant community facilities), then residential development can be clustered at higher densities than the densities addressed in policy 6.1.6, particularly where such development is located in proximity to the Crossroads adjacent to the City of Airdrie, open space, recreation facilities, institutional uses, and community facilities.
- 6.1.8** Clustering residential development will strive to retain the rural character and promote a more compact community and pedestrian oriented design.
- 6.1.9** An appropriate range of housing types (e.g., single-detached, semi-detached, townhouse, apartment) may be allowed within the Residential policy area, provided such housing types are compatible with their surroundings and integrated in an efficient and logical manner.
- 6.1.10** To promote a range of housing affordability, alternative housing accommodations such as secondary suites are encouraged within the Residential policy area.
- 6.1.11** Development and servicing standards may vary according to density, but such standards (e.g., densities, lot sizes, housing types, roadways, walkways, drainage) should integrate with standards in surrounding development areas.
- 6.1.12** Alternative standards may be permitted for private internal roadway systems within the Residential policy area, provided they are coordinated with and, where necessary, separated from parks, pathways, bicycle trails, equestrian trails, natural areas, and residential development in a safe, efficient, and logical manner.
- 6.1.13** Notwithstanding policies 6.1.11 and 6.1.12, any variance of the Municipality's Servicing Standards for Roadways or Servicing Standards for Subdivision and Road Construction shall require the approval of the Municipality.
- 6.1.14** All potable water and sanitary sewer servicing within the Residential policy area shall be provided through connection to municipal utility systems.

- 6.1.15 Open spaces within the Residential policy area shall incorporate linked linear networks of trails and pathways, which shall connect to existing or proposed regional open space systems.**
- 6.1.16 Conceptual Schemes shall coordinate Municipal Reserve, park, trail, and pathway connections.**
- 6.1.17 Municipal Reserve should be provided through dedication of land; cash-in-lieu of reserve will only be taken in the Residential policy area where necessary to contribute to an improved public open space system or where dedication of land would result in inappropriately located or unusable open space.**
- 6.1.18 Alternative means of open space dedication (e.g., conservation easements, Environmental Reserves, Environmental Reserve Easements, public access easements, and privately maintained common property under condominium ownership) are strongly encouraged within the Residential policy area.**
- 6.1.19 New development should incorporate mitigation measures such as landscaping, berming, or other buffering where appropriate to ensure compatibility with adjacent land uses.**
- 6.1.20 In order to ensure aesthetically coordinated development, design guidelines and architectural controls should be implemented by the developer for all comprehensive subdivisions.**
- 6.1.21 The establishment of Homeowners' or Community Associations is encouraged in order to assume responsibility for common amenities and to enforce agreements such as developer-registered architectural guidelines.**
- 6.1.22 Conceptual Schemes shall incorporate measures that address the future accommodation of public transit.**
- 6.1.23 Conceptual Schemes for the quarter-sections containing portions of the Crossroads shall address their respective corners and the appropriate integration of the Crossroads with adjacent lands in the Residential policy area.**

6.2 Queen Elizabeth II Highway Corridor

The Queen Elizabeth II Highway Corridor contains lands within the Plan Area along the west side of the Queen Elizabeth II Highway. Portions of this area are constrained by the Calgary Airport Noise Exposure Forecast (NEF) and the Canadian Pacific Rail tracks, which run north to south along the eastern portion of the Plan Area (Figure 2).

The purpose of the Queen Elizabeth II Highway Corridor is to provide for uses that value direct access and visual exposure to the Queen Elizabeth II Highway. The area offers a range of regional economic development opportunities and acts as an employment node for the Municipal District as a result of proximity and adjacency to the Queen Elizabeth II Highway corridor. It is expected that this area will relate to planned or approved highway commercial and light industrial corridors within both Calgary and Airdrie along the west side of the Queen Elizabeth II Highway. Non-residential land uses in the Queen Elizabeth II Highway Corridor are intended to provide goods and services required beyond the Plan area. This ASP supports the intermunicipal interest in maintaining the visual quality of this highway corridor.

In addition to requiring a high quality of development along the Queen Elizabeth II Highway, Section 6.5 of this ASP stipulates that development along the western edge of this policy area shall include only those land uses that will be compatible with the Residential policy area to the west. Section 6.5 also requires mitigation measures such as landscaping, berming, or other buffering where appropriate to ensure compatibility with the Residential policy area. In order to ensure environmentally, aesthetically, and functionally appropriate development, design guidelines, performance standards, and architectural controls should be prepared for all non-residential uses adjacent to the Residential policy area.

Plans for individual quarter-sections within the Plan Area will satisfy the conditions of an approved Conceptual Scheme prior to development. General requirements for Conceptual Schemes are included under Section 5.3 of this ASP. The Queen Elizabeth II Highway Corridor policies will apply to lands as illustrated in Figure 7.

Policies

- 6.2.1 The predominant land uses in the Queen Elizabeth II Highway Corridor policy area shall be commercial, retail, office, and light industrial business park uses that benefit from access to and visibility from the Queen Elizabeth II Highway.**
- 6.2.2 In conformity with the M.D. of Rocky View Economic Development Strategy, comprehensively planned commercial, retail, office, and light industrial business parks are considered highly appropriate and are strongly encouraged within the Queen Elizabeth II Highway Corridor policy area.**
- 6.2.3 Regional retail uses (regional shopping centres, outlet malls, and big-box retail power centres) are encouraged within the Queen Elizabeth II Highway Corridor to provide services beyond the Plan area, provided they are consistent with the purpose of the Queen Elizabeth II Highway Corridor and are compatible and appropriate within the context of this area.**
- 6.2.4 To allow for comprehensive planning, Conceptual Schemes shall cover logical development, access, and infrastructure cells and should include a minimum area of a quarter-section.**
- 6.2.5 Conceptual Schemes shall coordinate future development and access patterns and shall address relationships and linkages with lands beyond the Conceptual Scheme area in order to promote integrated connections with other policy areas and areas outside this ASP.**
- 6.2.6 Each Conceptual Scheme shall integrate with existing approved Conceptual Schemes in areas adjacent to the boundary of the proposed Conceptual Scheme.**
- 6.2.7 Commercial and light industrial business park densities should be determined by the capacity of the regional road network.**
- 6.2.8 Development within the Queen Elizabeth II Highway Corridor policy area should provide landscaping and architectural elements that enhance the visual appeal along the Queen Elizabeth II Highway.**
- 6.2.9 To mitigate negative visual impacts, consideration should be given to screening of any outdoor storage, display, or unsightly areas.**

- 6.2.10 All environmental and nuisance impacts of commercial and light industrial business park development such as air contaminants, odours, noise, and lighting shall be contained on site.**
- 6.2.11 On lands within the Queen Elizabeth II Highway Corridor that are situated adjacent to either the Residential policy area, the Rocky Creek Conceptual Scheme or the City of Airdrie, only those non-residential uses deemed appropriate within the Residential policy area of this ASP should be allowed.**
- 6.2.12 For all uses within the Queen Elizabeth II Highway Corridor that are situated adjacent to either the Residential policy area, the Rocky Creek Conceptual Scheme or the City of Airdrie, roadway access and alignments, subdivision design, and lot configuration should be planned to provide for a transition from one land use to another, using design tools such as:**
- i. gradual change of parcel size;**
 - ii. increased density compatible with adjoining land uses;**
 - iii. appropriate building scale;**
 - iv. appropriate signage;**
 - v. visual separation using landscaping, buffering, and screening techniques; and**
 - vi. any other means the Municipality deems necessary to ensure compatibility of neighbouring land uses.**
- 6.2.13 It is acknowledged that cash-in-lieu of Municipal Reserve is usually taken in commercial and industrial areas; however, open spaces within the Queen Elizabeth II Highway Corridor may incorporate linked linear networks of trails and pathways, which may connect to existing or proposed regional open space systems.**

6.3 The Crossroads

The purpose of the Crossroads policy area is to provide local convenience goods and services for the benefit of the residents of Balzac West. The Crossroads will take the form of a mixed-use community core that includes multi-unit residential development along with local commercial, recreational, educational, community, multi-generational family service, health care, and personal service uses. The Crossroads will be centrally located for good accessibility from the planned Residential policy areas.

The Crossroads takes its name from a planned intersection of a future east-west major roadway and the north-south municipal road historically identified as Range Road 12. Its development should also be located adjacent to the regional open space system. Accessible from both major roadways and adjacent residential areas, the Crossroads will feature community-oriented development at a pedestrian scale. This policy area should be developed according to a comprehensive theme and a set of development guidelines that will reinforce the Crossroads identity.

Multi-unit residential uses in the Crossroads should be clustered to maximize the potential for preservation of natural areas, while promoting community vitality. Commercial floor areas should be limited to promote mixed-use development at a pedestrian scale and to direct regional retail uses (regional shopping centres, outlet malls, and big-box retail power centres) toward the Queen Elizabeth II Highway Corridor. Of particular importance to the vitality of the Crossroads will be both municipal and private investment in streetscape improvements, community services and facilities such as a library and civic centre, open spaces, and

eventually, public transit. Municipal contributions to such community assets should be guided by a public investment program approved by Council.

Plans for quarter-sections containing portions of the Crossroads will satisfy the conditions of an approved Conceptual Scheme prior to development. General requirements for Conceptual Schemes are included under Section 5.3 of this ASP. With reference to Section 6.1 of this ASP, Conceptual Schemes for the quarter-sections containing portions of the Crossroads will address their respective corners and the appropriate integration of the Crossroads with adjacent lands in the Residential policy area. The Crossroads policies will apply to lands as illustrated in Figure 7.

Policies

- 6.3.1 The predominant land uses within the Crossroads policy area shall include multi-unit residential development along with local commercial (e.g., small-scale offices and retail goods and services), educational, community, and personal service uses.**
- 6.3.2 Other uses may include institutional, recreational, and other municipal, civic or public service uses as determined to be consistent with the purpose of the Crossroads and compatible and appropriate within the context of the area.**
- 6.3.3 The highest density residential uses in this ASP should be focused in the Crossroads.**
- 6.3.4 Conceptual Schemes for the quarter-sections containing portions of the Crossroads shall address their respective corners or quadrants and the appropriate integration of the Crossroads with adjacent lands in the Residential policy area.**
- 6.3.5 Conceptual Schemes that include the Crossroads shall coordinate future development and access patterns and shall address relationships and linkages with lands beyond the Conceptual Scheme area in order to promote integrated connections with other policy areas.**
- 6.3.6 Each Conceptual Scheme containing any portion of the Crossroads shall integrate with existing approved Conceptual Schemes in areas adjacent to the boundary of the proposed Conceptual Scheme.**
- 6.3.7 If significant public benefits can be achieved within or adjacent to the Crossroads (e.g., large areas of open space, significant civic, community, or recreation facilities, improvements to public infrastructure or the public realm), then development of residential uses within the Crossroads may result in densities higher than the overall densities addressed in policy 6.1.6 of this ASP.**
- 6.3.8 An appropriate range of multi-unit housing types (e.g., semi-detached, townhouse, apartment) may be allowed within the Crossroads, provided such housing types are compatible with their surroundings and integrated in an efficient and logical manner.**
- 6.3.9 To promote a range of housing affordability, alternative housing accommodations such as secondary suites are encouraged within the Crossroads.**

- 6.3.10** Commercial developments within the Crossroads are encouraged to incorporate mixed residential and commercial uses on the same site (e.g., with retail at grade), provided such mixed-use developments are comprehensively planned, logically integrated, and compatible with their surroundings.
- 6.3.11** The Crossroads commercial development will be restricted to those uses which serve the convenience needs of the Plan area residents and shall be limited to arterial and major collector standard roadways.
- 6.3.12** Development and servicing standards may vary from standards elsewhere in the M.D. of Rocky View, but such standards (e.g., densities, lot sizes, housing types, public roadways, walkways, drainage) should integrate with standards in surrounding development areas.
- 6.3.13** Alternative standards may be permitted for private internal roadway systems within the Crossroads, provided they are coordinated with and, where necessary, separated from parks, pathways, bicycle trails, and residential development in a safe, efficient, and logical manner.
- 6.3.14** Notwithstanding policies 6.3.12 and 6.3.13, any variance of the Municipality's Servicing Standards for Roadways or Servicing Standards for Subdivision and Road Construction shall require the approval of the Municipality.
- 6.3.15** All potable water and sanitary sewer servicing within the Crossroads shall be provided through connection to municipal utility systems.
- 6.3.16** Open spaces within the Crossroads shall incorporate linked linear networks of trails and pathways, which shall connect to existing or proposed regional open space systems.
- 6.3.17** Conceptual Schemes shall coordinate Municipal Reserve, park, trail, and pathway connections.
- 6.3.18** Municipal Reserve should be provided through dedication of land; cash-in-lieu of reserve will only be taken in the Crossroads where necessary to contribute to an improved public open space system or where dedication of land would result in inappropriately located or unusable open space.
- 6.3.19** Alternative means of open space dedication (e.g., conservation easements, Environmental Reserves, Environmental Reserve Easements, public access easements, and privately maintained common property under condominium ownership) are strongly encouraged within the Crossroads.
- 6.3.20** New development should incorporate mitigation measures such as landscaping, fencing, or other buffering where appropriate to ensure compatibility with adjacent land uses.
- 6.3.21** In order to ensure aesthetically coordinated development, design guidelines, and architectural controls should be implemented by the developer for comprehensive or individual developments within the Crossroads.
- 6.3.22** The establishment of Business, Community, or Homeowners' Associations is encouraged in order to assume responsibility for common amenities and to enforce agreements such as developer-registered architectural guidelines.

- 6.3.23** The Crossroads may have a comprehensive theme, identity, and set of development guidelines that apply to all quadrants of the Crossroads; or each quadrant may have its own unique yet comprehensive theme, identity, and set of development guidelines.
- 6.3.24** Developers shall be required to contribute to improvements to the public realm and pedestrian environment within the Crossroads in accordance with a public improvements plan approved by Council.
- 6.3.25** In order to demonstrate municipal commitment to investment in community assets, the Municipality will contribute to improvements to the public realm and pedestrian environment within the Crossroads in accordance with a public investment program approved by Council.
- 6.3.26** Small town, main street character is encouraged within the Crossroads, including elements such as:
- i. stores fronting on sidewalks;
 - ii. building façades up to the property line;
 - iii. on-street parking;
 - iv. “small-town Alberta” angle parking on the main street;
 - v. lanes (with or without development fronting the lane);
 - vi. surface parking lots in the rear of stores (with lane access);
 - vii. sidewalk amenities, including patios, street furniture, public art, planters, or ornamental street lighting;
 - viii. central parks and plazas;
 - ix. trailheads linked to the regional open space system;
 - x. residential and office uses above retail; or
 - xi. small blocks on a grid.
- 6.3.27** Conceptual Schemes shall incorporate measures that address the future accommodation of public transit within the Crossroads.

6.4 Existing Hamlet of Balzac

The purpose of the Existing Hamlet of Balzac policy area is to retain a level of commercial, recreational, and institutional uses within the area historically defined as the Hamlet of Balzac. In addition to those non-residential hamlet uses, the approved Rocky Creek Conceptual Scheme occupies a major portion of this policy area.

It is likely that certain lands within the historical Hamlet of Balzac will face significant redevelopment pressures over time. As redevelopment of existing non-residential uses occurs, development proposals will be required to address land use, design, access, and servicing standards similar to those required within the Queen Elizabeth II Highway Corridor policy area.

Certain properties within the Hamlet at the time of adoption of this Area Structure Plan had already been identified for acquisition and demolition by the Province of Alberta, in order to make way for the new Balzac interchange at Highway 566 and the Queen Elizabeth II Highway. Accordingly, in cooperation with senior levels of government, the M.D. of Rocky View will endeavour to assist in the appropriate redevelopment, adaptive reuse, or relocation (e.g., to the Crossroads) of certain buildings, development features, and artifacts of historic interest, which would otherwise be destroyed.

In the long term, there will be further opportunities to expand the boundaries of the Hamlet, perhaps as far west as the Crossroads. This ASP provides for such Hamlet expansion, provided it takes place in a logical, coordinated, and integrated fashion. One means of Hamlet expansion may be the addition of Conceptual Schemes that are adjacent to the current boundaries of the Hamlet of Balzac. The Existing Hamlet of Balzac policies will apply to lands as illustrated in Figure 7.

Policies

- 6.4.1 The predominant land uses in the Existing Hamlet of Balzac policy area include the Rocky Creek Conceptual Scheme, institutional and community uses, commercial and light industrial business park uses focused on the Queen Elizabeth Highway II, and business uses that require highway access.**
- 6.4.2 Commercial and light industrial business park densities should be determined by the capacity of the regional road network.**
- 6.4.3 Any lands subject to land use redesignation or subdivision within the Existing Hamlet of Balzac policy area shall be required to connect to municipal utility servicing systems (i.e., sanitary sewer and water).**
- 6.4.4 New open space systems within the Existing Hamlet of Balzac policy area are encouraged to incorporate linked linear networks of trails and pathways, connecting the Hamlet with existing or proposed regional open space systems, particularly within the Nose Creek valley.**
- 6.4.5 Land use redesignation, subdivision, and redevelopment of any non-residential uses within the Existing Hamlet of Balzac policy area may be considered without the preparation or prior approval of a Conceptual Scheme, provided:**
 - i. that development proposals integrate with adjacent development;**
 - ii. that the proposed uses are consistent with the purpose of the Queen Elizabeth II Highway Corridor policy area and are compatible and appropriate within the context of that policy area;**
 - iii. that the proposed development and access patterns address relationships and linkages with lands beyond the Existing Hamlet of Balzac policy area in order to promote integrated connections with other policy areas, particularly the Queen Elizabeth II Highway Corridor policy area;**
 - iv. that development proposals coordinate Municipal Reserve, parks, pathways, bicycle trails, and private development in a safe, efficient, and logical manner; and**
 - v. that the landscaping and architectural elements of the proposed development enhance the visual appeal of the Queen Elizabeth II Highway.**
- 6.4.6 In cooperation with senior levels of government, the M.D. of Rocky View will endeavour to assist in the appropriate redevelopment, adaptive reuse, or relocation (e.g., to the Crossroads) of certain buildings, development features, and artifacts of historic interest, which might otherwise be destroyed through redevelopment within the Existing Hamlet of Balzac.**

- 6.4.7 To mitigate negative visual impacts, consideration should be given to screening of any outdoor storage, display, or unsightly areas on sites within view of the Queen Elizabeth II Highway.**
- 6.4.8 The boundaries of the Existing Hamlet of Balzac may be expanded, provided such Hamlet expansion takes place in a logical, coordinated, and integrated fashion.**
- 6.4.9 Hamlet expansion may be accomplished by the addition of Conceptual Schemes that are adjacent to the current boundaries of the Hamlet of Balzac.**

6.5 Land Use Transition Area

The purpose of the Land Use Transition Area is to provide an appropriately blended spatial progression of land use, design, and development between the Queen Elizabeth Highway II Corridor and Residential policy areas. This is to be achieved through measures addressing uses on both sides of the boundary between these two policy areas, such as innovative residential development on the west side of the Transition Area and higher standards of design and compatibility for commercial development on the east side of the Area.

Development within the Queen Elizabeth II Highway Corridor policy area should continue to be oriented toward that major freeway. Nonetheless, the frontage along the west side of the Queen Elizabeth II Highway Corridor will need to provide an attractive interface with the Residential policy area. The Land Use Transition Area will apply to lands as illustrated in Figure 7.

Policies

- 6.5.1 The predominant land uses on the east side of the Land Use Transition Area shall be commercial and high-quality light industrial business park developments that will provide for an appropriate transition of uses and an attractive interface of design and development next to the Residential policy area.**
- 6.5.2 On lands within the Queen Elizabeth II Highway Corridor that are covered by the Land Use Transition Area, other non-residential uses deemed appropriate within the Residential policy area of this ASP may be allowed.**
- 6.5.3 All environmental and nuisance impacts of commercial and light industrial business park development within the Land Use Transition Area, including air contaminants, odours, noise, and lighting, shall be contained on site.**
- 6.5.4 For all uses within the Queen Elizabeth II Highway Corridor that are covered by the Land Use Transition Area, roadway access and alignments, subdivision design, and lot configuration should be planned to provide for a transition from one land use to another, using design tools such as:**
 - i. gradual change of parcel size;**
 - ii. appropriate building scale;**
 - iii. appropriate signage;**
 - iv. visual separation using landscaping, buffering, and screening techniques; and**
 - v. any other means the Municipality deems necessary to ensure compatibility of neighbouring land uses.**

- 6.5.5** The predominant land uses on the west side of the Land Use Transition Area shall be the uses deemed appropriate within the Residential policy area of this ASP.
- 6.5.6** Any density, type, or form of housing may be developed within that portion of the Residential policy area covered by the Land Use Transition Area, provided that such residential development is planned and designed so that any environmental, functional, visual, or aesthetic impacts from the Queen Elizabeth II Commercial Corridor policy area are minimized.
- 6.5.7** Larger single-detached residential lots with home based businesses are encouraged within that portion of the Residential policy area covered by the Land Use Transition Area.
- 6.5.8** For all uses within the Residential policy area that are covered by the Land Use Transition Area, roadway access and alignments, subdivision design, and lot configuration should be planned to provide for a transition from one land use to another, using design tools such as:
 - i. gradual change of parcel size;
 - ii. innovative subdivision design, lot configuration, and site planning;
 - iii. appropriate building scale;
 - iv. visual separation using landscaping, buffering, and screening techniques; and
 - v. any other means the Municipality deems necessary to ensure compatibility of neighbouring land uses.

6.6 Airdrie/Rocky View Interface Area

The purpose of the Airdrie Rocky View Interface Area is to identify that area within the Balzac Plan Area where topographic considerations, drainage patterns, and existing road patterns form natural boundaries between the MD of Rocky View and the adjacent City of Airdrie. The seamless integration of land uses, densities, and transportation and servicing patterns are essential to the integration of jurisdictions.

Policies

- 6.6.1** Conceptual Schemes for areas identified in Figure 7 as City of Airdrie Interface Area, shall be preceded by the completion of a revised Intermunicipal Development Plan between Airdrie and Rocky View.

6.7 Natural Areas and Regional Open Space

The purpose of the Natural Areas and Regional Open Space policies is to address the impacts that anticipated growth and development may have on natural areas, habitat, and natural systems within Balzac West. Furthermore, these policies are intended to provide a framework for the protection, rehabilitation, and enhancement of identified environmentally sensitive areas within the Plan Area.

Figure 7 includes a Preliminary Natural Areas and Regional Open Space System, which shall be considered conceptual until such time as more detailed environmental assessments have been conducted. A preliminary analysis of the natural environment within the Plan Area has identified the Nose Creek and Wet Creek (Rocky Creek) valleys as the most important natural areas in this ASP. Alberta Sustainable Resource Development has indicated that the Crown

claims ownership of the naturally occurring bed and shore of Nose Creek under Section 3 of the Public Lands Act. Wet Creek, however, does not appear to be Crown owned as it appears to be intermittent.

Major findings of the preliminary analysis of the natural environment within the Plan Area are contained in Appendix C. Those findings can be summarized as follows:

Nose Creek and Adjacent Native Grassland

- The Nose Creek valley provides good wildlife viewing potential.
- Any recreation pathways should be located with consideration for wildlife conservation and should avoid sensitive areas.

Wet Creek and Adjacent Native Grassland

- There is potential for pathway development along the perimeter of Wet Creek.

Policies

6.7.1 Conceptual Schemes for areas where any significant natural areas, environmentally sensitive lands, or culturally significant sites may be subject to negative impacts from development shall be required to provide one or all of the following:

- i. Environmental Impact Assessment (EIA);
- ii. Biophysical Impact Assessment (BIA);
- iii. hydrological evaluation;
- iv. geotechnical report;
- iv. Historical Resources Overview or Historical Resources Impact Assessment (HRIA);
- v. environmental protection plan or mitigation plan;
- vi. identification of any activities, operations, or facilities requiring approval under the Environmental Protection Act, Water Resources Act, Historical Resources Act, or Department of Environment Act; and
- vii. any other analysis deemed appropriate by the Municipality.

6.7.2 The Municipality requires the preparation of a Natural Areas Management Plan for this Area Structure Plan.

6.7.3 Protection of any significant natural areas, environmentally sensitive lands, or culturally significant sites identified within this Area Structure Plan shall be addressed in all applications for Conceptual Schemes, land use redesignation, and subdivision submitted to the M.D. of Rocky View.

6.7.4 Wherever possible, natural vegetation buffers should be encouraged between uses.

6.7.5 Land use activities should not compromise the conservation and protection of the natural environment.

6.7.6 Provided public safety and security issues are addressed, lighting associated with development in the Plan Area shall be designed and directed so that it will not create adverse impacts on any significant natural areas or environmentally sensitive lands.

- 6.7.7** Alternative means of open space dedication (e.g., conservation easements, Environmental Reserves, Environmental Reserve Easements, public access easements, and privately maintained common property under condominium ownership) are strongly encouraged for protection of significant natural areas, environmentally sensitive lands, or culturally significant sites identified within the Plan Area.
- 6.7.8** Development within the Plan Area should control surface runoff using best management practices, both during construction as well as in the long term.
- 6.7.9** All sites being developed or redeveloped where the history of use is uncertain or where the possibility of site contamination exists, should undergo, at a minimum, a Phase One Environmental Site Assessment (ESA).
- 6.7.10** Lands that qualify as Environmental Reserve according to the Municipal Government Act should be dedicated at the time of subdivision approval as either Environmental Reserve or Environmental Reserve Easement in favour of the Municipality.
- 6.7.11** Provisions should be made for the prevention and control of invasive noxious weeds (as listed by Alberta Weed Control) on both private and public lands. Restoration of disturbed sites may include the establishment of natural species of flora appropriate to the area.
- 6.7.12** Subject to further study, public input, and consultation with the adjacent municipalities, the M.D. of Rocky View will investigate setting priorities for development of a regional trail network that may link existing open spaces, points of interest, and private development.

6.8 Community Open Space

The purpose of the Community Open Space policies is to establish a framework for the creation of a connected and comprehensive system of public open spaces, pedestrian and bicycle pathways, equestrian trails, and natural areas within Balzac West. Figure 7 includes a Conceptual Community Open Space System, which is intended to illustrate in general terms how a pathway and trail system could both serve Balzac West and connect communities within this ASP to open space systems outside the Plan Area (e.g., within the Nose Creek valley). Accordingly, the Conceptual Community Open Space System shown on Figure 7 shall only be used for illustration purposes until such time as Conceptual Schemes are prepared. Over time, on an opportunity basis and as subdivision and development occur within the Plan Area, the Conceptual Community Open Space System may be used as a guide in the creation of an overall open space system.

Policies

- 6.8.1** The Municipality may consider preparation of studies or plans for recreation, community services, open space, or pathways within this Area Structure Plan.
- 6.8.2** Linkages and continuity among pathway and trail systems, public open spaces, and significant natural areas are encouraged in order to provide passive recreational opportunities for both existing and developing communities.

- 6.8.3 Figure 7 includes a Conceptual Community Open Space System, which shall only be used for illustration purposes until such time as Conceptual Schemes are prepared.
- 6.8.4 Over time, on an opportunity basis and as subdivision and development occur within the Plan Area, the Conceptual Community Open Space System may be used as a guide in the creation of an overall open space system.
- 6.8.5 Alternative means of open space dedication (e.g., conservation easements, Environmental Reserves, Environmental Reserve Easements, public access easements, and privately maintained common property under condominium ownership) are strongly encouraged for the creation of an overall open space, pathway, and trail system within the Plan Area.
- 6.8.6 Wherever Municipal Reserve is dedicated within the Plan Area, it shall result in the creation of new, publicly accessible, and useful open space.
- 6.8.7 Municipal Reserve dedication may be deferred only where appropriate opportunities to contribute to the overall open space system are not available at the time of subdivision.
- 6.8.8 As addressed in any approved recreation plans within Balzac West and where appropriate or necessary to enhance connections within the overall open space system, the M.D. of Rocky View may dispose of Municipal Reserve within the Plan Area in accordance with the Municipal Government Act.
- 6.8.9 The planning of open space and recreational opportunities should be coordinated with area Recreation Boards and in consultation with the local school authority.
- 6.8.10 Maintenance and operation of open space and reserves serving the Plan Area should be encouraged through a number of initiatives, including partnerships with area Recreation Boards, Community or Homeowners' Associations, neighbouring municipalities, and the MD of Rocky View.
- 6.8.11 Community or Homeowners' Associations are encouraged to take responsibility for the stewardship, maintenance, and operation of local Municipal Reserves, pathway and trail systems, significant natural areas, and environmentally sensitive lands.
- 6.8.12 The pathway and trail system should provide recreational and travel opportunities and connections that will accommodate a variety of users (e.g., pedestrian, bicycle, and equestrian users).
- 6.8.13 Pathways and trails should be designed, constructed, and well marked with signs to provide for the safe and enjoyable use of those for whom they are intended (e.g., pedestrian, bicycle, equestrian, or the appropriate combination of such users).
- 6.8.14 Safe and accessible provision of pedestrian crossings at major roadways shall be subject to approval of the appropriate Municipal and Provincial authorities through the Conceptual Scheme process.

6.8.15 Pedestrian, bicycle, and equestrian pathways and trails should be directed away from the municipal road network, except where appropriate accommodation of such users can be safely integrated in relation to the carriageway.

6.8.16 Wherever possible, pathways and trails should be located along significant natural areas and natural drainage or water courses, provided that they will not create any adverse environmental impacts.

6.9 Transportation

The road network shown in this Area Structure Plan is conceptual only and is intended to illustrate in general terms how a hierarchy of highways, municipal roads, major roadways, collector roads, and internal roads could serve development in accordance with the land use strategy of the Area Structure Plan. Future Conceptual Schemes will include Traffic Impact Assessments (TIAs) to define the actual road network based upon both existing and future traffic volumes, the traffic impacts of new development, and the roadway system improvements that will be required to serve new development. Those TIAs will also take into account relevant traffic impacts and transportation systems outside the ASP boundaries, such as the Cities of Calgary and Airdrie, rural areas within the M.D. of Rocky View, and the Provincial highway system.

The road network should accommodate both existing and planned conditions. For example, Alberta Transportation and Infrastructure is planning long-term improvements to the Queen Elizabeth II Highway, including limited access, widening, and the development of interchanges. The conceptual road network shown in this ASP reflects the best information available at the time of adoption of this Area Structure Plan with respect to that planning. Similarly, the conceptual road network is intended to promote connectivity with adjacent road systems and approved plans outside the Plan Area. This ASP specifically acknowledges the existing and future transportation systems within the Cities of Calgary and Airdrie, as well as the need for coordination of the transportation systems among all three municipalities.

Range Road 11 and Range Road 13 have been identified by Council as Long Range Transportation Roads within the Plan Area and will require dedication of additional rights-of-way pursuant to subdivision and development approvals. The rights-of-way for these two roadways are to be at least 30 metres in width, with 15-metre corner cuts to be taken at all intersections. Range Road 12 may also require the dedication of rights-of-way.

In addition to the conceptual road network, the transportation policies of this ASP address requirements for safe and efficient internal roadway design. It will be necessary to coordinate internal roadways with the linear open space and trail system, for the purposes of public safety (directing pedestrian, bicycle, and equestrian traffic off the major highways) and to acknowledge that the pathway and trail system can ultimately become part of the overall transportation system.

Policies

6.9.1 The conceptual road network and hierarchy shown in Appendix “A” shall provide a basis for further Municipal review, approval, and implementation in response to future transportation studies and monitoring of future development in the Plan Area.

- 6.9.2** The MD of Rocky View shall coordinate the preparation of a Transportation Master Plan for this Area Structure Plan.
- 6.9.3** Right-of-way dedication for roadway and intersection improvements shall be secured as a condition of subdivision in accordance with the Transportation Master Plan.
- 6.9.4** Conceptual Schemes prepared within this Area Structure Plan shall be required to include Traffic Impact Assessments in accordance with the Transportation Master Plan.
- 6.9.5** In consultation with Alberta Infrastructure and Transportation, the Transportation Master Plan shall address:
- i.** requirements for future multi-lane right-of-way dedication and roadway construction along Highway 566 between the Queen Elizabeth II Highway and Range Road 13;
 - ii.** Provincial infrastructure such as the existing intersections along Highway 566 and Range Roads 11, 12, and 13; and
 - iii.** any other matter the Municipality deems necessary.
- 6.9.6** Long-term access to Highway 566 shall only be permitted along Highway 566 at the following intersections:
- i.** the realigned service road next to the Queen Elizabeth II Highway; and
 - ii.** Range Roads 11, 12, and 13.
- 6.9.7** Direct access from driveways shall not be permitted from lots adjacent to any roads that comprise part of the principle road network in accordance with the Transportation Master Plan.
- 6.9.8** Panhandle access to new residential lots shall not be permitted.
- 6.9.9** Hamlet roadway standards should apply within the Existing Hamlet of Balzac policy area.
- 6.9.10** Roadway standards that are equivalent to or higher than the Hamlet roadway standards elsewhere within the M.D. of Rocky View should be encouraged within the Residential, Queen Elizabeth II Highway Corridor, and Crossroads policy areas. Alternative standards may be considered appropriate for environmental, safety, or design reasons (e.g., to provide for transition between uses or clustering of development).
- 6.9.11** Notwithstanding policy 6.8.10, any variance of the Municipality's Servicing Standards for Roadways or Servicing Standards for Subdivision and Road Construction shall require the approval of the Municipality.
- 6.9.12** The developer shall be responsible for the design and construction costs of all internal roadways and any off-site roadway costs in accordance with the Municipality's Servicing Standards for Roadways or Servicing Standards for Subdivision and Road Construction, to the satisfaction of the M.D. of Rocky View.
- 6.9.13** In accordance with the Municipality's Servicing Standards for Roadways or Servicing Standards for Subdivision and Road Construction, roadside signage

shall meet or exceed minimum standards within the M.D. of Rocky View and shall be compatible with the character of the community.

6.9.14 The Municipality's Transportation Offsite Levy shall apply to all development within the Plan Area, in accordance with Bylaw C-6094-2005 or subsequent offsite levy bylaws, as amended.

6.9.15 To identify any precautions that should be taken to ensure the continued protection and safety of both the public and railway facilities, developers proposing applications for redesignation, subdivision and/or development on lands adjacent to the rail line should contact CPR at the time of application.

6.10 Servicing and Utilities

Given the land use strategy of this ASP, it is essential to provide economic and environmentally sustainable utility servicing for development within the Plan Area. The M.D. of Rocky View is committed to the provision of full municipal sewer and water services to Balzac West.

An important goal of the Servicing and Utilities policies of this ASP is to design and implement stormwater management solutions that respect the natural drainage patterns. Through formulation of a Master Drainage Plan, the M.D. of Rocky View will be able to provide an environmentally sound basis for a comprehensive stormwater management system within the Plan Area. By requiring comprehensive staged master drainage plans for all Conceptual Schemes, the M.D. of Rocky View will be able to ensure that all new development within the Plan Area will conform to the Master Drainage Plan. Such smaller-scale staged master drainage plans will also provide for integration of stormwater management systems with both comprehensive and infill development, roadways, linear open space systems, natural features, and environmentally sensitive areas.

This Area Structure Plan intends to phase out the use of individual groundwater wells and private wastewater disposal systems within the entire Plan Area. All future Conceptual Schemes within West Balzac shall require that all development connect to full municipal sewer and water services. Servicing options for water and wastewater can be evaluated once a Master Drainage Plan has laid the foundation for stormwater management. The M.D. of Rocky View would also benefit from a comprehensive Utility Servicing Strategy to address future municipal sewer and water servicing within the Plan Area.

General Servicing and Utilities Policies

6.10.1 Prior to the approval of any Conceptual Schemes or land use redesignations within the Plan Area, the M.D. of Rocky View shall prepare a Master Drainage Plan for this Area Structure Plan.

6.10.2 The Master Drainage Plan may identify staged, phased, or interim stormwater management strategies.

6.10.3 The Master Drainage Plan may identify individual sub-basin drainage plan requirements for any lands warranting further stormwater study prior to development.

6.10.4 Prior to the approval of any Conceptual Schemes or land use redesignations within the Plan Area, the M.D. of Rocky View shall prepare a comprehensive Utility Servicing Strategy for this Area Structure Plan.

- 6.10.5** The comprehensive Utility Servicing Strategy may identify staged, phased, or interim utility servicing strategies.
- 6.10.6** Each Conceptual Scheme shall include a utility servicing concept in conformity with the Utility Servicing Strategy for this Area Structure Plan.
- 6.10.7** The extension of all utility infrastructure required to serve a proposed subdivision shall be the responsibility of the developer.
- 6.10.8** The developer shall be responsible for the costs of all infrastructure improvements required to serve the development, including but not limited to any upgrades, pumping, lift stations, control stations, peak clipping, oversizing, and any other off-site costs that the Municipality may deem to be appropriate.
- 6.10.9** The use of water conservation measures shall be incorporated within all new developments. Such measures may include, but not be limited to xeriscaping and raw water irrigation.

Solid Waste

- 6.10.10** All development proponents shall be responsible for the management and disposal of all solid waste generated on the site during construction activities.
- 6.10.11** All solid waste service programs initiated in the Plan area shall be implemented in accordance with the Municipality's Solid Waste Master Plan and Solid Waste Management Strategic Plan.
- 6.10.12** Whenever possible, solid waste servicing should be compatible with neighboring municipalities.

Stormwater

- 6.10.13** At the time of subdivision, lands required for utilities and servicing should be located on Public Utility Lots.
- 6.10.14** Development within the Plan Area should control surface runoff using best management practices, both during construction as well as in the long term.
- 6.10.15** As may be identified in the Master Drainage Plan, individual sub-basin drainage plans may be required for any lands warranting further stormwater study prior to development.
- 6.10.16** Each Conceptual Scheme shall contain a staged site implementation plan for stormwater management.
- 6.10.17** Curb and gutter roadway standards are encouraged for all new development within the Plan Area, unless other standards are deemed more appropriate for environmental, safety, or design reasons (e.g., to promote for transition between uses or clustering of development).
- 6.10.18** All curb and gutter drainage systems shall include integration with storm sewers and catch basins.

Potable Water

6.10.19 Each Conceptual Scheme shall contain a water servicing concept in accordance with the comprehensive Utility Servicing Strategy.

Wastewater

6.10.20 Each Conceptual Scheme shall contain a wastewater servicing concept in accordance with the comprehensive Utility Servicing Strategy.

6.11 Community, Protective, and Emergency Services

The purpose of the Community, Protective, and Emergency Services policies is to identify challenges and opportunities for the provision of adequate levels of service for all current and future residents of Balzac West.

Policies

6.11.1 Where appropriate, applications for Conceptual Schemes, land use redesignation, subdivision, and development permits shall address fire and emergency response measures as well as on-site fire fighting requirements.

6.11.2 For proper identification of distress calls and property locations in times of emergency, new community and development names, road names, and addresses shall comply with the M.D. of Rocky View road naming and addressing policies.

6.11.3 The M.D. of Rocky View shall periodically review and monitor levels of need with respect to the provision of community, protective, and emergency services within Balzac West.

6.11.4 Developers are encouraged to incorporate the principles of Crime Prevention Through Environmental Design (CPTED) in all new development.

6.12 Intermunicipal and Regional Planning

The purpose of the Intermunicipal and Regional Planning policies is to place the Balzac West Area Structure Plan in the broader geographical and jurisdictional context, particularly as it relates to the City of Calgary, the City of Airdrie, other municipalities in the region, and the strategic aspirations of the Municipal District of Rocky View. The M.D. is committed to responsible planning in collaboration with regional, intermunicipal, and interjurisdictional partners. These policies express that commitment in terms of approaches and processes for further cooperation in the region.

Policies

6.12.1 All Conceptual Schemes within the Balzac West Area Structure Plan shall address the following regional, intermunicipal, and interjurisdictional matters:

- i. compatibility of neighbouring land uses, transportation, and utility services;**

- ii. consistent with the City of Airdrie/Municipal District of Rocky View IDP policies, and the City of Calgary/Municipal District of Rocky View IDP policies, as amended from time to time;
- iii. connectivity of transportation, open space, and utility servicing systems;
- iv. interfaces of neighbouring land uses, development, and transportation networks;
- v. provision of school sites;
- vi. integration with and connections to regional open space systems;
- vii. provision of community and regional recreational facilities;
- viii. provision of community services;
- ix. future provision of public transit; and
- x. protection of water resources through proper stormwater management, sanitary sewer systems, provision of potable water, and water recycling.

6.12.2 The Municipal District of Rocky View shall endeavour to collaborate with the City of Calgary, the City of Airdrie, and Alberta Infrastructure and Transportation on planning for areas within and outside the Balzac West Area Structure Plan, particularly to address the following:

- i. compatibility of neighbouring land uses, transportation, and utility services;
- ii. connectivity of transportation, open space, and utility servicing systems; and
- iii. interfaces of neighbouring land uses, development, and transportation networks.

6.12.3 The Municipal District of Rocky View shall endeavour to collaborate with area Recreation Boards, local school divisions, and other community and social service agencies in the provision of the following within Balzac West:

- i. school sites;
- ii. recreation services; and
- iii. community and social services.

6.12.4 The Municipal District of Rocky View shall endeavour to collaborate with Alberta Environment and other municipalities in the region to protect water resources within the Bow River watershed, particularly in relation to development within Balzac West.

6.12.5 The Municipal District of Rocky View shall endeavour to collaborate with the City of Calgary, the City of Airdrie, and Alberta Environment in the preparation of a master drainage study for the Nose Creek watershed, particularly as stormwater flows relate to the protection of water resources within the Nose Creek watershed.

6.12.6 The Municipal District of Rocky View shall endeavour to collaborate with the City of Calgary, the City of Airdrie, and Alberta Infrastructure and Transportation, the Calgary Airport Authority, and Canadian Pacific Railways in the preparation of a regional transportation study that addresses all modes of travel in and around Balzac West.

6.13 Proposed City of Calgary Annexation

The purpose of the Proposed City of Calgary Annexation policies is to acknowledge the interest that the City of Calgary has declared in annexing certain lands within the Balzac West Area Structure Plan. At the time of adoption of this ASP, the area proposed for annexation included lands within the Balzac West Area Structure Plan to the south of Highway 566 and to the south of the existing Hamlet of Balzac. By virtue of the M.D. of Rocky View/City of Calgary Intermunicipal Development Plan (IDP), the M.D. of Rocky View is committed to communication, cooperation, and coordination of planning with the City of Calgary in relation to future annexations.

The Proposed City of Calgary Annexation policies are also intended to reflect the aspirations of the affected landowners within this policy area who wish to have their lands annexed to the City of Calgary. Those aspirations have been clearly expressed to the M.D. of Rocky View through the planning process leading up to approval of the Balzac West ASP. The M.D. of Rocky View acknowledges and supports those landowners' aspirations.

The intent of this ASP with respect to future annexation is that the M.D. of Rocky View, having municipal jurisdiction over the Plan Area, should plan responsibly for lands within and outside any proposed annexation area. Such planning should address all relevant land use, infrastructure, and intermunicipal issues. To that end, this ASP recognizes the proposed annexation area (Figure 7) while at the same time providing "shadow planning" in a non-statutory Appendix for major land use policy areas and transportation systems within that proposed annexation area.

Policies

6.13.1 For any annexation of lands within the Balzac West Area Structure Plan that the Province of Alberta may approve:

- i. **the Balzac West Area Structure Plan shall be amended to exclude any lands being annexed; and**
- ii. **the M.D. of Rocky View will endeavour to work with the annexing City, through Intermunicipal Development Plan policies and other intermunicipal planning and referral processes, to ensure proper coordination of infrastructure and land use planning for lands within all affected municipalities.**

6.13.2 The proposed City of Calgary annexation area is acknowledged in Figure 7: Generalized Land Use Policy Areas of this Area Structure Plan.

6.14 Intermunicipal Development Plan – City of Airdrie/ Municipal District of Rocky View

The intent of this ASP is to respect future growth within the MD of Rocky View and to recognize the MD's desire to plan responsibly for lands within and outside any proposed annexation area. Such planning should address all relevant land use, infrastructure, and intermunicipal issues. To that end, this ASP also recognizes the City of Airdrie's growth plans and the mutual desire to ensure that development takes into account ecosystems, natural drainage and servicing basins, and transportation considerations and the influence of these factors on either jurisdiction. As such the area directly adjacent to the City of Airdrie, within the ASP, shall be addressed as an area that will integrate and transition between the two jurisdictions.

This area is reflected on Figure 2a and will be further addressed within a revised Intermunicipal Development Plan. The current City of Airdrie/Municipal District of Rocky View IDP was adopted by both municipalities in 2001 to provide a land use framework for the two jurisdictions. Since that time, the City of Airdrie successfully annexed land from the Municipal District. Both municipalities, as throughout the region, have experienced a great deal of growth and economic development interest. As the IDP does not reflect new boundaries and is outdated, both Airdrie and Rocky View have agreed to review this plan and undertake studies that go beyond both jurisdictions to establish a base line of detail for both municipalities to incorporate in future planning and development affecting the IDP area.

In addition to the generation of common base level information, a review of the IDP will also craft the expectation of a new relationship between the City of Airdrie and the Municipal District of Rocky View that will transcend through both Councils and corporations. This plan will ensure the provision of a detailed land use framework that takes into account existing ASPs within Airdrie and Rocky View, encourages the effective integration of land use, and provides transportation and servicing patterns without limiting or frustrating either jurisdiction's ability to accommodate growth.

Policies

6.14.3 The MD of Rocky View acknowledge the need to grow in a manner that provides for the orderly, beneficial use and enjoyments of lands in the Airdrie/Rocky View area, to the mutual benefit of both Airdrie and Rocky View, that maximizes land use efficiency and takes into account land use and servicing patterns.

6.14.4 In accordance with this the MD of Rocky View has agreed to amend the Intermunicipal Development Plan to reflect this intent.

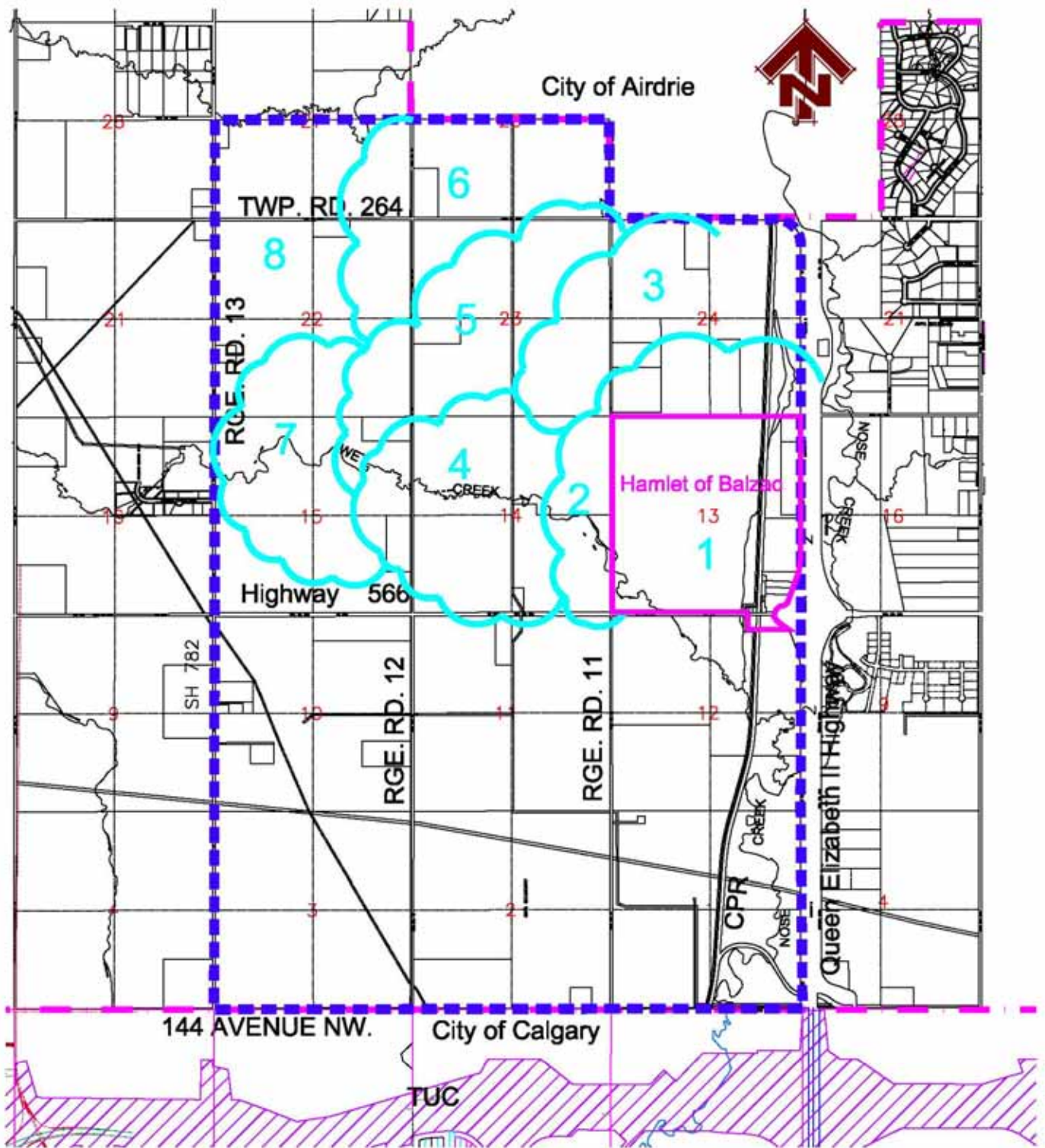
7.0 Implementation Policies

7.1 Staging

The purpose of these policies is to provide for the logical progression of development to accommodate the ultimate land uses, densities, and infrastructure systems proposed in this ASP. Development in Balzac West is anticipated in a number of stages, beginning in the area within and surrounding the existing Hamlet of Balzac (including the Rocky Creek Conceptual Scheme). Staging should extend in a westerly and northerly direction from the Hamlet areas where full municipal sewer, water, and transportation services are extended. As established in policy 5.1.2 of this ASP, interim land uses or servicing strategies are not supported within the Balzac West Area Structure Plan.

Policies

- 7.1.1 Conceptual Schemes shall be staged based on the Staging Map.**
- 7.1.2 The Staging of development within the Balzac West Plan Area shall be based upon the prior approval of Conceptual Schemes and the availability of full municipal sewer, water, and transportation servicing.**
- 7.1.3 Subject to the availability of full municipal sewer, water, and transportation servicing, Stage One of development within the Plan Area should incorporate, at a minimum, the existing Hamlet of Balzac.**
- 7.1.4 Staging subsequent to Stage One should proceed in accordance with the extension of utility servicing, which is generally contiguous to areas with existing servicing to facilitate efficient cost recovery and generally in accordance with Figure 8.**
- 7.1.5 The M.D. of Rocky View may consider approval of Conceptual Schemes and development phasing that are not contiguous, provided the developer shall be responsible for the costs of all utility servicing extensions to the subject Conceptual Scheme. Out of stage development shall trigger an amendment to this Plan.**
- 7.1.6 Stage One development should include the Hamlet of Balzac with subsequent Stages proceeding in a westerly and/or northerly direction, generally in keeping with the New Staging Map (Figure 8).**
- 7.1.7 The specific phasing of developments shall be identified within each Conceptual Scheme (Stage).**



Not To Scale

- ■ ■ ■ ■ ASP Boundary
- ■ ■ ■ ■ Hamlet boundary

Figure 8: STAGING PLAN

BALZAC WEST
AREA STRUCTURE PLAN

M.D. OF ROCKY VIEW

November 2006

7.2 Implementation

The Balzac West ASP joins a family of plans that work in conjunction with one another, as outlined in Section 2 of this document. The M.D. of Rocky View Municipal Development Plan (MDP) is the guiding document for all development within the Municipality. The Intermunicipal Development Plans (IDPs) contain policies promoting communication, cooperation, and coordination of planning with adjacent municipalities. All Area Structure Plans (ASPs) are required to be consistent with those general Municipal Development Plans. In turn, the Land Use Bylaw (LUB) establishes land use rules and regulations in accordance with all statutory policy plans. As required by Section 638 of the Alberta Municipal Government Act (MGA), the Balzac West ASP meets the requirements for consistency with all other planning legislation approved by the M.D. of Rocky View.

All Conceptual Schemes, land use designations, subdivisions, and development permits approved within the Plan Area shall be consistent with the policies contained in this ASP. As development occurs and circumstances change, it may be necessary to amend the ASP prior to approval of certain developments. The policies in this Section are intended to set direction for the implementation of the ASP policies and to provide for consideration of ASP amendments where development that does not conform with this ASP is proposed.

Policies

- 7.2.1 When considering proposals for Conceptual Schemes, land use redesignations, subdivisions, and development permits within this Plan Area, the Municipality shall confirm that the proposal is in accordance with the provisions of this Area Structure Plan.**
- 7.2.2 In instances where proposed Conceptual Schemes, land use redesignations, subdivisions, or developments do not conform with the policies of this Area Structure Plan, the proponent shall be required to submit an application for an Area Structure Plan amendment, in order to provide for consistency between this Area Structure Plan and the subject proposal.**
- 7.2.3 In the event that amendments to this Area Structure Plan render it inconsistent with the M.D. of Rocky View Land Use Bylaw or any other statutory plans approved by Council, the necessary amendments shall be adopted to make such statutory plans and bylaws consistent.**
- 7.2.4 In order to facilitate the implementation of the policies contained in this Area Structure Plan, the M.D. of Rocky View shall require preparation of the following for the Plan Area:**
 - i. Land Use Bylaw definitions, uses, regulations, or districts for uses such as Highway Commercial, Light Industrial Business Park, or Secondary Suites;**
 - ii. Hamlet or other area plans (e.g., Crossroads);**
 - iii. Neighbourhood Structure Plans approved by the City of Airdrie affecting those lands identified on Figure 2A;**
 - iv. Consistent with the City of Airdrie/Municipal District of Rocky View IDP policies, as amended from time to time;**
 - v. Area Structure Plans approved by the City of Airdrie affecting those lands identified on Figure 2A;**
 - vi. Master Stormwater Drainage Plan;**
 - vii. Utility Servicing Strategy;**

- viii. **Transportation Master Plan;**
- ix. **Recreation and Community Services Plan;**
- x. **Open Space and Pathways Master Plan;**
- xi. **Natural Areas Management Plan; and**
- xii. **Any other studies or plans the Municipality deems necessary.**

7.3 Monitoring

The future land use and development outlined in the Balzac West Area Structure Plan is intended to address a long-term time planning and development horizon. As conditions change within Balzac West, the M.D. of Rocky View, and the region, it may be necessary for the Municipality to amend this Area Structure Plan. Such amendments may result from regular review of the ASP. In addition to ASP amendments, it will be necessary to review the ASP to maintain realistic and effective policies and implementation practices. Such periodic ASP review may be conducted in conjunction with the review of the Land Use Bylaw or other statutory plans such as the MDP and IDP.

Monitoring of the Balzac West Area Structure Plan is expected to occur on a regular basis, including measurement of achieved results in terms of the Objectives of this ASP and other established benchmarks.

Policies

- 7.3.1 The Municipality may consider periodic review and occasional amendment of the Balzac West Area Structure Plan through Council Public Hearings in accordance with the Municipal Government Act.**
- 7.3.2 The Balzac West Area Structure Plan may be subject to regular review and amendment every five years, unless the Municipality deems otherwise.**
- 7.3.3 The Municipality shall review and revise the phasing and implementation policies contained within this Area Structure Plan at the discretion of Council.**
- 7.3.4 The Municipality may use the following benchmarks or indicators with respect to achievement of the Vision and Objectives of this Area Structure Plan:**
 - i. **population growth;**
 - ii. **residential density;**
 - iii. **employment and commercial development;**
 - iv. **residential and non-residential assessment balance;**
 - v. **infrastructure life cycle and maintenance requirements;**
 - vi. **environmental auditing, including assessment of stormwater management, water quality, native habitat, and other biophysical resources;**
 - vii. **adequacy of recreational, community, protective, emergency, health, and public transit services;**
 - viii. **balance among transportation modes;**
 - ix. **variety of housing types, choices, options, and affordability;**
 - x. **availability of educational and institutional uses and services;**
 - xi. **community and social needs assessments;**
 - xii. **design and aesthetic quality of the built environment;**

- xiii. compatibility, consistency, and integration of Area Structure Plan policies with other municipal, intermunicipal, regional, provincial, and national policy directives and initiatives; and
- xiv. degree of civic engagement in elections, municipal processes, local authorities, community associations, and other service organizations.

8.0 Glossary

Agricultural Land Use - The use of land, buildings or structures for the raising of domestic animals and growing plants for food or other production. For the purposes of the Balzac West Area Structure Plan, agricultural land uses shall include agricultural business land uses.

Architectural Controls: Guidelines that are registered on the title of land(s) by virtue of a caveat or restrictive covenant which guide the design and appearance of buildings and other improvements on the land.

Area Structure Plan - A statutory plan, adopted by Bylaw, that provides a policy framework for the evaluation of proposals for conceptual schemes, land use redesignation, subdivision and development of a specified area of land in the Municipality.

Berm - A constructed embankment used for separating potentially incompatible areas, sites and districts; or for protecting an area, site or district from any intrusions generated by other activities, operations, facilities or traffic.

Biophysical: Refers to the inter-relationship between landforms, climate, vegetation, and animal life. The functioning of ecosystems is tied directly to these interactions. Inter-relationships of landform and element, climate, vegetation, and fauna are not only assessed on the basis of their general characteristics, but also on the basis of their relative health: they can be strong or weak. The Plan requires an inventory of biophysical characteristics before development occurs.

Business Land Uses - The use of land, buildings or structures in which the provision of goods and services for sale is the primary function and may include auxiliary pursuits, dependent upon parcel size and proximity to other land uses.

Business Park - A comprehensively planned commercial development with common functional characteristics that may contain a range of business activities in a number of buildings situated within a campus-like setting.

Cluster Development: - A form of residential development that concentrates buildings or lots on a part of a site to allow the remaining land to be used for such purposes as, public or private open space, appropriate agricultural uses, and preservation of natural habitat. The concentration of lots is facilitated by a reduction of the size of lots and may consist of one or more cluster groups surrounded by open space.

Collector Road - A road in the Municipal District of Rocky View which acts as a link between primary and secondary highways or other collector roads. A collector road may be either a major or minor roadway depending upon design and traffic volumes.

Conceptual Scheme - A plan for the subdivision and development of lands including, but not limited to: generalized land uses at the scale of a ¼ section to a section; rationale for the developability of the lands; and an internal road hierarchy.

Construction Management Plan - A program of activities that details the site management of all construction activity including, but not limited to, the management of construction debris and dust.

Contemporary Agriculture: - The production of specialty crops such as herbs, flowers, and tree farms that may or may not have a commercial or retail component such as market gardens or greenhouses.

Council - The Council of the Municipal District of Rocky View No. 44.

Deferred Services Agreement - An agreement entered into by the Municipality and a developer/landowner, which is registered against the title (by caveat) and obligates the developer/landowner to tie-in to surface/public utility systems when they become available or economically feasible.

Developer - the registered landowner or any future landowner of a parcel or parcels of land within this Area Structure Plan.

Development - Any excavation or stockpile and the creation of either of them, a building or an addition to, or replacement, or repair of a building and construction of placing in, on, over, or under land or any of them; a change of use of land or a building or an act done in relations to land or a building that results in or is likely to result in change in the use of the land or building; or, a change in the intensity of use of land or a building or an act done in relation to land or a building that results in or is likely to result in change in the intensity of use of the land or building.

Development Plan - A proposal for the development of lands over time that may include, but is not limited to detailed site planning, topographic information, geophysical assessment, hydrological assessment, traffic impact assessment, environmental overview, phasing, community impact assessment, and an archaeological and historical impact assessment.

Direct Control District - A district of the *Land Use Bylaw* that is subject to regulations established by Council for control over the use and development of a defined area and pursuant to the provisions of the *Municipal Government Act*.

Emergency Management Plan - Means a program that details site management of all emergency service delivery within a specific area.

Environmental Audit - An evaluation of any adverse effects that may qualify the site as contaminated pursuant to the *Environmental Protection and Enhancement Act*, as amended from time to time.

Environmental Overview - An area-specific study that may include, but is not limited to:

- a. the identification and analysis of natural factors for the study area;
- b. an evaluation of the potential impact that a subdivision or a development proposal may have on the factors identified; and
- c. a program of avoidance and/or mitigative measures.

Environmental Protection Plan - Means a program that details site management of all environmentally sensitive areas within a specific area.

Environmental Reserve - Environmental reserve is a swamp, gully, ravine, coulee, or natural drainage course; land that is subject to flooding or unstable; a strip of land not less than 6 metres in width abutting bed and shore of any lake, river, stream, or other body of water. It may be taken at the time of subdivision at the discretion of the Municipality for the purposes of preventing pollution, or providing public access; and must be left in its natural state. Environmental reserve remains the responsibility of the Municipality as guided by the *Municipal Government Act*.

Environmental Reserve Easement - Land that qualifies as environmental reserve yet is maintained by the owner of the land as guided by the *Municipal Government Act*.

General Agriculture - The raising of crops or the rearing of livestock, either separately or in conjunction with one another and includes buildings and other structures incidental to the operation.

Geotechnical Report - Means a report that details, among other things, the slope stability within a specific area and may make mitigation recommendations in order for development to proceed safely.

Highway - A road that is designated as a primary highway or a secondary highway pursuant to the Public Highways Development Act.

Historical Resources Impact Assessment - An analysis of the potential impacts of development on archaeological, paleontological, and historical resources.

Home Enterprise - A residential use with an ancillary permanent commercial or industrial land use on the same site. The commercial or industrial use was established initially as a home occupation and over time has expanded to the point that it exceeds the criteria for a home occupation in the Land Use Bylaw.

Home Occupation - A commercial or industrial use which may be confined to the residence or the site and is ancillary to a principal residential land use as per the Land Use By-law, as amended.

Horticultural Development - The intensive growing of specialized crops, either enclosed or not, and without restricting the generality of the above may include:

- a. greenhouses;
- b. nurseries;
- c. tree farms;
- d. market gardens;
- e. mushroom growing; and other similar uses.

Hydrogeological Evaluation - Means a review or assessment that details the groundwater supply and the quality of that supply for a specific area.

Infrastructure - Public and private utility systems in the Municipality that may include, but are not limited to, the transportation network, parks and pathways, water supply, sewage disposal systems, stormwater management and other utilities.

Institutional Land Uses - Refers to the use of land, buildings, or structures for a public or non-public purpose and may include places of worship, community centres, and government uses.

Intensive Agriculture - Any use of land, buildings, shelters, corrals or other structures for the purposes of confining, rearing and/or feeding livestock at concentrated numbers on a continuous basis and/or the intensive growing of specialized horticultural crops; excepting the wintering of a breeding herd.

Land Use Bylaw - A bylaw of the Municipality passed by Council as a *Land Use Bylaw* pursuant to the provisions of the *Municipal Government Act* and intended to control, and/or regulate the use and development of land and buildings within the Municipality.

Land Use District - One or more divisions of the Land Use Bylaw establishing permitted and discretionary uses of land or buildings with attendant regulations.

Large Lot Acreage – Development of primarily or exclusively residential uses on lots larger than 2 acres, with separate access, individual sewage disposal systems, and private water wells or communal water servicing.

Light Industrial - The use of land, buildings or structures for assembly or manufacture in circumstances where such uses can be contained entirely within buildings and structures with little or no impacts on adjacent land uses.

Light Industrial Business Park - A comprehensively planned light industrial development with common functional characteristics that may contain a range of business activities comprised of uses which can be conducted entirely within buildings and structures situated within a campus-like setting.

Local Commercial - A variety of commercial land uses of a scale and character compatible with the existing land use pattern that serve the local community.

Master Drainage Plan - A Master Drainage Plan is a drainage plan for a sub-basin or a watershed that identifies drainage management concepts within the existing topography, physical and biological resources of the area. It details short, medium, and long-term strategies to establish a sub-basin wide stormwater management system.

Municipal Government Act - Refers to the *Municipal Government Act, Statutes of Alberta 1994, Chapter M-26.1* as amended from time to time.

Municipal Development Plan - The Municipal District of Rocky View No. 44 *Municipal Development Plan* is the principal statutory land use plan for the entire Municipality, adopted by Council, in accordance with the provisions of the *Municipal Government Act*.

Municipality - The Municipal District of Rocky View No. 44 and, when the context requires, means the area contained within the boundaries of the Municipality.

Municipal or School Reserve - Land which the subdivision Authority may require the owner of a parcel of land that is the subject of a proposed subdivision to provide for municipal or school purposes, up to 10% of the area proposed for subdivision or an equivalent cash-in-lieu disposition.

Natural Features - Includes landscapes that are found in their natural state and may be remnant, undisturbed, diverse or contain unique environmental characteristics.

Noise Exposure Forecast (NEF) Area - An area adjacent to an airport in which the impact of noise resulting from the operations of aircraft to the airport has been estimated.

Operational Plan - An outline of the operating practices proposed for a commercial proposal including, but not limited to hours and days of operation and the methods proposed for site management.

Plan - Refers to the Balzac West Area Structure Plan as adopted by Council and amended from time to time.

Plan Area - Refers to the extent of land over which the Balzac West Area Structure Plan policies have force and effect.

Principal Road Network - Means a grid system of expressway, arterial, major collector and roadways and future alignments. The Principal Network roads carry the vast majority of traffic in the Plan Area. The primary function of these roads is to convey traffic through the Plan Area or to local roads within the Plan area as efficiently as possible with minimal disruption to traffic.

Private Utility - A utility service offered to the public by a private utility company or cooperative including, but not limited to, the provision of gas, electricity, water or telephone services.

Public/Private Partnership - A collaborative relationship between private industry, government agencies, and occasionally not-for-profit organizations. These arrangements are typically for the purposes of providing a service to the public and they are used in many different policy and service areas. Public/private partnership can include regional municipalities, community associations, naturalist organizations, private developers, and utility providers. All parties are included in the development, management, and provision of programs and services.

Qualified Professional - An individual with specialized knowledge recognized by the Municipality and/or licensed to practice in the Province of Alberta. Examples of qualified professionals include, but are not limited to, agrologists, engineers, geologists, hydrologists, landscape architects, environmental consultants, archaeologists, and surveyors.

Recreation Business Land Use - A business land use in which recreational activities or tourist related services and facilities are offered and a fee is charged for use of the services and facilities.

Recreation Master Plan - A non-statutory plan prepared by the Municipality or a Regional Recreation Board intended to provide for recreation needs within a portion of the Municipality.

Redesignation - Refers to the reclassification by the Municipality of a land use designation in the *Land Use Bylaw* applicable to a specific area of the Municipality.

Residential Land Use - A primarily residential land use in which auxiliary pursuits including local commercial uses may be allowed dependent on the parcel size and proximity to other residences.

Rural Cluster Development: See Cluster Development.

Secondary suites: Also referred to as 'granny suites or flats' and 'auxiliary suites', this form of accommodation is usually developed as an additional dwelling unit incorporated, either within the same building or within a separate building, with the principal residence.

Site Implementation Plans - Plans that detail how drainage and stormwater will be managed on a developed site in accordance with a Master Drainage Plan. They include the site-specific implementation of Best Management Practices within a sub-basin.

Slough - Means a seasonal or ephemeral swamp or land that is waterlogged due to high groundwater table conditions and overland drainage due to snowmelt or rainfall.

Small Agricultural Operation - The use of lands, buildings or structures for the raising of livestock and/or the growing of plants or food or other production on 10 acres (4.0 ha) of land or less. It is important to note that within the Municipality, livestock is not allowed on 2 acre parcels. A density of one "livestock manure unit" is allowed per 4 acres of land, and a density of two "livestock manure units" per 4 acres is a discretionary use for parcels of 4 acres or more in size.

Stormwater Management Plan - A plan prepared to adequately address on-site stormwater retention, demonstrate that post-development flows equal pre-development flows, and the method of on-site containment during a 1:100 year storm event. Recommended Best Management Practices to improve water quality as well as water quantity should be included in a stormwater management plan.

Strip Business Development - Developments that is generally long and narrow in configuration and oriented toward a linear road.

Tentative Plan of Subdivision - A proposal detailing a site-specific subdivision design that forms the basis for an application for subdivision approval.

Traffic Calming - The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.

Traffic Impact Analysis - An area-specific study that may include, but is not limited to, an analysis and evaluation of:

- a. the potential impact of a proposed subdivision and/or development on the existing transportation network; and
- b. a program of future expansion and/or improvement of the transportation network to accommodate the proposed growth and to preserve the function and integrity of the network.

Urban form: Of a type and style typical of a higher density development, such as those found in larger municipalities such as the City of Airdrie and the City of Calgary.

Urban density: In the range of 3 to 5 units per gross acre within each Conceptual Scheme and overall densities averaged at 4 units per gross acre within the Residential policy area of this Area Structure Plan.

Utility Servicing Strategy: The utility servicing strategy is a plan of action outlining how the Municipality will provide water and wastewater services to the landowners in a cost-effective manner. The strategy will forecast the short, medium, and long-term water and wastewater objectives of the Municipality, including future regional collection systems. It will also contain mechanisms for implementing and financing the necessary infrastructure.

Waste Management Plan - Means a program that details site management of all waste management activity on a particular site and any mitigation measures taken to reduce the impact on adjacent lands.

Wastewater Management Plan - Means a program that details site management of all wastewater servicing activity on a particular site.

Water Management Plan - Means a program that details site management of all water servicing activity on a particular site.

NON STATUTORY APPENDICES

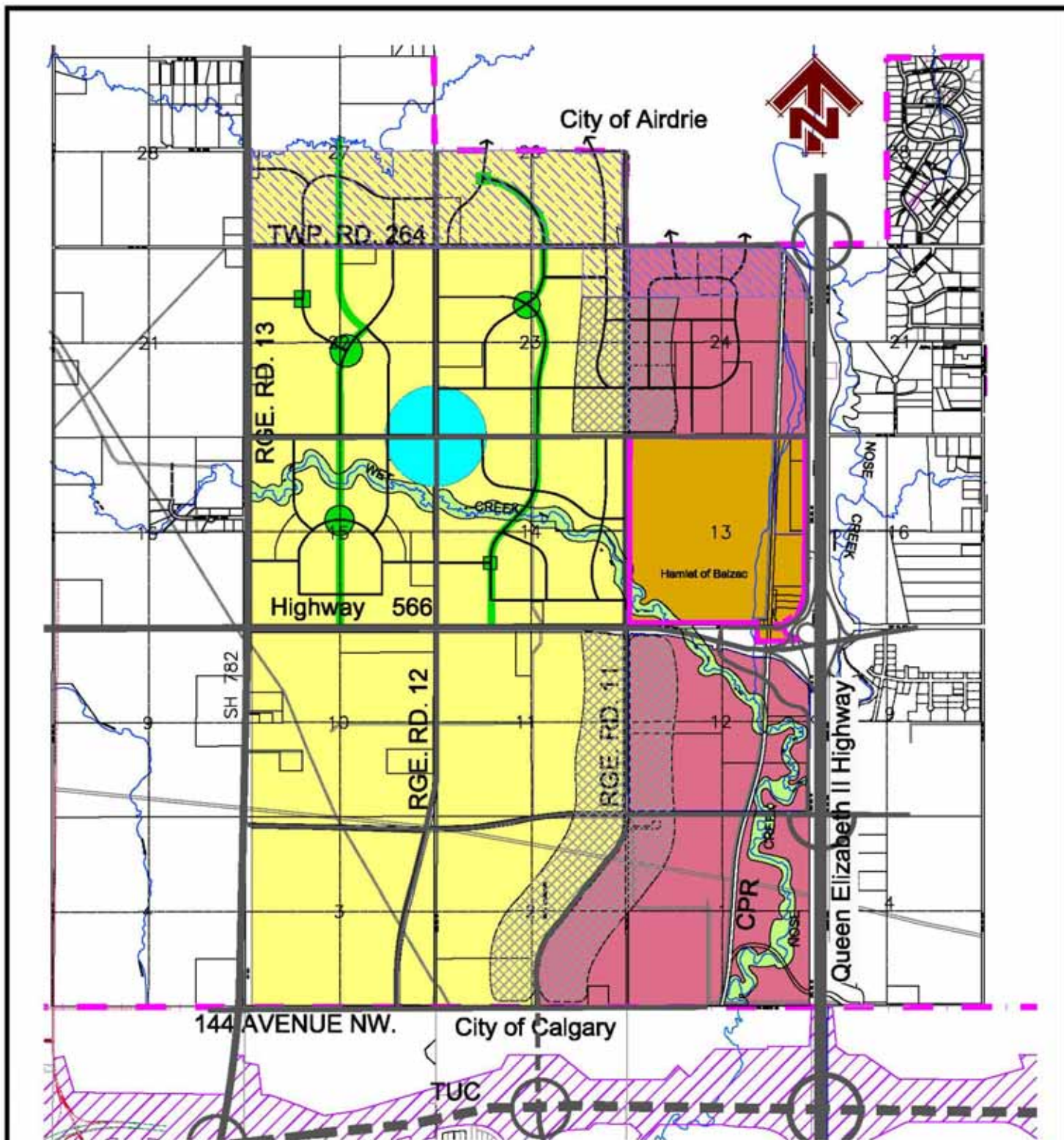
Appendix A: Generalized Land Use Concept

A Generalized Land Use Concept and Conceptual Road Network for the Balzac West ASP is shown in this Appendix. Approximate areas are calculated below for each land use policy area. These area calculations exclude rights-of-way for major Municipal roads, Provincial Highways, and railways (CPR).









Table 1: Land Use Policy Areas

North of Highway 566	Acres	Hectares	Percentage
Residential	2,641	1,069	68%
Queen Elizabeth II Highway Corridor	566	229	15%
The Crossroads	117	47	3%
Existing Hamlet of Balzac	565	229	14%
Gross Developable Area	3,889	1,574	100%
Natural Areas and Regional Open Space System	118	48	n/a
Conceptual Community Open Space System	174	70	n/a
Land Use Transition Area	368	149	n/a
Interface	^	^	^

South of Highway 566	Acres	Hectares
Proposed City of Calgary Annexation	3,785	1,531
Gross Land Area (excluding roads & CPR)	3,689	1,493



Not To Scale

- | | | | |
|---|-------------------------------------|---|--|
|  | Residential |  | Land Use Transition Area |
|  | Queen Elizabeth II Highway Corridor |  | The Crossroads |
|  | Existing Hamlet of Balzac |  | Preliminary Natural Areas and Regional Open Space System |
|  | City of Airdrie Interface Area |  | Conceptual Community Open Space System |

Appendix A:
GENERALIZED LAND USE
CONCEPT AND CONCEPTUAL
ROAD NETWORK

BALZAC WEST
 AREA STRUCTURE PLAN
 M.D. OF ROCKY VIEW
 November 2006

Appendix B: Public Involvement Program

The Public Involvement Program for the Balzac West Area Structure Plan involved regular meetings of the Balzac West ASP Advisory Committee, two public meetings, and two newsletters mailed out to affected landowners within and surrounding the Plan Area.

Advisory Committee

The five landowner members of the Balzac West ASP Advisory Committee were appointed by M.D. of Rocky View Council in April 2005. Those landowners had expressed interest in serving on the Advisory Committee in response to an advertisement that was published following Council's adoption of the ASP Terms of Reference in December 2004. In addition to the five landowner members, Council also appointed one member of the Municipal Administration and two Councillors to serve on the Advisory Committee. The two Municipal Councillors withdrew from the Advisory Committee once policy formulation for the ASP began.

The Advisory Committee met on a regular basis between May and November 2005. Responsibilities of the Advisory Committee included:

- review of background information
- discussion of planning issues, plan objectives, and development principles
- endorsement of presentation and display material for the two public meetings
- approval of the content of the two newsletters
- providing policy direction for the drafting of the Area Structure Plan.

The Advisory Committee was also instrumental in communicating the purpose and intent of the ASP to area landowners, residents, and business owners at the two public meetings and throughout the planning process.

Public Meetings

The two public meetings for the Balzac West ASP were held in Balzac on June 16 and September 20, 2005. The first public meeting was held on a drop-in basis, with no formal presentation. Displays at the first public meeting included maps of existing land uses, transportation networks, servicing systems, and development constraints such as setbacks from sour gas facilities. Where available, plans for infrastructure upgrades such as the future interchange at the intersection of Highway 566 and the Queen Elizabeth II Highway were also displayed. Public in attendance at that meeting were invited to comment on both the display material and a preliminary list of development principles for the ASP.

The second public meeting included a formal presentation of a draft of the Area Structure Plan. Members of the public were asked to comment on the draft ASP, both in a question and answer period at the meeting and in writing to the Advisory Committee.

The public response to both public meetings was generally positive, particularly with respect to the form and density of development being proposed for the ASP. Most of the concerns

expressed at the first public meeting related to the desire of landowners south of Highway 566 to be annexed to the City of Calgary. Specific issues raised at the second public meeting concerned the extent of open space being proposed in the Generalized Land Use Concept. The issues raised at the two public meetings were addressed in the drafting of the Balzac West Area Structure Plan.

Newsletters

Two newsletters were published and distributed to affected stakeholders and landowners within and surrounding the Area Structure Plan. Newsletter #1, which was distributed in May 2005 prior to the first public meeting, outlined the purpose of the proposed ASP, the role of the Advisory Committee, the proposed timeline for the planning process, and general background information.

Newsletter #2, which was distributed in September 2005 prior to the second public meeting, contained more detailed information on the activities of the Advisory Committee, answers to specific “frequently asked questions” gleaned from the responses to the first public meeting, and general information on the draft ASP. Both newsletters proved to be effective in advertising the public meetings and in educating the public on the purpose, intent, and function of the proposed ASP.

Appendix C: Biological Assessment

1. INTRODUCTION

The Biological Assessment prepared for this Area Structure Plan identifies significant features and areas, provides an analysis of recreational, interpretive, and conservation opportunities, and identifies management concerns to assist in planning of the area.

2. METHODS

Methods included the following:

- site orientation
- survey of biophysical and planning information in report and map form
- interpretation of aerial photography
- data requests on rare species to Alberta Fish & Wildlife and Alberta Natural History Information Centre databases
- consultation with Pat Young, Area Wildlife Biologist, Alberta Fish & Wildlife, Southeast Region, Calgary
- brief field assessment in selected habitats

This information should be viewed as general for use in conceptual planning. Additional field studies are required to properly assess the condition and significance of some of the habitats and to predict the impacts of proposed individual developments for detailed site plans.

3. BIOPHYSICAL RESOURCES

3.1 Regional Setting

The plan area is located in the northern portion of the Foothills Fescue Natural Subregion of Alberta. Grasslands in this part of the sub-region are dominated by *Festuca scabrella* (rough fescue) and *Danthonia parryi* (Parry's oatgrass). Associated grasses include *Koeleria macrantha* (*June grass*), *Agropyron dasystachyum* (*northern wheat grass*), *Stipa curtisetia* (*porcupine grass*), *Poa spp.* (bluegrasses) and *Helictotrichon hookeri* (*Hooker's oatgrass*).

Most of the native vegetation in the Grassland Natural Region has been lost through intensive development including cultivation, roads and urbanization. Some of the most severe losses in native prairie have occurred in the Foothills Fescue where 72% of the area has 50% or less native cover. Much of the remaining grassland has been impacted by intensive grazing practices.

Wildlife biodiversity in the Foothills Fescue Sub-region is relatively low compared with other parts of the Grassland Natural Region. The geographic location of the Foothills Fescue is west of the main Alberta range of endemic Great Plains species.

3.2 Plan Area

3.2.1 Soils and Topography

Upland topography is level to undulating, with a few localized sites of rolling terrain. Drainage is into Nose Creek, a permanent stream that occupies a minor glacial meltwater channel, and Wet Creek, an intermittent tributary of Nose Creek.

Upland soils are mainly deep black, well-drained chernozems formed on loess (fine, recent aeolian deposits) overlying till or glaciolacustrine materials. There are also poorly drained, saline gleysols on fine, recent lacustrine deposits overlying till, and a few areas of solonchic (hardpan) soils on moraine. Saline gleysols occur on low knolls and depressions on fine recent lacustrine materials overlying till.

Soils on upper stream terraces along Nose Creek are weakly developed, moderately well-drained chernozems on fine loamy till. These overlie Paskapoo sandstone, exposed in numerous places through erosion. Lower terraces and active channels have deep, well to rapidly drained black soils over recent alluvial deposits.

Soils on steeper slopes along stream channels are regosols on colluvial veneer over bedrock.

3.2.2 Habitats and Wildlife

More than 80% of the original native grassland in the planning area has been cultivated and remnant areas are found principally along the stream courses. While fescue-porcupine grass-oat grass may have been more prevalent in the original grassland on some of the richer soils, today's grasslands are dominated mainly by other species, including northern wheat grass, June grass and blue grama (*Boutelous gracilis*). This is related to a history of intensive grazing or, in some situations, soil type.

A few ponds are found on the upland, mainly in cultivated fields. Seasonal wet meadows or shallow marshes occupy some of the lower-lying depressions and back channels along the streams. A long, narrow wetland occupies a portion of the old channel north of the Hamlet of Balzac.

The loss of native habitat in the planning area and surrounding region, and the resulting isolation of small remnant habitats, limits the diversity of wildlife species. The following are the most significant habitats for wildlife and vegetation in the plan area:

Nose Creek and Adjacent Native Grassland (NE Section 1 & SE Section 12)

- open water and wetland communities along Nose Creek and adjacent native grassland
- diversity of wildlife, including nesting waterfowl and foraging birds of prey
- the habitat continues to the north and south
- important corridor for deer and other wildlife
- Nose Creek is a priority conservation area in the Calgary region
- recovering from more intensive grazing in past decades. Relatively undisturbed small prairie creeks are local and uncommon in Alberta.

Wet Creek and Adjacent Native Grassland (Sections 12-15)

- intermittent stream valley with varying degrees of cattle disturbance and exotic plant invasion. Includes mainly native grassland in NW Section 12.
- pools of open water and lush meadows are localized along the stream channel
- rare plant, *Lomatogonium rotatum* (marsh feltwort) in wet meadow habitat
- a wildlife corridor of native and disturbed habitats, and important in flood control
- connected to Nose Creek

Valley North of Balzac (NE Section 13 & E Section 24)

- former channel with long wetland and adjacent native grassland, between Highway 2 and railway tracks

Miscellaneous Native Habitats

- wetlands in cultivation in SE Section 30, NE Section 23 and NW Section 13. The degree of disturbance and current significance of these habitats is unclear.
- native grassland and wetlands in NW portion of Section 3. The condition and significance of this habitat needs to be assessed.

4. CONSERVATION/RECREATION OPPORTUNITIES AND MANAGEMENT CONCERNS

Nose Creek and Adjacent Native Grassland

- good wildlife viewing potential
- any recreation pathways should be located with consideration for wildlife conservation and avoid sensitive areas

Wet Creek and Adjacent Native Grassland

- potential for pathway development along perimeter

5. INFORMATION SOURCES

- ANHIC (Alberta Heritage Information Centre) for rare plants
- FWMIS (Alberta Fish and Wildlife Management Information System Search) for wildlife and species at risk
- Soil Survey of the Calgary Urban Perimeter for soils and surficial geology
- The Grassland Natural Region of Alberta (Alberta Environmental Protection et. al 1997)
- M.D. of Rocky View/City of Calgary, Intermunicipal Development Plan
- field assessment by Sweetgrass Consultants on August 14, 2005

APPENDICES TO THE BIOLOGICAL ASSESSMENT

Appendix 1. Rare Plant Information

No provincially rare plant records have been formally documented for the planning area (per ANHIC database). One provincially rare plant species was recorded during the August 14/05 field visit. Based on this occurrence, there is the potential of rare plants in other locations in the stream valleys.

***Lomatogonium rotatum* (marsh feltwort)**

- Status: S rank: S2S3

[S2: 6-20 occurrences or with many individuals in fewer occurrences; or may be susceptible to extirpation because of some factor of its biology. S3: 21-100 occurrences, may be rare and local throughout its provincial range, or in a restricted provincial range (may be abundant in some locations or may be vulnerable to extirpation because of some factor of its biology).]

- UTM location: 11U, 707783E, 5678016N (NAD27)

- general location: Wet Creek just west of Range Road 11

- habitat: wet creek-side vegetation, growing with *Deschampsia cespitosa*, *Calamagrostis neglecta*, *Glaux maritima*, *Erigeron lonchophyllus*

- population: 3 clumps

Appendix 2. Wildlife Species at Risk Occurrence

No federally listed species at risk are known to breed in the plan area (per FWMIS), and the fragmented native habitat contributes to a low potential for species at risk. However, the true potential of the remaining habitats for species at risk would require a field assessment during the breeding season in spring-early summer.

The following federally listed species at risk have been recorded in the immediate vicinity of the plan area (R), or potentially occur in the plan area (P):

Ferruginous Hawk (R) – possibly visits the plan area to forage for ground squirrels; not expected to nest

Long-billed Curlew (P) – a grassland species that will sometimes nest in cultivated fields; grasslands in the plan area do not appear to be of sufficient extent

Burrowing Owl (P) – prefers more heavily grazed grassland; occasionally nests in cultivated fields; today very rare in the general region

Short-eared Owl (P) – a locally occurring species in lush native and non-native vegetation along wetland edges

Sprague's Pipit (P) – a grassland species that nests in lush (moderately to lightly grazed) native grassland; grasslands in the plan area may not be of sufficient extent

The following provincially listed species of concern have been recorded in the immediate vicinity of the plan area (R), or potentially occur in the plan area (P):

- Baird's Sparrow (P) – a grassland species that nests in lush (ungrazed-lightly grazed) grasslands; occasionally uses non-native grass fields
- Prairie Falcon (R) – has been recorded hunting over grasslands and fields in the general area, but does not breed in the plan area due to a lack of suitable nesting sites (cliffs)
- Swainson's Hawk (R) – occurs nearby and possibly nests in the plan area in isolated trees or large shrubs; utilizes native and non-native open habitats
- Long-tailed Weasel (P) – potentially occurs in ground squirrel areas and along stream courses
- American Badger (R) – probably occurs in the plan area where there are colonies of ground squirrels or pocket gophers