



STONEY NORTH LOGISTICS CENTRE CONCEPTUAL SCHEME

SUBMITTED BY:

KELLAM BERG ENGINEERING & SURVEYS LTD,

November 2016

REVISED BY:

THE CANADA LIFE ASSURANCE COMPANY C/O OF GWL REALTY ADVISORS INC.

March 2023

URBAN
SYSTEMS

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



TABLE OF CONTENTS

1	Introduction	5
1.1	Vision	5
1.2	Conceptual Scheme Objectives	6
1.3	Policy and Regulatory Considerations	6
2	The Conceptual Scheme Area	11
2.1	Plan Area Legal Descriptions	11
2.2	Background Studies	12
2.3	Topography and Surface Drainage	12
2.4	Biophysical Impact Assessment	13
2.5	Geotechnical Conditions	14
2.6	Archeological Features	14
2.7	Existing Land Use and Development	14
2.8	Existing Road Network	15
2.9	Pipelines, Well Site and CPR Spur Line	17
2.10	Environmental Site Assessment (ESA)	20
3	Stoney North Logistics Centre	21
3.1	Development Concept	21
3.2	Subdivision and Development	23
3.3	Pedestrian Connections and Open Space	24
4	Transportation Network	27
4.1	East Balzac Network Review	27
4.2	Transportation Impact Assessment	29
4.3	Internal Road Alignments	29
5	Servicing and Utilities	33
5.1	County Water System - East Balzac Transmission Main	33
5.2	Water Infrastructure	34
5.3	East Rocky View Wastewater System	37
5.4	Wastewater Infrastructure	38
5.5	Storm Water Management	41
5.6	Shallow Utilities	45
5.7	Protective Services	46
5.8	Air Contaminants, Odorous and Toxic Matter	46
5.9	Solid Waste Management	47

6	Implementation and Phasing	48
6.1	Plan Amendment	48
6.2	Plan Implementation	48
6.3	Development Phasing	48
6.4	Construction Management Plan	50
7	Development Standards	51
7.1	Minimum/Maximum Regulations (DC-99)	51
7.2	Building Appearance	51
7.3	Gateway Special Guidelines	51
7.4	Fencing and Screening	51
7.5	Landscaping	52
7.6	Parking and Storage Areas	52
7.7	Signage	52
7.8	Lighting	53
7.9	Garbage Storage	53
8	Public Consultation	54
9	Policy Summary (by Section)	55

LIST OF FIGURES

Figure 1 - Location Plan.....	5
Figure 2 - Balzac East Area Structure Plan	8
Figure 3 - Northeast Residual Area Policy Plan.....	10
Figure 4 - Concept Scheme Area	11
Figure 5 - Existing Topography and Surface Drainage.....	12
Figure 6 - Biophysical Inventory	13
Figure 7 - Existing Local Land Use and Development Context.....	14
Figure 8 - Existing East Balzac Transportation Network.....	16
Figure 9 - Existing Petroleum Infrastructure, Railways & Setbacks.....	19
Figure 10 - Proposed Development Concept	22
Figure 11 - Pedestrian Connections and Open Space.....	26
Figure 12 - East Balzac Road Network	28
Figure 13 - Internal Road Network	31
Figure 14 - Water Mains, Balzac Master Potable Water Plan Update	33
Figure 15 - Water System.....	35
Figure 16 - East Rocky View Wastewater System	37
Figure 17 - Wastewater Servicing Plan.....	40
Figure 18 - Storm Water System.....	43
Figure 19 - Development Phasing	49

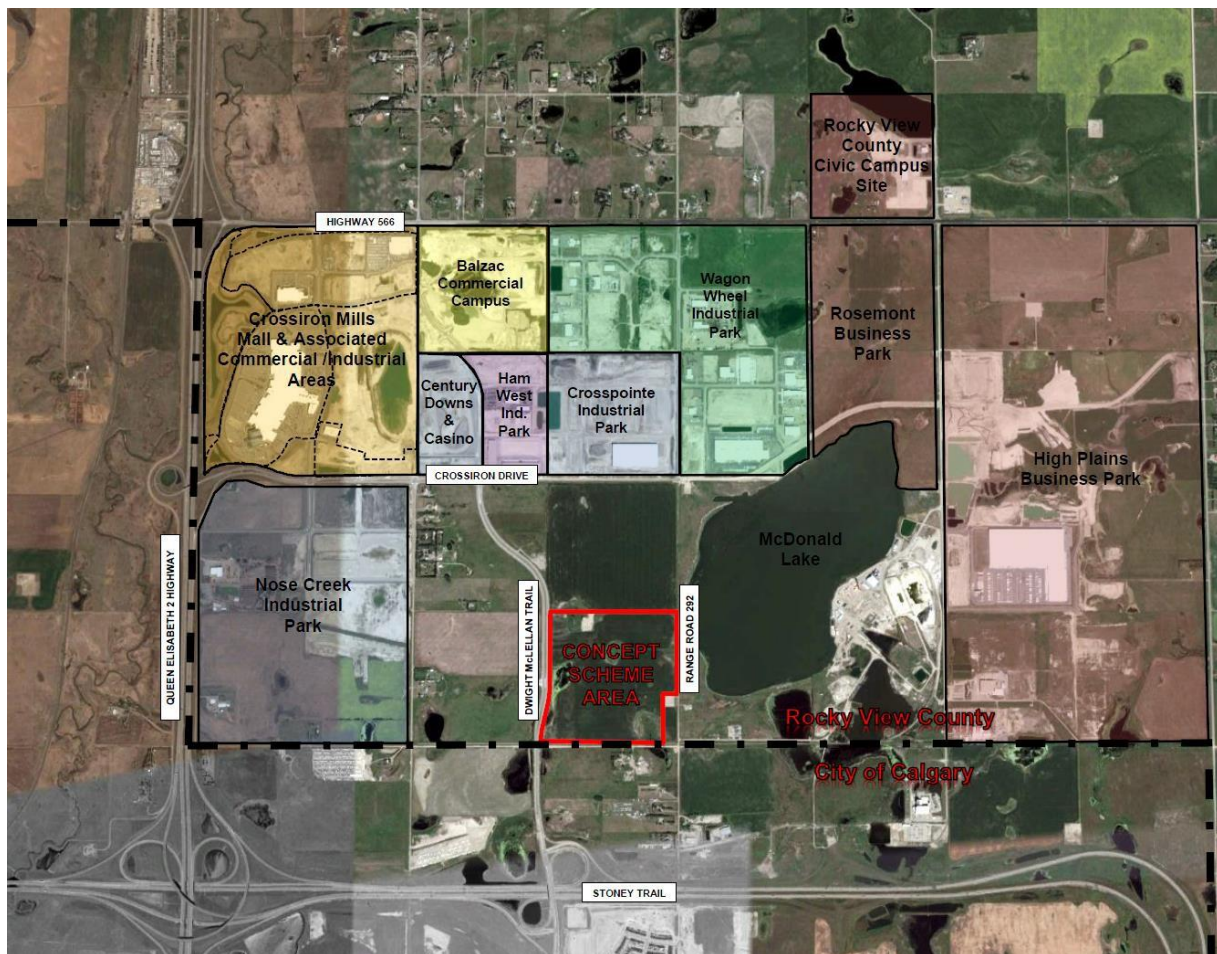
LIST OF TABLES

Table 1 - Proposed Development Concept Statistics	23
Table 2 - Trip Distribution Dwight McLellan Trail	29

1 Introduction

1.1 Vision

As shown in **Figure 1 - Location Plan**, the Conceptual Scheme encompasses ± 59.18 hectares (146.24 acres) and is located adjacent to the northern boundary of the City of Calgary in Rocky View County. The County adopted the Balzac East Area Structure Plan (BEASP) in 2000 in order to facilitate comprehensive business development in the east Balzac area. The project is located in the south east area of the BEASP which is an area identified for increasingly intensive industrial development. The Stoney North Logistics Centre Conceptual Scheme supports intensification of industrial activities in this area of Balzac through the development of an orderly, fully serviced industrial/business campus. The site's location along Dwight McLellan Trail, a major north/south connector road, affords excellent connectivity to the Stoney Trail Ring Road, the QE II Highway and Hwy 566 and the City of Calgary.



Legend:  City of Calgary Boundary

Figure 1 - Location Plan

1.2 Conceptual Scheme Objectives

According to DC-99 “No subdivision of lands within SDA#4 shall be permitted until the County has adopted a Conceptual Scheme for the lands.” The purpose and intent of this District is to provide for the development of the Balzac East Special Development Area #4 Lands for commercial and light industrial uses that do not impact adjacent residential development.

The Stoney North Logistics Centre Conceptual Scheme provides a comprehensive planning framework for subdivision and development of an industrial/commercial business park.

The objectives of the Stoney North Logistics Centre Conceptual Scheme are to:

- Summarize current conditions and studies to determine site constraints and opportunities in order to develop a land use, subdivision 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 and any alterations to the plan undertaken in response to concerns.

1.3 Policy and Regulatory Considerations

The Stoney North Logistics Centre Conceptual Scheme has been prepared in accordance with the following policies, regulations, and guidelines.

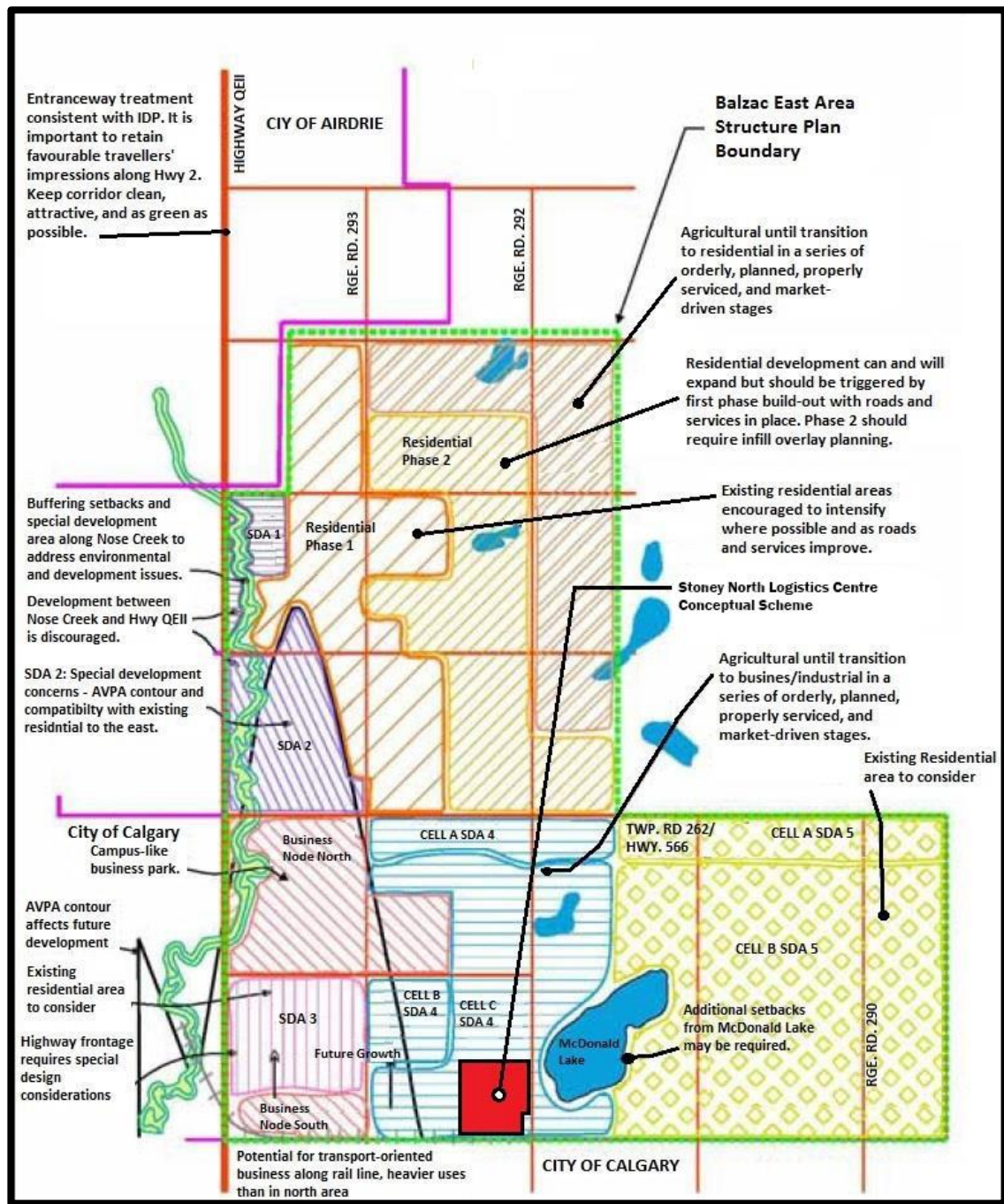
Rocky View County Plan (Municipal Development Plan), 2013

Rocky View’s County Plan contains policies that support the development of a regional business centre in the east Balzac area. The Stoney North Logistics Centre supports the policies outlined in the County Plan as follows by:

- Providing an opportunity for new commercial and 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 BEASP supports the goals outlined in the County Plan by providing a planning and development framework to guide business and commercial growth in an identified regional business area. **Figure 2 – Balzac East Area Structure Plan** shows the location of the Stoney North Logistics Centre Conceptual Scheme in Special Development Area 4 (SDA # 4), and Cell C. Development in the South Business Area requires “on-going co-ordination and dialogue with the City of Calgary in order to achieve a seamless appearance of uses between jurisdictions.” (BEASP, page 21) In addition, since the project area is located in SDA #4, the City of Calgary/Rocky View County Inter-Municipal Development Plan and the Calgary Airport Vicinity Restrictions apply.



PROJECT BALZAC EAST AREA STRUCTURE PLAN ROCKY VIEW COUNTY, T 26 - R 29 - W4M		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)	
DRAWING TITLE Conceptual Vision: "Planning for Transition"		November 2007	Not to Scale
		Figure No.: 2	

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 entranceways into and out of Rocky View County and the City of Calgary. The general planning objective of both municipalities is to ensure 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 plan incorporates guidelines contained in this important City of Calgary document.

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 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 project area is regulated by Direct Control District-99 which limits building height to 20 meters.

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 development of the Balzac East Special Development Area #4 lands for commercial and light industrial uses. The Conceptual Scheme area is located within Cell C of DC-99 and development regulations include: maximum building height, minimum building setbacks, maximum site coverage and minimum landscaping requirements. Land use redesignation is not required for the project area since the proposed commercial and light industrial uses are consistent with DC-99.

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

The purpose of this document is to provide design guidelines that will result in an attractive, cohesive and recognizable built form for business landscapes in Rocky View. The guidelines are divided into three areas based on the design process: 1. site layout includes information to help locate site features such as building placement or road design; 2. site essentials includes a variety of elements on a site such as landscaping; and 3. building design includes guidelines for the orientation of building features.

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 both address avoidance of wetland disturbance. The applicant must make a reasonable case to the Alberta Environment and the County as to why avoidance cannot be fully achieved. If this goal cannot be fully achieved, then the applicant should describe strategies that will be enacted to mitigate any negative impacts on wetlands.

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 project 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. Development anticipated within the Stoney North Logistics Centre is consistent with the type of development which is expected in City's Residual Area Policy Plan.

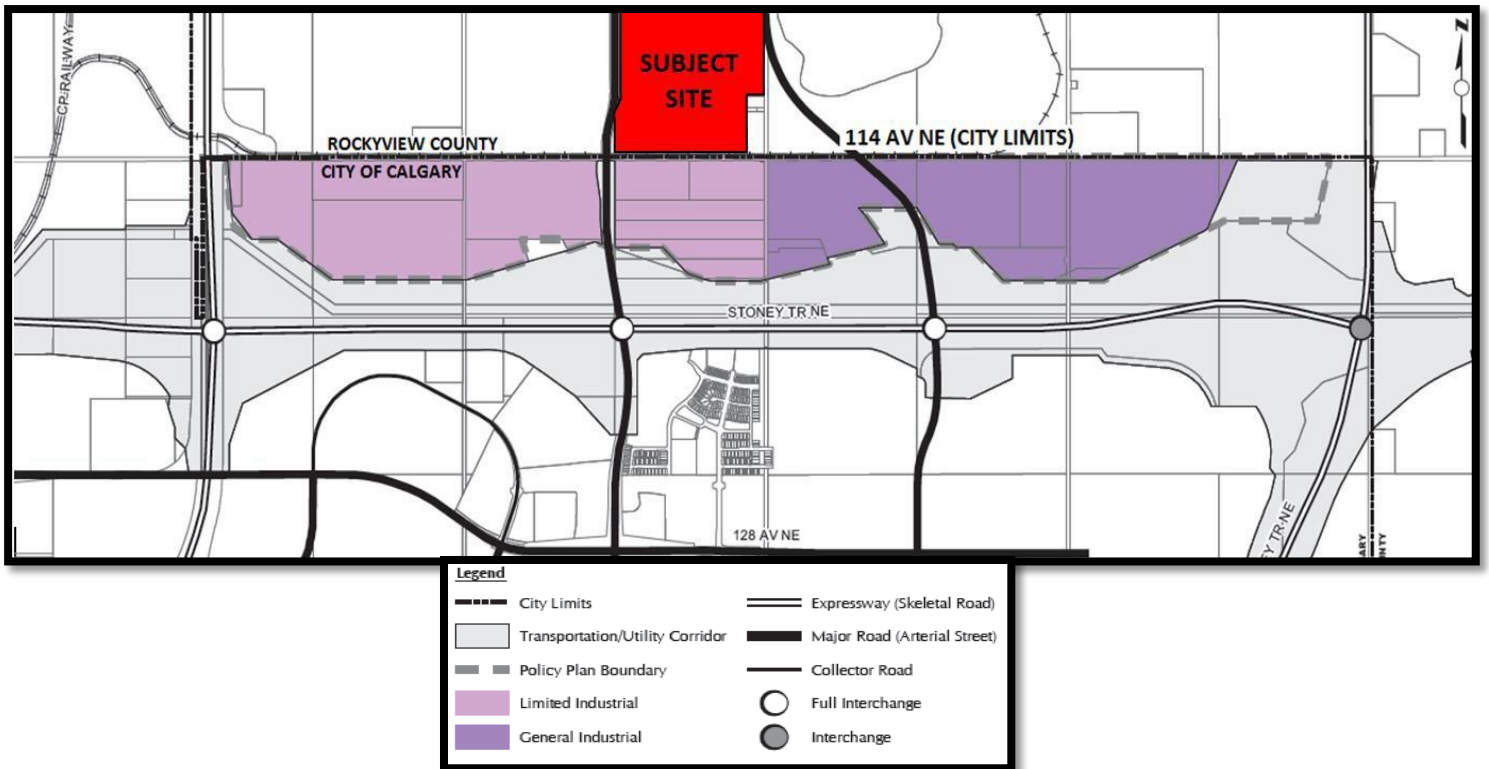


Figure 3 - Northeast Residual Area Policy Plan

City of Calgary Land Use Planning & Policy, 2005, Adapted by KBES Ltd.

2 The Conceptual Scheme Area

2.1 Plan Area Legal Descriptions

As shown in Figure 4 – Concept Scheme Area, The Canada Life Assurance Company C/O GWL Realty Advisors Inc. owns the entire Conceptual Scheme area ± 59.18 hectares (146.24 acres) parcel, legally described as SE ¼, Section 3, Township 26, Range 29, and W4M.



Figure 4 - Concept Scheme Area

Adjacent land owners in the quarter section include Atco Gas which owns a parcel in the SE corner which accommodates a metering station and Canadian Pacific Railway (CPR) which owns a parcel containing a railway spur line running east/west along the south property line.

2.2 Background Studies

The following background studies have been prepared in support of this conceptual scheme and submitted under separate cover: a Phase 1 Environmental Impact Assessment, a Biophysical Impact Assessment, a Preliminary Geotechnical Evaluation, a Transportation Impact Assessment and a Technical Memo - Sanitary Capacity.

In addition, Historical Resources Act approval was granted by Alberta Culture in April, 2016. 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 in **Figure 5- Existing Topography and Surface Drainage**.

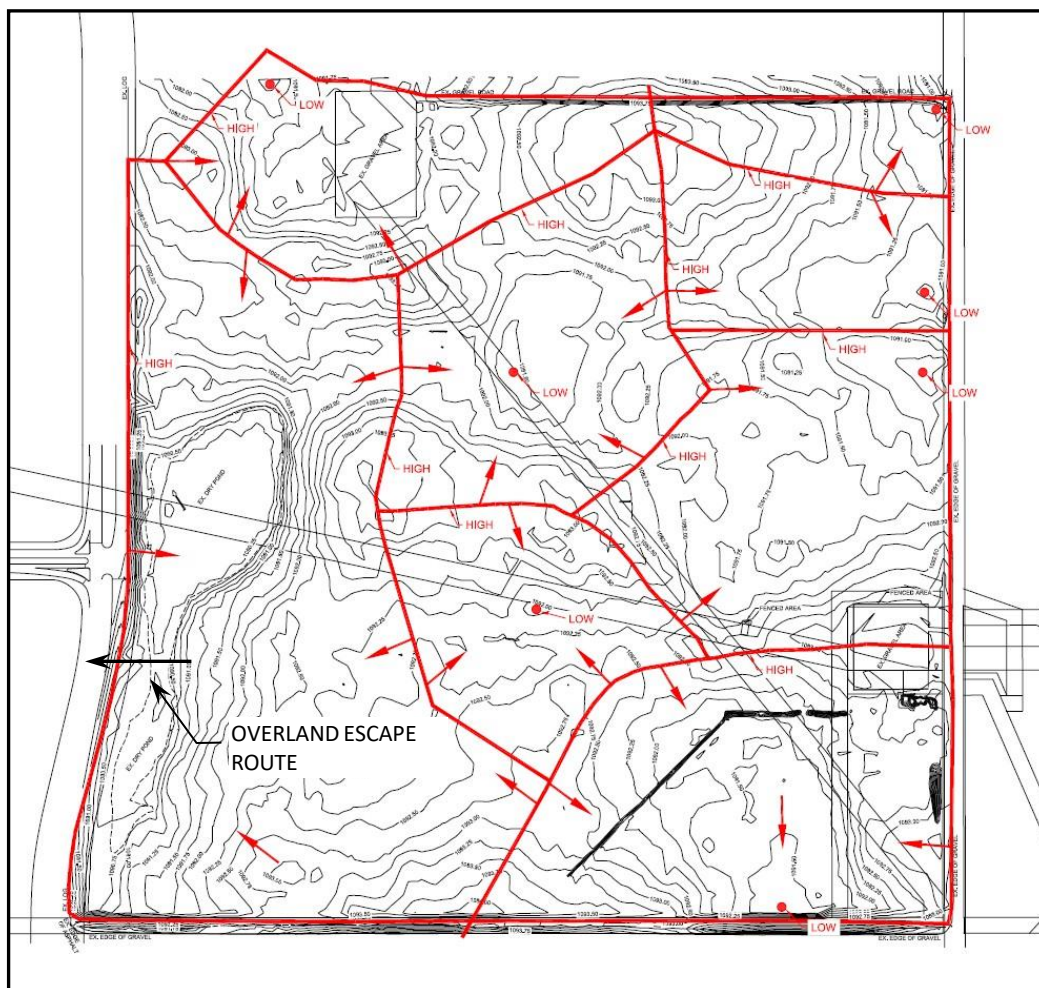


Figure 5 - Existing Topography and Surface Drainage

2.4 Biophysical Impact Assessment

The subject parcel has been under intensive cultivation for decades, including the wetlands, in whole or in part, when conditions are sufficiently dry. Wetlands on the property have been assessed as part of a Biophysical Impact Assessment (BIA) undertaken by Sweetgrass Consultants Ltd. and are shown in **Figure 6 – Biophysical Inventory**.

Six “wetlands” and five “ephemeral water bodies” are present on the site according to the Sweetgrass assessment. Alberta Environment and Parks (AEP) require compensation for any “wetlands” that will be disturbed by development, but not ephemeral water bodies. The wetland assessment identifies five of the six wetlands as “Seasonal” and one as “Temporary”. Since all of the wetlands are Class III or lower, AEP does not require an assessment by the Water Boundaries Unit to determine whether or not the bed and shore will be claimed by the Crown. It is expected that compensation will be paid for all six wetlands, due to grading for storm water drainage and roads. An application will be submitted to AEP to obtain approval under the Water Act to disturb wetlands.

Policy 2.4.1 Any wetland impact shall be addressed at subdivision/development permit stage to the satisfaction of Alberta Environment and Parks and the County.



Figure 6 - Biophysical Inventory

2.5 Geotechnical Conditions

A Preliminary Geotechnical Analysis completed in the spring of 2015 indicated, soils consisting of glacial till overlying bedrock of the Porcupine Hills formation. Glacial till was encountered below topsoil or fill soils. The till consisted of silty clay or silt and generally extending to the bedrock. The soils are capable of supporting roadways and deep utilities as well as suitable support for slabs on grade. Site specific geotechnical evaluations will be required once the location and configuration of projects are known.

Policy 2.5.1 Prior to development 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 1.2m 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 and is included in Appendix B.

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

2.7 Existing Land Use and Development

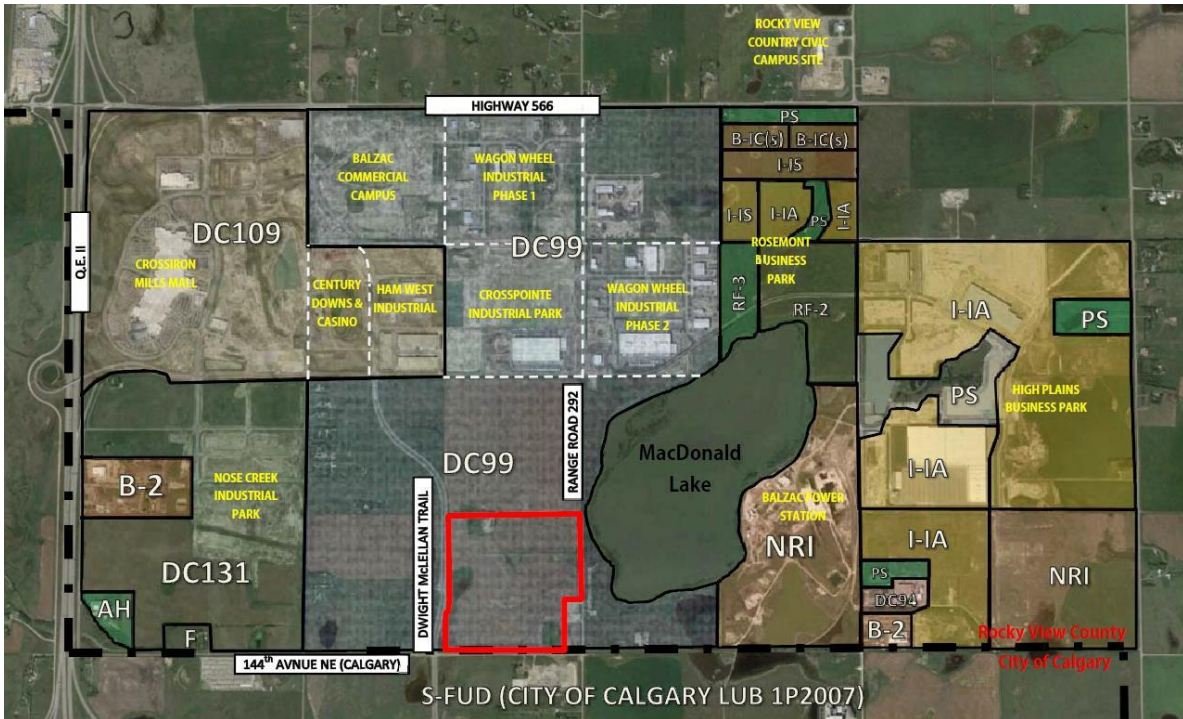


Figure 7 - Existing Local Land Use and Development Context

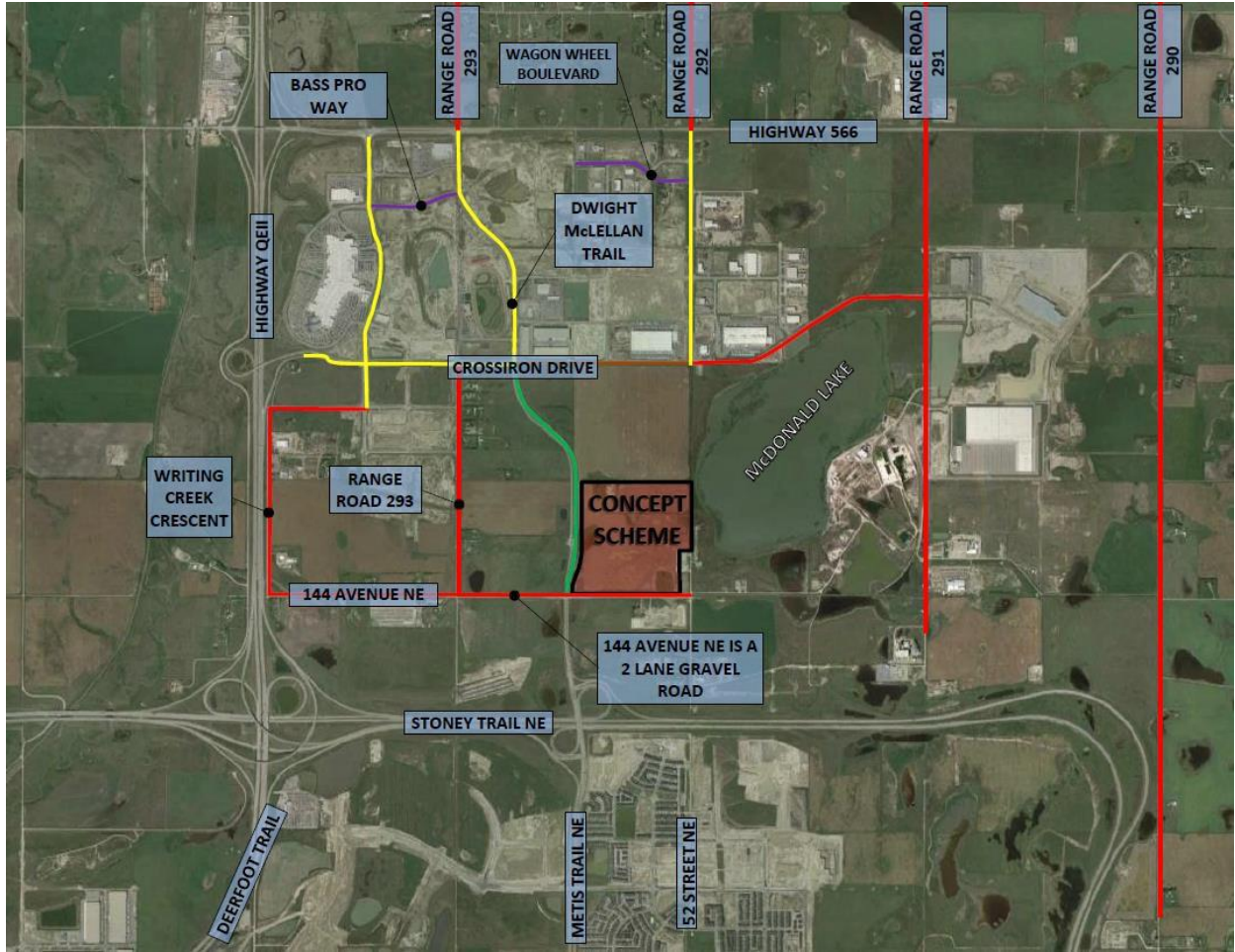
Figure 7 - Existing Local Land Use and Development Context shows the area on the west side of McDonald Lake which is regulated primarily by Direct Control Districts accommodating industrial, business and commercial activities.

- DC-109 located in the North West corner accommodates the CrossIron Mills Mall and the Century Downs Casino and Race Track.
- The northern portion of DC-99 is also undergoing development as lots in the Balzac Commercial Campus, Crosspointe Industrial Park and Wagon Wheel Industrial Conceptual Schemes are being subdivided and sold.
- New Horizon Mall is located in the Nose Creek Industrial Park.
- To the east along Hwy 566, the Rosemont Conceptual Scheme has been adopted to accommodate a variety of business uses in a campus style setting.
- 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 former Nexen sour gas processing plant is located in the quarter section immediately to the east of the plan area and is designated as Natural Resource Industrial District (NRI). The gas processing plant operated in close proximity to McDonald Lake for approximately 50 years. Some of the former equipment has been removed from the site; however, more extensive reclamation will be required. The extent of site reclamation will depend on the projected future land use for the site. The Alberta Energy Regulator (AER) is responsible for monitoring site reclamation.
- Recent 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*)
- The Rocky View County Civic campus and the County's regional fire station are located north of Hwy 566 to serve this area of the County.

2.8 Existing Road Network

The Stoney North Logistics Centre Conceptual Scheme is bounded by undeveloped lands to the north, Range Road 292 (unconstructed) to the east, 144 Avenue to the south, and Dwight McLellan Trail to the west. **Figure 8 – Existing East Balzac Transportation Network** (*Watt Consulting Group, 2015*) illustrates the existing transportation network.

The primary access to the project site is expected to be from Dwight McLellan Trail which is an existing six lane urban skeletal road in the East Balzac Network Review, as shown in **Figure 8 – Existing East Balzac Transportation Network**. (*Watt Consulting Group, 2015*) The easterly access point is expected to be from Crossiron Drive via a southward extension of Range Road 292. A TIA has been prepared by Bunt and Associates in accordance with the East Balzac Network Review.



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

Figure 8 - Existing East Balzac Transportation Network

2.9 Pipelines, Well Site and CPR Spur Line

There are several pipelines located within the quarter section in addition to a wellsite, which is to be reclaimed as shown in **Figure 9 - Existing Petroleum Infrastructure, Railways & Setbacks**.

2.9.1 CPR SPUR LINE

A Canadian Pacific Rail (CPR) spur line is located in a titled parcel (CPR Plan 871JK) on the south side of the plan area. The track has been out of service for a few years and is slated to be salvaged, according to correspondence received from CPR.

2.9.2 SURVEY PLAN 081 4290

TransCanada Pipelines has reviewed this item and determined that it is a ground bed plan that was surveyed but never acquired. There is no land right associated with Survey Plan 081 4290.

2.9.3 NEXEN SOUR GAS LINE AND WATER LINE

A sour gas well is located in the north portion of the Plan Area and the associated pipeline was previously installed diagonally through the property as shown in **Figure 9 – Existing Petroleum Infrastructure, Railways & Setbacks**. The well and pipeline are abandoned and removed.

As part of Alberta Energy Regulator's reclamation requirements Nexen completed several Phase 1 and Phase 2 Environmental Site Assessments (ESA) between 2003 – 2018. Using the results from the ESA's, Nexen retained Secure Energy Services to identify Areas of Environmental Concern (AOEC) to remediate through soil excavation. The remedial work and associated activities were completed from July 2017 – September 2018. For detailed information, please refer to the Remedial Excavation Report submitted under separate cover.

A Restrictive Covenant will be registered on the title where the capped well borehole is located to allow repairs to occur to the well borehole in the future if required. According to Nexen, asphalt surfaces can be constructed over the capped well bore hole; however, buildings are not permitted.

Pipeline 453LK is an abandoned water line that previously supplied fresh water to a farmstead development. As part of the remedial work conducted in 2018, the water line was removed.

2.9.4 ATCO PIPELINES

An 8 inch ATCO Gas high pressure sweet gas pipeline, within a 15m Right-of-Way easement (ROW Plan 7910816), is located parallel to the east property line

A recently completed ATCO Gas pipeline is located in a 20m Right-of-Way easement (ROW Plan 151 1045) along the south boundary of the plan area.

There is also an ATCO Gas 22 inch - 800 psi high pressure, sweet natural gas pipeline running east-west through the project site. According to ATCO Pipelines staff probing would be required 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, such as gravel parking lots may be allowed to encroach into the easement as determined in negotiation with ATCO Pipelines.

The parcel located in the SE portion of the quarter section accommodates a metering station for this natural gas pipeline.

ATCO Pipelines Development Conditions:

- Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties.
- 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.
- 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 1888-420-3464 for more information.
- 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.
- Parking encroachments may be permitted within ATCO Pipelines' right-of-way, subject to Engineering approval. Unpaved parking is not permitted (gravel, grass, etc.). Parking directly above the pipeline is not permitted.
- Storage is not permitted on ATCO Pipelines' pipeline(s) and/or rights(s)-of-way.
- ATCO Pipelines recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings.
- 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.
- 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.

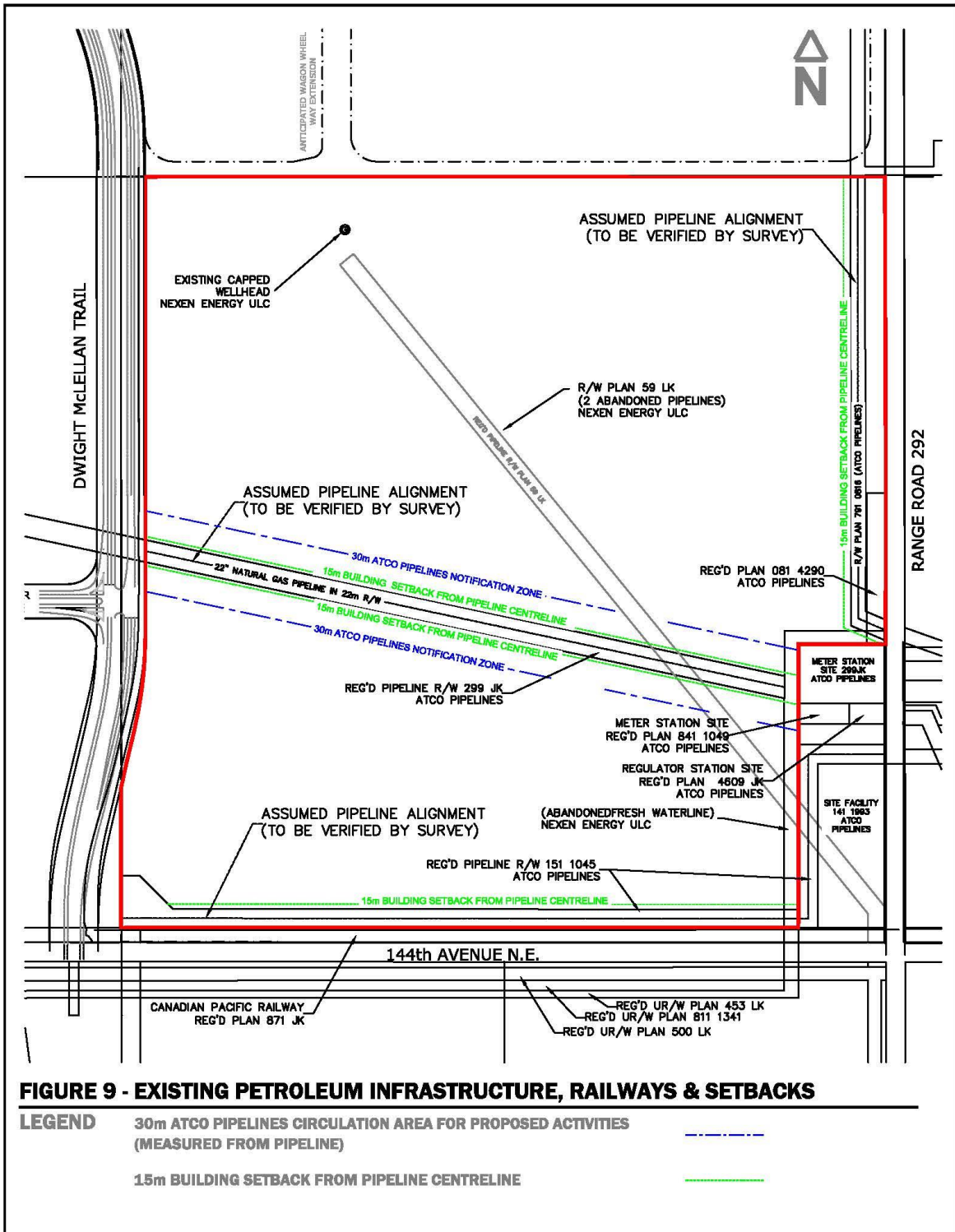


Figure 9 - Existing Petroleum Infrastructure, Railways & Setbacks

2.10 Environmental Site Assessment (ESA)

The most recent ESA was completed by Secure Energy Services (Secure) in 2018, and a follow-up Remedial Excavation Report was prepared by Secure in 2019.

The subject site is undeveloped agricultural land from at least 1950 to the present. In 1970, a well site was drilled and constructed near the centre of the site just south of the north property line. A well access road was also constructed along the north property line. The well produced water and gas from 1971 to 2011 and was abandoned in 2014.

The south portion of the quarter section was used as a temporary pipeline staging area. All materials, soil stockpiles and construction equipment have been removed from the site.

Based on the Supplemental Phase 2 ESA information, Secure Energy outlined that specific soil and groundwater values were above the applicable guideline range. The activities completed by Secure Energy between 2017 – 2018 achieved the associated soil and groundwater remedial outcomes. Under Alberta Oil and Gas Site Regulations, Nexen Energy is obligated to meet Alberta Environment Soil and Groundwater Remediation Guidelines for the relevant land use as part of the reclamation and remediation process.

As outlined in the Remedial Excavation Report, Nexen abandoned the water and gas line in 2014. Secure removed all onsite underground pipelines in 2018. AbaData information obtained in 2022 confirms that the water and gas line have been removed.

The well reclamation and associated remediation activities were conducted in accordance with the requirements of the AER.

3 Stoney North Logistics Centre

The Stoney North Logistics Centre is expected to complement existing development in Balzac by providing three versatile lot sizes to accommodate medium, and large industrial and commercial warehouse businesses. The overarching goal is to create an attractive development that will capture business development over the next decade.

3.1 Development Concept

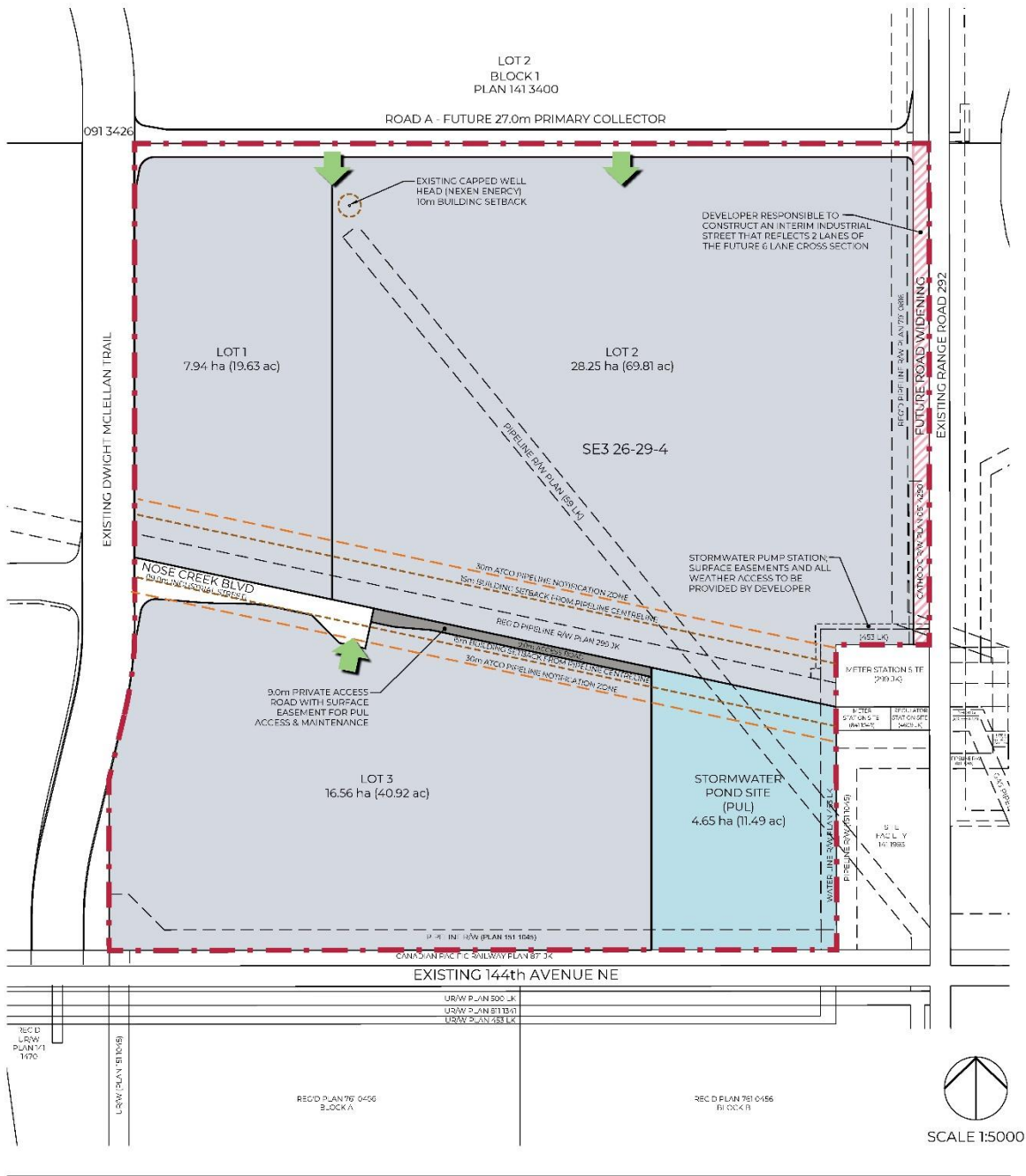
The development concept for the Stoney North Logistics Centre Conceptual Scheme has been designed with an efficient lot layout that enables large-format industrial and commercial warehouse uses. To minimize impact and service disruption to the ATCO pipeline which crosses the subject site east/west, the development concept has split the Stoney North Logistics Centre Conceptual Scheme area into two development cells that straddle the ATCO gas pipeline right of way.

The anticipated lot layout of the northern cell envisions two large parcels; the southern portion of the site includes one large lot and one Public Utility Lot (PUL). **Figure 10—Proposed Development Concept**, illustrates the revised development concept.

The Stoney North Logistics Centre Conceptual Scheme proposes a new roadway on the northern boundary of the site that connects Dwight McLellan Trail (DWT) to Range Road 292 (RR292). The northern lots will be accessed by the proposed northern road. The southern site will be accessed from an extension of Nose Creek Boulevard from Dwight McLellan Trail that terminates into a cul-de-sac adjacent to the ATCO gas pipeline right of way.

In order to construct the entry to the Conceptual Scheme area via the extension of Nose Creek Boulevard, the wetland on the west side of the Plan Area will be disturbed. It is expected that compensation, at the developer's cost, will be paid for this wetland due to disturbance caused by road construction.

The anticipated lot layout, road design and storm ponds are shown on **Figure 10 – Proposed Development Concept**. The proposed 3 lots range in size from 7.94 ha (19.63 acre) to 27.52 ha (68.00 acres), in accordance with the BEASP which suggests the level of intensity of industrial use should gradually increase to the southeast area of Cell C.



Legend

- Conceptual Scheme Boundary
- Industrial / Commercial Lots
- Storm Water Pond Site
- ➔ Site Access Locations

Stoney North Logistics Centre Development Concept



Figure 10
November 21, 2022

Figure 10 - Proposed Development Concept

Table 1 - Proposed Development Concept Statistics

	AREA			
	Ac.	Ha.	%	Parcels
INDUSTRIAL PARCELS	127.9	51.76	87.5	3
PUBLIC UTILITY LOT	11.49	4.65	7.9%	1
INTERNAL ROAD	2.35	0.95	1.6%	1
RANGE ROAD 292 WIDENING	1.80	0.73	1.2	
FUTURE 27.0M PRIMARY COLLECTOR	2.69	1.09	1.8%	1
TOTAL SITE AREA	146.24	59.18	100%	6

“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)

Lot sizes will be finalized at the subdivision stage and may be adjusted to suit a prospective lot purchaser’s requirement.

There is also one Public Utility Lot (PUL) identified in the southeast portion of the Stoney North Logistics Centre Conceptual Scheme area which is expected to accommodate a storm pond. The developer will provide naturalized, low maintenance landscaping along the pond edges.

The developer will be responsible for installing and maintaining the landscaping above the highwater line until the Final Acceptance Certificate (FAC) is issued.

3.2 Subdivision and Development

- Policy 3.2.1 The minimum lot size in the Conceptual Scheme should be +/- 7.94 ha (+/- 19.63 acre). Lot size should be flexible based on market demand and use of the site, to the satisfaction of Rocky View County.*
- Policy 3.2.2 All subdivision and development within the Plan Area shall conform to the Stoney North Logistics Centre Conceptual Scheme and the Balzac East Area Structure Plan.*
- Policy 3.2.3 All development shall demonstrate compliance with the Development Standards contained within Section 7 of the Stoney North Logistics Centre Conceptual Scheme, to the satisfaction of Rocky View County.*
- Policy 3.2.4 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, Provincial, and Municipal standards, and to the satisfaction of Rocky View County.

Policy 3.2.5 Subdivision and Development standards described in this Plan and in the Balzac East Area Structure Plan shall be adopted to ensure that all development on properties adjacent to Range Road 292, 144 Avenue and Dwight McLellan Trail will present an appropriate visual interface with these public roadways.

Policy 3.2.6 All uses onsite will require a Development Permit unless exempt from the requirements of the Rocky View County Land Use Bylaw.

Detailed landscaping plans for the storm pond areas will be submitted at the subdivision stage.

3.3 Pedestrian Connections and Open Space

Figure 11 - Pedestrian Connections and Open Space shows sidewalk and regional pathway connections. The primary feature of the internal pedestrian network within the Stoney North Logistics Centre Conceptual Scheme will be the sidewalks constructed along one side of the future Nose Creek Boulevard and the future primary collector roadway located along the north boundary. In addition to the internal pedestrian network, additional offsite pedestrian connections will be constructed along the east side of Dwight McLellan Trail in the form of a separate sidewalk inside the existing road right-of-way as well as a regional pathway along the west side of Range Road 292 inside the future 15m road widening right-of-way. The proposed pedestrian connections as per the Stoney North Logistics Centre Conceptual Scheme will provide additional connections to The County's future regional pathway systems on the west side of Dwight McLellan Trail and the west side of Range Road 292. The width of the sidewalks will be determined at subdivision stage and detailed engineering.

A Landscape Plan for the area surrounding the pond will be submitted in accordance with Rocky View County Servicing Standards.

Policy 3.3.1 10 percent Municipal Reserve will be provided in accordance with the provisions of the Municipal Government Act.

Policy 3.3.2 Municipal Reserves will be provided through cash-in-lieu of reserves.

Policy 3.3.3 In conjunction with the applicable tentative plan, the developer shall construct a regional pathway connection along the west side of Range Road 292 inside the future 15m road widening right-of-way adjacent to Phase 2 of the Stoney North Conceptual Scheme.

Policy 3.3.4 In conjunction with the applicable tentative plan, the developer shall construct separate sidewalk connections in general accordance with Figure 11.

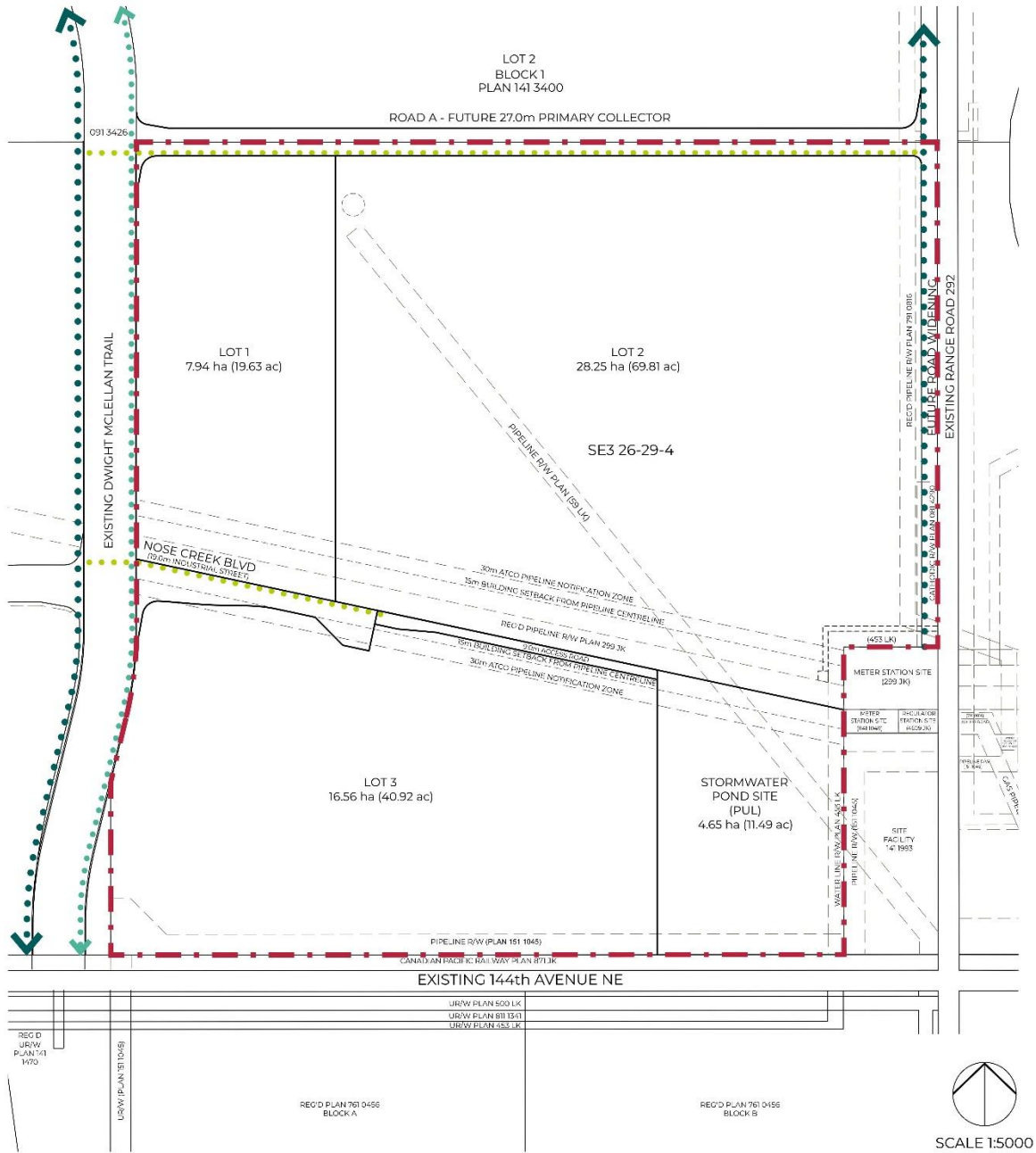
An entrance feature will be constructed along Dwight McLellan Drive to signal arrival at the Stoney North Logistics Centre. The feature will be located in the lot on the south side of

Nose Creek Boulevard. The specific architectural design of the entrance feature will complement the surrounding landscaping and will be constructed from a durable, low maintenance material.

3.3.1 ENVIRONMENTAL RESERVE (ER)

The project site has been under agricultural cultivation for approximately 65 years and is relatively flat; therefore, dedication of environmental reserve lands is not anticipated.

Figure 11 - Pedestrian Connections and Open Space



- Legend**
- Conceptual Scheme Boundary
 - Future Regional Pathway
 - External Sidewalk Connection
 - Internal Sidewalk Connection

Stoney North Logistics Centre
Pedestrian Connections



Figure 11
April 21, 2023

4 Transportation Network

4.1 East Balzac Network Review

The objectives of the “East Balzac Network Review” were “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, p.6) The road network analyzed for the previous McLellan Business Park Conceptual Scheme is shown in **Figure 12 – East Balzac Road Network**. It is important to note that at the time of writing the previous Conceptual Scheme, the network was analyzed with and without the Stoney Trail/60 Street NE interchange, since the status of this connection was currently unknown.

In the previous McLellan Business Park Conceptual Scheme, it was determined that Road A, which was formerly intended to be an extension of 144 Avenue, be shifted to the north to become the main east/west connector road in the centre of the Plan Area, as shown in **Figure 12 – East Balzac Road Network**. As part of the updated Stoney North Logistics Centre Conceptual Scheme, Road A has maintained its function as the main east/west connector road between Dwight McLellan Trail and RR292; however, it has been shifted to the northern boundary of the Plan Area, as shown in **Figure 13—Internal Road Network**.

- | | |
|---------------------|--|
| <i>Policy 4.1.1</i> | <i>The locations of road approaches shall be required as a condition of subdivision or development permit stages.</i> |
| <i>Policy 4.1.2</i> | <i>Offsite transportation infrastructure shall be in place to service each development phase in accordance with the Transportation Impact Assessment and to the satisfaction of Rocky View County.</i> |
| <i>Policy 4.1.3</i> | <i>Sufficient emergency access shall be provided and maintained in accordance with County Servicing Standards.</i> |
| <i>Policy 4.1.4</i> | <i>Rocky View County will require interim cul-de-sac bulbs at the boundary of roads until such time as direct links to adjacent roads occur. Access easement agreements and access right-of-way plans will protect those portions of the bulb that may encumber adjacent lands.</i> |
| <i>Policy 4.1.5</i> | <i>In accordance with DC-99 subdivision and/or 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 development permit or subdivision to the satisfaction of the County.</i> |

Policy 4.1.6 *In accordance with DC-99 road widening will be dedicated prior to or concurrent with registration of the first plan of subdivision or bare land condominium affecting any lots abutting Range Road 292.*

Policy 4.1.7 *The County's Infrastructure Cost Recovery Policy shall apply to applicable transportation infrastructure improvements.*



Figure 12 - East Balzac Road Network

Watt Consulting Group 2015 (Adapted by KBES Ltd.)

4.2 Transportation Impact Assessment

In support of the new development concept for the Stoney North Logistics Centre Conceptual Scheme, Bunt & Associates Engineering Ltd. (Bunt & Associates) has completed an update to their April 22, 2016, Transportation Impact Assessment (TIA) that will be provided to the County under separate cover. The TIA was conducted for the full build-out of the site that is planned to be completed by 2025.

4.2.1 EXTERNAL ROAD NETWORK BACKGROUND CONDITIONS

To update the TIA, Bunt & Associates, used the 2018 Interlink Logistics TIA completed by Bunt & Associates, as this is the latest TIA for the area.

Table 2 – Trip Distribution Dwight McLellan Trail outlines vehicle trips used to complete the updated TIA. Bunt & Associates based vehicle trip distribution on the approved distribution from the approved 2016 McLellan Business Park TIA completed by Bunt & Associates.

The 2025, and 2035 weekday PM peak hour background traffic volumes used in the TIA were provided by Watt Consulting Group.

Table 2 - Trip Distribution Dwight McLellan Trail

<i>Traffic Scenario</i>	<i>To/From</i>	<i>Weekday PM Peak Hour</i>
Full Build Out 2025	<i>North on Dwight McLellan Trail</i>	22%
	<i>South on Dwight McLellan Trail</i>	78%

Recommendations from the updated TIA indicate that all study intersections will continue to operate acceptably with no improvements warranted by way of this development. Updates to the Traffic Impact Assessment will be prepared by the developer at each subsequent stage of subdivision.

Policy 4.2.1 Transportation Impact Assessment updates should be prepared at each subsequent stage of subdivision to determine phased network improvements to the satisfaction of Rocky View County.

4.3 Internal Road Alignments

Primary access points to the Stoney North Logistics Centre Conceptual Scheme area will be provided from Dwight McLellan Trail via an extension of Nose Creek Boulevard and a proposed future primary collector road along the northern border of the site.

The internal road network has been designed to respect the ATCO natural gas pipeline right-of-way by way of limiting a crossing over the existing linear infrastructure. As such, a cul-de-

sac extension of Nose Creek Boulevard was created for access to the southern parcels in the Conceptual Scheme area, and the previously proposed east/west connection was shifted to the north to provide access to the northern lots.

Figure 13 – Internal Road Network illustrates the general alignment of roads in the Conceptual Scheme area and the proposed road cross sections. Road cross sections follow Rocky View County standards and will be confirmed at subdivision stage and are subject to detailed design.

4.3.1 NOSE CREEK BOULEVARD

Nose Creek Boulevard provides access to the site from Dwight McLellan Trail. Nose Creek Boulevard is proposed as an Urban Industrial/Commercial roadway (RVC Standard 400.4). The section will be undivided with one lane of traffic in each direction within a 19m right of way. Nose Creek Boulevard will terminate in a turnaround that will provide internal access to the proposed south lot. A 9m wide private access lane will connect Nose Creek Boulevard to the stormwater pond in the southeast area of the site to allow for maintenance access. A Business Lot Owners' Association will be established and will provide year round maintenance of the private access lane.

At the intersection of Nose Creek Boulevard and Dwight McLellan Trail, the right of way will be 36m in order to align with existing road infrastructure constructed by the County on the west side of Dwight McLellan Trail.

4.3.2 ROAD A - FUTURE 27.0M COLLECTOR

As shown in **Figure 13 – Internal Road Network**, Road A will provide a connection from Dwight McLellan Trail to RR292 and serve as the main access point to the north portion of the development.

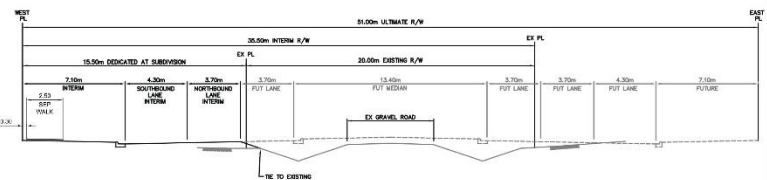
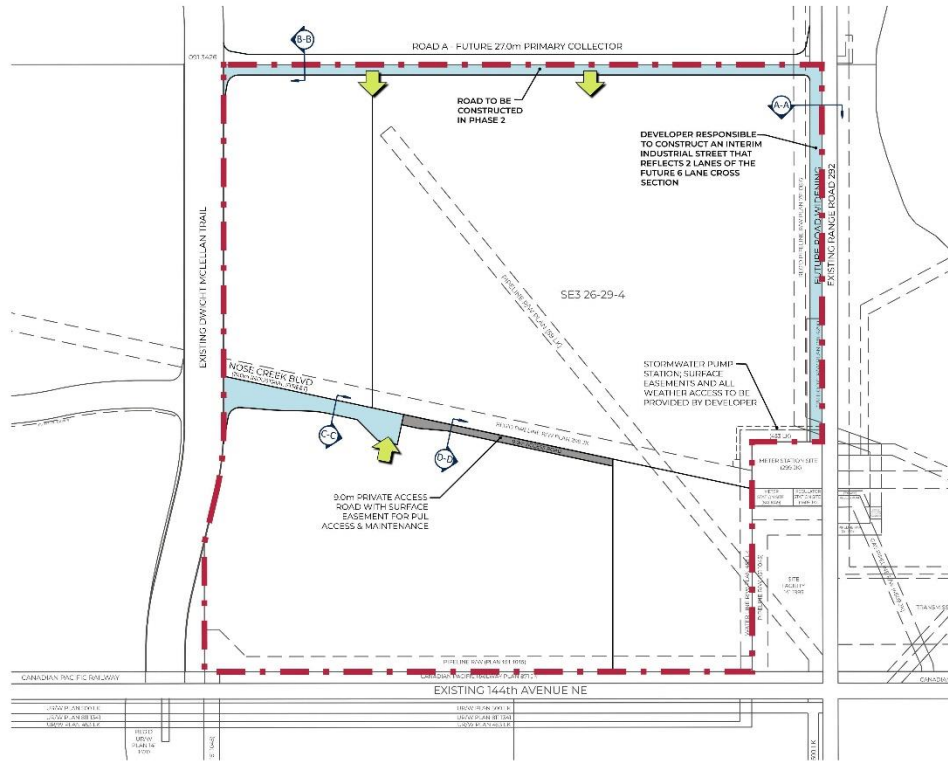
The south half of Road A will be constructed as part of Phase 2 of this development. It is expected that the timing of construction for the north half of the road will be constructed when development of the quarter section to the north occurs as part of the Endeavor Conceptual Scheme.

The Road standard is an Urban Primary Collection (RVC Standard 400.3) with a 27.0m ROW. At the intersection to Dwight McLellan Trail, a median opening and turn lanes will be constructed along Dwight McLellan Trail. The connection to RR292 will be a T-intersection and stop condition with no through traffic as the adjacent eastern site is McDonald Lake.

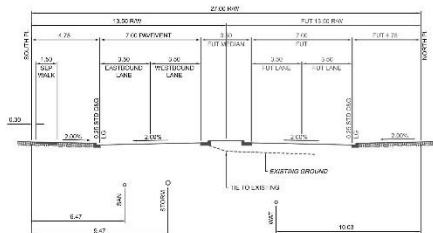
4.3.3 RANGE ROAD 292

According to the East Balzac Network Review undertaken by Watt Consulting Group in 2015, the ultimate road section for Range Road 292 is expected to be a 51m ROW, accommodating a 6-lane divided roadway, in 2035, with the potential interchange at Stoney Trail and 60 Street N.E.

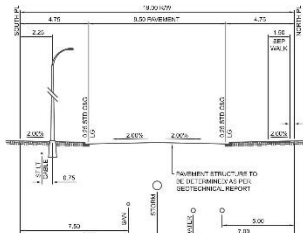
The Stoney North Logistics Centre Conceptual Scheme will dedicate a 15.5m of ROW on the east side of the plan area at time of subdivision of lots abutting Range Road 292. The western two lanes of RR292 will be constructed to the end of Phase 2, as outlined in Figure 19, with a transition to gravel from Road A.



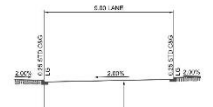
A-A
RANGE ROAD 292
ACROSS THE JUNCTION OF ROADWAY 1403



B-B
FUTURE 27.0m URBAN PRIMARY COLLECTOR
FROM PROPOSED 310-403.3



C-C
URBAN INDUSTRIAL / COMMERCIAL
FROM PROPOSED 310-403.3



D-D
ACCESS LANE
FROM PROPOSED 310-403.3

- Legend**
- — — Conceptual Scheme Boundary
 - ➔ Site Access
 - ↔ Cross Section Location

Stoney North Logistics Centre

Internal Road Network



Figure 13
May 8, 2023

Figure 13 - Internal Road Network

-
- 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 internal roadways is expected to be finalized by the developer at the subdivision 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 road approaches shall be required as a condition of subdivision or development permit stages.*
- Policy 4.3.6 All roads in the Stoney North Logistics Centre Conceptual Scheme Plan Area should be aligned so they will connect directly to the roads of the adjacent developments to the west and north to ensure an effective and efficient traffic flow.*
- Policy 4.3.7 Direct access from lots within the Plan area shall not be permitted onto Dwight McLellan Trail, Range Road 292 or 144 Avenue.*
- Policy 4.3.8 The developer shall provide payment of the applicable levy at the subdivision and/or Development Permit stage in accordance with the requirements prescribed by the Rocky View County Transportation Off-site Levy Bylaw.*
- Policy 4.3.9 The developer shall construct two of the future six lanes of RR292 which lie adjacent to Phase 2 of the Stoney North Logistics Centre Conceptual Scheme plan area.*
- Policy 4.3.10 The developer shall establish a Business Lot Owners' Association to provide ongoing maintenance, including snow and ice control, to the satisfaction of the County, for the private access lane that connects Nose Creek Boulevard and the stormwater pond.*

5 Servicing and Utilities

5.1 County Water System - East Balzac Transmission Main

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 in **Figure 14 – Water Mains, Balzac Master Potable Water Plan Update** (MPE Engineering Ltd., 2014), and detailed further in **Figure 15 – Water Servicing**.

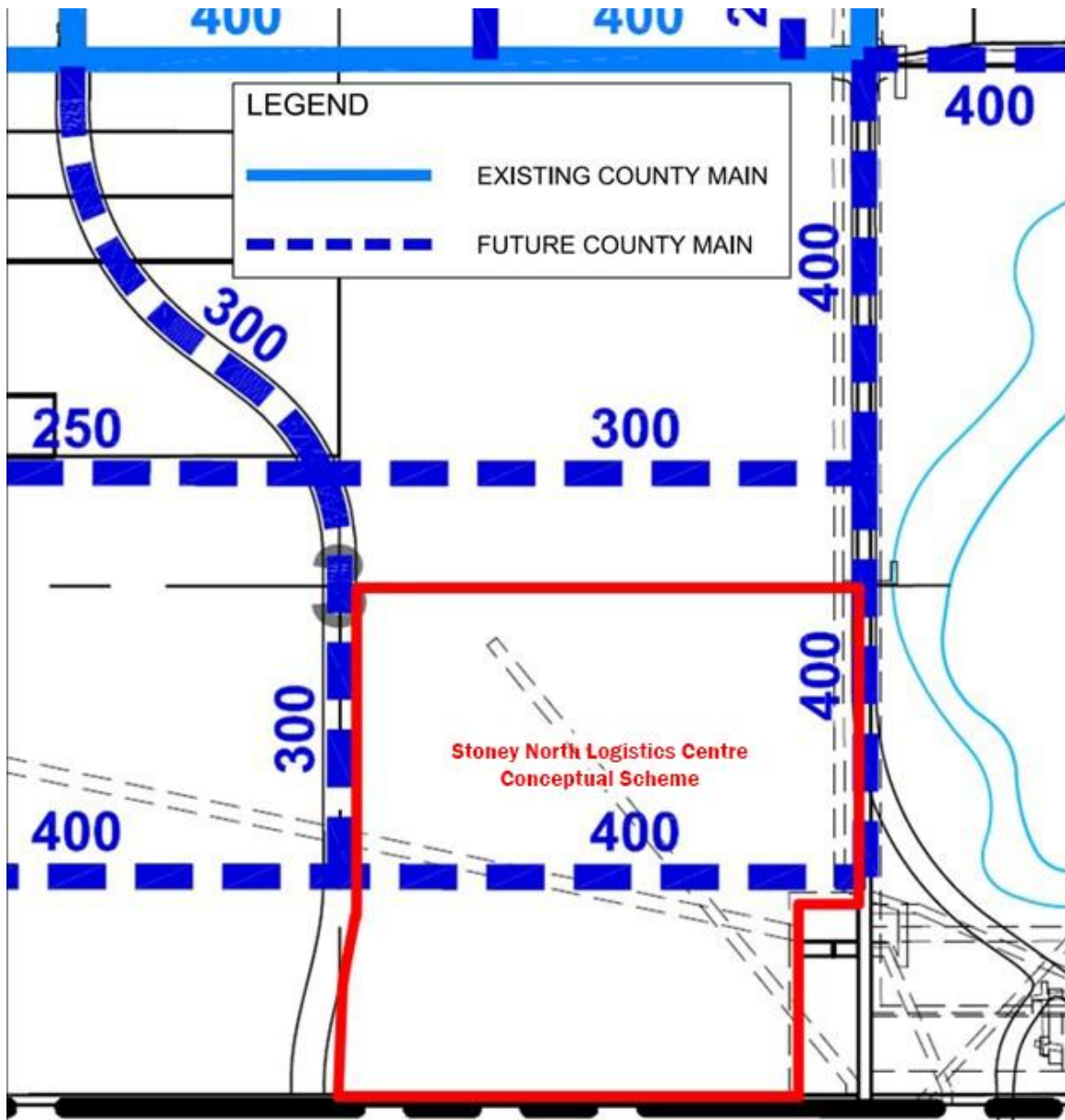


Figure 14 - Water Mains, Balzac Master Potable Water Plan Update

(MPE Engineering Ltd. 2014, Adapted by KBES Ltd.)

5.2 Water Infrastructure

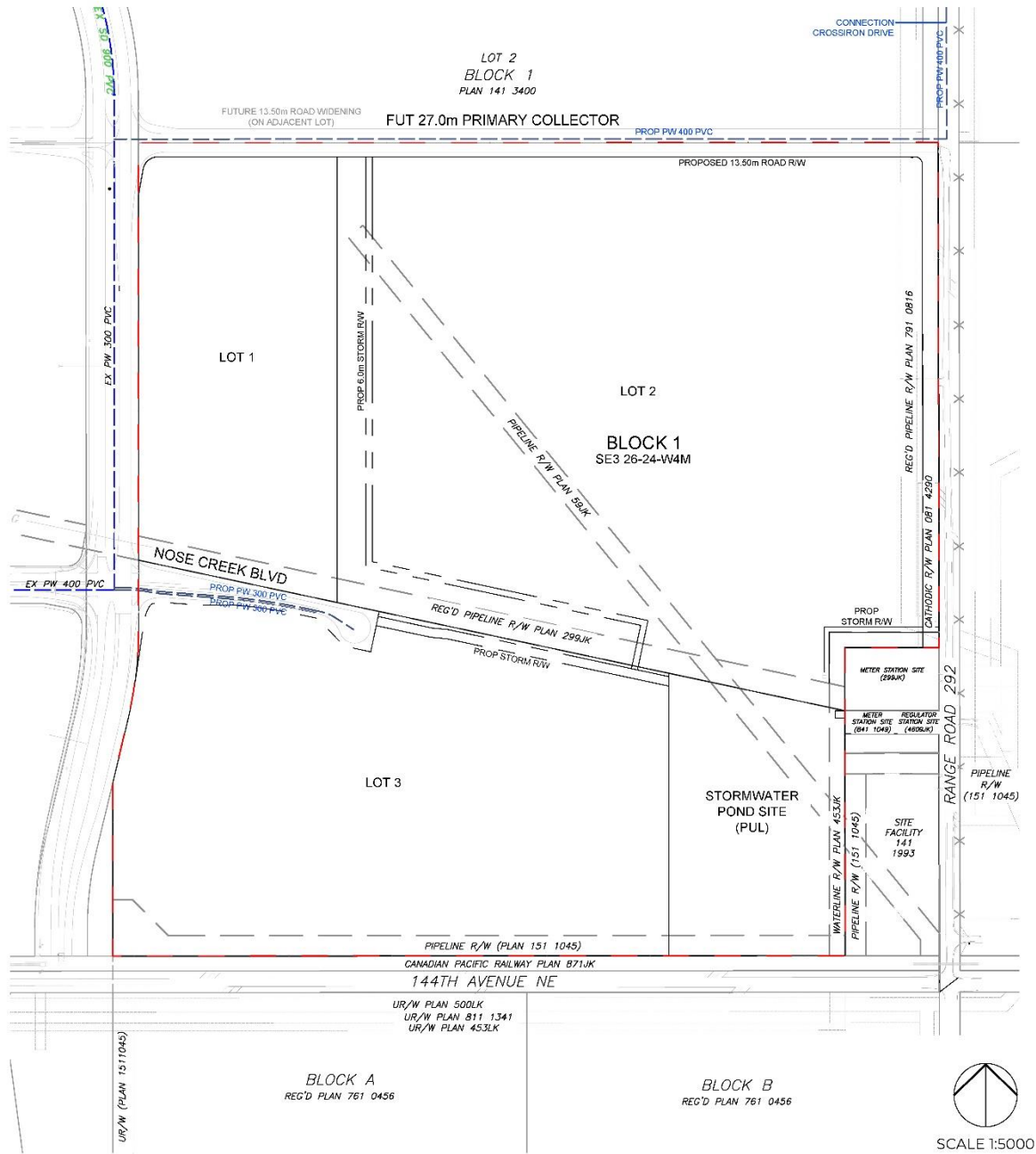
The MPE water distribution shown in **Figure 14 - Water Mains, Balzac Master Potable Water Plan Update** shows the 300mm main that has been recently constructed in Dwight McLellan Trail (DMT) as part of the Interlink Logistics Park Development. The installed 300mm main along DMT connects to the existing 400mm transmission pipe in Crossiron Drive.

As shown in **Figure 15 – Water System**, a 400mm water line is proposed along Road A - Future 27.0m ROW in order to connect the 300mm transmission line along Dwight McLellan Trail to RR292 through to the existing 400mm transmission water line in Crossiron Drive.

In order to support County policy, water conservation is an important component of all future development within the Stoney North Logistics Centre Plan area. All developments 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.

- 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 and/or 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 and/or 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 5.2.5 Subdivision/development applications shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.*
- Policy 5.2.6 The developer shall provide payment for required infrastructure upgrades at the subdivision or development permit stage in accordance with the provisions of the County’s Water & Wastewater Off-Site Levy Bylaw.*



- Legend
- Conceptual Scheme Boundary
 - PROP PW XXX PVC Water Line (proposed)
 - EX PW XXX PVC Water Line (existing)

Stoney North Logistics Centre Water System Plan



Figure 15
November 16, 2022

Figure 15 - Water System

-
- Policy 5.2.7 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 5.2.8 The potable water distribution system shall accommodate minimum design requirements necessary to provide appropriate fire suppression within the Conceptual Scheme area.*
- Policy 5.2.9 At the Development Permit stage each development shall be required to submit its plans or items for water conservation within the site.*
- Policy 5.2.10 No potable water shall be used for irrigation purposes.*
- Policy 5.2.11 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 5.2.12 A detailed estimation of water usage will be required at time of future Development Permit and/or Subdivision 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 Rocky View County Water and Wastewater Off-Site Levy Bylaw.*
- Policy 5.2.13 The County's Infrastructure cost recovery Policy shall apply to applicable potable water infrastructure improvements.*

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 16 – East Rocky View Wastewater System**.

The County has adopted a Water/Wastewater Bylaw (C-8009-2020) 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 developers within the Stoney North Logistics Centre Conceptual Scheme area will pay applicable cost recoveries and levies in accordance with the RVC Water/Wastewater Bylaw at the subdivision and/or development permit stage.



Figure 16 - East Rocky View Wastewater System

5.4 Wastewater Infrastructure

The plan area will be serviced with a ‘gravity-fed’ sanitary sewer system designed to convey all wastewater generated within the site to a sanitary sewer lift station which will subsequently convey effluent into the County’s East Rocky View Wastewater System.

All development within the Stoney North Logistics Centre Conceptual Scheme area will connect to the County’s existing 525 mm sanitary gravity main in Crossiron Drive which flows to the existing lift station main 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.

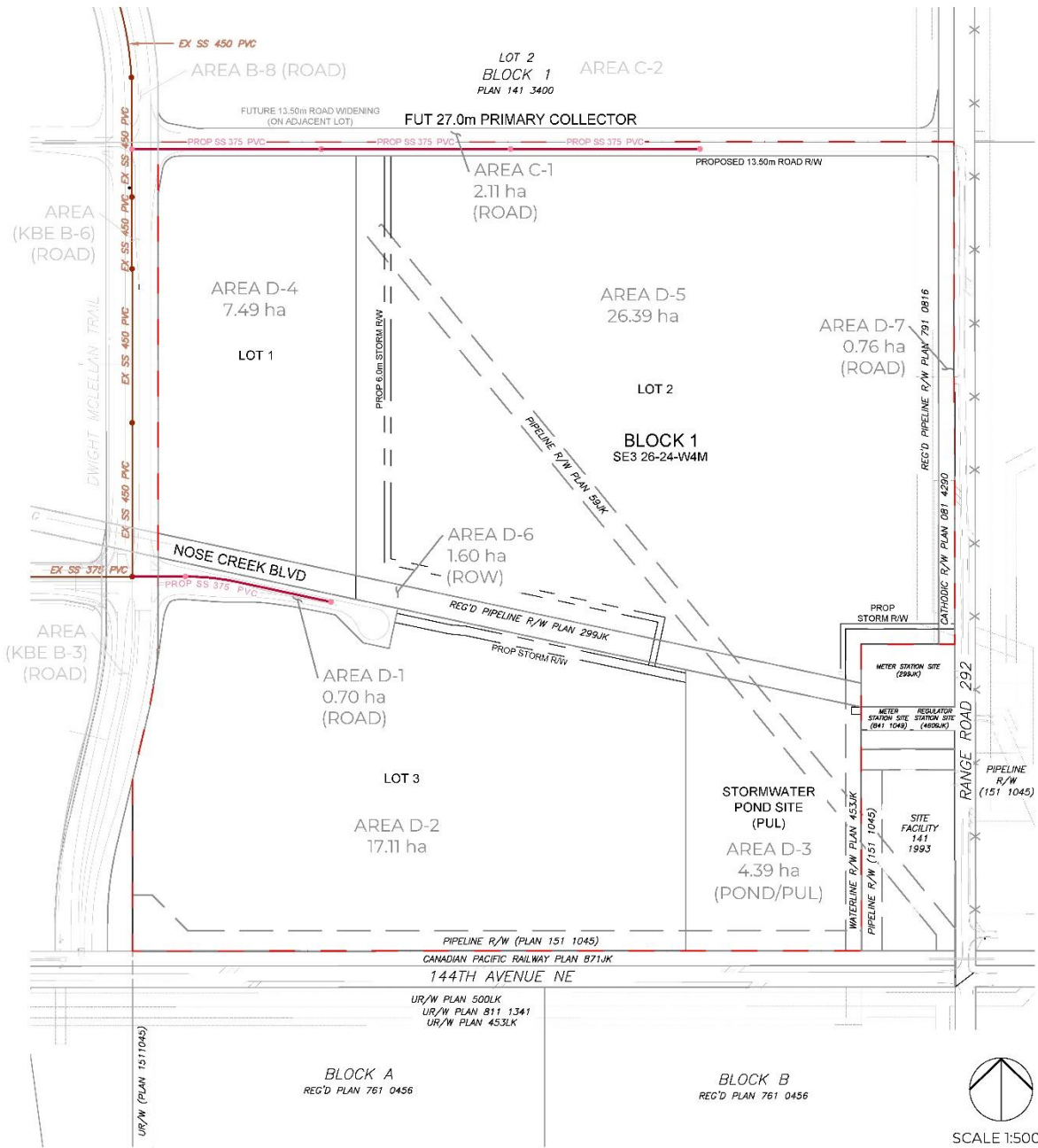
A schematic for a wastewater collection system servicing the Plan area at full build is shown in **Figure 17– Wastewater Servicing Plan**. The system will be constructed in accordance with Rocky View County’s Servicing Standards and Alberta Environment Guidelines.

The internal sanitary conveyance system will be by gravity to the existing sanitary servicing system located within Dwight McLellan Trail. A lift station is not required for sanitary sewer conveyance as part of the Stoney North Logistics Centre Conceptual Scheme proposed development.

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

- Policy 5.4.1 The Stoney North Logistics Centre 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 and/or 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 and /or 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 Payment of fees as per the County’s applicable Water and Wastewater Infrastructure Off-Site Levy Bylaw shall occur at the subdivision stage.*
- Policy 5.4.7 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 5.4.8 A detailed estimation of wastewater usage will be required at time of future Development Permit and/or Subdivision 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 Water and Wastewater Infrastructure Off-Site Levy Bylaw.*



- Legend**
- Conceptual Scheme Boundary
 - Sanitary Catchment Areas (proposed)
 - Sanitary Catchment Areas (existing)
 - PROPOSED SANITARY LINE (PVC)
 - EXISTING SANITARY LINE (PVC)
 - Sanitary Manhole (proposed)
 - Sanitary Manhole (existing)

**Stoney North Logistics Centre
Wastewater Servicing Plan**



Figure 17
November 16, 2022

Figure 17 - Wastewater Servicing Plan

5.5 Storm Water Management

The Master Storm Drainage Plan for East Balzac (MSDPEB) outlines drainage areas and infrastructure requirements for the area surrounding the proposed development. (*Kellam Berg Engineering and Surveys Ltd, 2005*)

The Plan Area also falls within the Nose Creek basin and all new developments within the Plan Area must follow existing Municipal and Alberta Environment requirements for on-site and off-site storm water management. The Nose Creek Watershed Water Management Plan (NCWWMP) specifies a volume discharge implementation rate of 16mm prior to January 2017.

The MSDPEB does not specify an annual volume release rate for the west portion of the site since it was completed prior to the NCWWMP. However, areas under the MSDPEB are expected to meet the 90 mm volume control target based on direction provided by Rocky View County Council and administration. In addition, the MSDPEB did not specify where storm water from the eastern portion of the Plan Area should be directed; however, due to the topography in this area, storm water would likely flow eastwards towards McDonald Lake. Alberta Environment has notified the County that storm water is no longer allowed to flow into McDonald Lake because the lake level is at capacity until an adequate outlet exists.

The eastern portion of the Plan Area would be deemed as an internal drainage area as outlined within the NCWWMP, and an additional document identified an Internal Drainage Area Policy to address these areas. Consequently, the eastern portion of the Plan Area must meet the current Nose Creek Partnership volume release rate of 16mm, as per the Nose Creek Watershed Internal Drainage Areas Policy Statement. In order to reconcile this situation, a blended average annual release rate is proposed using a weighted average based on areas defined for the 90mm and the 16mm volume control. Based on preliminary analysis this blended average is 37 mm. This blended average will be confirmed at subdivision stages through detailed design.

As shown in **Figure 18 – Storm Water System**, the primary storm water control for the Plan Area will be one proposed storm pond in the southeast corner of the site. This area is an existing low area and provides an advantageous location for a storm pond to be constructed. This pond will serve to contain all of the runoff from the Plan Area and provide a controlled discharge to the existing storm sewer. All pipe inlets into these ponds will be directed to a sedimentation fore bay to provide initial water quality enhancements. A permanent water level will be maintained in the main cell of the pond in order to allow for additional settling of sediment, as well as, evaporation and infiltration which will allow for the volume restrictions to be achieved.

Storm water will be conveyed from the onsite pond to existing County storm infrastructure. The proposed development will install a force main along RR292 and extend to an existing manhole along Crossiron Drive. The proposed forcemain up RR292 will require the evaluation of a line assignment prior to installation to ensure future servicing and standard line assignments are retained; this will require coordination with developments to the north, which will also be constructing sections of RR292. From this existing manhole, the storm water will flow by gravity through the existing Crossiron Drive dirty storm system.

It is expected that spray irrigation of the PUL, boulevards and pipeline right-of ways will also contribute to disposal of storm water.

Maintenance vehicle access will be provided via a 9m private lane with a registered access easement from Nose Creek Boulevard as opposed to a standard road dedication. All access to the required storm pond and associated facilities (i.e. pump house) will be provided via appropriate easements with all weather road access being provided.

The storm water management system complies with the Nose Creek Watershed Management Plan.

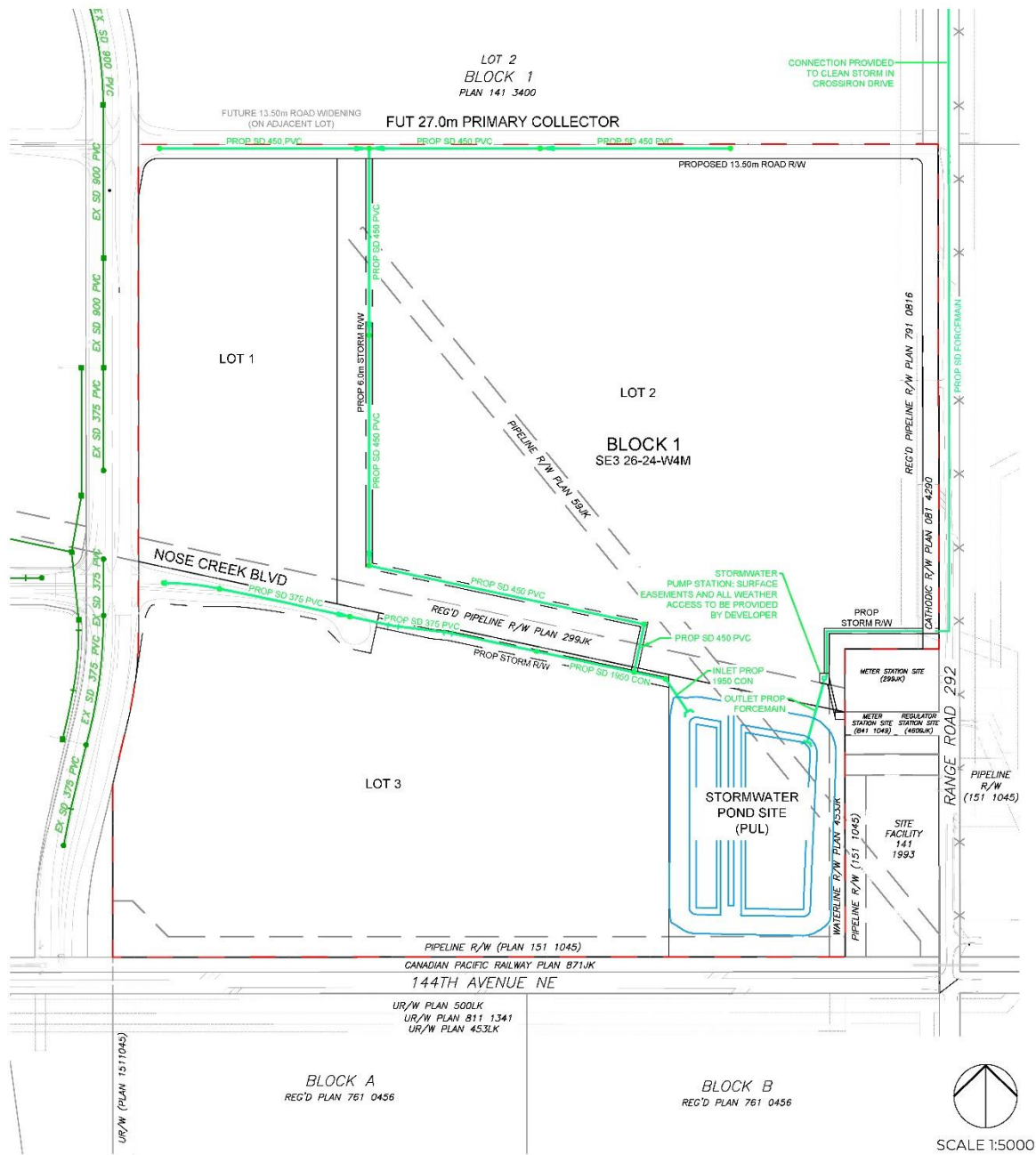
Storm water requirements are generally detailed in this Plan; however, detailed Staged Master Drainage Plan Management Plan shall be required at time of subdivision and Development Permit.

5.5.1 LOW IMPACT DEVELOPMENT SOLUTIONS (LID)

Due to the limitations on storm water runoff, it is recommended that each lot implement an on-site LID solution at Development Permit stage, in accordance with the Staged Master Drainage Plan. 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 lite 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



- Legend
- Conceptual Scheme Boundary
 - PROP SD XXX PVC Storm Line (proposed)
 - EX SD XXX PVC Storm Line (existing)
 - Storm Manhole (proposed)
 - Storm Manhole (existing)

Stoney North Logistics Centre
Stormwater Servicing Plan



Figure 18
November 16, 2022

Figure 18 - Storm Water System

-
- 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 subdivision and/or development of the lands shall be permitted until the Developer has prepared and submitted a Staged Master Drainage Plan satisfactory to the County and Alberta Environment.*
- Policy 5.5.3 Ownership and operation of an irrigation systems shall be determined prior to subdivision approval.*
- Policy 5.5.4 It is recommended that each lot implement an on-site LID solution at Development Permit stage in accordance with the Staged Master Drainage Plan.*
- Policy 5.5.5 The size of the storm water facility indicated in Figure 19 may be modified at future subdivision stage, in accordance with the Staged Master Drainage Plan, 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.*

5.5.2 STORM WATER PARTNERSHIP OPPORTUNITY – REGIONAL SOLUTION

A regional storm water storage solution for this area of Balzac has also been explored with the County Administration, Alberta Environment and the City of Calgary. McDonald Lake and the former Nexen gas processing plant are located immediately east of the Plan Area. The Nexen sour gas processing plant operated for fifty years in close proximity to McDonald Lake and the effects of this operation on the Lake are unknown at this time. Some of the former plant equipment has been removed from the site; however a possible reclamation plan may be required for both the plant site and the lake. The extent of the reclamation will depend upon the projected future land use for the site.

Since the lake’s storage capacity has been reached, Rocky View County and Alberta Environment are currently not allowing additional discharge of storm water into McDonald Lake; however, there is a possibility that the lake has the potential to be used for future storm water retention before it is released to Nose Creek. This solution would require construction of a pipeline to transport storm water to Nose Creek. An opportunity presents itself in the form of an existing CPR ROW that terminates at Nose Creek. The CPR spur line ROW is located on the south side of the Plan Area and is slated to be abandoned. To achieve a potential regional solution, the abandoned CPR spur line ROW could be used to accommodate a pipeline which could be constructed by developers in the area.

Storm water discharged into Nose Creek would be required to meet Alberta Environment and Nose Creek Watershed Management Plan for quality and volume requirements.

The regional solution is optimal since it has the potential to provide storm water solutions for the east Balzac area, the north east corner of the City of Calgary as well as the Transportation Utility Corridor (TUC), which reside in the internal drainage area within the Nose Creek basin. Should this solution be successful in the future, the PUL may be reclaimed for future development.

5.5.3 WETLAND COMPENSATION

It is expected that the Developer will pay compensation for wetlands disturbed within the Plan Area, as required by Alberta Environment. The six wetlands requiring compensation are shown in **Figure 6—Biophysical Inventory**. Since all of these wetlands are Class III or lower, according to Sweetgrass Consulting Ltd., the Crown is not concerned with claiming bed and shore.

Wetland three will be disturbed due to construction of Nose Creek Boulevard. Nose Creek Boulevard provides access to the Stoney North Logistics Centre Conceptual Scheme area. The west side of the intersection at Dwight McLellan Trail and Nose Creek Boulevard has already been constructed by the County.

To accommodate development of the site, stormwater drainage, and the construction of roads, wetlands one, two, four and nine will also be disturbed. The storm drainage plan has been designed to minimize disturbance of the 22 inch ATCO pipeline running diagonally through the center of the Plan Area.

5.6 Shallow Utilities

It is anticipated that underground utilities will be located within the road rights-of-way and/or private easements as required to serve all new lots. 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.

- 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 subdivision stage.*
- Policy 5.6.2* *Shallow utilities may be placed within easements located on private property.*
- Policy 5.6.3* *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.

- Policy 5.6.4* *All street lighting shall respect the County's 'night sky' policy by utilizing full cut-off fixtures to direct light towards the ground and minimize impact on adjacent sites.*

Policy 5.6.5 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 to the Conceptual Scheme Area is 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 Stoney North Logistics Centre 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.

Policy 5.7.1 Subdivisions shall meet the criteria and requirements for on-site firefighting measures as determined by Rocky View County.

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

Industrial and commercial 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.

- Policy 5.9.1 All development shall conform to the policies of the County's Solid Waste Master Plan.*
- Policy 5.9.2 Solid waste containment units must be screened from all adjacent properties.*
- Policy 5.9.3 Solid waste containment units should not be located in the portion of the lot adjacent to Range Road 292, Dwight McLellan Trail, or 144 Ave. If located in this area the container shall be screened by landscaping or another screening device.*

6 Implementation and Phasing

6.1 Plan Amendment

The Stoney North Logistics Centre 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 Stoney North Logistics Centre policies will be implemented through the subdivision and development 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 subdivision and development requirements and approval conditions, to achieve phased development of a comprehensive nature within the Plan Area and Rocky View County.

6.3 Development Phasing

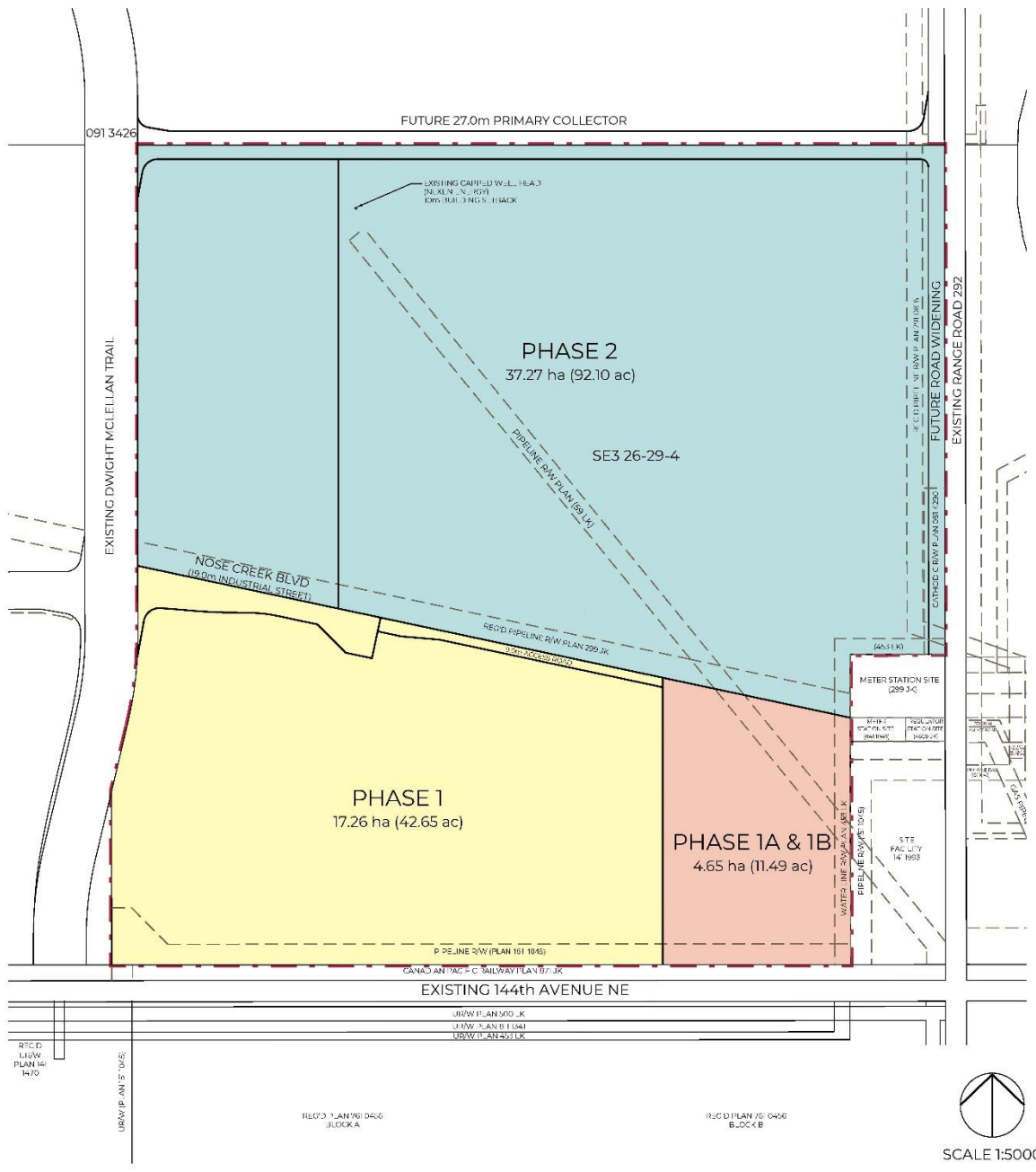
The purpose of the phasing strategy is to provide for the logical and cost-effective progression of development. Development phasing is expected to proceed within the Plan area in accordance with **Figure 19 - Development Phasing**. The phasing plan is based on logical extensions of infrastructure and anticipated market demand.

The proposed development outlines a staged approach for stormwater. The development of an evaporation stormpond will occur as part of Phase 1A in alignment with build-out of Phase 1. Construction of Phase 1B will occur alongside build-out of Phase 2, with the installation of a force main along RR292 that will extend to an existing manhole along Crossiron Drive.

Notwithstanding subdivision 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.

- | | |
|---------------------|---|
| <i>Policy 6.3.1</i> | <i>The Plan Area shall be developed in phases as determined by market conditions and the provision of infrastructure.</i> |
| <i>Policy 6.3.2</i> | <i>Subdivision may proceed out of phase order depending on market demand for lots or availability of servicing and road infrastructure.</i> |
| <i>Policy 6.3.3</i> | <i>Applications for Subdivision and road naming shall be submitted at the subdivision stage, in accordance with the County's standards.</i> |



- Legend**
- Conceptual Scheme Boundary
 - Phase 1
 - Phase 1A / 1B
 - Phase 2

Stoney North Logistics Centre
Development Phasing



Figure 19
June 29, 2022

Figure 19 - Development Phasing

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.

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 individual lots.

7 Development Standards

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:*
 - *55% or in accordance with DC-99, 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 C-4841-97, Section 25.*
- 7.2.2 *Reduce building massing by incorporating different materials, textures or colours, or off-setting portions of the building.*
- 7.2.3 *Locate front doors facing the street and accessible from a public sidewalk. Clearly define, articulate and orient building entrances to pedestrians first, then vehicles.*

7.3 Gateway Special Guidelines

Since Dwight McLellan Trail serves as a major gateway road between the City of Calgary and Rocky View County, special gateway guidelines should be considered at development permit stage for lots visible from Dwight McLellan Trail.

- 7.3.1 *Ensure the facades and roofs of buildings visible from Dwight McLellan Trail, Range Road 292 and 144 Avenue incorporate the following:*
 - 7.3.1.1 *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.*
 - 7.3.1.2 *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

- 7.5.1 *As specified in DC-99 the minimum landscaping requirements for lands abutting Range Road 292 is to be 15% (blended hard and soft landscaping).*
- 7.5.2 *Landscaping shall be required in rear or side yards visible from Dwight McLellan Trail, RR292 and 144th Avenue.*
- 7.5.3 *Landscaping along Dwight McLellan Drive, RR292 and 144 Ave, within ATCO ROWs, shall be in accordance with ATCO Pipelines Guidelines contained in Appendix A.*
- 7.5.4 *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.*
- 7.5.5 *Landscaping materials with high water requirements may be utilized in areas where storm water is being used for irrigation.*
- 7.5.6 *Landscaping will be primarily 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, service and most of the parking to the side and or rear of the main building. These areas should have additional screening if adjacent to public roadways.*

7.7 Signage

- 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.*

7.8 Lighting

- 7.8.1 *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.*
- 7.8.2 *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 and minimize impact on adjacent sites. Appropriate height, scale, and quantity for function and overall cumulative impact of lighting will be considered.*
- 7.8.3 *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.*

7.9 Garbage Storage

- 7.9.1 *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 Public Consultation

The Stoney North Logistics Centre is proposing an amendment to the previously approved McLellan Business Park Conceptual Scheme (2016) in order to reflect a new development concept that meets current market demand. As such, the developer has not undertaken any further public consultation than what was completed in 2016. Please see italicized text below that outlines the public consultation completed as part the initial McLellan Business Park Conceptual Scheme.

“Public consultation for the McLellan Business Park Conceptual Scheme is an important component of the approval process. An Open House was held on October 26, 2016, between 5:00pm and 7:00pm, at the Balzac Community Hall. The Open House was advertised in the Rocky View Weekly for two weeks between October 11th and October 25th, 2016.

Seven residents from the surrounding Balzac area attended the open house. All of the residents stated that they had come to find out about development activities in the Balzac area in general. None of the residents voiced concerns with the development.” (McLellan Business Park Conceptual Scheme, 2016).

9 Policy Summary (by Section)

1 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 The 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 the County.

2.5 Geotechnical Conditions

Policy 2.5.1 Prior to development 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 1.2m in depth.

2.6 Archeological Features

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

3 Stoney North Logistics Centre

3.2 Subdivision and Development

Policy 3.2.1 The minimum lot size in the Conceptual Scheme should be +/- 7.94 ha (+/- 19.63 acre). Lot size should be flexible based on market demand and use of the site, to the satisfaction of Rocky View County.

Policy 3.2.2 All subdivision and development within the Plan Area shall conform to the Stoney North Logistics Centre Conceptual Scheme and the Balzac East Area Structure Plan.

Policy 3.2.3 All development shall demonstrate compliance with the Development Standards contained within Section 7 of the Stoney North Logistics Centre Conceptual Scheme, to the satisfaction of Rocky View County.

Policy 3.2.4 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, Provincial, and Municipal standards, and to the satisfaction of Rocky View County.

-
- Policy 3.2.5 *Subdivision and Development standards described in this Plan and in the Balzac East Area Structure Plan shall be adopted to ensure that all development on properties adjacent to Range Road 292, 144 Avenue and Dwight McLellan Trail will present an appropriate visual interface with these public roadways.*
- Policy 3.2.6 *All uses onsite will require a Development Permit unless exempt from the requirements of the Rocky View County Land Use Bylaw.*

3.3 Pedestrian Connections and Open Space

- Policy 3.3.1 *10 percent Municipal Reserve will be provided in accordance with the provisions of the Municipal Government Act.*
- Policy 3.3.2 *Municipal Reserves will be provided through cash-in-lieu of reserves.*

4 Transportation Network

4.1 Regional Network Review

- Policy 4.1.1 *The locations of road approaches shall be required as a condition of subdivision or development permit stages.*
- Policy 4.1.2 *Offsite transportation infrastructure shall be in place to service each 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 *Rocky View County will require interim cul-de-sac bulbs at the boundary of roads until such time as direct links to adjacent roads occur. Access easement agreements and access right-of-way plans will protect those portions of the bulb that may encumber adjacent lands.*
- Policy 4.1.5 *In accordance with DC-99 subdivision and/or 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 development permit or subdivision to the satisfaction of the County.*
- Policy 4.1.6 *In accordance with DC-99 road widening will be dedicated prior to or concurrent with registration of the first plan of subdivision or bare land condominium affecting any lots abutting Range Road 292.*
- Policy 4.1.7 *The County's Infrastructure Cost Recovery Policy shall apply to applicable transportation infrastructure improvements.*

4.2 External Road Alignments

- Policy 4.2.1 *Updates should be prepared for the McLellan Business Park Transportation Impact Assessment at each subsequent stage of subdivision to determine phase network improvements to the satisfaction of Rocky View County.*

4.3 Internal Road Alignments

- 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 internal roadways is expected to be finalized by the developer at the subdivision 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 road approaches shall be required as a condition of subdivision or development permit stages.*
- Policy 4.3.6 *All roads in the Stoney North Logistics Centre Conceptual Scheme Plan Area should be aligned so they will connect directly to the roads of the adjacent developments to the west and north to ensure an effective and efficient traffic flow.*
- Policy 4.3.7 *Direct access from lots within the Plan area shall not be permitted onto Dwight McLellan Trail, Range Road 292 or 144 Avenue.*
- Policy 4.3.8 *The developer shall provide payment of the applicable levy at the subdivision and/or Development Permit stage in accordance with the requirements prescribed by the Rocky View County Transportation Off-site Levy Bylaw.*
- Policy 4.3.9 *The developer shall construct two of the future six lanes of RR292 which lie adjacent to Phase 2 of the Stoney North Logistics Centre Conceptual Scheme plan area.*

5 Servicing and Utilities

5.2 Water Infrastructure

- 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 and/or 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 and/or 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 5.2.5 *Subdivision/development applications shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.*
- Policy 5.2.6 *The developer shall provide payment for required infrastructure upgrades at the subdivision or development permit stage in accordance with the provisions of the County’s Water & Wastewater Off-Site Levy Bylaw.*
- Policy 5.2.7 *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 5.2.8 *The potable water distribution system shall accommodate minimum design requirements necessary to provide appropriate fire suppression within the Conceptual Scheme area.*
- Policy 5.2.9 *At the Development Permit stage each development shall be required to submit its plans or items for water conservation within the site.*
- Policy 5.2.10 *No potable water shall be used for irrigation purposes.*
- Policy 5.2.11 *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 5.2.12 *A detailed estimation of water usage will be required at time of future Development Permit and/or Subdivision 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 Rocky View County Water and Wastewater Off-Site Levy Bylaw.*
- Policy 5.2.13 *The County’s Infrastructure cost recovery Policy shall apply to applicable potable water infrastructure improvements.*

5.4 Wastewater Infrastructure

- Policy 5.4.1 *The Stoney North Logistics Centre 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 and/or 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 and /or 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 *Payment of fees as per the County's applicable Water and Wastewater Infrastructure Off-Site Levy Bylaw shall occur at the subdivision stage.*
- Policy 5.4.7 *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 5.4.8 *A detailed estimation of wastewater usage will be required at time of future Development Permit and/or Subdivision 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 Water and Wastewater Infrastructure Off-Site Levy Bylaw.*

5.5 Stormwater Management

- 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 subdivision and/or development of the lands shall be permitted until the Developer has prepared and submitted a Staged Master Drainage Plan satisfactory to the County and Alberta Environment.*
- Policy 5.5.3 *Ownership and operation of an irrigation systems shall be determined prior to subdivision approval.*
- Policy 5.5.4 *It is recommended that each lot implement an on-site LID solution at Development Permit stage in accordance with the Staged Master Drainage Plan.*
- Policy 5.5.5 *The size of the storm water facility indicated in Figure 19 may be modified at future subdivision stage, in accordance with the Staged Master Drainage Plan, 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.*

5.6 Shallow Utilities

- 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 subdivision stage.*
- Policy 5.6.2 *Shallow utilities may be placed within easements located on private property.*
- Policy 5.6.3 *Shallow utilities constructed within public road allowances shall be subject to County approval.*

Policy 5.6.4 All street lighting shall respect the County's 'night sky' policy by utilizing full cut-off fixtures to direct light towards the ground and minimize impact on adjacent sites.

Policy 5.6.5 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 Subdivisions shall meet the criteria and requirements for on-site firefighting measures as determined by Rocky View County.

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 5.9.1 All development shall conform to the policies of the County's Solid Waste Master Plan.

Policy 5.9.2 Solid waste containment units must be screened from all adjacent properties.

Policy 5.9.3 Solid waste containment units should not be located in the portion of the lot adjacent to Range Road 292, Dwight McLellan Trail, 144 Ave. If located in this area the container shall be screened by landscaping or another screening device.

6 Implementation and Phasing

6.3 Development Phasing

- Policy 6.3.1 The Plan Area shall be developed in phases as determined by market conditions and the provision of infrastructure.*
- Policy 6.3.2 Subdivision may proceed out of phase order depending on market demand for lots or availability of servicing and road infrastructure.*
- Policy 6.3.3 Applications for Subdivision and road naming shall be submitted at the subdivision stage, in accordance with the County's standards.*

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 individual lots.*

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)

Appendix B

Historical Resource Clearance



Historic Resources Application

Activity Administration

Date Received: October 23, 2014 HRA Number: 4835-14-0133-001

Project Category: Subdivisions (4835)

Application Purpose: Requesting HRA Approval / Requirements
 Other Preliminary information for buyer

Lands Affected: All New Lands

Project Type: Industrial Subdivision

Project Name: Proposed subdivision in SE 3-26-29-W4M
 Additional Name(s):

Key Contact: Ron Kellam	Affiliation: Kellam Berg Engineering
Address: 5800 1A street SW	City / Province: Calgary, AB
Postal Code: T2H 0G1	Phone: (403) 640-0900
E-mail: kbeatson@kellamberg.com	Fax: () -
	Your File Number:

Proponent: Kellam Berg Engineering	Contact Name: Ron Kellam
Address: 5800 1A street SW	City / Province: Calgary, AB
Postal Code: T2H 0G1	Phone: (403) 640-0900
E-mail: kbeatson@kellamberg.com	Fax: () -

Proposed Development Area				Land Ownership				
MER	RGE	TWP	SEC	LSD List	FRH	SA	CU	CT
4	29	26	3	1,2,7,8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

HRA Number: 4835-14-0133-001

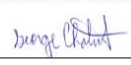
Page 1 of 2

Historical Resources Impact Assessment:

For archaeological resources:
 Has a HRIA been conducted? Yes No Permit Number (if applicable):

For palaeontological resource:
 Has a HRIA been conducted? Yes No Permit Number (if applicable):

Historical Resources Act clearance is granted subject to Section 31 of the Resources Act, "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 the listing.



 Name

October 30, 2014

 Date

HRA Number: 4835-14-0133-001

Page 2 of 2

Appendix C

List of Technical Studies and Reports

Biophysical Impact Assessment, Sweetgrass Consultants, March, 2016 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.

McLellan Business Park – Conceptual Stormwater Management Report, Kellam Berg Engineering and Surveys Ltd, November 8, 2016.

McLellan Business Park Transportation Impact Assessment Update, Bunt & Associates Engineering (Alberta) Ltd, March 16, 2022, Project No. 02-22-0036.

NE and SE ¼ Sections of 3-26-29-W4M, Phase I Environmental Site Assessment, Levelton Consultants Ltd, November 3, 2014, File. R614-1758-00 Rev.1.

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

Preliminary Geotechnical Evaluation Balzac Quarter Section Rocky View County, Alberta, McIntosh Lalani Engineering Ltd, July 2015, ML7221.

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