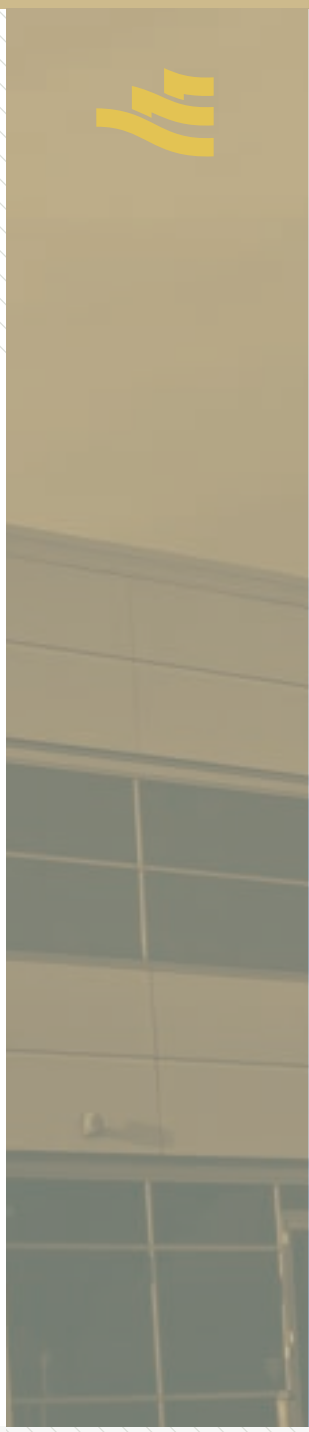


SEPTEMBER 2026 |

EASTLINK BUSINESS PARK CONCEPTUAL SCHEME





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SEPTEMBER 2026

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1.0

INTRODUCTION

1.1 Purpose of this Plan

The **Eastlink Business Park Conceptual Scheme** outlines an implementation framework to support a master-planned business park development located in East Balzac, Rocky View County. When realized, this Plan will accomodate fully serviced industrial lands that will support a variety of industrial uses alongside complementary services, such as highway commercial.

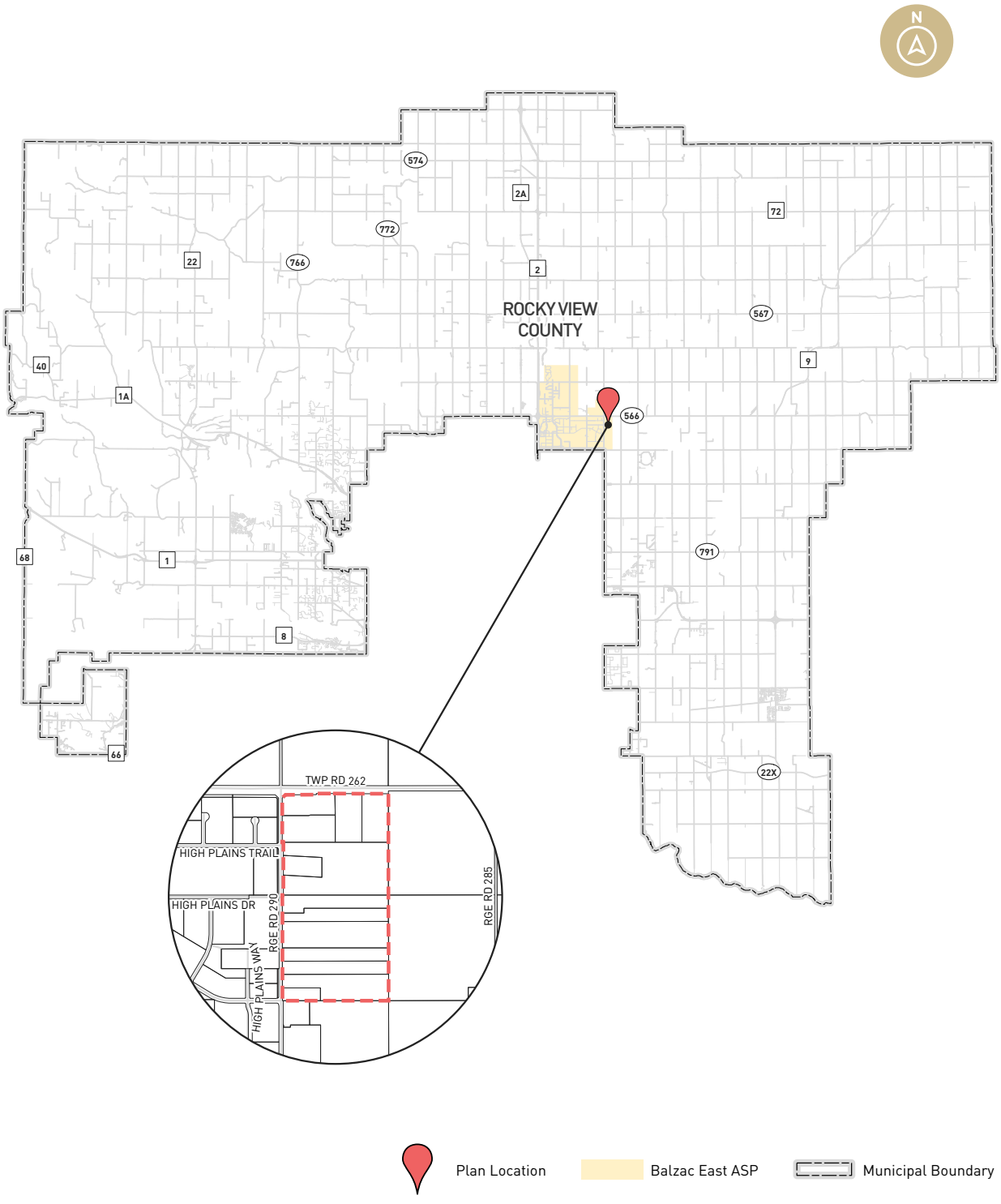
The **Eastlink Business Park Conceptual Scheme** sets expectations for future development within the boundaries of the Plan area. The proposed land use framework and subdivision concept have been developed with consideration to the site's existing opportunities, constraints, and adherence to relevant municipal policies and provincial legislation. Recommendations within the Plan have been developed through the information obtained by recent technical reports carried out by specialized professionals in engineering, transportation and environmental services.

The development of the **Eastlink Business Park Conceptual Scheme** includes a public consultation strategy that provides stakeholders opportunities to receive on-going project information and provide input accordingly.

1.2 Development Rationale

The Plan area includes approximately +/- 126.88 hectares (+/- 313.51acres) and is identified within Rocky View County's East Balzac Regional Business Centre, and the Balzac East Area Structure Plan (BEASP, 2000) as illustrated in **Figure 1: Site Location**. This area is considered suitable, and is planned, for industrial and business uses. (Rocky View County Municipal Development Plan, 2025)

FIGURE 1 Site Location



The Plan area abuts two previously approved Industrial Business Park Conceptual Schemes, as illustrated in **Figure 2: Regional Context**. As such, the **Eastlink Business Park** is ideally positioned near similar development and can therefore leverage established networks and its proximity to both nearby urban centres and regionally significant transportation routes. All of which support logical and further expansion of the County's, and the Region's, industrial growth and transportation logistics economies.

1.3 Plan Objectives

The Eastlink Business Park Conceptual Scheme is intended to:

a. Summarize development opportunities and constraints through summation of the site's existing physical conditions and contextual background studies inclusive of parcel ownership and historic land use.

b. Provide a land use framework and preliminary subdivision concept that will support future development while adhering to policy provisions outlined in the Rocky View County MDP and the Balzac East ASP.

c. Establish a phasing strategy for the development of the Plan area which provides logical phasing boundaries and efficient access throughout each phase of development.

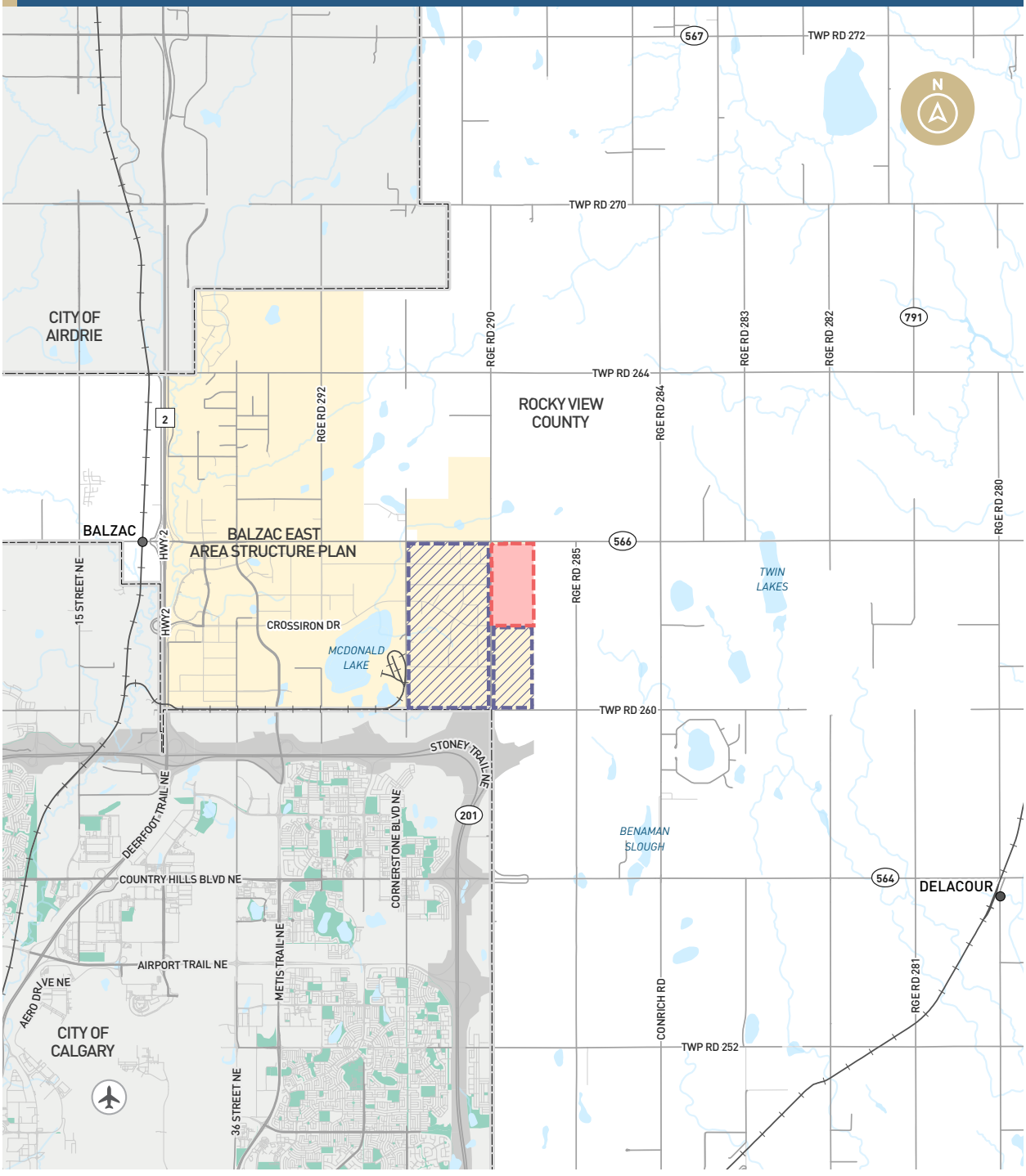
d. Establish an implementation strategy for transportation, utility, franchise servicing and stormwater management to support anticipated development in accordance with the County's Servicing Standards.

e. Establish expectations for provision of fire and emergency response within the Plan area.

f. Establish expectations for implementation of architectural controls to ensure coordinated treatment of building design, landscaping and signage considerations, particularly along HWY 566 and Range Road 290.

g. Summarize and provide the conclusions of a public consultation strategy implemented in support of the Concept Scheme application and approval process.

FIGURE 2 Regional Context



2.0

PLAN AREA DESCRIPTION

2.1 Location

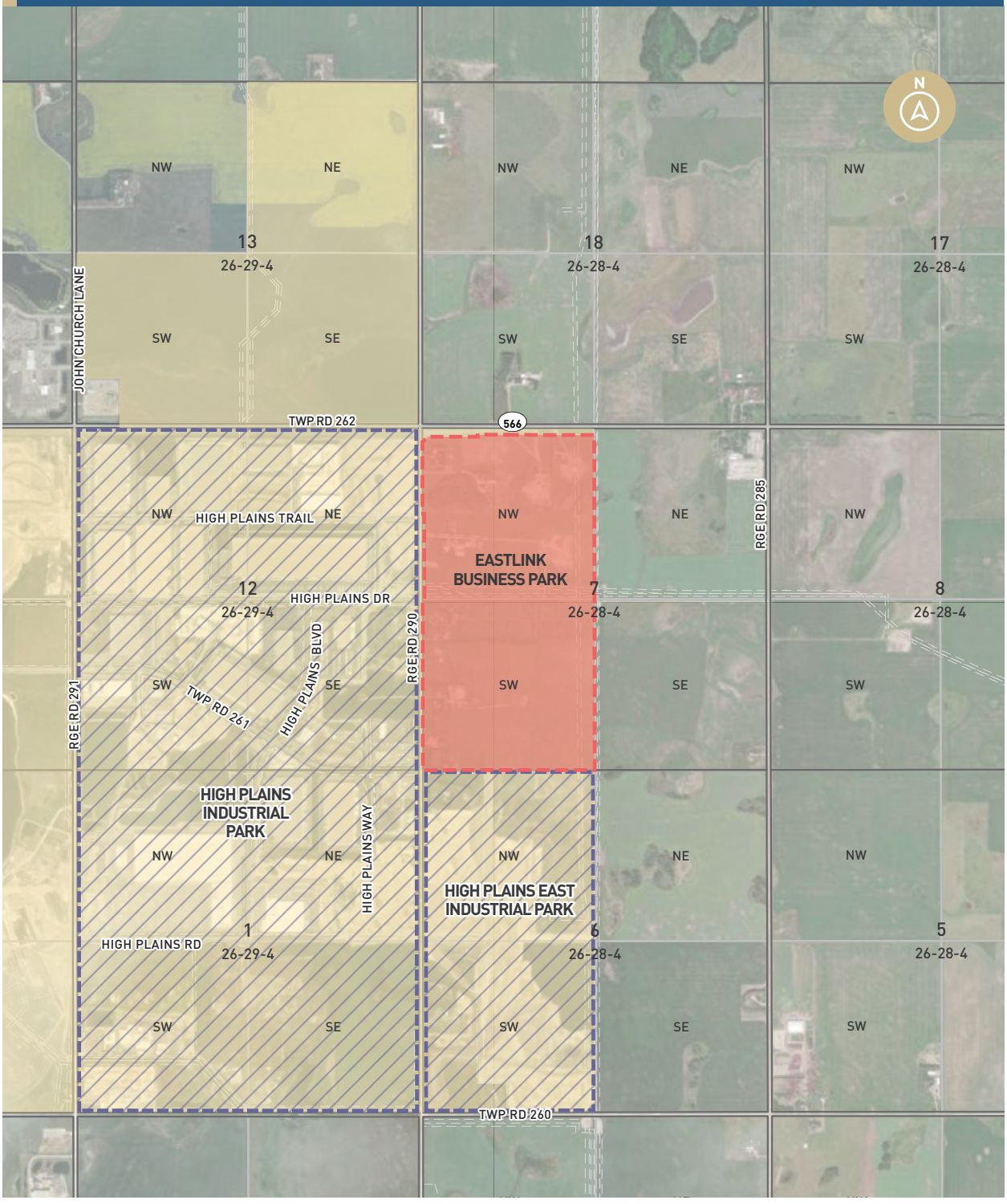
As illustrated in **Figure 3: Local Context**, the Plan area is bound by Highway 566 to the north, Township Road 261 (future extension eastbound) to the south, and Range Road 290 (84th Street NE) to the west. Lands east of the Plan area consist of a mixture of cultivated and uncultivated agricultural lands which lie outside of the Balzac East Area Structure Plan (BEASP) boundary.

This establishes the Plan area along the eastern edge of the Balzac East Area Structure Plan (BEASP).

Immediately adjacent to the Plan area is the High Plains Industrial Business Park to the west, and the High Plains East Industrial Business Park to the south.



FIGURE 3 Local Context



Plan Area
Adjacent Conceptual Schemes
Balzac East ASP
Right-of-Way

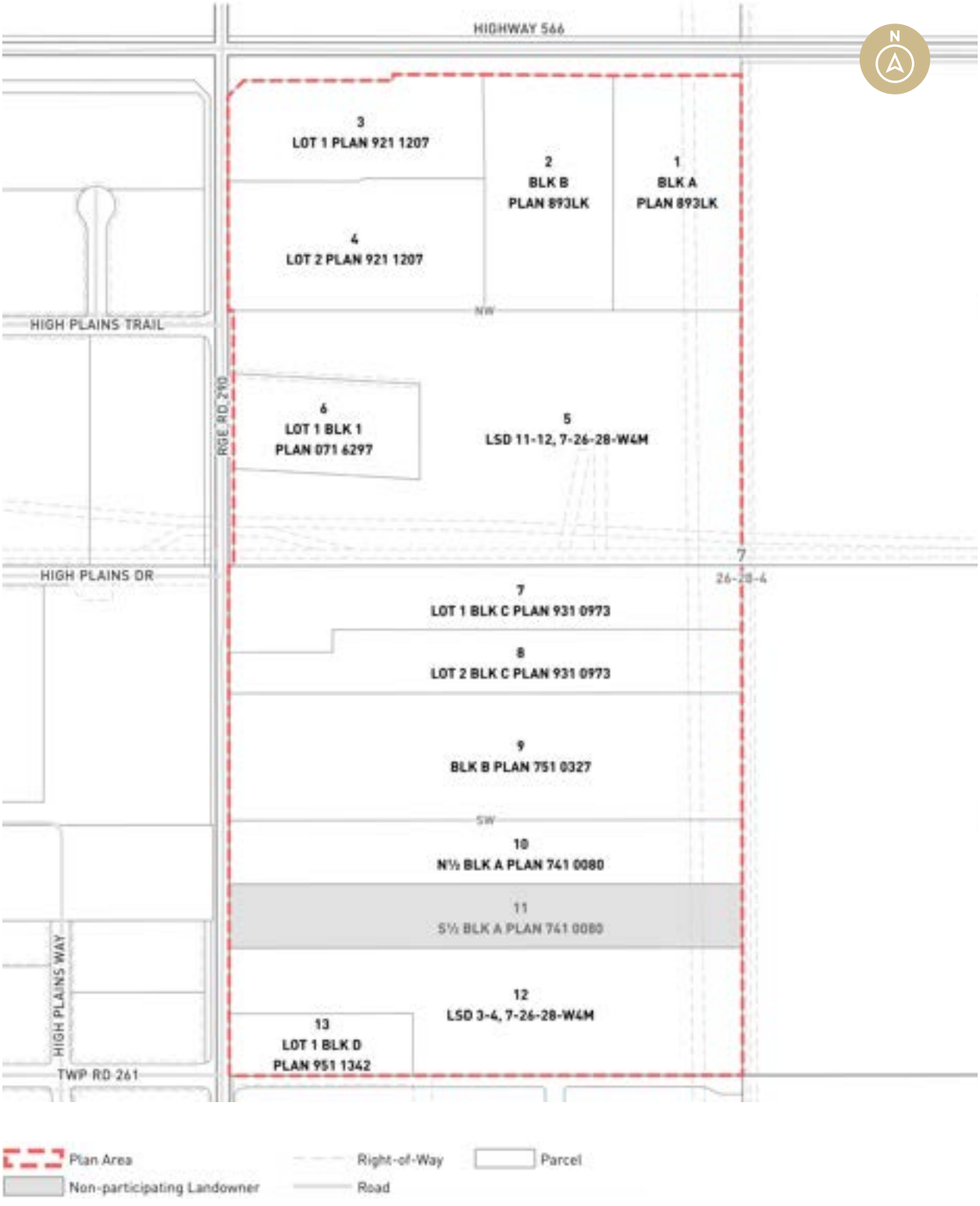
2.2 Legal Descriptions and Ownership

The Plan area includes thirteen (13) titled parcels. As of the date of Plan submission, landowners are participating in the **Eastlink Business Park Conceptual Scheme**. This is subject to increase based on projected ownership changes and continued industrial growth. **Figure 4: Legal Descriptions and Ownership** and **Table 1: Legal Descriptions and Ownership** outline legal descriptions, current ownership and participation status within the Conceptual Scheme.

TABLE 1 Legal Description and Ownership

#	Legal Description	Ownership	± ha	± ac
1	Block A, Plan 893LK	UDAM Estate Inc.	7.50	18.53
2	Block B, Plan 893LK	Val & Melanie Clift	7.51	18.55
3	Lot 1, Plan 921 1207	2371654 Alberta Ltd.	6.43	15.89
4	Lot 2, Plan 9211907	Stephen & Bernadette Tobler	8.33	20.58
5	LSD 11 & 12, 7-26-28-W4M	2613414 ALBERTA LTD.	27.7	68.39
6	Lot 1, Block 1, Plan 0716297	2451892 Alberta Ltd.	4.40	10.87
7	Lot 1, Block C, Plan 9310973	2565591 ALBERTA LTD.	8.71	21.52
8	Lot 2, Block C, Plan 9310973	2565591 ALBERTA LTD.	7.56	18.68
9	Block B, Plan 7510327	2354318 Alberta Ltd.	16.28	40.22
10	N ½, Block A, Plan 7410080	Harminder K & Gurdip Brar	8.14	20.11
11	S ½, Block A, Plan 7410080	Shared Interest/Owners	8.14	20.11
12	LSD 3 & 4, SW-7-26-28-W4M	Jehangir & Amina Gillani	13.36	33.01
13	Lot 1, Block D, Plan 9511342	Manjinder & Gurjeet Nirwal	2.83	6.99
TOTAL PLAN AREA			**126.88**	**313.51**

FIGURE 4 Legal Descriptions and Ownership



2.3 Existing Land Use

As shown in **Figure 5: Existing Land Use**, the Plan area is currently designated with a mixture of Agricultural, General District (A-GEN), Agricultural, Small Parcel District (A-SML) and Residential, Rural District (R-RUR). These land use designations are in accordance with the County's Land Use Bylaw C-8000-2020. Surrounding parcels include Agricultural, General District (A-GEN) to the north and east, with a portion being designated for Industrial, Light District (I-LHT) to support RV Storage to the east. Parcels to the south and west are designated Industrial-Heavy District (I-HVY) with a relatively small portion being Special, Public Service District (S-PUB). Finally areas along the north, west and south edges will be designated as Special, Parks and Recreation District (S-PRK) to accommodate Municipal Reserve and connections to the County's regional trail system.

Site Photos



View of signage and development.



View from Range Road 290, facing south.

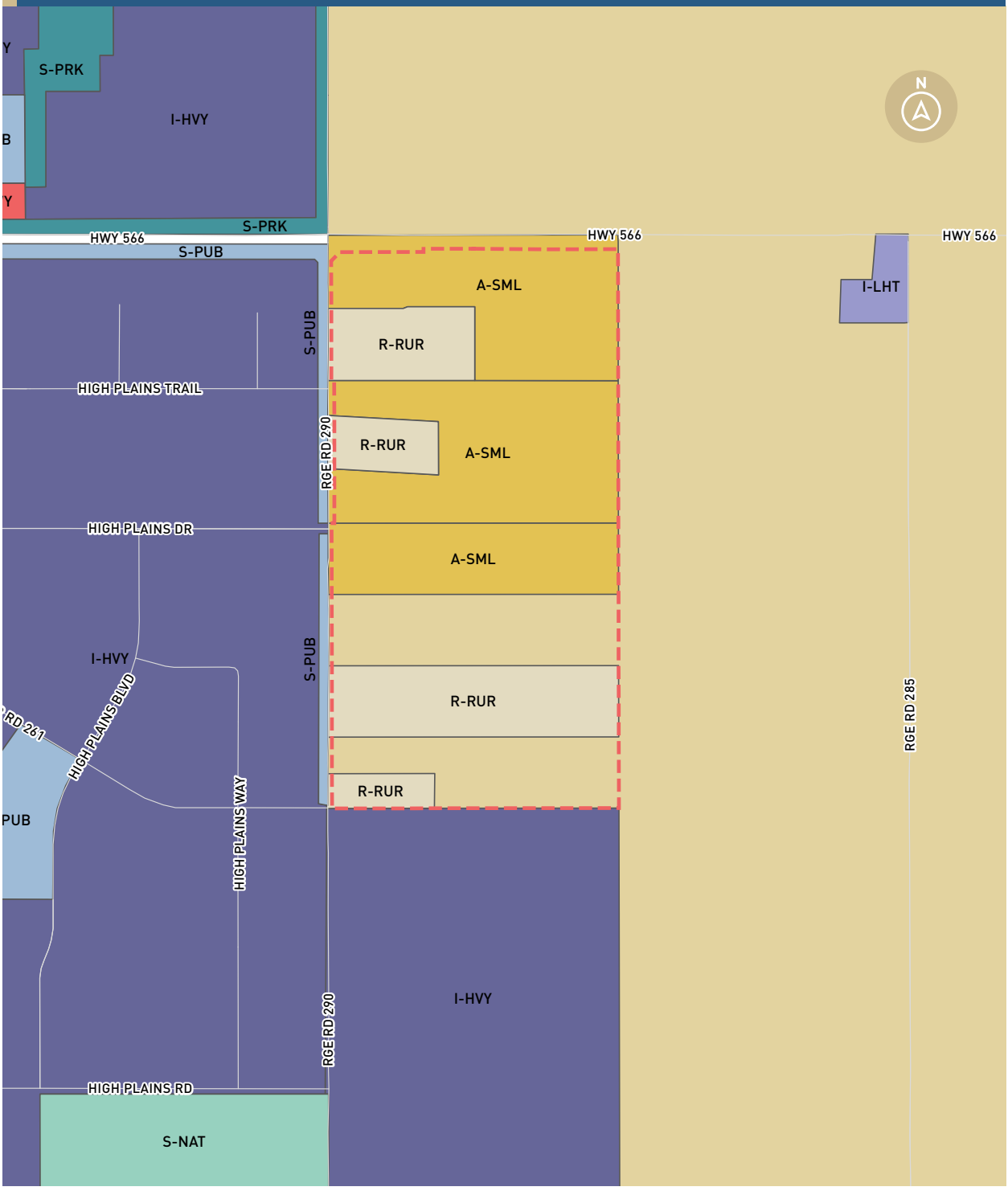


View from Range Road 290, facing east.



View from 84th Street NE and Township Road 262, facing north

FIGURE 5 Existing Land Use



2.4 Site Conditions

As illustrated in **Figure 6: Existing Site Conditions**, the Plan area currently includes multiple agricultural and country-residential parcels. The northwest and southwest quarters have been subdivided into thirteen (13) parcels, mostly developed with single family homes, accessory building. Two (2) home based businesses also operate within the Plan area.

2.4.1 Existing Access

The Plan area is bound to the north by an existing provincial highway and to the west by an existing municipal roadway. These are described as follows:

+ **Highway 566:** At the north edge of the Plan area is a paved, regional highway under the jurisdiction of the Province of Alberta. The Highway is aligned to intersect with Highway 2/ Deerfoot Trail to the west, and Range Road 284/Conrich Road to the east. The intersection of Highway 566 and 84th Street NE provides right-in, right-out access to the Plan area.

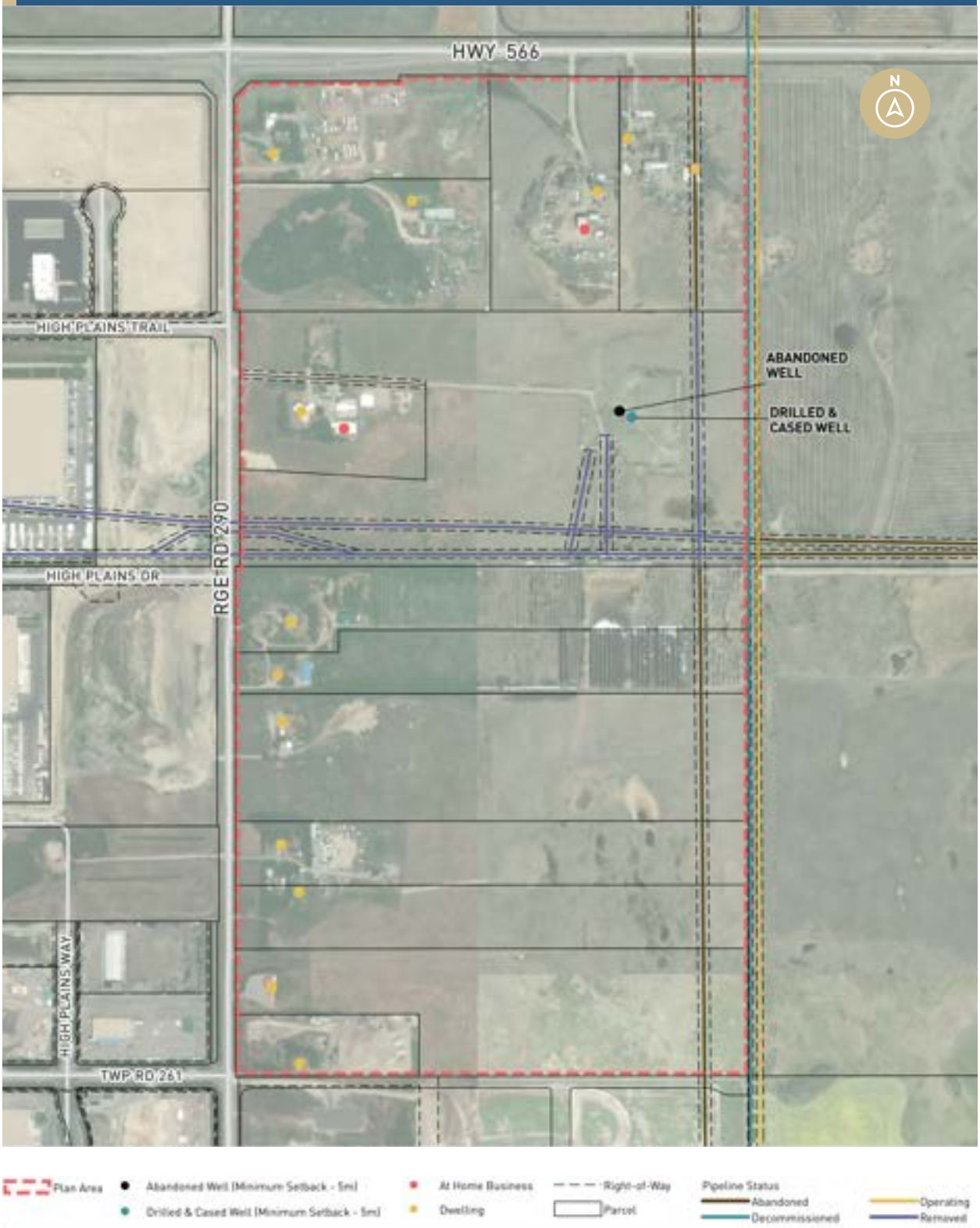
+ **Range Road 290/84th Street NE:** Abutting the west edge of the Plan area is a paved, municipal roadway under the jurisdiction of Rocky View County. The roadway is aligned to intersect Highway 566 to the north and Highway 564/Country Hills Blvd NE, approximately 5.0 km to the south.

Current access into the Plan area is provided along the north and east via Highway 566 and Range Road 290 (84th Street NE).



View from Range Road 290, facing north towards HWY 566.

FIGURE 6 Existing Site Conditions



2.4.2 Topography and Surface Drainage

As illustrated in **Figure 7: Topography and Existing Surface Drainage**, the Plan area varies from relatively flat to undulating, high relief landform, which slopes west to east at a gradient variation between 0.5% to 7.0%. As such, the site does not contain significant slopes or grade changes that would hinder future development. Currently, there is no external surface water conveyance draining into the Plan area.

2.4.3 Environmental Site Assessment (ESA)

Two (2) Phase I Environmental Site Assessments (ESAs), completed in 2021 and 2025, and an Environmental Assessment (2022) were conducted to support this Conceptual Scheme. These assessments, summarized in **Table 2: Environmental Assessment Studies**, aimed to identify previous development and/or usage activities that may have resulted in potential environmental impairments or contaminations within the Plan area. Findings of this work are detailed below.

TABLE 2 Environmental Assessment Studies

Legal Description	Ownership	Phase I ESA	± ha	± ac
LSD 11 & 12, 7-26-28-W4M	*Wayne Poffenroth	GHD, 2021	32.40	80.06
LSD 11 & 12, 7-26-28-W4M	*Wayne Poffenroth	S2 Environmental JV Inc.	32.40	80.06
Lots 1 & 2, Block C, Plan 9310973	*Philip M Cromartie	Nichols, 2025-06	16.27	70.68
Lot 1, Plan 9211207	2371654 Alberta Ltd.	Nichols, 2025-06	6.70	16.56

**Denotes previous landowner at time of assessment*.

Decommissioned Pipelines

The Plan area was previously utilized for oil and gas extraction and small-scale tree farming. In 2022, S2 Environmental Joint Venture Inc. was contracted to decommission eight (8) pipelines and a pipeline riser station, crossing LSD 11 & 12, 7-26-28-W4M, as shown in **Figure 6: Existing Site Condition**. Historically, these transmitted fuel gas, glycol, and sour natural gas. Decommissioning included excavation, backfilling, and soil sampling. The results of the soil samples indicated no further remedial work necessary prior to development activities.

FIGURE 7 Topography and Existing Surface Drainage



Well Sites

LSD 11 & 12, 7-26-28-W4M contains two (2) gas wells: one (1) abandoned and one (1) drilled and cased (not in production), as outlined in **Table 3: Existing Well Sites**. Reclamation certificates have been issued for these wells. However, the well sites are identified as having *potential* for environmental impairment and will require further studies prior to development activities.

TABLE 3 Existing Well Sites

Well #	Location	Licensee	Status
0029353	11-07-26-18-W4M	CNOOC Petroleum North America ULC	Abandoned
0243837	11-07-26-18-W4M	CNOOC Petroleum North America ULC	Drilled & cased

Residential Buildings

Residential buildings on Lots 1 & 2, Block C, Plan 931 0973 and Lot 1, Plan 9211207 are of an age where hazardous building materials may be present. Two (2) above ground storage tanks (ASTs) of approximately 800 litres in capacity, containing gasoline and diesel, were identified on Lot 1, Block C, Plan 9310973. No staining was observed at the time of assessment and environmental risk is considered low. A Hazardous Building Material Assessment (HBMA) is to be completed prior to any business development on these parcels. However, a Phase II ESA is not recommended for Lots 1 & 2, Block C Plan 931 0973 and Lot 1, Plan 9211207.

Policy 2.4.3.1	Well sites located within the Plan area shall be further investigated by the developer prior to development activities to the satisfaction of Alberta Environment & Protected Areas, Forestry & Parks, and the County.
Policy 2.4.3.2	The Developer shall engage a qualified professional at the subdivision stage to assess wetlands & waterbodies within parcels not included in the WAIR (CIMA +, April 2026), as generally illustrated in Figure 8: Wetlands & Waterbodies, prior to development activities occurring on these parcels and to the satisfaction of the County.
Policy 2.4.3.3	The Developer shall implement the best practices as outlined within the Wetland Assessment and Impact Report(s) at the subdivision stage to mitigate potential loss or damage to vegetation, wetlands, water bodies, wildlife, wildlife habitat, and landscaped connectivity.

2.4.4 Biophysical Considerations

A Wetland Assessment and Impact Report (WAIR) was prepared by CIMA+ April 2026) in support of the Conceptual Scheme to describe the existing environmental conditions within the Plan area, in addition to identifying, delineating, and classifying wetlands and waterbodies in accordance with the Alberta Wetland Classification System (AWCS).

Based on a completed ACIMS database search, no provincially listed plan species were observed in the Plan area, with minimal native vegetation and no Environmental Significant Areas (ESAs). As illustrated in **Figure 8: Wetlands and Waterbodies**, the subject lands contain eleven (11) wetlands, classified as Temporary and Seasonal Graminoid Marsh, covering approximately ± 0.14 ha (± 0.35 ac). Aerial photos indicate potential additional wetlands covering approximately ±1.68 ha (± 4.15 ac). All identified waterbodies have been submitted for review at the Water Boundaries Division of Public Lands and a response on October 14, 2025 confirmed no wetlands within the Plan area meet the criteria for Crown ownership claim.

It is expected that all identified wetlands in the Plan area will be removed for development, and it is acknowledged that wetland disturbances shall proceed in accordance with the Alberta Provincial Wetland Policy's under the Water Act and to the satisfaction of Alberta Environment & Protected Areas (AEP).

Policy 2.4.4.1	Wetland disturbances within the Plan area shall proceed in accordance with the procedural, technical and compensation requirements established by Alberta Provincial Wetland Policy to the satisfaction of Alberta Environment & Parks (AEP).
Policy 2.4.4.2	The Developer shall engage a qualified professional at the subdivision stage to assess wetlands & waterbodies within parcels not included in the WAIR (CIMA +, April 2026), as generally illustrated in Figure 8: Wetlands & Waterbodies, prior to development activities occurring on these parcels and to the satisfaction of the County.
Policy 2.4.4.3	The Developer shall implement the best practices as outlined within the Wetland Assessment and Impact Report(s) at the subdivision stage to mitigate potential loss or damage to vegetation, wetlands, water bodies, wildlife, wildlife habitat, and landscaped connectivity.

2.4.5 Geotechnical Considerations

A Geotechnical Investigation was conducted by Englobe (2025) in support of this Conceptual Scheme to investigate sub-surface conditions underlying the Plan area and suitability for development.

This report identified bedrock is underlying the Plan area, at depths from 2.0 m to 8.2 m. In some areas where bedrock has been located, excavation may require specialized equipment such as pneumatic breakers and/or rippers. Topsoil within the Plan area varies between 25 mm to 150 mm. However, it is recommended that shallow test pits be conducted, to confirm topsoil depth, prior to development activities. Overall, soil consistencies within the Plan area are expected to be suitable for backfill, and will support shallow strip, spread foundation systems, and slab-on-grade support. Stabilized groundwater levels were measured via standpipes installed in boreholes and water levels were identified between 2.41 m to 8.12 m below existing ground surface. Groundwater levels will be monitored onsite for six (6) months as per Rocky View County Servicing Standards (2025).

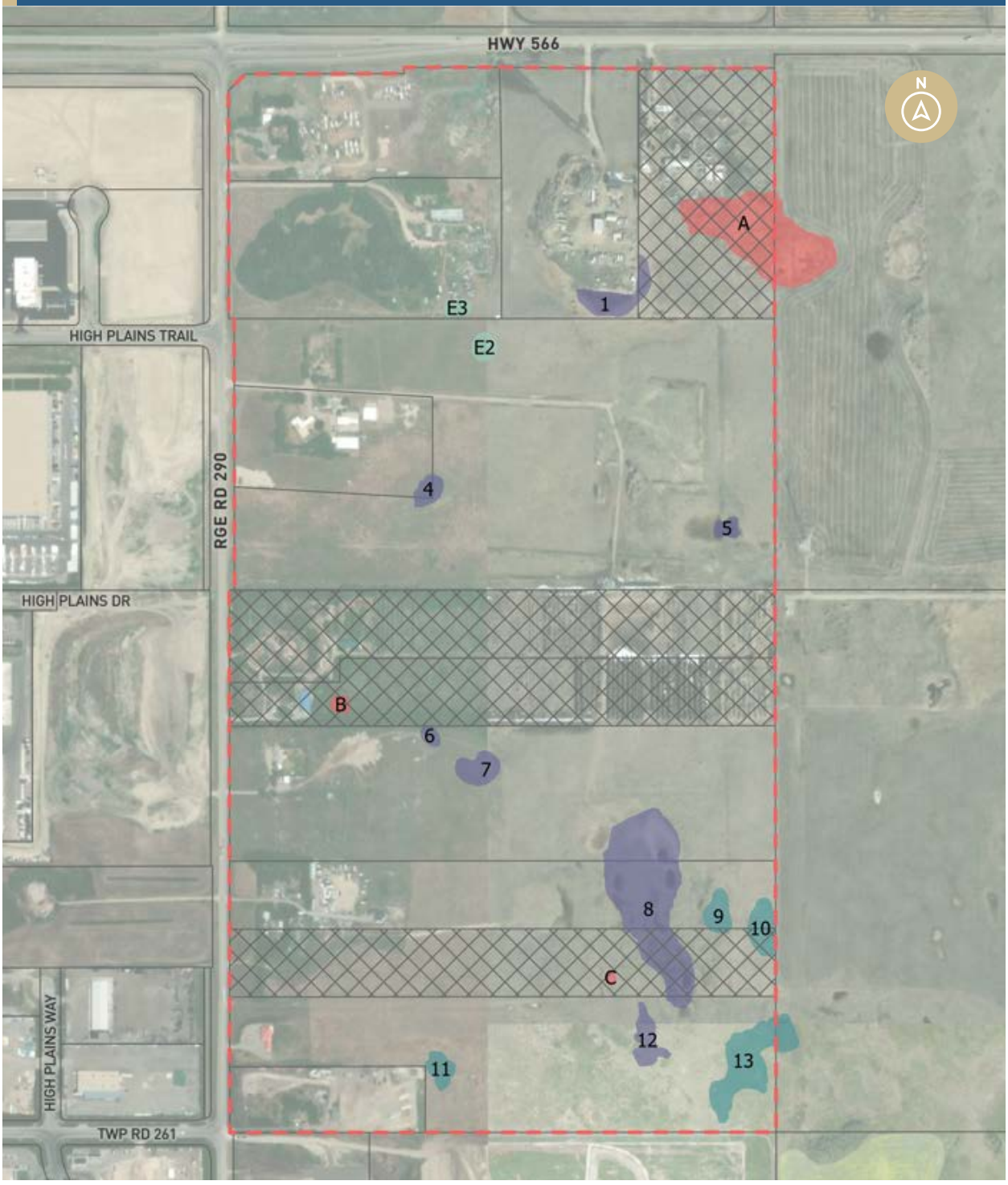
The conclusions of the report indicate that the Plan area is suitable for the proposed development, provided the recommendations, identified in the geotechnical study, are implemented and more detailed geotechnical investigations are conducted at each subdivision stage.

Policy 2.4.5.1	The Developer shall submit a more detailed geotechnical analysis at each stage of subdivision stage, to be prepared by a qualified Geotechnical Engineer, confirming suitability of subsurface conditions in accordance with the requirements of the County Servicing Standards.

2.4.6 Archaeological and Historical Resources Considerations

Alberta's Listing of Historic Resources does not correlate the Plan area with an Historic Resource Value (HRV). However, in accordance with the Historical Resources Act, a Historical Resource Application (HRA) was submitted to the Province via the Online Permitting and Clearance (OPaC) system. In response, Alberta Culture determined that a Historic Resources Impact Assessment (HRIA) is not required.

FIGURE 8 Potential Wetlands & Waterbodies



3.0

DEVELOPMENT CONCEPT

3.1 Eastlink Business Park

As illustrated in **Figure 9: Development Concept**, the Eastlink **Business Park Conceptual Scheme** will facilitate a master-planned industrial business park located at the eastern edge of the Balzac East Area Structure Plan (BEASP). The project is expected to benefit from, and contribute to, the on-going growth of adjacent industrial business parks and the logical expansion of the County's and the Region's industrial economies and transportation logistics. The site is strategically positioned near key urban centres and infrastructure including the City of Calgary, the City of Airdrie, the Calgary International Airport (YYC), and major regional transportation networks.

The Plan area's proposed subdivision concept contemplates:

- Twenty (20) Industrial-Heavy District (I-HVY) lots.
- One (1)) Commercial-Highway District (C-HWY) lot.
- One (1) Public Utility Lot zoned as Special-Public Service District (S-PUB).
- Municipal Reserve (MR) dedication zoned as Special - Parks, and Recreation District (S-PRK).

Access to the Plan area will be provided via a paved internal urban industrial road network to be constructed by the developer with three (3) intersections onto Range Road 290 (84th Street NE) and one (1) onto Township Road 261 (future eastbound extension). Internal roads and intersections, and upgrades to existing roads, will be designed at subdivision in accordance with the County Servicing Standards.

Water will be supplied through Rocky View County's Balzac Water System, with a developer-constructed internal looped system providing potable water and fire protection, in accordance with County Servicing Standards. Wastewater will be serviced by way of a new lift station with south connections via a gravity pipe to the High Plains East lift station, with south connections via a gravity pipe to the High Plains East lift station, also constructed by the developer in accordance with the County Servicing Standards. Stormwater will be managed through a split drainage system including of a combination of overland flow, supported by temporary irrgiation areas, and underground pipe/culvert systems. North-central flows from the Plan area will be conveyed to a stormwater facility (PUL) located in the east-central portion of the Plan area. Southern flows will be directed south to the stormwater management facility within High Plains East.

FIGURE 9 Development Concept



Proposed Commercial Buildings
Proposed Industrial Buildings
MR, Open Space
Private Landscaping (5.5m)
PUL Stormwater / Stormwater Pond

Architectural controls and landscaping buffers will be established at subdivision to ensure cohesive design, particularly along Highway 566 and Range Road 290, as per policy provisions outlined in the BEASP under Special Development Area #5 (SDA #5).

A Business Lot Owner's Association (BLOA) will be formed to oversee services such as waste management, landscaping maintenance, and architectural control enforcement. Development is expected to proceed in multiple phases and full build-out timelines are subject to market demand.

Figure 9: Development Concept is conceptual. As such, lotting and roadway layouts may change based on infrastructure requirements and market conditions at the time of subdivision.

3.1.1 Development Statistics

The assignment of land use within the Plan is anticipated as follows:

TABLE 4 Development Statistics

Development Type	± ha	± ac	%
I-HVY, Industrial Heavy District	99.09	244.84	78.10%
C-HWY, Commercial, Highway District	6.17	15.25	4.86%
S-PUB, Special, Public Service District	7.05	17.41	5.56%
S-PRK, Special. Parks and Recreation District	3.80	9.39	2.99%
Road Widening	1.41	3.49	1.11%
Roads	9.36	23.13	7.38%
TOTAL PLAN AREA	**± 126.88**	**± 313.51**	**100%**

Policy 3.1.1.1	Subdivisions within the Plan area are expected to proceed as generally illustrated in Figure 9: Development Concept. Yet, subdivisions may be altered based on up-to-date infrastructure requirements and market conditions without amendments to this Plan.
Policy 3.1.1.2	Municipal Reserve (MR) is to be dedicated as generally illustrated on Figure 9: Development Concept, and provided and constructed by the developer at each phase of subdivision.
Policy 3.1.1.3	Municipal Reserve (MR) is to be dedicated in the form of a 10.0 m wide strip along Range Road 290 and Township Road 261, and a 20.0 m wide strip along HWY 566. Both should include a 2.5 m asphalt pathway, with connections to the County's regional trail system.

3.2 Transportation

3.2.1 Transportation Network

As illustrated in **Figure 10: Transportation**, access to the Plan area is proposed via a subdivision road network consisting of urban industrial roadways. The network includes one (1) existing intersection: Highway 566 and Range Road 290, three (3) new intersections onto Range Road 290 and one (1) new intersection onto Township Road 261 (future eastbound extension). All internal roadways are to be constructed with 30.0 m ROWs, by the developer, at the time of subdivision and in accordance with the County Servicing Standards. The network is to be built out in stages, alongside phased development, and in alignment with existing and previously planned roadways adjacent to the Plan area.

As per the County's Regional Transportation Off-Site Levy Bylaw Township Road 261 (future eastbound extension) is to be extended with a 36.0 m road ROW, centered on the existing quarter section line. This will require additional ROW from adjacent development. Range Road 290 is classified as a Network 'A' road, as such an ± 8.07 m of road ROW widening is to be provided at time of subdivision. Additionally, HWY 566 will require a total of ± 0.51 ha (± 1.30 ac) or between ± 8.73 m to ± 10.32 m of road ROW widening to be provided at time of subdivision, in accordance with Alberta Transportation network requirements and the HWY 566 Functional Planning Study.

Policy 3.2.1.1	Transportation within the Plan area is expected to proceed as generally illustrated in Figure 10: Transportation. Yet, transportation may be altered based on up-to-date infrastructure requirements and market conditions without amendments to this Plan.

3.2.2 Transportation Impact Assessment (TIA)

A Transportation Impact Assessment (TIA) was conducted by Bunt & Associates (2026) in support of this Conceptual Scheme. This work evaluated potential transportation impacts of the proposed development

The timing of the construction of these upgrades will be determined through updated transportation analysis with future subdivision applications both from developments within the Plan area and adjacent developments.

Construction timing of intersection upgrades will be confirmed through future transportation analysis with future subdivision applications both from developments within the Plan area and adjacent developments.

The **Eastlink Business Park** is not currently serviced by a municipal transit system. However, the transportation network contemplated for this development could accommodate a transit system should the County decide to implement one in the future. Likewise, the municipal road rights-of-way have sufficient width to support the construction of future transit stops.

Policy 3.2.2.1	All internal roads within the Plan area shall be constructed by the developer in accordance with the County's Servicing Standards.
Policy 3.2.2.2	Road ROW widenings (at approximately +/- 8.0 m wide) shall be provided along Range Road 290 at the subdivision stage by the developer in accordance with the County's long-range transportation network requirements.
Policy 3.2.2.3	Road ROW widenings (at approximately ± 8.73 m to ± 10.32 m) shall be provided along HWY 566 at the subdivision stage by the developer in accordance with Alberta Transportation network requirements and the HWY 566 Functional Planning Study.
Policy 3.2.2.4	Developers shall coordinate alignments with existing and adjacent ROW as generally illustrated in Figure 10: Transportation.
Policy 3.2.2.5	Transportation upgrades demonstrated to provide benefit to adjacent lands, outside of the Plan area, will be eligible for cost recoveries in accordance with the County's Infrastructure Cost Recovery Policy C-406.
Policy 3.2.2.6	The Developer shall provide payment for the Regional Transportation Off-Site Levy Bylaw at the subdivision and/or development permit stage.
Policy 3.2.2.7	All Future 30.0 m ROW connections, as generally illustrated in Figure 10: Transportation, should develop temporary cul-de-sac's at the time of subdivision, where through connections are not available due to ownership constraints.

3.3 Utility Servicing

3.3.1 Utility Servicing Design Brief

A Utility Servicing Design Brief was conducted by CIMA+ (2026) in support of this Conceptual Scheme to establish expectations for servicing requirements within the Plan area. Based on recommendations, outlined under separate cover, the following systems are proposed.

3.3.2 Water Servicing

The Plan area will be serviced with treated potable water through connection to the Rocky View County water distribution system in accordance with regulations and the County Servicing Standards, as conceptually illustrated in **Figure 11: Water Servicing**.

Policy 3.3.2.1	Potable water service shall be provided within the Plan area by the Rocky View County water distribution system as generally illustrated in Figure 11: Water Servicing.

FIGURE 10 Transportation



Existing Road Connections
Future Road Connections
Industrial / Collector Road (30m)
Future 30m ROW Connection
8.07m Road Widening
MR, Open space

3.3.3 Internal Water Distribution Network

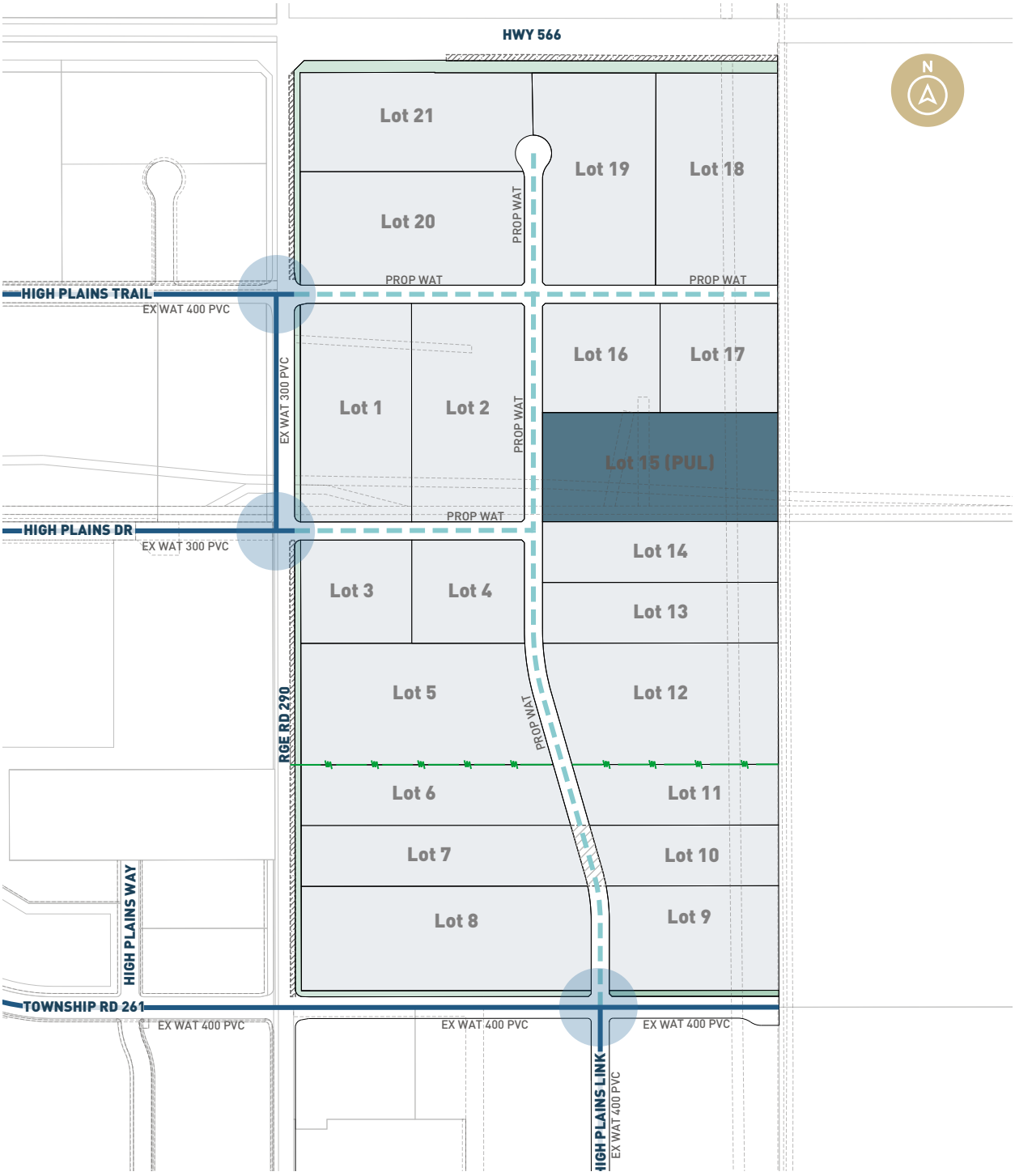
The Plan area is to be serviced by an internal water distribution network, as conceptually illustrated in **Figure 11: Water Servicing**. The developer is to construct the network in the Plan area, with pipe sizing determined at the time of subdivision. Existing 300mm and 400mm water main adjacent to the Plan area will be looped and connected to the internal network at designated connection points between the Plan area, High Plains and High Plains East Industrial Park. Connection points are as follows:

- High Plains Trail & Range Road 290
- High Plains Drive & Range Road 290
- High Plains Link & Township Road 261

Change in elevation across lands within the East Balzac pressure zone may influence future serviceability of the Plan area over time. However, at present elevations are expected to remain within the acceptable pressure range, and the development area is projected to be able to meet the criteria outlined in the County Servicing Standards. Specific requirements and timing of infrastructure construction shall be confirmed at the time of subdivision and in accordance with the County Servicing Standards.

Policy 3.3.3.1	The internal water distribution network shall be constructed by the developer, at the subdivision stage, in accordance with the County Servicing Standards.
Policy 3.3.3.2	The internal water distribution network shall be owned and maintained by the County.
Policy 3.3.3.3	The design of the internal water distribution network shall accommodate fire suppression in accordance with the County Servicing Standards.
Policy 3.3.3.4	The Developer shall engage a qualified professional at the subdivision stage to prepare a detailed estimation of water demand expected within the subdivision area, to the satisfaction of the County.
Policy 3.3.3.5	The Developer shall provide payment for the Regional Water & Wastewater Off-Site Levy Bylaw at the subdivision and/or development permit stage.

FIGURE 11 Water Servicing



Future ROW
Proposed Water Main
Future Water
Grading High Point
Existing Water Main
Connection Points to Existing Water Mains

3.3.4 Wastewater Servicing

The Plan area is to be serviced by an internal gravity pipe system, with wastewater servicing connections to the East Rocky View County's Regional Wastewater System (via a south connection to the High Plains East lift station) as conceptually illustrated in **Figure 12: Wastewater Servicing**.

Policy 3.3.4.1	Wastewater servicing shall be provided within the Plan area through an internal gravity pipe system and south bound connections to the East Rocky View County's Regional Wastewater System, via High Plains East lift station, as generally illustrated in Figure 12: Wastewater Servicing.

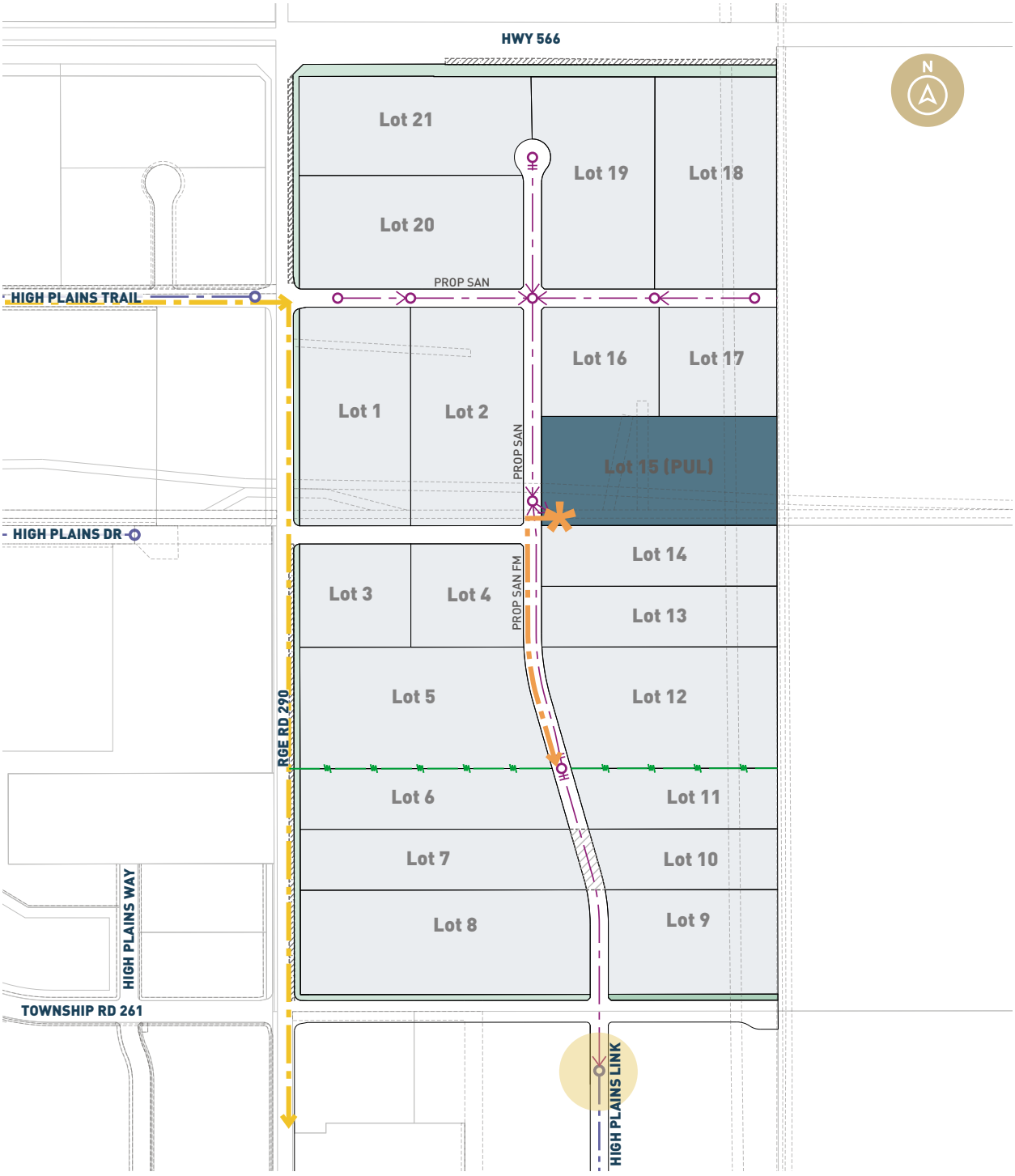
3.3.5 Internal Wastewater Collection Network

The north and central portions of the Plan area are to be serviced by an internal gravity sanitary sewer collection network, and a new wastewater lift station, centrally located within a Public Utility Lot (PUL), as conceptually illustrated in **Figure 12: Wastewater Servicing**.

The south portion of the Plan area is expected to be serviced by a forcemain, installed from the new centrally located lift station, with connections that will flow wastewater south bound via gravity to the High Plains East Lift Station. Specific design and requirements of both the north and south wastewater collection network are to be confirmed at subdivision and in accordance with the County Servicing Standards.

Policy 3.3.5.1	The internal wastewater collection network shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.
Policy 3.3.5.2	The internal wastewater collection network shall be owned and maintained by the County.
Policy 3.3.5.3	The developer shall engage a qualified professional at the subdivision stage to prepare a detailed estimation of proposed wastewater generation expected within the subdivision area, to the satisfaction of the County.
Policy 3.3.5.4	The developer shall provide provide payment for the Regional Water & Wastewater Off-Site Levy Bylaw at the subdivision and/or development permit stage.
Policy 3.3.5.5	The developer shall liaise with the High Plains East developer (and the County) to facilitate south bound sanitary servicing connections and capacity through a Sanitary Servicing Agreement and Cost Recovery contributions at the subdivision stage by all participating and benefitting entities.

FIGURE 12 Wastewater Servicing



3.3.6 Franchise Utilities

Franchise utilities will be provided within the Plan area by the developer at the subdivision stage in accordance with the requirements of the shallow applicable utility providers as outlined in the Utility Servicing Design Brief under separate cover and in accordance with the County Servicing Standards.

Policy 3.3.6.1	Shallow franchise utilities shall be installed and/or financed by the developer at the subdivision stage in consultation with the applicable utility providers.
Policy 3.3.6.2	The alignments for franchise utility installations shall be determined at the subdivision stage in accordance with the County Servicing Standards.

3.4 Stormwater Management

Surface drainage in the Plan area will be managed through a comprehensive stormwater management plan which adopts zero-discharge requirements and a Low Impact Development (LID) approach, as generally illustrated in **Figure 13: Stormwater Management**.

3.4.1 Staged Master Drainage Plan

A Stage Master Drainage Plan was prepared by CIMA+ (2026) in support of this Conceptual Scheme. It identifies the appropriate location and sizing of stormwater infrastructure, including storage for a 1:500-year event, catchment boundaries, and stormwater quality maintenance requirements.

The Plan area lies at the headwaters of the Cooperative Stormwater Management Initiative (CSMI), which aims to establish a regional stormwater system within the BEASP involving the Western Irrigation District (WID) and multiple jurisdictional partners. However, no downstream infrastructure is currently available. As such, a zero-discharge stormwater strategy is proposed for the Plan area, which is consistent with adjacent developments. The Plan area's stormwater management system will consist of a split-drainage system. Runoff from the north-central portion of the Plan area, approximately +/- 95.76 ha (+/- 236.63 ac), will be directed to a new stormwater management facility (storm pond) designed to accommodate up to 1:500-year storm event, to be constructed by the developer in the east-central portion of the Plan area.

The storm pond will be utilized for capture, conveyance, storage, treatment, and reuse for irrigation, dust control, and other future purposes permitted by Alberta Environment and Parks. A pump station, located in the PUL, will redistribute treated water to areas inside and/or outside of the Plan area, based on the location of Temporary Irrigation Areas as updated per phases of development. Runoff from the south portion of the Plan area, approximately +/- 31.09 ha (+/- 76.83 ac) is to be directed and discharged southward to High Plains East development. This will require coordination with developers to the south.

FIGURE 13 Stormwater Management



Policy 3.4.1.1	Stormwater management shall be provided within the Plan area as generally illustrated on Figure 13: Stormwater Management.
Policy 3.4.1.2	The design of the stormwater management system within the Plan area shall accommodate the unit area release rates and volume retention targets as outlined in the SMDP (CIMA +, 2026).
Policy 3.4.1.3	The stormwater management facility shall be constructed, by the developer, at the subdivision stage in accordance with the County Servicing Standards.
Policy 3.4.1.4	The stormwater management facility shall be dedicated within a Public Utility Lot (PUL) at the subdivision stage.
Policy 3.4.1.5	The developer of Lots 6 - 11 shall liaise with the High Plains East developer (and the County) to facilitate a stormwater management strategy for the southern portion of the Plan area through a Stormwater Management Servicing Agreement and Cost Recovery contributions at the subdivision stage, by all participating and benefitting entities.

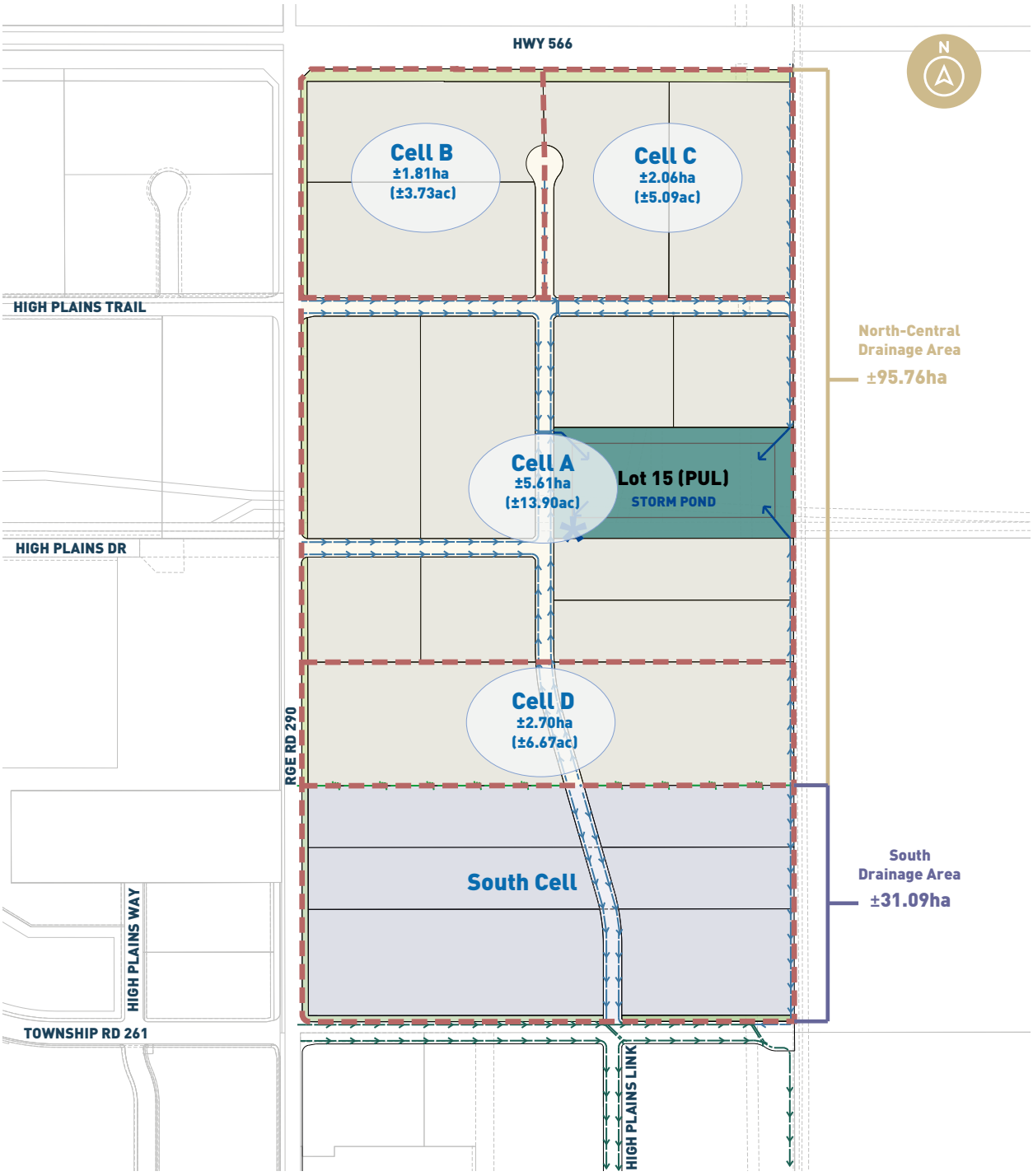
3.4.2 Temporary Irrigation Area

Given that the portion of the Nose Creek Drainage Basin does not support regional stormwater conveyance, development within this portion of the County must accommodate a 'zero discharge' drainage solution. As described by the Staged Master Drainage Plan prepared in support of this Conceptual Scheme (CIMA +, 2026), in order to balance the volume of stormwater within the proposed Public Utility Lot (PUL), the developers will be required to reserve a total of +/- 12.18 ha (+/- 29.395 ac) of Temporary Irrigation Areas within the Plan area's North-Central Drainage Area, as identified in **Figure 13A: Temporary Irrigation Areas.**

The Temporary Irrigation Areas shall be established within dedicated overland drainage easements that are expected to be distributed across four (4) Development Cells, as illustrated in **Figure 13A: Temporary Irrigation Areas.** This is to ensure equitable development opportunities at each stage of development and provide a flexible approach to irrigation needs, as assessed at each new phase of subdivision.

This approach will facilitate stormwater draw-down within the PUL as development progresses. The specific configuration and location of the Temporary Irrigation Areas will be determined at the detailed subdivision design stage. In the event the developer wishes to develop the Temporary Irrigation Areas with industrial uses, a regional stormwater conveyance solution must be implemented. Alternatively, the developer must secure an equivalent area of Temporary Irrigation outside the Plan area, to the satisfaction of the County.

FIGURE 13A Temporary Irrigation Area



Policy 3.4.2.1	The developer shall establish Temporary Irrigation Areas within the Plan area as generally illustrated in Figure 13A: Temporary Irrigation Areas. The final sizing and location shall be determined through updated stormwater analysis undertaken by the developer at the subdivision and/or detailed design stage.
Policy 3.4.2.2	The owners/developers shall register Overland Drainage Rights-of-Way and associated easements at the subdivision stage to ensure the Temporary Irrigation Areas are clearly identified and not disturbed by adjacent development.
Policy 3.4.2.3	The Temporary Irrigation Areas shall be maintained by a Business Lot Owners Association to be established at the subdivision stage.

3.4.3 Private Landscaped Easement

A ± 5.5 m wide Private Landscaped Easement Area shall be provided within each business lot adjacent to the internal subdivision roads to include plantings and absorbent materials to be irrigated as part of the Plan area's stormwater management system. This private easement area will provide an attractive and uniform aesthetic for each business parcel when viewed from the internal subdivision road and will be maintained by the Business Lot Owner's Association (BLOA). A Landscaping Plan will be provided at the subdivision stage to detail the specific treatment of landscaping elements.

Policy 3.4.3.1	A ± 5.5 m wide private landscaped easement shall be provided within each business lot adjacent to the internal subdivision road.
Policy 3.4.3.2	A Landscaping Plan will be provided at the subdivision stage to establish expectations for a unified treatment of landscaping elements within a private landscaped easement area to be provided within the portions of each lot fronting onto public road ROWs.

3.4.4 Overland Drainage Rights-of-Way

The developer shall register an overland drainage right-of-way plan in favour of the County to assign rights for the municipality to access the stormwater management infrastructure in the event of emergency or to ensure required maintenance activities are completed. Stormwater management infrastructure within the Plan area will be owned and operated by the County.

Policy 3.4.4.1	The developer shall register an overland drainage ROW within the Plan area to assign rights for the County to gain access to the stormwater management infrastructure in the event of emergency or to ensure required maintenance activities are completed.
Policy 3.4.4.2	Except for the Temporary Irrigation Areas (Irrigation Easements) and the Private Landscaped Easement Area stormwater management infrastructure within the Plan area will be owned by the County, with operations proceeding under an Operations Agreement between the County and an established Business Lot Owner's Association (BLOA). Such agreements will be required at the subdivision stage, per County standards.

3.5 Open Space

Open Space within the Plan area is provided by a Public Utility Lot (PUL) consisting of a storm pond, and dedicated Municipal Reserve (MR), as conceptually illustrated in **Figure 14: Open Space**.

3.5.1 Municipal Reserve (MR)

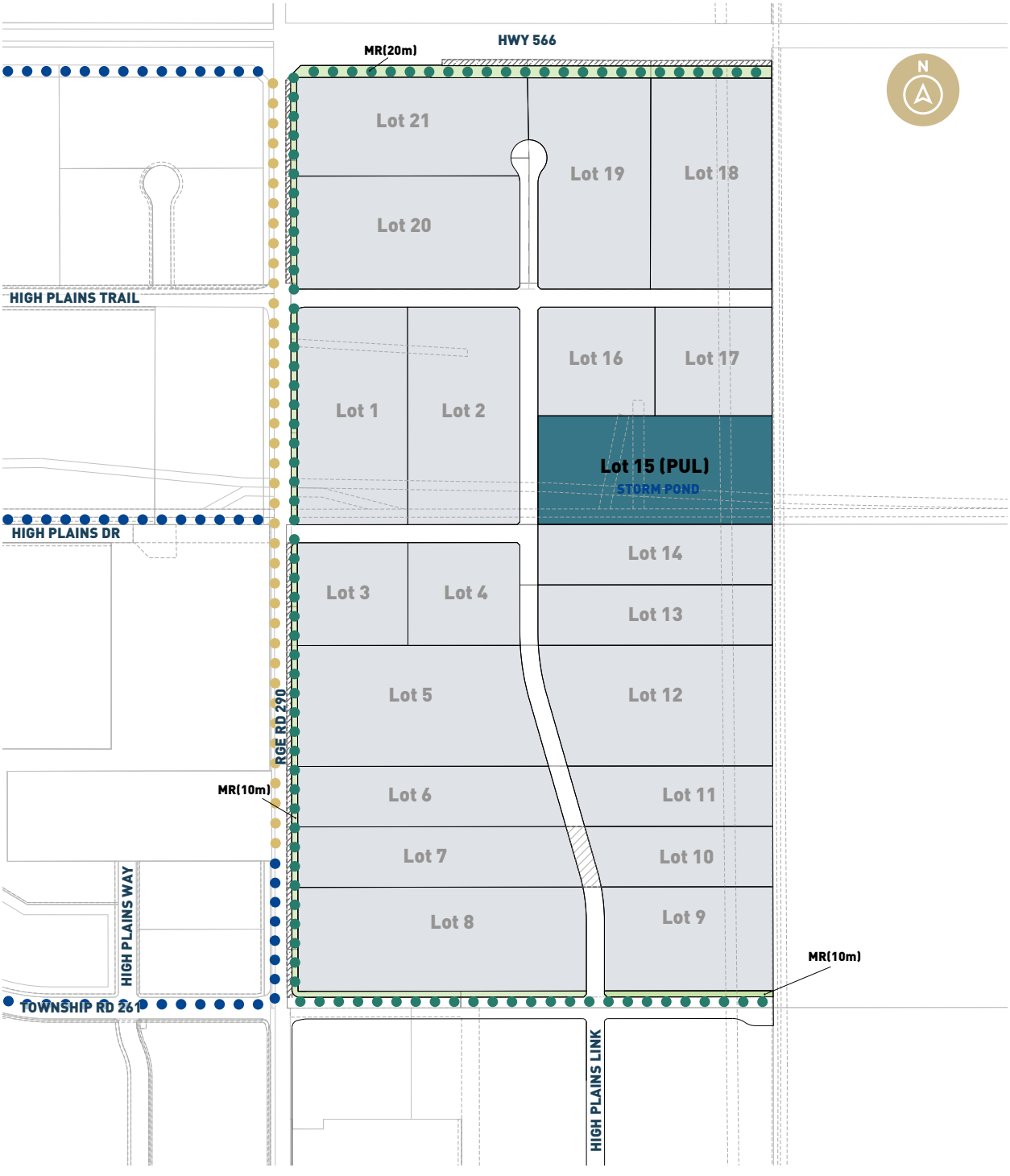
Allocation of Municipal Reserve (MR) in the Plan area is provided through a combination of dedicated land and cash-in-lieu. Dedicated land will be provided through areas along HWY 566, Range Road 290, and Township Road 261, as generally illustrated in **Figure 14: Open Space.** This is as per Policy 4.7.5 Special Development Area #5 (BEASP, 2000) requirements. MR dedicated as land is to also include 2.5 m ashpalt pathways, constructed by the developer, to facilitate pedestrian mobility connections to the East Balzac Regional Trail System. Additional Municipal Reserve (MR) owning, shall be provided for by payment(s) via cash-in-lieu of land in accordance with the requirements of the *Municipal Government Act* (MGA, Sec. 666). The approximate amount of MR dedicated and outstanding within the Plan area and is outlined below. Amounts owning are to be determined at the time of survey and subdivision, through each phase of development.

TABLE 5 Proposed Municipal Reserve Disposition

	± ha	± ac
Gross Development Area (GDA)	126.88	313.51
Net Developable Area (NDA)	126.88	313.51
Amount of MR (10% of NDA)	12.68	31.34
Amount of MR Dedicated	3.80	9.39
Amount of MR Outstanding	8.88	21.95

Policy 3.5.1.1	Municipal Reserve (MR) areas shall be dedicated by the developer, as illustrated in Figure 14: Open Space, at the subdivision stage.
Policy 3.5.1.2	Municipal Reserve (MR) shall be dedicated in the form of a 10.0 m wide strip along Range Road 290 and Township Road 261, and a 20.0 m wide strip along HWY 566. All MR strips shall include a 2.5 m asphalt pathway, with connections to the County's regional trail system.
Policy 3.5.1.3	Maintenence of these Municipal Reserve (MR) areas shall be provided by the Business Lot Owners Association (BLOA).
Policy 3.5.1.2	Outstanding Municipal Reserve (MR) shall be provided by the developer at the subdivision stage via cash-in-lieu payment pursuant to the provisions of the *Municipal Government Act* (MGA, Sec. 666).

FIGURE 14 Open Space



3.5.2 Pedestrian Connectivity

As generally shown in **Figure 14: Open Space**,-pedestrian pathways are proposed to be constructed along HWY 566, Range Roade 290 and Township Road 261. These pathways will support connections to exsisting pathways łocated west of Range Road 290 and Township Road 261 and with the East Balzac Regional Trail System.

Policy 3.5.2.1	A pedestrian pathway shall be constructed by the developer at the subdivision stage to support connections with the existing pathways located west of Range Road 290 and Township Road 261 and the East Balzac Regional Trail System.
Policy 3.5.2.2	The alignment of this pedestrian pathway shall be determined at the subdivision stage yet shall be situated within the dedicated Municiapl Reserve (MR) corridors, as illustrated in Figure 14: Open Space. :
Policy 3.5.2.3	Maintenance of these pedestrian pathway shall be provided by the Business Lot Owner's Association (BLOA).



3.6 Community Support Services

3.6.1 Fire Response

Fire response within the Plan area is expected to be provided from Fire Station No. 107 situated within the Rocky View County Municipal Campus in East Balzac. Specific mechanisms to provide fire response within the Plan area will be determined at the time of subdivision.

3.6.2 Police Response

Police responses will be provided by the RCMP Detachment in the City of Airdrie with support from the Rocky View County Community Peace Officers.

3.6.3 Emergency Response

Emergency response will be accommodated by the 911 system with dispatch of ambulance service from EMS facilities located within the City of Airdrie and/or the City of Calgary.

3.6.4 Solid Waste Management

The developer and/or a Business Lot Owner's Association (BLOA) will contract solid waste management as required by development within the Plan area to a qualified waste management service provider. The developer will consider the management and disposal of solid waste generated through all stages of construction, including occupancy.

Policy 3.6.4.1	The developer shall prepare a Waste Management Plan at the subdivision stage, to the satisfaction of the County.
Policy 3.6.4.2	The Business Lot Owner's Association (BLOA) shall contract solid waste management services within the Plan area to a qualified waste management provider.

4.0

IMPLEMENTATION

4.1 Proposed Land Use

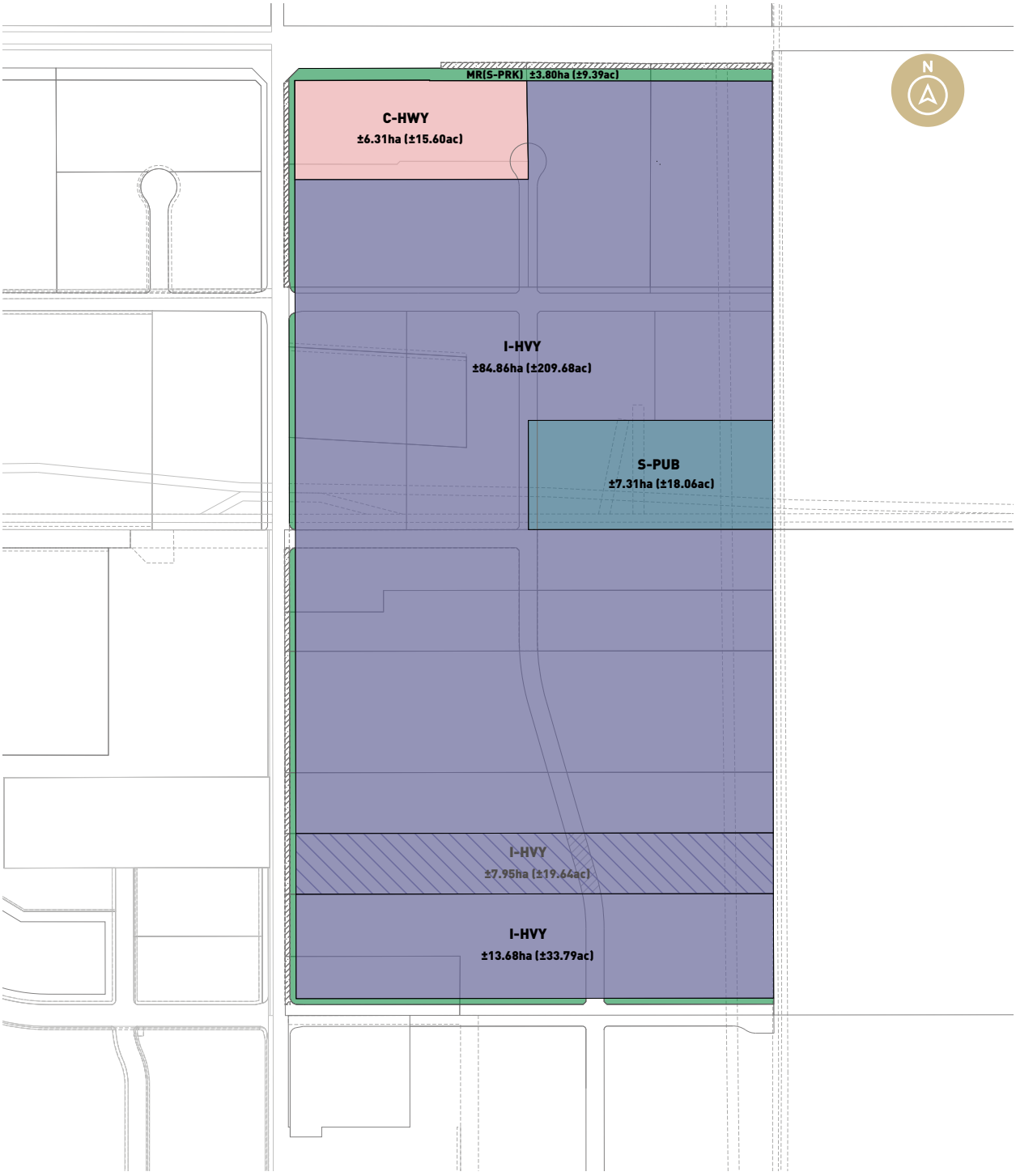
Land use within the Plan area is to be assigned by the Council in accordance with the Rocky View County Land Use Bylaw (C-8000-2020) as generally illustrated on **Figure 15: Proposed Land Use** and described as follows:

- The business industrial areas are expected to be designated with primarily Industrial, Heavy Districts (I-HVY).
- The business commercial areas are expected to be designated as Commercial, Highway District (C-HWY).
- The Public Utility Lot (PUL) is expected to be designated as Special, Public Service District (S-PUB).
- The Municipal Reserve (MR) is expected to be designated as Special, Parks and Recreation District (S-PRK).

Future land use designations, as outlined in **Figure 15: Proposed Land Use**, are subject to projected participation and ownership status as the Plan area develops.

Policy 4.1.1	Future land uses within the Plan area are to be designated as generally illustrated in Figure 15: Proposed Land Use. Yet, land uses may be altered based on up-to-date market conditions.
Policy 4.1.2	Future development within the northern portion of the Plan area shall comply with policies for Cell A - Special Development Area #5 of the Balzac East Area Structure Plan.

FIGURE 15 Proposed Land Use



4.2 Proposed Subdivision

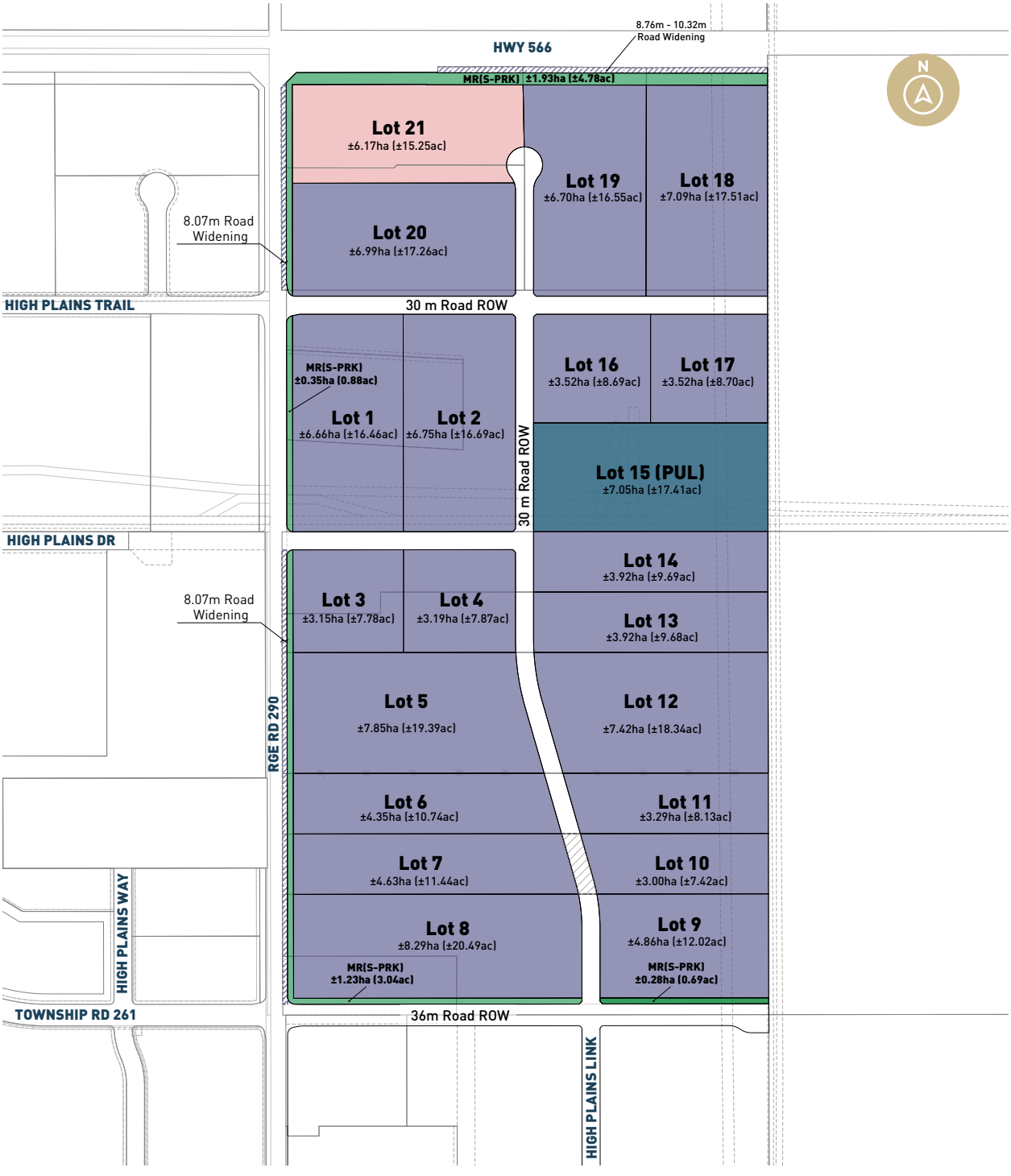
The implementation of subdivision is expected to occur within the Plan area as conceptually illustrated in **Figure 16: Proposed Subdivision** and as outlined below:

- Approximately twenty (20) I-HVY industrial lots ranging in size from ± 3.00 ha (±7.42ac) to ± 8.29 ha (±20.49 ac).
- Approximately one (1) C-HWY lot at approximately +/- 6.17 ha (+/- 15.25 ac).
- Dedication of a Public Utility Lot (PUL) for a stormwater management facility (storm pond) and a proposed lift station.
- Dedication of public road ROW for internal subdivision roads and existing road ROW widening.
- Dedication of Municipal Reserve (MR) at approximately +/- 3.80 ha (+/- 9.39 ac)
- Remaining Municiapl Reserve (MR) through payment of outstanding cash-in-lieu of land for Municipal Reserves (MR).
- Installation of all required municipal and franchise infrastructure.

Figure 16: Proposed Subdivision is conceptual. The numbers, size and configuration of lots are subject to change based on phasing proposed by the developer, market demands, parcel ownership and availability of utility servicing and transportation infrastructure at the time of subdivision.

Policy 4.2.1	Subdivision within the Plan area is expected to proceed as conceptually illustrated in Figure 16: Proposed Subdivision. Yet, subdivision may be altered based on up-to-date infrastructure requirements and market conditions without amendments to this Plan.

FIGURE 16 Proposed Subdivision



4.3 Development Phasing

Phasing within the Plan area is conceptually illustrated in **Figure 17: Development Phasing** and proposes four (4) phases as detailed below.

PHASE 1 includes the largest area owned by the proponent(s) of the Plan. This phase leverages existing utility servicing infrastructure and roadways including Highway 566, Range Road 290 and High Plains Trail. It also establishes utility servicing and stormwater management through the construction of a stormwater pond (PUL) and a lift station located in the PUL.

PHASE 1 will include:

- Approximately eight (8) industrial heavy lots situated in the north portion of the Plan area.
- A stormwater management facility, provided through a Public Utility Lot (PUL) (storm pond), and lift station in the east-central portion of the Plan area.
- Allocation of Temporary Irrigation Areas for the Phase 1/Cell A area [approximately +/- 5.61 ha (+/- 13.9)].
- Dedication of road rights-of-way and ROW widenings (as required).
- A combination of land dedication and cash-in-lieu of Municipal Reserve (MR) for the Phase 1 area.

PHASE 2A extends the development area to land in the north-west corner. This phase will establish development of the internal road network from Phase 1, and incorporate commercial services.

PHASE 2A will include:

- Approximately one (1) heavy industrial lots situated in the north-west portion of the Plan area.
- Allocation of Temporary Irrigation Areas for the Phase 2A/Cell B area [approximately +/- 1.81 ha (+/- 3.73 ac)].
- Dedication of road rights-of-way and ROW widenings (as required).
- Expansion of servicing utility ROW.
- A combination of land dedication and cash-in-lieu of Municipal Reserve (MR) for the Phase 2A area.

PHASE 2B intends to complete the central portion of the Plan area by expanding further industrial heavy lots, and private landscape easement areas south bound.

PHASE 2B will include:

- Approximately-two (2) industrial heavy lots.
- Allocation of Temporary Irrigation Areas for the Phase 2B/Cell C area [approximately +/- 2.06 ha (+/- 5.09 ac)].
- Dedication of road rights-of-way and ROW widenings (as required).
- Expansion of servicing utility ROW.
- A combination of land dedication and cash-in-lieu of Municipal Reserve (MR) for the Phase 2B area.

PHASE 3 intends to complete development along the edge of HWY 566 by expansion of additional industrial heavy lots and further development of the internal transportation network.

PHASE 3 will include:

- Approximately two (2) industrial Heavy lots.
- Allocation of Temporary Irrigation Areas for the Phase 3/Cell D area [approximately +/- 2.7 ha (+/- 6.67 ac)].
- Dedication of road rights-of-way and ROW widenings (as required).
- Expansion of servicing utility ROW.
- A combination of land dedication and cash-in-lieu of Municipal Reserve (MR) for the Phase 3 area.

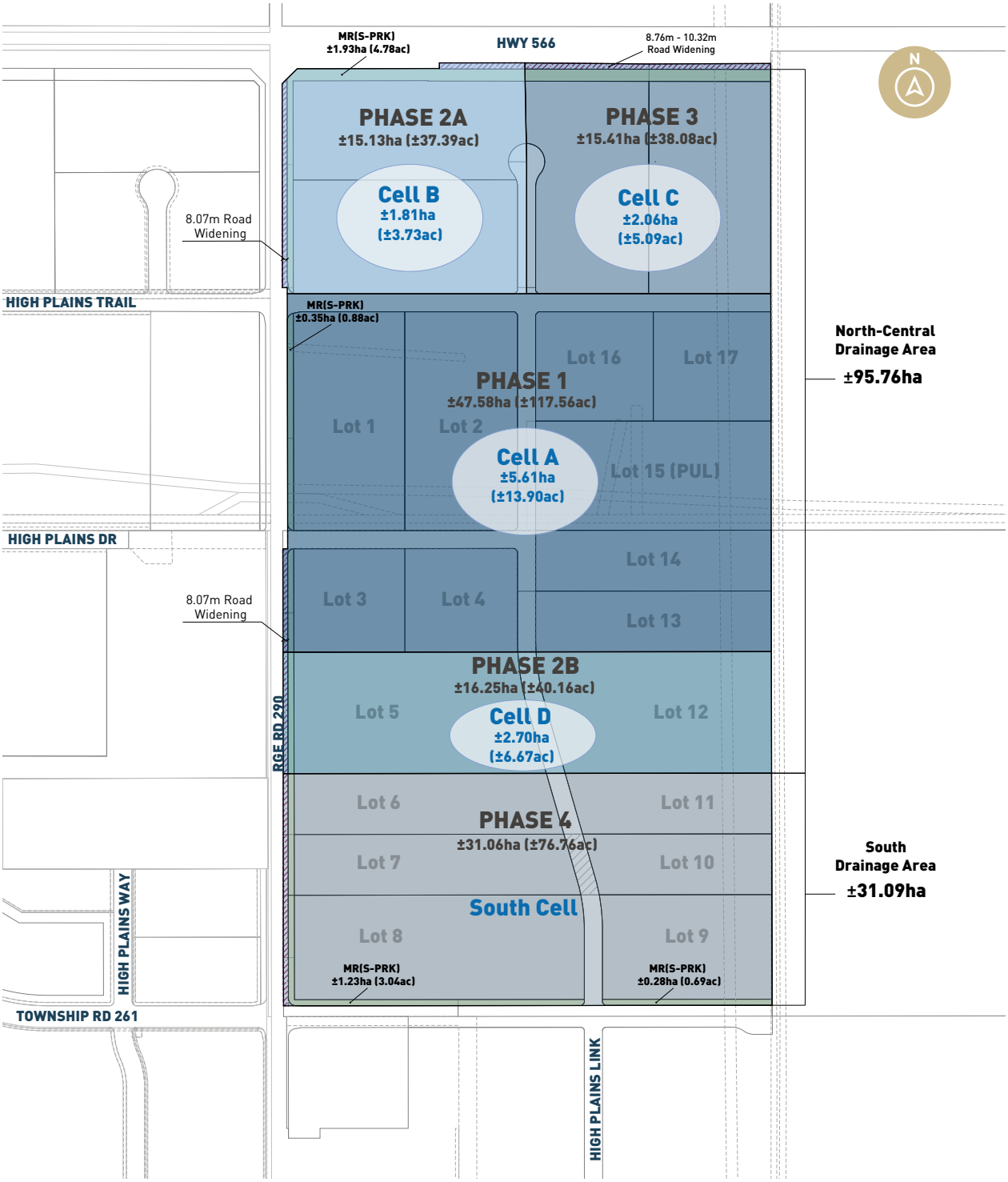
PHASE 4 is the final phase of the Plan area as its development is reliant on development progress and servicing connections to the south (High Plains East Conceptual Scheme). This phase will expand further industrial heavy lots and connect servicing lines and stormwater conveyance into the High Plains East development. As such, confirmation of capacity and relevant agreements will be required with those developers to the south. This final phase is also intended to include the eastbound roadway extension of Township Road 261.

PHASE 4 will include:

- Approximately six (6) industrial heavy lots situated in the south portion of the Plan area.
- Dedication of road rights-of-way and ROW widenings (as required), such as the eastbound extension of Township
- Allocation of Temporary Irrigation Areas for the Phase 4/South Cell area.
- Expansion of servicing utility ROW.
- A combination of land dedication and cash-in-lieu of Municipal Reserve (MR) for the Phase 4 area.

Policy 4.3.1	Notwithstanding Policy 4.3.2, the development within the Plan area is expected to proceed in four (4) phases, as generally illustrated in Figure 17: Development Phasing. Yet, phases may be altered based on up-to-date infrastructure requirements and market conditions without amendments to this Plan.
Policy 4.3.2	Phase 1/Cell A shall proceed prior to any other phases to accomodate requirements for transportation, access to servicing and temporary irrigation requirements as generally illustrated in Figure 18: Anticipated Phase 1 Conceptual Subdivision.

FIGURE 17 Development Phasing

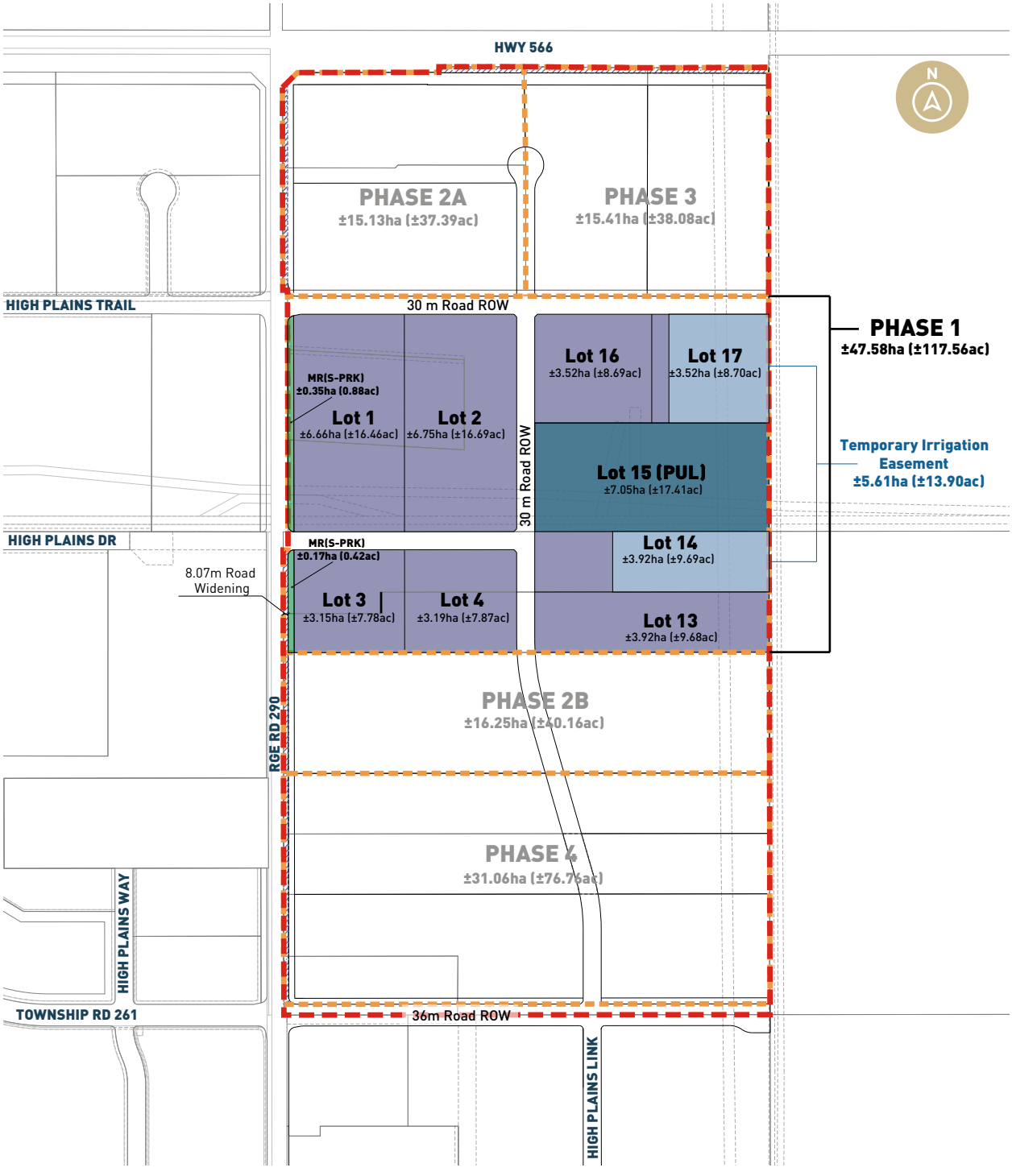


4.4 Phase I Subdivision Concept

Phase 1 is conceptually illustrated in **Figure 18: Phase 1 Conceptual Subdivision** and proposes detailed location and area distribution for the Temporary Irrigation Easement Area of Phase 1/Cell A [approximately +/- 5.61 ha (+/- 13.90 ac)]. This proposed location supports sensitive development adjacent to lands to the east, which are currently zoned as Agricultural General (A-GEN). Thus reducing conflict between land uses and providing a logical irrigation interface with the PUL (stormpond) parcel.



FIGURE 18 Phase 1 Conceptual Subdivision



4.5 Architectural Design Considerations

The **Eastlink Business Park Conceptual Scheme** proposes a well-designed, master-planned industrial park which aims to support and integrate with similar adjacent developments. The scale and type of industrial and commercial development anticipated within the Plan area is expected to include business operations of varying sizes and intensity of use. This will engage interest and sustain demand for business participation within the Plan area. Cohesion and attractive development will be maintained through this variety by implementation and adherence to the County's Commercial, Office and Industrial Design Guidelines. As part of the subdivision application for each phase of development, the developer shall prepare architectural design guidelines that will ensure development form maintains cohesive and/or similar design details.

The architectural guidelines are to be prepared as part of each subdivision phase, establishing specific design criteria which may include, but is not limited to the following.

- Consistency of public realm design elements.
- Water conservation measures.
- Landscaping requirements.
- Entrance signage/feature requirements.
- Fencing.
- Lighting and signage.
- Outside storage and screening.
- Rooftop screening (for exposed mechanical and electrical treatments).
- Generalized building form & character (architectural theming).
- Appropriate articulation of building massing and treatment of facades, material finishing, colour and glazing with the objective of maintaining a coordinated design aesthetic along the public roadway frontages.
- Consistence with other existing business developments adjacent to the Plan area.

It is expected that the developer will assign the same or similar architectural controls within this Plan area as those established within the adjacent High Plains and High Plains East Industrial Parks.

Policy 4.5.1	The developer shall establish Architectural Design Controls at the subdivision stage to coordinate industrial building design criteria such as massing, material finishing and colour, break of bulk massing, glazing, landscaping, and dark sky compliant exterior illumination.

4.6 Business Lot Owners Association

The developer will establish a Business Lot Owner's Association (BLOA) at the time of subdivision. The purpose of the BLOA will be to manage a contract with a waste management provider and undertake other administrative and maintenance functions as required.

Policy 4.6.1	A Business Lot Owner's Association (BLOA) shall be established at the subdivision stage for the purposes of managing a contract with a waste management provider and other duties as required.

4.7 Development Permit Process

Future construction of buildings and related improvements within each lot shall occur as required by the County's Development Permit Process with regard for Section 4.4 Business Use Performance Standards and Section 4.7.5 Special Development Area #5 (SDA#5) as described in the Balzac East Area Structure Plan (BEASP) and the applicable provisions of the County's Land Use Bylaw (C-8000-2020).

5.0

MUNICIPAL POLICY ASSESSMENT

5.1 Rocky View County Municipal Development Plan (MDP), 2025

The Municipal Development Plan (MDP) adopted by Rocky View County on September 16, 2025, includes the following vision statement:

"Rocky View County balances agriculture with its diverse communities while offering a range of rural lifestyles and opportunities for residents, farmers, ranchers, and businesses at every stage of life."

The MDP is structured around five (5) goals, each represending a key area essential to achieving the County's desired future.

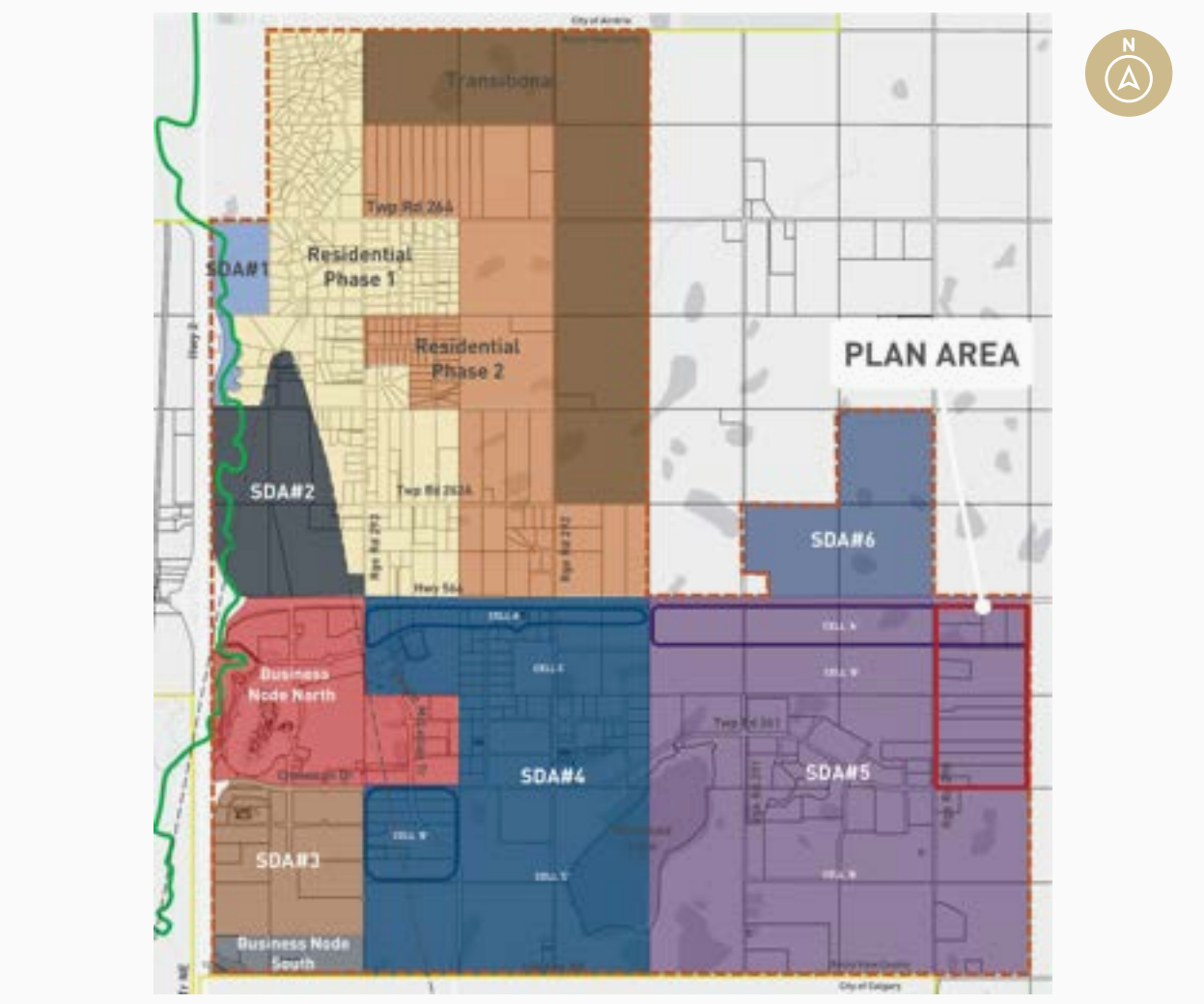
+ Focused Growth & Effective Services
+ Celebrate the County's Diverse Communities & Lifestyles
+ Support Agriculture
+ Maintain Healthy Land & Water
+ Grow Our Business Community

The County's MDP provides direction for Distinct Community Areas. One of which is the Balzac East Employment Area. This area is characterized by large-scale, fully-serviced commercial and industrial lands, which transition into country residential and agricultural uses. Section 7.0 of the MDP provides objectives and policies that direct the form and function of Employment Areas. Some of which include direction for a diverse mix of industrial and/or commercial uses that serve the broader community and region, while advancing the economic goals fo the County. The MDP also indicates appropriate business sectors of the Balzac East area which include Industrial & manufacturing (light and heavy uses), transportation & logistics, agri-business and retail (large-scale and big box stores). As such, the **Eastlink Business Park Conceptual Scheme** proposes new industrial and commercial development within the identified Employment Area. This Conceptual Scheme is therefore supported by the adopted Balzac East Area Structure Plan (BEASP) and is within the vicinity of appropriate transportation and utility servicing infrastructure. The Conceptual Scheme's objectives are also consistent with the MDP's growth management framework.

5.2 Balzac East Area Structure Plan (BEASP), 2000

The Balzac East Area Structure Plan (BEASP) was adopted by Rocky View County in 2000, with various Plan amendments approved over time to support ongoing developments within the regional business centre. The BEASP's business development strategy was purposefully crafted to accommodate a range of business developments situated within the noise exposure forecast (NEF) contour of the Calgary International Airport, accessed by Highway 2 and Highway 566.

The **Eastlink Business Park Conceptual Scheme** is situated at the eastern edge of the Balzac East Area Structure Plan (BEASP) boundary and is identified within Special Development Area #5 (SDA#5). This area is intended to accommodate developments requiring larger lots with a lower levels of municipal service. All development within the SDA #5 is required to connect with the County's water and wastewater infrastructure. The Conceptual Scheme's development strategy is consistent with the development objectives of the Balzac East Area Structure Plan (BEASP).



5.3 Agricultural Boundary Design Guidelines

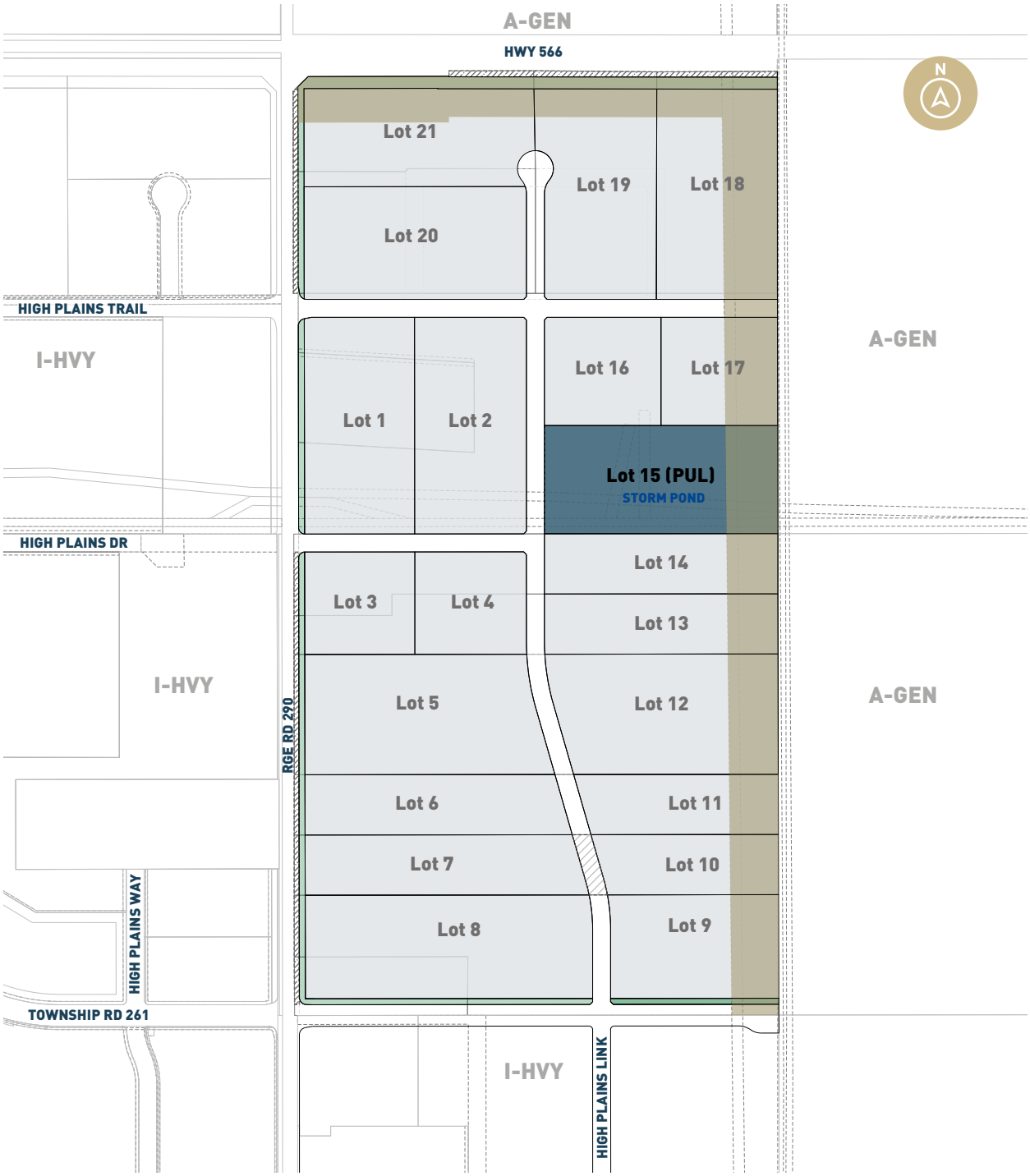
The Agricultural Boundary Design Guidelines were adopted by the County to minimize land use conflicts that may occur when agricultural and non-agricultural uses are in proximity to one another. These guidelines set forth a series of tools which may be incorporated at the time of subdivision or at the development permit stage.

The **Eastlink Business Park Conceptual Scheme** abuts agricultural parcels located to the north and the east of the Plan area. These parcels are anticipated to remain agricultural for the foreseeable future. As such, implementation of design criteria is expected to be implemented which will reduce potential conflict between existing agricultural and future industrial lands.

As illustrated in **Figure 18: Agricultural Boundary Design Guideline Considerations**, certain criteria are to be applied as the Plan area develops that will respect the intent and projected outcomes of the Design Guidelines. This includes by is not limited to the following:

- The location and configuration of the stormwater management facility and sanitary lift station (PULs) will maintain a suitable buffer for agricultural lands directly east of the Plan area.
- The alignment of Highway 566 will maintain a suitable buffer for agricultural lands north of the Plan area.
- The developer will ensure the mutual property lines directly to the east of the Plan area are appropriately landscaped and fenced in accordance with the requirements of the Agricultural Boundary Design Guidelines and Land Use Bylaw C-8000-2020.

FIGURE 19 Agricultural Boundary Design Guidelines Considerations



Consideration of Agriculture Boundary Design Guidelines at Development Permit Stage

PUL - Stormwater Management

MR, Open Space

6.0

ENGAGEMENT SUMMARY

6.1 Engagement Approach

The engagement program for the Eastlink Business Park Conceptual Scheme focused on early notification and ongoing communication with nearby and internal residential and commercial landowners, tenants and interested parties, as per Rocky View County's Circulation and Notification Standards (Policy-C-327).

Engagement activities included:

- Project website launch in September 2025.
- Postcard mailout distributed in October 2025 through Canada Post and door delivery.
- Direct email and phone correspondence with both internal and nearby and owners and interested parties.
- Ongoing responses to project-specific questions and concerns throughout the review process.

The project website provided publicly available information regarding the applications, process, supporting materials and project contact information.

Project website:
eastlinkbusinesspark.ca



6.1 Summary Of Feedback

Feedback received through engagement activities generally focused on land use designation, roadway alignment and future development impacts.

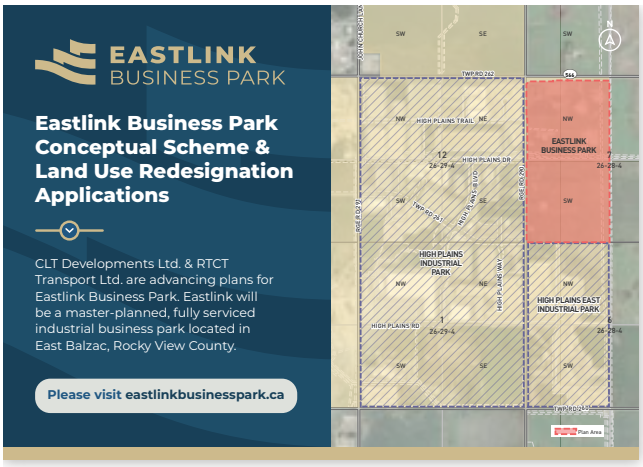
Land Use Designation

Several internal landowners requested clarification regarding proposed land use districts, including questions related to:

- Proposed changes of C-HWY to I-HVY land use districts
- Potential alternative land use options
- Compatibility with surrounding properties

The project team provided clarification regarding the conceptual nature of the applications and advised that district options remained under review with Rocky View County. The project team amended two proposed C-HWY districts to I-HVY to ensure better alignment and accordance with landowner preferences, while continuing to accommodate the applicant's development goals for the greater Plan area.

Postcard mailout:





Road Widening and Alignment

Questions were received regarding:

- Proposed roadway ROW widening requirements
- Potential land impacts and required rights-of-way
- Future roadway alignments through or adjacent to private parcels

The project team coordinated with technical consultants and County representatives to provide available information and clarify that roadway details remained subject to ongoing review.

Development Timing and Process

Interested parties also requested information regarding:

- Anticipated project timing
- County review status
- Future public hearing timing
- Development Permit applications

The project team provided updates regarding the review process and directed interested parties to publicly available materials and the project website for additional information. The project team made regular updates to the project website, including public hearing timing.

6.3 Engagement Outcomes

The engagement process supported early identification of landowner concerns and ongoing communication between the project team, Rocky View County and interested parties throughout the application review process.

Key outcomes of engagement included:

- Clarification of questions related to land use terminology and process
- Identification of concerns regarding roadway impacts and access
- Ongoing follow-up with affected landowners and interested parties (through email, phone calls and one-on-one meetings)
- Continued coordination between the project team and technical reviewers as the applications progressed through County review

7.0

SUPPORTING TECHINCAL REPORTS

Supporting Technical Reports (submitted under separate cover).

1. Phase One Environmental Site Assessment (ESA) for LSD 11 & 12, 7-26-28-W4M, GHD, July 2021
2. Environmental Assessment (EA) for LSD 11 & 12, 7-26-28-W4M, S2 Environmental Joint Venture (JV) Inc., July 2021
3. Phase One Environmental Site Assessment (ESA) for Lots 1 & 2, Block C, Plan 931 0973 and Lot 1, Plan 921 1207, Nichols Environmental (Canada) Ltd., June 2025
4. Preliminary Geotechnical Evaluation Report, Englobe Corp., July 2025
5. Utility Servicing Design Brief, CIMA+, July 2025, Updated May 2026
6. Staged Master Drainage Plan (SMDP), CIMA+, July 2025, Updated May 2026
7. Transportation Impact Assessment (TIA), Bunt & Associates, May 2026
8. Wetland Assessment and Impact Report (WAIR), CIMA +, April 2026



EASTLINK BUSINESS PARK CONCEPTUAL SCHEME

SEPTEMBER 2026