



# BALZAC BUSINESS PARK

---

## CONCEPTUAL SCHEME



Bylaw C-6609-2007, Adopted May 13, 2008

**MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44**  
**BYLAW C-6609-2007**

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

**WHEREAS** the Council of the Municipal District of Rocky View No. 44 has received an application to adopt a Conceptual Scheme to provide a framework for subsequent redesignation, subdivision and development applications within the S ½ of 16-26-29-W4M, consisting of an area of approximately ± 243 acres, as shown on Schedule 'A', attached to and forming part of this Bylaw; and

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

**WHEREAS** a notice was published on Tuesday, March 4, 2008 and Tuesday, March 11, 2008 in the Rocky View Weekly, a newspaper circulating in the Municipal District of Rocky View No. 44, advising of the Public Hearing for Tuesday, April 15, 2008; and

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

**NOW THEREFORE** the Council enacts the following:

1. That the Conceptual Scheme to provide a framework for subsequent redesignation, subdivision and development applications within the S ½ of 16-26-29-W4M, consisting of an area of approximately ± 243 acres, as shown on Schedule 'A', attached to and forming part of this Bylaw;
2. That Bylaw C-6039-2005 affecting the SW 16-26-29-W4M shall be repealed in its entirety; and
3. The Bylaw comes into effect upon the date of its third reading.

**Division: 7**

**File: 06416007/008/009/010/011/012/025/001/002/005 - 2006-RV-648**

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, February 26, 2008, on a motion by Deputy Reeve Boehlke.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, May 13, 2008 on a motion by Reeve Habberfield.

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, May 13, 2008 on a motion by Councillor Solberg.

---

REEVE OR DEPUTY REEVE

---

MUNICIPAL SECRETARY

**Schedule 'A'**

**Forming Part of Bylaw C-6609-2007**

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

## **TABLE OF CONTENTS**

DEFINITIONS .....	1
1.0 INTRODUCTION.....	2
1.1 Conceptual Scheme Purpose.....	2
1.2 Project Vision .....	2
1.3 Conceptual Scheme Objectives .....	4
1.4 Policy Review .....	4
2.0 CONCEPTUAL SCHEME PLAN AREA .....	10
2.1 Location .....	10
2.2 Physical Site Characteristics.....	10
2.3 Environmental Considerations.....	10
2.4 Archaeological Considerations.....	14
2.5 Current Land Use .....	15
2.6 Adjacent Land Uses .....	15
2.7 Land Ownership .....	15
3.0 DEVELOPMENT CONCEPT AND SUBDIVISION DESIGN .....	18
3.1 Land Use .....	18
3.2 Access.....	23
3.3 Internal Road Network.....	26
3.4 Proposed Subdivision.....	26
3.5 Open Space and Pathways .....	27
3.6 Municipal Reserve and Environmental Reserve .....	29
4.0 PERFORMANCE STANDARDS AND DEVELOPMENT GUIDELINES .....	31
4.1 Building Setbacks and Yard Requirements .....	31
4.2 Site Landscaping .....	31
4.3 Highway 566 Interface and Residential Lands Transition (Range Road 293) Development Guidelines.....	37
4.4 Special Architectural and Landscaping Guidelines .....	37
4.5 Lighting Plan.....	39
4.6 Signage Plan.....	40
4.7 Fencing Plan .....	40
5.0 TRANSPORTATION OVERVIEW.....	42
5.1 Discussion .....	42
5.2 Traffic Impact Assessment .....	44
6.0 SERVICING SCENARIO .....	46
6.1 Water.....	46
6.2 Sanitary Sewage.....	46
6.3 Stormwater Management and Surface Runoff .....	47
6.4 Shallow Utilities.....	49
6.5 Protective Services .....	49
6.6 Fire Protection.....	50
7.0 PUBLIC CONSULTATION .....	51

8.0	IMPLEMENTATION .....	52
8.1	Process.....	52
8.2	Phasing .....	52
8.3	Performance Standards.....	54
9.0	POLICY SUMMARY.....	55

## **FIGURES**

Figure 1	Balzac East Area Structure Plan .....	8
Figure 2	Regional Location Plan.....	11
Figure 3	Location Plan .....	12
Figure 4	Topography .....	13
Figure 5	Land Use Designations.....	16
Figure 6	Land Ownership .....	17
Figure 7	Proposed Land Use.....	19
Figure 8	Land Use Concept and Transportation Plan.....	20
Figure 9	Proposed Subdivision.....	24
Figure 10	Open Space Plan .....	28
Figure 11	Highway 566 Transition and Park Concept .....	32
Figure 12	Residential Transition and Park Concept .....	33
Figure 13	Transportation Overview .....	43
Figure 14	Sample Phasing Plan.....	53

## DEFINITIONS

Conceptual Scheme:	refers to this document, which provides a comprehensive policy framework intended to guide and evaluate redesignation, subdivision and development proposals within its plan area.
Plan Area:	includes that portion of the South ½ of Section 16-26-29-4 bounded by the Queen Elizabeth II Highway to the west, Highway 566 to the south and Range Road 293 to the east, as shown in Figures 1 and 2.
Balzac East ASP:	refers to the Balzac East Area Structure Plan that was adopted by Council on September 26, 2000 under Bylaw C-5177-2000 (and amended).
Council:	refers to the Municipal District of Rocky View No. 44 Council.
MD of Rocky View:	refers to the Municipal District of Rocky View No. 44.

## 1.0 INTRODUCTION

### 1.1 Conceptual Scheme Purpose

This Conceptual Scheme is intended to provide a foundation for the future redesignation and subdivision of lands legally described as a portion of the South ½ of Section 16-26-29-4 in the MD of Rocky View. It provides a comprehensive policy framework intended to guide and evaluate redesignation, subdivision and development proposals within its plan area. It addresses details pertaining to servicing (stormwater management, water sources and services, and sanitary services), open spaces, road linkages and networks, definition of future land uses, design, and development guidelines.

On October 17, 2006, the MD of Rocky View Council directed the Applicant (on behalf of the landowner) to prepare an amendment to the existing Balzac Business Park Conceptual Scheme to take into account all lands in the South ½ of Section 16-26-29-4. The previously approved Conceptual Scheme covered lands in the SW¼-16-26-29-4 and that approved Conceptual Scheme forms the basis for this new document.

### 1.2 Project Vision

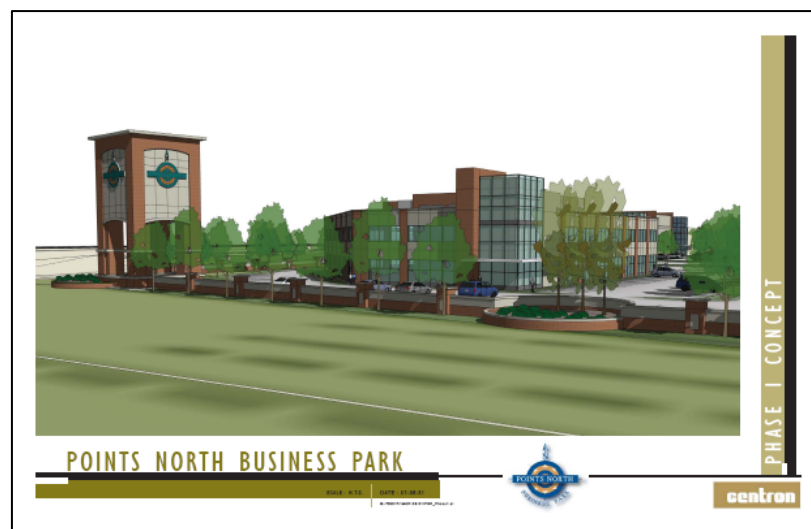
The Balzac Business Park is envisioned to develop as a five phased master planned project. The land use district will be a direct control district to follow the criteria outlined in the Balzac East ASP. However, the burgeoning development of the Balzac area for retail, commercial, industrial, and business park uses has resulted in a higher form of development in terms of building design and placement, landscaping, appearance, and infrastructure design which are reflected in the DC Bylaw and this Conceptual Scheme.



The development of the Balzac Business Park will support the economic development objectives of the MD of Rocky View for the Balzac area in terms of employment, growth and infrastructure.

The lands are highly visible from the Queen Elizabeth II Highway and Highway 566, and access is excellent to Alberta's main north/south trade corridor.

The majority of uses and buildings will be office or uses that are wholly contained within the buildings. Although not a pure "campus-style" business park, certain elements such as walkability, connectivity, consistency in building materials and design, scale, and front yard activities will be applied. Uses such as storage will be confined to the rear areas of each parcel.



As the developer of the Balzac Business Park, Centron will apply architectural controls to each building to ensure conformity with exterior materials and colours, loading areas, screening, lighting, and on-site landscaping. The architectural controls will be registered on title and monitored by the business owners association (until such time that the business owners association is established, the architectural controls will be monitored and enforced by the developer).

**Policy 1.2.1:** Design of the Balzac Business Park is to have consistency in terms of exterior building materials, pedestrian connectivity, landscaping, and building siting.

**Policy 1.2.2:** Architectural controls are to be registered on each parcel and to be reviewed and enforced by the developer until such time that a business owners association is established.



### **1.3 Conceptual Scheme Objectives**

- To create a plan that contains policies and design guidelines for the development of a comprehensively planned business park that will encourage economic development and serve local and regional needs.
- To identify the various constraints and opportunities affecting lands contained within the plan area and to mitigate the negative impact of these constraints throughout the development process.
- To develop a business park that is complementary to existing and proposed residential, commercial and industrial development.
- To encourage the protection of Nose Creek throughout the development process.
- To provide servicing consistent with the MD of Rocky View objectives that accommodates this development, as well as to provide logical extensions to future development parcels.
- To provide an efficient and improved transportation network that addresses existing traffic conditions while accommodating future growth and development.
- To maintain the functional and visual integrity of the Queen Elizabeth II Highway corridor.
- To identify existing infrastructure and to establish policies for the provision, upgrade and/or expansion of these services that may be required to accommodate or sustain the development and provide extensions to future development parcels.
- To contribute to a regional pathway system along Nose Creek and provide linkages through the development to the Balzac East community.

### **1.4 Policy Review**

#### ***1.4.1 Municipal Development Plan***

The plan area is subject to the policies and guidelines set forth in the Municipal Development Plan (MDP) that was adopted by Council on July 6, 1998 under Bylaw C-4840-97 and amended Bylaw C-5933-2004 (adopted July 20, 2004).

The MDP encourages business opportunities that will enhance and strengthen the economy of the MD of Rocky View. The MDP describes how businesses, which are not resource dependent or hazardous, are encouraged to locate in hamlets or business parks whenever possible. This Conceptual Scheme proposes the development of a comprehensively planned business park located in close proximity to primary and secondary highways and in such a manner as to minimize conflict with adjacent residential land uses in accordance with Section 6.4 of the MDP.

The MDP states recreational and open space opportunities are important lifestyle components for rural residents and encourages the creation of an integrated open space system throughout the Municipality. The subdivision design and development concept for the Balzac Business Park includes land identified for

public open space in the forms of Municipal reserve (MR) and environmental reserve (ER). Much of this open space is concentrated along the western boundary of the plan area between Nose Creek and The Queen Elizabeth II Highway. Through policy, this Conceptual Scheme will ensure that the developer(s) of the adjacent lands designs and constructs a linear pathway along Nose Creek to the satisfaction of the MD of Rocky View and Nose Creek Partnership in consultation with the MD of Rocky View Airdrie Recreation District at the time of the appropriate phase of subdivision. As well, a regional pathway will be developed in an MR area along the eastern boundary of the Conceptual Scheme.

The MDP further describes how communication and cooperation should occur between the MD of Rocky View and neighbouring municipalities on planning and related matters of common concern. The City of Calgary and the City of Airdrie will continue to be circulated in subsequent subdivision and development applications.

The MDP contains the following three goals that are of particular relevance to this application:

- to encourage and facilitate appropriately-located business development which contributes to the economy of the municipality;
- to facilitate the preservation and/or conservation of significant and/or sensitive natural environments; and
- to facilitate communication and cooperation between the municipality and neighbouring municipalities.

The goals relate directly to this Conceptual Scheme as it proposes the development of a comprehensively planned business park located immediately adjacent to the Queen Elizabeth II Highway and designed around Nose Creek.

#### ***1.4.2 Intermunicipal Development Plan (IDP)***

The lands within this Conceptual Scheme are affected by two Intermunicipal Development Plans (IDP), namely the City of Airdrie/MD of Rocky View Intermunicipal Development Plan and the City of Calgary/MD of Rocky View Intermunicipal Development Plan. Under both IDPs, this Conceptual Scheme takes into consideration the areas identified of mutual concern such as the Queen Elizabeth II Highway and Nose Creek.

##### **1.4.2.1 City of Airdrie/MD of Rocky View Intermunicipal Development Plan (IDP)**

The subject lands are within a Notification Zone, meaning that it may be of interest to each municipality. The specific areas of interest for this application are identified as Nose Creek and the Queen Elizabeth II Highway corridor.

As Nose Creek is identified as the most prominent natural feature within the City of Airdrie/MD of Rocky View IDP, policies are set out that are used to guide the review of redesignation and subdivision proposals. These policies as they relate to this Conceptual Scheme identify controlling surface runoff, environmental reserve dedication and protection of existing watercourses.

The Queen Elizabeth II Highway corridor is addressed through the Intermunicipal Entranceways section of the IDP and sets directions for developments to provide appropriate landscaping and building design, as well as visual impacts. This Conceptual Scheme has provided policy direction for these items.

**Policy 1.4.2.1:** An application for development that comprises any lands within the City of Airdrie/MD of Rocky View Intermunicipal Development Plan Area shall be referred to the City of Airdrie for review and evaluation in relation to the policies of the IDP.

#### **1.4.2.2 City of Calgary/MD of Rocky View Intermunicipal Development Plan (IDP)**

The IDP pertains to this Conceptual Scheme as Nose Creek traverses the western half of the plan area, which is located immediately adjacent to the Queen Elizabeth II Highway. The Queen Elizabeth II Highway is defined as a primary intermunicipal entranceway in the IDP which encourages both the City of Calgary and the MD of Rocky View to comment on matters addressed in the “Improving Calgary’s Entranceways” study.

The IDP also recognizes the ecological value and recreational potential of Nose Creek and includes policies consistent with the Provincial Land Use Policies, which encourage the protection of the natural environment, water quality and historical resources. These policies were generated from the following Provincial Land Use Policy objectives:

- to encourage the preservation of the natural and aesthetic qualities of river and creek valleys, significant natural environments, historical resources, and scenic views;
- to encourage options for and provide flexibility in the establishment of open space systems utilizing the river and creek valleys and other natural areas; and
- to promote the connection of existing developed areas and pathway/trail networks for future pathways utilizing the river valleys, creeks and natural areas wherever possible.

The proposed subdivision design and development concept describes how the land between the western edge of Nose Creek and the Queen Elizabeth II Highway should remain in its natural state where feasible as environmental reserve and/or municipal reserve to maintain the visual appearance of the Queen Elizabeth II Highway corridor and retain the potential for a continuous linear park linking the City of Airdrie, MD of Rocky View and the City of Calgary.

**Policy 1.4.2.2:** An application for development that comprises any lands within the City of Calgary/MD of Rocky View Intermunicipal Development Plan Area shall be referred to the City of Calgary for review and evaluation in relation to the policies of the IDP.

#### ***1.4.3 Balzac East Area Structure Plan (Balzac East ASP)***

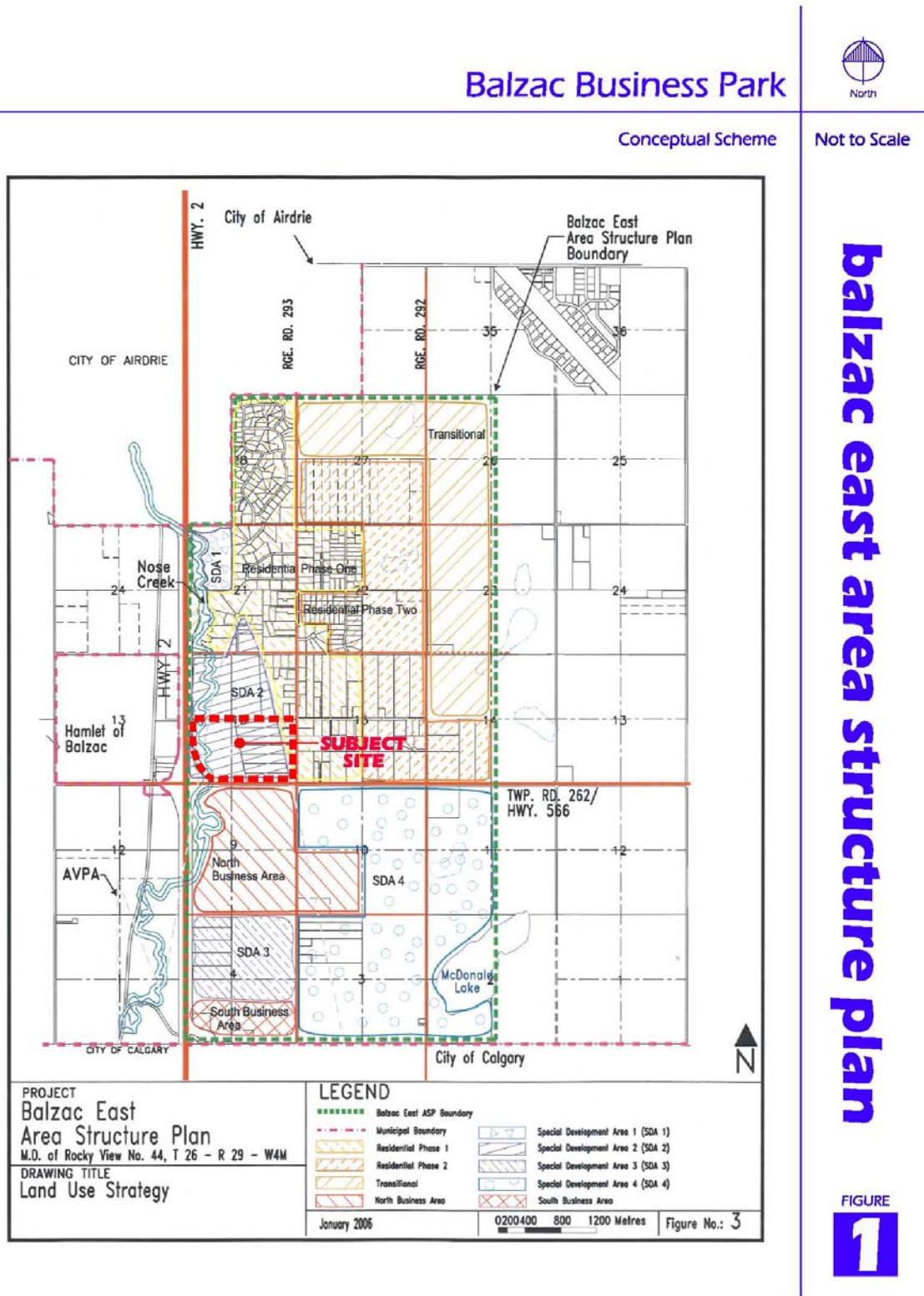
The plan area is also subject to the policies and guidelines set forth in the Balzac East ASP, which was adopted by Council on September 26, 2000 under Bylaw C-5177-2000. The Balzac East ASP policy area encompasses  $\pm 12.5$  sections of land on the east side of The Queen Elizabeth II Highway north of the City of Calgary and south of the City of Airdrie in the MD of Rocky View.

The Balzac East ASP includes three Special Development Areas (SDA) that identify land requiring special consideration due to external factors such as environmental or transportation constraints that could influence the long-term development of lands within these areas (see Figure 1). The plan area is located within Special Development Area 2 (SDA2) whose boundary is established by the 30 Noise Exposure Forecast (NEF) contour, as defined in the Calgary International Airport AVPA regulations. It has been determined by flight paths and restricts uses such as residences, hospitals, care facilities, etc., from locating within it. It does allow for business park/industrial uses which are consistent with what is proposed with this Conceptual Scheme. In addition to the NEF contours, the plan area is considered a Special Development Area on account of its close proximity to Nose Creek, Highway 566 and existing residential land uses. The Balzac East ASP describes how the SDA2 has historically been an area of sensitivity and how public consultation and input on any redesignation, subdivision or development application is encouraged. The Balzac East ASP further describes how the SDA2 has the potential to support “resident friendly” business uses provided access has been resolved to the satisfaction of the MD of Rocky View and Alberta Infrastructure and Transportation.

This Conceptual Scheme provides a policy framework that serves to mitigate the potential impact the proposed development may have on Nose Creek and to help ensure compatibility with adjacent residential land uses. A Direct Control Bylaw with specific development standards and architectural controls shall be established for the plan area to accommodate the development of a comprehensive business park. The Direct Control District shall contain special provisions regulating land use, built form and character in accordance with the Balzac East ASP. Additional details related to appearance and interface will be addressed at the development permit stage.

A small portion of land along Range Road 293 is located outside of SDA2 and outside of the 30 NEF contour. The Balzac East ASP identifies this land as “Residential Phase One”. Through the planning stages of this Conceptual Scheme, consideration was given to possible development of the land that is outside of the 30 NEF contour for residential development. Through the analysis, it was determined that a portion of the land was not well suited for the following reasons:

Figure 1 Balzac East Area Structure Plan



it is awkwardly configured for residential development in that the lands taper to become very narrow in the south corner

- access to parcels would be only from Range Road 293 and would be restricted to right in/out movements only
- the direct interface with the industrial business park would not be ideal for acreage development
- business park traffic would be along-side the acreages
- locating business park uses allows for more effective transitioning in the form of building height restrictions, minimum yard requirements, landscaping, etc.

For these reasons, an amendment to the Balzac East ASP will be undertaken to permit industrial development buffers and open spaces on this portion of the Conceptual Scheme.

#### ***1.4.4 Rocky View Economic Development Strategy***

The Rocky View Economic Development Strategy was approved by Council on June 25, 2002 and contains statements that support the development of the Balzac Business Park. The Strategy identifies Balzac East as a general area of growth within the municipality and states that “continued growth in this area, particularly with business and industry that complement the existing industry, would be appropriate for this area”. The strategy describes how the close proximity of Balzac East to the City of Calgary, City of Airdrie, the Queen Elizabeth II Highway, and Calgary International Airport support business development in the area.

#### ***1.4.5 Airport Vicinity Protection Area***

The plan area is affected by a provincially designated Airport Vicinity Protection Act (AVPA) Alberta Regulation 318/79 of the MGA. The Calgary Airport AVPA restricts new residential development below the 30 NEF contour. A further area is regulated to ensure building form and land uses do not interfere with the safe operation of aircraft. A wide range of business and industrial uses are permitted within the 30 NEF contour.

## **2.0 CONCEPTUAL SCHEME PLAN AREA**

### **2.1 Location**

The plan area is located in the MD of Rocky View roughly 650 m east of the Hamlet of Balzac as shown in Figures 2 and 3. The plan area encompasses  $\pm 98.64$  hectares ( $\pm 243.74$  acres) of land in the South  $\frac{1}{2}$  of Section 16-26-29-4 bounded by the Queen Elizabeth II Highway to the west, Highway 566 to the south and Range Road 293 to the east. Nose Creek flows through the western portion of the plan area.

**Policy 2.1.1:** Policies contained within the Balzac Business Park Conceptual Scheme shall apply to all lands within the plan area as shown in Figures 2 and 3.

### **2.2 Physical Site Characteristics**

The topography of the plan area slopes gently westward toward Nose Creek with the highest point of elevation being 1,091 m and the lowest point of elevation being 1,070 m as shown in Figure 4. The ground is covered with non-native prairie grasses that have historically been used for agricultural production. In terms of hydrology, Nose Creek traverses the west portion of the plan area as described in the Environmental Considerations section below.

**Policy 2.2.1:** Alterations to the existing topography of the plan area shall only proceed in accordance with a stormwater management plan and overall site grading plan approved by the MD of Rocky View and Alberta Environment.

### **2.3 Environmental Considerations**

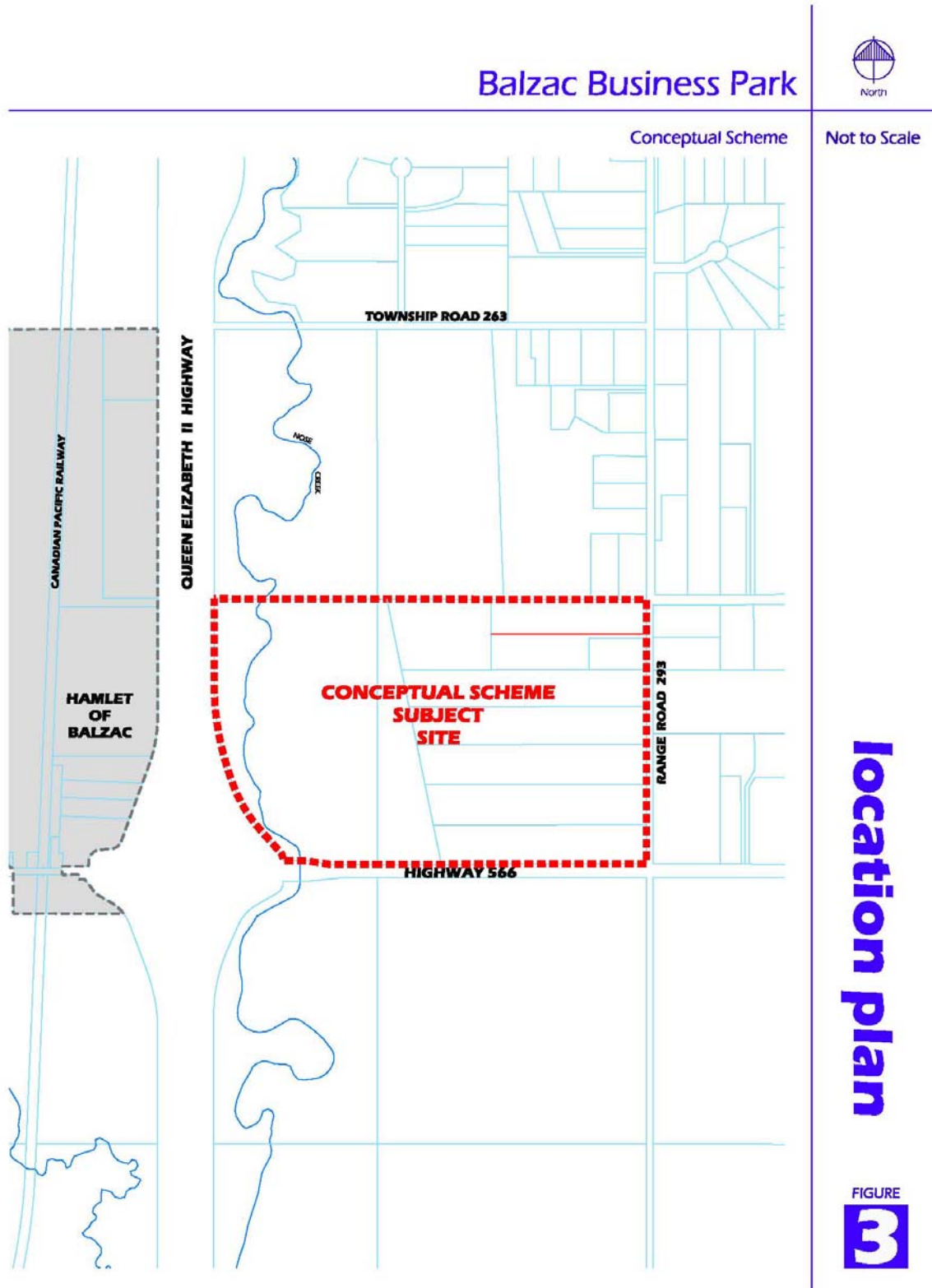
The Balzac East ASP encourages the preservation of significant natural environments when considering applications for redesignation, subdivision and development. Nose Creek is a significant ecological feature located within the plan area as it is a watercourse whose watershed extends southward from the Town of Crossfield to the Bow River in the City of Calgary.

Nose Creek is of intermunicipal interest as it traverses the City of Airdrie, the MD of Rocky View and the City of Calgary. The creek has traditionally provided a source of drinking water for domestic livestock, but is increasingly being considered as a potential recreational amenity by some area residents as part of a north-south trail network linking Calgary and Airdrie.





Figure 3 Location Plan





**Policy 2.3.1:** The Owner shall prepare an Environmental Site Assessment that describes methods to mitigate the impact of affected phase(s) of development adjacent to Nose Creek in accordance with the Balzac East ASP to the satisfaction of the MD of Rocky View at the time of subdivision. The Nose Creek Watershed Partnership may be consulted during the review of the assessment.

**Policy 2.3.2:** Subdivision or development within the riparian area is prohibited by this Conceptual Scheme in accordance with the Balzac East ASP, and the Nose Creek Watershed Management Plan.



*Looking across the plan area*



*Looking at Nose Creek*

## 2.4 Archaeological Considerations

The Balzac East ASP describes how the Nose Creek Valley was important to the First Nation peoples who camped, hunted and travelled throughout the area. The Nose Creek Historical Society's records have acknowledged the original Balzac post office and a portion of the Calgary-Edmonton coach road on lands within the Conceptual Scheme boundary. The developer will work with the historical society and the information in the Historical Resources Overview to identify and acknowledge possible historic sites.

**Policy 2.4.1:** The Owner shall be required to submit a Historical Resources Overview, or if required by the Province, a Historic Resources Impact Assessment, prior to subdivision approval to the satisfaction of the MD of Rocky View and Alberta Community Development.

**Policy 2.4.2:** The Owner shall undertake all actions as recommended by the Historical Resources Overview or the Historic Resources Impact Assessment to record, map and/or otherwise preserve, to the satisfaction of the MD of Rocky View and Alberta Community Development prior to any grading on the site.

## **2.5 Current Land Use**

The westerly portions of the Conceptual Scheme area are designated Direct Control (DC102) for business park and general industrial uses. These uses were approved by the Municipal District of Rocky View Council on April 26, 2005 under Bylaw C-6039-2005, related to a Conceptual Scheme that was approved by Council the same day. Current land uses for lands within the Conceptual Scheme are shown on Figure 5 on the following page.

The triangular parcel in the central portion of the plan area is designated Ranch and Farm District (RF) and is currently under contract to Centron Construction to be included in the Conceptual Scheme and the redesignation application.

There are eight rectangular parcels in the easterly portion of the plan area. The most northerly parcel is designated as Agricultural Holding District (AH) and the remaining seven parcels are designated as Residential Two District (R-2).

## **2.6 Adjacent Land Uses**

The lands to the north are designated as Ranch and Farm District (RF) and residential uses (either R-1 or R-2 uses). Lands to the east are designated for Residential Two District (R-2).

The lands to the south are designated as a Direct Control District (DC109) which uses include a super-regional shopping centre, racing entertainment centre, post-secondary educational institution, commercial development, and highway commercial development.

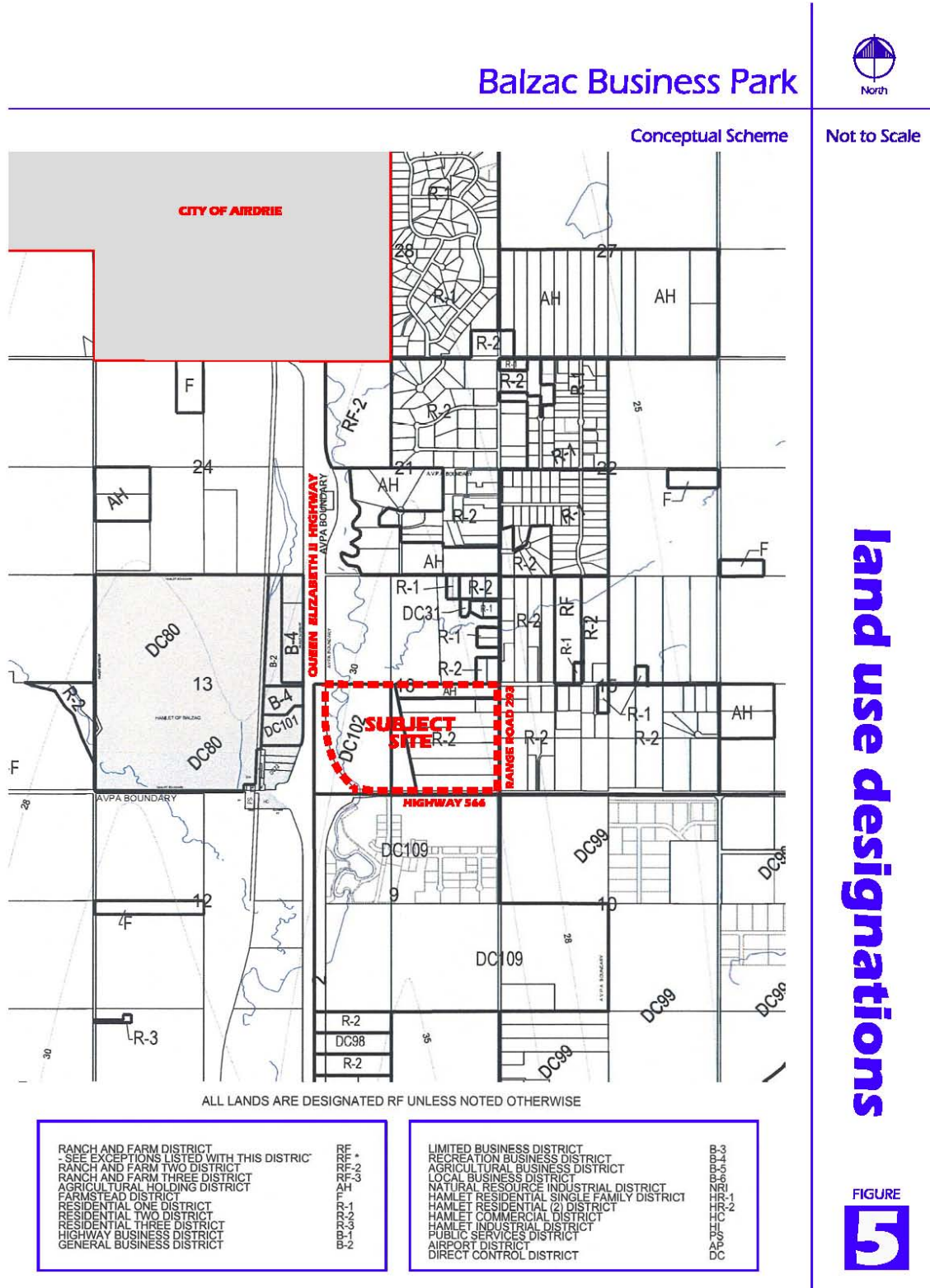
The plan area is located roughly 650 metres east of the Hamlet of Balzac which includes two churches, a community hall, service station, general store, commercial greenhouse, and campground. The Hamlet boundaries also feature a recently approved industrial area and a portion of the Canadian Pacific Railway line. The recent expansion of the Hamlet boundary now includes the approved development for approximately 1,400 modular homes and an 18-hole golf course. This will be a comprehensively planned adult lifestyle community with the projected full build-out to take approximately 10 years on  $\pm 192$  hectares ( $\pm 480$  acres) of land. The community will also include an assisted care facility and a range of retail and social services.

## **2.7 Land Ownership**

There are eleven separate titled parcels in the Conceptual Scheme boundary. The majority of lands are controlled by Centron Construction Corporation (North Calgary Land Ltd.) and other landowners are identified on the landownership plan on the following page (Figure 6).



Figure 5 Land Use Designations





### 3.0 DEVELOPMENT CONCEPT AND SUBDIVISION DESIGN

The Balzac East ASP envisions an orderly and sequential pattern of land use transition to accommodate business and residential opportunities while continuing to respect existing and/or adjacent agricultural activities. The proposed layout for the Balzac Business Park is consistent with this policy directive for business opportunities.



#### 3.1 Land Use

The plan area is located within the Special Development Area 2 (SDA2) of the Balzac East ASP. The Balzac East ASP identifies the following land uses as “preferred uses” within the SDA2 area: institutional, recreational, non-intensive agricultural uses or business uses which could be considered to have a minimal adverse impact on existing residential uses.

Land uses were approved by Council on the westerly lands under DC Bylaw 102. This district provides for the following uses: offices, warehouses, distribution, light indoor manufacturing, accessory uses, garden centres, laboratories, museums, and offices. A land use amendment application is submitted with this Conceptual Scheme for the majority of the Conceptual Scheme area and excludes the non-developing parcels in the NE corner. It is proposed that the new Direct Control district be similar to DC102 in order to maintain consistency of uses. However, considerations for the interface with Highway 566 and the existing and possible future land uses to the east along Range Road 293 will be applied in the new district which necessitates development controls in a DC district that are above and beyond those in the existing DC Bylaw 102. A plan showing the proposed redesignation area is shown on Figure 7.

Figure 8 illustrates the proposed land use concept and transportation plan for the Balzac Business Park. Lands are divided into three categories and each is described below:

- a) Industrial/business park uses;
- b) Highway 566 transition land uses; and
- c) Residential land transition land uses.

##### ***3.1.1 Industrial/Business Park Uses***

This area of the Balzac Business Park pertains to the lots that are internal to the development with no criteria for additional interface or transitional treatments. A Direct Control land use will be appropriate for these lands, as well as the additional performance criteria outlined in this Conceptual Scheme report.

Figure 7 Proposed Land Use

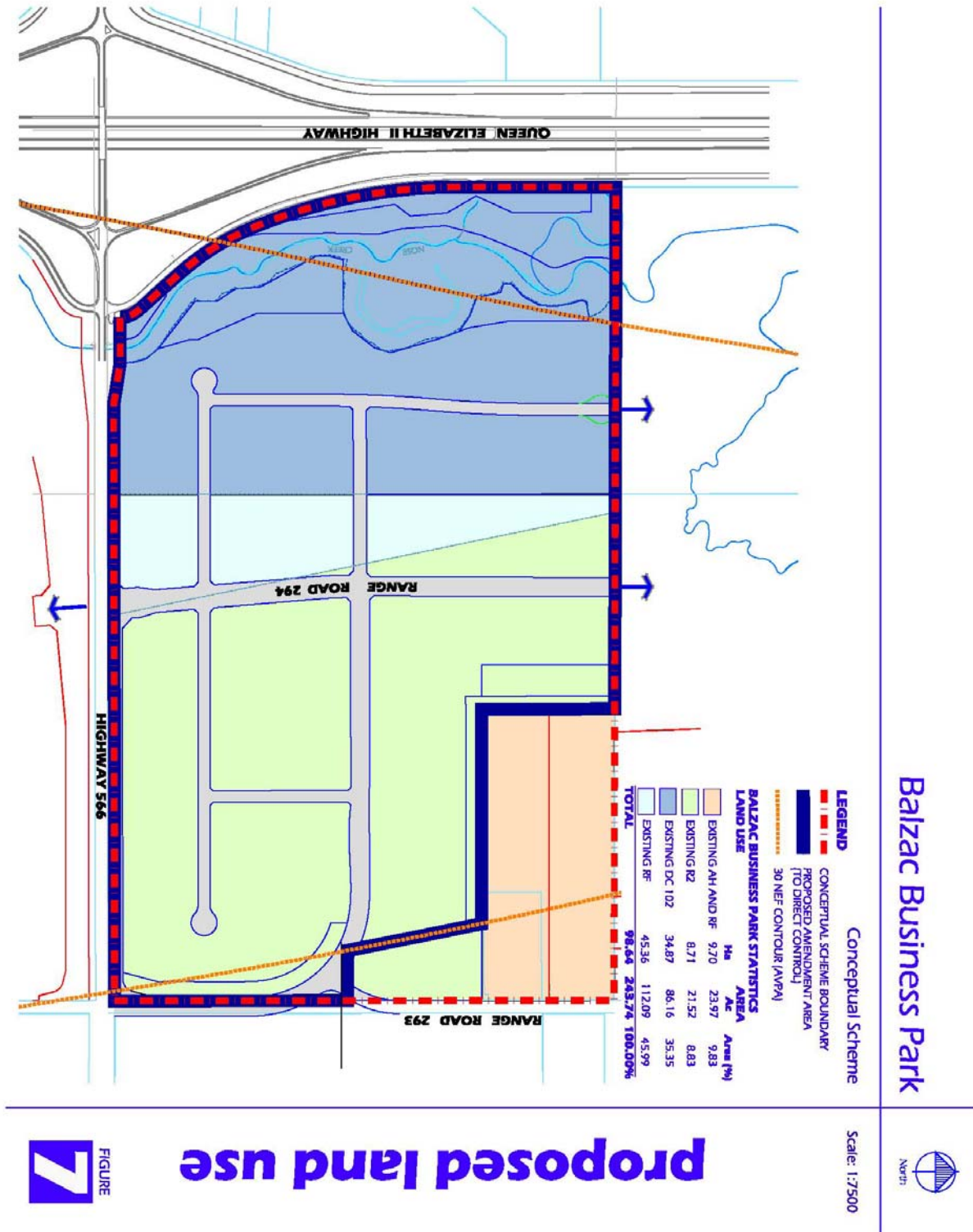
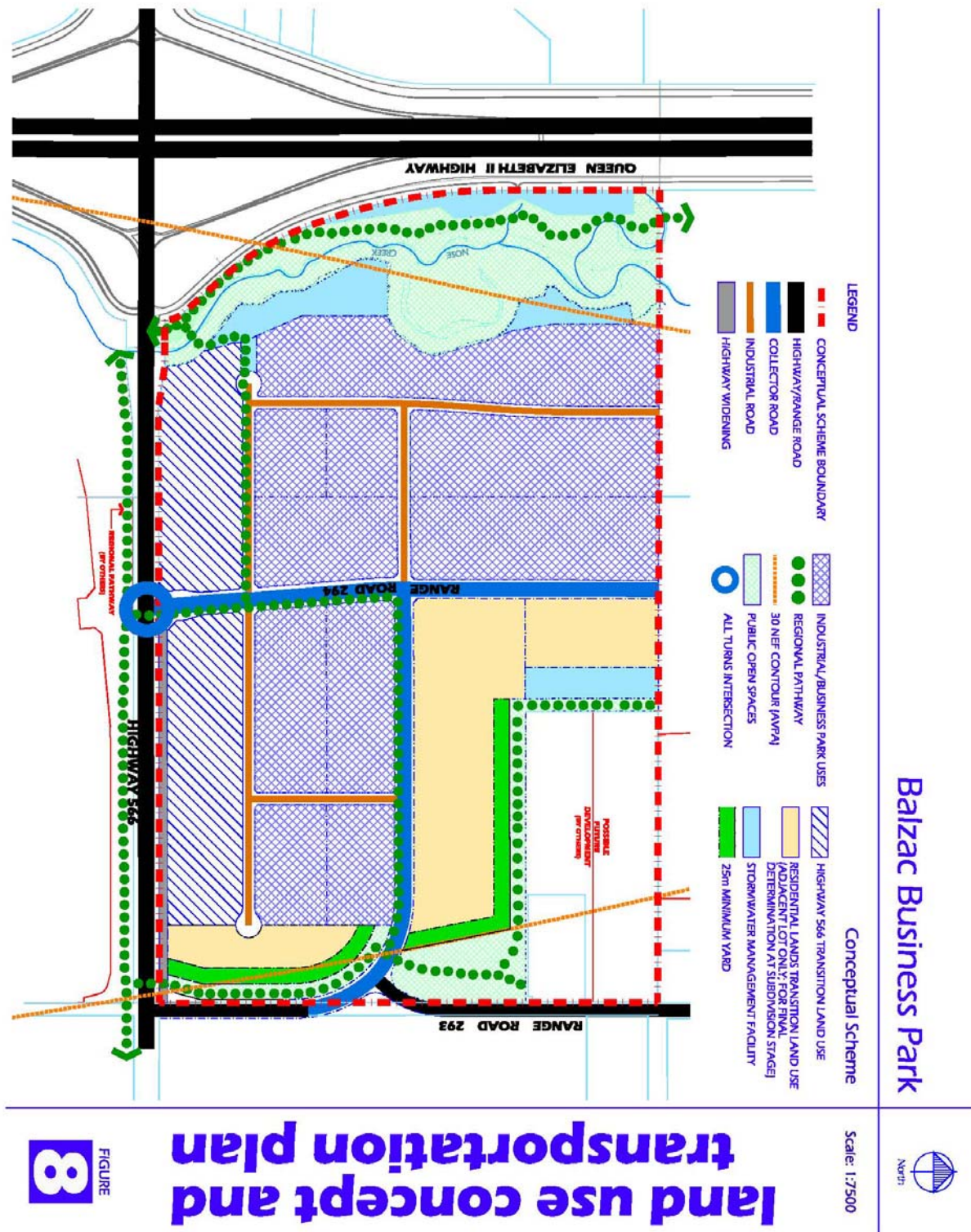




Figure 8 Land Use Concept and Transportation Plan



The only exception to this statement is the parcels that will abut the existing residential lands adjacent to the Conceptual Scheme area. To address the interface to these parcels, a minimum 25.0 metre landscaped park will be developed and dedicated as Municipal Reserve on all parcels in Special Development Area 2 that are adjacent to residential parcels. In addition, there will be a minimum 25 metre building setback from the Municipal Reserve land.

### ***3.1.2 Highway 566 Transition Area***

Highway 566 will be widened and upgraded to serve as a major east/west connecting road in the east Balzac area and consideration for interface issues should be given with the development of the Balzac Business Park.

To address the interface with the highway and the developments to the south, architectural guidelines, increased setbacks and on-site landscaping requirements will be applied. The lots affected by the Highway 566 interface policies will be those that back onto Highway 566, as no direct access from Highway 566 to these lots will be permitted. For the purpose of applying the Conceptual Scheme policies and land use provisions, the portions of the lots adjacent to Highway 566 shall be considered as front yards.

Policies relating to this information are listed following Section 3.1.3.

### ***3.1.3 Residential Lands Transition Area***

The second area for interface is the eastern and northeastern boundaries of the plan area with respect to existing country residential development and future proposed higher density development. At the time of review and approval of this Conceptual Scheme, a proposal for medium density residential development is proposed for ±40 acres of land on the east side of Range Road 293 and north of Highway 566. It is unknown at this time the outcome of that proposal, but regardless of the eventual development density, an appropriate interface between the industrial and residential lands is necessary.

To address the interface with the residential lands to the east and northeast, and within the Conceptual Scheme area, architectural guidelines, building height restrictions, increased setbacks and on-site landscaping requirements will be applied within a separate development cell. Business and commercial operations within this cell will be limited. General Industry Type 1, warehouses and unrestricted storage areas will not be permitted. The lots affected by this residential interface area will be those that will either be adjacent to residential land or the west side of Range Road 293 and the final size of these lots will be determined at the subdivision stage. Future developments will not be permitted to consider the Range Road 293 interface for the rear yard, and building frontages (with access from the side yards) or

side elevations will apply appropriate interfaces. In addition, no loading or storage facilities will be allowed to directly face residential parcels.

For the Conceptual Scheme area and all proposed uses, the following table provides a summary of the proposed uses within the plan area:

**Table 1**  
**Land Use Area Calculations**

		<b>Hectares</b>	<b>Acres</b>	<b>%</b>
Gross Area		98.64	243.74	
Less: Environmental Reserve		7.54	18.63	
Less:	<i><b>Northwesterly Part of SE-16-26-29-4:</b> Darren &amp; Debbie McFarlane Darcy D. &amp; Tracy A. Steinman</i>	9.54	23.57	
	<i><b>Lot 1, Block 6, Plan 981 2679:</b> Kae &amp; Jaya Shummoogum &amp; Danavadee Valaydon</i>			
<b>Net Developable Area</b>		<b>81.56</b>	<b>201.54</b>	
Direct Control (business)		59.41	146.80	72.8
Municipal Reserve		7.32	18.09	9.0
Public Utility Lots		4.97	12.28	6.1
Roads: Internal		8.87	21.92	10.9
Widening (Range Road 293)		0.13	0.32	0.2
Highway 566		0.86	2.13	1.0
<b>TOTAL</b>		<b>81.56</b>	<b>201.54</b>	<b>100.0</b>

**Policy 3.1.1:** Redesignation, subdivision and development proposals within the plan area shall conform to this Conceptual Scheme, Balzac East ASP and other relevant policies and regulations of the MD of Rocky View.

**Policy 3.1.2:** Redesignation, subdivision and development proposals within the plan area shall be compatible with adjacent development in terms of building form and interface, setbacks, landscaping, and appearance.

**Policy 3.1.3:** Institutional land uses proposed for the subject lands shall reflect the requirements contained in Section 4.5 of the Balzac East ASP.

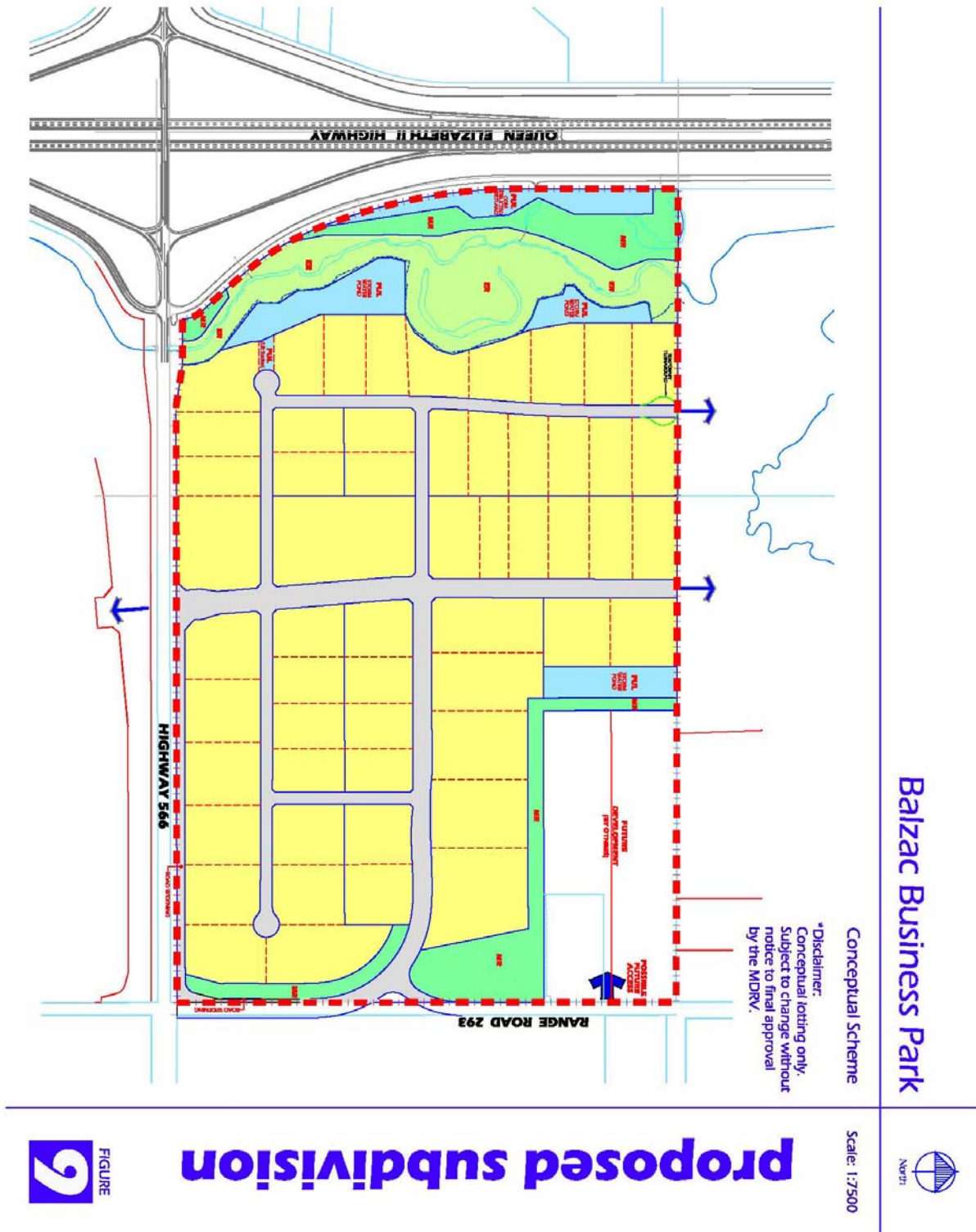
**Policy 3.1.4:** Land use and development in the area denoted as the Highway 566 transition land use shall address interface and appearance issues with the highway.

- Policy 3.1.5:** Land use and development in the area denoted as Cell 2 (Figure 8) shall address interface, appearance and uses with residential lands on the east side of Range Road 293 and residential lands within the Conceptual Scheme area as a separate development cell.
- Policy 3.1.6:** The exterior appearance of all buildings on lots in the Residential Transition Area shall be compatible with adjacent residential development. The extensive use of brick and high quality exterior finishing materials is required to ensure a compatible visual appearance.
- Policy 3.1.7:** No development within either transition area shall create any significant nuisance factor outside an enclosed building.
- Policy 3.1.8:** Development standards and architectural guidelines described in this plan and in the East Balzac ASP shall be adopted to ensure that all development on lands described in the transition areas will present an appropriate visual interface with Highway 566 and residential areas.
- Policy 3.1.9:** Land uses within the Conceptual Scheme area shall be governed by a Direct Control District that will address landscaping, setbacks and other means to ensure that development is compatible with existing and planned land uses adjacent to any specific development site.
- Policy 3.1.10:** Subdivision shall generally be in accordance with the proposed subdivision plan shown in Figure 9.
- Policy 3.1.11:** Lot layouts shown in Figure 9 are conceptual only and may not reflect the final design, number or sizes of lots proposed in future tentative plans of subdivision. The final size, configuration and design of individual parcels proposed through subdivision shall be determined at the tentative subdivision plan approval stage and conform to the provisions of the Direct Control Bylaw.

### **3.2 Access**

The previously approved Conceptual Scheme for the Balzac Business Park provided access to the lands from Highway 566. It was acknowledged in that policy that this access would be temporary until ultimate access was provided from the triangular parcel within the plan area to Highway 566. Since the time of that Conceptual Scheme approval, development approvals were granted for the shopping mall, racetrack development to the south which has impacted the access conditions on Highway 566.

Figure 9 Proposed Subdivision



With this Conceptual Scheme, access to the development from Highway 566 will be at the intersection with Range Road 294 and will align with Range Road 294 to the south. This will replace the north/south service road access to Highway 566 to the west of the development which will be closed by AIT in the future.

Access from the east will be from one location on Range Road 293. The access is proposed to be a modified all-turns access which will accommodate access to future development parcels on the east side of Range Road 293 (not subject to this Conceptual Scheme) while directing traffic into the business park and not to the existing residential areas to the north.

The concept plan shows two roads that terminate at the north property boundary of the development. It is anticipated that these will serve as future road accesses to lands to the north at such time as those lands are developed. Until then, the roads will terminate within the Conceptual Scheme northerly boundary.

With the closure of the existing service road access at Highway 566, the ultimate traffic patterns will be altered such that traffic will travel northward through the Balzac Business Park, continue through the future "One World" development to the north until Township Road 263. Traffic will turn west on Township Road 263 to connect to the existing service road parallel to the Queen Elizabeth II Highway and continue northwards. These roads will be constructed to MD of Rocky View standards to accommodate traffic volumes. Non-local (non-resident) traffic should be discouraged from continuing northward on Range Road 293 as an alternative to this new route through measures undertaken by the MD of Rocky View such as signage ("local traffic only"), road narrowing, intersection design, road design, gateway features and possibly road closure.

**Policy 3.2.1:** Access shall be provided from Highway 566 at Range Road 294, one access from Range Road 293, and two future connections to the north as shown in Figure 9, and in accordance with the approved Traffic Impact Assessment.

**Policy 3.2.2:** All internal roadways shall be constructed in accordance with the MD of Rocky View's Servicing Standards for Subdivision and Road Construction as amended.

**Policy 3.2.3:** To encourage business and pass-through traffic to utilize Range Road 294 and Township Road 263 instead of Range Road 293 to travel north, the MD of Rocky View shall investigate and require the implementation of measures such as intersection design, residential gateway entrance features, signage, road design, and markings. Pending a review of the effectiveness of these measures to limit commercial traffic, the Municipality will consider other options including road closure.

**Policy 3.2.4:** The construction of Range Road 294 and the upgrading of Township Road 263 will occur prior to the closure of the existing service road access at Highway 566.

### **3.3 Internal Road Network**

The internal road network has been designed to allow internal connectivity, efficient lotting options and equitable traffic distribution. As referenced, accesses from the service road to the west, one access on the eastern boundary and two from the north determine a grid-based layout for the development. The efficiency of this will accommodate flexibility in final lotting of the parcels. A conceptual lotting scheme is shown on Figure 9, but will be finalized at the time of subdivision.

All roads will be constructed to the MD of Rocky View's design standards including curbs and gutters for the roads.

### **3.4 Proposed Subdivision**

The plan area will be subdivided into approximately 59 lots that could range in size from  $\pm 0.81$  ha ( $\pm 2.00$  acres) to  $\pm 2.00$  ha ( $\pm 4.94$  acres). Lots of this size will accommodate the range of uses proposed for the comprehensively designed business park. An accompanying land use redesignation application proposes to replace the existing Direct Control Bylaw (DC102) with a new bylaw that is inclusive of the developer's lands. Finalization of the lots and sizes will be determined with a future plan of subdivision; however, it will generally be in accordance with the proposed subdivision map shown on Figure 9.

Existing land ownership within the Conceptual Scheme boundary affects the lotting pattern shown on the proposed subdivision plan. The plan area is intended to be phased in so at such time as other owners are prepared to redesignate and subdivide their lands, lotting and efficiencies can still be achieved. These remaining lands are located in the northeast portion of the Conceptual Scheme area and noted on the ownership plan as the "McFarlane/Steinman" lands, "Steinman" lands and the "Shummoogum/Valaydon" lands. The properties are located within the Balzac East ASP and will be subject to the same planning policies as the lands included within this application. It is assumed that the lands could redevelop to similar type business/industrial park uses at some point in the future; however, the application will be subject to the standard review and approvals process through the MD of Rocky View.

**Policy 3.4.1:** Subdivision application(s) shall be in general conformity with lot configuration shown in Figure 9.

**Policy 3.4.2:** The exact size of each parcel(s) shall be determined at the subdivision stage.



### 3.5 Open Space and Pathways

The subdivision design and development concept includes land identified for public open space. The majority of this open space is concentrated along the western boundary of the plan area along Nose Creek and includes an existing oxbow area. A linear strip of open space will also be dedicated along the eastern boundary of Nose Creek and a 25 metre wide swath of land will be dedicated along Range Road 293 for a regional pathway and at the interface between residential and industrial lots (Figure 10). All public open spaces will be dedicated in the form of municipal or environmental reserve.

The Balzac East ASP describes how local residents have expressed a desire for extended linear parkways and green spaces along the Queen Elizabeth II Highway corridor and Nose Creek. The MD of Rocky View also recognizes an opportunity exists to link a regional linear park system along Nose Creek between the City of Airdrie and the City of Calgary, which will also provide additional recreational linkages with the MD. A pathway alignment has been established for the lands to the south, as well as an eastward continuation to the Wagon Wheel development. This comprehensive pathway system will allow for enhanced pedestrian and cyclist connectivity throughout the East Balzac area.

Three regional pathway connections are provided from the Balzac Business Park to the lands to the south:

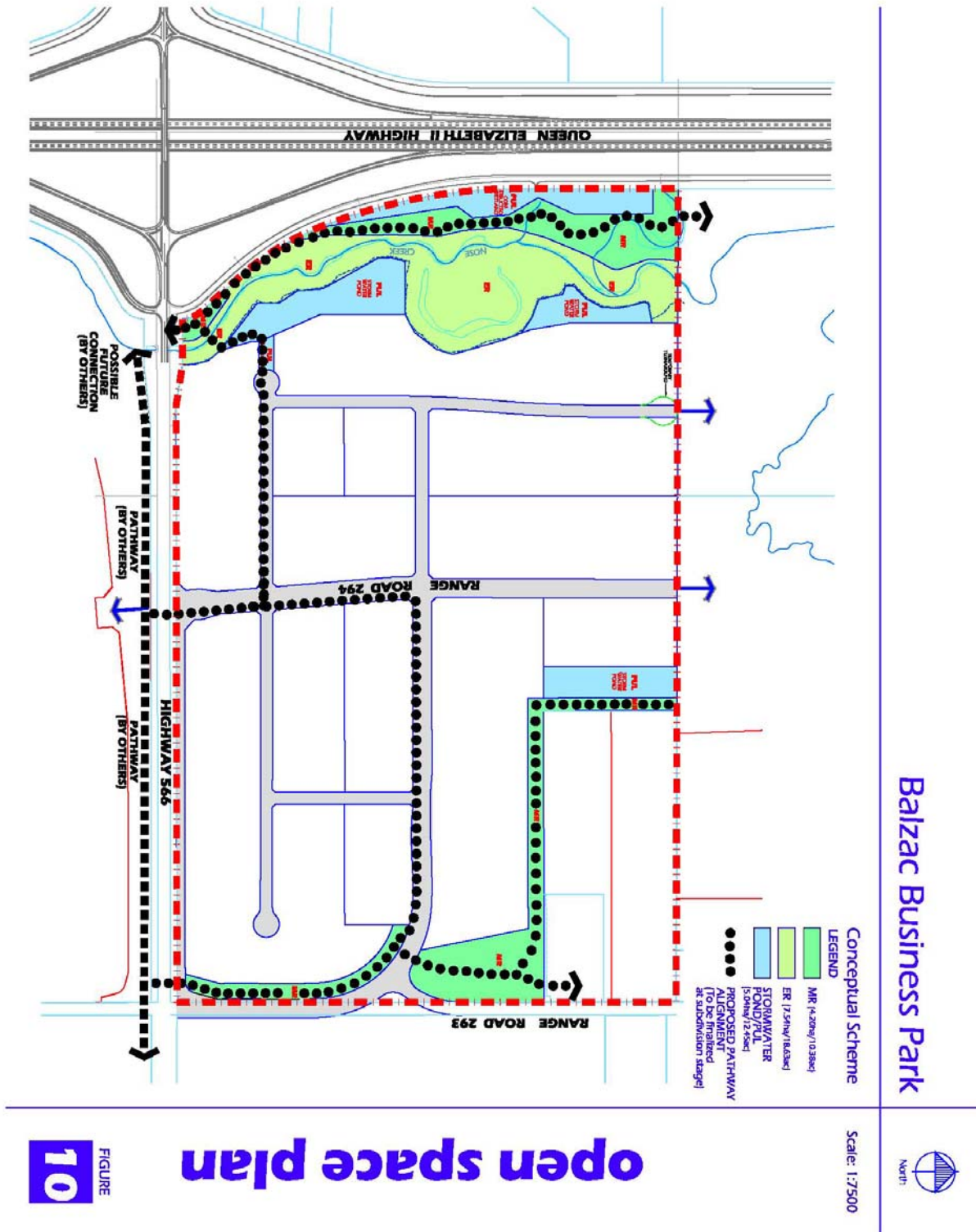
- Intersection of Range Road 294 and Highway 566. This pathway will likely be on the eastern side of Range Road 294 so as not to conflict with vehicular left turn movements from the shopping mall onto Highway 566.
- Intersection of Range Road 293 and Highway 566.
- An additional crossing of Highway 566 is contemplated by the MD of Rocky View further west at the creek. The exact location of this crossing is unknown as AT is determining the final alignment and construction of the interchange. This crossing is outside of the boundaries of this Conceptual Scheme and will ultimately be determined by the MD of Rocky View and AT.

A plan showing open spaces and linkages is shown in Figure 10.

**Policy 3.5.1:** The Owner shall coordinate the design and construction of a linear pathway between Nose Creek and the existing service road in consultation with the MD of Rocky View. Alignment of the pathway is shown conceptually on Figure 10, but will be finalized at the subdivision stage and/or development approval and will be in accordance with the Nose Creek Watershed Water Management Plan.



Figure 10 Open Space Plan



**Policy 3.5.2:** The width and dedication of land for a linear pathway between Nose Creek and the existing service road shall be at the discretion of the MD of Rocky View as a condition of subdivision and/or development approval.

**Policy 3.5.3:** All linear pathways west of Nose Creek shall maintain the functional and visual integrity of the Queen Elizabeth II Highway corridor.

**Policy 3.5.4:** A Lot Owners Association shall be legally established by the Owner to provide for the ongoing maintenance of all landscaped areas that lie within road rights-of-way and open spaces (MR and ER). The Lot Owners Association shall be funded by way of an encumbrance on individual lot titles to the satisfaction of the MD of Rocky View.

**Policy 3.5.5** Pathway design shall provide for safe landscaped rest stops to be used by regional pathway and business park users. Rest stops may include benches, picnic tables and garbage receptacles.

### **3.6 Municipal Reserve and Environmental Reserve**

The Provincial Municipal Government Act (MGA) requires that up to 10 percent of the plan area (net developable areas) be dedicated as municipal reserve (MR) or municipal school reserve (MSR). The legislation also allows the Municipality to defer municipal reserve, provide funds in lieu of reserve, or to provide a combination of land and money provided the sum does not exceed 10 percent. Records indicate that MR has been provided in the past on the residential parcels.

The proposed subdivision design and development concept includes all of the MR owing to be dedicated as municipal reserve in the form of land. The reserve will be located between Nose Creek and the existing service road that parallels the Queen Elizabeth II Highway, along a central stormwater facility. This area is consistent with the Balzac East ASP direction that development on the west side of Nose Creek should be discouraged. Providing open space along Nose Creek promotes the visual integrity of the Queen Elizabeth II Highway corridor and allows additional buffer protection of Nose Creek. The Balzac East ASP states the MD of Rocky View may consider linear municipal reserve parcels dedicated adjacent to environmental reserve in support of a linear park system along Nose Creek. In addition, a minimum 25 metre landscaped MR area will be developed on lands in Special Development Area 2 that are adjacent to residential parcels.

A breakdown of the municipal reserve areas is as follows:

Landowner	Net Developable Area (excluding ER)	10% MR
North Calgary Land Ltd.	67.09 ha (165.78 ac)	6.70 ha (16.58 ac)
Mitha Professional Corp.	8.71 ha (21.52 ac)	0.87 ha (2.15 ac)
<b>Total</b>	<b>91.82 ha (226.89 ac)</b>	<b>9.18 ha (22.69 ac)</b>
MR area to be designated within Conceptual Scheme		7.32 ha (18.09 ac)
Remainder MR to be dedicated as land at appropriate stage of subdivision		1.86 ha (4.60 ac)

**Policy 3.6.1:** 10 percent of the developable lands contained within the plan area shall be dedicated as municipal reserve in the form of land.

**Policy 3.6.2:** Municipal reserve in excess of the 10 percent required by the Municipal Government Act shall be voluntarily dedicated by the Owner(s).

**Policy 3.6.3:** Municipal reserve shall be dedicated generally in accordance with the proposed subdivision design and development concept contained within this Conceptual Scheme.

The MGA directs the dedication of environmental reserve (ER) on land that consists of a swamp, gully, ravine, coulee or natural drainage course. The Balzac East ASP states that environmental reserve may be required for the bed and shore of Nose Creek, steep slopes and areas adjacent to secondary drainage courses.

The proposed subdivision design and development concept includes  $\pm 7.54$  hectares ( $\pm 18.63$  acres) of land be dedicated as environmental reserve. The reserve will include the bed and shore of Nose Creek, the steep slopes on either side of the creek, and the existing oxbow area (all areas defined as riparian) as shown in Figure 10.

**Policy 3.6.4:** ER shall be determined in accordance with the Municipal Government Act, Balzac East Area Structure Plan and the Nose Creek Watershed Water Management Plan to the satisfaction of the Municipal District of Rocky View.

**Policy 3.6.5:** Subdivision or development within the riparian area as defined by survey shall be prohibited by this Conceptual Scheme in accordance with the Balzac East ASP and the Nose Creek Watershed Management Plan.

**Policy 3.6.6:** Land within the 1:100 year floodway shall be dedicated as Environmental Reserve at the time of subdivision.

## **4.0 PERFORMANCE STANDARDS AND DEVELOPMENT GUIDELINES**

The Balzac East ASP includes a comprehensive set of performance standards and development guidelines intended to provide guidelines for the development of a business park and related land uses, and to establish standards for the management of potential nuisances that may result from activities occurring on the land. The performance standards and policies were put into place in acknowledgement of the existing residential uses in the community and the need for transition and co-existence between the two.

**Policy 4.0.1:** Applications for redesignation, subdivision and development approval of business uses shall be in accordance with the minimum performance standards and development guidelines as set out in Section 4.4 of the Balzac East ASP.

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

### **4.1 Building Setbacks and Yard Requirements**

Additional building setbacks for lots on Highway 566 and Range Road 293 shall apply as described in the DC Bylaw, to accommodate wider setbacks and visual separation from higher profile roads and adjacent residential uses.

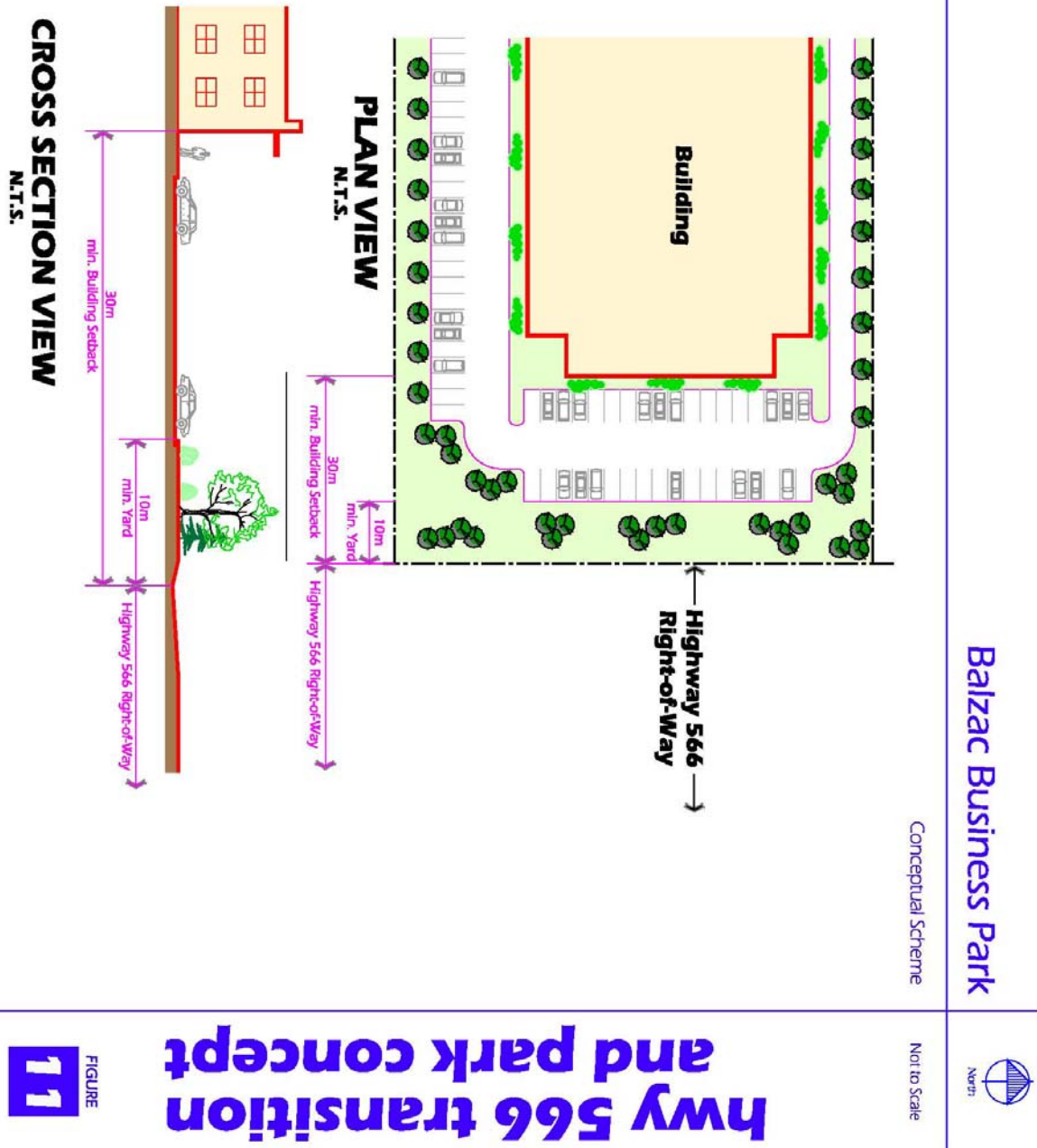
Figures 11 and 12 on the following pages demonstrate this interface condition, for Highway 566 and Range Road 293.

**Policy 4.1.1:** Land requirements and building setbacks as described in Section 4.1 shall be utilized in order to provide visual separation for an attractive, comprehensively designed business park that is compatible with surrounding uses.

### **4.2 Site Landscaping**

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

Figure 11 Highway 566 Transition and Park Concept





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

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

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

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

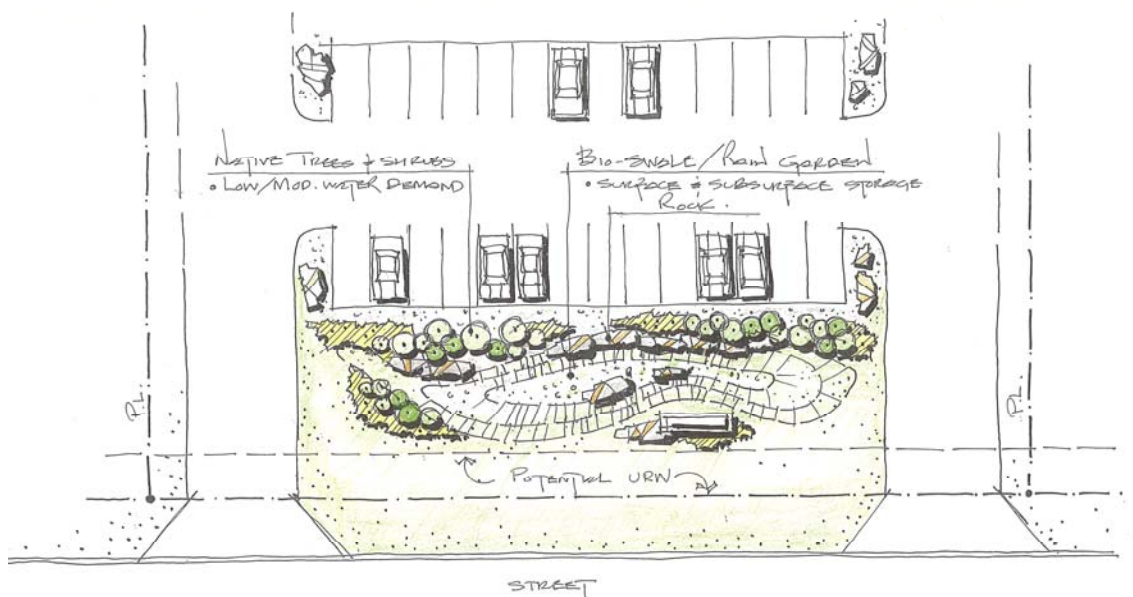
The geometry of the landscape shall be configured to acknowledge the limited availability of water for irrigation purposes - consolidate small landscaped areas into larger, more contiguous landscaped areas. Larger landscaped areas will have a greater visual presence and increased water retention capacity,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

Certain landscapes, such as trees, will require irrigation. Potable water will not be permitted to be used for irrigation of mature landscaping. Where irrigation is provided, efficiency and the utilization of the



minimum amount of water for irrigation purposes should be the objective. A variety of irrigation design techniques and best management practices warrant consideration, including:

- using irrigation technology (control and proper zoning) to deliver the minimum quantity of water at appropriate intervals;
- utilizing low flow, drip and micro irrigation techniques, where appropriate;
- designing and operating irrigation systems to acknowledge varying water requirements of different plant materials;
- directing surface stormwater runoff to planting areas where appropriate (requires the correct plant material selection);
- utilizing captured stormwater runoff for irrigation purposes (i.e. pump from storm ponds and/or cisterns);
- using grey water for irrigation purposes;
- if recycled or rain water is not available for irrigation, new landscaping may only be irrigated with off-site, non – MD of Rocky View potable water.
- eliminating irrigation over spray to hard surface areas;
- watering in evening hours to reduce evaporation loss;
- shutting down irrigation systems when natural precipitation fulfills requirements through the use of rain sensors;
- mulching the surface of shrub beds and tree pits with organic materials, like bark mulch to retain moisture;
- incorporating water retaining elements (hydrogels) in planting mixes; and
- the irrigation system shall be designed to a minimum 75% efficiency as defined by The Irrigation Association, and shall include a rain sensor, master valve, and flow sensor.





Landscaping will be undertaken in accordance with the following policies.

- Policy 4.2.1:** As a condition of subdivision, a landscaping plan shall be prepared to the satisfaction of the MD of Rocky View. The plan must illustrate the treatment along entranceways, common landscaped areas, municipal reserves, PULs and stormwater facilities.
- Policy 4.2.2:** Landscaping on each lot shall be concentrated in the “front yard” area adjacent to public road rights-of-way and/or in a manner that complements the Highway 566 and Range Road 293 residential interface.
- Policy 4.2.3:** A minimum of 20 percent of the lands within the Balzac Business Park Conceptual Scheme shall be landscaped. Included with this 20 percent is a requirement for a minimum of 10 percent of each individual lot to be landscaped. The landscaping may include berms and the planting of grasses, shrubs and trees.
- Policy 4.2.4:** For the purpose of Policy 4.2.3 above, landscaping shall include areas of Public Utility Lots, Municipal Reserve Lots, and Stormwater Management features which are enhanced with landscaping treatment.
- Policy 4.2.5:** No outdoor display areas, storage areas or parking shall be allowed within landscaped yards.
- Policy 4.2.6:** Landscaping, hard or soft, other than topsoil and seeding will not be permitted within a road right-of-way.
- Policy 4.2.7:** Planting of trees and shrubs within landscaped areas shall be in accordance with, or exceed landscaping standards of the Rocky View Land Use Bylaw and the Balzac East Area Structure Plan.
- Policy 4.2.8:** The developer shall implement the landscaping plan to the satisfaction of the Municipality at the time of DP and/or subdivision approval.
- Policy 4.2.9:** Potable water will not be permitted for irrigation of established landscaping.



#### **4.3 Highway 566 Interface and Residential Lands Transition (Range Road 293) Development Guidelines**

The visual quality of development adjacent to Highway 566 and Range Road 293 is important because these lands are adjacent to a large scale retail, commercial and entertainment facility, a high volume highway, and residential lands. Previous sections of this Conceptual Scheme address the need for a high quality visual interface with policies that require highway widening land (as required by AT), additional building setbacks from property lines, and allocating a high proportion of on-site landscaping to be oriented toward Highway 566 and Range Road 293. Section 4.4 will address the architectural and landscaping guidelines and will be applied through Policy 4.4.1.

#### **4.4 Special Architectural and Landscaping Guidelines**

For all parcels within the Conceptual Scheme area, rooftop apparatus should be screened from public view.

**Policy 4.4.1:** Rooftop apparatus shall be located and screened to reduce or eliminate public view from adjacent roads.

The following architectural and landscaping guidelines will apply to lots that abut Highway 566 or the residential transition area. The guidelines are intended to promote and ensure achievement of a coordinated visual presence toward the public through roads and residential interfaces without restricting the range of industrial uses or variety of building styles that can occur.

- a) Building design emphasis shall be on those building elevations that are openly visible from Highway 566 or the Residential Transition Area.
- b) Within any single lot, the colours, materials and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance.
- c) The exterior appearance of all buildings on lots in the Residential Transition Area shall be compatible with adjacent residential development. All buildings shall be permanent structures with high quality exterior finishing materials and make extensive use of brick as an accent or supplementary exterior material. Other building materials may include quality metal panel products, pre-cast concrete, and architectural site-cast concrete, architectural tiles, and commercial grade stucco, brick, wood or stone masonry. Unacceptable finishing materials are: residential cement stucco, corrugated steel, plywood, shingle materials, featureless concrete block and unfinished concrete.
- d) Façades of buildings which exceed 31 metres measured horizontally, and facing public roadways, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the façade and extending at least 20% of the length of the façade. Side yard facades facing Range Road 293 shall be equal in quality and appearance to the front yard façade.
- e) Façades of buildings facing or flanking onto either Highway 566 or Range Road 293 shall include at least three of the following architectural elements:
  - colour change;
  - texture change;
  - material module change; or
  - expression of architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
- f) Maximum building height for lots abutting Range Road 293 shall be 12.0 m (39.4 feet); 3 storeys.
- g) Roofs shall have at least two of the following features:
  - parapets concealing flat roofs and/or rooftop mechanical and electrical equipment;
  - overhanging eaves extending past the supporting wall;
  - sloping or pitched roofs with two or more roof slope planes; or
  - rooftop treatments that support ecological functions such as stormwater retention, building insulation, bird habitat, outdoor green space, etc.
- h) Each primary building shall have a clearly defined main entrance featuring at least two of the following:
  - canopy or portico;
  - overhang or arcade;
  - raised corniced parapet over the door;
  - outdoor amenity area;
  - upgraded window glazing areas; or
  - integrated planters or landscaped sitting areas.
- i) A minimum 3.0 metre landscaped area including sidewalks shall be provided between the front of any primary building and any adjoining parking or lot area.

- j) Loading docks, garbage storage and other service areas shall be concealed from public view if possible through use of screening materials that are consistent or complementary with the architectural theme of the primary building and shall not be located along Highway 566 or Range Road 293.
- k) Outdoor display, storage and operations yards, shall not be located along Highway 566 or Range Road 293.
- l) A landscape plan shall be submitted with each development permit application which demonstrates the following requirements:
  - i) Plant material proven for the climate of the Chinook growing region and available water resources for long term maintenance;
  - ii) The same or similar mix of tree species planted in front yards and/or boulevards along both sides of a road for visual continuity;
  - iii) Avoidance of species monoculture over large areas;
  - iv) Retaining walls and front yard fencing shall be decorative, as well as functional and integrated into the front yard landscape design; and
  - v) Decorative feature walls or low profile landscaped berms including mass plantings of flowering shrubs, evergreen shrubs, or decorative tall grass species should be incorporated into the landscape designs at key public intersections and entryways without interfering with necessary traffic sight lines.

**Policy 4.4.2:** All Development Permit plans for lots abutting Highway 566 or in the Residential Transition Area shall be in conformity with the Special Architectural and Landscape Guidelines contained in Section 4.4 of this Conceptual Scheme.

## **4.5 Lighting Plan**

A “night sky” approach will be studied at the development permit stage in order to conserve energy, reduce lighting overspill beyond site boundaries, and promote the visibility of stars and night skies. Security and general night lighting on private sites should be designed to respect the objectives of a dark sky.

**Policy 4.5.1:** All private lighting including site security lighting and parking area lighting should be designed to conserve energy, reduce glare and reduce uplight. Developments should consider a lighting design that reduces the extent of spill-over glare and eliminates glare as viewed from nearby residential properties.

#### 4.6 Signage Plan

Signage guidelines are intended to promote and ensure achievement of a coordinated and pleasant visual presence. The following guidelines will apply to all development within the Balzac Business Park Conceptual Scheme area.

- a) Signage shall be subject to approval as part of the associated development permit to match the design and material of buildings.
- b) Signage should be constructed of permanent, high quality material and designed such that signage proliferation will not create an excessive appearance from public roads.
- c) No signage shall project higher than the roof height of the building to which it is attached.
- d) Signage should include multi-tenant identification signs, gateway signs, entry, corner, and directional signs, corporate pylon signs, fascia signs, wall signs, and message signs. Roof signs and projecting signs will not be permitted.
- e) Signs internal to a site may be individually themed for corporate presentation in terms of design, scale, materials, and colours.

**Policy 4.6.1:** All signage in the Balzac Business Park shall conform to the signage guidelines contained in Section 4.6 of this Conceptual Scheme.

**Policy 4.6.2:** No signage other than traffic control devices shall be permitted within the road right-of-way.

#### 4.7 Fencing Plan

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

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

**Policy 4.7.1:** Fencing shall conform to the fencing guidelines contained in Section 4.7 of this Conceptual Scheme.

## 5.0 TRANSPORTATION OVERVIEW

### 5.1 Discussion

The plan area is bounded by Highway 566 to the south and The Queen Elizabeth II Highway to the west. Highway 566 is a major east-west transportation corridor that provides the majority of direct access into the Balzac East ASP plan area. Highway 566 is a two-lane road operated and maintained by Alberta Transportation and used by a growing number of local commuters on a daily basis, local agricultural traffic and future business traffic.

The Queen Elizabeth II Highway is a provincial highway that serves as the primary north-south transportation corridor between Edmonton and Calgary. The Queen Elizabeth II Highway is similarly administered by Alberta Infrastructure and Transportation which has additional influence over permitted developments within 0.8 km of the right-of-way. There is a major interchange located at the intersection of the Queen Elizabeth II Highway and Highway 566.

Access to the Balzac Business Park Conceptual Scheme area will be at two locations (and are numbered accordingly on Figure 13):

1. Secondary Highway 566 - The access will be aligned within the triangular parcel to match the intersection location approved on the south side of Secondary Highway 566. This access will be a northward continuation of Range Road 294 from the development to the south. The road will taper to a narrower right-of-way within the Balzac Business Park to reflect the lower traffic volumes than what will be on Range Road 294 on the south side of Highway 566.
2. Range Road 293 - There is an all-turns access into the site located approximately 400 metres north of Secondary Highway 566. Range Road 293 has been slightly re-aligned so that it “bends” into the business park to discourage non-local traffic from heading northward into the existing residential areas.



*Existing Service Road*





Secondary access to the Conceptual Scheme area will be from three locations:

3. Service road realignment - With the future upgrades to the Secondary Highway 566 overpass, the existing service road intersection at Highway 566 will be removed. This is to address a known safety concern with the existing intersection. The service road will be realigned through the Conceptual Scheme area at the Highway 566/Range Road 294 intersection and continue northward through the "Balzac Meats" and "Fattal" parcels.
4. Extension to the north - The westerly north-south road within the Conceptual Scheme boundary will extend northwards at such time as the lands are being developed.
5. Extension to the north - The easterly north-south road within the Conceptual Scheme boundary will extend northwards at such time as the lands are being developed.

The Conceptual Scheme is defined by a grid-like network of internal roadways. This layout is an efficient manner in which serviceable sized lots can be accommodated while properly distributing traffic through the area.

**Policy 5.1.1:** Redesignation, subdivision and development applications adjacent to the Queen Elizabeth II Highway / Highway 566 intersection shall be referred to Alberta Transportation for identification of land required for road rights-of-way and any other matters under AT's jurisdiction.

**Policy 5.1.2:** All on-site lighting shall be located, oriented and shielded to protect the safe and efficient function of the Queen Elizabeth II Highway and Highway 566.

## **5.2 Traffic Impact Assessment**

Urban Systems was retained by the developer to prepare a Traffic Impact Assessment for the proposed Balzac Business Park. The purpose of the assessment was to determine and address the local and downstream transportation impacts of the proposed development. A copy of the Traffic Impact Assessment has been submitted to the MD of Rocky View under separate cover and has been reviewed and accepted by the MD of Rocky View and AT. The Conceptual Scheme layout also conforms to the regional road network plan created by iTrans Consulting and presented to the MD of Rocky View's Infrastructure and Operations Committee on February 19, 2008.

**Policy 5.2.1:** Detailed traffic infrastructure requirements and improvements will be determined at the subdivision stage by the MD of Rocky View and Alberta Transportation based on the data recommendations of the Traffic Impact Assessment (TIA).

- Policy 5.2.2:** The development shall implement all recommendations related to local road or highway improvements identified by the Traffic Impact Assessment or as otherwise required by Alberta Transportation or the MD of Rocky View.
- Policy 5.2.3:** At the time of subdivision, the MD of Rocky View may required land for road right-of-way widening along Highway 566 and Range Road 293 to accommodate the ultimate roadway design.
- Policy 5.2.4:** All internal roads to be constructed at the Owner's expense in accordance with the Road Standards Section of the Servicing Standards for Subdivisions and Road Construction to the satisfaction of the Municipality.
- Policy 5.2.5:** The MD of Rocky View shall consider signage on Range Road 293 north of Highway 566 to indicate "Local Traffic Only".

## **6.0 SERVICING SCENARIO**

### **6.1 Water**

The MD of Rocky View (WID) water system and the Rocky View Water Co-op (RVWC) have both agreed to supply potable water to the proposed business park. At present, the MD of Rocky View (WID) system is not constructed or available in the area, but is anticipated to commence construction in spring 2008 and be operational by late 2008. In the interim, the developer owns active shares in the RVWC and the RVWC will be used to provide potable water to the initial stages of development.

**Policy 6.1.1:** Potable water shall be provided by a licensed piped water supplier. Approved alternate water supply systems may be considered should they be available at the time of development.

**Policy 6.1.2:** The Owner will be required to obtain the issuance of all necessary licenses and permits with respect to the provision of any private, communal surface water supply, treatment and distribution system, including fire hydrants for fire fighting purposes to the satisfaction of the Municipality.

### **6.2 Sanitary Sewage**

The East Rocky View Regional Waste Treatment facility is currently under construction on the lands to the south of the Balzac Business Park. With the exact completion date for this work and uncertainty as availability to its extension to the north, septic tank disposal may be utilized on an interim basis. Septic tanks would be immediately abandoned upon the completion of the East Rocky Regional Waste Treatment lines to the north, in favour of all developed parcels to tie to this system.

**Policy 6.2.1:** The Owner will be required to obtain the issuance of all necessary licenses and permits with respect to the provision of a private, communal wastewater collection, treatment and disposal system to the satisfaction of the Municipality.

**Policy 6.2.2:** Sanitary sewers will connect to the East Rocky View wastewater system.

**Policy 6.2.3:** A collection system will be installed and extended to the property line of each lot for this Business Park at the time of subdivision to the satisfaction of the Municipality.

**Policy 6.2.4:** The developer will assist and cooperate with regional sanitary studies that will assist in establishing connections to the ERVRWT to the south.

### **6.3 Stormwater Management and Surface Runoff**

The Balzac East ASP discourages commercial and industrial development on lands between the western edge of Nose Creek and The Queen Elizabeth II Highway. The ASP states that this land should remain in its natural state as environmental reserve and/or municipal reserve to maintain the existing visual appearance of the Queen Elizabeth II Highway corridor and to retain the potential for a continuous linear park linking the City of Airdrie, MD of Rocky View and the City of Calgary. The subdivision design and development concept includes open space along the entire length of Nose Creek with municipal reserve and a constructed wetland between the environmental reserve and existing service road to the west.

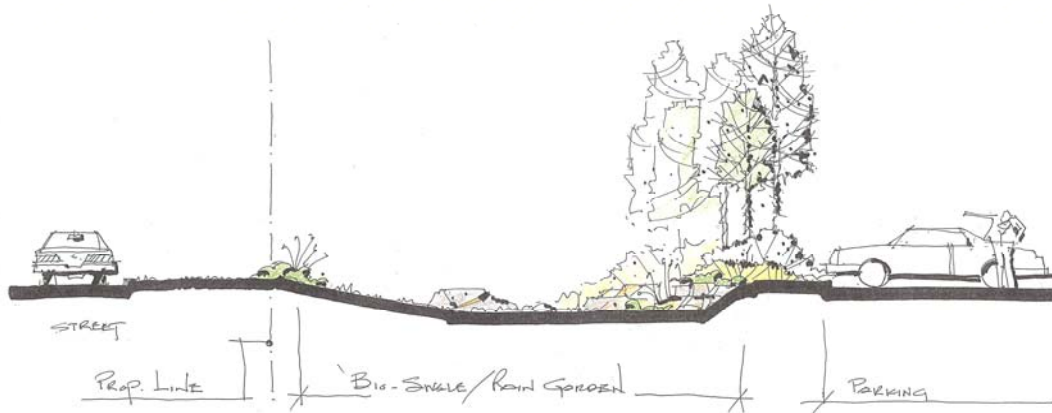
A public utility lot in the form of a constructed wetland has been proposed west of Nose Creek for stormwater retention. This will be used to hold stormwater runoff generated by the plan area and then discharged at a controlled rate into Nose Creek. Details pertaining to the stormwater management have been submitted to the MD of Rocky View in a stormwater study report by Urban Systems under separate cover and are described below. A small pumphouse and an in-ground reservoir will be located on a small parcel east of Nose Creek as described in Section 6.0.

The purpose of the Stormwater Management Report is to demonstrate how stormwater runoff from the proposed development will be managed through the use of a combination of on-lot detention, irrigation strategies, low impact development concepts, stormwater ponds, ground infiltration, and an enhanced riparian zone. The standards set out in the Nose Creek Watershed Management Plan have been integrated into the Stormwater Management Report.

The Stormwater Management Report describes how all runoff (including runoff generated by the 1:100 year return period event) will be contained on-site given that there is no regional drainage infrastructure within the plan area. The report also describes how each of the parcels will be unique in terms of its building coverage, paved surface parking and amount of storage space thereby generating varying amounts of stormwater runoff. Runoff rates will be in keeping with the approved Stormwater Management Plan and not exceed the pre-development rates for the site.

In summary, stormwater runoff will be controlled through the use of the following system components:

- Each driveway will have a culvert if required by the MD of Rocky View;
- A central detention pond that is located above the 100 year flood level and adjacent to Nose Creek;
- A controlled discharge into the oxbow for use as a final stormwater quality polishing cell; and
- An overland escape route to Nose Creek for flows generated beyond the 100 year storm event.



The stormwater detention ponds will be placed at the locations in the Conceptual Scheme area (as shown on Figure 9), and a Lot Owners Association will be established for the operation and maintenance of the facilities. All lot owners will be required to recycle stored stormwater for irrigation purposes within their own lots.

**Policy 6.3.1:** All stormwater management shall be prepared in accordance with the Best Management Practices outlined within the Alberta Environment Standards & Guidelines for Stormwater Management for the Province of Alberta and in accordance with the Nose Creek Watershed Management Plan adopted July 2007.

**Policy 6.3.2:** The Lot Owners Association shall be responsible for the long-term operation and maintenance of the detention ponds by benefiting landowners and shall be secured as part of the subdivision approval process. Appropriate encumbrances shall be registered on each title by the Owner to the satisfaction of the MD of Rocky View.

**Policy 6.3.3:** An erosion and sediment control plan will be prepared for the overall site and submitted to the MD for approval prior to subdivision. Individual lot purchasers will be required to prepare an on-site plan to accompany their individual development permit application.

**Policy 6.3.4:** The post-development stormwater runoff rate and volume controls shall conform to the NCWMP adopted July 2007.

**Policy 6.3.5:** The Developer will be required to enter into a Deferred Services Agreement for future regional storm sewer services at the time of subdivision.

**Policy 6.3.6:** Where applicable, the policies of the NCWMP shall be observed with respect to the 1:100 year floodplain.

**Policy 6.3.7:** Prior to subdivision approval, the Municipality shall require a detailed Stormwater Management Plan.

**Policy 6.3.8:** At the time of subdivision a method will be determined to allow the MD of Rocky View access to each lot for the purposes of remedying any breach by the lot owner of any non-compliance in the construction, operation or maintenance of the lot owners' stormwater management system.

#### **6.4 Shallow Utilities**

Shallow utilities such as electrical, natural gas, telephone, and cable services will be extended into the plan area with precise alignments to be determined at the time of subdivision.

**Policy 6.4.1:** Shallow utilities shall be provided within the plan area to each lot at no expense to the MD of Rocky View and appropriate easements shall be provided to any utility company providing services.

**Policy 6.4.2:** The Developer will provide all easements and rights-of-way required to the satisfaction of the Utility Providers and the Municipality.

#### **6.5 Protective Services**

The plan area will be serviced by 911 emergency service with an emergency locator system installed for each individual property. Fire protection will be provided by the MD of Rocky View with a temporary emergency services building in the SE area of the Conceptual Scheme area, while police service will be provided by the Royal Canadian Mounted Police and the MD of Rocky View Special Constables. The MD of Rocky View has assessed the need for a permanent emergency service facility to service the greater Balzac area and a new permanent emergency services facility is proposed to be located to the south of Secondary Highway 566.

**Policy 6.5.1:** Redesignation, subdivision and development applications shall accommodate design elements that consider safety measures and appropriate levels of servicing required for fire, police and ambulance services.

**Policy 6.5.2:** Redesignation, subdivision and development applications shall meet the criteria for on-site fire fighting measures as determined by the MD of Rocky View.

**Policy 6.5.3:** Redesignation, subdivision and development applications shall assure proper emergency vehicle access to the satisfaction of the MD of Rocky View.

**Policy 6.5.4:** The Owner shall prepare an Emergency Management and Response Plan to be reviewed and approved by the MD of Rocky View and Alberta Infrastructure and Transportation prior to final subdivision approval (endorsement).

## **6.6 Fire Protection**

The RVWC has confirmed that fire protection for the area will be available via the potable water in the deep utility mains.

A looped water system proposed by the MD Willowglen office will be established to assist in redundancy as required.

A separate frost protected and unlooped fire water distribution line with fire hydrants will be installed in the road right-of-way, and the system will be pressured from a small pumphouse located on top of the concrete reservoir.

**Policy 6.6.1:** Water for firefighting purposes shall be provided by the Rocky View Water Co-Op system reservoir with water supplied by the Rocky View Water Co-op.

**Policy 6.6.2:** Cooperative efforts with the MDRV, RVWC and the future MD of Rocky View (WID) water system will be made to ensure adequate looping and pressure zones are achieved.

## 7.0 PUBLIC CONSULTATION

Two public open houses were held for this project. The first one was on Wednesday, December 5, 2007, and the second was on Thursday, January 10, 2008.

The first open house on Wednesday, December 5, 2007 was at the Balzac Community Hall. The open house was advertised in the Rocky View Times on Tuesday, November 27, 2007 and Tuesday, December 4, 2007. Two signs were placed on the site on Highway 566 and Range Road 293 to advertise the open house.

Approximately 80 people attended and representatives from the developer and the consulting team were present to answer questions.

Comment sheets were provided if attendees wished to leave written comments. A summary of the written and verbal comments received at the open house is as follows:

- The proposed development is consistent with policy plans and other developments in the area.
- The proposed development is not consistent with policy plans and other developments in the area.
- The lands should remain as country residential and development should stay south of Highway 566.
- The concept plan looks good and the developer seems to be proposing attractive buildings.
- Interface along Range Road 293 must be addressed to respect existing residents.
- How much additional traffic from this development will there be on Range Road 293.
- Is there a secured source of water for the development?

The second open house was held on Thursday, January 10, 2008 at the Balzac Community Hall. The open house was advertised in the Rocky View Times on Wednesday, January 2, 2008 and Tuesday, January 8, 2008.

Approximately 150 people attended and representatives from the Developer and Consulting Team were present to answer questions. As well, representatives from the MD of Rocky View were in attendance to review the regional road network for the Balzac area.

Comment sheets were provided if attendees wished to leave written comments. A summary of the written and verbal comments received at the open house is as follows:

- The proposed development is consistent with policy plans and other developments in the area.
- The proposed development is not consistent with policy plans and other developments in the area.
- The lands should remain as country residential and development should stay south of Highway 566.
- Resistance to amending the Balzac East ASP.
- Concerns with additional northbound traffic on Range Road 293.



## **8.0 IMPLEMENTATION**

### **8.1 Process**

The Balzac Business Park Conceptual Scheme provides a framework of requirements and policies that are consistent with the policies in the East Balzac ASP. The implementation of the Conceptual Scheme will occur with approvals of the Balzac East ASP amendment, land use redesignation and the subdivision application(s). Policies within the Conceptual Scheme will guide the decision making process for such subsequent applications towards the development of a phased, high quality business park.

It is proposed that a Direct Control land use district be approved for the lands to ensure certain uses, coordinated development, performance requirements, and development obligations are met. The performance requirements and development guidelines within the Direct Control district will be consistent with the policy statements outlined in this Conceptual Scheme document. The overall intent of the policy and land use district is to ensure that a broad range of business and industrial uses are developed in a manner that is compatible with adjacent uses. A Lot Owners Association will be established to maintain common areas, open spaces and infrastructure.

**Policy 8.1.1:** The MD of Rocky View Council and Administration shall implement this Conceptual Scheme through the land use amendment, subdivision and development approval processes.

**Policy 8.1.2:** A Lot Owners Association will be established at the time of subdivision to assume eventual responsibility for common areas, open spaces and infrastructure.

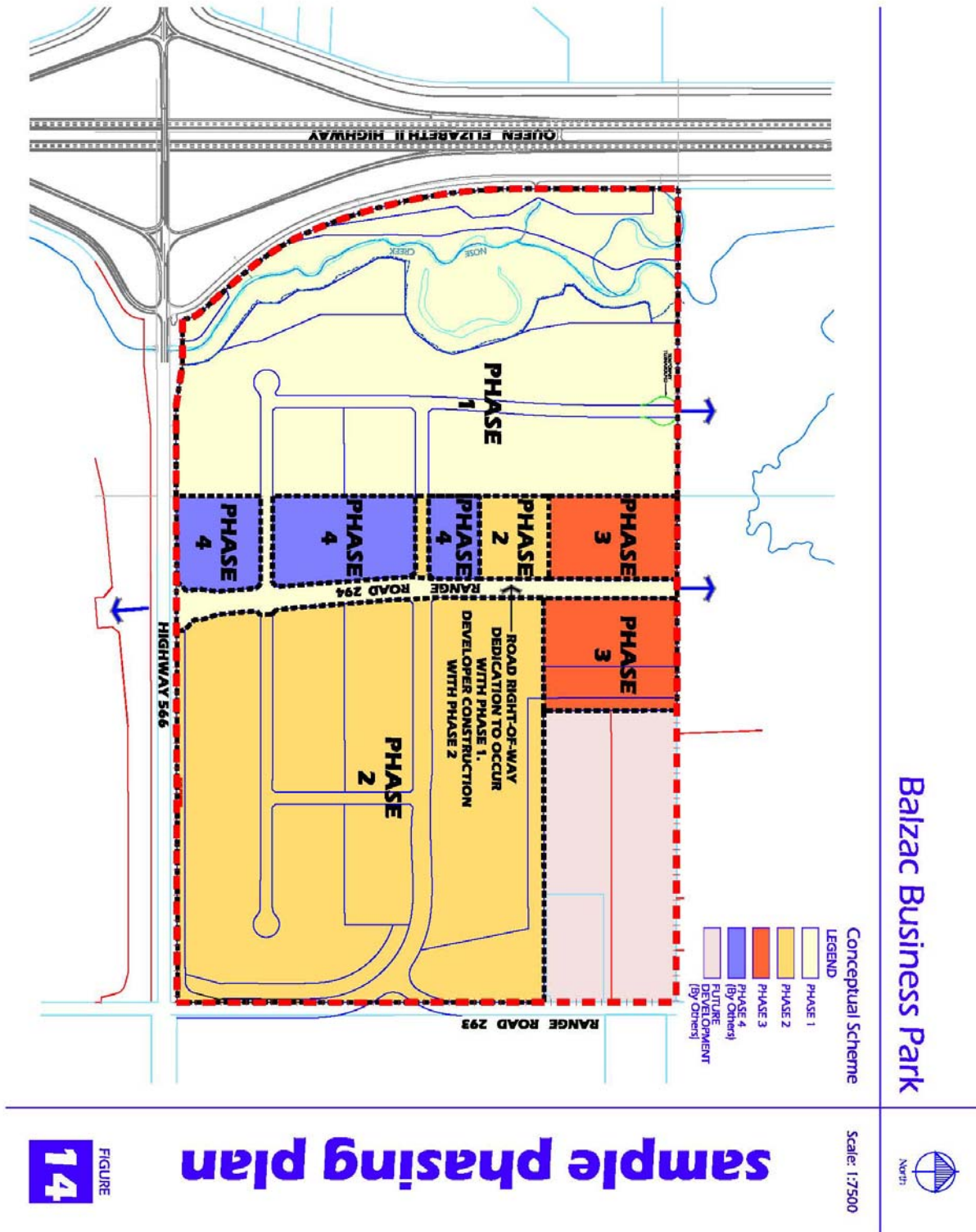
### **8.2 Phasing**

The plan area encompasses ±98.64 hectares (±243.74 acres) of land that will be developed in multiple phases due to the size of the plan area, ownership patterns and market conditions. A sample phasing plan is shown in Figure 14, but is subject to revision with submission of future subdivision plans.

**Policy 8.2.1:** The phasing plan may be amended depending on market conditions, servicing and access conditions, and/or requirements of phase sizes and/or ownership patterns provided adequate servicing, infrastructure and stormwater management is available.

**Policy 8.2.2:** The stripping and grading area shall be limited, where possible, to the proposed development area of the subdivision application.

Figure 14 Sample Phasing Plan



**Policy 8.2.3:** At the discretion of the approving authority, a stripping and grading permit may be issued provided, among other things, the following conditions have been met: a preliminary grading plan depicting road and swale grades including the Public Utility Lot area, a Stormwater Management Plan, an Erosion and Sedimentation Control Plan, and a Construction Management Plan are approved by the MD of Rocky View and Alberta Environment.

**Policy 8.2.4:** Phasing plans will be incorporated into and finalized with the subdivision plan approvals.

### **8.3 Performance Standards**

The performance standards referenced in Section 4.0 of this Conceptual Scheme will be applied through the adoption of a Direct Control land use district for the lands and the adoption of this Conceptual Scheme.

**Policy 8.3.1:** In addition to the performance standards within this Conceptual Scheme, the Business Use Performance Standards and Development Guidelines contained in the Balzac East ASP should be considered by the approval authority when applicable during the subdivision and development approval processes.

## 9.0 POLICY SUMMARY

**Policy 1.2.1:** Design of the Balzac Business Park is to have consistency in terms of exterior building materials, pedestrian connectivity, landscaping, and building siting.

**Policy 1.2.2:** Architectural controls are to be registered on each parcel and to be reviewed and enforced by the developer until such time that a business owners association is established.

**Policy 1.4.2.1:** An application for development that comprises any lands within the City of Airdrie/MD of Rocky View Intermunicipal Development Plan Area shall be referred to the City of Airdrie for review and evaluation in relation to the policies of the IDP.

**Policy 1.4.2.2:** An application for development that comprises any lands within the City of Calgary/MD of Rocky View Intermunicipal Development Plan Area shall be referred to the City of Calgary for review and evaluation in relation to the policies of the IDP.

**Policy 2.1.1:** Policies contained within the Balzac Business Park Conceptual Scheme shall apply to all lands within the plan area as shown in Figures 2 and 3.

**Policy 2.2.1:** Alterations to the existing topography of the plan area shall only proceed in accordance with a stormwater management plan and overall site grading plan approved by the MD of Rocky View and Alberta Environment.

**Policy 2.3.1:** The Owner shall prepare an Environmental Site Assessment that describes methods to mitigate the impact of affected phase(s) of development adjacent to Nose Creek in accordance with the Balzac East ASP to the satisfaction of the MD of Rocky View at the time of subdivision. The Nose Creek Watershed Partnership may be consulted during the review of the assessment.

**Policy 2.3.2:** Subdivision or development within the riparian area is prohibited by this Conceptual Scheme in accordance with the Balzac East ASP, and the Nose Creek Watershed Management Plan.

**Policy 2.4.1:** The Owner shall be required to submit a Historical Resources Overview, or if required by the Province, a Historic Resources Impact Assessment, prior to subdivision approval to the satisfaction of the MD of Rocky View and Alberta Community Development.

- Policy 2.4.2:** The Owner shall undertake all actions as recommended by the Historical Resources Overview or the Historic Resources Impact Assessment to record, map and/or otherwise preserve, to the satisfaction of the MD of Rocky View and Alberta Community Development prior to any grading on the site.
- Policy 3.1.1:** Redesignation, subdivision and development proposals within the plan area shall conform to this Conceptual Scheme, Balzac East ASP and other relevant policies and regulations of the MD of Rocky View.
- Policy 3.1.2:** Redesignation, subdivision and development proposals within the plan area shall be compatible with adjacent development in terms of building form and interface, setbacks, landscaping, and appearance.
- Policy 3.1.3:** Institutional land uses proposed for the subject lands shall reflect the requirements contained in Section 4.5 of the Balzac East ASP.
- Policy 3.1.4:** Land use and development in the area denoted as the Highway 566 transition land use shall address interface and appearance issues with the highway.
- Policy 3.1.5:** Land use and development in the area denoted as Cell 2 (Figure 8) shall address interface, appearance and uses with residential lands on the east side of Range Road 293 and residential lands within the Conceptual Scheme area as a separate development cell.
- Policy 3.1.6:** The exterior appearance of all buildings on lots in the Residential Transition Area shall be compatible with adjacent residential development. The extensive use of brick and high quality exterior finishing materials is required to ensure a compatible visual appearance.
- Policy 3.1.7:** No development within either transition area shall create any significant nuisance factor outside an enclosed building.
- Policy 3.1.8:** Development standards and architectural guidelines described in this plan and in the East Balzac ASP shall be adopted to ensure that all development on lands described in the transition areas will present an appropriate visual interface with Highway 566 and residential areas.
- Policy 3.1.9:** Land uses within the Conceptual Scheme area shall be governed by a Direct Control District that will address landscaping, setbacks and other means to ensure that development is compatible with existing and planned land uses adjacent to any specific development site.

**Policy 3.1.10:** Subdivision shall generally be in accordance with the proposed subdivision plan shown in Figure 9.

**Policy 3.1.11:** Lot layouts shown in Figure 9 are conceptual only and may not reflect the final design, number or sizes of lots proposed in future tentative plans of subdivision. The final size, configuration and design of individual parcels proposed through subdivision shall be determined at the tentative subdivision plan approval stage and conform to the provisions of the Direct Control Bylaw.

**Policy 3.2.1:** Access shall be provided from Highway 566 at Range Road 294, one access from Range Road 293, and two future connections to the north as shown in Figure 9, and in accordance with the approved Traffic Impact Assessment.

**Policy 3.2.2:** All internal roadways shall be constructed in accordance with the MD of Rocky View's Servicing Standards for Subdivision and Road Construction as amended.

**Policy 3.2.3:** To encourage business and pass-through traffic to utilize Range Road 294 and Township Road 263 instead of Range Road 293 to travel north, the MD of Rocky View shall investigate and require the implementation of measures such as intersection design, residential gateway entrance features, signage, road design, and markings. Pending a review of the effectiveness of these measures to limit commercial traffic, the Municipality will consider other options including road closure.

**Policy 3.2.4:** The construction of Range Road 294 and the upgrading of Township Road 263 will occur prior to the closure of the existing service road access at Highway 566.

**Policy 3.4.1:** Subdivision application(s) shall be in general conformity with lot configuration shown in Figure 9.

**Policy 3.4.2:** The exact size of each parcel(s) shall be determined at the subdivision stage.

**Policy 3.5.1:** The Owner shall coordinate the design and construction of a linear pathway between Nose Creek and the existing service road in consultation with the MD of Rocky View. Alignment of the pathway is shown conceptually on Figure 10, but will be finalized at the subdivision stage and/or development approval and will be in accordance with the Nose Creek Watershed Water Management Plan.

- Policy 3.5.2:** The width and dedication of land for a linear pathway between Nose Creek and the existing service road shall be at the discretion of the MD of Rocky View as a condition of subdivision and/or development approval.
- Policy 3.5.3:** All linear pathways west of Nose Creek shall maintain the functional and visual integrity of the Queen Elizabeth II Highway corridor.
- Policy 3.5.4:** A Lot Owners Association shall be legally established by the Owner to provide for the ongoing maintenance of all landscaped areas that lie within road rights-of-way and open spaces (MR and ER). The Lot Owners Association shall be funded by way of an encumbrance on individual lot titles to the satisfaction of the MD of Rocky View.
- Policy 3.5.5:** Pathway design shall provide for safe landscaped rest stops to be used by regional pathway and business park users. Rest stops may include benches, picnic tables and garbage receptacles.
- Policy 3.6.1:** 10 percent of the developable lands contained within the plan area shall be dedicated as municipal reserve in the form of land.
- Policy 3.6.2:** Municipal reserve in excess of the 10 percent required by the Municipal Government Act shall be voluntarily dedicated by the Owner(s).
- Policy 3.6.3:** Municipal reserve shall be dedicated generally in accordance with the proposed subdivision design and development concept contained within this Conceptual Scheme.
- Policy 3.6.4:** ER shall be determined in accordance with the Municipal Government Act, Balzac East Area Structure Plan and the Nose Creek Watershed Water Management Plan to the satisfaction of the Municipal District of Rocky View.
- Policy 3.6.5:** Subdivision or development within the riparian area as defined by survey shall be prohibited by this Conceptual Scheme in accordance with the Balzac East ASP and the Nose Creek Watershed Management Plan.
- Policy 3.6.6:** Land within the 1:100 year floodway shall be dedicated as Environmental Reserve at the time of subdivision.
- Policy 4.0.1:** Applications for redesignation, subdivision and development approval of business uses shall be in accordance with the minimum performance standards and development guidelines as set out in Section 4.4 of the Balzac East ASP.

- Policy 4.1.1:** Land requirements and building setbacks as described in Section 4.1 shall be utilized in order to provide visual separation for an attractive, comprehensively designed business park that is compatible with surrounding uses.
- Policy 4.2.1:** As a condition of subdivision, a landscaping plan shall be prepared to the satisfaction of the MD of Rocky View. The plan must illustrate the treatment along entranceways, common landscaped areas, municipal reserves, PULs and stormwater facilities.
- Policy 4.2.2:** Landscaping on each lot shall be concentrated in the “front yard” area adjacent to public road rights-of-way and/or in a manner that complements the Highway 566 and Range Road 293 residential interface.
- Policy 4.2.3:** A minimum of 20 percent of the lands within the Balzac Business Park Conceptual Scheme shall be landscaped. Included with this 20 percent is a requirement for a minimum of 10 percent of each individual lot to be landscaped. The landscaping may include berms and the planting of grasses, shrubs and trees.
- Policy 4.2.4:** For the purpose of Policy 4.2.3 above, landscaping shall include areas of Public Utility Lots, Municipal Reserve Lots, and Stormwater Management features which are enhanced with landscaping treatment.
- Policy 4.2.5:** No outdoor display areas, storage areas or parking shall be allowed within landscaped yards.
- Policy 4.2.6:** Landscaping, hard or soft, other than topsoil and seeding will not be permitted within a road right-of-way.
- Policy 4.2.7:** Planting of trees and shrubs within landscaped areas shall be in accordance with, or exceed landscaping standards of the Rocky View Land Use Bylaw and the Balzac East Area Structure Plan.
- Policy 4.2.8:** The developer shall implement the landscaping plan to the satisfaction of the Municipality at the time of DP and/or subdivision approval.
- Policy 4.2.9:** Potable water will not be permitted for irrigation of established landscaping.
- Policy 4.4.1:** Rooftop apparatus shall be located and screened to reduce or eliminate public view from adjacent roads.



- Policy 4.4.2:** All Development Permit plans for lots abutting Highway 566 or in the Residential Transition Area shall be in conformity with the Special Architectural and Landscape Guidelines contained in Section 4.4 of this Conceptual Scheme.
- Policy 4.5.1:** All private lighting including site security lighting and parking area lighting should be designed to conserve energy, reduce glare and reduce uplight. Developments should consider a lighting design that reduces the extent of spill-over glare and eliminates glare as viewed from nearby residential properties.
- Policy 4.6.1:** All signage in the Balzac Business Park shall conform to the signage guidelines contained in Section 4.6 of this Conceptual Scheme.
- Policy 4.6.2:** No signage other than traffic control devices shall be permitted within the road right-of-way.
- Policy 4.7.1:** Fencing shall conform to the fencing guidelines contained in Section 4.7 of this Conceptual Scheme.
- Policy 5.1.1:** Redesignation, subdivision and development applications adjacent to the Queen Elizabeth II Highway / Highway 566 intersection shall be referred to Alberta Transportation for identification of land required for road rights-of-way and any other matters under AT's jurisdiction.
- Policy 5.1.2:** All on-site lighting shall be located, oriented and shielded to protect the safe and efficient function of the Queen Elizabeth II Highway and Highway 566.
- Policy 5.2.1:** Detailed traffic infrastructure requirements and improvements will be determined at the subdivision stage by the MD of Rocky View and Alberta Transportation based on the data recommendations of the Traffic Impact Assessment (TIA).
- Policy 5.2.2:** The development shall implement all recommendations related to local road or highway improvements identified by the Traffic Impact Assessment or as otherwise required by Alberta Transportation or the MD of Rocky View.
- Policy 5.2.3:** At the time of subdivision, the MD of Rocky View may required land for road right-of-way widening along Highway 566 and Range Road 293 to accommodate the ultimate roadway design.

- Policy 5.2.4:** All internal roads to be constructed at the Owner's expense in accordance with the Road Standards Section of the Servicing Standards for Subdivisions and Road Construction to the satisfaction of the Municipality.
- Policy 5.2.5:** The MD of Rocky View shall consider signage on Range Road 293 north of Highway 566 to indicate "Local Traffic Only".
- Policy 6.1.1:** Potable water shall be provided by a licensed piped water supplier. Approved alternate water supply systems may be considered should they be available at the time of development.
- Policy 6.1.2:** The Owner will be required to obtain the issuance of all necessary licenses and permits with respect to the provision of any private, communal surface water supply, treatment and distribution system, including fire hydrants for fire fighting purposes to the satisfaction of the Municipality.
- Policy 6.2.1:** The Owner will be required to obtain the issuance of all necessary licenses and permits with respect to the provision of a private, communal wastewater collection, treatment and disposal system to the satisfaction of the Municipality.
- Policy 6.2.2:** Sanitary sewers will connect to the East Rocky View wastewater system.
- Policy 6.2.3:** A collection system will be installed and extended to the property line of each lot for this Business Park at the time of subdivision to the satisfaction of the Municipality.
- Policy 6.2.4:** The developer will assist and cooperate with regional sanitary studies that will assist in establishing connections to the ERVRWT to the south.
- Policy 6.3.1:** All stormwater management shall be prepared in accordance with the Best Management Practices outlined within the Alberta Environment Standards & Guidelines for Stormwater Management for the Province of Alberta and in accordance with the Nose Creek Watershed Management Plan adopted July 2007.
- Policy 6.3.2:** The Lot Owners Association shall be responsible for the long-term operation and maintenance of the detention ponds by benefiting landowners and shall be secured as part of the subdivision approval process. Appropriate encumbrances shall be registered on each title by the Owner to the satisfaction of the MD of Rocky View.

- Policy 6.3.3:** An erosion and sediment control plan will be prepared for the overall site and submitted to the MD for approval prior to subdivision. Individual lot purchasers will be required to prepare an on-site plan to accompany their individual development permit application.
- Policy 6.3.4:** The post-development stormwater runoff rate and volume controls shall conform to the NCWMP adopted July 2007.
- Policy 6.3.5:** The Developer will be required to enter into a Deferred Services Agreement for future regional storm sewer services at the time of subdivision.
- Policy 6.3.6:** Where applicable, the policies of the NCWMP shall be observed with respect to the 1:100 year floodplain.
- Policy 6.3.7:** Prior to subdivision approval, the Municipality shall require a detailed Stormwater Management Plan.
- Policy 6.3.8:** At the time of subdivision a method will be determined to allow the MD of Rocky View access to each lot for the purposes of remedying any breach by the lot owner of any non-compliance in the construction, operation or maintenance of the lot owners' stormwater management system.
- Policy 6.4.1:** Shallow utilities shall be provided within the plan area to each lot at no expense to the MD of Rocky View and appropriate easements shall be provided to any utility company providing services.
- Policy 6.4.2:** The Developer will provide all easements and rights-of-way required to the satisfaction of the Utility Providers and the Municipality.
- Policy 6.5.1:** Redesignation, subdivision and development applications shall accommodate design elements that consider safety measures and appropriate levels of servicing required for fire, police and ambulance services.
- Policy 6.5.2:** Redesignation, subdivision and development applications shall meet the criteria for on-site fire fighting measures as determined by the MD of Rocky View.
- Policy 6.5.3:** Redesignation, subdivision and development applications shall assure proper emergency vehicle access to the satisfaction of the MD of Rocky View.

- Policy 6.5.4:** The Owner shall prepare an Emergency Management and Response Plan to be reviewed and approved by the MD of Rocky View and Alberta Infrastructure and Transportation prior to final subdivision approval (endorsement).
- Policy 6.6.1:** Water for firefighting purposes shall be provided by the Rocky View Water Co-Op system reservoir with water supplied by the Rocky View Water Co-op.
- Policy 6.6.2:** Cooperative efforts with the MDRV, RVWC and the future MD of Rocky View (WID) water system will be made to ensure adequate looping and pressure zones are achieved.
- Policy 8.1.1:** The MD of Rocky View Council and Administration shall implement this Conceptual Scheme through the land use amendment, subdivision and development approval processes.
- Policy 8.1.2:** A Lot Owners Association will be established at the time of subdivision to assume eventual responsibility for common areas, open spaces and infrastructure.
- Policy 8.2.1:** The phasing plan may be amended depending on market conditions, servicing and access conditions, and/or requirements of phase sizes and/or ownership patterns provided adequate servicing, infrastructure and stormwater management is available.
- Policy 8.2.2:** The stripping and grading area shall be limited, where possible, to the proposed development area of the subdivision application.
- Policy 8.2.3:** At the discretion of the approving authority, a stripping and grading permit may be issued provided, among other things, the following conditions have been met: a preliminary grading plan depicting road and swale grades including the Public Utility Lot area, a Stormwater Management Plan, an Erosion and Sedimentation Control Plan, and a Construction Management Plan are approved by the MD of Rocky View and Alberta Environment.
- Policy 8.2.4:** Phasing plans will be incorporated into and finalized with the subdivision plan approvals.
- Policy 8.3.1:** In addition to the performance standards within this Conceptual Scheme, the Business Use Performance Standards and Development Guidelines contained in the Balzac East ASP should be considered by the approval authority when applicable during the subdivision and development approval processes.