



ROSEMONT INDUSTRIAL PARK CONCEPTUAL SCHEME

EAST BALZAC
ROCKY VIEW COUNTY

A CADILLAC FAIRVIEW &
HOPEWELL DEVELOPMENT
PARTNERSHIP

December 2022



KELLAM BERG
ENGINEERING & SURVEYS LTD.
CONSULTING ENGINEERS, LAND SURVEYORS, AND PLANNERS

1.0 INTRODUCTION

1.1 Vision

The **Rosemont Industrial Park - Cell A** Conceptual Scheme is located on the southwest corner of Highway 566 and Range Road 291. It is approximately 61.352 hectares (151.60 acres) and is comprised of a portion of NE¼ - Sec. 11 – Twp. 29 – Rge. 26 – W4M. Its proximity to both Highway 566 and Range Road 291 provides excellent access to both the QE II Highway and Crossiron Drive. **Figure 1** depicts its regional location context relative to the major thoroughfares in the East Balzac region.

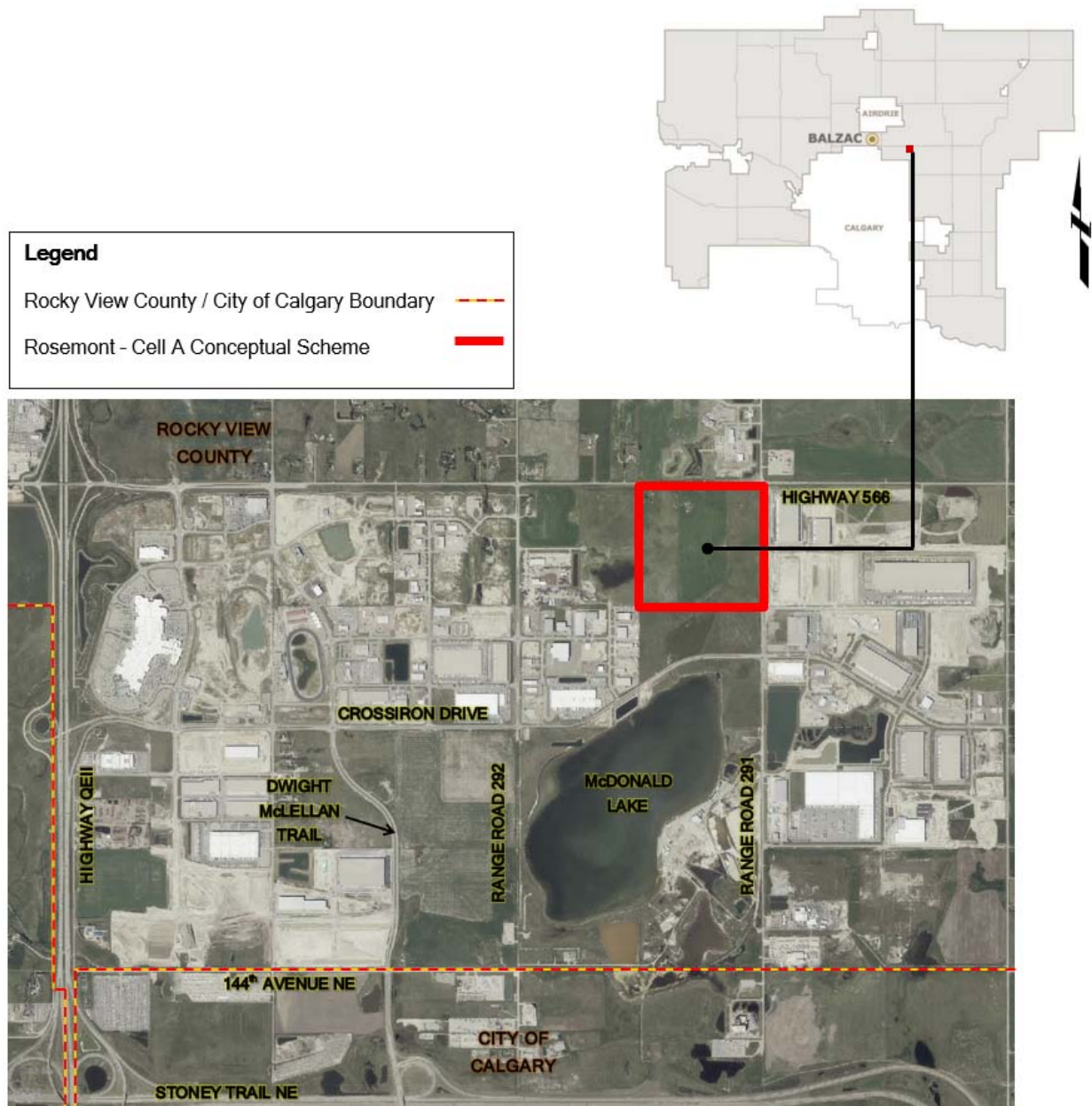


Figure 1: Regional Location Context

Rocky View County adopted the Balzac East Area Structure Plan (BEASP) in 2000 to facilitate comprehensive business development in the East Balzac Area. Within the boundaries of the BEASP, the Subject Site is located within Special Development Area 5 (SDA5). This region in the BEASP requires particular attention to be paid to the interface with existing and future highway corridors and as well as with adjacent residential land uses. This Conceptual Scheme will support the development of an attractive, industrial, campus style development.

1.2 Conceptual Scheme Objectives

This Conceptual Scheme supports the County's development goals by providing a comprehensive planning framework for development of industrial, logistics, and warehouse type 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, 2013 (Amended June 23, 2022)

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 provide regional and national business services.
- Promote local and regional employment opportunities.
- Increasing the business assessment tax base to support financial sustainability of the County's operations.
- Introducing development near the provincial transportation network.

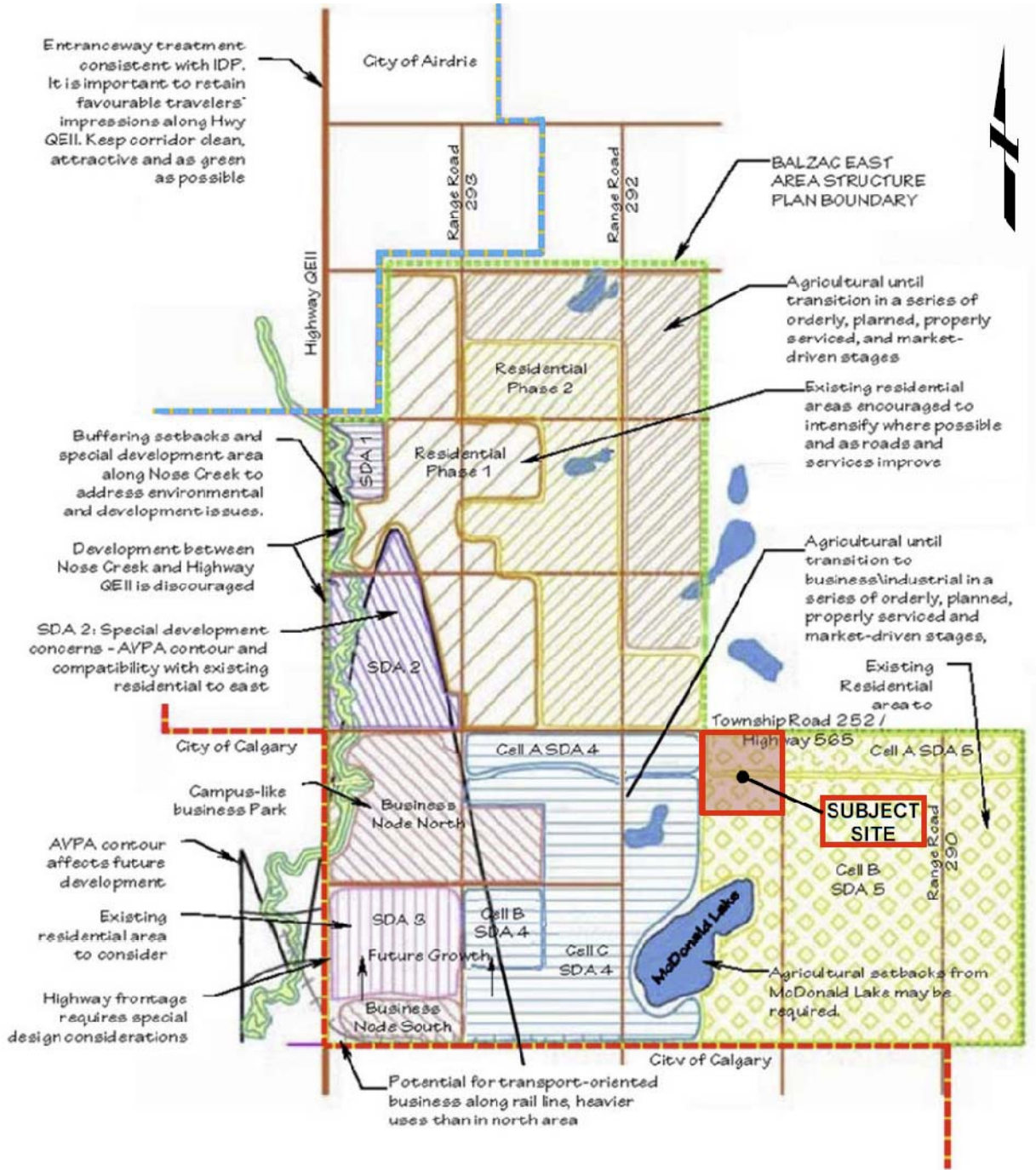
Balzac East Area Structure Plan (BEASP), 2000

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 depicted in **Figure 2**, this Conceptual Scheme is in Special Development Area 5 (SDA5). It is also located near 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 38 of the BEASP, SDA5, by providing the following:

- The phasing and sequence of subdivision and development at full build out,
- A graduated density, where the number of lots is reduced adjacent to the highway corridors,
- Impacts on adjacent land uses and appropriate mitigating measures,
- A Landscaping scheme that is in generally conformity with this Plan, where adequate spacing between similar land uses are proposed to maximize the overall development potential of the lands within the scope of this Conceptual Scheme,
- A Fencing Plan that effectively screens required areas,
- Lighting and Signage Plans,
- Roof top treatments that enclose mechanical and electrical equipment,
- Lands required for any upgrading of Range Road 291,
- Architectural guidelines, especially for lands adjacent to Highway 566 and Range Road 291,
- Pedestrian and pathway connections both within SDA#5 as well as linkages to adjacent developments, and
- Internal road standards.



PROJECT
BALZAC EAST
AREA STRUCTURE PLAN
ROCKY VIEW COUNTY, T 26 - R 29 - W4M
DRAWING TITLE
Conceptual Vision:
"Planning for Transition"

LEGEND

- Balzac East ASP Boundary
- Municipal Boundary
- Residential Phase 1
- Residential Phase 2
- Transitional
- Business Node
- Special Development Area 1 (SDA 1)
- Special Development Area 2 (SDA 2)
- Special Development Area 3 (SDA 3)
- Special Development Area 4 (SDA 4)
- Conceptual Buffering Setback
- Special Development Area 5 (SDA 5)

November 2007

Not to Scale

Figure No.: 2

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

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.

2.0 PLAN AREA DESCRIPTION

2.1 Plan Area Legal Description

The original Rosemont Conceptual Scheme contained two quarter sections, which defined the development cells in that document. This **Rosemont Industrial Park – Cell A Conceptual Scheme** will only focus on future development on Cell A. Note: It is intended that Cells A and B in the original Rosemont CS be developed independently of each other. Future development on Cell B remains subject to future study and amendments to the original Rosemont Conceptual Scheme.

NE¼ 11-26-29-W4M (“Cell A”) is generally unfragmented apart from two road widening dedications along the north property boundary. The first 10.85m road dedication was registered in 1982 under Road Plan 821 1015. An additional road widening including additional area at the Highway 566 and Range Road 291 intersection was registered in 2022 under Road Plan 221 1456.

For reference, SE¼ 11-26-29-W4M (“Cell B”) contains the northern portion of McDonald Lake which reduces the potential developable area of the lands. The parcel was originally fragmented to extend Crossiron Drive in 2012 by Road Plan 121 1712. Subsequently, a two-lot subdivision was approved in 2019 and registered under Plan 191 0413. This was followed by an additional road dedication in 2022 registered as Road Widening Plan 221 1597.

Legal Description	Acres	Hectares
NE 11-26-29-W4M (“Cell A”)	151.60	61.352
Lot 1; Block 1; 191 0413 <i>(in 3 parts)</i>	34.07	13.79
Lot 2; Block 1; 191 0413 <i>(in 2 parts)</i>	72.40	29.30
Road Plan 121 1712	7.759	3.14
Road Widening Plan 191 0413	2.249	0.910
Total (excluding McDonald Lake)	268.078	108.492



Figure 3: Rosemont Industrial Park – Cell A 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 Preliminary Geotechnical Evaluation, a Wetland Classification and Delineation technical memo, an In-Ground Radon Testing assessment, a Phase 1 Environmental Site Assessment, and a Transportation Due Diligence Assessment.

2.3 Topography and Surface Drainage

The topography is gently undulating with a portion of the drainage flowing to the southwest and the remainder of the storm drainage flowing towards the east as shown on **Figure 4**.

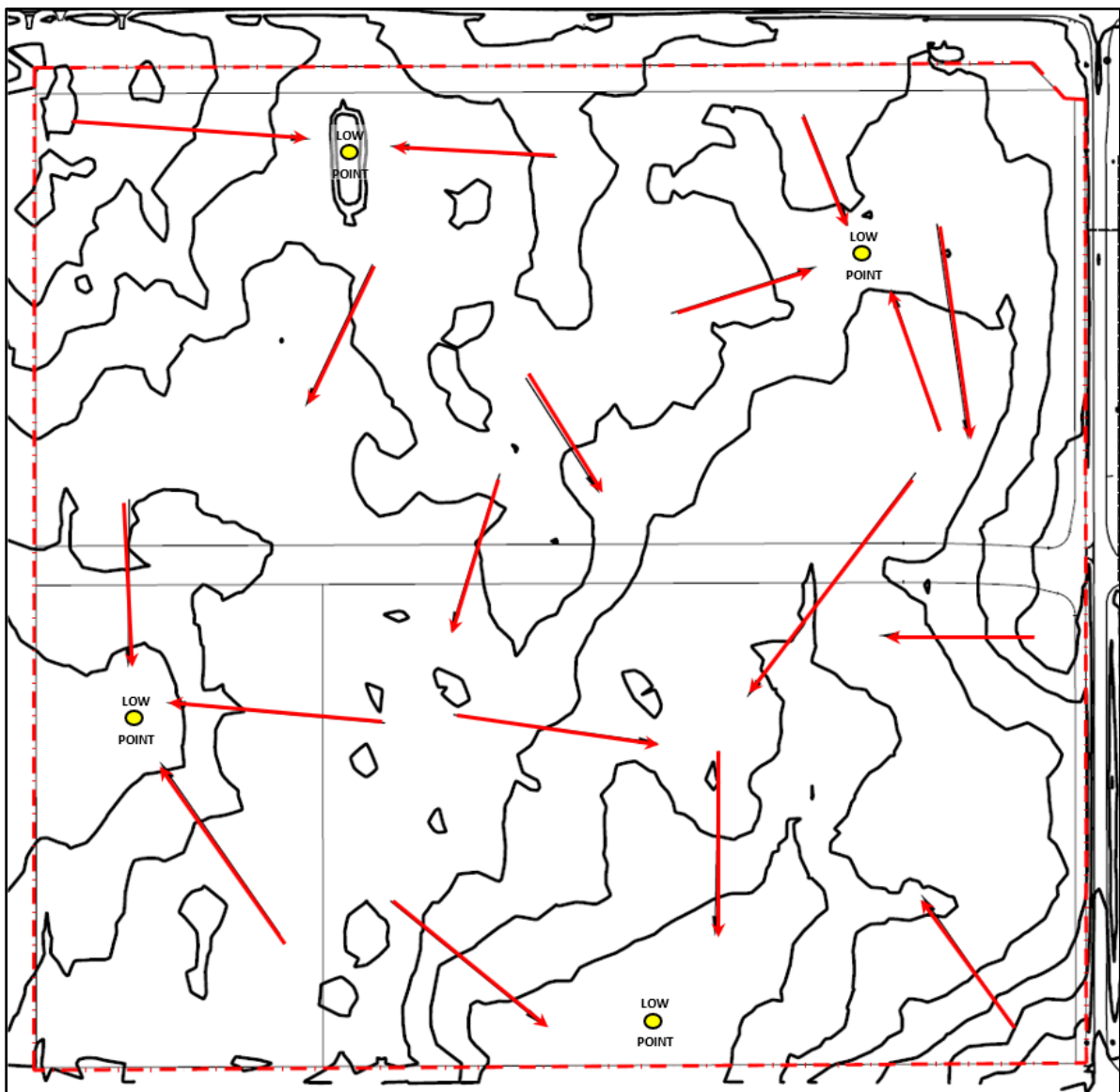


Figure 4: Existing Topography & Surface Drainage
(Based on Kellam Berg Engineering & Surveys Ltd. survey, 2022)

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 5 shows wetland classifications resulting from examinations of historical aerial photos and field verifications undertaken by Tetra Tech Canada Inc. in May of 2022.

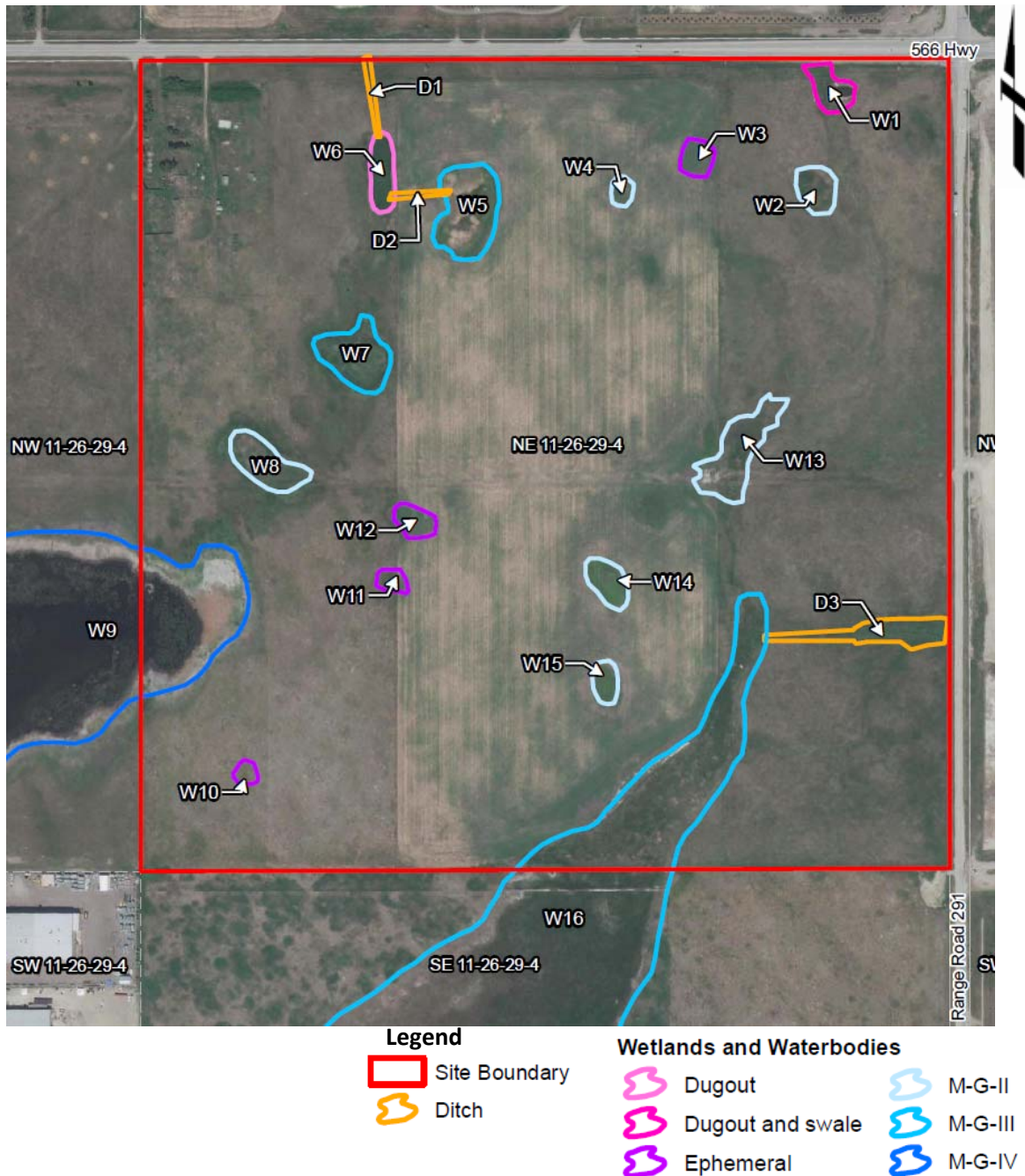


Figure 5: Current Wetland Delineations (Tetra Tech Canada Inc. May 2022)

The following recommendations are outlined in the “Wetland Classification and Delineation for a Proposed Subdivision in Balzac, Alberta”, (Tetra Tech Canada Inc. May, 2022).

“Hopewell plans to develop most of the Project area which could cause permanent impacts to wetlands. If wetland impacts are unavoidable, an application for Approval under the Alberta Water Act would be required. This would require a proper field assessment to determine vegetation and soil characteristics as the field assessment was conducted outside of the growing season. Under the wetland mitigation hierarchy, the preferred option for wetland impacts is avoidance, followed by mitigation and lastly, compensation. The proponent must be able to show that the first two options (i.e., avoidance and mitigation) are not feasible, before they can proceed with compensation.”

Proposed 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 April of 2022 by JASA Engineering Inc. A total of 36 test holes were drilled to determine general soil and groundwater conditions. Based on soil and groundwater conditions identified, the site is 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.

Proposed 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 Existing Land Use and Surrounding Development in East Balzac



Figure 6: Existing Land Use and Surrounding Development Context

2.6.1 Existing Land Use Designation

Districts within the boundaries of **Rosemont Industrial Park – Cell A** support development that are generally industrial in nature with an additional area dedicated for stormwater mitigation. The existing land use alignments are indicated in **Figure 6**.

Specific on-site land use districts are:

Land Use Districts in **Rosemont Industrial Park – Cell A**

- Industrial, Light (I-LHT) District
- Industrial, Light p1.62 (I-LHTp1.62*) District
- Industrial, Heavy (I-HVY) District
- Special, Public Service (S-PUB) District

*note: in this instance “p” refers to the minimum allowable parcel area.

2.6.2 Adjacent Land Uses

The land uses districts adjacent to the conceptual scheme generally support varying degrees of industrial activities, natural resource/energy production, and public service infrastructure. Specifically,

Lands to the North (north of Highway 566)

- Special, Public Service (S-PUB) District
 - *Location of the Rocky View County Municipal Office*
 - *Guiding development legislation: Rocky View County Campus at Balzac East MSDP*

Lands to the East (east of Range Road 291)

- Industrial, Heavy (I-HVY) District
- Special, Public Service (S-PUB) District
 - *Guiding development legislation: High Plains Industrial Park Conceptual Scheme*
 - *Guiding development legislation: Balzac East Area Structure Plan*

Lands to the South (Rosemont Conceptual Scheme “Cell B”)

- Agricultural, Small Parcel (A-SML) District
- Agricultural, Small Parcel (A-SML p1.62) District
 - *Guiding development legislation: Rosemont Conceptual Scheme*
 - *Guiding development legislation: Balzac East Area Structure Plan*

Lands to the West

- Direct Control (DC99) District
 - *Guiding development legislation: Wagon Wheel Conceptual Scheme*
 - *Guiding development legislation: Balzac East Area Structure Plan*

2.6.3 Surrounding Development

- The CrossIron Mills Mall and the Century Downs Casino and Racetrack and Ham West Industrial development are in DC-109.
- The New Horizon Mall and the Amazon warehouse, which are 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 located west of MacDonald Lake was approved in 2016; however, development has not occurred at the time of writing this document.
- The Interlink Logistics Park Conceptual Scheme is located at the intersection of of Dwight McLellan Trail and 144 Avenue NE was approved in 2019 is currently undergoing construction.
- 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 east of the subject property, with the High Plains Business Park Conceptual Scheme is also undergoing active development and construction.

2.7 Existing Road Network

The primary access to the Plan Area is expected to be from Range Road 291 and the future extension of Westland Drive, which is proposed to be a 30m Arterial Road 4-Lane Urban Road. Range Road 291 is currently a rural two-lane road, but the section adjacent to Cell A will be eventually upgraded to a 36m wide arterial road.

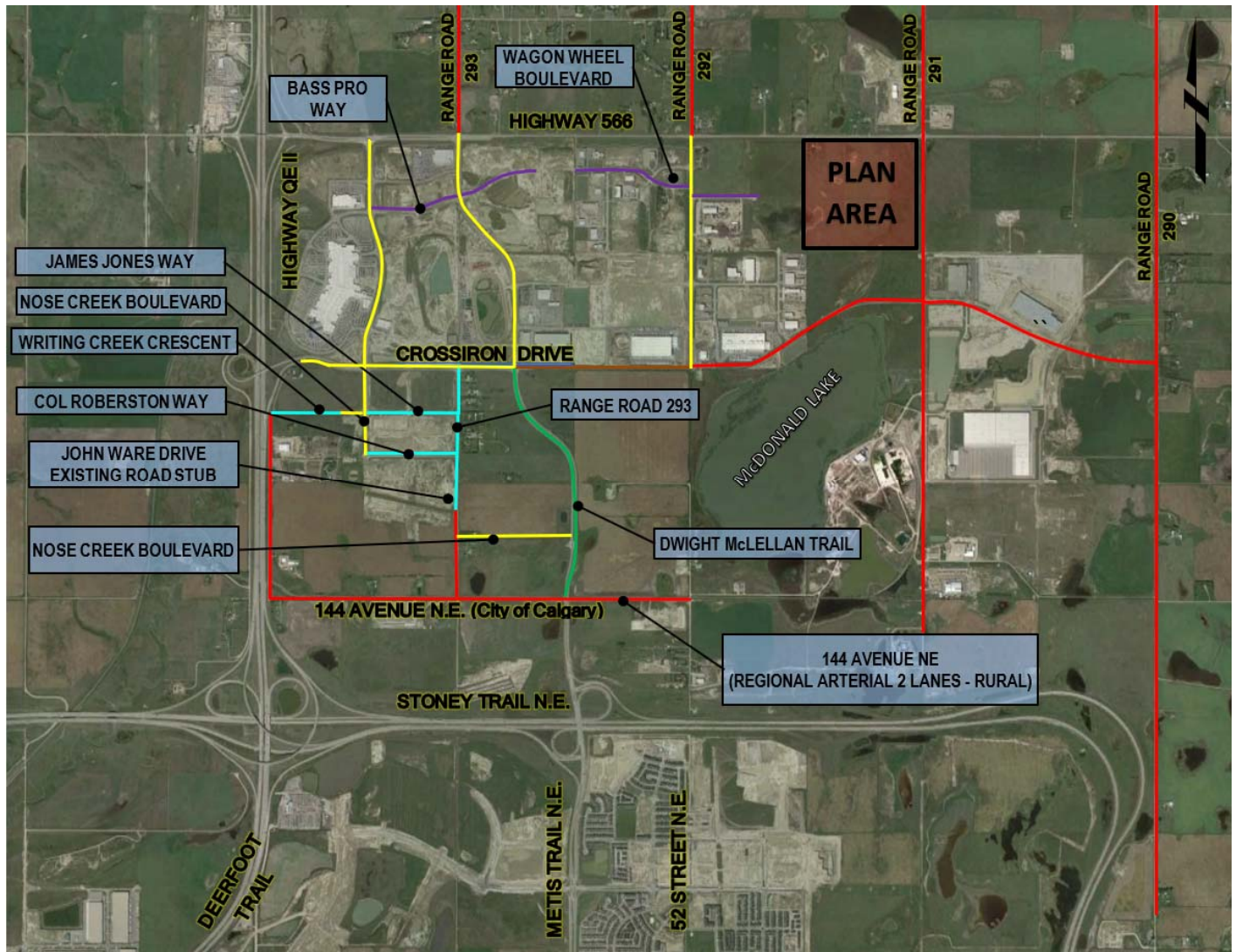


Figure 7: Existing East Balzac Transportation Network

2.8 Gas Pipelines

There are several abandoned pipelines in the southeast corner of the Subject Site. Additional pipelines are generally located just outside of the south property line. **Figure 8** depicts the general location, license number, substance, H2S concentration, and status of these pipelines.

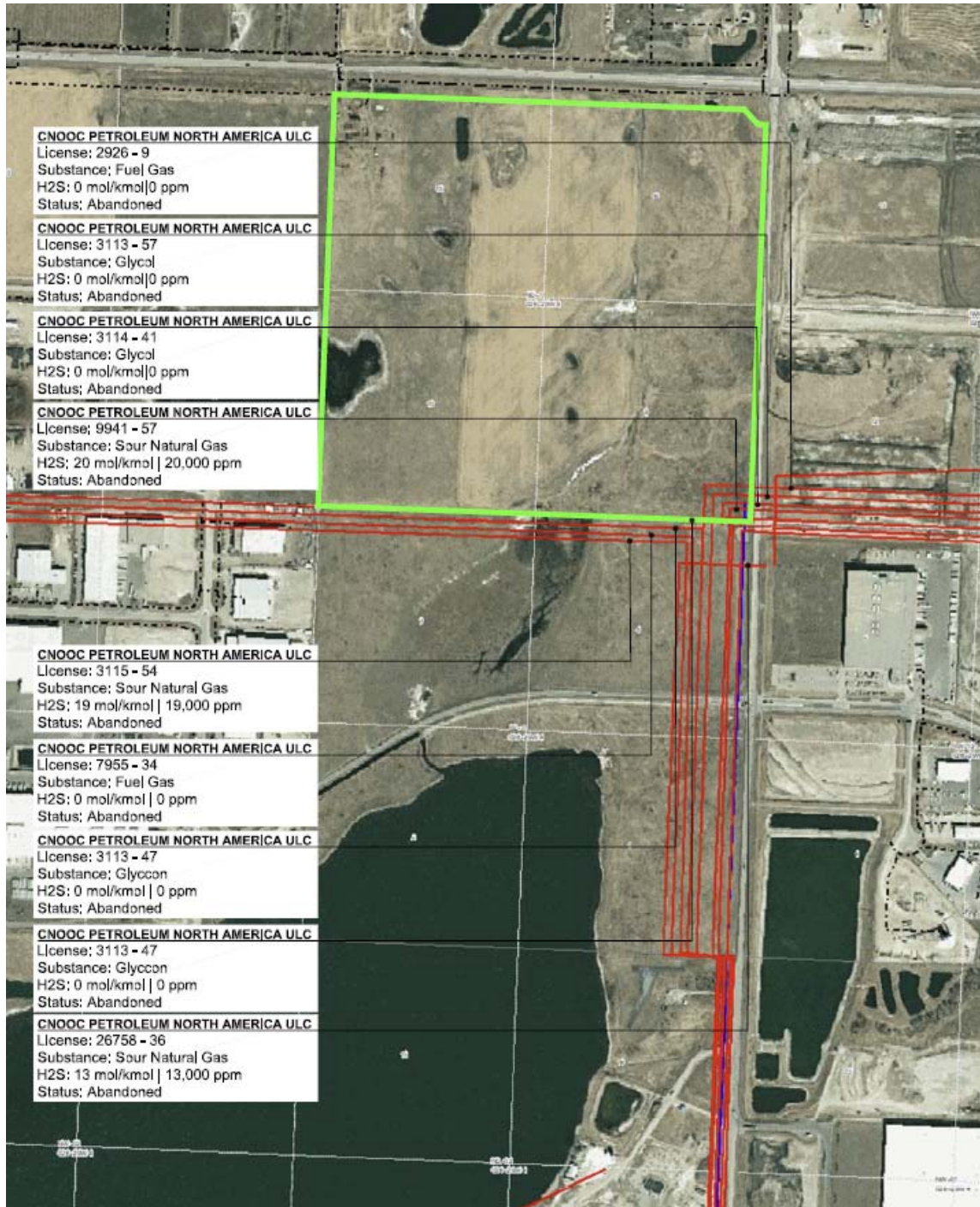


Figure 8 – Existing Pipelines

Source: AbaData 2.0

URL: <https://abadata.ca/AbaData2/Account/LogOn?returnUrl=%2Fabadata2>

Retrieved: November 02, 2022

3.0 ROSEMONT INDUSTRIAL PARK - CELL A CONCEPTUAL SCHEME

The **Rosemont Industrial Park – Cell A Conceptual Scheme** will provide the direction to establish an industrial / logistics campus in East Balzac that utilizes comprehensive design strategies. The development envisioned is similar in scale and scope with the Interlink Logistics Park, also located in the East Balzac region. This Conceptual Scheme proposes industrial zoned parcels that will be accessed by a major east to west oriented four lane undivided arterial urban road. An on-site storm retention pond and lift station are also proposed and will be contained in a public utility lot on the southwest corner of the subject site. This development also extends the regional pedestrian connection in a linear municipal reserve strip parallel to Highway 566.

3.1 Proposed Development Concept

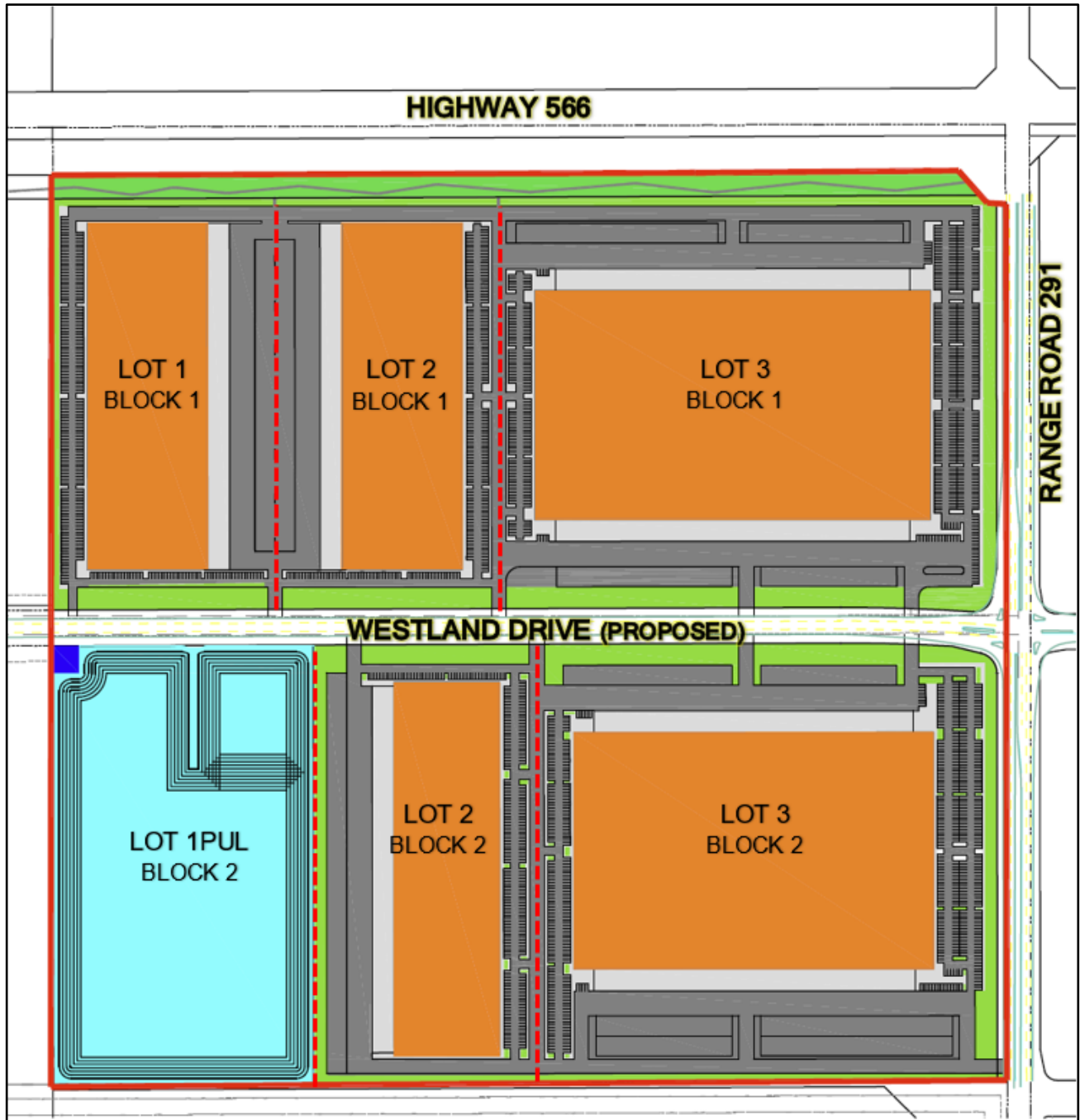
An anticipated conceptual building layout, road design, and stormwater retention infrastructure are shown on **Figure 9**. This Conceptual Scheme supports the desired development potential outlined in the Balzac East Area Structure Plan (BEASP).

“SDA5 is considered to be suitable for industrial and business uses requiring larger lots and a reduced level of municipal services. However, all developments will be required to connect to Municipal Water and Sanitary Systems or enter into a Deferred Services Agreement if these are not immediately available. (BEASP, 2000)

It is important to note that the building and parking configurations shown in this plan are conceptual in nature. 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 initial subdivision will create the 20-acre Public Utility Lot to accommodate the storm retention pond in the southwest corner and a 30m road right of way for the Westland Drive extension. Both will be dedicated to the County. Final lot configurations will be determined at subsequent subdivision stages and alterations may occur without amendments 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 and Westland Drive Extension, once dedicated to the County.

A land use bylaw amendment application proposing a maximum 55% building site coverage will be 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.



LEGEND

- ROSEMONT INDUSTRIAL – CELL A
- Proposed Buildings
- Proposed Concrete Surface
- Proposed Asphalt Surface
- Proposed Storm Water Pond
- Proposed Storm Lift Station
- Proposed Soft Landscaping

Table 2: Proposed Rosemont Development Breakdown

Use	Area		%
	Ac	Ha	
Buildings/Asphalt/Concrete/Landscaping	120.38	48.72	79
Municipal Road (Westland Drive)	5.97	2.42	4
Storm Pond Facilities / Public Utility Lot	20.00	8.09	13
Road Widening (Range Road 291)	1.44	0.58	1
Municipal Reserves	3.81	1.54	3
Total	151.60	61.35	100

Figure 9: Proposed Development Concept

Proposed 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 9. 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 Rosemont Industrial Conceptual Scheme, the Balzac East Area Structure Plan and the respective Land Use Bylaw designations.*
- Policy 3.1.5** *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 3.1.6** *All uses onsite will require a Development Permit unless exempt from the requirements of the Rocky View County Land Use Bylaw.*
- Policy 3.1.7** *Maximum Building Site Coverage is in accordance with each respective designated land use bylaw, as amended.*

3.2 Proposed Zoning and Public Realm Dedications

As depicted on Figure 6, a large portion of the site is designated *Industrial, Light (I-LHT) District*. The purpose of this district is, “to accommodate a combination of office and industrial activity, including storage and support businesses, where nuisance factors are confined to the site area. Development shall address issues of compatibility and transition with respect to adjacent uses”. The uses in this light industrial district are intended to support smaller to medium scale industrial, retail, and office type activities where most of the activities are contained on site, such as outdoor storage.

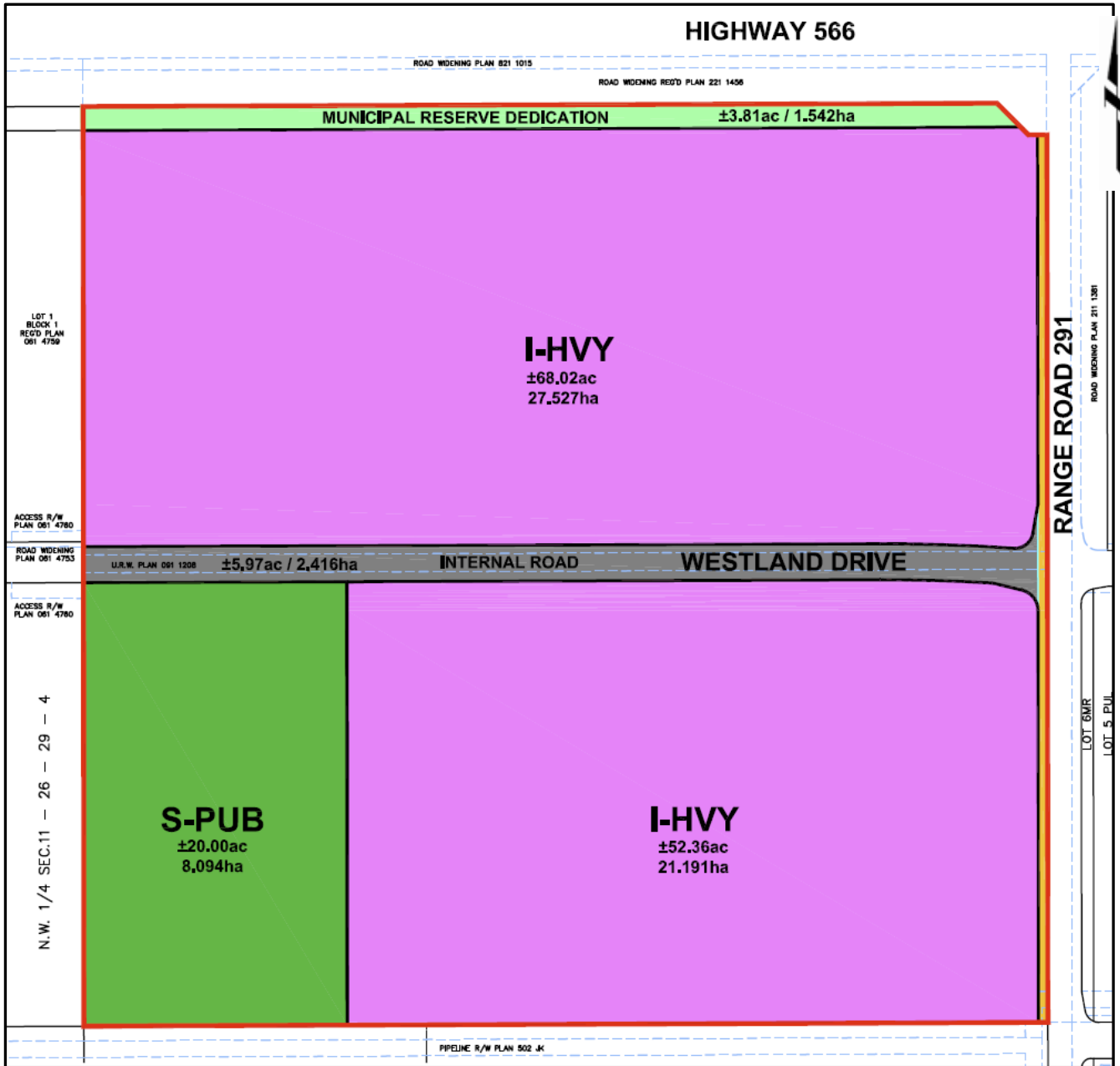
The development proposed in this conceptual scheme is intended to cater to the types of tenants that require more extensive industrial uses such as, cross-dock warehousing, logistic centres, and other similar uses that require larger tracts of land and are near major provincial and municipal transportation corridors. The stated purpose and listed uses under the *Industrial, Heavy (I-HVY) District* are more appropriate for this scale of development and intended uses. Approximately 120.38 acres will be redesignated *I-HVY*.

The existing *Special, Public Service (S-PUB) District* as depicted on **Figure 6**, will be relocated to the southwest corner of the site to accommodate the storm retention pond and will be approximately 20 acres.

The public realm is also enhanced in this Conceptual Scheme through the dedication of Municipal Reserve (MR), the extension and improvement of a substandard local road, and widening of an existing county road. MR will be dedicated as a linear strip adjacent to Highway 566 and will provide a conduit for a section of regional pathway between Range Road 291 and the neighbouring MR strip to the west. Vehicular and pedestrian movement through the site will be provided by a 30m wide, four lane undivided arterial urban road that will connect Range Road 291 and Range Road 292. This proposed municipal road will include upgrades to the existing portion of Westland Drive on the neighbouring site. This ensures the entire length of Westland Drive between the two range roads meet the proposed four lane undivided arterial urban road standard.

A 7.88m linear strip along the east property boundary will be dedicated as road widening. This will widen the section of Range Road 291 along the subject site to 36m. This widened road right of way includes a 4-lane divided carriageway and a 2m sidewalk on the westside of said carriageway. A drainage ditch is proposed on the eastside of the carriageway to mitigate excess stormwater on that side of the road. Road standards and cross-sections will be described in Section 4.0.

The Proposed Zoning Plan depicted on **Figure 10** provides the localized zoning framework to support the **Rosemont Industrial Park – Cell A Conceptual Scheme**. At the regional scale, the proposed zoning plan is appropriate in scale and is compatible with the surrounding land use districts within the context of the greater East Balzac region, as depicted on **Figure 11**.



ROSEMONT INDUSTRIAL PARK - CELL A STATISTICS			
PROPOSED USE OF LAND	ACRES	HECTARES	%
BUILDING SITES	120.38	48.716	79
STORM POND PUBLIC UTILITY LOT	20.00	8.094	13
MUNICIPAL RESERVE	3.81	1.542	3
WESTLAND DRIVE EXTENSION	5.97	2.416	4
RANGE ROAD 291 WIDENING	1.44	0.582	1
TOTAL	151.600	61.350	100

Figure 10: Proposed Zoning Plan

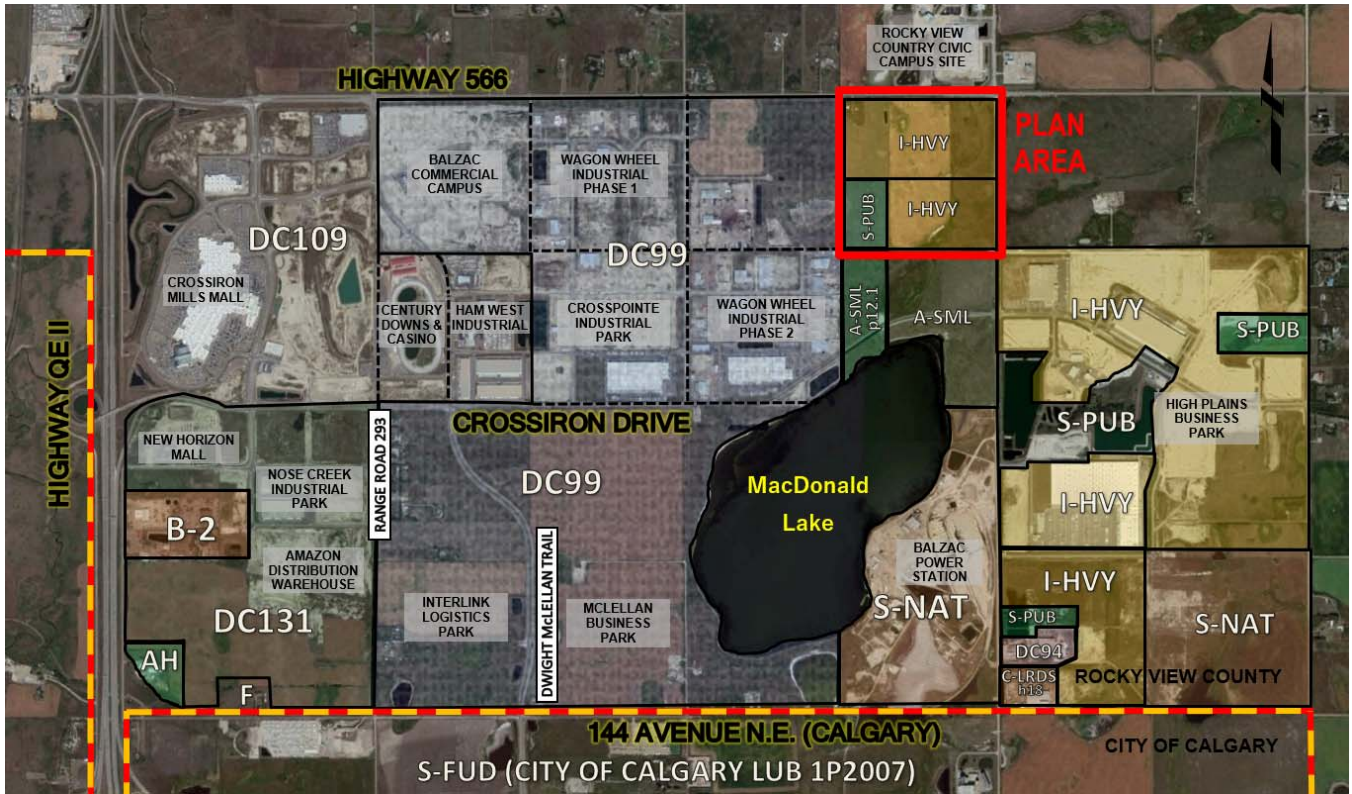


Figure 11: Proposed Zoning Within the Greater East Balzac Region

3.3 Pedestrian Connections and Open Space

A regional pathway along the north boundary of Cell A has been provided within a proposed 20.0m linear municipal reserve parcel. A proposed public sidewalk within the Range Road 291 road right of way, on the east side of Cell A, will provide pedestrian access south toward Crossiron Drive (Township Road 261). Internal pedestrian movement is provided by two separate sidewalks within the future Westland Drive right of way allowing direct access to Range Road 291 and Range Road 292. The proposed public pedestrian routes are depicted on **Figure 12**.

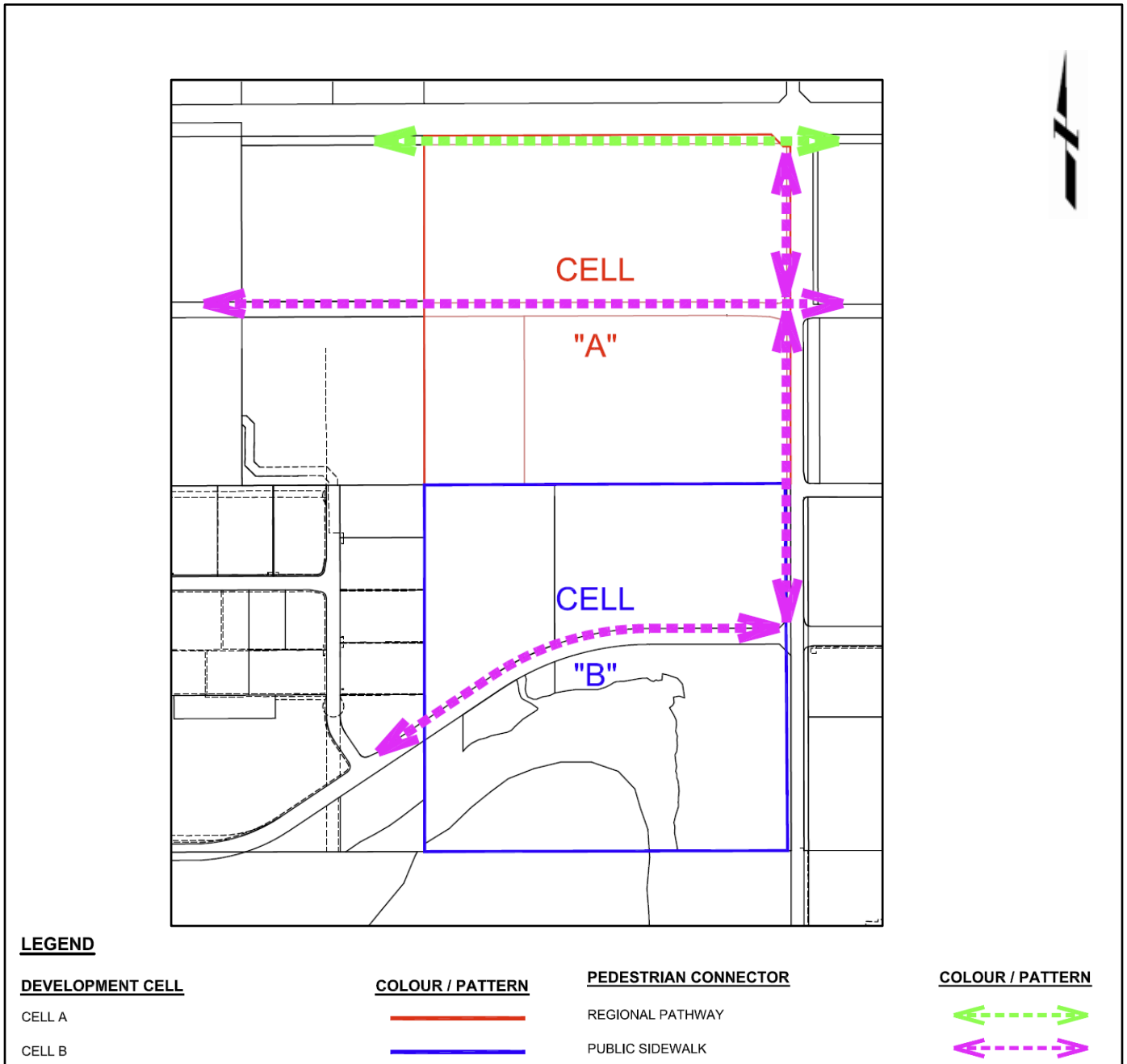


Figure 12- - Pedestrian Connection Network

Proposed Policies

Policy 3.3.1 *Municipal Reserve will be provided in accordance with the provisions of the Municipal Government Act.*

Policy 3.3.2 *Remaining Municipal Reserves may be provided through cash-in-lieu of reserves or through deferred reserves caveats to be registered on title, however the County sees fit.*

An entrance feature will be constructed at the entry points on Westland Drive to signal arrival at the Rosemont Industrial Park. The entrance feature will be located on private land adjacent to Westland Drive. 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.

3.4 Landscaping

Landscaping will follow guidelines outlined in the Balzac East Area Structure Plan and described in Section 7 - Development Guidelines 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.

Trees will be planted in clusters within the rear setback along the north property line to provide a visual buffer to Highway 566. Trees will not be planted within the Public Utility Lot.

Detailed landscaping plans will be submitted at Development Permit stages.

Proposed Policies

Policy 3.4.1 *Landscaping shown in the Conceptual Scheme is conceptual in nature and detailed landscaping plans will be submitted at Development Permit stages.*

3.5 Environmental Reserve (ER)

Development Cell A has been under agricultural cultivation for many decades and is relatively flat; therefore, dedication of Environmental Reserve lands is not anticipated.

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**.

Westland Drive is identified as an “30m undivided Arterial Road 4 Lane – Urban” in the East Balzac Network Review, consequently it will be built in accordance with this specification. The alignment of Westland Drive within the Conceptual Scheme area will continue from the existing road alignment in the adjacent NW1/4. However, as Westland Drive approaches the east boundary line, it will slightly deflect to the south allowing it to align with Lowes Road on the east side of Range Road 291.

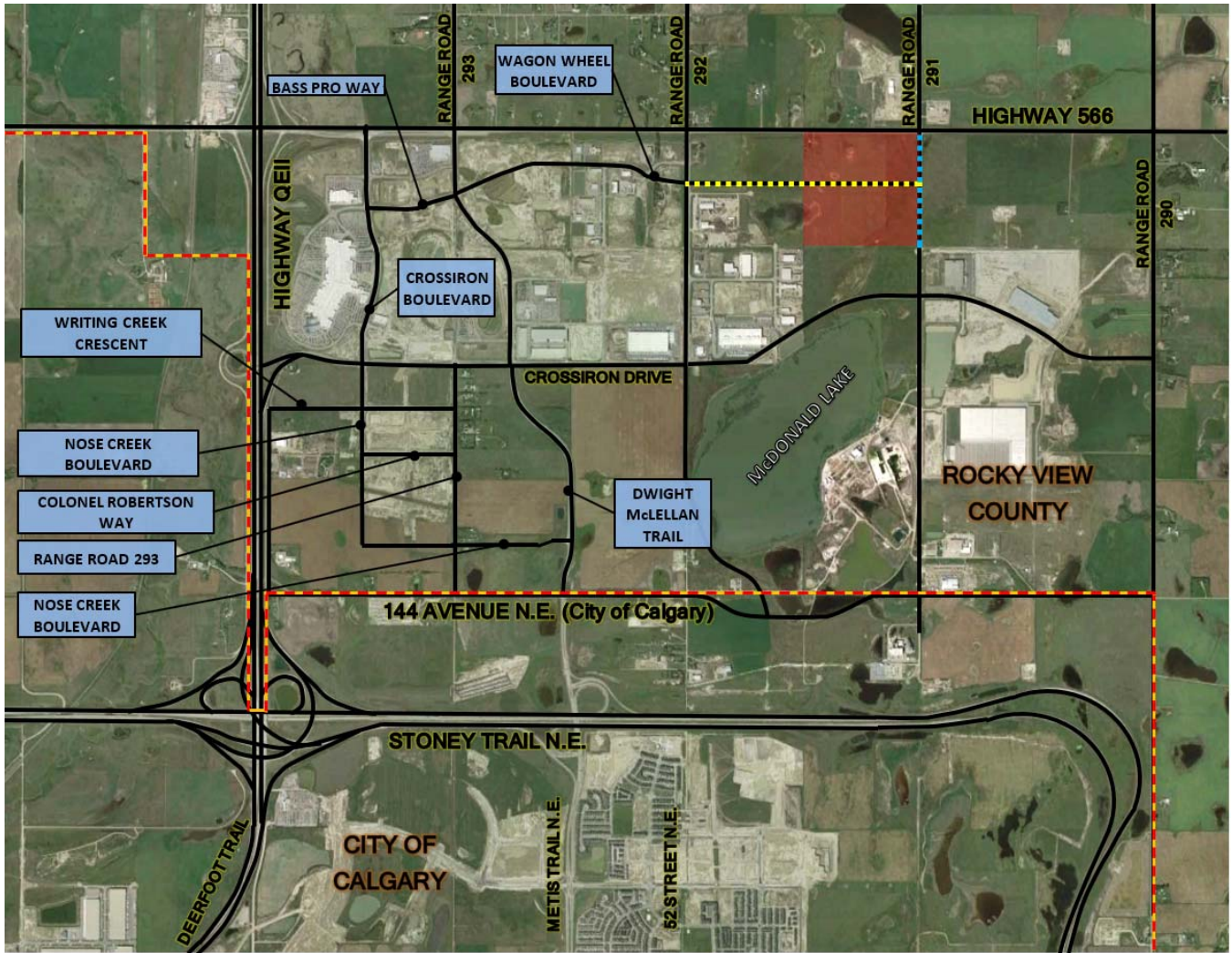
This Regional Arterial Road will eventually connect to Range Road 291 to Range Road 292 when development in Cell A proceeds.

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

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

Cross-sections of all new and upgraded roads required to service future development in the **Rosemont Industrial Park – Cell A Conceptual Scheme** are depicted **Figures 14 to 17**.



LEGEND

MUNICIPAL BOUNDARY

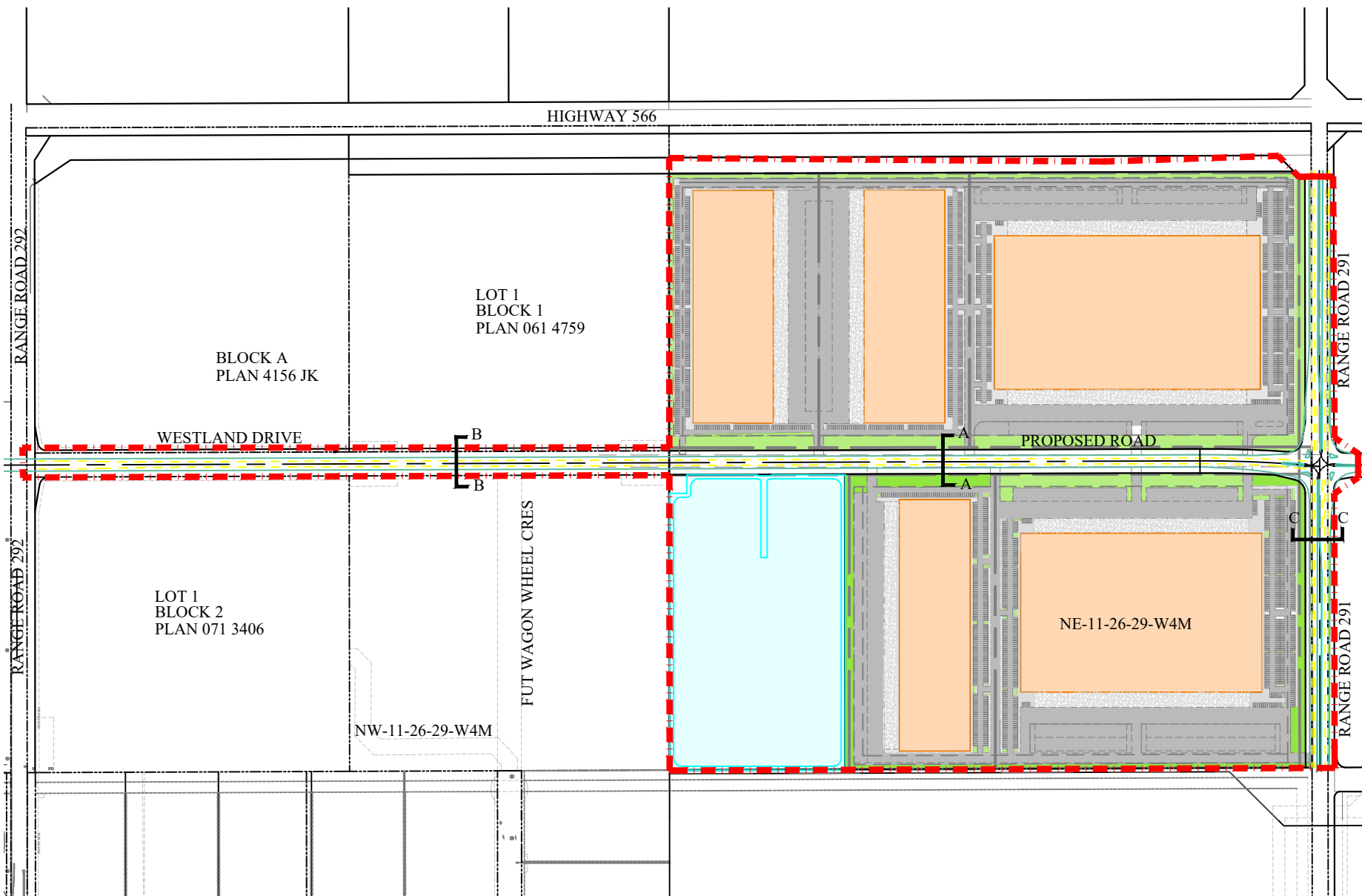
MUNICIPAL ROAD

EXTENT OF IMPROVEMENT ON RANGE ROAD 291

FUTURE EXTENSION WESTLAND DRIVE



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



ROAD CROSS SECTION (FIGURE 1)
 ROAD CROSS SECTION (FIGURE 2)
 ROAD CROSS SECTION (FIGURE 3)

Figure 14: Proposed Local Road Alignment

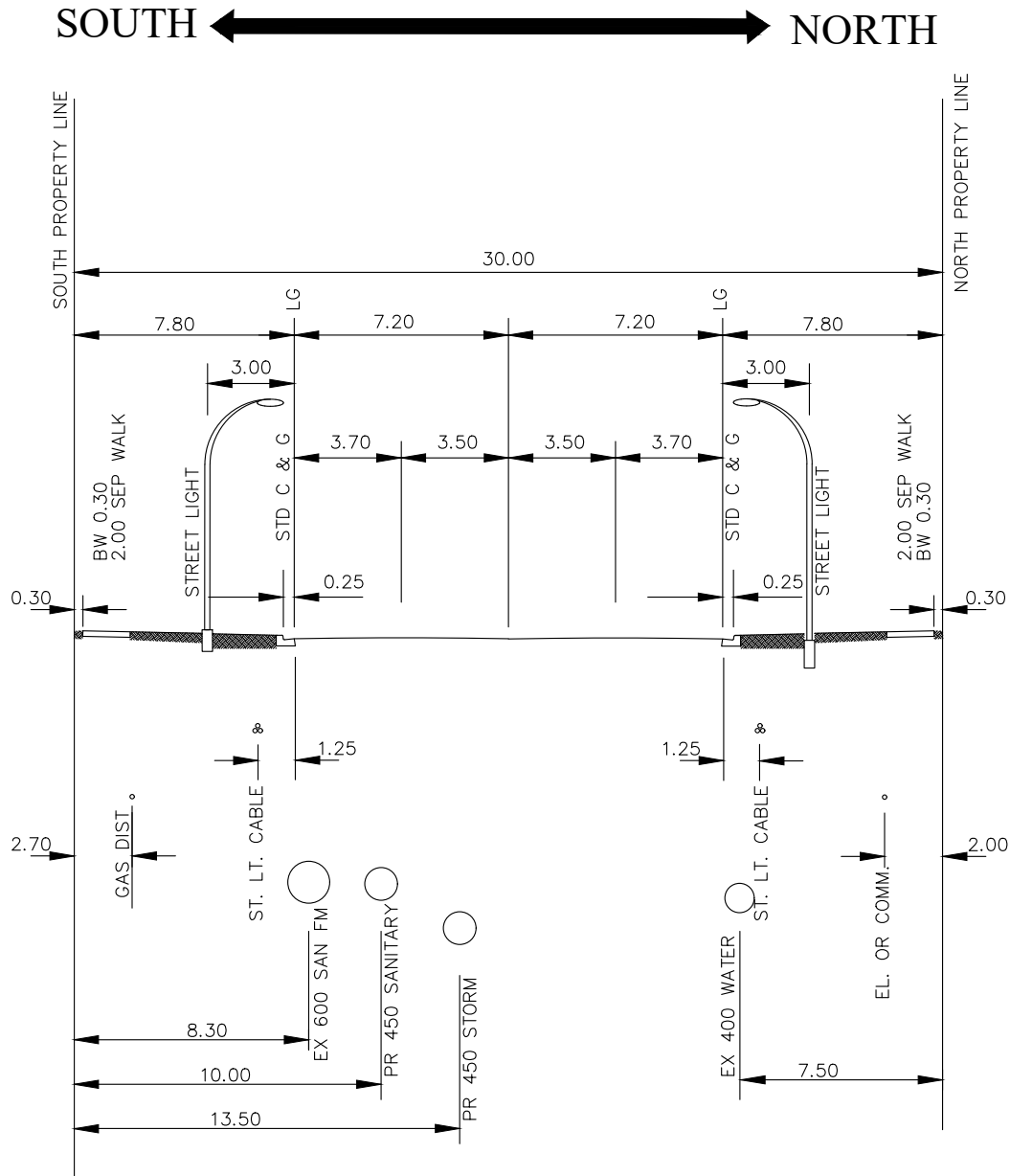


FIG. 02

WESTLAND DR. (ONSITE) ROAD CROSS SECTION

Figure 15: A-A Cross-Section (Onsite Westland Drive)

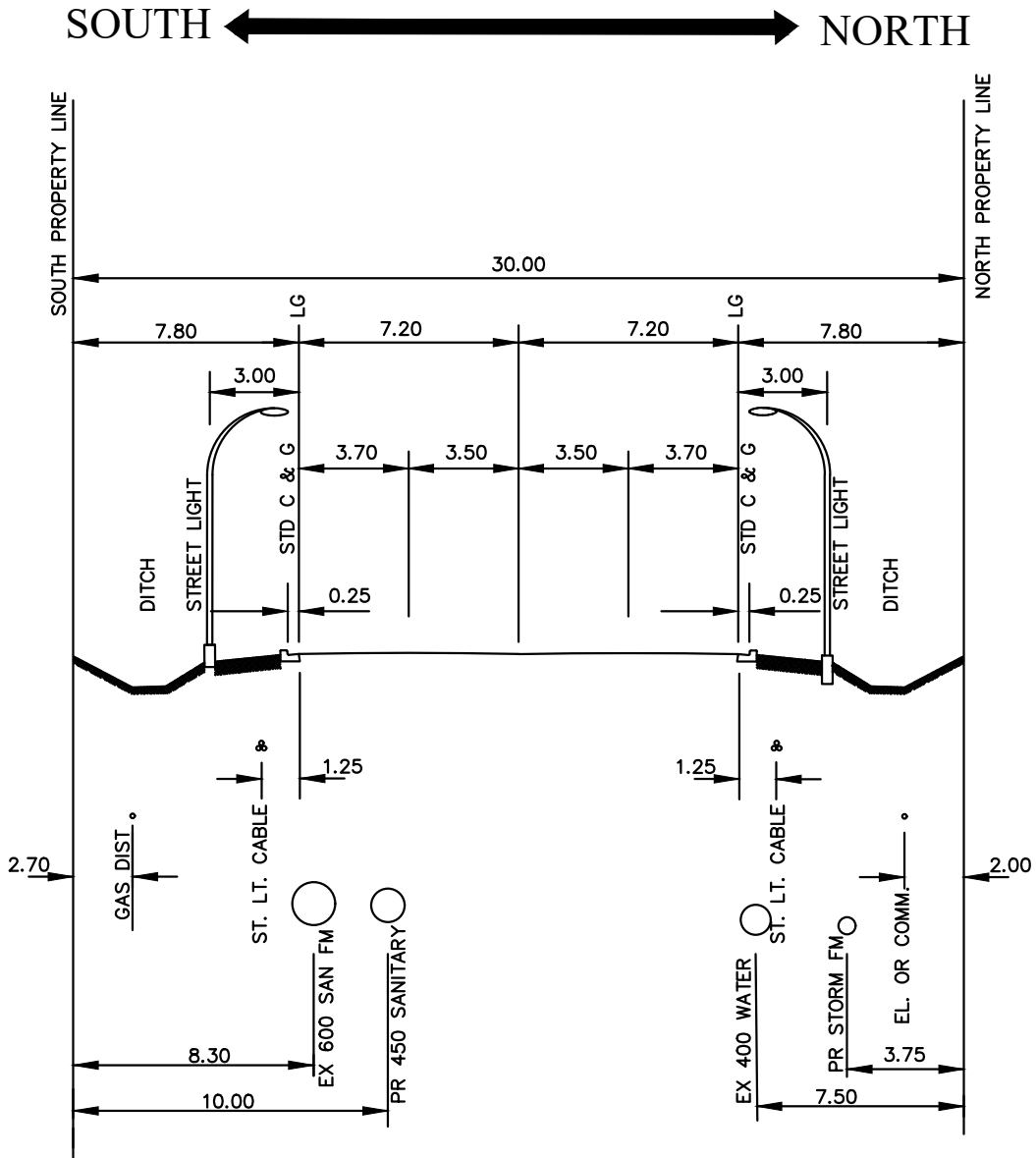


FIG. 03

WESTLAND DR. (OFFSITE) ROAD CROSS SECTION

Figure 16: B-B Cross-Section (Offsite Westland Drive)

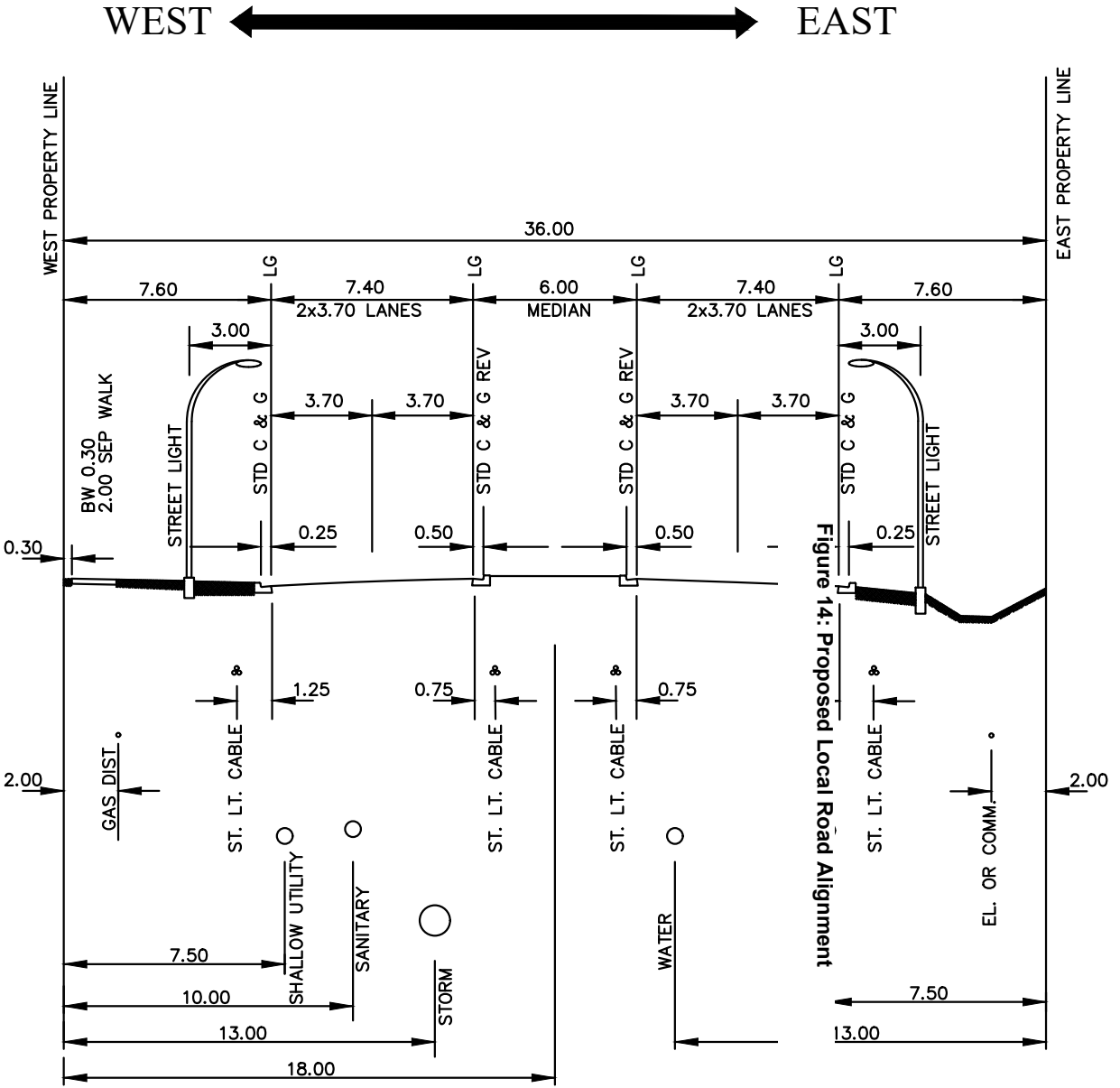


FIG. 01

**RANGE RD 291
ROAD CROSS SECTION**

Figure 17: C-C Cross-Section (Upgraded Range Road 291)

4.2 Transportation Due Diligence Assessment

Bunt & Associates Engineering Ltd. has completed a Transportation Due Diligence Assessment based on the proposed development. The following descriptions have been extracted from the report. (*Bunt and Associates, 2022*)

Background Conditions

Road Classification and Cross-Sections

The following roadways are located or proposed in the vicinity of the site.

- **Highway 566** Rocky View County is currently undertaking a project to twin Highway 566 from Dwight McLellan Trail to Range Road 290. The required dedication is noted above. While the ultimate cross section for Highway 566 is 6 lanes, it is expected that the twinning of Highway 566 will service the expected volumes beyond the 20 year horizon.
- **Range Road 292** Range Road 292 is classified as an Arterial Road. Range Road is constructed to a 4-lane cross section with a median. Range Road 292 is therefore considered to be constructed in its ultimate configuration.
- **Range Road 291** Range Road 291 is also classified as an Arterial Road. However, Range Road 291 is currently constructed to an interim standard.
- **Westland Drive** is proposed to be extended through the site connecting RR 291 to RR 292. It is expected that Westland Drive will be constructed to the industrial standard, reflecting the standard used for Lowes Road to the east of RR 291.
- The existing section of Westland Drive, which connects to RR 292, is constructed to a lower standard. It is expected that RVC will require the full length of Westland Drive from RR 291 to RR 292 will need to be constructed to the Industrial Street standard. This is an approximate length of 1.6 km.

Road Alignment and Access Points

The following intersections are located or proposed in the vicinity of the site.

- **Highway 566 / Range Road 291** is being upgraded as part of the Highway Twinning project. Consequently, it is not expected that any improvements to this intersection will be required as a result of the development of these lands.
- **Range Road 291 / Westland Drive / Lowes Road** is currently a Tee-Intersection with west bound stop control. With the addition of the Westland Drive leg and the traffic from the subject lands, it is expected that this intersection will need to be signalized with the development of these roads.

- **Range Road 291 / High Plains Drive / South Access** is currently a Tee-Intersection with west bound stop-control. If a south access is sought, it is expected that this intersection will operate as a two way stop-controlled intersection in the east-west direction.
- **Range Road 292 / Westland Drive / Wagon Wheel Boulevard** is currently a Tee-Intersection with west bound stop control. It is expected that this intersection will continue to operate as a stop-controlled intersection until such time as the lands to the west side of RR 292 develop and Wagon Wheel Boulevard is connected to RR 292. At that time, it is expected that this intersection will become signalized.

Proposed Policies

- Policy 4.2.1** *All roads will be built according to urban cross sections with concrete curbs and gutters.*
- Policy 4.2.2** *The specific alignment of the roadway is expected to be finalized by the developer at the Subdivision/Development Permit stage.*
- Policy 4.2.3** *Complete road systems shall be constructed by the developer to the satisfaction of Rocky View County.*
- Policy 4.2.4** *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 4.2.5** *The locations of lot access points shall be required as a condition of Development Permit stages.*
- Policy 4.2.6** *The road and access points in the **Rosemont Industrial Park – Cell A Conceptual Scheme** 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 4.2.7** *Direct access from the lot may be permitted onto Range Road 291, in accordance with the recommendations of the TIA and subject to County approval.*
- Policy 4.2.8** *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 18**.

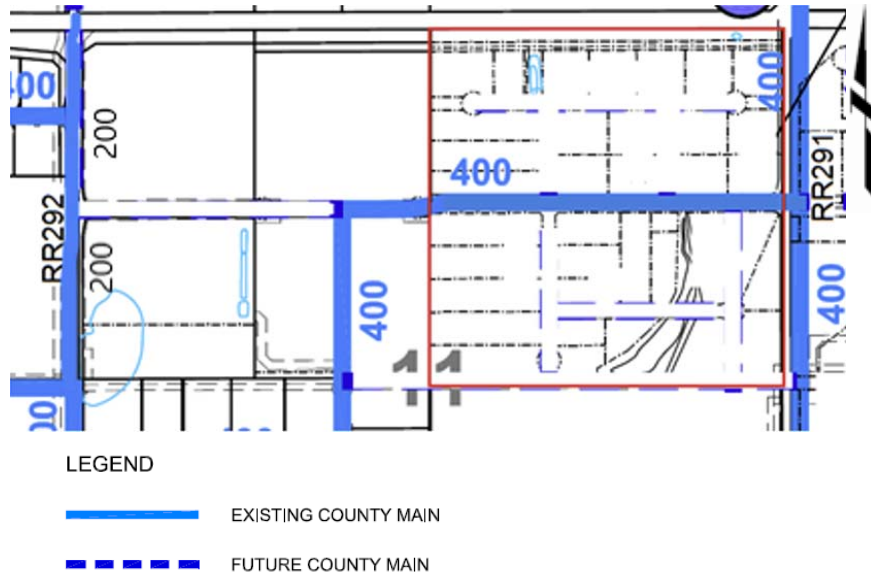


Figure 18: Water Mains, Balzac Master Potable Water Plan Update - (MPE Engineering Ltd. 2014, Adapted by KBES Ltd.)

5.2 Water Servicing Plan

The MPE water distribution shown in **Figure 18** shows that a 400mm main exists through the site, and along the Westland Drive alignment connecting to the existing water 400 PVC main in Range Road 291, extending northward. Water connections shall be made from this main, and appropriate hydrant shall be installed. Rocky View County has constructed a water treatment plan and reservoir (East Balzac Water Plant and Reservoir. This is located 1.4 kilometres north of Highway 566 off Range Road 293, to expand the existing treated water reservoir to meet supply and fire suppression demands. Refer to **Figure 19** for water design details.

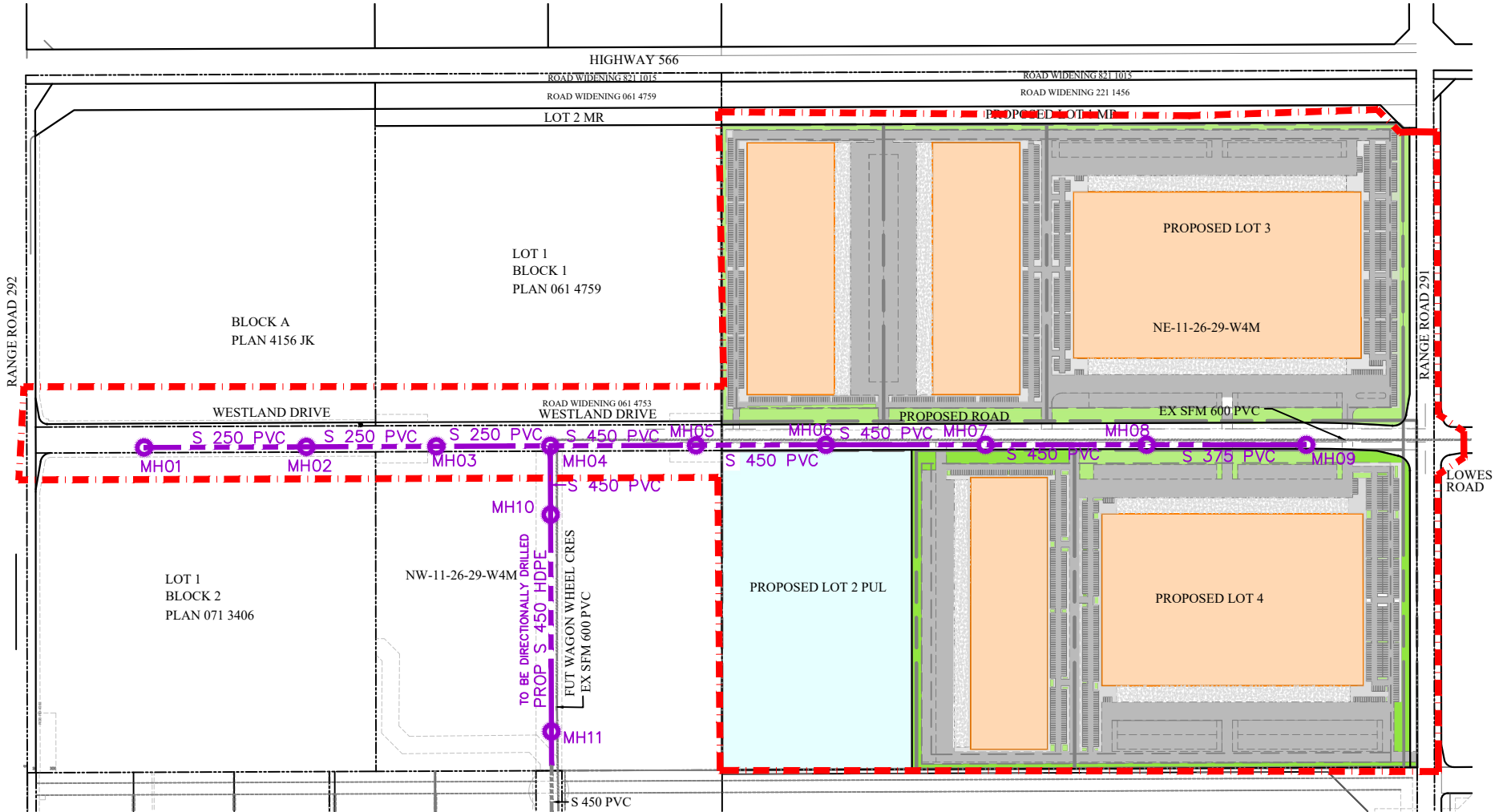
To support County policy, water conservation is an important component of all future development within the Rosemont Industrial Park Conceptual Scheme. All development will be required to implement water conservation methods, both in facility and overall site development.

Water conservation will be implemented within the Plan Area by promoting the use of architectural controls specifying installation of low flow plumbing fixtures, where applicable.




The expected water demand will be estimated at Subdivision stage.

Proposed Policies

- Policy 5.2.1** *Water shall be supplied by a County potable water system to the satisfaction of Rocky View County and in accordance with the Province of Alberta’s Water Act.*
- Policy 5.2.2** *The Developer shall obtain all necessary County and Provincial approvals for potable water supply for commercial and industrial purposes.*
- 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** *Confirmation of potable water servicing to the Conceptual Scheme area from the East Rocky View Regional Water Network water transmission main will be provided prior to each stage of subdivision. 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 5.2.5** *Development of the Conceptual Scheme Plan Area will be required to meet or exceed the water conservation policies of Rocky View County.*
- Policy 5.2.6** *At the Development Permit stage each development shall be required to submit its plans or items for water conservation within the site.*
- Policy 5.2.7** *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 5.2.8** *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 5.2.9** *The County’s Infrastructure Cost Recovery Policy shall apply to applicable potable water infrastructure improvements.*



LEGEND:

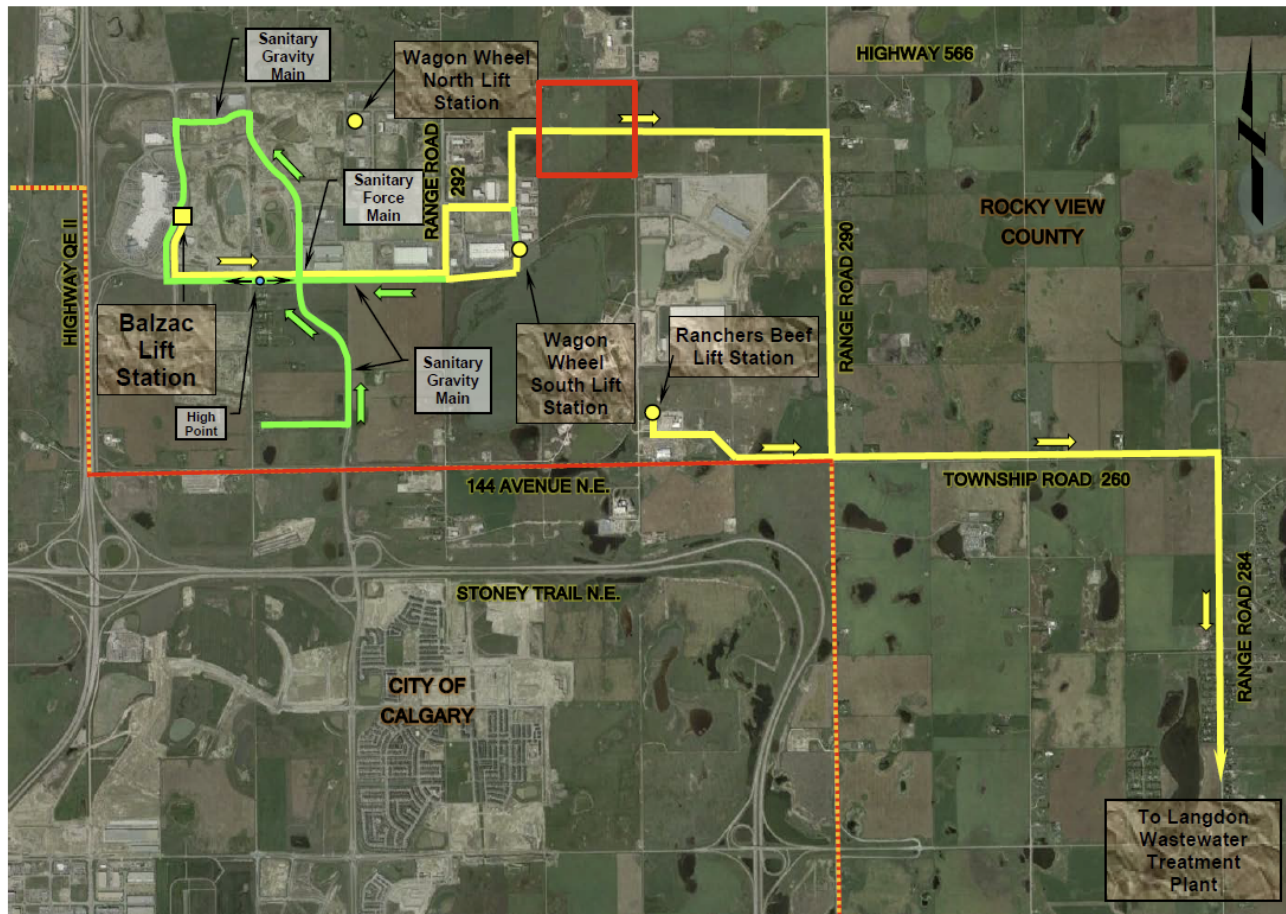
-  PROPOSED WASTEWATER LINES
-  CONSTRUCTION BOUNDARY
-  EXSITING WASTEWATER LINES

PRELIMINARY WASTEWATER DESIGN

Figure 19: Proposed Water Network Layout

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 20**. A 600mm sanitary force main exists under the proposed Westland Drive extension, and continues into NW-11-26-29-4, and then continues south through the Utility Right-of-way Plan 091 1208 and continues through Wagon Wheel Road westward.



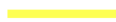


LEGEND	
	SANITARY FORCE MAIN
	GRAVITY MAIN
	MUNICIPAL BOUNDARY

Figure 20 – East Rocky View Wastewater System

5.4 Wastewater Servicing Plan

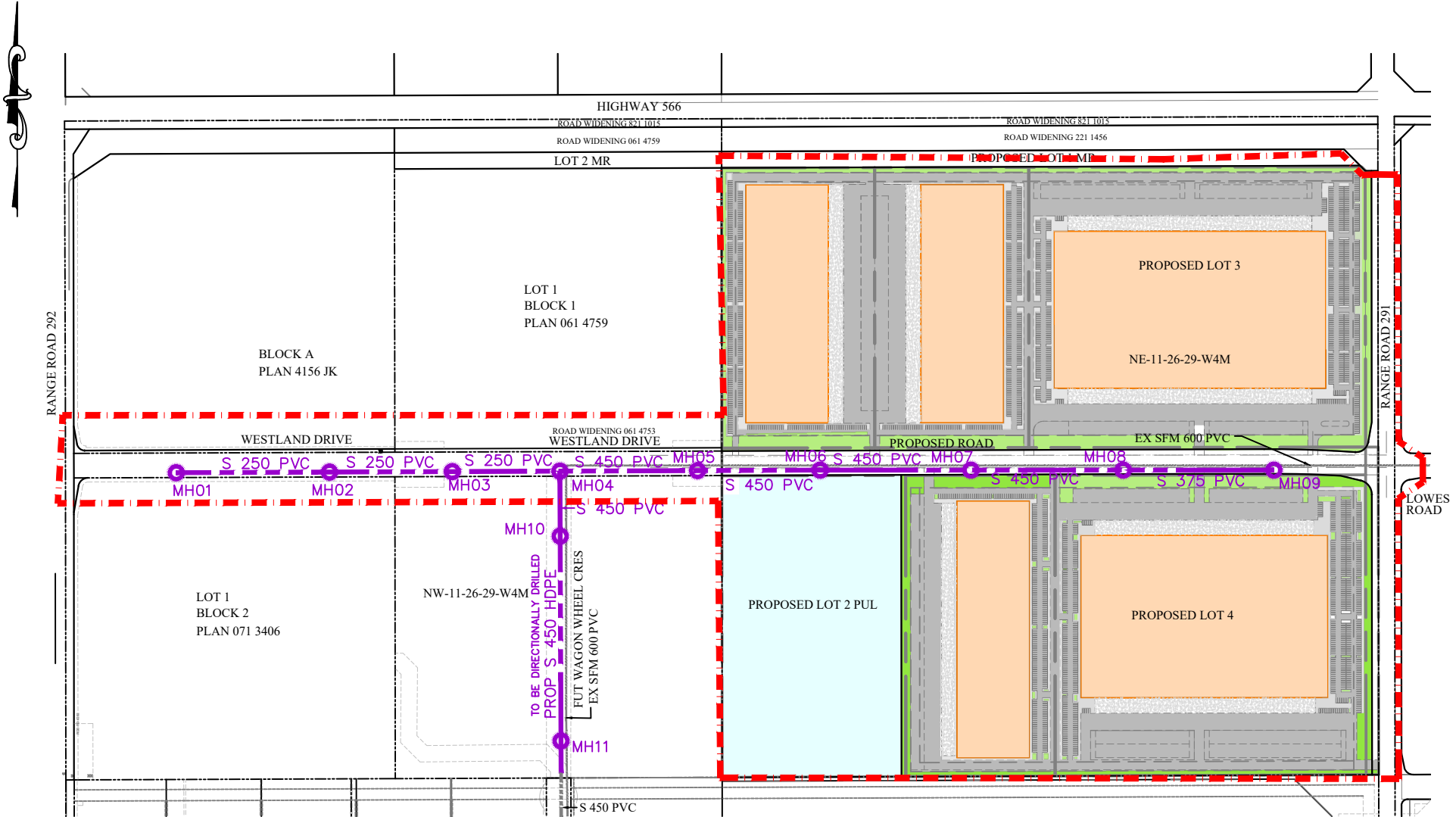
The system proposed sanitary gravity system consists of 250~450 PVC sanitary pipes. The system extends through the proposed road, westward through Westland Drive, which is also to be constructed. This system will then extend south, as a 450 HDPE, to connect to the 450 PVC sanitary in Wagon Wheel Crescent, flowing back to the existing Lift station 1 in Balzac.

A schematic for a wastewater collection system servicing the Plan area at full build is shown in **Figure 21**. The system will be constructed in accordance with Rocky View County's Servicing Standards and Alberta Environment Guidelines.

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

Proposed Policies

- Policy 5.4.1** *The Conceptual Scheme Area will be serviced by the East Rocky View Regional Wastewater Transmission Main.*
- Policy 5.4.2** *Sanitary wastewater systems shall be designed in accordance with the applicable municipal, provincial, and federal standards and shall be provided to the satisfaction of Rocky View County.*
- Policy 5.4.3** *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 5.4.4** *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 5.4.5** *As a component of any subdivision or development application, the Applicant will provide information regarding the opportunity to recycle their wastewater for re-use in other adjacent industrial processes to the satisfaction of the County.*
- Policy 5.4.6** *The County's Infrastructure Cost Recovery Policy shall apply to applicable wastewater infrastructure improvements.*
- 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
- CONSTRUCTION BOUNDARY
- EXSITING WASTEWATER LINES

PRELIMINARY WASTEWATER DESIGN

Figure 21: Proposed Sanitary Wastewater Network Layout

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 main design objective for Stormwater within the site is to retain all post-development stormwater runoff within the development area such that direct discharge from the proposed stormwater storage facilities will not alter substantial water level changes in downstream McDonald Lake. The design will ensure that a peak discharge rate will not be exceeded that of pre-development flows.

The parcel will drain onto the Westland Drive Road, and into the storm system, eventually draining into the proposed pond. The system proposed storm gravity system consists of 750~1500 CON pipes. Developer shall also locate and support a site for a regional lift station to handle the flows from the property plus additional capacity to accommodate flows for adjacent developments. (**Figure 22** – Preliminary Storm Water Design).

A force main would send the stormwater from the lift station back to the "clean line" north of Pond 5 on Crosspointe Road. During off-peak season, stormwater from Cell A may be discharged into Pond 5, and water levels for this pond shall be measured and monitored. The lift station would employ sensors in the downstream line to measure these water levels, thus only pumping when the line is off peak. Purple water may be introduced, and pond water irrigation is proposed to reduce annual water release volume.

Post development flow rates for storm water shall be compatible with targets established for the Nose Creek Watershed.

Low Impact Development Solutions (LID)

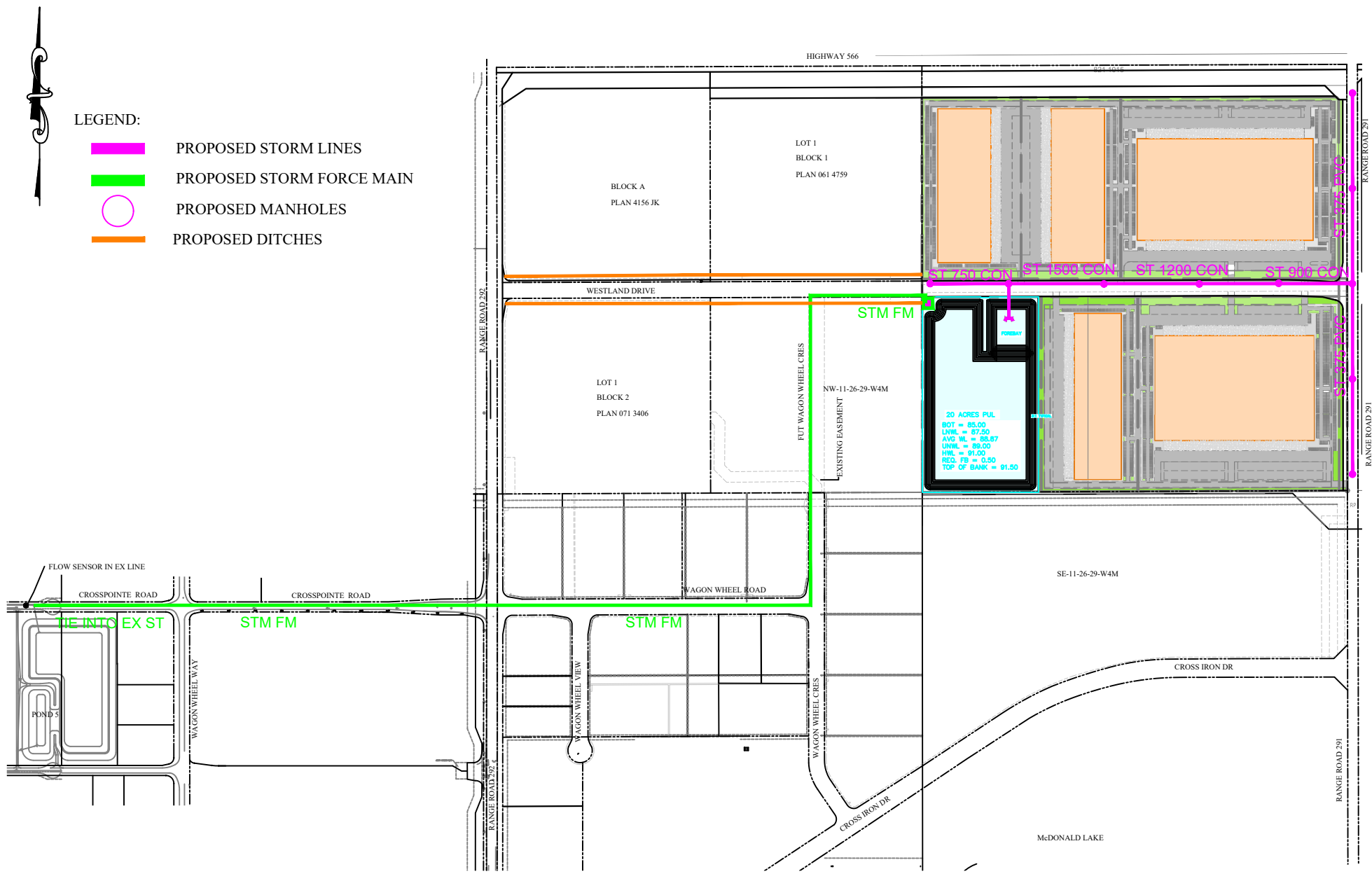
Due to the regulations surrounding storm water runoff, the developer may implement on-site LID solutions at Development Permit stage. LID solutions also provide superior pollutant removal since the typical contaminants found in storm water runoff are removed through the biological process within the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

Proposed Policies

- Policy 5.5.1** *All stormwater 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** *An updated Stormwater Management Plan will be required in support of each phase of subdivision to the satisfaction of the County.*
- 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 Stormwater infrastructure shall be maintained and operated by the County. Any discharge of Stormwater into McDonald Lake shall have all necessary County and Provincial approvals.*
- 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.*



PRELIMINARY STORM WATER DESIGN

Figure 22: Preliminary Storm Water Network Layout

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.

Proposed 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 nighttime 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.

Proposed 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.

Proposed 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

Proposed 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.

Proposed 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 Westland Drive and Range Road 291. 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)

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 61.350 hectares (151.60 acres) and it is expected that Phase 1 will include Westland Drive and the public utility lot. Subdivision and Development phasing is expected to proceed within the Plan area in accordance with **Figure 23: Proposed Development Phasing**. The phasing plan is based on logical extensions of infrastructure and anticipated market demand. Notwithstanding, subsequent subdivision and development within Phase 2 may proceed in no particular sequence and 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.

Proposed 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 *Subsequent subdivision and development within the Phase 2 boundary may proceed in no particular order depending on market demand for buildings or availability of servicing and road infrastructure.*



CONCEPTUAL SCHEME BOUNDARY



PHASE 1



PHASE 2



Note: Subdivision and development within Phase 2 will occur in no particular order, but will proceed in a manner that is based on market demand and feasibility.

Figure 23: Proposed Development Phasing Plan

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.

Proposed 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 (I-HVY)

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 A:	55%

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.
- 7.2.2 Reduce building massing by incorporating different materials, textures or colours, or off-setting portions of the building.
- 7.2.3 Ensure the facades and roofs of buildings visible from Highway 566, Range Road 291 and Westland Drive incorporate the following:
- 7.2.3.i. 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.
- 7.2.3.ii. Roofs should have one of the following features: parapets concealing flat roofs and/or mechanical equipment, or overhanging eaves extending past the support wall.

7.3 Fencing and Screening

- 7.3.1 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.
- 7.3.2 Fencing in front yards should be limited to decorative use only and should not visually obstruct the building.
- 7.3.3 Fencing should be well-constructed and easily maintained.

7.4 Landscaping

- 7.4.1 Landscaping shall be in accordance with the applicable provisions of the Balzac East Area Structure Plan.
- 7.4.2 Landscaping shall be required in rear or side yards visible from Highway 566, and Range Road 291.
- 7.4.3 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.
- 7.4.4 Landscaping materials with high water requirements may be utilized in areas where storm water is being used for irrigation.
- 7.4.5 Landscaping will primarily be limited to private property and will utilize native and indigenous plant materials.

7.5 Parking and Storage Areas

- 7.5.1 Parking areas will be broken up with soft and/or hard landscaping.
- 7.5.2 Storm water management, snow storage and pedestrian and vehicular circulation will be considered in the design of parking areas.
- 7.5.3 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.
- 7.5.4 At future Development Permit stage a parking study may be required.

7.6 Signage and Lighting

- 7.6.1 Signage shall be coordinated throughout the development wherever possible, along streets or site entrances, buildings, and wayfinding.
- 7.6.2 Signage shall be simple, clear, consistent and informative wayfinding for all modes of transportation.
- 7.6.3 Signage should be constructed of permanent, high quality material.
- 7.6.4 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.
- 7.6.5 Signage shall be subject to approval as part of the Development Permit to match the design and material of buildings.
- 7.6.6 No signage shall project higher than the roof height of the building to which it is attached.
- 7.6.7 All signage shall comply with the provisions listed under the Business Development section of the County's Land Use Bylaw.
- 7.6.8 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.
- 7.6.9 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.
- 7.6.10 Outdoor lighting shall comply with the provisions listed in the Business Development section of the County's Land Use Bylaw.
- 7.6.11 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.

7.7 Garbage Storage

- 7.7.1 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

On **Month/Day/Year**, Rocky View County initiated the required Public Consultation requirement by mailing a notice to landowners within a ¼ mile radius of the Subject Site, of the intent to amend the conceptual scheme and corresponding Land Use Amendment application.

As of the release of this amendment to the Conceptual Scheme, no landowners provided a response.