

CONCEPTUAL SCHEME
FULTON
INDUSTRIAL



ROCKY VIEW COUNTY
Cultivating Communities

Bylaw C-6919-2010
Adopted June 22, 2010

**ROCKY VIEW COUNTY
BYLAW C-6919-2010**

A Bylaw of Rocky View County to adopt a Conceptual Scheme known as the "Fulton Industrial Conceptual Scheme".

WHEREAS the *Municipal Government Act*, 2000, c. M-26 as amended, allows the County to adopt plans relating to the future subdivision and development of lands within the County; and

WHEREAS the Council of Rocky View County, has received an application to adopt the Fulton Industrial Conceptual Scheme to provide a framework for comprehensive planning for a limited service industrial park within portions of Section 36-22-28 W4M lying north of Hwy 22x and the Canadian Pacific Railway, as shown in Schedule 'A', attached to and forming part of this Bylaw; and

WHEREAS a notice was published on Tuesday, May 25, 2010 and Tuesday, June 1, 2010 in the Rocky View Weekly, a newspaper circulating in Rocky View County, advising of the Public Hearing for Tuesday, June 22, 2010; and

WHEREAS Council held a Public Hearing and has 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 "Fulton Industrial Conceptual Scheme," attached hereto as Schedule 'A', be adopted to provide a framework for comprehensive planning for a limited service industrial park within portions of Section 36-22-28-W4M lying north of Hwy 22x and the Canadian Pacific Railway, as shown in Schedule 'A', attached to and forming part of this Bylaw; and
2. The Bylaw comes into effect upon the date of its third reading.

Division: 4

File: 02336001/002/003/004-2008-RV-296

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, May 11, 2010, on a motion by Councillor Rheubottom.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, June 22, 2010, on a motion by Councillor Rheubottom.

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, June 22, 2010, on a motion by Councillor McLean.

REEVE OR DEPUTY REEVE

MUNICIPAL SECRETARY

SCHEDULE 'A'
FORMING PART OF BYLAW C-6919-2010

A Conceptual Scheme affecting the area within portions of Section 36-22-28 W4M lying north of Hwy 22x and the Canadian Pacific Railway, herein referred to as the 'Fulton Industrial Conceptual Scheme'.

ACKNOWLEDGEMENT PAGE

PREPARED BY

Planning

ERW Consulting Inc

Engineering



Developer



Prepared for



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1. DEFINITIONS

Definitions of the following terms are as follows:

1. **PLAN AREA** The "Plan Area" is defined as those lands within NE, NW, and portions of SE and SW of Section 36-22-28-W4M bounded on the West by Range Road 281, on the North by TWP Road 230, on the East by Range Road 280, and on the South by Highway 22X and CPR rail ROW as shown on Figure 3-1.1.
2. **CONCEPTUAL SCHEME** refers to this document – a comprehensive planning and development framework that applies to the subject lands, in accordance with policy No. 644 of the Rocky View County. The Conceptual Scheme will be adopted as a Bylaw.
3. **COUNTY, ROCKY VIEW**, refer to Rocky View County.
4. **MUNICIPALITY** refers to the municipal approving authority in jurisdiction over the Conceptual Scheme lands.
5. **COUNCIL** refers to the Council of the municipal approving authority in jurisdiction over the Conceptual Scheme lands.
6. **DEVELOPMENT** refers to Fulton Industrial Park.
7. **FIP** refers to Fulton Industrial Park.
8. **DEVELOPER** refers to Fulton Industrial JV or any future owner of the Development.
9. **LAND(s) and/or SUBJECT LAND(s)** refer to the lands subject to the policies of this Conceptual Scheme, as shown on Figure 3-2.
10. **INDUS or HAMLET** refers to the Hamlet of Indus.
11. **CPR** refers to Canadian Pacific Railway
12. **DEVELOPMENT AREAS** refers to numeric values contained in the Conceptual Scheme that are to be considered approximate and are subject to modification.
13. **MUNICIPAL DEVELOPMENT PLAN** refers to the official adopted plan that addresses policy and strategy for land use, transportation, servicing, open space, recreation and intermunicipal relationships within the Municipality.

2. INTRODUCTION

2.1. Purpose of the Conceptual Scheme

The Fulton Industrial Conceptual Scheme is a planning policy framework that is adopted via Bylaw by the Council of Rocky View County. Planning and development policies for land uses, infrastructure provision, environmental issues, traffic, and the impact of the development on surrounding land uses are addressed.

This Conceptual Scheme will provide policy direction to Council and applicants in the preparation of additional applications for approval prior to the development of the subject lands. This includes Land-Use Redesignation, and Subdivision applications.

2.2. History

The land has been used for agricultural purposes since the Indus area was settled in the late 1800's. The land is unsubdivided, relatively flat and is currently designated as Ranch and Farm land use. The land is bounded on the north by TWP Rd 230, the east by RR 280, the west by 281, and the south by Provincial Highway 22X. The CPR railway ROW transects the southwest corner of the site. No structures exist on the site.

In 2006 an application by the previous owner was made to redesignate the land to Direct Control District in order to create a fully serviced residential community. This application has been withdrawn.

2.3. Development Vision

The land is identified in the Rocky View Growth Management Strategy within a regionally significant Minor Business Corridor area for nodal development adjacent to the Hamlet of Indus. Fulton Industrial Park is in a strategic location to develop a phased limited services industrial park with convenient access to regional transportation including Provincial Highway 22X, and Municipal Highway 791. The land area of approximately 212 hectares (523 acres) provides opportunity for a master planned and phased industrial development. The land is located near the Hamlet of Indus. This development will be designed to respect its neighbours in Indus and the surrounding agricultural community.

The development vision of Fulton Industrial Park includes:

- A mix of clean industrial and small commercial land uses of varying intensity that require limited services within the development.
- Berming, fencing and landscaped space along the west property boundary with particular emphasis where the land is near the Hamlet of Indus and existing residential developments.
- Creation of local recreation opportunities through the dedication of a consolidated public open recreation space suitable for regional recreation amenities development to enhance the existing Indus Recreation Centre from being a winter facility to becoming a year round facility which in turn will allow for economic enhancement for the Recreation Centre.
- Public future regional pathway on the West boundary that provides possible future linkage to the Hamlet of Indus.
- Transition of less intensive business uses on the west boundary to limit unsightly edge conditions and negative impact to future country residential land uses in the Indus ASP Area of Influence.
- Implementation of design guidelines that coordinate the Park's layout and appearance and reflect the rural character of Indus and the surrounding agricultural community.

- Increased access to jobs by providing local and regional employment opportunities.
- Increased industrial development that adds to the County industrial tax base to replace and exceed the current agricultural tax revenues on this land.
- Future possible regional stormwater management infrastructure opportunities.
- Improvements to County road infrastructure.
- Implementation of on site stormwater management facilities that include fire flow storage capacity.
- An efficient internal collector transportation system integrated with the regional road network.
- Retention where feasible of the existing tree windrow along Range Road 280.

It is anticipated that the development will occur over a 10 to 15 year absorption period.

2.4. Council Motion

In May 2008, the Developer submitted a Land Use Redesignation application to the MD of Rocky View proposing to redesignate the land within Section 36-22-28-4 to B-2 to accommodate an industrial park development. This proposed redesignation was submitted to request direction from Council to prepare a comprehensive Conceptual Scheme for the land.

At its meeting of July 29, 2008 the Rocky View Council considered and passed the following:

That Council requests the Applicant pay the fee prescribed in the Master Rates Bylaw and prepare a Conceptual Scheme for the lands described in the proposed Conceptual Scheme Boundary, to be adopted by Bylaw as a prerequisite to Council considering the redesignation and subdivision applications within the subject lands. As part of the Conceptual Scheme, the Applicant shall conduct two Open Houses prior to first reading of the adopting Bylaw. The Plan should be prepared in a format satisfactory to the Municipality and shall include the following items:

1. Existing Situation

A baseline description of the following matters within the Conceptual Scheme area, and an evaluation of the potential impacts on them of the proposed development:

- *Existing land use, ownership and development;*
- *topography, geotechnical, hydrological, hazard and/or environmental conditions that characterize the area;*
- *existing servicing arrangements, utilities, and transportation routes;*
- *any other matters the Municipality requires to be investigated;*

2. Local Development Matters:

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

- *the proposed uses of lands within the Conceptual Scheme area;*
- *proposed parcel size and density for the Conceptual Scheme area;*
- *the proposed internal road hierarchy and its impacts on the Provincial and Municipal road networks;*
- *a Traffic Impact Analysis including an assessment of the regional road infrastructure, which could be impacted by the development;*

- *a Stormwater Management Plan;*
- *a servicing proposal including but not limited to public, private and advanced sewage treatment systems, including communal systems, for the Conceptual Scheme area;*
- *any special policies that may be required to give guidance to the preparation of tentative plans of subdivision including, but not limited to, geotechnical, hydrological, hazard and/or environmental conditions within the Conceptual Scheme boundaries;*
- *dedicated lands including but not limited to, conservation easements, public utility lots, municipal/school reserves, and if necessary, environmental reserves;*
- *an implementation Plan that addresses phasing and provides for a Construction Management Plan and a Weed Management Plan that implements controls to impede and remove weed growth control during the prebuild, build, and post build stages of development; thereby maintaining a clean and orderly area for the duration of development;*
- *a Recreation Plan, which may or may not include a Voluntary Community Recreation Contribution;*
- *innovative measures to provide for water conservation, water recycling and re-use;*
- *implementation of Low Impact Development criteria;*
- *that the Developer, within the Conceptual Scheme, address the broader benefits of the proposed project as well as its potential demand for services at full development;*
- *Any other matters the Municipality requires to be investigated.*

2.5. Objectives

This Conceptual Scheme shall:

1. Establish a document that is comprehensive and contains policy statements and guidelines appropriate to guide resolution of planning and development during the land redesignation, subdivision and development process;
2. Illustrate the existing physical and environmental site characteristics of the land and identify the impact and constraints of development on the environment;
3. Indicate how this proposed industrial development addresses Municipal Development Plan policies;
4. Describe the proposed traffic and servicing infrastructure system within the site;
5. Summarize community input and public participation initiatives that were taken as part of the Conceptual Scheme preparation process;
6. Describe the impact on regional infrastructure and potential for assists in the creation of regional services.

3.0 CONCEPTUAL SCHEME AREA

3.1 Regional Location

The Conceptual Scheme area is located within the Rocky View County east of the Hamlet of Indus. Provincial Highway 22X bounds it on the south, on the east by Range Road 280, the west by Range Road 281 and on the north by TWP Road 230.

Highway 791 runs north south through the Hamlet of Indus and connects to Provincial Highway 22X on the south boundary of the Hamlet and the land. Highway 791 connects with Highway 1 approximately 17 km to the north.

Figure 3-1.1 is the Regional Context Map

Policy 3.1.1 Policies within the Fulton Industrial Park Conceptual Scheme shall apply to all the lands within the plan area.

Figure 3-1.2 Photo Views within the Conceptual Scheme

Photo views of the Conceptual Scheme lands



Photo 1 View from RR 280 to West to RR 281 and Hamlet of Indus



Photo 2 View from Highway 22X to North West showing existing agricultural and CPR rail line



Photo 3 View from Highway 22X to North showing existing agricultural and CPR rail line



Photo 4 View from Highway 22X to North East showing existing agricultural



Photo 5 View from RR 281 to East showing Agricultural



Photo 6 View from property to South showing CPR and Highway 22X CPR overpass



Photo 7 View from Twp Road 230 to West showing Indus

3.2 Legal Description

Lands controlled by Fulton Industrial JV include an area of approximately 212 hectares (523.82 acres) and are described as:

Table 3-2 Land Titles

Title Number	Description	Hectares	Acres
	NW ¼ 36-22-28-W4M	63.71	157.43
	NE ¼ 36-22-28-W4M	63.57	157.08
	Part SE ¼ 36-22-28-W4M	40.71	100.59
	Part SW ¼ 36-22-28-W4M	44.00	108.72
Total Area Fulton Industrial JV Ownership		211.99	523.82

3.3 Existing Land Use and Development

The plan area is currently designated for Ranch and Farm District land use. The past and current use for the land has been for agricultural purposes for approximately 100 years.

Figure 3-2 is the Existing Land Use and Land Use Context Map.

3.4 Surrounding Land Use Context

Lands north and east of the plan area within portions of Sections 6, 5 and 31 are undeveloped agricultural and are designated Ranch and Farm Residential. Lands west of the plan area within Section 35 and separated by Range Road 281 are within the Hamlet of Indus ASP area of influence and are developed as 5 country residential parcels and a farmstead under cultivation. Lands south of the plan area and separated by Highway 22X are undeveloped Ranch and Farm.

The Hamlet of Indus has an existing Indus Area Structure Plan adopted November 9, 2004 that identifies development policies for the Hamlet. The Plan Area includes the Hamlet and the lands surrounding the Hamlet within an approximate half-mile radius. The east boundary of the ASP area of influence touches Range Road 281 and as such does not include the Fulton Industrial lands. Future Country Residential land uses are proposed within the ASP on its east boundary.

The Indus ASP identifies several constraints to development for the Hamlet. These constraints include:

- Highway 791 is a provincial controlled highway. Alberta Transportation has indicated that no new access points will be approved onto Highway 791 from the Hamlet.
- The CPR rail line is a main line and is very busy. The existing level crossings at Highway 791 and Range Road 282 may pose future conflicts between road and rail.
- Storm water drainage is an issue preventing development within the Hamlet due to a compromised drainage easement.
- Lack of piped municipal water and sewer services restricts development.

The stated Community Vision for the Indus ASP is:

"To maintain a primarily residential community which supports an agricultural area including: rural acreage and family dwelling subdivisions, schools and an agricultural community center and recreational complex with outdoor sporting facilities and surrounding green space, which facilitates many community and family functions."

The vision includes:

- "•A residential and agricultural community;*
- Surrounding land to support acreage, farm and residential family dwellings;*
- Subdivisions consisting of single family dwellings and retirement complexes within the Hamlet;*
- Parks and walkways to support the existing recreation center;*
- Commercial development (cottage industry and rural commercial family owned type uses) to serve the needs of and enhance the community; and*
- No further expansion of industrial zoning."*

Indus ASP policies state:

"•Lands immediately outside the Area of Influence are still considered to be of particular interest to the community and any uses proposed on these lands should reflect compatibility with the goals and objectives and vision for Indus."

"•Other lands surrounding the ASP study area that are primarily full quarter sections of good agricultural land, are considered the agricultural base for the region and should be protected for agricultural operations."

Hamlet Commercial and Hamlet Industrial land use is designated in Indus along Railway Avenue adjacent to the CPR line. The ASP states that industrial use developed in a manner sensitive to the community is welcomed.

Development of Fulton Industrial Park will assist the Hamlet of Indus in addressing some of its current limitations to development by providing a live, work, and play environment in the area. It is very likely that residential development will be encouraged to develop in the Hamlet as a result of the Fulton Industrial project.

Figure 3-1.1 Regional Context Map

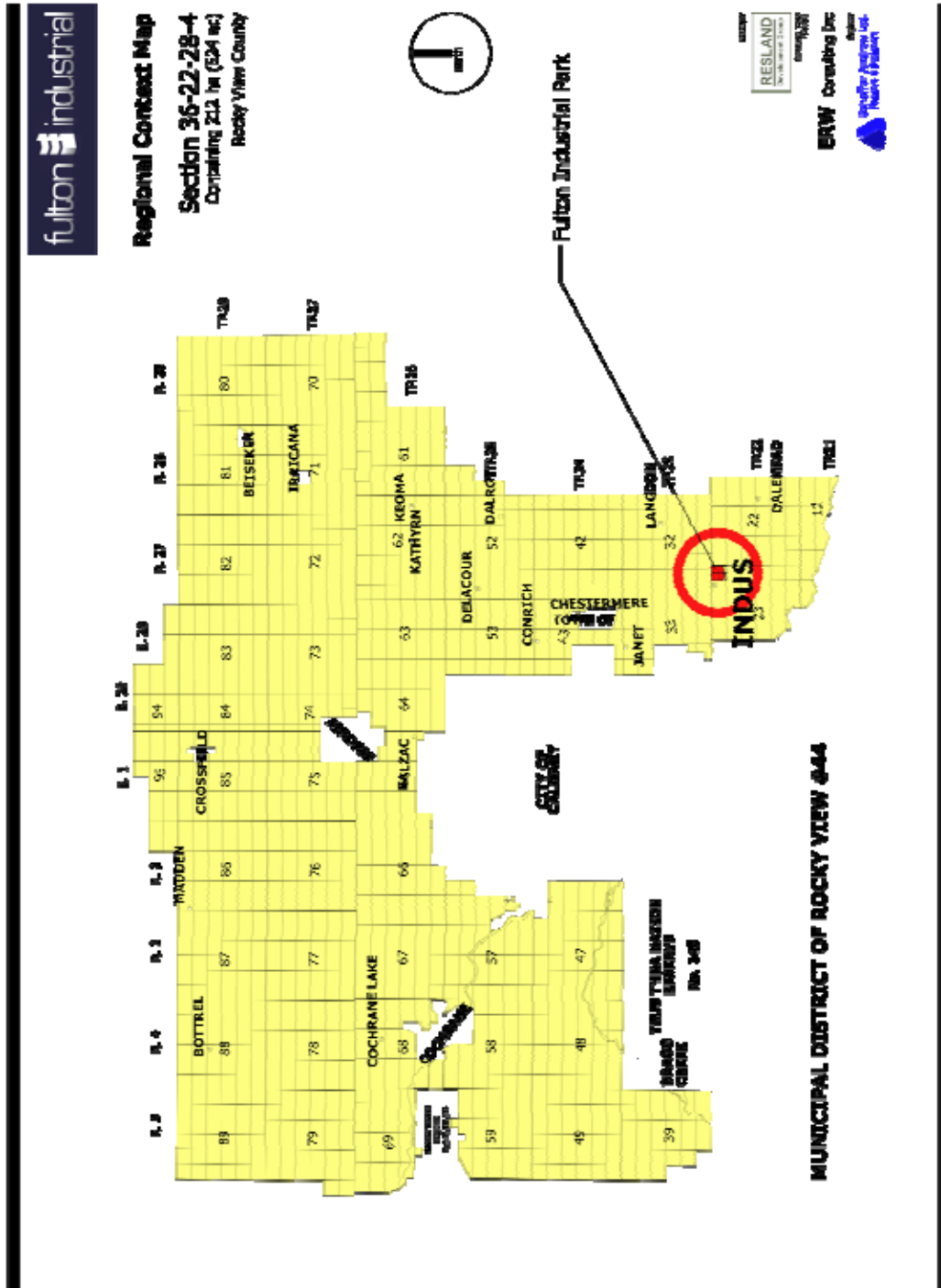
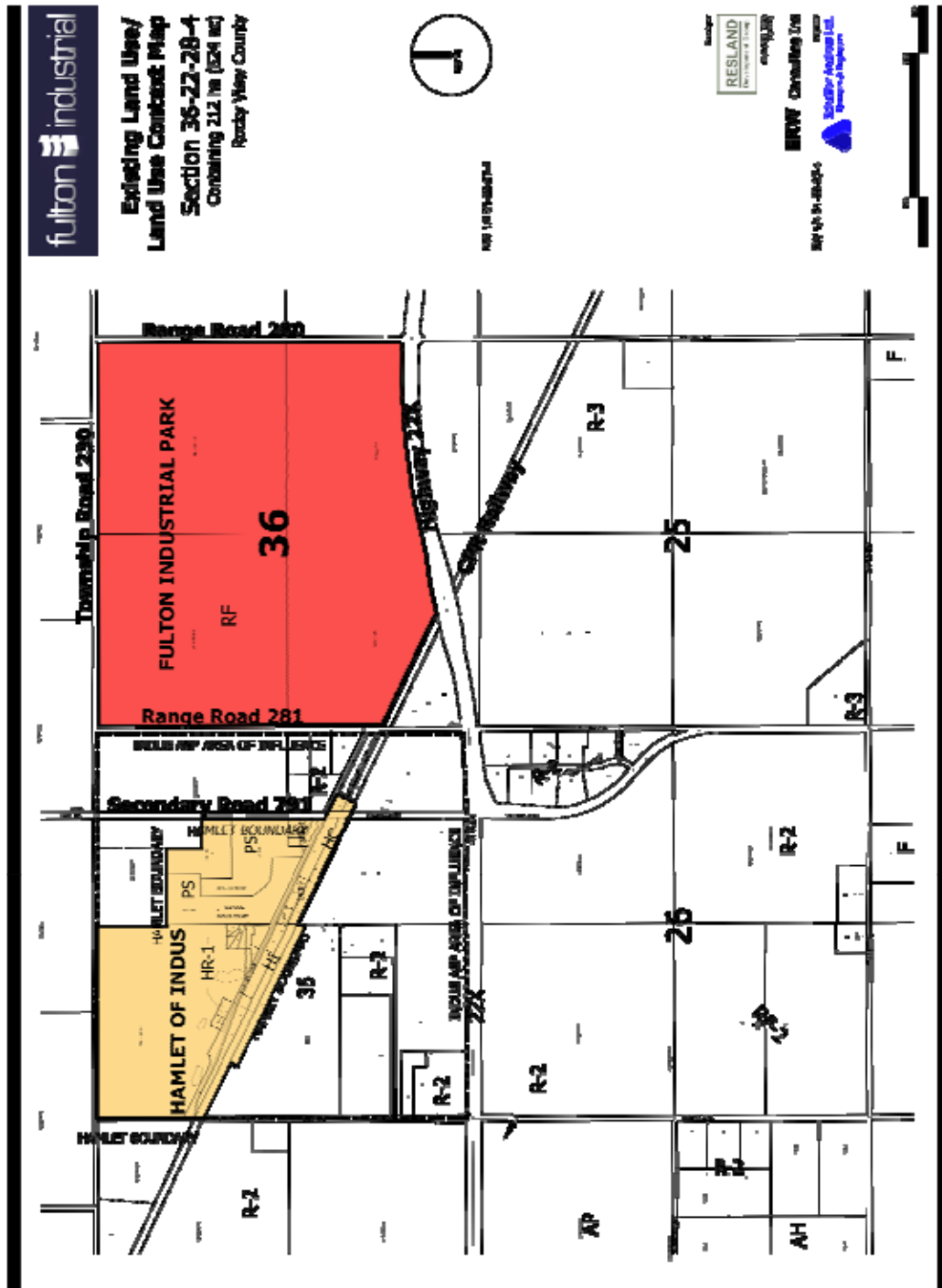


Figure 3-2 Existing Land Use and Land Use Context



4. PHYSICAL SITE FEATURES

4.1 Topography

The topography of the plan area is gently rolling and is suitable for the intended development. The land is generally lower in elevation from Highway 22X and has excellent visibility from the Highway. The land slopes generally to the north east.

Figure 4-1 shows the Topography Plan.

4.2 Hydrology and Geotechnical Considerations

In Oct 2008 the Developer retained Almor Testing Services to provide a geotechnical investigation on the lands. The general objectives of the report were to identify significant features of characteristics of the geologic environment that would impact the proposed industrial subdivision project. Their findings are summarized as follows:

The soil, bedrock and groundwater conditions do not present any significant constraints for development. The soil consists generally of a layer of till overlying bedrock. Topsoil and browns thickness each range from 200 to 700 mm depth, bedrock is generally below the upper 2 meters.

One test hole indicated subsurface groundwater at a depth of 5.8 meters. All other test holes were dry.

4.3 Biophysical Considerations

Zanshin Environmental Networks Inc. (ZEN) was retained by Fulton Industrial JV to conduct a biophysical impact assessment (BIA) on lands North of Highway 22X and the Canadian Pacific (CP) Railway in Section 36 Township 22 Range 28 West of the 4th Meridian, for a proposed industrial park development.

The scope of the BIA was to provide:

- A summary of baseline conditions of selected biophysical resources on the Development property,
- Identification of potential effects of the Development on the selected biophysical resources,
- Analysis of the significance of these effects on existing biophysical resources, and
- Recommendations to appropriately mitigate (negate or minimize negative Development effects), including follow-up and monitoring programs and plans

With the exception of a windrow of trees and shrubs on the Eastern edge and one small, remnant, degraded wetland, heavily disturbed by a rock pile in the Southeast quarter, the entire property has been cultivated with cereal crop. Natural vegetation is essentially absent from the property, and associated wildlife habitat is correspondingly meager. The Biophysical Assessment indicates the effects of the development on the biophysical resources assessed are predicted to be negligible.

The site lacks natural features; therefore effects of the Development on the existing biophysical resources were minimized through site selection. By applying recommended mitigation measures to potential Development impacts, the only residual development effect identified in the BIA was the change from agricultural to developed land use.

- Policy 4.3.1*** Disturbance of degraded wetland will be mitigated using recommendations provided in the Biophysical Impact Assessment prepared by Zanshin Environmental Networks Inc., to be approved by the County and Alberta Environment.
- Policy 4.3.2*** The Developer will confirm the presence or absence of nesting raptors during the first breeding season prior to development during the period of March 15 to May 15. If nesting raptors are confirmed follow guidelines outlined in Recommended Land Use Guidelines for Protection of Selected Wildlife Species and Habitat within Grassland and Parkland Natural Regions of Alberta (ASRD 2001).
- Policy 4.3.3*** Topsoil will be salvaged using a two-lift method separating the A-horizon and the B-horizon.
- Policy 4.3.4*** Sediment and erosion control plans shall be provided to meet County and Alberta Environment requirements.
- Policy 4.3.5*** The developer shall have an arborist review the viability of the existing trees on the east boundary. If feasible the existing tree windrow will be incorporated into the development.

4.4 Environmental Considerations

November 2007, Sabatini Earth Technologies Inc. was retained by the Developer to conduct a Phase 1 Environmental Site Assessment on the lands. The information gathered in the course of this investigation did not reveal evidence of environmental concerns associated with the land.

The Sabatini report indicates that the land has been used for agricultural purposes since prior to the 1950s and maintains to be agricultural until the present time. No indication of gas wells within the land is present.

- Policy 4.4.1*** If during the course of development, any environmental concerns are identified, notification to Alberta Environment is required.

4.5 Historical Use of the Site

The Developer has had discussions with Alberta Culture and Community Spirit, Historical Resources Management. The Department provided a letter dated November 5, 2008 indicating it reviewed the potential for the proposed development to impact historic resources and concluded that a Historic Resources Impact Assessment is not required. It is noted that most of the land has been the subject of cultivation since the early 1900's.

- Policy 4.5.1*** If during the course of development any historic resources are found, notification to Historic Resources Management Branch is required.

4.6 Existing Structures

No structures exist on the land.

4.7 Existing Transportation and Utilities Considerations

The lands are contiguous to Highway 22X on the south, Range Road 280 on the east, Range Road 281 on the west and TWP Road 230 on the North. The CPR Rail ROW is contiguous to the southwest boundary. Existing transportation access is as follows:

- No direct access to the land from Highway 22X
- Direct access is available from graveled Range Roads 280 and 281, and from TWP Road 230.
- Spur rail access may be available from the CPR line.

Highway 22X is a major 2 lane paved highway. TWP Road 230 connection to the developed lands north of the Conceptual Scheme area is a 2 lane graveled road which connects to Secondary Road 791 to the west. Range Road 280 is a two lane graveled surface road which connects to Highway 22X.

Some of the boundary roads and intersections will have to be upgraded before full development occurs. Scheffer Andrew Ltd. has been retained to provide analysis of the current road systems and make recommendations for upgrades to meet anticipated future development needs.

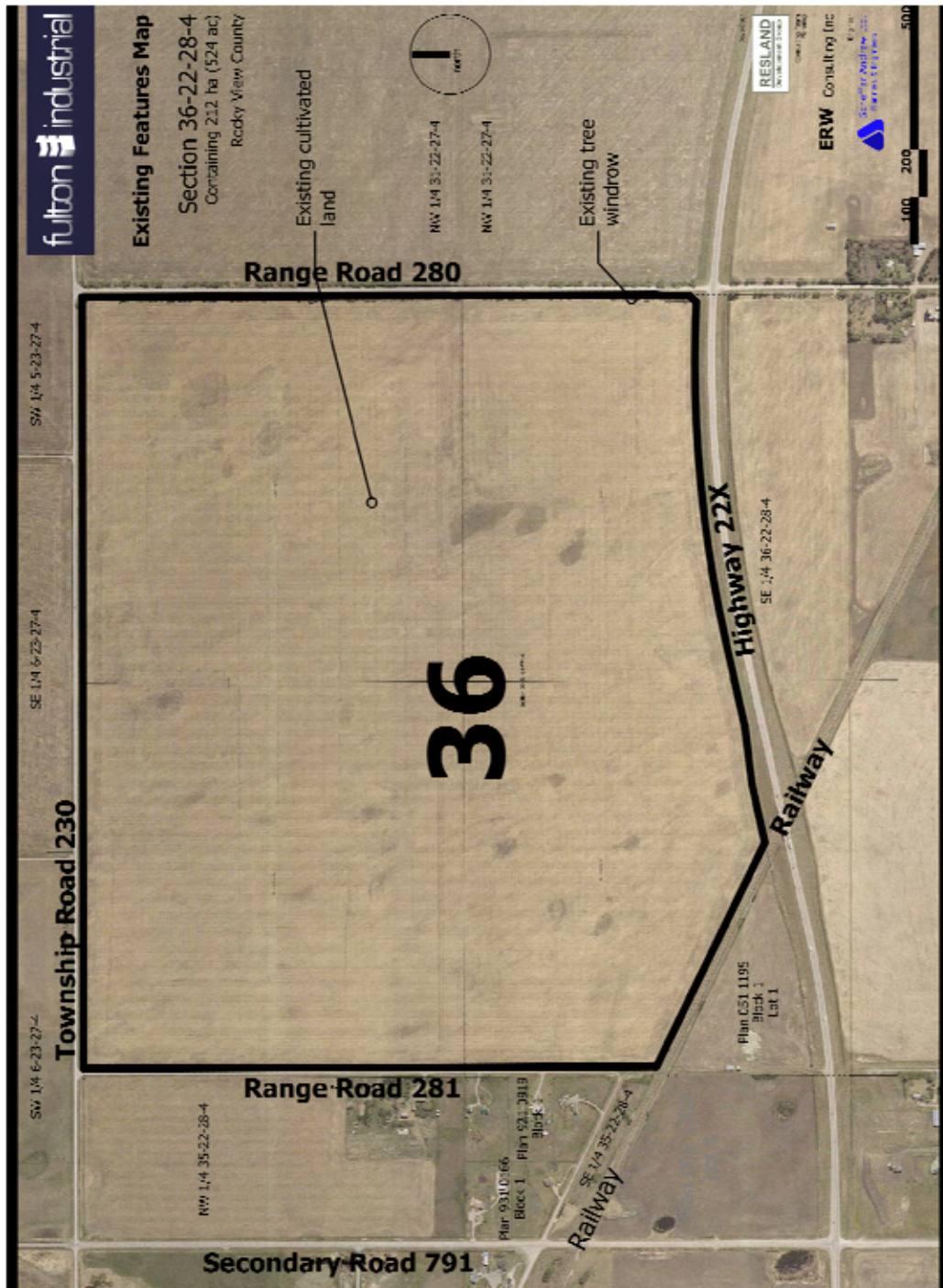
The land is currently used for agricultural purposes and has no utility services adequate for the anticipated development. All utility services will be required to be provided or developed on site.

***Policy 4.7.1* Prior to development new internal road infrastructure will be required as identified by a Transportation Impact Assessment that has been prepared by a qualified transportation engineer subject to approval by the Municipality and Alberta Transportation.**

Figure 4-1 Topography Plan



Figure 4-6 Existing Features Plan



5. LAND USE AND SUBDIVISION DESIGN CONCEPT

5.1 Overview

Fulton Industrial Park will be developed as a limited services industrial park servicing the needs of large and small lot industrial clients wishing to be located outside the City of Calgary and near major traffic infrastructure linkages. Fulton Industrial Park will be geographically near the rapidly growing south east sector of the City of Calgary. Important connections to major transportation linkages include Highway 22X, Secondary Highway 791 and their connections to the Calgary Ring Road infrastructure, Highway 1 and Highway 2. This section identifies policies to provide a framework for the Conceptual Scheme with respect to land use, subdivision, and development.

Development of the land may, if agreed by the developer and the County, provide possible opportunity for regional storm water solutions for the Indus area.

5.2 Land Use Concept

Fulton Industrial Park will provide limited services industrial land use within the entire site area. The project is designed to accommodate a wide variety of industrial clients including large lot open storage, manufacturing, and distribution/logistics. Smaller lot requirements are also be provided within the development. Lot sizes are anticipated to range from 2.5 to 100 acres. The proposed land uses will take advantage of the existing regional transportation network and will provide employment and economic benefits to the area. The development will be planned in a logical manner.

It is anticipated that "local commercial" facilities to provide services to the industrial users and the Hamlet of Indus will locate within the development area. Expected types of commercial facilities include coffee shop, small restaurant / food services, gas bar / automotive services. A possible location for local commercial is shown on the development concept map and is subject to change.

The Developer proposes to use the existing Rocky View County I-IA bylaw for the development and will request that the entire parcel be zoned at the initial application for redesignation.

The Local Commercial land will require a redesignation application at the time of need for this land use.

Internal collector road systems will be designed to facilitate efficient movement of traffic and will minimize the number of connection points to existing municipal road systems. The collector road will connect to Township Road 230 on the north and to Range Road 280 on the east.

Storm water management facilities will be located within the industrial lands. These will be developed with fire storage capacity. The storm water management facilities will be dedicated as Public Utility Lots (PUL). Current storm water solutions will permit up to 65% of the lands to be developed.

MR is provided at the edges of the internal storm ponds. A consolidated area of MR is provided on the southwest portion of the land to provide open space large enough to develop four future tournament sized soccer fields, parking and support facilities. The consolidated MR is located on Range Road 281 to also allow for future connectivity to Indus and may connect to the internal development collector road system. The consolidated MR is located to provide a buffer to the existing country residential lands to the west.

Lots along Range Road 281 shall be considered "transition" lots that provide a buffer to more intense industrial uses from future country residential land use to the west.

Figure 5-2.1 shows the Development Concept Map

Table 5-2 Approximate Development Statistics Proposed

Proposed Use	Area (hectares approx)	Area (acres approx)	Area (%)
Industrial	179.71	444.06	84.77
Storm Ponds (Public Utility Lots)	8.6	21.25	4.05
Proposed Roadways Internal	11.2	27.76	5.29
Municipal Reserve	12.44	30.75	5.87
Total	212.00	523.82	100

Note: Table 5-2 areas are conceptual only and are subject to revision.

Policy 5.2.1 Public Utility Lots and Municipal Reserve will be dedicated at the time of Subdivision.

5.3 Phasing

The land will be developed in phases to accommodate market considerations, demand, and staged development of storm water and transportation infrastructure.

Figure 5-3.1 shows the Proposed Subdivision Phasing Map

Policy 5.3.1 The development will be phased and will proceed based on market conditions and where infrastructure is available to meet the requirements of the proposed phase of development.

Policy 5.3.2 The pattern of phasing will occur generally from north to south within the development. Changes to the phasing of development will be allowed without modification to the Conceptual Scheme.

5.4 Subdivision

The developer will follow current Rocky View County subdivision requirements when applying for subdivision of the lands. It is anticipated that 6 to 8 subdivision phases will be required for this project. The subdivision phases may or may not all be contiguous. If a phase is separated from others it will be required to be serviced.

The developer has had experience in other Alberta jurisdictions with a subdivision process that provides flexibility, saves time, and creates an atmosphere as a place to do business. In an effort to create efficiency and simplify the subdivision process for both the County and developer, the developer proposes the following:

A Master Site Subdivision Plan (MSSP) for the entire project will be prepared by the developer after land use is approved for the project. The MSSP will show the conceptual pattern of subdivision and phasing and will be used as an administrative tool by the developer and Rocky View administration forming the basis for subsequent subdivision applications. The MSSP will identify maximum lot density for the site and show proposed lot layout and phasing and may be amended to accommodate changing market conditions upon agreement of the Municipality, noting however that lot density shall not be increased.

The Conceptual Scheme notes that up to 65% of the land is developable before additional storm water solutions are provided. It will be possible for the County to monitor the percentage of land being approved for subdivision using the MSSP.

In order to develop the entire parcel and to contribute to a regional solution, the developer will work with the Municipality to determine interim and long-term infrastructure including implementation and construction that would provide storm water outfall for the Indus area.

It is noted that subdivision approval for land adjacent to Highway 22X may not be approved by Alberta Transportation until the agency has completed a functional study of the Highway.

Policy 5.4.1 This Conceptual Scheme document will be used as the guiding planning document for Land Use and Subdivision applications.

Policy 5.4.2 Subdivision of each phase of development will create roads, rights of way, utility parcels, easements and parcels for development. The number, size and layout of lots will be determined at the time of and through the subdivision approval process.

Policy 5.4.3 The developer will not apply for subdivision of lots beyond 65% of the land until a storm water solution is provided for the remaining 35% of the land and is accepted by the Municipality.

Policy 5.4.4 At future stages of subdivision, the developer will enter into a Cost Contribution Agreement with the County for the implementation and construction of storm water infrastructure in the Indus area.

Policy 5.4.5 Subdivision phases that are not contiguous will be required to be serviced with roads and services that connect with other phases.

Policy 5.4.6 Subdivision of land adjacent to Highway 22X will be subject to approval by Alberta Transportation

Figure 5-2.1 Development Concept

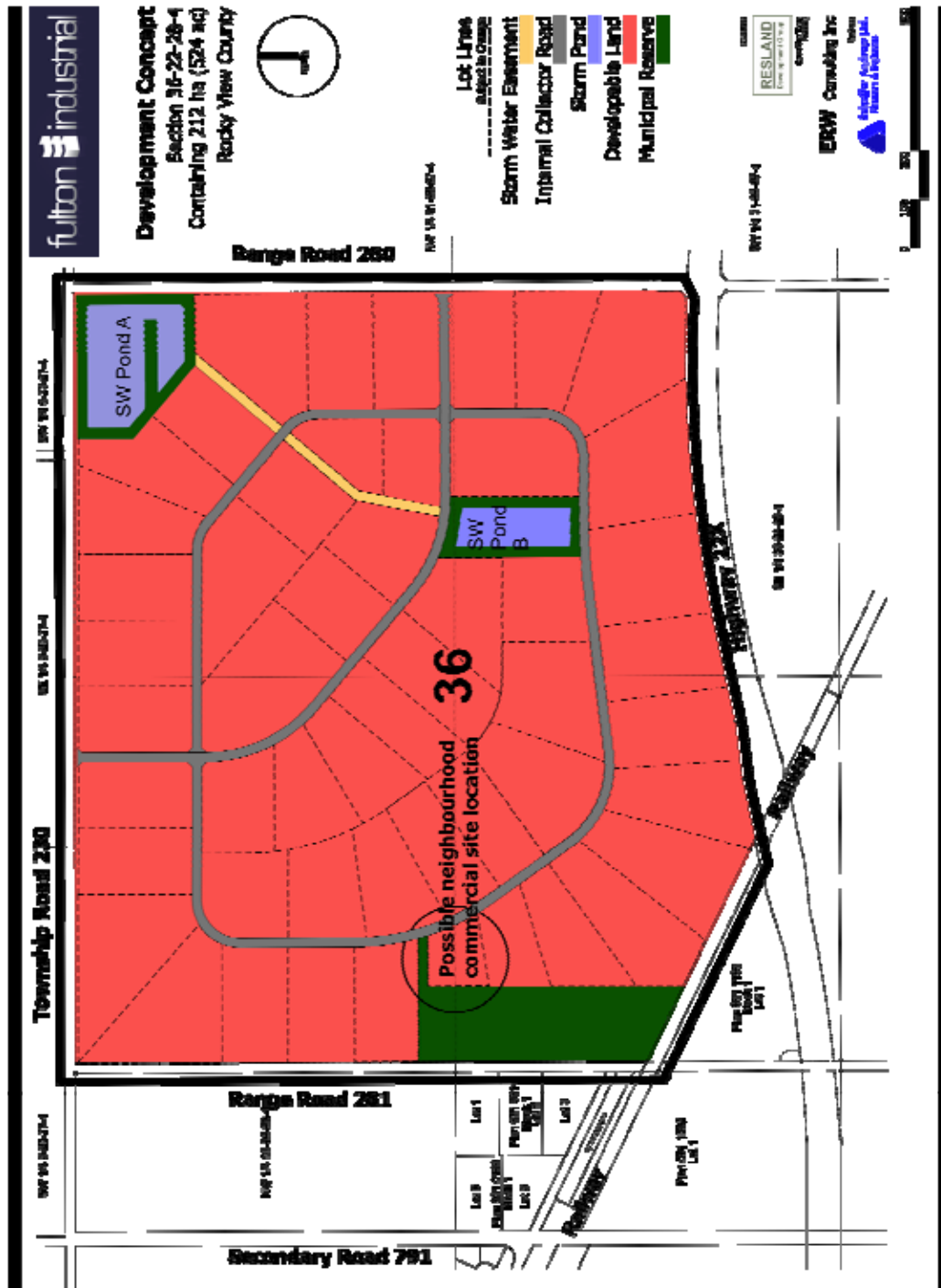
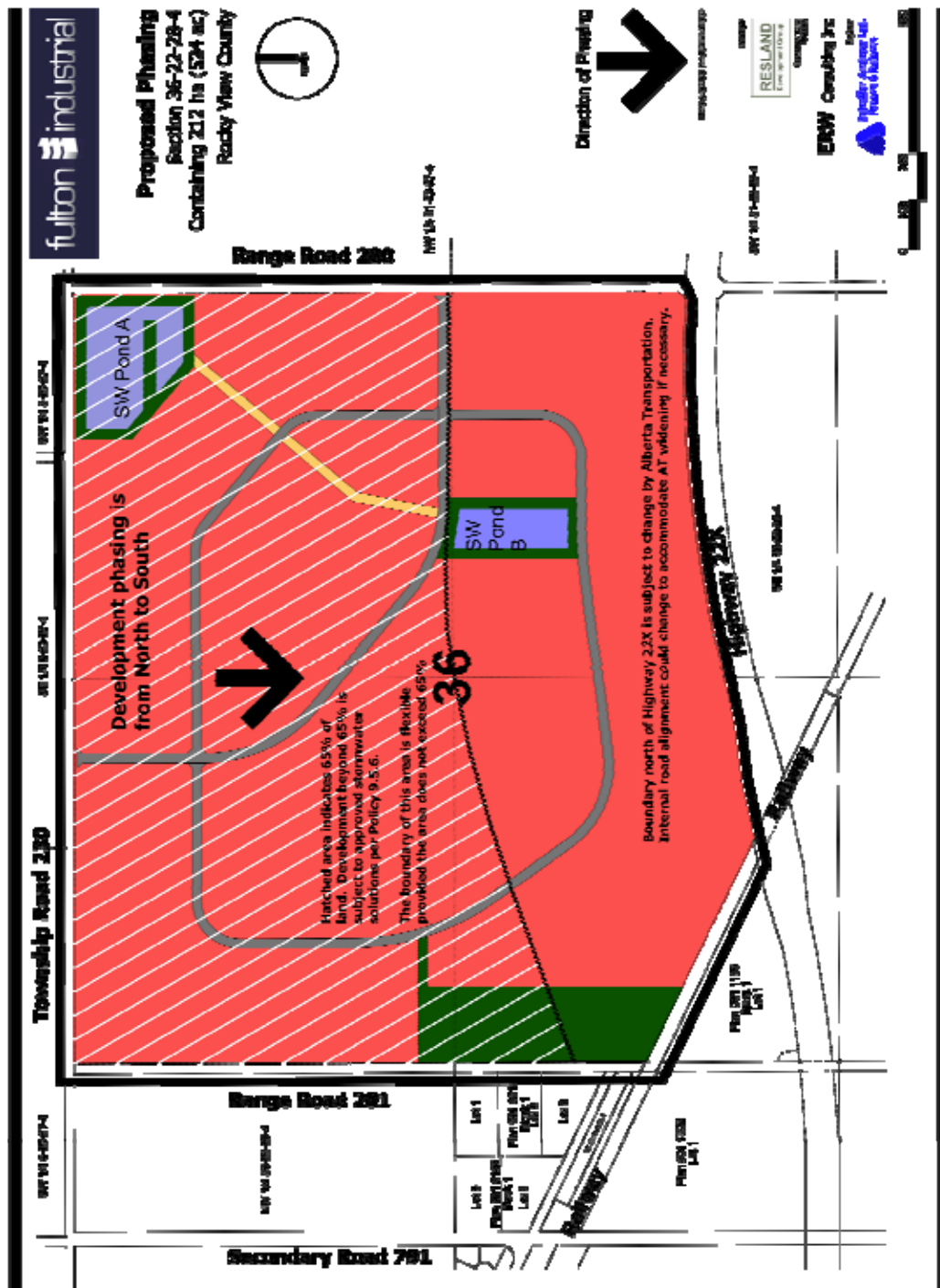


Figure 5-3.1 Proposed Subdivision Phasing



6.0 DEVELOPMENT STANDARDS

6.1 Land Use Bylaw

The Land Use Bylaw will be the existing Rocky View County I-IA Bylaw within the Conceptual Scheme.

Policy 6.1.1 Development Performance Standards will be implemented through the development permit process in accordance with Conceptual Plan policies and the Land Use Bylaw.

Policy 6.1.2 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(s) area(s), a Storm Water Management Plan, an Erosion and Sedimentation Control Plan, and a Construction Management Plan are approved by Rocky View County and Alberta Environment.

Policy 6.1.3 The stripping and grading area shall be limited, where possible, to the proposed development area of the subdivision application.

6.2 Building & Development Architectural Controls

The quality of development will be established and maintained using Building and Development Architectural Controls. These controls will identify requirements for landscaping, signage, building design and finishes appropriate to their intended use, buffers to adjacent land uses, overland storm water management on each lot, fencing and on-site storage

These controls will be used to encourage a visually attractive development along the boundary edges of the Conceptual Scheme area.

Building and Development Architectural Controls shall address the following:

- A minimum 1.5 meter wide curbed landscaped strip will be provided along the frontage of each lot.
- A Landscape plan will be submitted for each development application and shall identify that permanent plant material is hardy to the Calgary region, requires little or no irrigation, and uses consistent tree selection along the streetscape.
- Sites along Range Road 281 shall provide screening and landscaping at the back of the lots to buffer impact to properties to the west.
- Buildings within sites along Range Road 281 shall have a height limitation of 12 meters to provide a transition and human scale to properties to the west.
- Large scale parking areas will be located at the sides and rear of buildings.
- Storage, service and loading areas will be placed at the sides and or rear of the building.
- Loading and storage areas will be screened from public roadways.
- Site and exterior building lighting will be designed using “night sky” principles with a full cut-off in order to direct light to the ground and prevent spillage to adjacent sites and to the sky.

- Site lighting along boundary roads will be designed to eliminate glare viewed from neighbouring properties.
- Lot parking and outdoor storage areas should use LID principles and use permeable paving, on site stormwater storage, and bioswales to manage on site stormwater runoff to the development storm system.
- Fencing at the front of buildings is discouraged. When it is required it will be low scale and decorative in design and located behind streetscape landscaping.
- Building massing design along the fronts of buildings shall incorporate different materials and colours, offsets, and provide pedestrian scaling devices.
- Entrances to the Fulton Industrial Park will incorporate site signage identifying the park.
- Design of the Park entry signs will reflect the rural character of Indus and the surrounding community.
- Lot and building signage is subject to approval and shall be compatible with the building design.
- A landscaped paved pedestrian pathway will be developed on one side of each collector road, at each storm water management pond and the link connecting the ponds.
- The use of green building products is encouraged.

The Building and Development Guidelines will be registered through an encumbrance on each title.

- Policy 6.2.1*** **The County's Commercial, Office and Industrial Design Guidelines should be considered in building and development plans.**
- Policy 6.2.2*** **A Lot Owners Association or designated committee will be responsible for reviewing building and site design plans and providing recommendations to the County.**

7.0 TRANSPORTATION

7.1 Traffic Impact Assessment

Scheffer Andrew Ltd. was retained by Fulton Industrial JV to undertake a traffic impact study in October 2008, in support of Fulton Industrial Park ASP in M.D. Rocky View.

Because functional planning by Alberta Transportation for Highway 22X adjacent to the site has not yet been completed, the TIA provides for two options for access from the Provincial Highway system:

Option 1

- Primary access to the development will be provided by way of Township Road 230, which intersects with Secondary Highway 791, and Range Road 280, which intersects with Highway 22X
- With full build out of the site, the intersection of Township Road 230 and SH 791 will require upgrading, but no signalization.
- The intersection of Range Road 280 and Highway 22X will require upgrading as well as signalization.

Option 2

- Primary access to the development will be provided by way of Township Road 230, which intersects with Secondary Highway 791. The intersection of Range Road 280 with Highway 22X is closed under this option, but it is likely that Township Road 230 would then be extended east to intersection the next available North-South Road or Highway which does intersect with Highway 22X. However, for the purposes of analysis, all traffic has been assigned to the intersection of Township Road 230 and Highway 791.
- Both upgrading and signalization will be required at the intersection of Township Road 230 and Highway 791

Both Range Road 280 and Township Road 230 will be upgraded to a paved standard as required.

Policy 7.1.1 Additional TIA updates will be prepared at the completion of each development phase to determine upgrade requirements to the regional road infrastructure.

Policy 7.1.2 The recommendations of the Fulton Industrial Transportation Impact Assessment shall be implemented through provisions of the Land Use Bylaw and Subdivision Approval.

Policy 7.1.3 Changes to road infrastructure required by Alberta Transportation as a result of the future Highway 22X functional study will not require an amendment to this Conceptual Scheme.

7.2 Internal Road System

The internal collector road system provides a looped road designed to an urban cross section using concrete curbs and gutters. The collector road connects to Township Road 230 on the north boundary and to Range Road 280 on the east boundary.

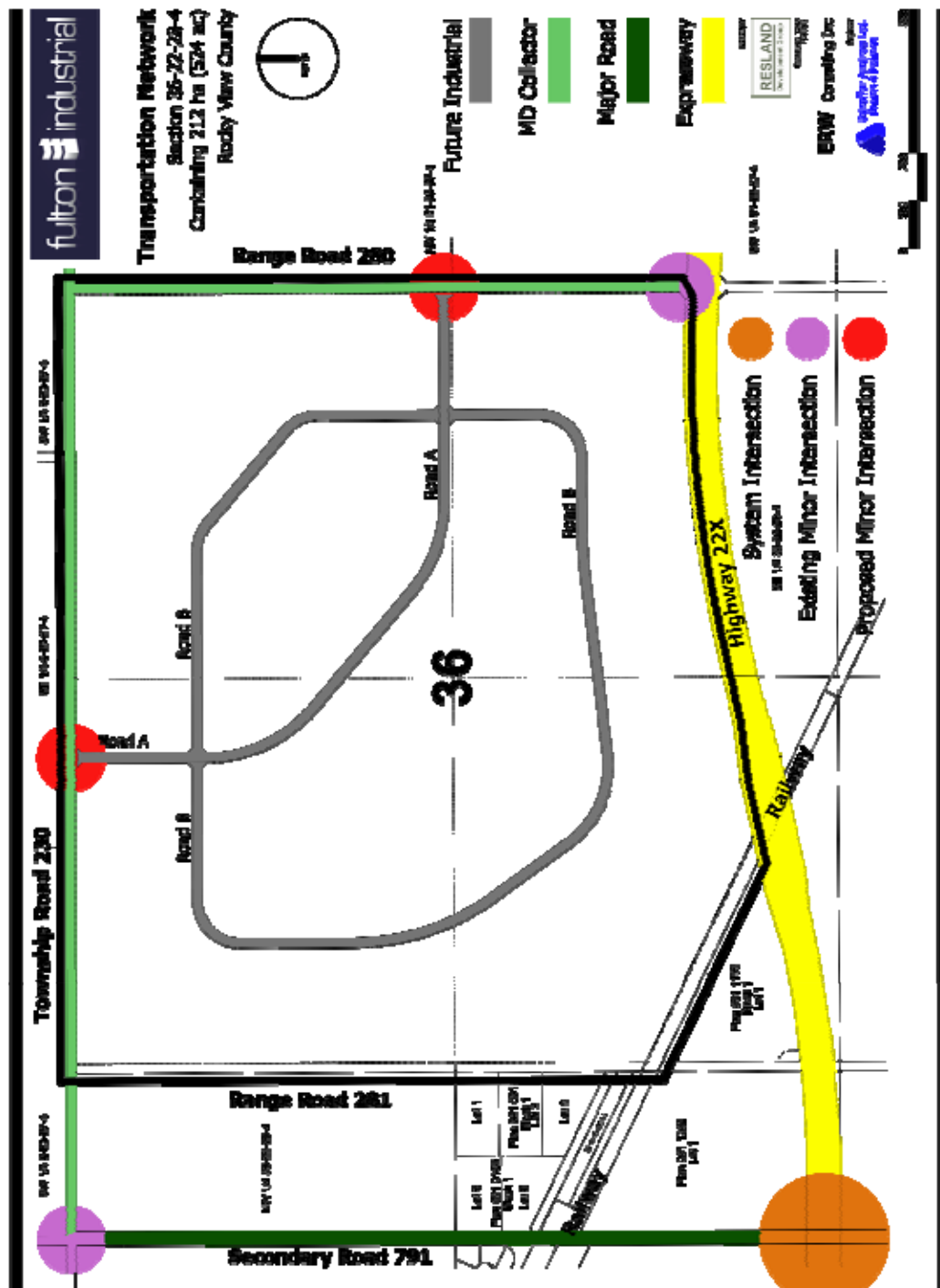
Additional collector roads may be provided subject to final lot layout and subdivision plans.

Policy 7.2.1 Collector roads will be designed to meet Rocky View County standards.

Policy 7.2.2 Internal collector roads shown on the transportation plan as identified in Figure 7.4.1 – Proposed Transportation Network are conceptual in layout and are subject to change.

Policy 7.2.3 Access to each subdivided lot will meet Rocky View County requirements.

Figure 7-4.1 Transportation Network



8.0 PUBLIC SPACES

8.1 Boundary Conditions

Fulton Industrial Park is bounded on the west by Range Road 281 on the North by Township Road 230 and farm and ranch properties, on the East by Range Road 280 and farm and ranch properties, and on the South by Highway 22X and the CPR rail line. A windrow of old poplars exists on both sides of Range Road 280.

The existing poplar windrow has been reviewed by a qualified arborist and is determined to be old with a limited life span.

8.2 Municipal Reserve, Open Space and Pathways

Up to 10% of the plan area is required by the Municipal Government Act to be dedicated as municipal reserve or municipal school reserve. The Act also allows developers to defer municipal reserve, provide funds in lieu of reserve, or to provide a combination of land and money.

At this time there exists no regional trail network in or around the Hamlet of Indus.

The Conceptual Scheme identifies land to be used as Municipal Reserve dedication.. A consolidated open recreation space large enough for development of up to four tournament size soccer fields with parking and support facilities is provided at the south west area of the land. The open recreation space is aligned on Range Road 281 to provide future connectivity to the Hamlet. Additional MR is provided on the boundaries of the internal storm water ponds.

Internal public pathways are provided in the MR surrounding the storm water ponds.

Security fencing will be provided by end users at a predetermined standard along the “interior” edge of the boundary MR to provide security, screening and prevent access into the industrial developed areas. This fencing will be designed to meet Rocky View County standards for delineation of MR land.

Policy 8.2.1 Municipal Reserve may be provided through a combination of dedication of land and payment of cash-in-lieu as required under the provisions of the Municipal Government Act.

Policy 8.2.2 A Municipal Reserve open recreation space will be provided.

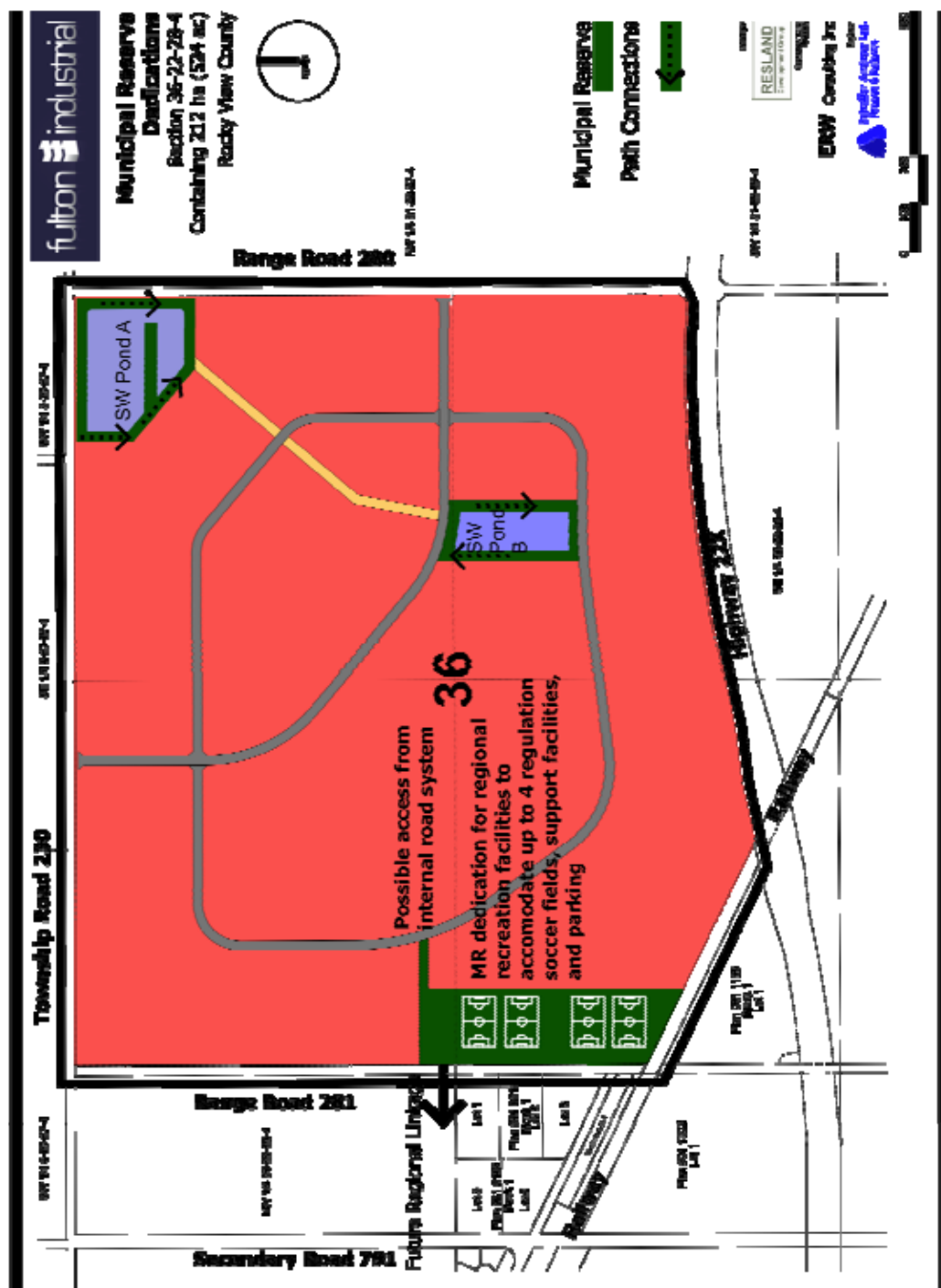
Policy 8.2.3 Low Impact Development principals will be used in designing landscaping and plant selection to provide hardy, low maintenance planting.

Policy 8.2.4 Fencing separating boundary MR from development land shall be to the satisfaction of Rocky View County.

8.4 Environmental Reserve

Zanshin Environmental Networks Inc prepared a Biophysical Impact Assessment for this proposed development. This BIA did not identify any land as environmental reserve.

Figure 8-2.1 Municipal Reserve



9.0 UTILITY SERVICING STRATEGY

9.1 Limited Services

Currently there are no municipal or regional services available to this land, therefore this site will be developed as a limited service development in the short term. However in recognition of the potential for a future demand for piped infrastructure services in the park and the greater Indus area, the developer will work with the Municipality to determine solutions and contribution to future piped infrastructure.

Policy 9.1.1 Limited services sites will be allowed throughout the development

Policy 9.1.2 At future stages of subdivision, the developer will enter into a Cost Contribution Agreement with the County for the implementation and construction of waste water infrastructure in the Indus area.

9.2 Water

Each end user will provide potable water, in accordance with the rights and obligations outlined in the Alberta Water Act and the regulations related thereto.

Policy 9.2.1 Potable water services may be supplied to industrial users using trucked in water to on-site cisterns to the satisfaction of the Municipality.

9.3 Sanitary Sewer

Each lot purchaser will provide its own on site sanitary servicing solution. Pump out tanks are anticipated. In anticipation of the potential for a future demand for piped sanitary sewer in the park and greater Indus area, the developer will work with the Municipality to determine appropriate solutions and contribution to a regional waste water solution.

Policy 9.3.1 Sanitary sewer collection, containment, and disposal systems shall be approved by Alberta Environment and the Municipality.

Policy 9.3.2 At future stages of subdivision, the developer will enter into a Cost Contribution Agreement with the County for the implementation and construction of waste water infrastructure in the Indus area.

9.4 Storm Sewers

On site storm drainage will be achieved by utilizing a combination of swales and piped storm system all leading to the on site storm water management ponds. The underground piped system will be sized for the 5-year event, with provision in the above ground road design for overland flow. A piped storm sewer connection will be provided to each site.

Each site will be required to restrict the runoff from their site at a flow rate of 70 L/Sec/ha. Various methods of stormwater control include parking lot storage, roof top storage, underground storage and storm pond storage.

It is anticipated that the alignment of the underground storm water will be placed between the paved portion of the road and the property line in the road right of way.

Policy 9.4.1 Development of on site storm sewer collection and distribution shall be designed by a qualified engineer and approved by the Municipality.

Policy 9.4.2 End user on site storm sewer collection and distribution shall be designed by a qualified engineer prior to approval by the Municipality.

Policy 9.4.3 Storm water runoff from sites shall be restricted to 70L/Sec/ha.

Policy 9.4.4 At future stages of subdivision, the developer will enter into a Cost Contribution Agreement with the County for the implementation and construction of storm water infrastructure in the Indus area.

9.5 Storm Water Management

Scheffer Andrew Ltd prepared a conceptual Storm Water Management Plan for the Developer in October 2008. The existing topography indicates that the drainage basin boundaries for the development can be contained within the development area. Existing drainage from outside the area either drains away from the area, or is directed to existing ditches that drain away from the area. Therefore, the major storm water management facilities designed for the plan area does not need to account for storm water runoff from lands outside the plan area.

Stormwater management for Fulton Industrial Park will primarily consist of a surface and underground system to accommodate minor 1:5 year storm events consistent with Rocky View County standards, and end-of-pipe treatment via hydraulically linked wet ponds. The storm water management facilities (SWMFs) will be designed to service both the internal road network and individual properties. Major storage and drainage facilities will be provided to accommodate the 1:100 year event, in accordance with Rocky View County standards.

The proposed treatment facilities will be storm water management (SWM) facilities which will provide for attenuation of storm water flows and removal of sediment in accordance with Alberta Environment Guidelines, as well as removal of nutrients to restore the storm water pre-development water flow and quality. This will be accomplished through the use of proven technology such as bioswales, fore bays, and constructed wetland zones that will be incorporated into the upper and lower reaches of the SWM facilities.

There is little opportunity in the immediate vicinity of the site to provide a gravity outlet for the treatment facilities. The topography of the site is generally flat and there is no well-defined route for drainage away from the site. The SWM study for Indus, recently completed by the Rocky View County, indicates a flow route for draining the Hamlet and surrounding area to the south and east. However, the flow route has not been adequately analyzed, and may be difficult to approve and construct.

The Developer has investigated the possibility of a pumping station to pump water from the Fulton Industrial treatment facilities to the Bow River, 12KM to the south, via an underground force main. If such an outlet is constructed it is anticipated that the Hamlet of Indus, surrounding area, and future development could use this infrastructure as well. If deemed to be financially feasible by Rocky View County this could provide a regional solution to stormwater management developed in a cooperative manner. An appropriate cost sharing mechanism would need to be negotiated and implemented. The developer will work with Rocky View County to deal with regional storm water management solutions.

The ultimate storm water management system in Fulton Industrial Park is designed to provide a wet pond or wetland system; with a piped outfall developed at the time an approved outfall is provided.

In the initial phases of the development the Fulton Industrial SWMFs will be used as evaporation ponds with no outflow. Generally, the size of the two pond concept used as evaporation ponds can be sized to provide for 65% of the developed land area. At the point of development of more than two thirds of the land the storm water pump station and outfall will be required or alternate solutions provided.

- Policy 9.5.1*** All storm water management within the plan area shall be designed and constructed to meet the Municipality, Alberta Environment and Alberta Infrastructure standards in accordance with the approved storm water management plan.
- Policy 9.5.2*** Storm water management may be designed to facilitate future regional storm water solutions if required by the approving authority, with appropriate cost sharing mechanisms in place.
- Policy 9.5.3*** Storm pond storage and treatment facilities shall be designed prior to approval of subdivision and development permit to meet the Rocky View County and Alberta Environment treatment requirements.
- Policy 9.5.4*** The storm water management facilities within the Conceptual Scheme area shall be constructed and maintained by the Developer until dedicated upon final acceptance to Rocky View County.
- Policy 9.5.5*** Final design criteria and agreements with approving authorities including the Municipality for storm water management will be required at the time of Subdivision.
- Policy 9.5.6*** 65% of the land area may be developed using appropriately sized evaporation ponds. Development beyond 65% requires additional approved storm storage or outfall system satisfactory to the Rocky View County.
- Policy 9.5.7*** At future stages of subdivision, the developer will enter into a Cost Contribution Agreement with the County for the implementation and construction of storm water infrastructure in the Indus area.
- Policy 9.5.8*** A storm water management plan and erosion and sedimentation control plan shall be prepared satisfactory to the County prior to any site works proceeding.
- Policy 9.5.9*** Post development storm water runoff to adjacent lands will be limited to predevelopment quantities using best management technical practices to quantify and qualify the storm water runoff.

9.6 Fire Protection

The Developer will provide fire protection within the Conceptual Scheme area with the use of the Storm Water Management ponds accessed with dry standpipes to allow for the filling of pumper trucks during fire extinguishing. The ponds and standpipes will be accessible by emergency vehicles.

Some lot purchasers will rely on fire pond storage for fire fighting while others will require sprinklers for their buildings and as a result will need to provide their own storage reservoir for fire fighting. These on-site facilities will be "custom designed and installed" by the end user to meet the specific needs of that user. It is anticipated that these needs can be met through the possible combinations of on-site SWM ponds, storage tanks, on-site pumping systems and replenishment wells.

Policy 9.6.1 Common storm water retention facilities and dry hydrants shall provide centralized fire protection to the satisfaction of the Municipality.

Policy 9.6.2 Individual sites will provide additional fire protection systems to meet site-specific requirements.

9.7 Solid Waste Management

Solid waste will be contained on site by the end users using devices to prevent scattering and odours. Enforcement of potential contaminants, odours, noise control, toxic matter handling, and fire hazards shall be controlled by an encumbrance registered on each title as part of the Building and Development Guidelines.

A collection system acceptable to the Rocky View County will be provided by each lot owner to remove solid and recyclable waste on a timely basis to land fill and recycle facilities within or outside the Municipality.

Policy 9.7.1 Solid waste management shall be the responsibility of lot owners.

9.8 Shallow Utilities

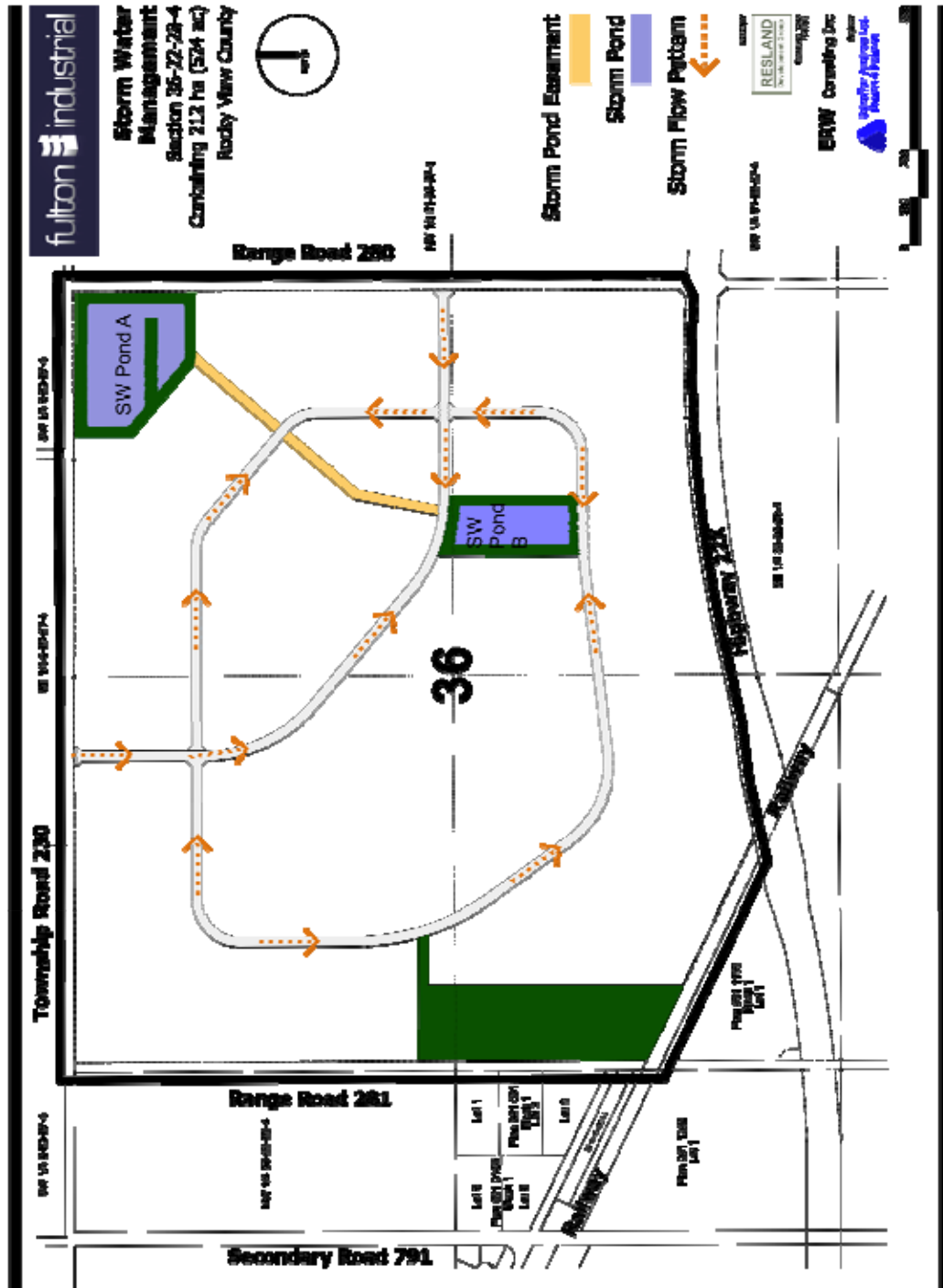
Electrical power services shall be provided by means of overhead lines. Telephone, internet, CATV and gas distribution shall be provided in accordance with the requirements of the franchise utilities.

These services will be extended into the development on a phased basis at the time of development. Shallow utilities will be installed within road rights of way or in separate rights of way adjacent to the roads subject to Municipality approval.

Policy 9.8.1 Shallow utilities will be installed in the plan area on a phased basis. The Developer will provide required rights of way to utility companies that require them.

Policy 9.8.2 Utility servicing shall be designed by a qualified engineer and shall be approved by the Municipality.

Figure 9-6.1 Storm Water Management



10 COMMUNITY SUPPORT INFRASTRUCTURE

10.1 Fire Response

The Rocky View Fire Department will provide fire protection. Fire standpipes will be provided on a phased basis in the plan area as development proceeds.

Policy 10.1.1 On site fire water storage and dry standpipes shall be designed by a qualified engineer to comply with National Fire Protection (N.F.P.A) 1142, Standards on Water Supply for Suburban and Rural Fire Fighting, 2007 and be approved by the Municipality at the time of Subdivision.

10.2 Police Response

The Royal Canadian Mounted Police and the Rocky View County special constables will provide police services.

Policy 10.2.1 Development Permit plans will be encouraged to consider and incorporate principles of Crime Prevention Through Environmental Design (CPTED).

10.3 Emergency Service Response

911 Emergency Services will service the area with an emergency locator system set up for each property.

Policy 10.3.1 An emergency management plan shall be submitted with each end user Development Permit application to the satisfaction of the Municipality.

11.0 IMPLEMENTATION

11.1 Process

This Conceptual Scheme will be implemented through the Subdivision approval process. A framework of policies and requirements is identified in this Conceptual Scheme that will guide subsequent subdivision and development approvals.

The lands within the Conceptual Scheme are subject to coordinated development requirements established in DC-99, Bylaw-6031-2005. The District contains performance requirements and development guidelines that are consistent with the land use policies and development concepts contained in this Conceptual Scheme.

Policy 11.1.1 The Municipality shall implement this Conceptual Scheme through the Subdivision and Development approval process.

11.2 The Land Use Bylaw

A I-IA Land Use Bylaw will be implemented on all the land to address the land use requirements of this development for approval at the time of Land Use Redesignation.

It is anticipated that a local commercial land use will be required as part of this development. A separate future redesignation application will be made at the time this land use is required in future.

Policy 11.2.1 The Land Use Bylaw will be implemented at the time of Land Use Redesignation.

Policy 11.2.2 A separate land use redesignation will be required for future local commercial land use within the development.

11.3 Construction Management Plan

Prior to construction a Construction Management Plan will be prepared to address dust control, noise, truck routes, access to the site, and potential for interference with nearby residences.

An overall grading plan will be designed at the onset of the project, which will permit the site to be graded in stages while maintaining an earth balance. It will therefore be possible to grade one or a small number of lots as they are sold, thereby minimizing the amount of land that is disturbed before sites are developed. The problem of wind and water erosion control during development will therefore be reduced.

Policy 11.3.1 A Construction Management Plan shall be provided by the Developer to the satisfaction of the Municipality prior to issuance of a Stripping and Grading Permit

11.4 Project and Subdivision Naming

The name Fulton Industrial Park is based on the name of one of original settlers in the Indus area. Indus was named by Mr. Fulton and is based on "industry" which is appropriate for this site and the surrounding area.

Street names will reflect the name of the development.

Policy 11.4.1 Naming of streets shall be determined at the time of subdivision application to the satisfaction of the Municipality.

12.0 PUBLIC CONSULTATION

12.1 Public Open House Number 1

A pre application Public Open House was held on June 25, 2008 at the Indus Arena. 200 invitations were mailed to area residents and personal invitations were provided to immediate neighbours.

18 people signed the registration document as they attended the open house. 8 individuals provided written comments that are summarized as follows:

Open House One Summary June 25, 2008

200	Invitations mailed
6	Invitations by personal contact
17	Attendance
8	Comment sheets completed
	Living distances of attendees
7	1 mile radius
1	2 mile radius
2	3 mile radius
2	4 mile radius
2	5 mile radius
3	Greater than 5 mile radius
	Comment Summary
Repeats	The proposed development for this land is an industrial business park with limited services. What is your response to this land use?
4	Prime farmland should stay intact as farmland.
2	Noise – pollution – crime – water use - traffic
	Traffic conflicts with school bus traffic
	I am partially in favour of your idea of a light industrial business park. The previous plan to make a residential park was too involved. This is no facility for water or sewer, which could be a big problem. Also I do not want a large group of people and dogs right across the road from my place.
	Unattractive, devalues surrounding property.
	Depending on the companies buying the properties and how they keep their land and buildings. Access to the lots. What sort of traffic increase should we expect?
	Don't really know...see it as inevitable. Worry about the effect it will have on our property value. We are right in the town of Indus.
	Prior to development of the land, the MD will require planning approvals that will include preparation of a Concept Plan and possibly an amendment to the Indus Area Structure Plan subject to discussions with the Hamlet of Indus and the MD. This process requires public consultation and invites public input. Do you have questions about this process?
4	No

	How will people be notified of meetings, etc because of address changes from "Calgary" to "Rocky View"? There are issues of people getting informed of meetings/changes.
	Has the land been fully approved by the MD to change the land from farmland to commercial?
	Sounds good, more communication is always best.
	The land borders on the Hamlet of Indus. Transitions and buffering will be part of the design of the industrial business park. What types of transitions and buffering are important to you?
	Berms – trees – service roads
	Environmental integrity, environmental design, lots of tree buffers, fits with rural designs and lifestyle, berms, service roads. Garbage is a concern.
	I do not like the look of these high sound barrier fences. I feel it would look a lot nicer with some rows of trees and the trees will also help to deaden the sound.
	I am directly across the road to the north, extremely concerned about noise pollution, smog pollution, unsightly buildings/storage/yards/etc, increased traffic, significant increase on wear and tear on roads especially with heavy vehicles used in industrial areas, unable to cross 22A now at busy times will become impossible with the increased traffic (may require lights) Berms would help around edges. Concerned about this development drawing increased criminal activity.
	Fencing whether it is a fence of some sort or a landscape design to keep down the noise, etc.
	Berms, extensive landscaping...trees, parks, footpaths linking area to residential areas.
	Any way you can tie the septic into Langdon's treatment?
	What amenities do the public in the Indus area desire?
2	Fine the way it is.
5	Coffee shop – corner store – gas station – Postal outlet
	Recycling depot
	Convenience store and restaurant
	The business to be very involved with community – donations, sponsorship, etc.
	Second ice rink
	Tim Horton's!!!
	Please provide additional comments or concerns regarding this proposed development.
	What about the new government "Land Use Framework"?
	I appreciate your idea of industrial other than residential
	Please keep us informed
	How do we know what kind of a guarantee is there that we wont end up with BFI Or something similar on the land?

	Concerned about other possibilities, which would be worse like BFI/landfill/etc/gas wells/oil wells. I disagree with the development of such high quality farmland, especially so close to Indus. We don't want another Sheppard. I don't want to live across the road from this – it will devalue our land – no one wants to live next to Industrial. I live here because I value my privacy, peace and quiet, clean air, low traffic, etc.
	As long as the industries are well kept and not allowed to become rundown.
	Would like to see consideration kept regarding future residential development within the Area Structure Plan. Would prefer that same development company do both industrial and residential developments, as it would insure that "right hand" – "left hand" are working towards each other's best interests.

12.2 Public Open House Number 2

Open House Two Summary July 22, 2009

	Advertised in Rocky View Times two consecutive weeks prior to open house
	Public Notice Sign at Highway 791 entrance to the Indus Rec Centre
	Personal contact with property neighbours
28	Attendance
10	Comment sheets completed
	Living distances of attendees
7	1 mile radius
4	2 mile radius
4	3 mile radius
2	4 mile radius
0	5 mile radius
0	Greater than 5 mile radius
	Comment Summary
Repeats	The proposed development for this land is an industrial business park with limited services. What is your response to this land use?
	Development has poor future potential if water & sewage need to be trucked out
	Our family supports this development for clean industrial business use. We own land on both sides of this property and support the use providing it does not create pollution of the environment.
	Concerned with the use of prime farm land for industrial use
	Probably acceptable if enough transportation and stormwater infrastructure work is done.
	Concerns with traffic, pollution, noise, would rather see farming. What can you offer the community to make it a better place? Concerned with conflicts with school bus traffic and a negative impact on Indus School regarding pollutants and noise,
	To close to Hamlet residential and good farmland. Traffic increase.
	This is a reasonable request. The rail line produces noise thus limiting interest in the Hamlet for residential purposes. Further rail access and highway access is good. The rural community will benefit from the access to jobs.

	Questionable at best
	This destroys the Hamlet of Indus as we currently know it
	Prior to development of the land, the MD will require planning approvals that will include preparation of a Concept Plan and possibly an amendment to the Indus Area Structure Plan subject to discussions with the Hamlet of Indus and the MD. This process requires public consultation and invites public input. Do you have questions about this process?
	No I am interested in being part of the consultation process
	Would like the developer to talk to the Indus Community Petroleum Industry Association
	The land borders on the Hamlet of Indus. Transitions and buffering will be part of the design of the industrial business park. What types of transitions and buffering are important to you?
	No buffering, no development
	Area green space between residential and industrial
	Visual berms and vegetation constructed and maintained
	Green space, trees need to kept alive, drought resistant and looked after, environmental design, esthetic fencing, etc, state of the art pollution controls as groundwater is high here
	Vegetation, pedestrian access
	Keep existing tree windrow on the east. Concerned with traffic on gravel roads creating dust and noise
	Provide vegetation trees and grass
	What amenities do the public in the Indus area desire?
	Gas station, restaurant and coffee shop, agricultural type business
	Inside storage, recycle depot, no scrap dealers, Municipal Reserve land
	Water, sewer, stormwater management, employment near home
	Inside storage, quiet country lifestyle, recycle depot, sports fields, bicycle track for training or children, corner store
	Employment opportunities especially for youth and second income households
	Second ice rink, recreational opportunities
	Tim Horton's!!!
	Please provide additional comments or concerns regarding this proposed development.
	Township Road should be paved to 791
	Address stormwater and transportation issues
	Please keep us informed

	Massive impact on tiny rural community, improper use of prime agricultural land
	What impact on SW6-23-27-W4 will occur at the intersection of HWG 791 and TR 230, Do you have 10% MR/School Reserve. Will water wells be dug?

12.3 Presentation to Indus Petroleum Industry Association September 29, 2009

A presentation of the Fulton Industrial Conceptual Scheme was given to the Board of the Indus Petroleum Industry Association on September 29, 2009. The Board was generally receptive to the Conceptual Scheme.

12.4 Presentation to Bow North Recreation Board October 2009

The Board was provided a copy of the Conceptual Scheme during internal circulation and a meeting was held to review concerns. The Board requested the following:

A regional trail be provided in Municipal Reserve land on the West, North and East Conceptual Scheme boundaries

Future pathway linkages provided to connect to the Hamlet and the land to the east

Consolidated recreation open space MR sized to provide space for four tournament sized soccer fields plus parking and support facilities. The recreation open space should align with future pathway connectivity to the Hamlet.

Recommended that the Business Association maintain the MR until the community develops and takes over maintenance.

Balance of undedicated land be provided as cash-in-lieu.

Encourage the developer to participate in the County's Voluntary Recreation Contribution with the donation being utilized in the Indus area.

12.5 Public Open House Number 3

Open House Two Summary April 6, 2010

	Advertised in Rocky View Times two consecutive weeks prior to open house
	Public Notice Sign at Highway 791 entrance to the Indus Rec Centre
	Personal contact with property neighbours
22	Attendance
1	Comment sheets completed
	Comment Summary
Repeats	The proposed development for this land is an industrial business park with limited services. What is your response to this land use?
	It appears to be well thought out and respectful of the land

	Prior to development of the land, the MD will require planning approvals that will include preparation of a Concept Plan and possibly an amendment to the Indus Area Structure Plan subject to discussions with the Hamlet of Indus and the MD. This process requires public consultation and invites public input. Do you have questions about this process?
	No
	The land borders on the Hamlet of Indus. Transitions and buffering will be part of the design of the industrial business park. What types of transitions and buffering are important to you?
	What amenities do the public in the Indus area desire?
	Green space
	Please provide additional comments or concerns regarding this proposed development.

STATUTORY PLAN COMPLIANCE

13.0 Municipal Development Plan (Rocky View County)

The Municipal District of Rocky View No 44 adopted in 1998 the Municipal Development Plan (amended in 2004). This document is a broad based planning document that identifies the overriding goals that shape planning decisions. Fulton Industrial Park is located in an area that does not have an ASP document to define requirements for development. Fulton Industrial Park looks for guidance from and is subject to the provisions of the Municipal Development Plan.

The Fulton Industrial Park Conceptual Scheme has been prepared at the direction of Council to provide planning detail consistent with the MDP.

Section 1.7 of the MDP provides a statement on the Plan Philosophy that includes:

"The purpose of this Part and the regulations and bylaws under this Part is to provide means whereby plans and related matters may be prepared and adopted:

- to achieve the orderly, economical, and beneficial development, use of land and patterns of human settlement, and*
- to maintain and improve the quality of the physical environment within which patterns of human settlement are situated in Alberta.*

Without infringing on the rights of individuals for any public interest except to the extent that is necessary for the overall greater interest."

Council instructed Fulton Industrial Park in 2008 to *"address the **Land Use Strategy and Business Development Policies** of the Municipal Development Plan in determining the appropriateness of commercial and industrial development in the area."*

13.1 MDP Statement of Goals

The MDP identifies a number of goals for planning policy. This Conceptual Scheme addresses several that apply to this Development:

Goal: *The Municipality shall develop and maintain a traffic system that efficiently serves the people within the Municipality.*

The land is contiguous to Highway 22X, and near Highway 791. Fulton Industrial Park will add improvements to Township Road 230 and Range Road 280 and in addition provide an internal road system that provides efficient public access.

The Conceptual Scheme provides public pathway connections internally and to future regional pathway systems.

Goal: *The Municipality shall encourage and promote the development of an acceptable level of rural utility services.*

Stormwater will be managed on site and will create opportunity for a future regional storm water management system and outfall, through cooperation with the Municipality.

Goal: *The Municipality shall encourage the planning and development of appropriate economic development initiatives in the Municipality and shall take into account the need to utilize natural resources.*

Fulton Industrial Park will enhance the existing area by providing a significant tax and employment base, and is consistent with historical plans for the area. It is adjacent to the existing Hamlet of Indus and will provide employment opportunities to the area.

13.2 MDP Land Use Strategy

"The Land Use Strategy provides a guide for growth and change in the Municipality in accordance with sound land use planning principles. It does so for those regions of the Municipality where more detailed planning has not occurred. Where additional planning detail is required, conceptual schemes, hamlet plans and/or area structure plans may be pursued."

The Land Use Strategy speaks to issues of lands that have low to high potential for non-agricultural subdivision and development.

Fulton Industrial Park best meets the objectives of Land Use Strategy 3 that states:

"Concentrated Areas of Designated and Subdivided Lands hold the highest potential for non-agricultural subdivision and development due to transportation and servicing efficiencies that can be achieved. In addition, opportunities for maximizing use of land base through in-filling are available. Moreover expansion onto adjacent lands where agricultural practices are impacted by such non-agricultural uses may be considered."

The adjacent locations of Highway 22X, Highway 791, and the CPR rail line provide efficiencies in local and regional transportation linkages to this land and make it a desirable location for development adjacent to the existing Hamlet of Indus.

Business Development

Goal:

"Diversification of business development is important to the economy of the Municipality. Opportunities for the growth of a variety of commercial and industrial land uses should be provided. Commercial and industrial uses should be facilitated which are of a scale and character which integrate into the existing land use pattern...."

"Proposed business parks should locate in proximity to primary or secondary highways, or in hamlets, near rail serviced areas having due regard for the safe operation of these transportation routes."

Fulton Industrial Park provides a large land base to provide for a significant industrial park adjacent to existing major transportation networks.

The industrial land use will compliment those within the Hamlet of Indus, which may provide opportunities for housing of workers from the Fulton site.

Natural Environment

Goal:

"To facilitate the preservation of significant and/or sensitive natural environments in the development process."

Site-specific assessments have indicated that no existing sensitive natural environments are impacted by development of the lands.

Infrastructure

Goal:

"To encourage and facilitate the development and maintenance of an efficient infrastructure that is supportive of planned growth."

Fulton Industrial Park provides upgrades to existing Municipal road systems and will develop an efficient internal public road system that will support new development.

Stormwater will be collected, stored, and treated on site. Outflow from the site when available will meet or exceed Alberta Environment and Rocky View County requirements with respect to flow rates and water quality. The stormwater system has the potential of providing a regional solution to outfall needs in the Indus area.

Open Space and Recreation

Goal:

"To support the retention and enhancement of open spaces and recreation facilities in the Municipality."

The Fulton Industrial Concept Plan provides open recreation space, and opportunities for future public pathway linkages to the Hamlet of Indus and the region.

13.3 Rocky View Economic Development Strategy

This Conceptual Scheme will build upon approved County Economic Strategy's that support this Development in a strategic location to provide a high quality industrial park that will provide new tax base with-in the County.

The Rocky View Economic Development Strategy (2003 Strategic Plan) updated states the following:

Goals

- *The Municipality shall encourage the planning and development of appropriate economic development initiatives in Rocky View to support sustainable human development patterns.*

Considerations

- *Provide a ready supply of industrial or commercial zoned land, where appropriate.*
- *Establish an image for Rocky View as a premium jurisdiction for industrial and commercial development.*

Opportunities

- *More industrial developments*
- *Manufacturing, Warehousing and Distribution*

This Conceptual Scheme establishes policies for the development of a comprehensively designed industrial development. These policies meet the objectives for industrial growth as stated in the Rocky View Economic Development Strategy.

Nichols Applied Management prepared a Fiscal and Economic Impact Analysis for the developer. The report addressed three areas: estimated assessment impacts;; net revenue impacts; and potential employment generated. The report is available as an attachment.

The report is summarized as follows:

Estimated Assessments

Timeframe	Land	Improvements	Total
Assessment in 2015 (5 years)	31,250,000	62,500,000	93,750,000
Assessment in 2020 (10 years)	62,500,000	125,000,000	187,500,000
Assessment in 2025 (15 years)	93,750,000	187,500,000	281,250,000
Assessment in 2030 (20 years)	106,250,000	212,500,000	318,750,000

Estimated Net Revenues

Timeframe	Tax Revenues	Less: Provision for Municipal Costs at 30%	Net Revenues to the County
Cumulative from 2011 to 2015 (5 yrs)	1,900,000	570,000	1,330,000
Cumulative from 2011 to 2020 (10 yrs)	6,980,000	2,090,000	4,890,000
Cumulative from 2011 to 2025 (15 yrs)	15,230,000	4,570,000	10,660,000
Cumulative from 2011 to 2030 (20 yrs)	25,890,000	7,770,000	18,120,000
Annual @ Full Build-Out	2,160,000	650,000	1,510,000

Estimated Employment Impacts

Timeframe		Employees / acre	
	1	to	3
Assessment in 2015 (5 years)	125		250
Assessment in 2020 (10 years)	250		500
Assessment in 2025 (15 years)	425		850
Assessment in 2030 (20 years)	425		850

The Fulton Industrial Park development will help Rocky View County achieve its goal of providing a work, live, play balance directly, by providing employment to those working for the businesses located in the Park, and indirectly by stimulating additional industrial and commercial growth in the area. In addition the Fulton Industrial Park may also help stimulate residential development in the Hamlet to accommodate some of those individuals that work in the Park.

13.4 Growth Management Strategy

The Rocky View County Growth Study identifies the Indus area as a Minor Business Corridor for Nodal Development. The study *"recognizes the need to develop certain Minor Business Corridors that are regionally significant and located along provincial highways and intersections. Business development will be scaled to fit the local character and traffic volume of the intersecting highways. Nodal development of a non-contiguous design will be implemented in step with development along these corridors."*

Fulton Industrial Park provides a significant industrial park and tax base within the Minor Business Corridor along the provincial Highway 22X that is intersected by Highway 791. Development of the industrial park provides regional and local employment opportunities, provides open public space and pathways, and reduces the amount of County regional infrastructure investment due to lack of municipal water and sewer services for this development.

Rocky View County is trying to achieve a sustainable community that involves providing a work, live, play balance. In its recently completed Growth Management Strategy, Rocky View identifies the areas in which it will focus is non-residential development. The Fulton Industrial Park is located within the minor business corridor suitable for nodal development at Indus.

13.5 Indus ASP

The general policies of the Indus ASP encourage pathways and green space.

The Conceptual Scheme provides for open recreation space large enough to establish playing fields, a regional recreation centre and other public amenities. Future connections to regional pathways are made possible from this open recreation space.

14.0 POLICIES

14.1 Policy Summary

- Policy 3.1.1*** Policies within the Fulton Industrial Park Conceptual Scheme shall apply to all the lands within the plan area.
- Policy 4.2.1*** Prior to development site-specific geotechnical analysis should be prepared by end users to confirm subsurface conditions.
- Policy 4.3.1*** Disturbance of degraded wetland will be mitigated using recommendations provided in the Biophysical Impact Assessment prepared by Zanshin Environmental Networks Inc., to be approved by the County and Alberta Environment.
- Policy 4.3.2*** The Developer will confirm the presence or absence of nesting raptors during the first breeding season prior to development during the period of March 15 to May 15. If nesting raptors are confirmed follow guidelines outlined in Recommended Land Use Guidelines for Protection of Selected Wildlife Species and Habitat within Grassland and Parkland Natural Regions of Alberta (ASRD 2001).
- Policy 4.3.3*** Topsoil will be salvaged using a two-lift method separating the A-horizon and the B-horizon.
- Policy 4.3.4*** Sediment and erosion control plans shall be provided to meet County and Alberta Environment requirements.
- Policy 4.3.5*** The developer shall have an arborist review the viability of the existing trees on the east boundary. If feasible the existing tree windrow will be incorporated into the development.
- Policy 4.3.6*** The Bow Basin Watershed Management Plan shall be used for information and decision making in developing planning documents.
- Policy 4.4.1*** If during the course of development, any environmental concerns are identified, notification to Alberta Environment is required.
- Policy 4.5.1*** If during the course of development any historic resources are found, notification to Historic Resources Management Branch is required.
- Policy 4.7.1*** Prior to development new internal road infrastructure will be required as identified by a Transportation Impact Assessment that has been prepared by a qualified transportation engineer subject to approval by the Municipality and Alberta Transportation.
- Policy 5.2.1*** Public Utility Lots and Municipal Reserve will be dedicated at the time of Subdivision.

- Policy 5.3.1*** The development will be phased and will proceed based on market conditions and where infrastructure is available to meet the requirements of the proposed phase of development.
- Policy 5.3.2*** The pattern of phasing will occur generally from north to south within the development. Changes to the phasing of development will be allowed without modification to the Conceptual Scheme.
- Policy 5.4.1*** This Conceptual Scheme document will be used as the guiding planning document for Land Use and Subdivision applications.
- Policy 5.4.2*** Subdivision of each phase of development will create roads, rights of way, utility parcels, easements and parcels for development. The number, size and layout of lots will be determined at the time of and through the subdivision approval process.
- Policy 5.4.3*** The developer will not apply for subdivision of lots beyond 65% of the land until a storm water solution is provided for the remaining 35% of the land and is accepted by the Municipality.
- Policy 5.4.4*** At future stages of subdivision, the developer will enter into a Cost Contribution Agreement with the County for the implementation and construction of storm water infrastructure in the Indus area.
- Policy 5.4.5*** Subdivision phases that are not contiguous will be required to be serviced with roads and services that connect with other phases.
- Policy 5.4.6*** Subdivision of land adjacent to Highway 22X will be subject to approval by Alberta Transportation
- Policy 6.1.1*** Development Performance Standards will be implemented through the development permit process in accordance with Conceptual Plan policies and the Land Use Bylaw.
- Policy 6.1.2*** 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(s) area(s), a Storm Water Management Plan, an Erosion and Sedimentation Control Plan, and a Construction Management Plan are approved by Rocky View County and Alberta Environment.
- Policy 6.1.3*** The stripping and grading area shall be limited, where possible, to the proposed development area of the subdivision application.
- Policy 6.2.1*** The County's Commercial, Office and Industrial Design Guidelines should be considered in building and development plans.
- Policy 6.2.2*** A Lot Owners Association or designated committee will be responsible for reviewing building and site design plans and providing recommendations to the County.

- Policy 7.1.1*** Additional TIA updates will be prepared at the completion of each development phase to determine upgrade requirements to the regional road infrastructure.
- Policy 7.1.2*** The recommendations of the Fulton Industrial Transportation Impact Assessment shall be implemented through provisions of the Land Use Bylaw and Subdivision Approval.
- Policy 7.1.3*** Changes to road infrastructure required by Alberta Transportation as a result of the future Highway 22X functional study will not require an amendment to this Conceptual Scheme.
- Policy 7.2.1*** Collector roads will be designed to meet Rocky View County standards.
- Policy 7.2.2*** Internal collector roads shown on the transportation plan as identified in Figure 7.4.1 – Proposed Transportation Network are conceptual in layout and are subject to change.
- Policy 7.2.3*** Access to each subdivided lot will meet Rocky View County requirements.
- Policy 8.2.1*** Municipal Reserve may be provided through a combination of dedication of land and payment of cash-in-lieu as required under the provisions of the Municipal Government Act.
- Policy 8.2.4*** A Municipal Reserve open recreation space will be provided.
- Policy 8.2.5*** Low Impact Development principals will be used in designing landscaping and plant selection to provide hardy, low maintenance planting.
- Policy 8.2.6*** Fencing separating boundary MR from development land shall be to the satisfaction of Rocky View County.
- Policy 9.1.1*** Limited service sites will be allowed throughout the development.
- Policy 9.1.2*** At future stages of subdivision, the developer will enter into a Cost Contribution Agreement with the County for the implementation and construction of waste water infrastructure in the Indus area.
- Policy 9.2.1*** Potable water services may be supplied to industrial users using trucked in water to on-site cisterns to the satisfaction of the Municipality.
- Policy 9.3.1*** Sanitary sewer collection, containment, and disposal systems shall be approved by Alberta Environment and the Municipality.
- Policy 9.3.2*** At future stages of subdivision, the developer will enter into a Cost Contribution Agreement with the County for the implementation and construction of waste water infrastructure in the Indus area.

- Policy 9.4.1*** Development of on site storm sewer collection and distribution shall be designed by a qualified engineer and approved by the Municipality.
- Policy 9.4.2*** End user on site storm sewer collection and distribution shall be designed by a qualified engineer prior to approval by the Municipality.
- Policy 9.4.3*** Storm water runoff from sites shall be restricted to 70L/Sec/ha.
- Policy 9.4.4*** At future stages of subdivision, the developer will enter into a Cost Contribution Agreement with the County for the implementation and construction of storm water infrastructure in the Indus area.
- Policy 9.5.1*** All storm water management within the plan area shall be designed and constructed to meet the Municipality, Alberta Environment and Alberta Infrastructure standards in accordance with the approved storm water management plan.
- Policy 9.5.2*** Storm water management may be designed to facilitate future regional storm water solutions if required by the approving authority, with appropriate cost sharing mechanisms in place.
- Policy 9.5.3*** Storm pond storage and treatment facilities shall be designed prior to approval of subdivision and development permit to meet the Rocky View County and Alberta Environment treatment requirements.
- Policy 9.5.4*** The storm water management facilities within the Conceptual Scheme area shall be constructed and maintained by the Developer until dedicated upon final acceptance to Rocky View County.
- Policy 9.5.5*** Final design criteria and agreements with approving authorities including the Municipality for storm water management will be required at the time of Subdivision.
- Policy 9.5.6*** 65% of the land area may be developed using appropriately sized evaporation ponds. Development beyond 65% requires additional approved storm storage or outfall system satisfactory to the Rocky View County.
- Policy 9.5.7*** At future stages of subdivision, the developer will enter into a Cost Contribution Agreement with the County for the implementation and construction of storm water infrastructure in the Indus area.
- Policy 9.5.8*** A storm water management plan and erosion and sedimentation control plan shall be prepared satisfactory to the County prior to any site works proceeding.
- Policy 9.5.9*** Post development storm water runoff to adjacent lands will be limited to predevelopment quantities using best management technical practices to quantify and qualify the storm water runoff.
- Policy 9.6.1*** Common storm water retention facilities and dry hydrants shall provide centralized fire protection to the satisfaction of the Municipality.

- Policy 9.6.2*** Individual sites will provide additional fire protection systems to meet site-specific requirements.
- Policy 9.7.1*** Solid waste management shall be the responsibility of lot owners.
- Policy 9.8.1*** Shallow utilities will be installed in the plan area on a phased basis. The Developer will provide required rights of way to utility companies that require them.
- Policy 9.8.2*** Utility servicing shall be designed by a qualified engineer and shall be approved by the Municipality.
- Policy 10.1.1*** On site fire water storage and dry standpipes shall be designed by a qualified engineer to comply with National Fire Protection (N.F.P.A) 1142, Standards on Water Supply for Suburban and Rural Fire Fighting, 2007 and be approved by the Municipality at the time of Subdivision.
- Policy 10.2.1*** Development Permit plans will be encouraged to consider and incorporate principles of Crime Prevention Through Environmental Design (CPTED).
- Policy 10.3.1*** An emergency management plan shall be submitted with each end user Development Permit application to the satisfaction of the Municipality.
- Policy 11.1.1*** The Municipality shall implement this Conceptual Scheme through the Subdivision and Development approval process.
- Policy 11.2.1*** The Land Use Bylaw will be implemented at the time of Land Use Redesignation.
- Policy 11.2.2*** A separate land use redesignation will be required for future local commercial land use within the development.
- Policy 11.3.1*** A Construction Management Plan shall be provided by the Developer to the satisfaction of the Municipality prior to issuance of a Stripping and Grading Permit
- Policy 11.4.1*** Naming of streets shall be determined at the time of subdivision application to the satisfaction of the Municipality.

15.0 AVAILABLE UNDER SEPARATE COVER

Open House Notices, Public Comments
Historic Resource Clearance
Phase 1 Environmental Site Assessment
Geotechnical Investigation
Transportation Impact Assessment
Biophysical Impact Assessment
Storm Water Management Report
Nichols Applied Management Fiscal and Economic Impact Report