



INTERLINK LOGISTICS PARK

A HOPEWELL DEVELOPMENT
CONCEPTUAL SCHEME



HopewellTM



KELLAM BERG
ENGINEERING & SURVEYS LTD.

CONSULTING ENGINEERS, LAND SURVEYORS AND PLANNERS

October 2019

BYLAW C-7929-2019

A Bylaw of Rocky View County known as the Interlink Logistics Park Conceptual Scheme

The Council of Rocky View County enacts as follows:

PART 1 – TITLE

This Bylaw shall be known as Bylaw C-7929-2019.

PART 2 – DEFINITIONS

In this Bylaw the definitions and terms shall have the meanings given to them in Land Use Bylaw C-4841-97, and the *Municipal Government Act*.

PART 3 – EFFECT OF BYLAW

THAT Bylaw C-7929-2019, being the “Interlink Business Park Conceptual Scheme,” affecting a portion of SW-03-26-29-W04M, be adopted as defined in Schedule ‘A’, which is attached to, and forms part of this Bylaw.

PART 4 – TRANSITIONAL

Bylaw C-7929-2019 is passed when it receives third reading, and is signed by the Reeve/Deputy Reeve and the Municipal Clerk, as per Section 189 of the *Municipal Government Act*.

Division: 7
File: 06403002 / PL20180140

READ A FIRST TIME IN COUNCIL this	10 th day of September, 2019
PUBLIC HEARING WAS HELD IN COUNCIL this	22nd day of October, 2019
READ A SECOND TIME IN COUNCIL this	22nd day of October, 2019
READ A THIRD TIME IN COUNCIL this	22nd day of October, 2019



Reeve



Charlotte Sastrik
CAO or Designate

October 22, 2019

Date Bylaw Signed

SCHEDULE 'A'

FORMING PART OF BYLAW C-7929-2019

A Conceptual Scheme affecting a portion of SW-03-26-29-W04M, herein referred to as the Interlink Logistics Park Conceptual Scheme.

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1.0 INTRODUCTION

1.1 Vision

The Interlink Logistics Park Conceptual Scheme comprises 60.507 hectares (149.52 acres) located adjacent to the northern boundary of the City of Calgary, in the East Balzac Area of Rocky View County. The site's location on Dwight McLellan Trail provides excellent access to the Stoney Trail Ring Road, the QE II Highway, Hwy 566 and Metis Trail in the City of Calgary, as shown on **Figure 1: Location Plan**. Rocky View County adopted the Balzac East Area Structure Plan (BEASP) in 2000 to facilitate comprehensive business development in the East Balzac Area. This Conceptual Scheme is located in the south east area of the BEASP which is an area identified for increasingly intensive industrial development. This Conceptual Scheme will support the development of an attractive, industrial, campus style development. MonHope Crosspointe II Limited Partnership owns the lands which will be developed by Hopewell Development LP.

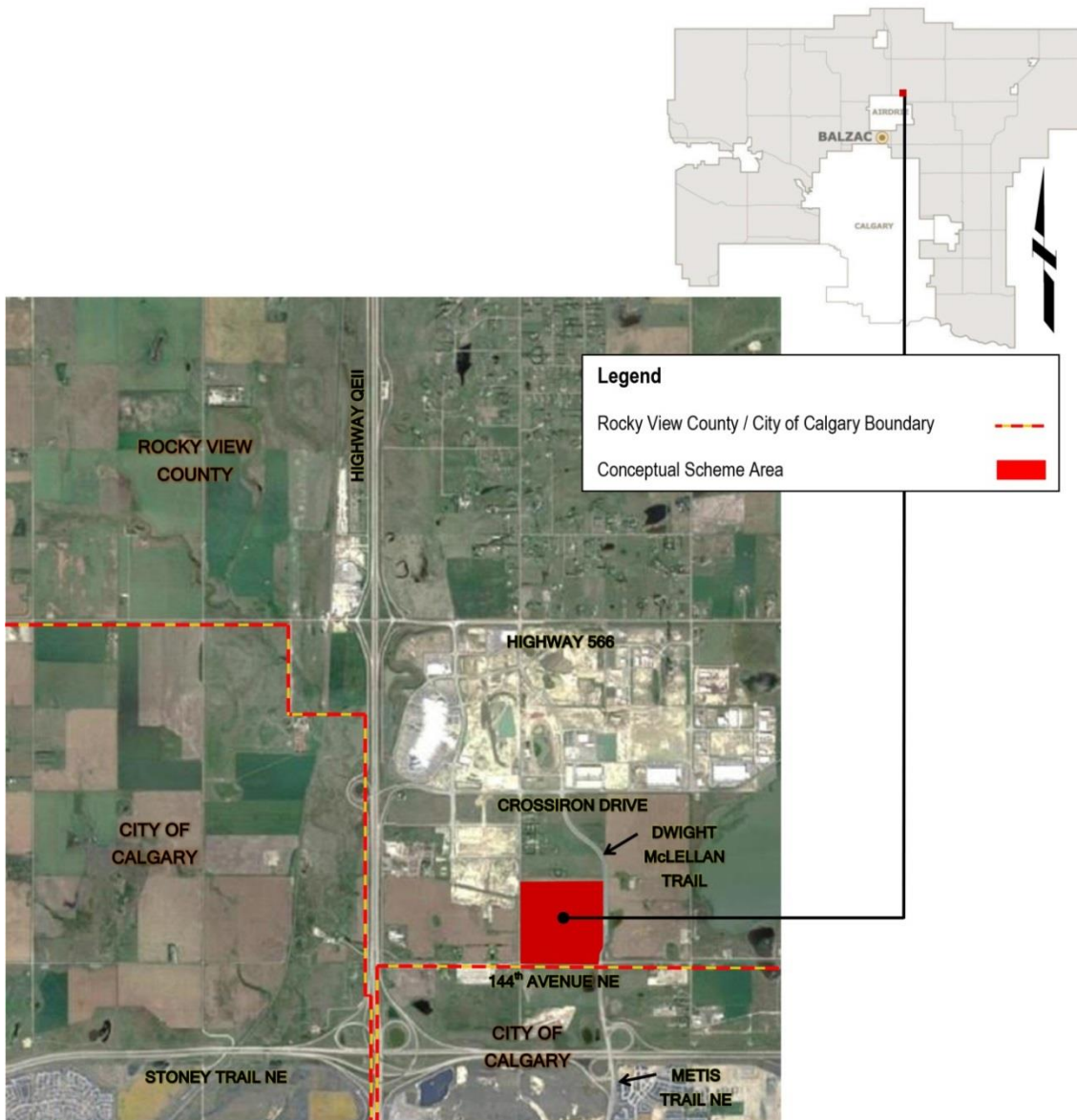


Figure 1: Location Plan

1.2 Conceptual Scheme Objectives

This Conceptual Scheme is located within the Balzac East Area Structure Plan and Direct Control District – 99, “The purpose and intent of this District is to provide for the *development* of the Balzac East Special Development Area #4 Lands for light commercial and light industrial uses that do not impact adjacent residential development.” (DC -99, Rocky View County Direct Control Bylaw C-6031-2005)

This Conceptual Scheme supports the County’s development goals by providing a comprehensive planning framework for development of industrial buildings in a campus style setting.

The specific objectives of the Conceptual Scheme are to:

- Summarize current conditions and studies to determine site constraints and opportunities in order to develop a land use and development framework for the Conceptual Scheme area;
- Describe development which adheres to the County’s policies, regulations and guidelines;
- Evaluate infrastructure in the region to determine appropriate utility and transportation infrastructure improvements;
- Establish development phasing which is flexible to accommodate market demand; and
- Summarize community consultation expectations including any alterations to the plan undertaken in response to concerns.

1.3 Policy and Regulatory Framework

This Conceptual Scheme has been prepared in accordance with the following policies, regulations and guidelines.

Rocky View County Plan (Municipal Development Plan), 2013

Rocky View’s County Plan contains policies that support the development of a regional business centre in the East Balzac area. This Conceptual Scheme supports the policies outlined in the County Plan by:

- Providing an opportunity for new industrial businesses to locate in an identified regional business area of the County.
- Increasing the business assessment tax base in order to support financial sustainability of the County’s operations.
- Supporting infilling of the existing regional business area and complement existing business development in the East Balzac area.

Balzac East Area Structure Plan (BEASP), 2000

The Balzac East Area Structure Plan (BEASP) supports the goals outlined in the County Plan by providing a development framework to guide business and commercial growth in an identified regional business area.

As shown on Figure 2: Balzac East Area Structure Plan, this Conceptual Scheme is located in Special Development Area 4 (SDA # 4), which is considered to be the heart of the commercial/industrial business area.

It is also located adjacent to the City of Calgary and the Calgary International Airport; consequently, the County will circulate this plan for comments to the City of Calgary and the Calgary Airport Authority.

This Conceptual Scheme addresses the requirements listed on page 35 of the BEASP, Special Development Area #4, by providing the following:

- ✓ A phasing plan.
- ✓ Demonstration of full build out density and lot size.
- ✓ An access plan.
- ✓ A Traffic Impact Analysis (under separate cover).
- ✓ Examples of landscaping along RR293 and Dwight McLellan Trail.
- ✓ Architectural guidelines that ensure that the sides of the structures visible from Range Road 293, Dwight McLellan Trail and Nose Creek Boulevard are attractive.
- ✓ A Stormwater Management Plan (under separate cover).
- ✓ A Wetland Assessment and Impact Analysis (WAIR).

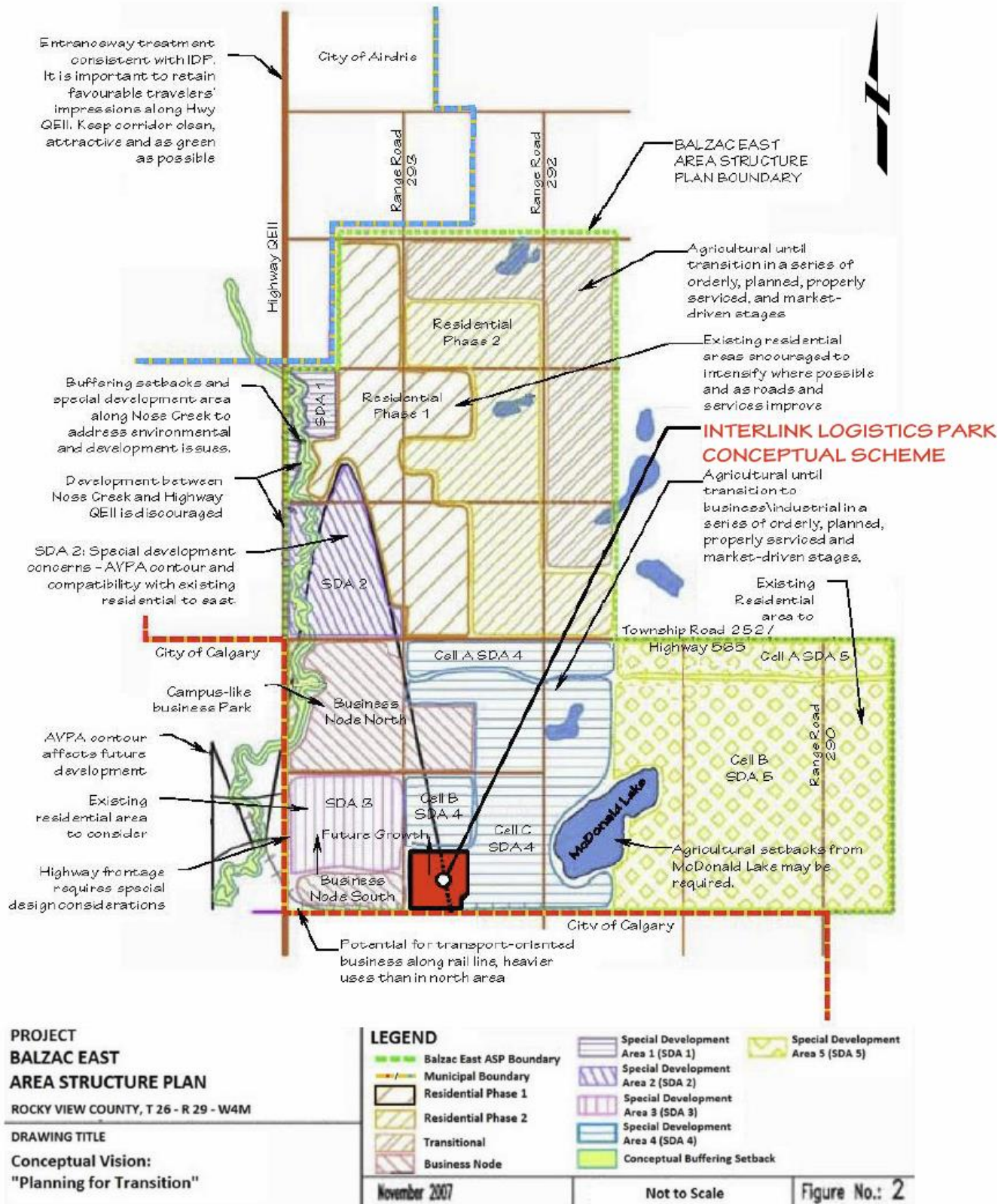


Figure 2: Balzac East Area Structure Plan – M.D. of Rocky View, 2000, Adapted by KBES

Rocky View County/City of Calgary Intermunicipal Development Plan (IDP), 2012

The IDP identifies shared entranceways into and out of Rocky View County and the City of Calgary. The general planning objective of both municipalities is to ensure that mutual entranceways are attractive, orderly and well maintained. The City of Calgary has prepared a document entitled “*Improving Calgary’s Entranceways*”, which suggests enhanced treatment of inter-municipal entranceways. This Conceptual Scheme incorporates guidelines to create an attractive side yard along 144th Avenue which is in the City of Calgary.

Calgary International Airport Vicinity Protection Area Regulation (AVPA), 2009

The project site is located within the “NEF 25-30 Area” (Noise Exposure Forecast) area of the Airport Vicinity Protection Plan (AVPA). A wide range of uses are allowed in this NEF area, with the only prohibited use being campgrounds. The site is also within the Terminal Surveillance Radar Area (TSR), where building heights are restricted to a maximum of 38 – 56 m. Building height in the Plan Area is also regulated by Direct Control District - 99 which limits building height to 20 meters. The height of the buildings in the Plan Area will adhere to these restrictions and regulations and will be circulated to the Calgary Airport Authority.

Policies

Policy 1.3.1 *Applications for development within the AVPA area shall be circulated to the Calgary Airport Authority for comment.*

Direct Control District - 99 (DC-99)

The purpose of DC-99 is to facilitate commercial and light industrial development of lands within the Balzac East, Special Development Area #4. Since the Conceptual Scheme area is located within Cell C of DC-99, the following development regulations will be adhered to: maximum building height (20m) and minimum building setbacks (10m) from property line.

DC-99 states that the, minimum landscaping requirements for lands abutting Range Road 292 or Range Road 293 will be 15% (blended hard and soft landscaping). Since this development is envisioned as a campus style development on one lot adjacent to RR293, Dwight McLellan Trail with Nose Creek Boulevard running through the centre, it is proposed that landscaping be concentrated on the development edges facing these roads to screen truck and trailer parking areas, where visible from these roads.

In addition, a separate application will be submitted to the County proposing to amend DC-99 to increase the maximum building coverage for this quarter section to 55%, in order to accommodate large scale warehouse/industrial buildings. This site specific amendment to DC-99 also proposes the addition of several uses in the Conceptual Scheme area to allow flexibility should market conditions change in the future. The same amendment to DC-99 has been approved for other sites in Balzac to accommodate similar forms of development.

Land Use Redesignation is not required for the Conceptual Scheme area since the proposed light industrial uses are consistent with DC-99. Since Land Use is already in place for industrial development the landowner may submit an application for stripping and grading prior to approval of

this Conceptual Scheme. The landowner recognizes that a Stormwater Management Plan must be accepted by the County prior to a Development Permit being approved.

Commercial, Office and Industrial Design Guidelines in Rocky View County, 2009

The County's Commercial, Office and Industrial Design Guidelines document provides guidance for creating attractive and cohesive built forms for business landscapes in Rocky View County. Accordingly, guidelines described in this Conceptual Scheme address the following: building facades, location of storage and loading, and landscape screening along major roads adjacent to the site.

Alberta Wetland Mitigation Directive, 2015 and Rocky View County’s Wetland Conservation and Management Policy, 2010

Alberta Environment and Parks and Rocky View County policies require that any impacts to wetlands on a development site be evaluated. A Wetland Analysis and Impact Report (WAIR) has been prepared and submitted to the County in support of this Conceptual Scheme. A WAIR report has been submitted to Alberta Environment and Parks in support of an application for Approval under the Water Act.

Northeast Residual Area Policy Plan, City of Calgary, 2005

Figure 3: Northeast Residual Area Policy Plan shows +/-700 acres of undeveloped land directly to the south of the subject site within the City of Calgary. The plan outlines broad-based policy objectives for future development of an industrial area; however, it is to remain a limited serviced area until urban services are provided. This Conceptual Scheme facilitates development that is consistent with the type of development described in the City’s Residual Area Policy Plan.



Figure 3: Northeast Residual Area Policy Plan - City of Calgary Land Use Planning & Policy, 2005, Adapted by KBES Ltd.

2.0 PLAN AREA DESCRIPTION

2.1 Plan Area Legal Descriptions

As shown on **Figure 4: Conceptual Scheme Area**, MonHope II owns the entire Conceptual Scheme area which is a 60.507 hectares (149.52 acres) parcel, legally described as SW ¼, Section 3, Township 26, Range 29, and W4M. There is a 22 inch (560mm) natural gas pipeline running diagonally through the quarter section within a 22.86 meter wide ROW (*Registered Plan 299 JK*). To the south of the parcel, there is a 15.24 meter wide Canadian Pacific Railway (CPR), right-of-way containing a spur line (*Registered Plan 871 JK*).



- LEGEND
- 22" NATURAL GAS PIPELINE
 - CPR RAILWAY SPUR LINE

Figure 4: Conceptual Scheme Area

2.2 Background Studies

The following background studies have been prepared in support of this Conceptual Scheme and submitted under separate cover: a Traffic Impact Assessment (TIA), a Wetland Assessment and Impact Report (WAIR), a Preliminary Geotechnical Evaluation, a Stormwater Management Report.

In addition, Historical Resources Act approval was granted by Alberta Culture in August, 2018. The signed approval is included in Appendix B.

2.3 Topography and Surface Drainage

The topography is gently undulating with a portion of the drainage flowing to the south west and the remainder of the storm drainage flowing towards the east as shown on **Figure 5: Existing Topography and Surface Drainage**.

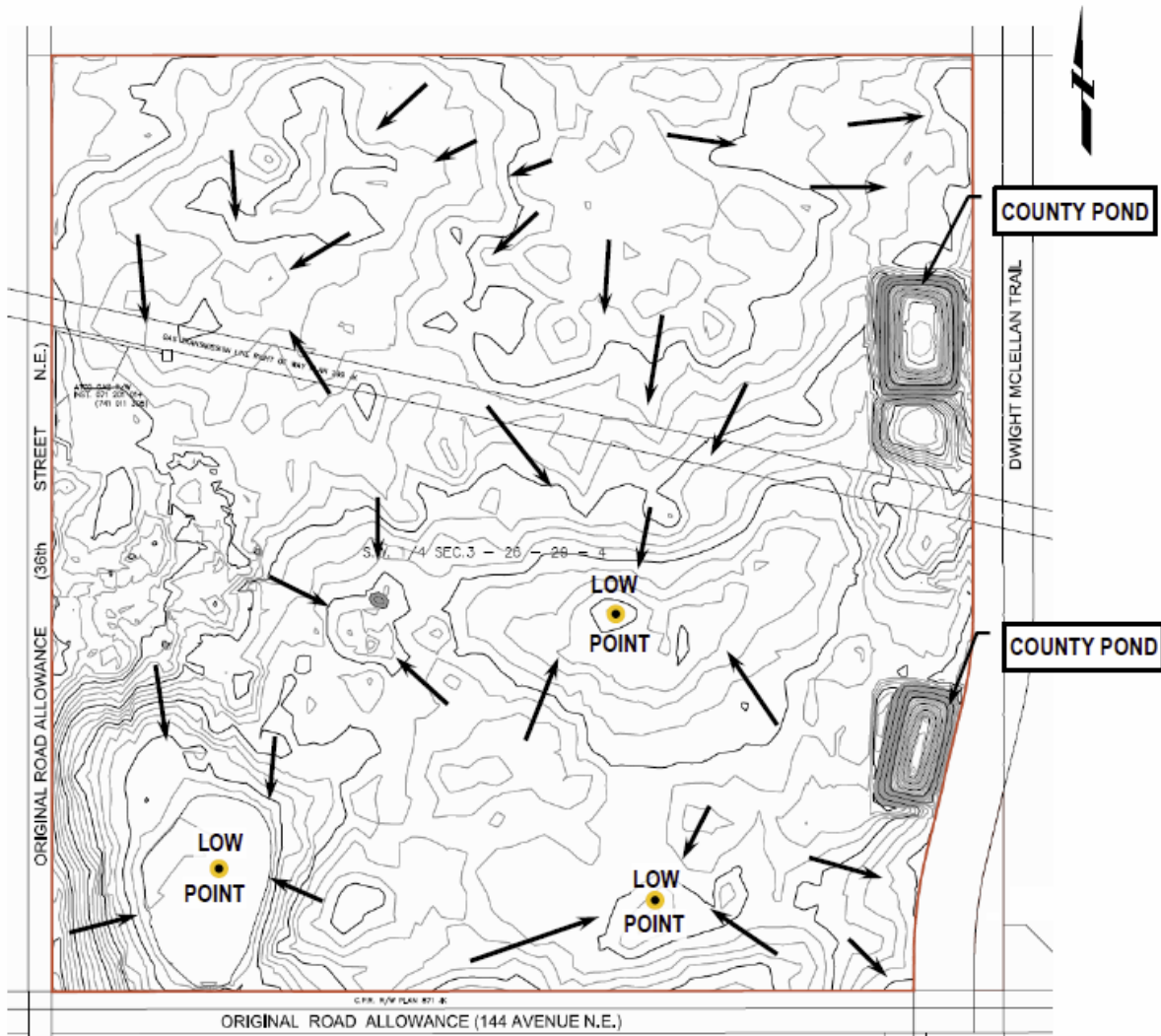


Figure 5: Existing Topography and Surface Drainage (Based on Kellam Berg Engineering & Surveys Ltd. survey, 2018)

2.4 Wetland Classifications

The quarter section has been used extensively for agricultural activities; there is an existing homestead with accessory buildings on the west side of the quarter section and evidence of recent cropping on the north half.

Figure 6: Wetland Classifications, shows wetland classifications resulting from examinations of historical aerial photos and field verifications undertaken by Tetra Tech Canada Inc. in July of 2018.



LEGEND

- Culvert
- Temporary - Slightly Brackish Marsh (M-G-Sb-II)
- Seasonal - Slightly Brackish Shallow Open Water (W-A-Sb-III)
- Seasonal - Slightly Brackish Marsh (M-G-Sb-III)
- Project Area

Figure 6: Wetland Classifications (Tetra Tech Canada Inc. 2018; Adapted by KBES Ltd.)

The following conclusions are outlined in the “Wetland Assessment and Impact Report LSD SW-3-26-29-W4 – Balzac, Alberta”, (Tetra Tech Canada Inc. April, 2019).

Wetland 1 in the South West corner is classified to be of Seasonal Permanency and given the history of disturbance to the site over the years; Wetland 1 has a limited natural diversity and habitat value.

Wetland 2 exhibited Temporary permanency indicated by the presence of 1 to 2 vegetation zones and draw down of surface water by late in the growing season. This wetland also has limited natural diversity and habitat value due to the history of agricultural disturbance on the site.

Wetland 4a/b was found to be naturally occurring, spanning several quarter sections. However, the construction of Dwight McLellan Trail and the rail embankment along 144th Avenue have caused additional impoundment along the ditch line. As a result these remnant areas of Wetland 4 are considered to be not naturally occurring and are due to the anthropogenic impoundment.

There are also two existing storm ponds which accommodate stormwater drainage from Dwight McLellan Trail.

Due to the nature of the development all wetlands will be completely removed. The pre-determined alignment of Nose Creek Boulevard and the existing diagonal pipeline ROW restrict development options; for example, the south portion of the site provides the largest contiguous space suitable for constructing large warehouse buildings. The areas of the wetlands were also identified in order to provide in-lieu payments for disturbance.

In conclusion, the Tetra Tech report states that “construction and operation of the project will result in hydrological and ecological impacts that are considered to be of negligible magnitude. The historical and existing land uses in the Project Area have reduced the habitat value of the assessed wetlands to date; therefore high value habitat is not anticipated to be lost.” (*Tetra Tech, 2018*)

The Province of Alberta issued approval to disturb all wetlands on the quarter section on August 21, 2019.

Policies

Policy 2.4.1 *Any wetland impact shall be addressed at Subdivision/Development Permit stage to the satisfaction of Alberta Environment and Parks, and Rocky View County.*

2.5 Geotechnical Conditions

A Preliminary Geotechnical Investigation was completed in March of 2018 by JASA Engineering Inc. A total of 39 test holes were drilled to determine general soil and groundwater conditions. Based on soil and groundwater conditions identified, the site is considered to be suitable for typical industrial office/warehouse development. The borehole samples indicated that clayey and sandy soils overlying relatively shallow bedrock are present on the site. Conventional strip and pad footings or drilled cast in place concrete piles are considered feasible to support buildings at the site. Site specific geotechnical evaluations will be required once the location and configuration of projects are known.

Policies

Policy 2.5.1 *At future Subdivision and/or Development permit stage, a site - specific geotechnical analysis should be prepared by a qualified professional Geotechnical Engineer to confirm subsurface conditions. A Deep Fill Report may also be required for areas of fill over 1.2 m in depth.*

2.6 Archeological Features

The Nose Creek Valley was important for First Nations camping, hunting and travelling. Remains from these activities have been found in the area; therefore, it was important to obtain Historical Resource Clearance from Alberta Culture. Upon inspection of their records, Alberta Culture found that this site was not likely to contain any significant artifacts and a Historical Resource Impact Assessment Clearance letter was issued August 8, 2018, and is included in Appendix B.

As noted in the Historical Resource Clearance Letter, "a person who discovers an historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery."

Policies

Policy 2.6.1 *Historical Resource Impact Assessments are not required at Subdivision/Development Permit stages.*

2.7 Adjacent Land Use and Development



Figure 7: Existing Land Use and Development Context - Rocky View County LUB Map No. 64 South, Adapted by KBES Ltd.

Figure 7: Adjacent Land Use and Development shows Land Use Districts and developments in the Balzac area. Development to the west of McDonald Lake is regulated by three Direct Control Districts, DC-109, DC-131 and DC-99 and development on the east side of the Lake is regulated by a number of Industrial and Business Land Use Districts. The general intent of all of these districts is to facilitate growth of industrial, business, and commercial activities in this area of the County.

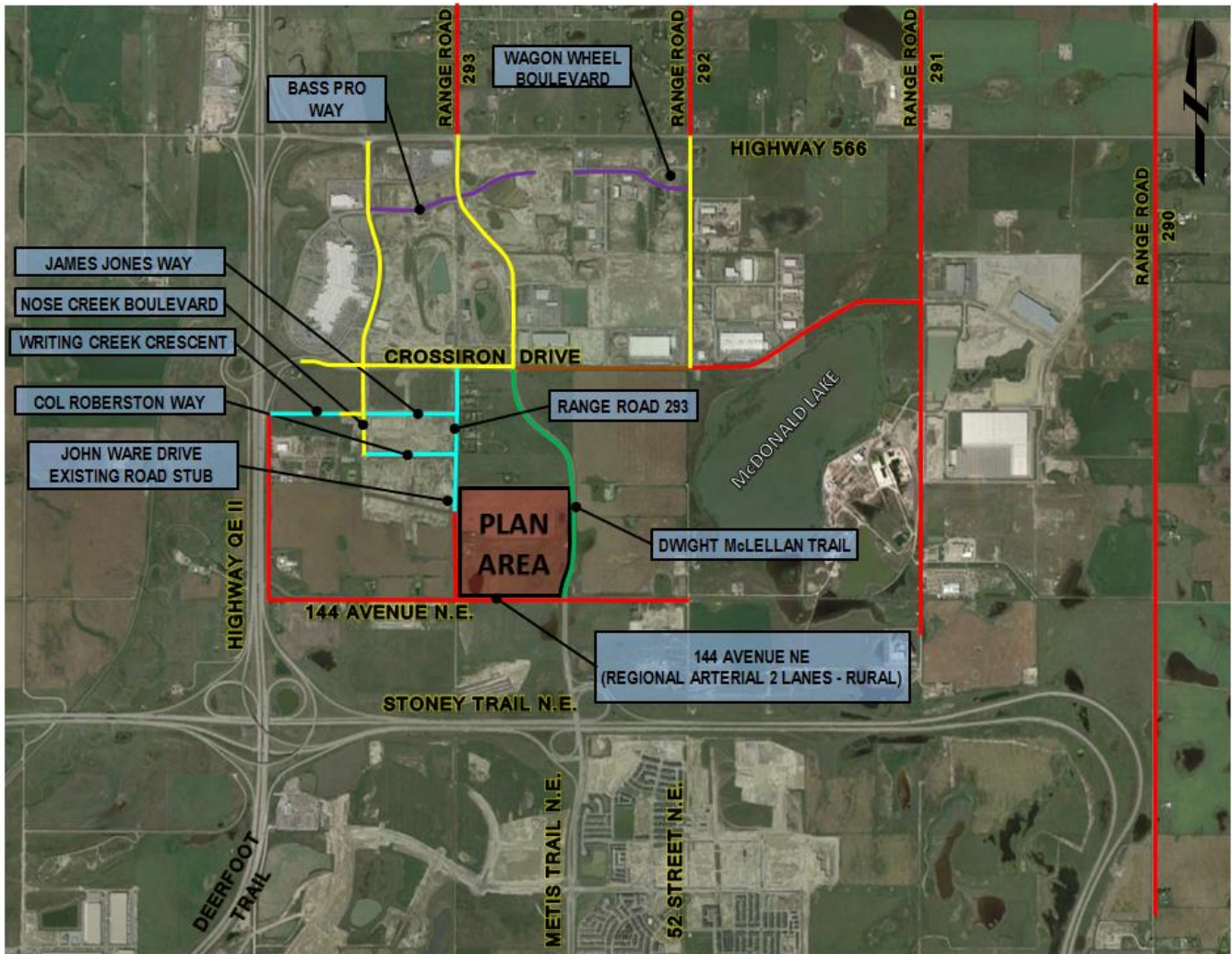
- The CrossIron Mills Mall and the Century Downs Casino and Race Track and Ham West Industrial development are located in DC-109.
- The New Horizon Mall and the Amazon warehouse, which are located in the Nose Creek Industrial Park within DC-131, have been completed recently.
- The northern portion of DC-99 is undergoing development as lots in the Balzac Commercial Campus, Crosspointe Industrial Park and Wagon Wheel Industrial Parks are being sold.
- The McLellan Business Park Conceptual Scheme which is located immediately to the east of this Conceptual Scheme was approved in 2016; however, development has not occurred at the time of writing this document.
- To the east of MacDonald Lake, three phases of the High Plains Business Park have been developed to accommodate several million square feet of warehousing.

- The Rocky View County Civic campus has been completed north of Hwy 566 and the County's Regional Fire Station has already been completed to serve this area of the County.
- Development to the south of the subject property, within the City of Calgary, consists primarily of temporary outdoor storage facilities. This type of development is permitted under the Special Purpose - Future Urban Development District (SFUD). The intent of the SFUD District is to accommodate temporary development until urban services are in place for future industrial/commercial development as identified in the Northeast Residual Area Policy Plan. (*City of Calgary, 2005*)

2.8 Existing Road Network

The primary access to the Plan Area is expected to be from Dwight McLellan Trail which is an existing six lane urban skeletal road, as shown in green on **Figure 8: Existing East Balzac Transportation Network**. Range Road 293 is constructed as a two-lane paved road to the south of John Ware Drive where it continues southward to connect to 144th Avenue in the form of a two-lane rural road. 144th Avenue is currently a two-lane rural road. There are level CPR Spur Line crossings at Dwight McLellan Trail and Range Road 293.

As shown on Figure 8, Nose Creek Boulevard is currently constructed as an "Arterial Road 4 Lanes-Urban" connecting to Colonel Robertson Way. According to the East Balzac Network Review, Nose Creek Boulevard will eventually extend southward and then turn to the east to connect to Dwight McLellan Trail. A portion of this east/west road will be constructed as shown in this Conceptual Scheme.



LEGEND:

- █ SKELETAL ROAD 6 LANES - URBAN
- █ ARTERIAL ROAD 4 LANES - URBAN
- █ PRIMARY COLLECTOR 2 - 4 LANES - URBAN
- █ COLLECTOR 2 LANES - URBAN
- █ REGIONAL ARTERIAL 2 LANES - RURAL
- █ INDUSTRIAL ROAD

Figure 8: Existing East Balzac Transportation Network (Watt Consulting Group 2015; Adapted by KBES Ltd.)

2.9 ATCO Pipeline and CPR Spur Line

There is a 22 inch (560mm) natural gas pipeline located within the Plan Area and a Canadian Pacific Railway (CPR) Spur Line lying to the south of the Plan Area, as shown in **Figure 9: Existing Pipeline and CPR Spur Line**.

2.9.1 CPR Spur Line

A Canadian Pacific Rail spur line is located in a 15.24 meter Right-of-Way (CPR Plan 871JK) located adjacent to the south property line of the Plan Area. The track has been out of service for several years according to Canadian Pacific Railway.

2.9.2 ATCO Pipelines

There is a 22 inch (560mm) - 800 psi high pressure, sweet natural gas pipeline running east-west through the project site, owned by ATCO Pipelines. Hydrovacung has been undertaken in order to determine the precise depth of the pipeline. This important pipeline transports natural gas from the Cochrane processing plant to the City of Calgary. Limited forms of development may be allowed to encroach into the 22.86 meter ROW in consultation with ATCO Pipelines.

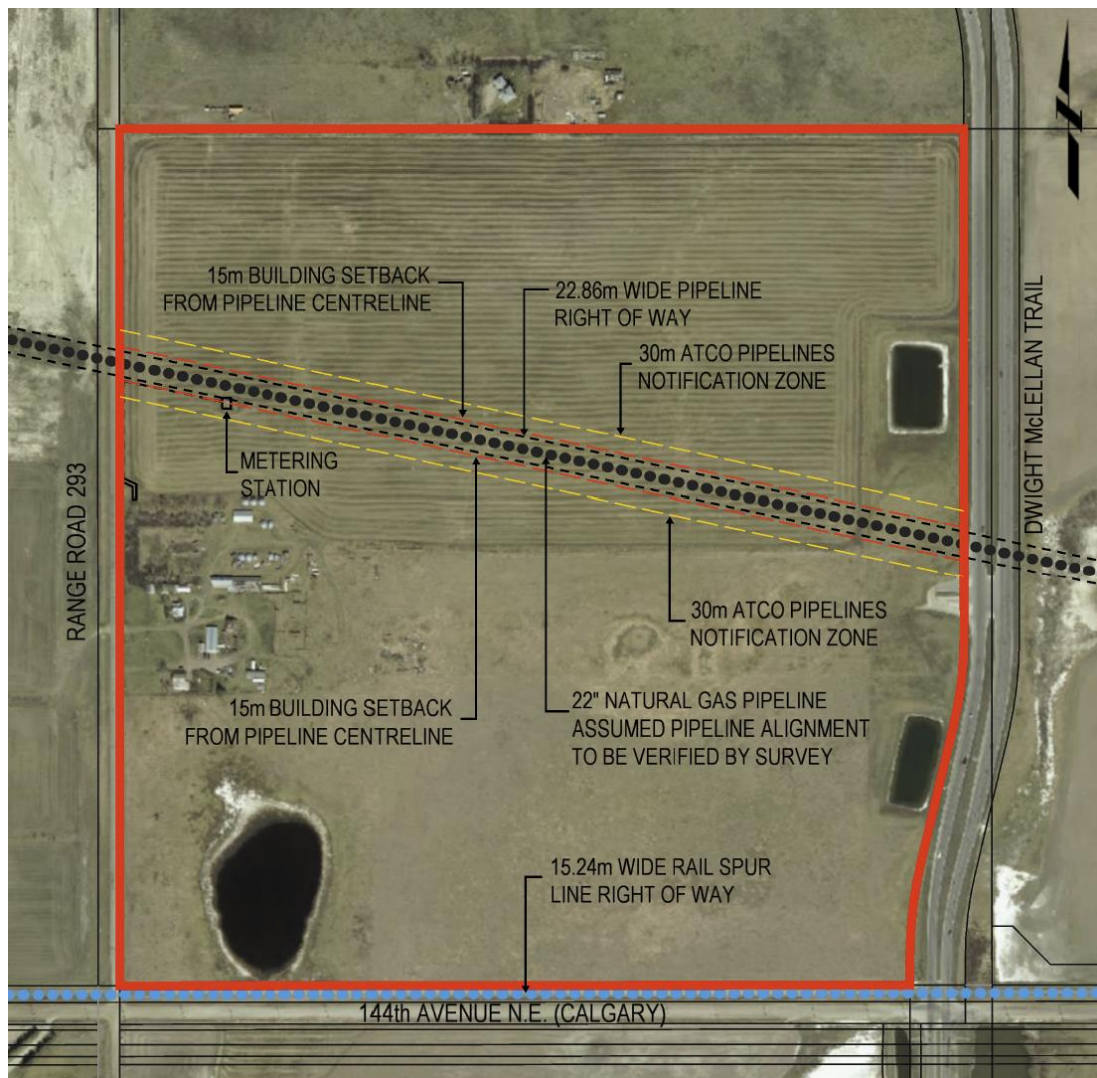


Figure 9 – Existing Pipeline and CPR Spur line

ATCO Pipelines Development Conditions:

- i. Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties.
- ii. A pipeline alteration will be required in this area. All costs associated with any alterations to ATCO Pipelines' pipeline(s) and/or appurtenances to accommodate development will be borne by the developer/owner. This process can take up to 18 months to complete.
- iii. Ground disturbances and surface works within 30 meters require prior written approval from ATCO Pipelines before commencing any work. Municipal circulation file number must be referenced; proposed works must be compliant with ATCO Pipelines' requirements as set forth in the company's conditional approval letter. Contact ATCO Pipelines' Land Department at 1-888-420-3464 for more information.
- iv. Road crossings are subject to Engineering review and approval. Road crossing(s) must be paved and cross at a perpendicular angle. Parallel roads are not permitted within ATCO Pipelines' right(s)-of way. If the road crossing(s) requires a pipeline alteration, the cost will be borne by the developer/owner and can take up to 18 months to complete.
- v. Parking and/or storage is not permitted on ATCO Pipelines' pipeline(s) and/or right(s)-of-way.
- vi. Storage is not permitted on ATCO Pipelines' pipeline(s) and/or rights(s)-of-way.
- vii. ATCO Pipelines recommends a minimum 15 meter setback from the centerline of the pipeline to any buildings.
- viii. Any changes to grading that alter drainage affecting ATCO Pipelines' right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities. If alterations are required, the cost will be borne by the developer/owner.
- ix. Any revisions or amendments to the proposed plans(s) must be re-circulated to ATCO Pipelines for further review.

Note: Appendix A lists guidelines for development in proximity to ATCO pipelines.

3.0 INTERLINK LOGISTICS PARK CONCEPTUAL SCHEME

The Interlink Logistics Park is expected to complement existing development in Balzac by providing additional warehouse and light industrial space in an attractive, campus style development.

3.1 Development Concept

The parking areas and lot layout have been designed to accommodate the existing 22.86 m ATCO Pipeline ROW and as well as associated pipeline development setbacks. The County's future road requirements and the partially constructed intersection on Dwight McLellan Trail have determined the size and location of Nose Creek Boulevard.

The anticipated conceptual building layout, road design and storm facilities are shown on **Figure 10: Development Concept**. The Concept supports the desired density outlined in the Balzac East Area Structure Plan (BEASP).

“Cell C is considered to be the heart of the commercial/industrial business area. Lot sizes may vary in this area, but a maximum density will be determined at the conceptual scheme level. The level of intensity of industrial use will gradually increase to the southeast of the study area.” (BEASP, 2000)

It is important to note that the building and parking configurations shown in this plan are conceptual in nature. The final building and parking configurations will be determined at future Development Permit stages. An Amendment to the Conceptual Scheme will only be required if proposed development represents a substantial change to the overall intent of the Conceptual Scheme.

Subdivision and development are expected to occur in phases, with the overarching goal of creating a cohesive campus style design.

The quarter section will be subdivided to create the Public Utility Lot (PUL) in the northwest corner and the Nose Creek Boulevard road right of way, both of which will be dedicated to the County. Lots 1, 2 and 3 will also be created as shown conceptually on page 50, **Figure 21 - Development Phasing**. Final lot configurations will be determined at subdivision stage and alterations may occur without amendment to this Plan, if the overall intent of the Plan is maintained, at the discretion of the County. Landowners will be responsible for maintenance and operation of shared irrigation infrastructure and entrance features. The landowner will place an instrument on titles which states that the lot owner is responsible for payments required to maintain and operate any shared infrastructure. This would exclude the County owned Public Utility Lot.

A site-specific amendment to DC-99 proposing an increase from 40% to 55% in the building coverage regulation is being submitted concurrently with this Conceptual Scheme. Approval of this higher site coverage will allow development of large, warehouse style buildings. This site specific amendment also proposes the addition of several uses in the Conceptual Scheme area, to allow flexibility should market conditions change in the future. Similar amendments to DC-99 have been approved for other sites in Balzac.

An appropriate level of density will be achieved via large warehouse style buildings with leased bays. The 22.86m wide Atco Gas ROW and the storm water facility will provide open space and visual breaks between the buildings.

In tribute to the original landowners, Pond A may be renamed to Ham Family Stormwater Management Facility and a plaque will be installed recognizing the original homestead area.

Policies

- Policy 3.1.1** *Final lot configurations will be determined at Subdivision stage.*
- Policy 3.1.2** *Development shall be in general accordance with the concept identified on Figure 10. The final building, parking and landscaping configurations will be determined at future Development Permit stages.*
- Policy 3.1.3** *Amendments to the Conceptual Scheme will only be required if the proposed Subdivision/Development represents a substantial change to the overall intent of this Conceptual Scheme.*
- Policy 3.1.4** *All subdivision and development within the Plan Area shall conform to the Interlink Logistics Park Conceptual Scheme, the Balzac East Area Structure Plan and DC-99.*
- Policy 3.1.5** *At Development Permit stage, all development shall demonstrate compliance with the Development Standards contained within Section 7 of the Interlink Logistics Park Conceptual Scheme, to the satisfaction of Rocky View County.*
- Policy 3.1.6** *Development within the Plan Area which may create a significant nuisance factor, including noise, odour, atmospheric substance or other emissions, outside of an enclosed building will be required to demonstrate methods of mitigating and reducing the problem to the satisfaction of Federal, and Provincial governments, and Rocky View County.*
- Policy 3.1.7** *Development guidelines described in DC-99 (Section 31), this Plan and the Balzac East Area Structure Plan shall be adopted, where possible to ensure that development on yards adjacent to Dwight McLellan Trail, Range Road 293 and Nose Creek Boulevard present an appropriate visual interface with these public roadways.*
- Policy 3.1.8** *All uses onsite will require a Development Permit unless exempt from the requirements of the Rocky View County Land Use Bylaw.*
- Policy 3.1.9** *Maximum Building Site Coverage is in accordance with DC-99, as amended.*

Use	Area		Percent
	Acres	Hectares	
Buildings/Asphalt/Concrete/Landscaping	126.94	51.37	85
Municipal Road (Nose Creek Boulevard)	7.73	3.13	5
Storm Pond Facilities / Public Utility Lot	14.63	5.92	10
Road Widening (Dwight McLellan Trail)	0.22	0.09	<1
Municipal Reserves	0.00	0.00	0
Total	149.52	60.51	100

Note: The areas shown in the table are conceptual; final areas will be determined at detailed design stages.

3.2 Pedestrian Connections and Open Space

Figure 11: Pedestrian Connections, Open Space and Landscaping shows the primary features of the open space and pedestrian network within Conceptual Scheme area. Open space will be provided adjacent to the storm water pond located in the North West corner of the development. The 22.86 meter wide ATCO Gas Pipeline ROW will be landscaped to create a linear green space in the northern portion of the development. Landscaping within the ROW area will be in accordance with ATCO guidelines. It is expected that landscaping on the ROW will consist primarily of grass and potentially small groups of low vegetation adjacent to the edges of the ROW, subject to review by Atco Pipelines.

A 1.4 meter separate sidewalk will be constructed along one side of Nose Creek Blvd. to connect to the County's future regional pathway system on the west side of Dwight McLellan Trail.

Policies

Policy 3.2.1 *10 percent Municipal Reserve will be provided in accordance with the provisions of the Municipal Government Act.*

Policy 3.2.2 *Municipal Reserves may be provided through cash-in-lieu of reserves.*

An entrance feature will be constructed along Dwight McLellan Trail to signal arrival at the Interlink Logistics Park. The entrance feature will be located on private land adjacent to Dwight McLellan Trail. The specific architectural design of the entrance feature will complement the surrounding landscaping and will be constructed from a durable, low maintenance material. A Development Permit will be required for the entrance feature.

3.3 Landscaping

Examples of potential landscaped areas along Dwight McLellan Trail, RR293, Nose Creek Boulevard and 144th Avenue are shown on **Figure 11: Pedestrian Connections, Open Space and Landscaping**. Landscaping will follow guidelines outlined in the Balzac East Area Structure Plan and described in Section 7 - Development Standards of this plan. Landscaping along these roads will be on private property and consist of berms, trees and shrub beds arranged to screen any truck parking areas which are visible from the adjacent roads, where possible, as shown on **Figure 12: Examples of Potential Landscaping**.

Trees will be planted in clusters within the 6.0m setback along the north property line to provide a visual buffer to Cell B, SDA #4, as per the provisions outlined the Balzac East Area Structure Plan for Cell C. Trees will not be planted within the Public Utility Lot.

Detailed landscaping plans will be submitted at Development Permit stages.

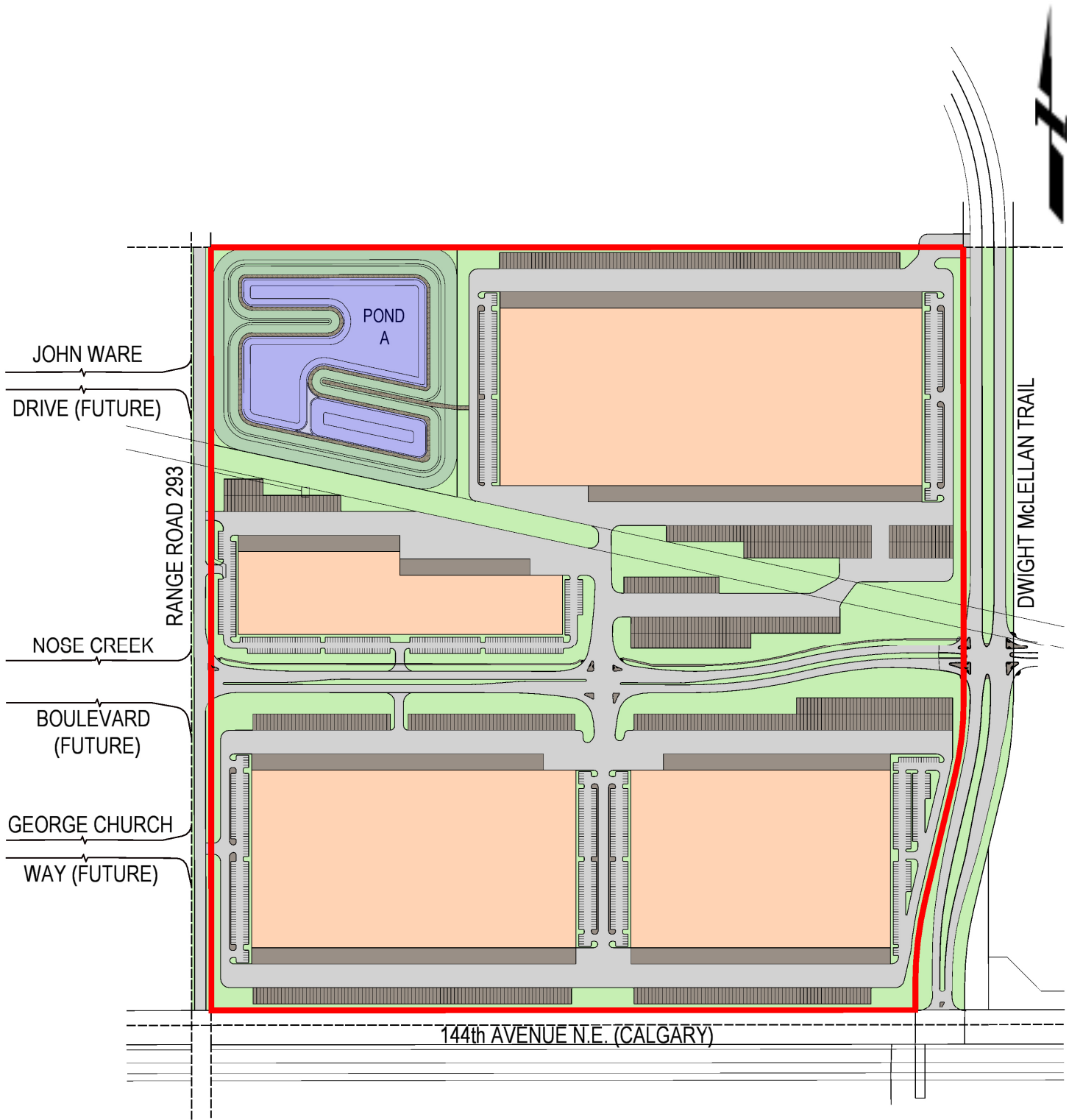
Policies

Policy 3.3.1 *The 15% landscaping requirement should be applied primarily along the edges of the lots adjacent to Dwight McLellan Trail, Range Road 293 and Nose Creek Boulevard.*

Policy 3.3.2 *Landscaping shown in the Conceptual Scheme is conceptual in nature and detailed landscaping plans will be submitted at Development Permit stages.*

3.4 Environmental Reserve (ER)

The project site has been under agricultural cultivation for many decades and is relatively flat; therefore, dedication of Environmental Reserve lands is not anticipated.







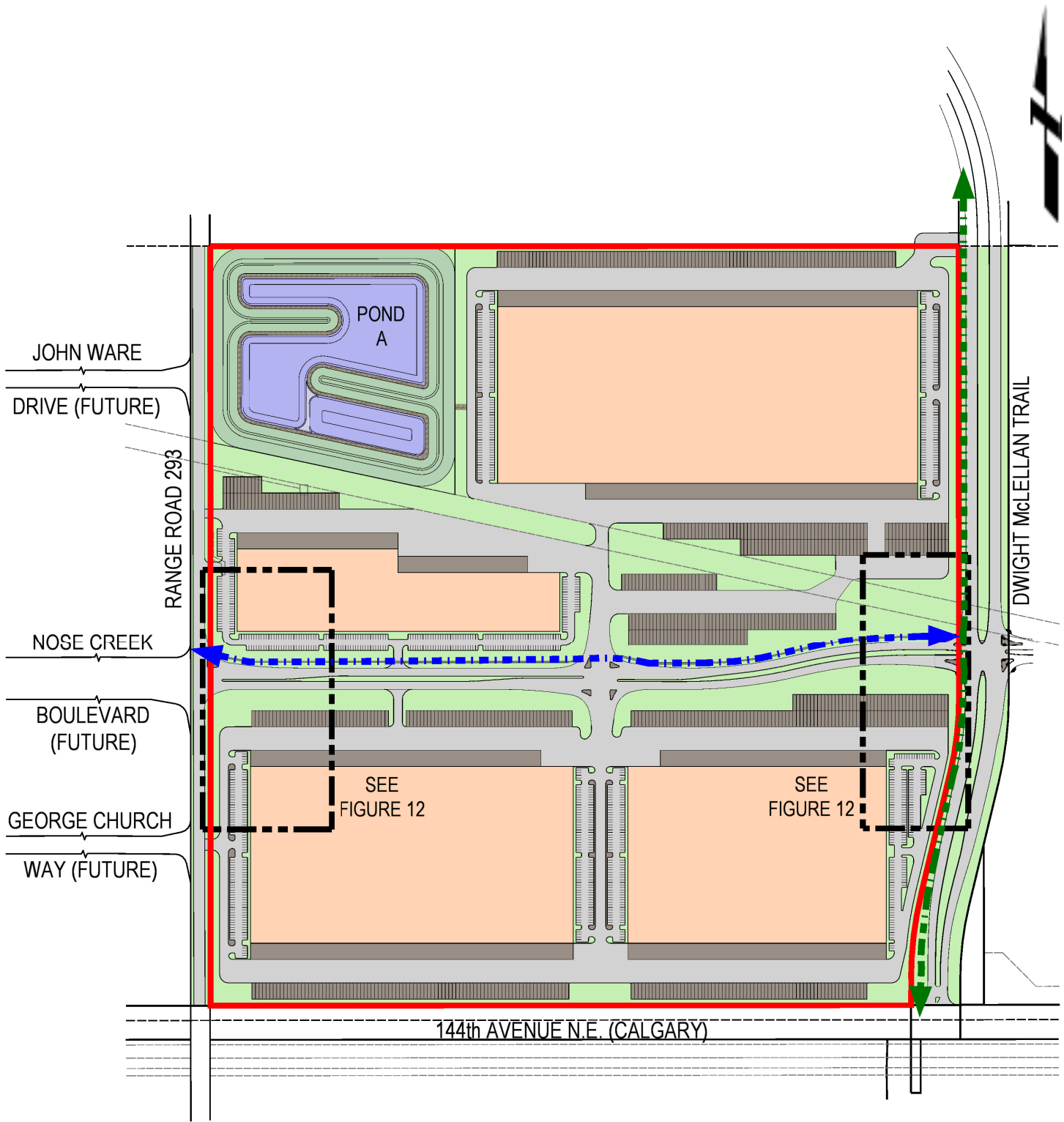
LEGEND	
	PROPOSED BUILDING
	PROPOSED ASPHALT SURFACE
	PROPOSED LANDSCAPED AREA
	PROPOSED CONCRETE AREA

FIGURE 10 - DEVELOPMENT CONCEPT





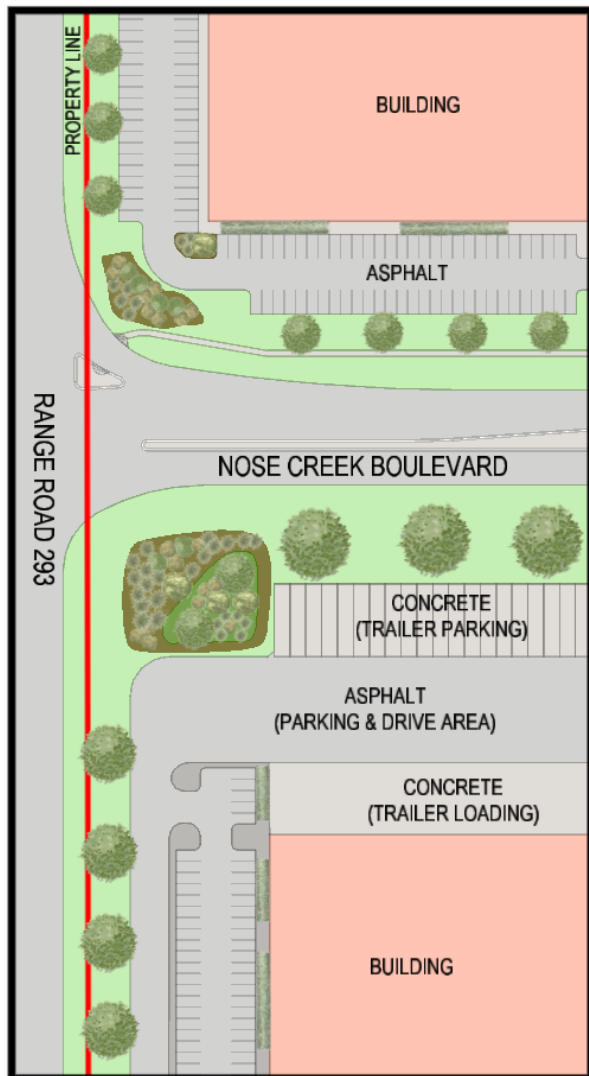
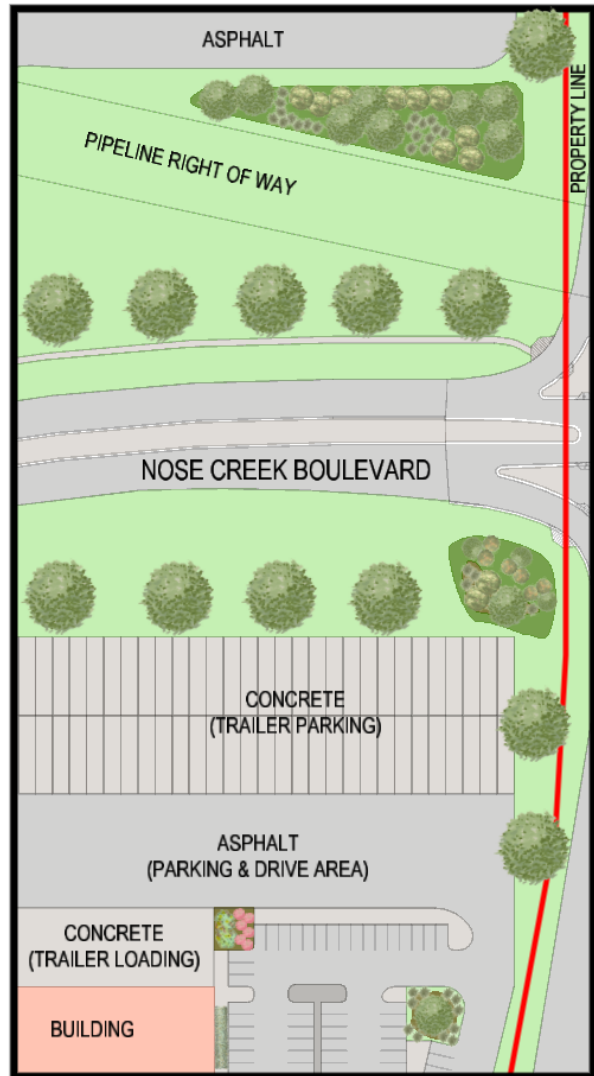
- LEGEND
-  POSSIBLE FUTURE REGIONAL PATHWAY
 -  PROPOSED INTERNAL 1.4m SIDEWALK

FIGURE 11 - PEDESTRIAN CONNECTIONS, OPEN SPACE AND LANDSCAPING



DETAIL A: LANDSCAPING CONCEPT AT WEST ENTRANCE A



DETAIL B: LANDSCAPING CONCEPT AT EAST ENTRANCE B

Figure 12: Examples of Potential Landscaping

4.0 TRANSPORTATION NETWORK

4.1 Future Road Network

The objectives of the East Balzac Network Review are, “to verify the required long term network for the area based on existing development and the most recent plans for development in the area and assess cumulative impact of the current and future land uses on the ultimate network, its capacity and operation.” (Watt Consulting Group, 2015) The road network analyzed in the report is shown on **Figure 13: East Balzac Road Network**.

Rocky View County has identified Nose Creek Boulevard as the main east/west arterial through the southern area of Balzac as shown on **Figure 13: East Balzac Road Network**.

Nose Creek Boulevard is identified as an “Arterial Road 4 Lane – Urban” in the East Balzac Network Review, consequently it will be built in accordance with this specification, as shown on Figures 14 and 15. Nose Creek Boulevard within the Conceptual Scheme area aligns with the existing intersection stub constructed on the west side of Dwight McLellan Trail and the future extension of Nose Creek Boulevard to the west, as shown on Figures 13 and 14.

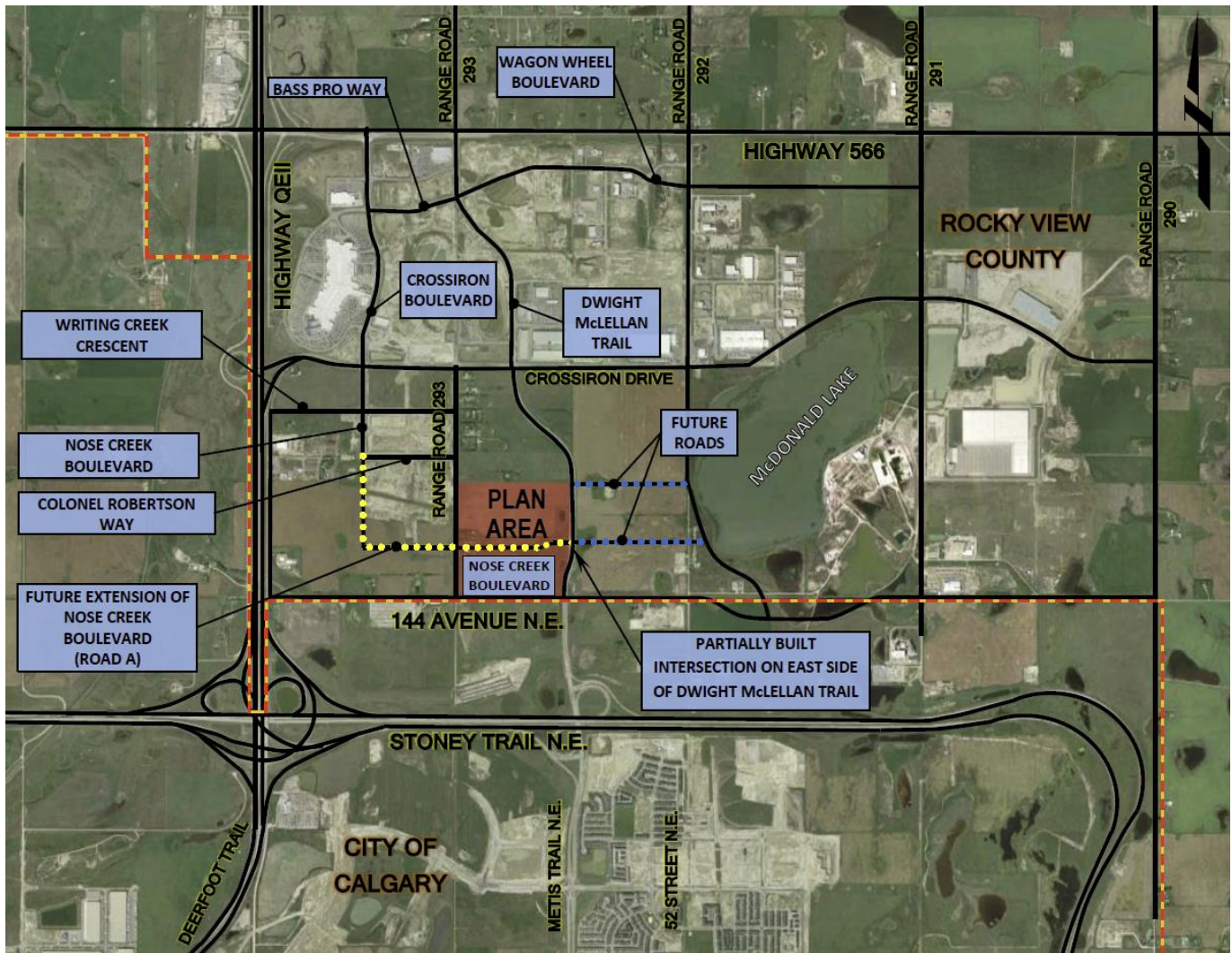
It is expected that this Regional Arterial Road will eventually connect to Range Road 292 when development of the McLellan Business Park proceeds.

To the east, the McLellan Business Park Conceptual Scheme identifies a future road within a 27.0 m Right of Way, straddling the north boundary line of the quarter section. **Figure 10: Development Concept** identifies the south half of right-in/right-out access point that would align with this future road to the east. It is expected that when development is proposed on the quarter sections to the north and east, discussions will occur with these landowners as well as the County, to determine the final configuration of this intersection.

In support of this Conceptual Scheme, a TIA has been prepared by Bunt and Associates, in accordance with the East Balzac Network Review.

Policies

- Policy 4.1.1** *The locations of access points shall be required as a condition of Development Permit stages.*
- Policy 4.1.2** *Off-site transportation infrastructure shall be in place to service each Subdivision/Development phase in accordance with the Transportation Impact Assessment and to the satisfaction of the Rocky View County.*
- Policy 4.1.3** *Sufficient emergency access shall be provided and maintained in accordance with County Servicing Standards.*
- Policy 4.1.4** *In accordance with DC-99 development shall not be permitted until the developer has prepared a Transportation Impact Assessment that takes into account all proposed, approved and existing development, and identifies any necessary transportation improvements, to the satisfaction of the County and/or Alberta Transportation. Recommendations regarding infrastructure improvements shall be implemented as conditions of Subdivision/Development Permit to the satisfaction of the County.*
- Policy 4.1.5** *The County’s Infrastructure Cost Recovery Policy shall apply to applicable transportation infrastructure improvements.*



LEGEND

-  FUTURE ROADS
-  FUTURE EXTENSION OF NOSE CREEK BVL D (ROAD A)
-  MUNICIPAL BOUNDARY

Figure 13: East Balzac Road Network (Watt Consulting Group 2015; Adapted by KBES Ltd.)

4.2 Transportation Impact Assessment

Bunt & Associates Engineering Ltd. has completed a Transportation Impact Assessment (TIA) based on the site plan of the proposed development. The TIA was conducted for the full build-out of the site that is planned to be completed by 2025. The following descriptions and conclusions have been extracted from the report. (*Bunt and Associates, 2018*)

Background Conditions

Road Network

The following roadways are located or proposed in the vicinity of the site. The classifications are in accordance with the County's East Balzac Network Review, 2015. (*Watt Consulting Group, 2015*)

- **Dwight McLellan Trail** is classified as a “Skeletal Road 6 Lanes – Urban” that runs north-south and acts as one of the major corridors from NW Calgary to Balzac connecting Stoney Trail to Highway 566. Dwight McLellan Trail has a six-lane cross-section that tapers to a four-lane cross-section between the future Nose Creek Boulevard and 144 Avenue NE.
- **Range Road 293** is classified as an “Arterial Road 4 Lanes – Urban” that runs in the north-south direction between Crossiron Drive and 144 Avenue NE. Range Road 293 is currently constructed to a paved standard south to the intersection with John Ware Drive and then is the existing two-lane chip seal roadway to the railway ROW (County boundary). Range Road 293 may ultimately be upgraded to a four-lane cross-section, however since this improvement is uncertain, the analysis assumed Range Road 293 will have a two-lane cross-section through the 20-Year horizon.
- **Nose Creek Boulevard** is a future roadway that will run east-west and connect Dwight McLellan Trail to Range Road 293. Nose Creek Boulevard will have a four-lane cross-section and be classified as an “Arterial Road, 4 Lanes – Urban”.

2025 Post Development Analysis

The Post Development intersection capacity analysis indicated that on Opening Day (2025) the following improvements are recommended, (Bunt & Associates Engineering TIA, 2018):

- If not already constructed as part of the McLellan Business Park, the intersection of Dwight McLellan Trail/Nose Creek Boulevard will need to be signalized.
- If not already constructed as part of the McLellan Business Park, the intersection of Dwight McLellan Trail/northern access will need to be signalized.
- If the intersection of Dwight McLellan Trail/Nose Creek Boulevard is already signalized, protected/permitted phases will need to be added to the signal timing for the westbound left and northbound left turn movements.

- Range Road 293 would need to be constructed to a paved standard from John Ware Drive to railway line (County boundary), if this has not already been completed by the adjacent developments.
- 10-Year (2030): All study area intersections are expected to operate acceptably with the inclusion of the proposed site.
- 20-Year (2040): The following improvements are recommended: A free eastbound right turn lane and associated southbound through lane removal/repurposing on Dwight McLellan Trail.

4.3 Road Alignment and Access Points

Nose Creek Boulevard is expected to serve as the major east/west connector in the southern area of Balzac. As shown on **Figure 14: Road Alignment and Access Points**, Nose Creek Boulevard, an “Arterial Road 4 Lanes – Urban” will serve as the major east/west road within the development. An all-turns intersection will provide access to the north and south portions of the development from Nose Creek Boulevard, as shown on Figure 14. The eastern end of this road will connect to the County’s partially constructed intersection on Dwight McLellan Trail and the western end will align with the future portion of the road shown in the Nose Creek Conceptual Scheme at Range Road 293.

Nose Creek Boulevard

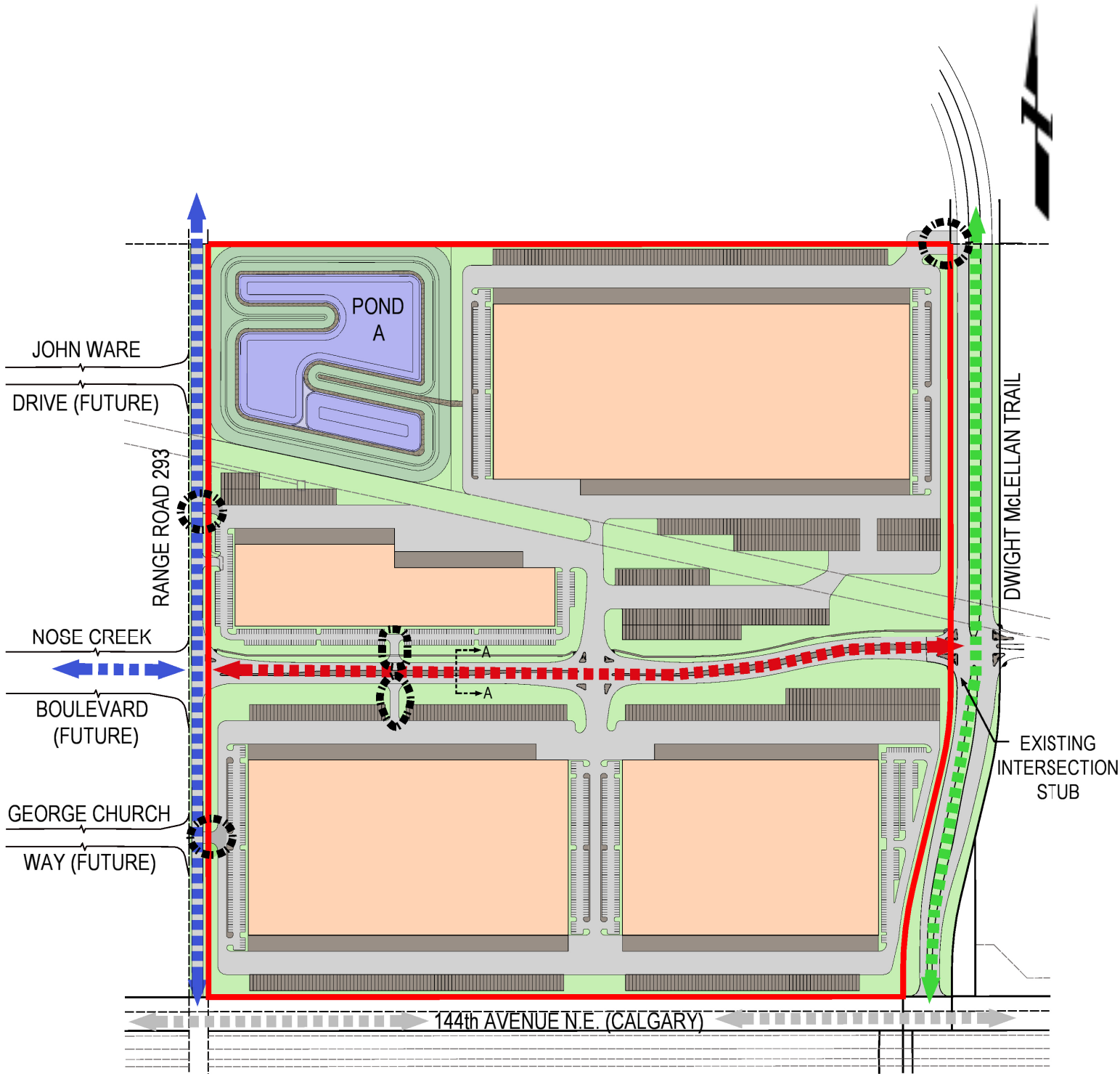
Nose Creek Boulevard provides the main access point to the development from Dwight McLellan Trail and RR 293. Nose Creek Blvd. is proposed as an “Arterial Road 4 Lanes – Urban” The section will be divided with two lanes of traffic in each direction within a 36m ROW, as shown on **Figure 15, Road Section Nose Creek Boulevard**.

Access Points

Access points to Nose Creek Boulevard are shown conceptually on Figure 14. The final locations of these access points will be determined at Development Permit stage.

A right-in/right-out access point will be provided at the north quarter section line along Dwight McLellan Trail to provide access to the northern portion of the development, as shown on Figure 14.

On the west side of the Plan Area a right-in/right-out will be provide access to RR 293 to the north of Nose Creek Blvd. To the south of Nose Creek Boulevard, an all-turns access point onto RR 293 will be provided. This all-turns access will be designed to align with the proposed future George Church Way which is identified in the Nose Creek Conceptual Scheme.



LEGEND

- PROPOSED 36.0m ARTERIAL ROAD 4 LANES - URBAN
- EXISTING SKELETAL ROAD
- EXISTING 2 LANE GRAVEL ROAD
- FUTURE INDUSTRIAL ROAD
- PROPOSED SITE ACCESS POINTS
- ROAD CROSS SECTION (FIGURE 15)

FIGURE 14 - ROAD ALIGNMENT AND ACCESS POINTS

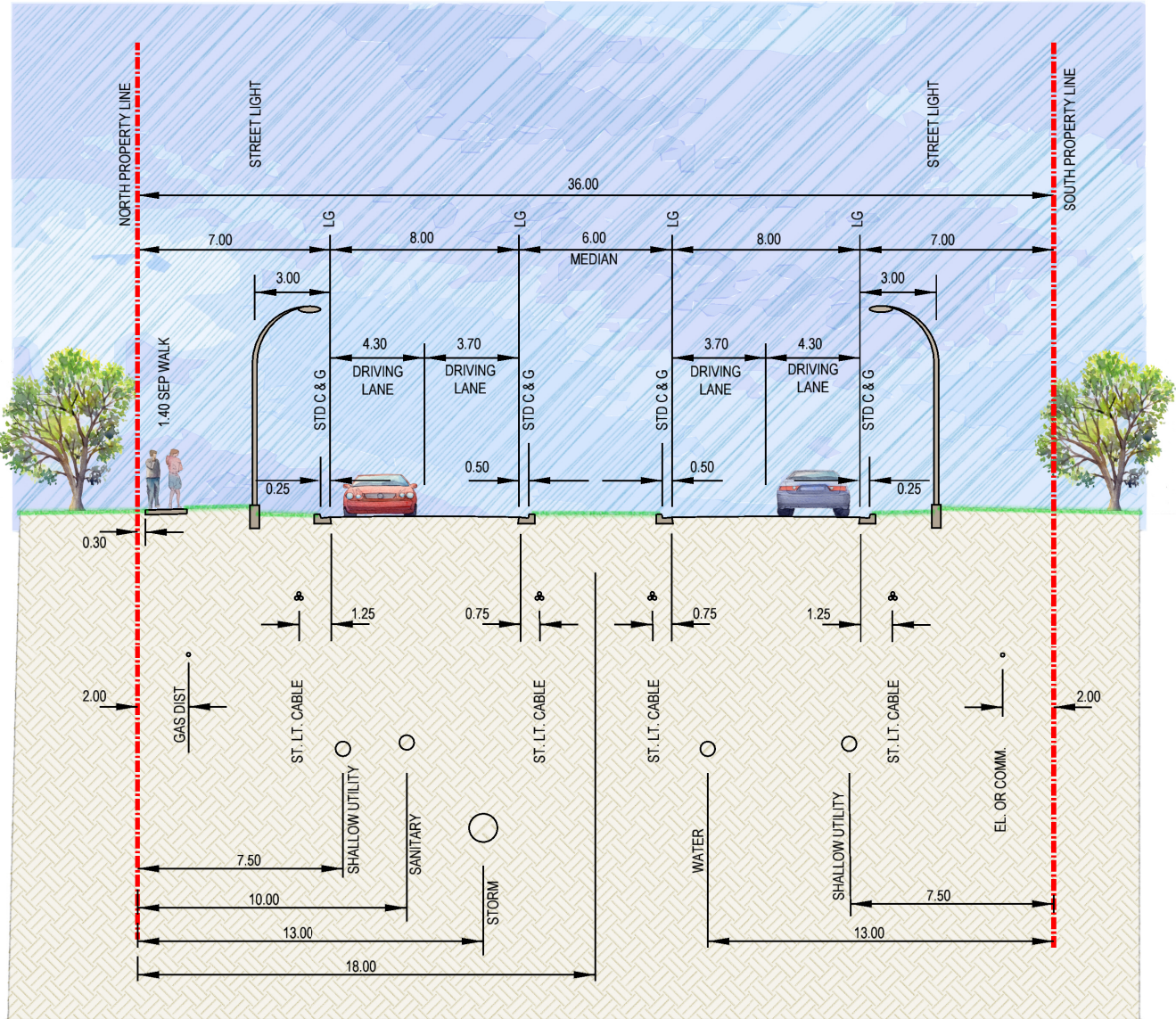


FIGURE 15 - ROAD SECTION NOSE CREEK BOULEVARD

Policies

- Policy 4.3.1** *All roads will be built according to urban cross sections with concrete curbs and gutters.*
- Policy 4.3.2** *The specific alignment of the roadway is expected to be finalized by the developer at the Subdivision/Development Permit stage.*
- Policy 4.3.3** *Complete road systems shall be constructed by the developer to the satisfaction of Rocky View County.*
- Policy 4.3.4** *Emergency access shall be provided between phases until such time as a direct link occurs with adjacent road networks to the satisfaction of Rocky View County.*
- Policy 4.3.5** *The locations of lot access points shall be required as a condition of Development Permit stages.*
- Policy 4.3.6** *The road and access points in the Interlink Logistics Park Conceptual Scheme Area should be aligned so they will connect directly to the roads of the adjacent developments to the west and east to ensure an effective and efficient traffic flow.*
- Policy 4.3.7** *Direct access from the lot may be permitted onto Range Road 293, in accordance with the recommendations of the TIA and subject to County approval.*
- Policy 4.3.8** *An access point to Dwight McLellan Trail shall be allowed at the north property line as shown on Figure 14.*
- Policy 4.3.9** *The developer shall provide payment of the applicable levy at the Subdivision/Development Permit stage in accordance with the requirements prescribed by the Rocky View County Transportation Off-site Levy Bylaw.*

5.0 SERVICING AND UTILITIES

5.1 County Water System - East Balzac Watermains

According to the Balzac East Area Structure Plan a utility servicing strategy acceptable to the Municipality shall be prepared indicating how the Conceptual Scheme area will be connected to the County water system in East Balzac. The potential connection points for the Plan Area are shown on **Figure 16: Water Mains, Balzac Master Potable Water Plan Update** (MPE Engineering Ltd., 2014)

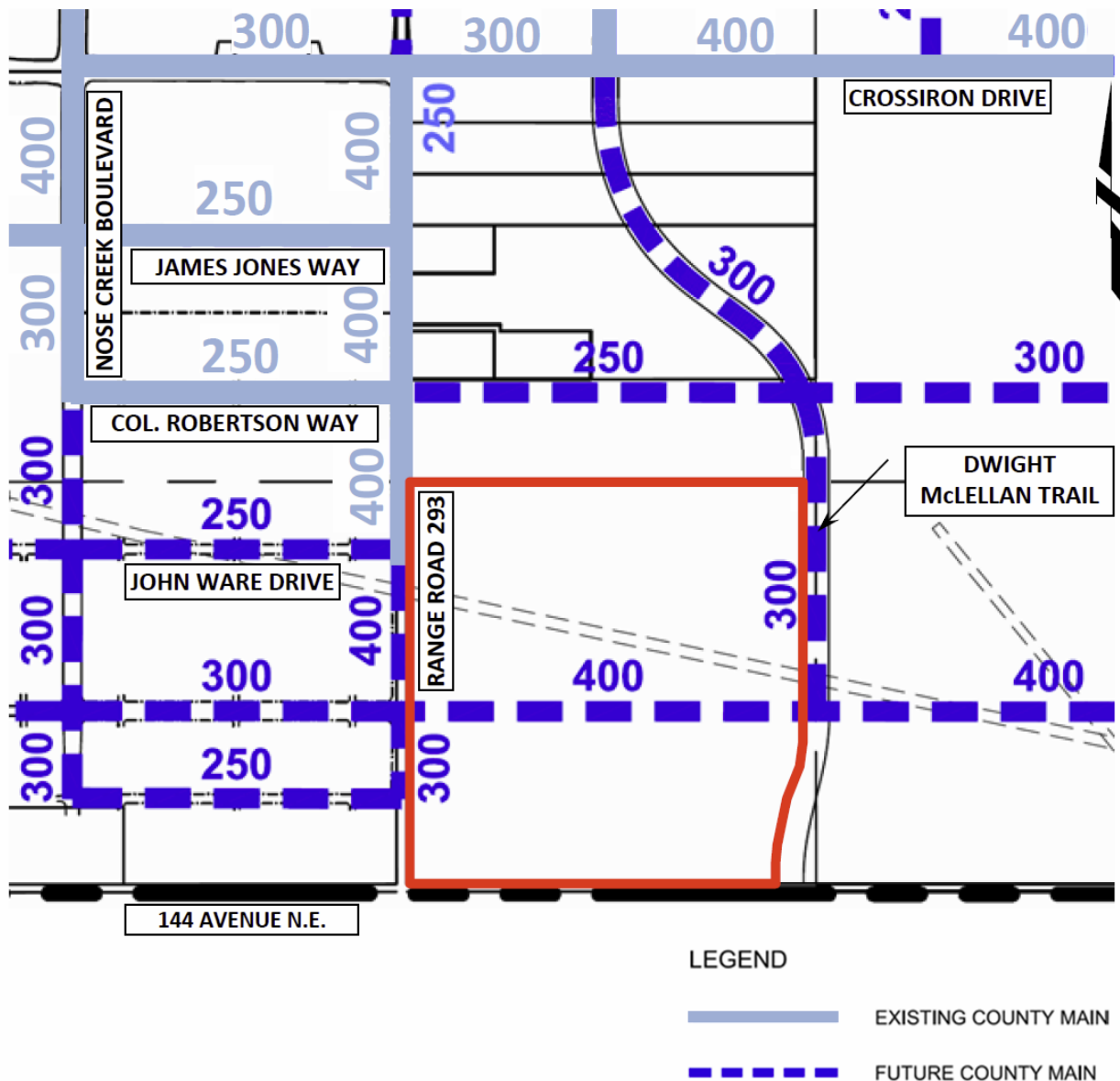


Figure 16: Water Mains, Balzac Master Potable Water Plan Update - (MPE Engineering Ltd. 2014, Adapted by KBES Ltd.)

5.2 Water Servicing Plan

The MPE water distribution shown in Figure 16 suggests a 300mm main be installed along Dwight McLellan Trail (DMT). The system will be designed to accommodate the maximum daily demand plus minimum pressures required to provide mandatory fire suppression levels. Water demand estimation will be subject to confirmation at each stage of subdivision.

The water service for the Conceptual Scheme Area will be looped in order to provide continuous water supply to the hydrants as well as the onsite buildings. To create this loop two water connections must be made. The first will be an extension of the existing 400mm water main on RR 293. It has been assumed that this water main will be completed up to John Ware Drive as part of the development on the west side of RR 293. The second water connection will be made via a 300mm water main installed in the Dwight McLellan Trail median.

In order to support County policy, water conservation is an important component of all future development within the Interlink Logistics Park Conceptual Scheme. All development will be required to implement water conservation methods, both in facility and overall site development.

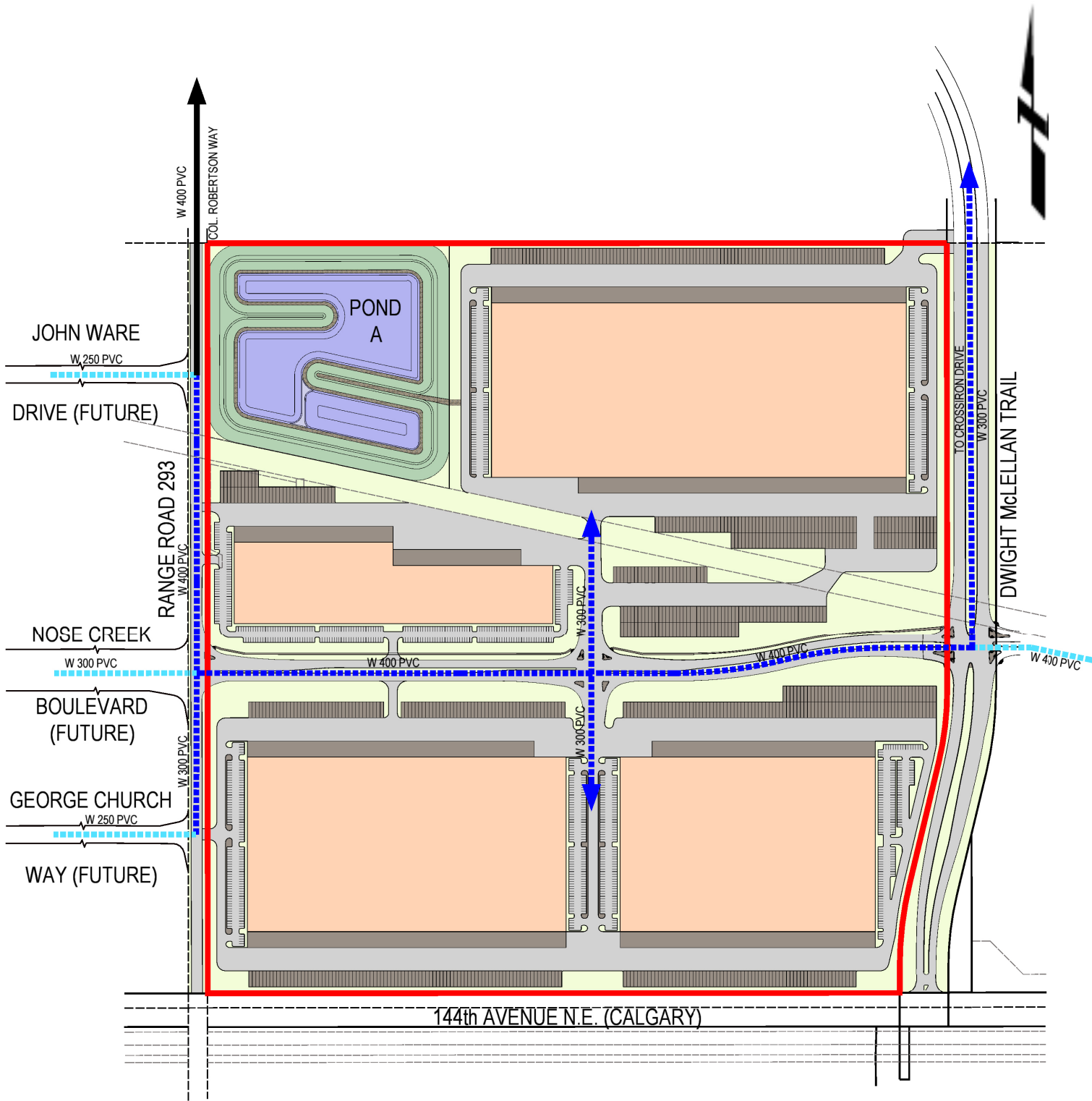
Water conservation will be implemented within the Plan Area by prohibiting the use of potable water for irrigation purposes and architectural controls specifying installation of low-flow plumbing fixtures, where applicable.

The expected water demand will be estimated at Subdivision stage.

Policies

- Policy 5.2.1** *Potable water shall be supplied through connection to the County Water System, to the satisfaction Rocky View County.*
- Policy 5.2.2** *All water distribution infrastructure shall be constructed by the developer in accordance with the County's development requirements. Where such infrastructure is demonstrated to have benefit for potable water service affecting lands outside the Conceptual Scheme area, the developer shall enter into a Cost Recovery Agreement, in accordance with County procedures and standards.*
- Policy 5.2.3** *The specific design, alignment, pipe sizing and configuration of the water distribution system shall be determined by detailed engineering at the Subdivision/Development Permit stage, as per the terms of a Development Agreement and/or Development Permit process, to the satisfaction of the County.*
- Policy 5.2.4** *Any offsite infrastructure requirements (if required) will be identified at each stage of Subdivision/Development Permit in the plan area, as per the County's Servicing Standards. Any improvements required for the development, shall be constructed by the developer through the terms of the County's Development Agreement process, to the satisfaction of the County.*

- Policy 5.2.5** *The developer shall provide payment for required infrastructure upgrades at Subdivision/Development Permit stage in accordance with the County's Water and Wastewater Offsite Levy Bylaw.*
- Policy 5.2.6** *On-site potable water infrastructure installed within public road ROWs within the Conceptual Scheme area shall be owned and operated by Rocky View County.*
- Policy 5.2.7** *The potable water distribution system shall accommodate minimum design requirements necessary to provide appropriate fire suppression within the Conceptual Scheme area.*
- Policy 5.2.8** *At the Development Permit stage each development shall be required to submit its plans or items for water conservation within the site.*
- Policy 5.2.9** *Potable water should not be used for the irrigation of landscaping plantings and vegetation, as per Rocky View County's Land Use Bylaw.*
- Policy 5.2.10** *The development will be required to use low volume fixtures and appliances and implement detailed water conservation measures to the satisfaction of the Municipality.*
- Policy 5.2.11** *An estimation of water usage will be required at time of future Subdivision/Development Permit stage. If additional capacity is required to service the proposed development beyond the amount currently allocated to the Site, then additional capacity will be required to be purchased in accordance with the Master Rates Bylaw.*
- Policy 5.2.12** *The County's Infrastructure Cost Recovery Policy shall apply to applicable potable water infrastructure improvements.*






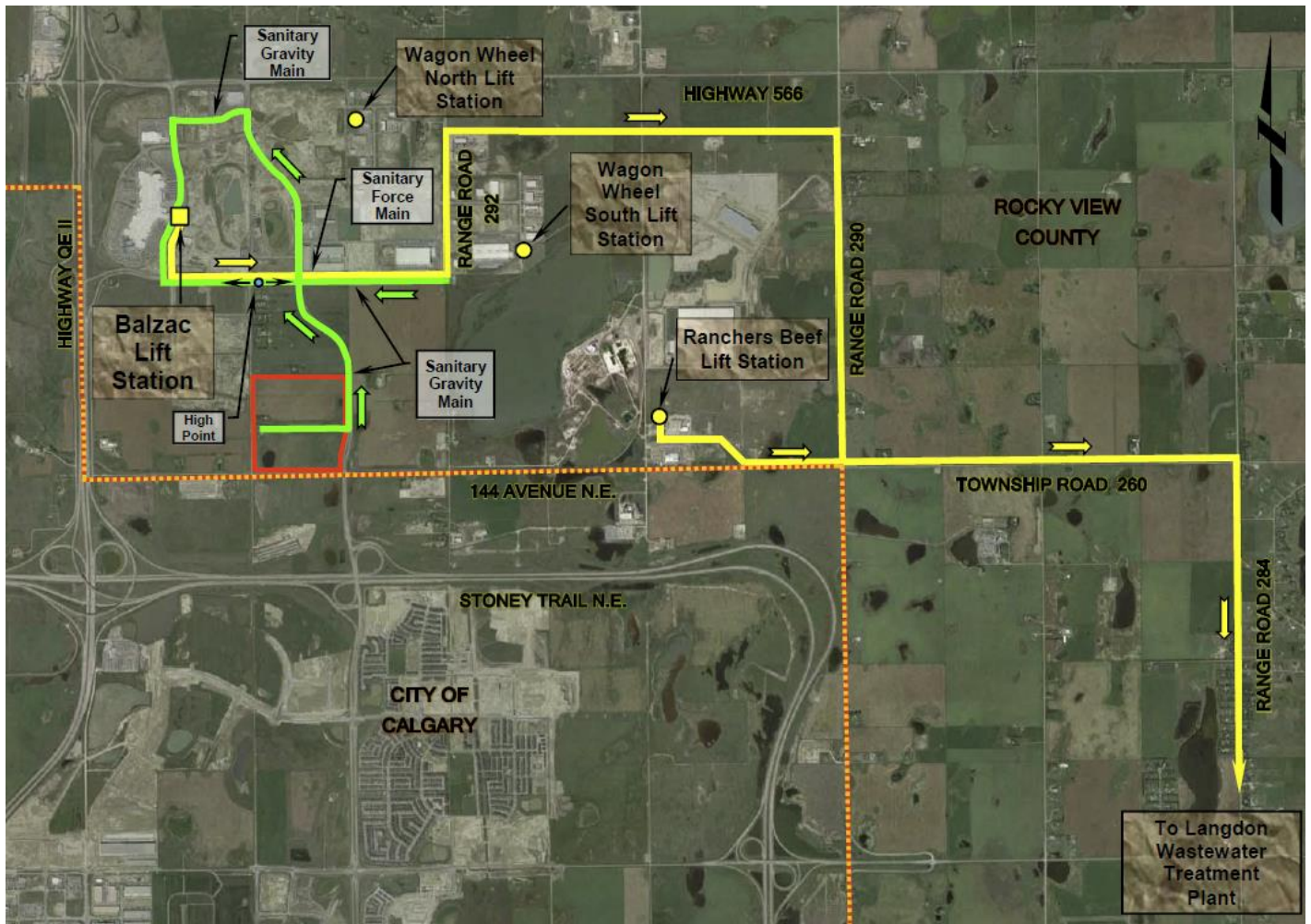
LEGEND	
	PROPOSED WATER LINES
	EXISTING WATER LINES
	PROPOSED FUTURE WATER LINES, BY OTHERS

FIGURE 17 - WATER SERVICING PLAN

5.3 East Rocky View Wastewater System

The County has constructed and installed wastewater servicing infrastructure for the purposes of providing wastewater servicing as shown in **Figure 18: East Rocky View Wastewater System**. The County has adopted a Water/Wastewater Bylaw (C-7273-2013) which outlines development levy collection program. The development industry is expected to provide full cost recovery for municipal wastewater service infrastructure in accordance with the requirements of Cost Contribution and Capacity Allocation Agreements. It is expected that the developer will pay applicable cost recoveries and levies in accordance with the RVC Water/Wastewater Bylaw at Subdivision stage.



LEGEND

- PLAN AREA
- SANITARY FORCE MAIN
- SANITARY GRAVITY MAIN
- MUNICIPAL BOUNDARY

Figure 18 – East Rocky View Wastewater System

5.4 Wastewater Servicing Plan

All development within the Conceptual Scheme area will connect to the County's existing 675 mm sanitary gravity main at the intersection of Crossiron Drive and Dwight McLellan Trail which flows to the existing Lift Station situated along Crossiron Blvd immediately east of the Crossiron Mills Mall. This Lift Station was designed with capacity to service the entire East Balzac area. Wastewater leaves the lift station through an existing force main and flows east to the Langdon Wastewater Treatment Plant.

A schematic for a wastewater collection system servicing the Plan area at full build is shown in **Figure 19: Wastewater Servicing Plan**. The system will be constructed in accordance with Rocky View County's Servicing Standards and Alberta Environment Guidelines.

The 525mm PVC sanitary gravity main from the plan area will be installed down the median of Dwight McLellan Trail northwards to Crossiron Drive, this way reducing impact of this construction on the existing roadway.

The internal sanitary conveyance system will be by gravity to the proposed 300mm sanitary sewer installed in Nose Creek Boulevard. The sewage will be directed to the east where it will connect with the sanitary sewer extension, mentioned previously, which connects to the existing 625mm sewer at the intersection of Crossiron Drive and Dwight McLellan Trail.

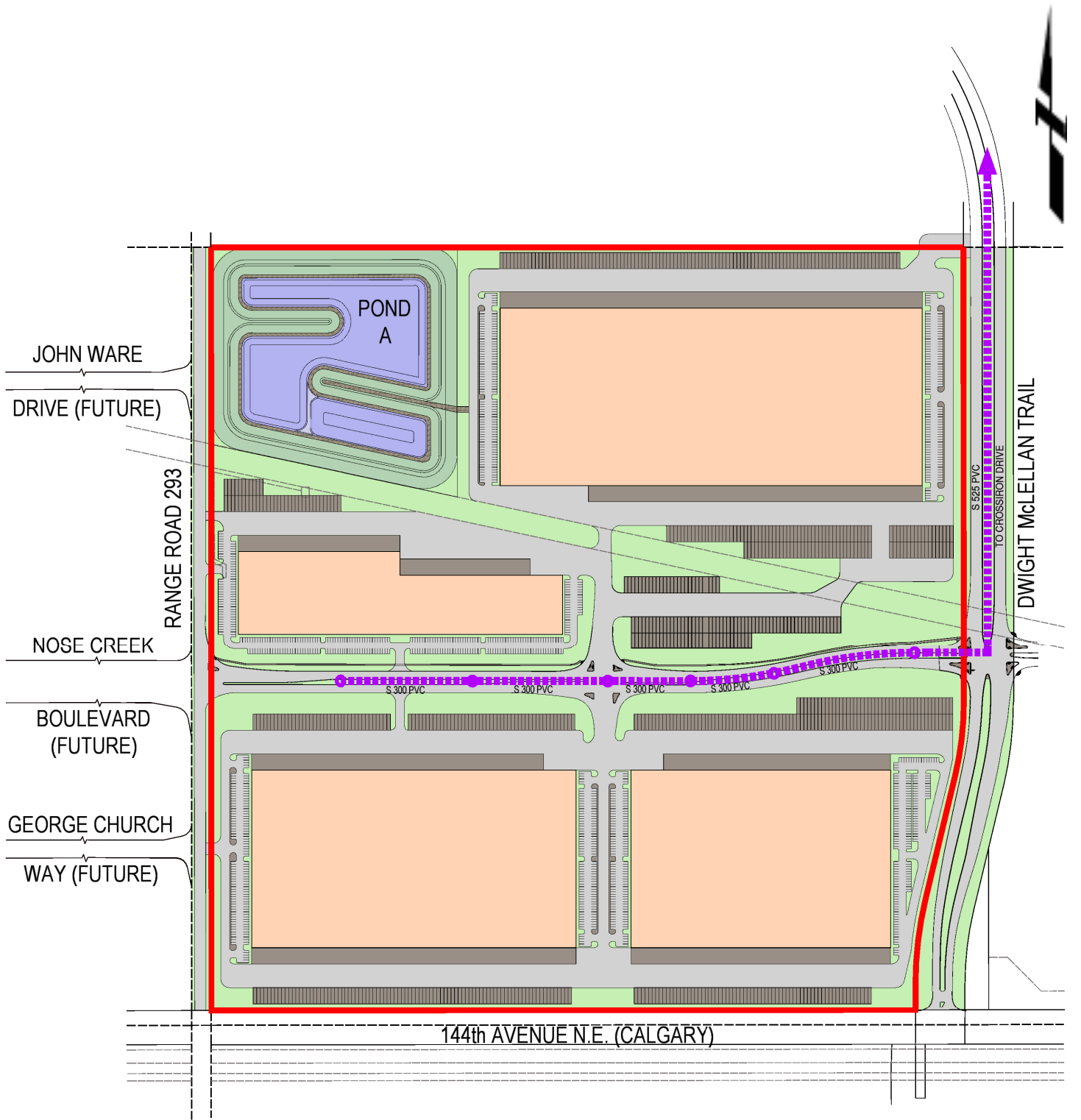
The internal sanitary conveyance system shall be designed to accommodate the expected flows for the development.

Policies

- Policy 5.4.1** *The Conceptual Scheme area shall be serviced by the County's East Rocky View Wastewater System.*
- Policy 5.4.2** *The specific design, alignment, pipe size and configuration of the wastewater distribution system shall be determined by detailed engineering at Subdivision/Development Permit stage, as per the terms of a Development Agreement and/or Development Permit process, to the satisfaction of the County.*
- Policy 5.4.3** *Any offsite infrastructure requirements (if required) will be identified at each Subdivision/Development Permit stage in the plan area, as per the County's Servicing Standards. Any improvements required for the development, shall be constructed by the developer through the terms of the County's Development Agreement process, to the satisfaction of the County.*
- Policy 5.4.4** *All wastewater infrastructure within the Conceptual Scheme area shall be constructed by the developer and shall be designed in coordination with adjoining projects to the satisfaction of the County.*
- Policy 5.4.5** *The County's Infrastructure Cost Recovery Policy shall apply to applicable wastewater infrastructure improvements.*

Policy 5.4.6 *All developments shall pay all applicable connections fees and levies in accordance with the Water and Wastewater Infrastructure Off-Site Levy Bylaw and applicable Rocky View County policies.*

Policy 5.4.7 *A detailed estimation of wastewater usage will be required at time of future Subdivision/Development Permit stage. If additional capacity is required to service the proposed development beyond the amount currently allocated to the Site, then additional capacity will be required to be purchased in accordance with the Master Rates Bylaw.*



LEGEND	
	PROPOSED WASTEWATER LINES

FIGURE 19 - WASTE WATER SERVICING PLAN

5.5 Stormwater Management Plan

The Plan Area falls within the Nose Creek watershed. As such, it is subject to the Nose Creek Watershed Water Management Plan (NCWWMP). The NCWWMP dictates the release rate and volume control target for this area. The NCWWMP specifies a unit area release rate (UARR) of 1.257 L/s/ha. The Plan Area also falls within catchment C-A3 of the existing Master Drainage Plan (MDP) for East Balzac (2006). This MDP was developed and approved by Rocky View County prior to the adoption of the NCWWMP. The existing East Balzac clean storm system was designed based on a UARR of 1.257L/s/ha but did not specify any volume restrictions for the study area.

It has been common practice for Rocky View County to allow developments which fall within this MDP study area to be grandfathered into the NCWWMP regulations at the 2007 volume control limit of 90mm/year (Refer to Section 6.2.3 b of the NCWWMP).

There are two temporary storm ponds on the east side of the parcel that were built by the County to contain stormwater drainage from Dwight McLellan Trail (DMT). It is proposed that these two ponds be removed and that the stormwater runoff from Dwight McLellan Trail be directed to Pond A, as shown on **Figure 20: Stormwater Servicing Plan**

In tribute to the original landowners, Pond A may be renamed as the Ham Family Stormwater Management Facility.

Dirty Stormwater Sewer Servicing

Stormwater is considered “dirty” when no treatment has been applied to it and it has runoff directly from an area which may contain contaminates, such as suspended solids. On this development a dirty stormwater sewer will be installed to capture runoff from Nose Creek Boulevard as well as the developed lots. This water will be transported by gravity to Pond A where the bulk of the stormwater treatment will occur.

Clean Stormwater Sewer Servicing

Stormwater can be considered clean once it has had suspended solids and other contaminants removed. The level of required removal is dictated by the regulations surrounding the discharge of stormwater to the receiving water body or set by the local municipality. For the Plan Area, the removal of contaminates will be primarily accomplished by Pond A, as described previously. The pond will be designed in such a way as to meet all applicable stormwater treatment regulations, therefore rendering the water leaving the facility as clean water.

As shown on **Figure 20: Stormwater Servicing Plan**, the primary storm water control for the Plan Area will be Pond A, which located in the northwest corner of the site. This pond will serve to contain all of the runoff from the Plan Area and provide a controlled discharge to the existing storm sewer. The pipe inlet into the pond will be directed to a sedimentation forebay to provide initial water quality enhancements. A permanent water level will be maintained in the main cell of the pond to allow for additional settling of sediment, as well as, evaporation and infiltration which will allow for the volume restrictions to be achieved.

A clean stormwater sewer line is required to transport the clean stormwater to Nose Creek. For the Plan Area the clean storm line will be installed in RR293 and connected to the existing manhole south of the intersection of RR293 and Crossiron Drive. At this intersection the clean storm line connects to the clean trunk main installed in Crossiron Drive which discharges directly to Nose Creek. The proposed clean storm main extension on RR293 will be a gravity main. Pipe sizes will be determined at final engineering design stage.

The storm pond edges will be landscaped with grass. A maintenance vehicle access road will be constructed to access the southeast corner of the pond where the forebay is located, according to Rocky View County specifications.

The storm water management system complies with the release rate and 2007 volume control limit laid out in the Nose Creek Watershed Management Plan.

Storm water requirements are generally detailed in this Plan; however, a Site Specific Stormwater Report shall be required at time of Development Permit.

Low Impact Development Solutions (LID)

Due to the regulations surrounding storm water runoff, the developer may implement on-site LID solutions at Development Permit stage. LID solutions also provide superior pollutant removal since the typical contaminants found in storm water runoff are removed through the biological process within the amended soil and vegetation.

Examples of potential LID solutions include:

- Stormwater reuse.
- Bioswales.
- Absorbent Landscaping.
- Bioretention areas (rain gardens).
- Porous/Permeable pavements to be used in light duty vehicle parking areas, sidewalks and pathways.
- Rainwater harvesting (from cisterns and rain barrels for onsite irrigation).
- Depressed planters with absorbent cover.
- Reduce the amount of impervious cover where possible.
- Use of on-site oil/grit separators.

Policies

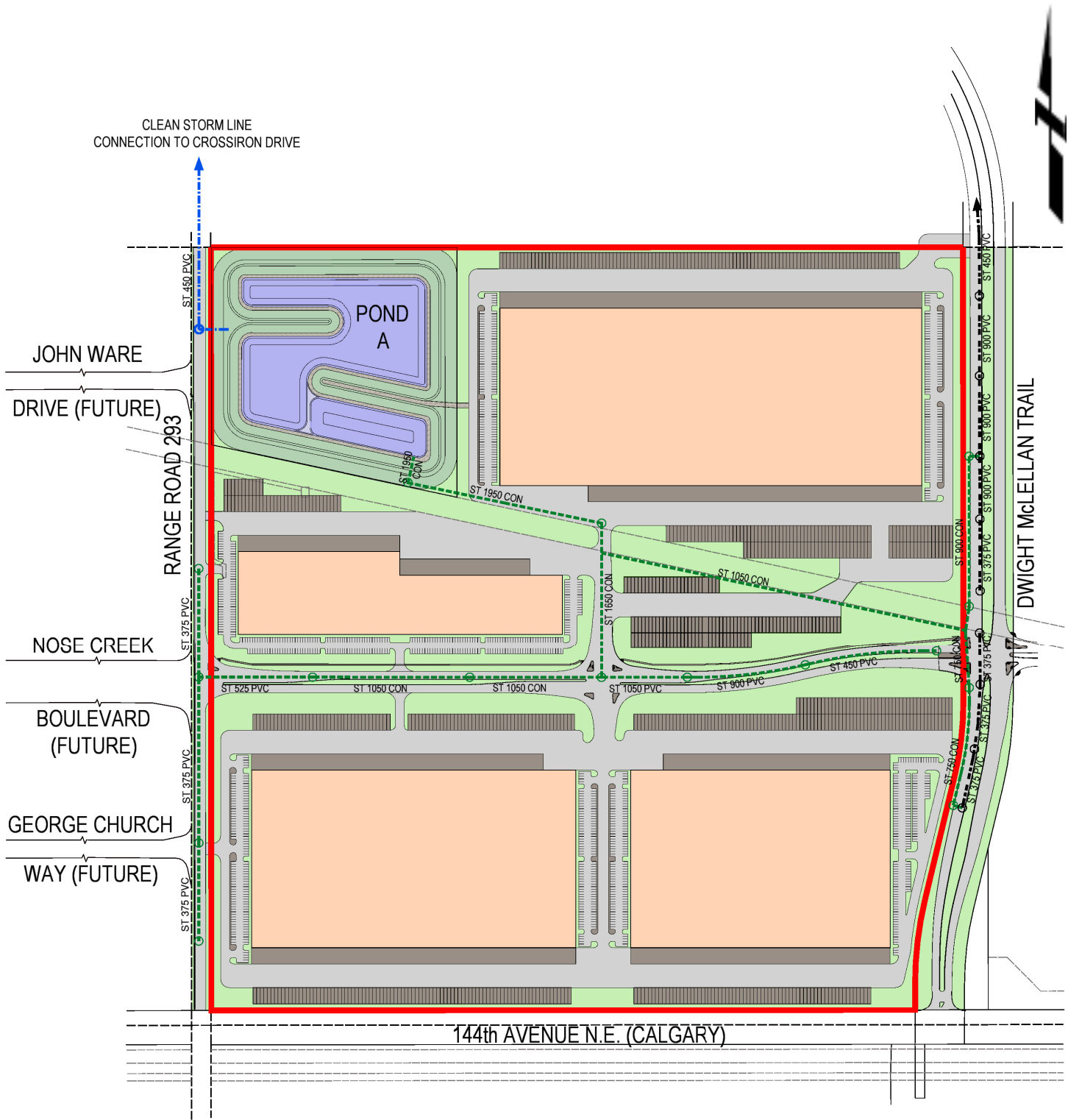
Policy 5.5.1 *All storm water management shall be in accordance with Alberta Environment's Best Management Practices and Rocky View County's Servicing Standards for Subdivision and Road Construction.*

Policy 5.5.2 *No development of the lands shall be permitted until the Developer has prepared and submitted a Stormwater Management Report satisfactory to the County.*

Policy 5.5.3 *Ownership and operation of an irrigation system shall be determined prior to Development Permit approval.*

Policy 5.5.4 *The developer may implement on-site LID solutions at Development Permit stage.*

- Policy 5.5.5** *The size of the storm water facility may be modified at future Subdivision/Development Permit stage, in accordance with the Stormwater Management Report, without amendments to the Conceptual Scheme.*
- Policy 5.5.6** *The County's Infrastructure Cost Recovery Policy shall apply to applicable storm water infrastructure improvements.*
- Policy 5.5.7** *It is proposed that the development be grandfathered into the Nose Creek Watershed Water Management Plan (NCWWMP) at the 2007 volume control limit of 90mm due to its existing landuse and inclusion in the Master Drainage Plan (MDP) for East Balzac.*



LEGEND

- - - ○ - - - PROPOSED CLEAN STORMWATER LINES
- - - ○ - - - PROPOSED DIRTY STORMWATER LINES
- - - ○ - - - EXISTING STORM LINE IN DWIGHT McLELLAN TRAIL
- ○ ○ * MAN HOLES ARE APPROXIMATELY LOCATED

FIGURE 20 - STORMWATER SERVICING PLAN

5.5.1 Wetland Compensation

A Stormwater Management Report has been prepared to estimate the amount of on-site storage and allowable off-site discharge required for the development area. To accommodate storm water drainage and construction of roads wetlands 1, 2, 3 and 4 will be removed.

It is proposed that the Developer will pay compensation for wetlands disturbed within the Plan Area, as required by Alberta Environment and Parks. The four wetlands requiring compensation for disturbance are shown in Figure 6. According to an email received March 29th, 2018 from Alberta Environment and Parks - Water Boundaries, air photos dated 1950 to 2017 were analyzed and no features were found to meet the criteria of permanence for Crown ownership of bed and shore under Section 3 of the Public Lands Act.

5.6 Shallow Utilities and Street Lighting

It is anticipated that shallow utilities will be located within the road rights-of-way and/or private easements as required to serve all development. Shallow utility services including electric power, natural gas, telephone, cable and high speed internet services will be provided by the following companies.

5.6.1 Power, Telephone and Lighting

Power is expected to be provided by Enmax and telephone services by Telus.

Telus has existing infrastructure to support the conceptual development area. However, a formal application will need to be submitted at detailed design stage for each phase of development to allow Telus to formally provide information on servicing the new development. This will provide information regarding tie-in locations, capacity and any telecommunication infrastructure requirements.

Policies

- Policy 5.6.1*** *Shallow utilities shall be provided within the Conceptual Scheme area at the sole expense of the Developer and may be located within trenches and utility rights of ways established at the Development Permit stage.*
- Policy 5.6.2*** *Overhead lines may be installed to provide electrical or communication services.*
- Policy 5.6.3*** *Shallow utilities may be placed within easements located on private property.*
- Policy 5.6.4*** *Shallow utilities constructed within public road allowances shall be subject to County approval.*

Dark Sky technology will be utilized in order to maintain and preserve the night time environment. According to The International Dark Sky Association, this technology provides: energy savings resulting in economic and environmental benefits, nighttime ambience and, increased visibility, safety, and security at night by reducing the glare.

Policies

- Policy 5.6.5** *All lighting shall respect the outdoor lighting provisions for businesses in the County's Land Use Bylaw by utilizing full cut-off fixtures to direct light towards the ground to minimize impact on adjacent sites.*
- Policy 5.6.6** *All private lighting including site security lighting and parking area lighting should be designed to conserve energy, reduce glare and reduce up light.*

5.7 Protective Services

Police Service for the Conceptual Scheme Area will be provided by the Royal Canadian Mounted Police and Rocky View County Special Constables.

As part of the general building and site design guidelines, Development Permits will be encouraged to consider and incorporate principals of Crime Prevention through Environmental Design. Key principles for public and semi-public areas could include design for vehicular access by security patrol car, minimizing building entrances, spacing of plant materials, building setbacks, and lighting.

Fire protection will be provided by the County. The Conceptual Scheme area will be serviced by 911 emergency services.

Adequate sustained flows are available from the potable water systems; the fire-protection system will be built to provide water supply, distribution, and hydrants.

Policies

- Policy 5.7.1** *Development shall meet the criteria and requirements for on-site firefighting measures as determined by Rocky View County. An Emergency Response Plan will be submitted at Development Permit stage.*
- Policy 5.7.2** *All uses and operations in the Plan Area that store or utilize materials or products that may be hazardous due to their flammable or explosive characteristics shall comply with the applicable fire regulations of the County or the regulations of any other government authority having jurisdiction and in accordance with any hazard or emergency management plan that may be required by the County.*

5.8 Air Contaminants, Odorous and Toxic Matter

Policies

- Policy 5.8.1** *No use or operation within the Plan Area shall cause or create air contaminants, visible emissions, or particulate emissions beyond the building that contains them. Nor shall a use or operation exceed the levels contained within the Province of Alberta Clean Air Act and/or the Calgary International AVPA and any pursuant legislation. Any airborne particulate matter originating from storage areas, yards or roads shall be minimized by landscaping, paving, or wetting of these areas or by other means considered appropriate by Rocky View County, as defined in a Development Permit.*

- Policy 5.8.2** *Handling, storage, and disposal of any toxic, hazardous materials shall be in accordance with the regulations of any government authority having jurisdiction and in accordance with any Chemical Management Plan that may be required by the Municipality.*
- Policy 5.8.3** *No development of the lands shall be permitted until the Developer has prepared and submitted a Management Plan for the handling and storage of any hazardous or other waste materials proposed to be generated from the development in a manner satisfactory to each of the County and/or Alberta Environment.*

5.9 Solid Waste Management

The developer and/or business owners shall be responsible for providing their own solid waste services. A Waste Management Plan should address solid waste management through all stages of development, including occupancy. The plan should identify appropriate waste collection stations that will serve the plan area. The Plan will be submitted at Development Permit stage.

Policies

- Policy 5.9.1** *The developer/business owner is responsible for solid waste management.*
- Policy 5.9.2** *All solid waste management shall conform to the policies outlined in the County's Solid Waste Master Plan.*
- Policy 5.9.3** *Solid waste containment units must be screened from all adjacent properties.*
- Policy 5.9.4** *Solid waste containment units should not be located in the portion of the lot adjacent to Range Road 293, Dwight McLellan Trail, and Nose Creek Boulevard. If located in this area, the container shall be screened by landscaping or another screening device.*

6.0 IMPLEMENTATION AND PHASING

6.1 Plan Amendment

This Conceptual Scheme may only be amended by Council decision through a Public Hearing and Bylaw Amendment.

All amendments must conform to related statutory documents, including:

- Rocky View County Land Use Bylaw C-4841-97 (as amended)
- Balzac East – Area Structure Plan, Bylaw C 5177-2000, (as amended)
- Direct Control District - 99, Bylaw C-6031-2005 (as amended)

6.2 Plan Implementation

The Conceptual Scheme policies will be implemented through the County's subdivision and development permit approval processes. The Conceptual Scheme provides the framework of policies and requirements that are complementary to the policies contained in the BEASP and other related policy documents. These policies will serve as a guide for subsequent development requirements and approval conditions, to achieve phased development of a comprehensive nature within the Plan Area and Rocky View County.

6.3 Subdivision and Development Phasing

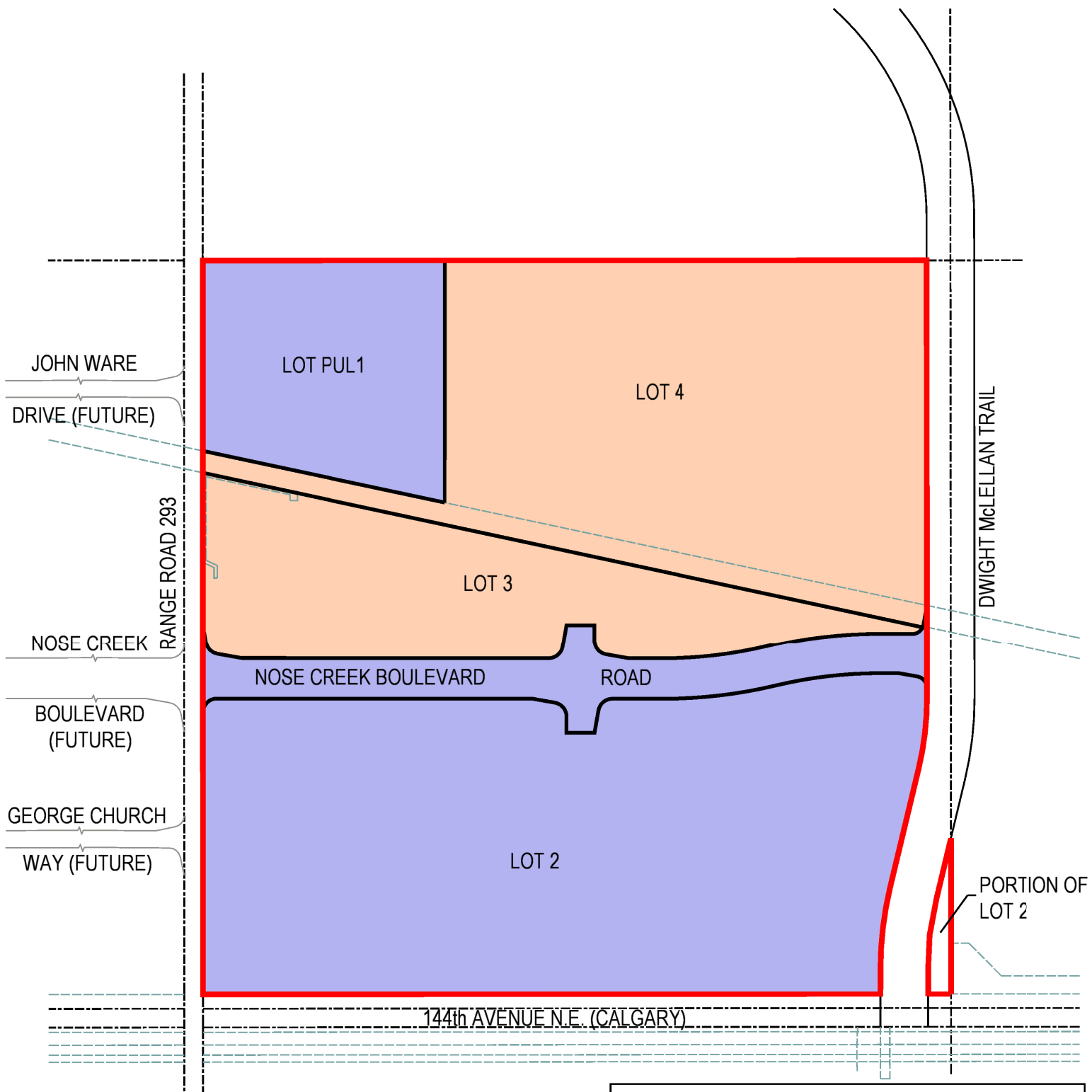
The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. The Conceptual Scheme area encompasses 60.507 hectares (149.52 acres) and it is expected that development will begin in Phase 1 along Dwight McLellan Trail. Subdivision and Development phasing is expected to proceed within the Plan area in accordance with **Figure 21: Development Phasing & Proposed Subdivision Layout**. The phasing plan is based on logical extensions of infrastructure and anticipated market demand. Notwithstanding, Subdivision and development may proceed out of sequence without amendment to the Conceptual Scheme according to market demand.

Further developmental phases will be brought on stream as the market demands and the provision of infrastructure deem feasible.




Policies

Policy 6.3.1 *The Plan Area shall be developed in multiple phases as determined by market conditions and the provision of infrastructure.*

Policy 6.3.2 *Subdivision/Development may proceed out of phase order depending on market demand for buildings or availability of servicing and road infrastructure.*



LEGEND

	PROPOSED PHASE ONE
	PROPOSED PHASE TWO
	PROPOSED LOT LINES

NOTE: SUBDIVISION/DEVELOPMENT MAY PROCEED OUT OF PHASE ORDER DEPENDING ON MARKET DEMAND FOR BUILDINGS OR AVAILABILITY OF SERVICING & ROAD INFRASTRUCTURE.

FIGURE 21 - DEVELOPMENT PHASING & PROPOSED SUBDIVISION LAYOUT

6.4 Construction Management Plan

A Construction Management Plan and Sediment & Erosion Control Report will be provided by the developer in accordance with the County's standards, prior to issuance of a Development Agreement or Development Permit. The Construction Management Plan will detail the management of all construction activity on-site including, but not limited to, the management of construction debris and dust, truck routes and access to the site.

Policies

- Policy 6.4.1*** *A Construction Management Plan and Sediment & Erosion Control Report shall be submitted to the satisfaction of Rocky View County prior to the issuance of a Development Agreement and/or Development Permit.*
- Policy 6.4.2*** *Erosion and Sediment Control reporting shall be required for development permits.*

7.0 DEVELOPMENT GUIDELINES

Development guidelines are to be implemented through the County development approval process and will not be registered on title.

7.1 Minimum/Maximum Regulations (DC-99)

- | | | |
|-------|--------------------------------------------|------------------------------------------------------------|
| 7.1.1 | Maximum Building Height: | Principal Building: 20.00 m
Accessory Building: 15.00 m |
| 7.1.2 | Minimum Building Setback: | 10.00 m from any property line |
| 7.1.3 | Maximum Building Site Coverage for Cell C: | 40% or in accordance with DC, as amended. |

7.2 Building Appearance

- 7.2.1 The quality of exterior treatment and design of all buildings shall be to the satisfaction of the Development Authority and the County's Land Use Bylaw, Business Section.
- 7.2.1 Reduce building massing by incorporating different materials, textures or colours, or off-setting portions of the building.

7.3 Gateway Special Guidelines

Since Dwight McLellan Trail serves as a gateway road between the City of Calgary and Rocky View County, special gateway guidelines should be considered at Development Permit stage for building elevations visible from Dwight McLellan Trail.

- 7.3.1 Ensure the facades and roofs of buildings visible from Dwight McLellan Trail incorporate the following:
 - 7.3.1.a Facades should have three of the following elements:
 - colour change,
 - texture change,
 - material module change expression of architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
 - 7.3.1.b Roofs should have one of the following features: parapets concealing flat roofs and/or mechanical equipment, or overhanging eaves extending past the support wall.

7.4 Fencing and Screening

- 7.4.1 Security fencing should be limited to side and rear yards and visually screened with landscaping. Security fencing should be located behind a landscape buffer so that the landscaping is visible from the street or adjacent parcels.
- 7.4.2 Fencing in front yards should be limited to decorative use only and should not visually obstruct the building.
- 7.4.3 Fencing should be well-constructed and easily maintained.

7.5 Landscaping

Note: The landscaping shown in the Conceptual Scheme is conceptual in nature. Detailed Landscaping Plans will be submitted at Development Permit stages.

- 7.5.1 Landscaping shall be in accordance with the applicable provisions of the Balzac East Area Structure Plan.
- 7.5.2 Landscaping requirements should be concentrated along Dwight McLellan Trail, Range Road 293 and Nose Creek Boulevard to provide screening of any truck parking areas, where possible.
- 7.5.3 Landscaping shall be required in rear or side yards visible from Dwight McLellan Trail, RR293 and Nose Creek Boulevard.
- 7.5.4 Trees will be planted in clusters within the 6.0m setback along the north property line to provide a visual buffer to Cell B, SDA #4, as per the provisions outlined the Balzac East Area Structure Plan, Cell C. Trees will not be planted within the Public Utility Lot.
- 7.5.5 Landscaping within the ATCO ROW shall be in accordance with ATCO Pipelines Guidelines contained in Appendix A.
- 7.5.6 Landscaping materials will have low water requirements in accordance with the BEASP and the County's restrictions regarding the use of potable water for irrigation in Balzac.
- 7.5.7 Landscaping materials with high water requirements may be utilized in areas where storm water is being used for irrigation.
- 7.5.8 Landscaping will primarily be limited to private property and will utilize native and indigenous plant materials.

7.6 Parking and Storage Areas

- 7.6.1 Parking areas will be broken up with soft and/or hard landscaping.
- 7.6.2 Storm water management, snow storage and pedestrian and vehicular circulation will be considered in the design of parking areas.

- 7.6.3 Locate storage and service areas to the side and or rear of the main building where possible. These areas should have additional screening if adjacent to public roadways.
- 7.6.4 At future Development Permit stage a parking study may be required.

7.7 Signage and Lighting

- 7.7.1 Signage shall be coordinated throughout the development wherever possible, along streets or site entrances, buildings, and wayfinding.
- 7.7.2 Signage shall be simple, clear, consistent and informative wayfinding for all modes of transportation.
- 7.7.3 Signage should be constructed of permanent, high quality material.
- 7.7.4 Prior to Development Permit approval for structures, a signage plan shall be prepared to the satisfaction of the Municipality. This plan must show the location and type of all freestanding signs.
- 7.7.5 Signage shall be subject to approval as part of the Development Permit to match the design and material of buildings.
- 7.7.6 No signage shall project higher than the roof height of the building to which it is attached.
- 7.7.7 All signage shall comply with the provisions listed under the Business Development section of the County's Land Use Bylaw.
- 7.7.8 According to the County's Land Use Bylaw and The Commercial Industrial Design Guidelines for Rocky View County, the development will include lighting for streets and pedestrian areas.
- 7.7.9 The development shall incorporate lighting for both vehicles and pedestrians and use 'night sky' lighting with full cut-off fixtures to direct light towards the ground to minimize impact on adjacent sites. Appropriate height, scale, and quantity for function and overall cumulative impact of lighting will be considered.
- 7.7.10 Outdoor lighting shall comply with the provisions listed in the Business Development section of the County's Land Use Bylaw.
- 7.7.11 Prior to Development Permit approval for structures, a lighting plan shall be prepared to the satisfaction of the County. The goal of this plan is to limit any off-site light pollution. Lighting must be concentrated on the buildings and parking lots, and must not interfere with adjacent roadways.

7.8 Garbage Storage

- 7.8.1 Garbage and waste material shall be stored in weather-proof and animal-proof containers located within buildings or adjacent to the side or rear of buildings that shall be screened from view by all adjacent properties and public thoroughfares. Mechanical waste compactors are encouraged.

8.0 PUBLIC CONSULTATION

Public consultation for the Interlink Logistics Park Conceptual Scheme was an important component of the approval process. A mailout to landowners within a one quarter mile radius (10 landowners) was completed on August 29, 2019.

No landowners within the one quarter mile radius responded.

9.0 POLICY SUMMARY (BY SECTION)

1.0 INTRODUCTION

1.3 Policy & Regulatory Considerations

Policy 1.3.1 *Applications for development within the AVPA area shall be circulated to the Calgary Airport Authority for comment.*

2.0 CONCEPTUAL SCHEME AREA

2.4 Biophysical Impact Assessment

Policy 2.4.1 *Any wetland impact shall be addressed at Subdivision/Development Permit stage, to the satisfaction of Alberta Environment and Parks, and Rocky View County.*

2.5 Geotechnical Conditions

Policy 2.5.1 *At future Subdivision and/or Development permit stage, a site - specific geotechnical analysis should be prepared by a qualified professional Geotechnical Engineer to confirm subsurface conditions. A Deep Fill Report may also be required for areas of fill over 1.2 m in depth.*

2.6 Archeological Features

Policy 2.6.1 *Historical Resource Impact Assessments are not required at Subdivision / Development Permit stages.*

3.0 INTERLINK LOGISTICS PARK CONCEPTUAL SCHEME

3.1 Development Concept

Policy 3.1.1 *Final lot configurations will be determined at subdivision stage.*

Policy 3.1.2 *Development shall be in general accordance with the concept identified on Figure 10. The final building, parking and landscaping configurations will be determined at future Development Permit stages.*

Policy 3.1.3 *Amendments to the Conceptual Scheme will only be required if the proposed Subdivision/Development represents a substantial change to the overall intent of this Conceptual Scheme.*

Policy 3.1.4 *All subdivision and development within the Plan Area shall conform to the Interlink Logistics Park Conceptual Scheme and the Balzac East Area Structure Plan.*

Policy 3.1.5 *At Development Permit stage, all development shall demonstrate compliance with the Development Standards contained within Section 7 of the Interlink Logistics Park Conceptual Scheme, to the satisfaction of Rocky View County.*

- Policy 3.1.6** *Development within the Plan Area which may create a significant nuisance factor, including noise, odour, atmospheric substance or other emissions, outside of an enclosed building will be required to demonstrate methods of mitigating and reducing the problem to the satisfaction of Federal, and Provincial governments, and Rocky View County.*
- Policy 3.1.7** *Development standards described in this Plan and in the Balzac East Area Structure Plan shall be adopted where possible to ensure that development on yards adjacent to Dwight McLellan Trail, Range Road 293 and Nose Creek Boulevard present an appropriate visual interface with these public roadways.*
- Policy 3.1.8** *All uses onsite will require a Development Permit unless exempt from the requirements of the Rocky View County Land Use Bylaw.*
- Policy 3.1.9** *Maximum Building Site Coverage is in accordance with DC – 99, as amended.*

3.2 Pedestrian Connections and Open Space

- Policy 3.2.1** *10 percent Municipal Reserve will be provided in accordance with the provisions of the Municipal Government Act.*
- Policy 3.2.2** *Municipal Reserves may be provided through cash-in-lieu of reserves.*

3.3 Landscaping

- Policy 3.3.1** *The 15% landscaping requirement should be applied primarily along the edges of the lots adjacent to Dwight McLellan Trail, Range Road 293 and Nose Creek Boulevard.*
- Policy 3.3.2** *Landscaping shown in the Conceptual Scheme is conceptual in nature and detailed landscaping plans will be submitted at Development Permit stages.*

4.0 TRANSPORTATION NETWORK

4.1 Regional Network Review

- Policy 4.1.1** *The locations of access points shall be required as a condition of Development Permit stages.*
- Policy 4.1.2** *Off-site transportation infrastructure shall be in place to service each Subdivision/Development phase in accordance with the Transportation Impact Assessment and to the satisfaction of the Rocky View County.*
- Policy 4.1.3** *Sufficient emergency access shall be provided and maintained in accordance with County Servicing Standards.*
- Policy 4.1.4** *In accordance with DC-99 development shall not be permitted until the developer has prepared a Transportation Impact Assessment that takes into account all proposed, approved and existing development, and identifies any necessary transportation improvements, to the satisfaction of the County and/or Alberta Transportation. Recommendations regarding infrastructure improvements shall be implemented as conditions of Subdivision/Development Permit to the satisfaction of the County.*

Policy 4.1.5 *The County’s Infrastructure Cost Recovery Policy shall apply to applicable transportation infrastructure improvements.*

4.3 Road Alignment and Access Points

Policy 4.3.1 *All roads will be built according to urban cross sections with concrete curbs and gutters.*

Policy 4.3.2 *The specific alignment of the internal roadway is expected to be finalized by the developer at the Subdivision/Development Permit stage.*

Policy 4.3.3 *Complete road systems shall be constructed by the developer to the satisfaction of Rocky View County.*

Policy 4.3.4 *Emergency access shall be provided between phases until such time as a direct link occurs with adjacent road networks to the satisfaction of Rocky View County.*

Policy 4.3.5 *The locations of lot access points shall be required as a condition of Development Permit stages.*

Policy 4.3.6 *The road and access points in the Interlink Logistics Park Conceptual Scheme plan area should be aligned so they will connect directly to the roads of the adjacent developments to the west and east to ensure an effective and efficient traffic flow.*

Policy 4.3.7 *Direct access from the lot may be permitted onto Range Road 293, in accordance with the recommendations of the TIA and subject to County approval.*

Policy 4.3.8 *An access point to Dwight McLellan Trail shall be allowed at the north property line as shown on Figure 14.*

Policy 4.3.9 *The developer shall provide payment of the applicable levy at the Subdivision/Development Permit stage in accordance with the requirements prescribed by the Rocky View County Transportation Off-site Levy Bylaw.*

5.0 SERVICING AND UTILITIES

5.2 Water Servicing Plan

Policy 5.2.1 *Potable water shall be supplied through connection to the County Water System, to the satisfaction Rocky View County.*

Policy 5.2.2 *All water distribution infrastructure shall be constructed by the developer in accordance with the County’s development requirements. Where such infrastructure is demonstrated to have benefit for potable water service affecting lands outside the Conceptual Scheme area, the developer shall enter into a cost recovery agreement in accordance with County procedures and standards.*

Policy 5.2.3 *The specific design, alignment, pipe sizing and configuration of the water distribution system shall be determined by detailed engineering at the Subdivision/Development Permit stage, as per the terms of a Development Agreement and/or Development Permit process, to the satisfaction of the County.*

- Policy 5.2.4** *Any offsite infrastructure requirements (if required) will be identified at each stage of Subdivision/Development Permit in the plan area, as per the County’s Servicing Standards. Any improvements required for the development, shall be constructed by the developer through the terms of the County’s Development Agreement process, to the satisfaction of the County.*
- Policy 5.2.5** *The developer shall provide Levy payment for required infrastructure upgrades at Subdivision/Development Permit stage in accordance with the provisions of the County’s Water & Wastewater Off-Site Levy Bylaw.*
- Policy 5.2.6** *On-site potable water infrastructure installed within public road ROWs within the Conceptual Scheme area shall be owned and operated by Rocky View County.*
- Policy 5.2.7** *The potable water distribution system shall accommodate minimum design requirements necessary to provide appropriate fire suppression within the Conceptual Scheme area.*
- Policy 5.2.8** *At the Development Permit stage each development shall be required to submit its plans or items for water conservation within the site.*
- Policy 5.2.9** *Potable water should not be used for the irrigation of landscaping plantings and vegetation, as per Rocky View County’s Land Use Bylaw.*
- Policy 5.2.10** *The development will be required to use low volume fixtures and appliances and implement detailed water conservation measures to the satisfaction of the Municipality.*
- Policy 5.2.11** *An estimation of water usage will be required at time of future Subdivision/Development Permit stage. If additional capacity is required to service the proposed development beyond the amount currently allocated to the Site, then additional capacity will be required to be purchased in accordance with the Master Rates Bylaw.*
- Policy 5.2.12** *The County’s Infrastructure Cost Recovery Policy shall apply to applicable potable water infrastructure improvements.*

5.4 Wastewater Servicing Plan

- Policy 5.4.1** *The Conceptual Scheme shall be serviced by the County’s East Rocky View Wastewater System.*
- Policy 5.4.2** *The specific design, alignment, pipe size and configuration of the wastewater distribution system shall be determined by detailed engineering at the Subdivision/Development Permit stage, as per the terms of a Development Agreement and/or Development Permit process, to the satisfaction of the County.*
- Policy 5.4.3** *Any offsite infrastructure requirements (if required) will be identified at each Subdivision/Development Permit stage in the plan area, as per the County’s Servicing Standards. Any improvements required for the development, shall be constructed by the developer through the terms of the County’s Development Agreement process, to the satisfaction of the County.*
- Policy 5.4.4** *All wastewater infrastructure within the Conceptual Scheme area shall be constructed by the developer and shall be designed in coordination with adjoining projects to the satisfaction of the County.*

- Policy 5.4.5** *The County's Infrastructure Cost Recovery Policy shall apply to applicable wastewater infrastructure improvements.*
- Policy 5.4.6** *All developments shall pay all applicable connections fees and levies in accordance with the Water and Wastewater Infrastructure Off-Site Levy Bylaw and applicable Rocky View County policies.*
- Policy 5.4.7** *A detailed estimation of wastewater usage will be required at time of future Subdivision/Development Permit stage. If additional capacity is required to service the proposed development beyond the amount currently allocated to the Site, then additional capacity will be required to be purchased in accordance with the Master Rates Bylaw.*

5.5 Stormwater Management Plan

- Policy 5.5.1** *All storm water management shall be in accordance with the Nose Creek Watershed Water Management Plan, Alberta Environment's Best Management Practices and Rocky View County's Servicing Standards for Subdivision and Road Construction.*
- Policy 5.5.2** *No development of the lands shall be permitted until the Developer has prepared and submitted a Stormwater Management Report satisfactory to the County.*
- Policy 5.5.3** *Ownership and operation of an irrigation systems shall be determined prior to Development Permit approval.*
- Policy 5.5.4** *The developer may implement on-site LID solutions at Development Permit stage.*
- Policy 5.5.5** *The size of the storm water facility may be modified at future Subdivision/Development Permit stage, in accordance with the Stormwater Management Report, without amendments to the Conceptual Scheme.*
- Policy 5.5.6** *The County's Infrastructure Cost Recovery Policy shall apply to applicable storm water infrastructure improvements.*
- Policy 5.5.7** *It is proposed that the development be grandfathered into the Nose Creek Policy 5.5.7 Watershed Water Management Plan (NCWWMP) at the 2007 volume control limit of 90mm due to its existing landuse and inclusion in the Master Drainage Plan (MDP) for East Balzac.*

5.6 Shallow Utilities and Street Lighting

- Policy 5.6.1** *Shallow utilities shall be provided within the Conceptual Scheme area at the sole expense of the Developer and shall be located within tri-party trenches and utility rights of ways established at the Development Permit stage.*
- Policy 5.6.2** *Overhead lines may be installed to provide electrical or communication services.*
- Policy 5.6.3** *Shallow utilities may be placed within easements located on private property.*
- Policy 5.6.4** *Shallow utilities constructed within public road allowances shall be subject to County approval.*

Policy 5.6.5 *All lighting shall respect the outdoor lighting provisions for businesses in the County’s Land Use Bylaw by utilizing full cut-off fixtures to direct light towards the ground to minimize impact on adjacent sites.*

Policy 5.6.6 *All private lighting including site security lighting and parking area lighting should be designed to conserve energy, reduce glare and reduce up light.*

5.7 Protective Services

Policy 5.7.1 *Development shall meet the criteria and requirements for on-site firefighting measures as determined by Rocky View County. An Emergency Response Plan will be submitted at Development Permit stage.*

Policy 5.7.2 *All uses and operations in the Plan Area that store or utilize materials or products that may be hazardous due to their flammable or explosive characteristics shall comply with the applicable fire regulations of the County or the regulations of any other government authority having jurisdiction and in accordance with any hazard or emergency management plan that may be required by the County.*

5.8 Air Contaminants, Odorous and Toxic Matter

Policy 5.8.1 *No use or operation within the Plan Area shall cause or create air contaminants, visible emissions, or particulate emissions beyond the building that contains them. Nor shall a use or operation exceed the levels contained within the Province of Alberta Clean Air Act and/or the Calgary International AVPA and any pursuant legislation. Any airborne particulate matter originating from storage areas, yards or roads shall be minimized by landscaping, paving, or wetting of these areas or by other means considered appropriate by Rocky View County, as defined in a Development Permit.*

Policy 5.8.2 *Handling, storage, and disposal of any toxic, hazardous materials shall be in accordance with the regulations of any government authority having jurisdiction and in accordance with any Chemical Management Plan that may be required by the Municipality.*

Policy 5.8.3 *No development of the lands shall be permitted until the Developer has prepared and submitted a Management Plan for the handling and storage of any hazardous or other waste materials proposed to be generated from the development in a manner satisfactory to each of the County and/or Alberta Environment.*

5.9 Solid Waste Management

Policy 5.9.5 *The developer/business owner is responsible for solid waste management.*

Policy 5.9.6 *All solid waste management shall conform to the policies outlined in the County’s Solid Waste Master Plan.*

Policy 5.9.7 *Solid waste containment units should be screened from all adjacent properties.*

Policy 5.9.8 *Solid waste containment units should not be located in the portion of the lot adjacent to Range Road 293 or Dwight McLellan Trail. If located in this area, the container shall be screened by landscaping or another screening device.*

6.0 IMPLEMENTATION AND PHASING

6.3 Subdivision and Development Phasing

- Policy 6.3.1** *The Plan Area shall be developed in multiple phases as determined by market conditions and the provision of infrastructure.*
- Policy 6.3.2** *Subdivision/development may proceed out of phase order depending on market demand for lots or availability of servicing and road infrastructure.*

6.4 Construction Management Plan

- Policy 6.4.1** *A Construction Management Plan and Sediment & Erosion Control Report shall be submitted to the satisfaction of Rocky View County prior to the issuance of a Development Agreement and/or Development Permit.*
- Policy 6.4.2** *Erosion and Sediment Control reporting shall be required for Development Permits.*

APPENDIX A

ATCO Pipelines Guidelines

The following encroachments may be permitted within ATCO Pipelines right-of-ways:

- Walking paths
- Minor vegetation
- Irrigation or drainage system crossings
- Utility crossings
- Perpendicular road or rail crossings (*require an engineering assessment)

The following encroachments are not typically permitted within ATCO Pipelines right-of-ways as they increase the risk of damage to the pipeline, restrict access and the ability to inspect the pipeline, and reduce the ease with which the pipeline right-of-way may be identified:

- Buildings or structures
- Storage
- Parking
- Signage
- Fencing
- Trees
- Lighting or electrical installations
- Irrigation or drainage systems (except at crossings)
- Utilities (except at crossings)
- Roads or railways (except at crossings)

Source: ATCO Pipelines, August 2017

APPENDIX B

Historical Resource Clearance

Historical Resources Act Approval

Proponent: Hopewell Development
410 2020 4th St SW, Calgary, AB T2S 1WS

Contact: Mr. Don Larke

Agent: Kellam Berg Engineering

Contact: Ron Kellam

Project Name: Monhope Industrial

Project Components: Industrial Subdivision

Application Purpose: Requesting HRA Approval / Requirements

Historical Resources Act approval is granted for the activities described in this application and its attached plan(s)/sketch(es) subject to Section 31, "a person who discovers an historic resource in the course of making an excavation for a purpose other than for the purpose of seeking historic resources shall forthwith notify the Minister of the discovery." The chance discovery of historical resources is to be reported to the contacts identified within [Standard Requirements under the Historical Resources Act: Reporting the Discovery of Historic Resources](#).



Martina Purdon
Head, Regulatory Approvals &
Information Management

Lands Affected: All New Lands

Proposed Development Area:

MER	RGE	TWP	SEC	LSD List
4	29	26	3	3,4,5,6

Documents Attached:

Document Name	Document Type
Site Plan	Illustrative Material

APPENDIX C

List of Technical Studies and Reports

Desktop Wetland Assessment for Proposed Development Area Located at SW3-26-29-W4M, Tetra Tech Canada Inc., February 8, 2018.

Wetland Assessment and Impact Report LSD SW -3 26-29 W4 – Balzac, Alberta, Tetra Tech Canada Inc., April 16, 2019.

East Balzac Network Review, Watt Consulting Group, June 2015.

East Balzac Phase 1-A Master Drainage Plan, Kellam Berg Engineering and Surveys Ltd., March 2006.

Interlink Logistics Park Conceptual Scheme - Stormwater Management Report, Kellam Berg Engineering and Surveys Ltd, November 8, 2018.

Ham Quarter Transportation Impact Assessment Final Report, Bunt & Associates Engineering (Alberta) Ltd, October 5, 2018.

Nose Creek Watershed Water Management Plan, The Nose Creek Watershed Partnership, Compiled by Palliser Environmental Services Ltd., October 2008.

Preliminary Geotechnical Investigation Ham Quarter – Proposed Industrial Development 260054 & 260062 Range Road 293 West of Dwight McLellan Trail & North of 144th Ave NE Rocky view County, Alberta, March 2018 Balzac Quarter Section Rocky View County, JASA ENGINEERING INC.

Commercial, Office and Industrial Design Guidelines in Rocky View County, Rocky View County 2010.