



# GB East Balzac Industrial Park

CONCEPTUAL SCHEME



bunt & associates



TRONNES  
GEOMATICS INC.



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CONCEPTUAL SCHEME



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**Prepared for:**

GB East Balzac Lands Ltd.

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## 1.1 PURPOSE OF THIS PLAN

This **GB East Balzac Industrial Park Conceptual Scheme** outlines a framework to implement the GB East Balzac Lands into a master-planned development that will accommodate a range of industrial and accessory service uses within the Balzac community. It establishes expectations and acts as a guide for future subdivision and subsequent development within the Plan area.

Its proposed land use framework and development concept were informed by the comprehensive analysis of existing site conditions performed by technical professionals in engineering, transportation and environmental services and confirmation of alignment with existing municipal policies, regulations and provincial legislation.

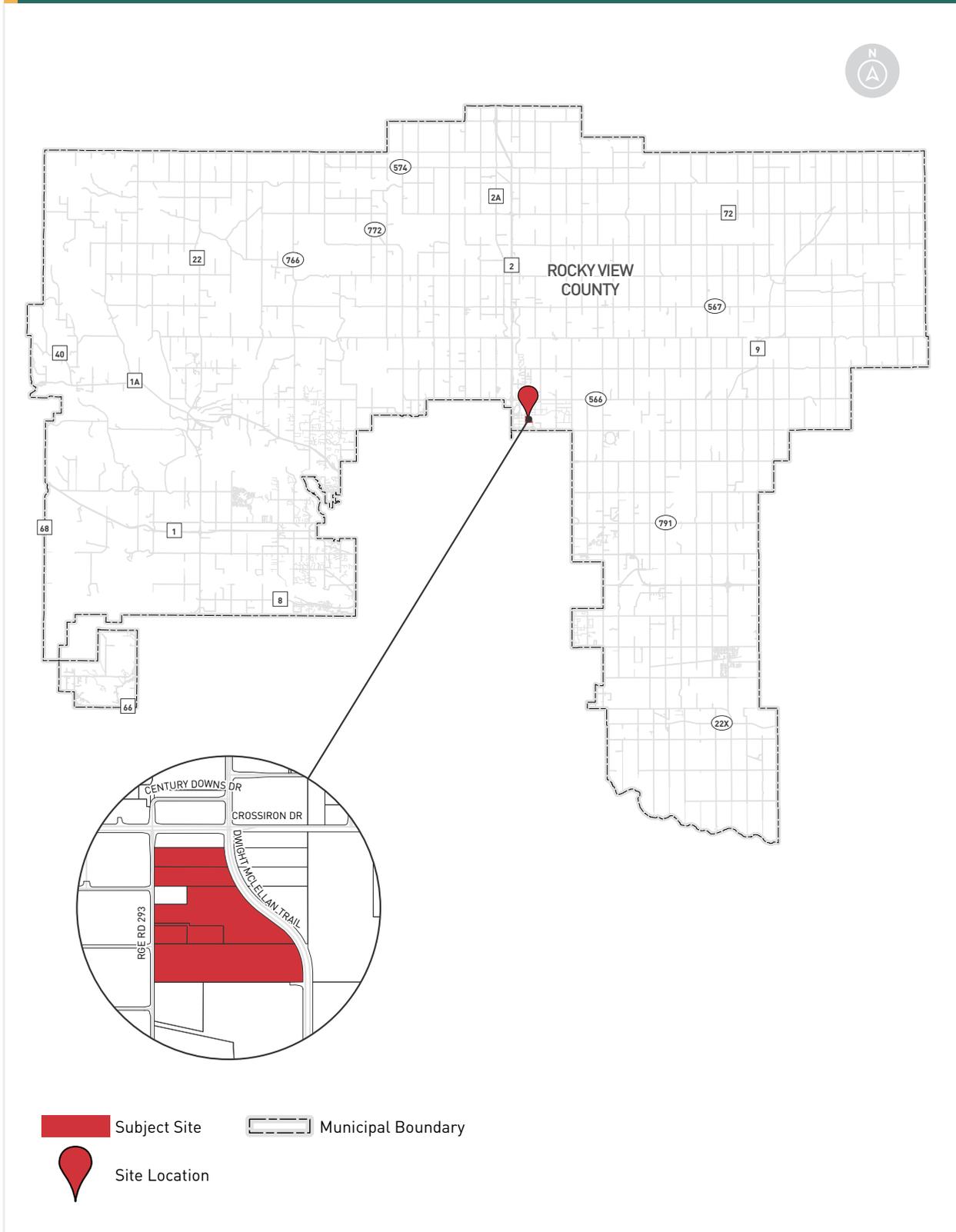
## 1.2 DEVELOPMENT RATIONALE

The **GB East Balzac Industrial Park Conceptual Scheme** provides economic opportunities to expand industrial uses while strengthening connections with existing and developing industrial business parks. Its proximity to the Stoney Trail transportation corridor, Cross Iron Drive (Township Road 261) and Dwight McLellan Trail makes it an ideal location for furthering the region's industrial growth and transportation logistics economies.

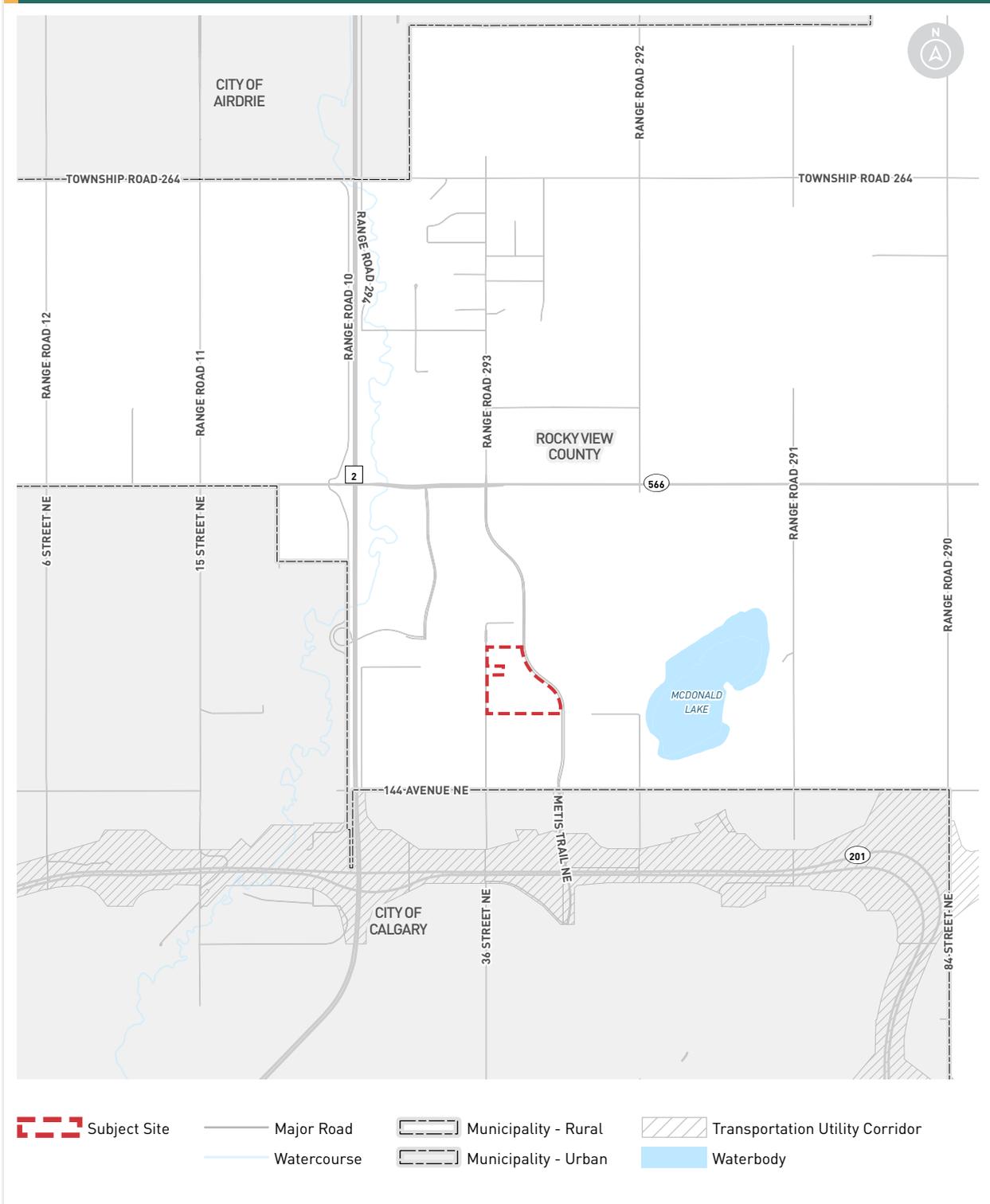
The Plan area consists of approximately ± 38.98 hectares (± 96.32 acres) and is identified within the Balzac East Distinct Community Area as an Employment Area (Municipal Development Plan, 2025), and the Balzac East Area Structure Plan (BEASP, 2000) as illustrated in **Figure 1: Site Location**. This area is deemed suitable, and has been planned, for full-service industrial and business uses.

Additionally, the Plan area is surrounded by forthcoming and approved Industrial Business Park Conceptual Schemes, as illustrated in **Figure 2: Regional Context**. Some of which include, The Hub Conceptual Scheme to the north, the Endeavor Logistics Park Conceptual Scheme to the east and the Nose Creek Business Park to the west. As such, the **GB East Balzac Industrial Park Conceptual Scheme** is ideally located to utilize established networks and its proximity to urban and regionally significant transportation routes.

**FIGURE 1** Site Location



**FIGURE 2** Regional Context



### 1.3 CONCEPTUAL SCHEME OBJECTIVES

Objectives of the **GB East Balzac Industrial Park Conceptual Scheme** are to:

1. Summarize the Plan area's current conditions, key opportunities, and notable strengths to inform a sound land use framework and development concept.
2. Provide a land use framework, which when implemented, will facilitate a master-planned industrial development that is in accordance with the policy provisions set forth in the Municipal Development Plan (MDP) and Balzac East Area Structure Plan (BEASP).
3. Outline appropriate transportation, servicing and stormwater management plans and strategies that will support future subdivision and subsequent development of the Plan area in accordance with the County Servicing Standards.
4. Establish expectations for architectural controls to ensure coordinated treatment of building design, landscaping and signage considerations.
5. Equip future subdivisions and subsequent development with a logical phasing strategy that support efficient access and servicing capacities to the site throughout each phase of development.
6. Establish expectations for provision of fire and emergency response within the Plan area.
7. Summarize conclusions from public consultation in support of the Conceptual Scheme application and approvals process.



# 2.0

## PLAN AREA DESCRIPTION

### 2.1 LOCATION

As shown in **Figure 3: Local Context**, the Plan area is bound to the north by The Hub, a proposed Conceptual Scheme, Dwight McLellan Trail to the east, Interlink Logistics Park to the south, and Range Road 293 to the west. Additionally, the **GB East Balzac Industrial Park Conceptual Scheme** is located within the south-western portion of the BEASP boundary being approximately equidistant between Deerfoot Trail (HWY 2) and McDonald Lake.

### 2.2 LEGAL DESCRIPTIONS & OWNERSHIP

As shown In **Figure 4: Legal Descriptions**, the Plan area includes six (6) titled parcels. These parcels, their legal descriptions and current ownership are outlined below in Table 1: Legal Descriptions & Ownership.

**TABLE 1** Ownership

#	Legal Description	Ownership	± ha	± ac
1	Lot 2, Block 1, Plan 231 2442	GB East Balzac Lands Ltd.	3.75	9.27
2	Lot 2, Block 2, Plan 231 2442	GB East Balzac Lands Ltd.	4.07	10.06
3	Lot 2, Block 3 Plan 871 1165	GB East Balzac Lands Ltd.	12.12	29.96
4	Lot 3, Block 3 Plan 871 1165	Amandip A Somal, Gurpreet A Somal, Angad S Chahal & Taranpreet K Sandhu	1.62	4.00
5	Lot 4, Block 3, Plan 981 1226	GB East Balzac Lands Ltd.	2.02	5.00
6	Pt of NW-03-26-29-W4M	Harcharan K Basi	15.48	38.21
<b>TOTAL PLAN AREA</b>			<b>39.06</b>	<b>96.5</b>

**FIGURE 3** Local Context



 Subject Site     Parcel

## 2.3 EXISTING LAND USE CONTEXT

As shown in **Figure 5: Existing Land Use**, the Plan area is currently designated as a Direct Control District (DC-99) in accordance with the County's Land Use Bylaw C-8000. The purpose and intent of this district is to provide for the development of the Balzac East Special Development Area #4 (SDA#4) Lands for commercial and light industrial uses that do not impact adjacent residential development.

Surrounding the Plan area, parcels to the east and south are also designated as Direct Control District (DC-99). Parcels west of the Plan area are designated as Direct Control District (DC-131) and parcels north of the Plan area are designated Direct Control District (DC-109). Each of these Direct Control District's outlines the purpose and intent for development within the Balzac East Area Structure Plan's Development Cell's (i.e., Cell A, B, C & D). Specific uses under each district are found within the following Direct Control Bylaws: C-6031-2005, C-6721-2008 and C-6234-2006.

## 2.4 SITE CONDITIONS

### 2.4.1 EXSISTING DEVELOPMENT

As shown in **Figure 6: Existing Site Conditions**, the Plan area consists of uncultivated agricultural lands subdivided into six (6) country-residential parcels. Each parcel contains a country-residential dwelling. Adjacent to the Plan area, lands feature similar conditions, with one (1) country-residential dwellings to the north. Immediately west of the Plan area, east of Range Road 293, is the recently developed ECCO Recycling Facility, which includes a storm pond and accessory buildings.

### 2.4.2 EXSISTING ACCESS

To the north, east and west of the Plan area are existing municipal roadways. These are described as follows:

- **Cross Iron Drive:** A paved roadway under the jurisdiction of the County runs east-west (approximately 100.0 m north of the Plan area boundary). It intersects with Range Road 293 (west) and Dwight McLellan Trail (east), while also providing access to Deerfoot Trail (HWY 2) and east-west access throughout the greater East Balzac area.
- **Dwight McLellan Trail:** A paved roadway under the jurisdiction of the County sweeps through NW ¼ Sec 3-26-29-W4M, intersecting with Stoney Trail NE (HWY 201) to the south and Highway 566 to the north.
- **Range Road 293:** A paved roadway under the jurisdiction of the County. It connects with Cross Iron Drive to the north and 144 Avenue NE to the south. This roadway allows intermittent access to local roads west bound including James Jones Way, Col Robertson Way, and Nose Creek Boulevard within a portion of the East Balzac area.

Existing access into the Plan area is provided by a several gravel and paved private roadways which extend east bound off Range Road 293. These currently provide access to individual country-residential lots. However, these are planned for removal, as needed, upon implementation of this Plan.

**FIGURE 4** Legal Descriptions



**FIGURE 5** Existing Land Use



 Subject Site     Parcel

**FIGURE 6** Existing Site Conditions



### 2.4.3 TOPOGRAPHY

As illustrated in **Figure 7: Topography**, the Plan area is relatively flat and consists of hummocky low-relief and undulating high-relief landforms. These contain a maximum slope of 4.0% and 6.0% respectively. Elevations range from 1091.49 m to 1095.15 m and surface drainage is currently directed off-site to the surrounding properties. Thus, no significant slopes or grade changes are identified within the Plan area.

### 2.4.4 GEOTECHNICAL CONSIDERATIONS

A Geotechnical Investigation by Prairie GEO Engineering (July 2025) was prepared in support of this Conceptual Scheme. This work assessed sub-surface conditions within the Plan area for development suitability.

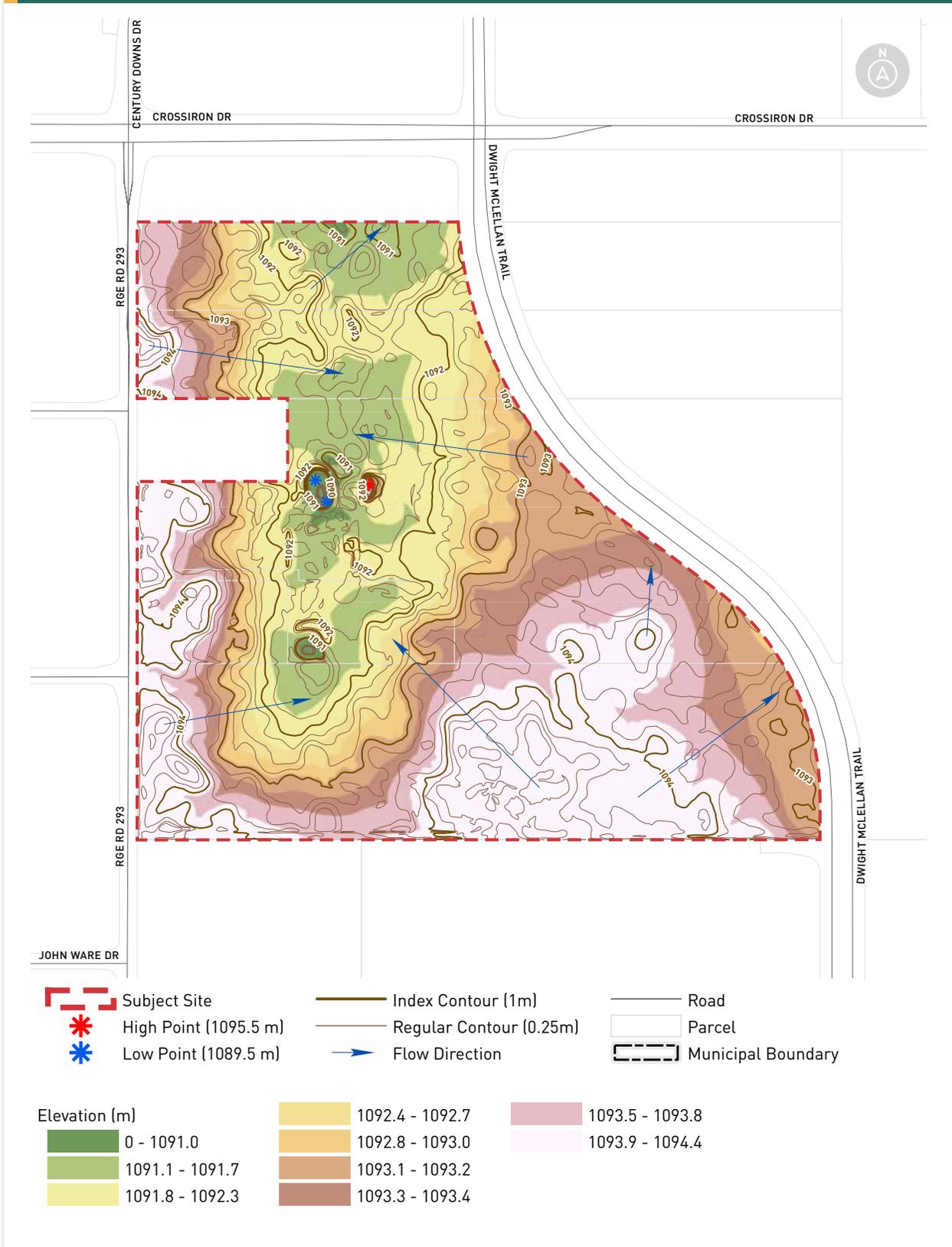
The report identified topsoil ranging from 0.10 m to 0.45 m in thickness, underlain by silt/clay till, consisting of sand and trace gravel located at depths between 1.7 m to 3.5 m. Bedrock, consisting of highly weathered sandstone, was encountered at similar depths. It is expected service trenches will likely extend into this till and bedrock; therefore, an excavator ripper is required. Groundwater was measured in fourteen (14) boreholes, with water levels between 3.26 m and 5.70 m deep identified in four (4) boreholes located in the north portion of the site. This indicates relatively shallow groundwater conditions, which are typical of the area. Given the combination of shallow groundwater and fine-grained soils, mitigation measures to reduce associated risks, including dewatering, moisture control, frost protection, and the use of sulphate-resistant concrete are further outlined in the geotechnical report.

Overall, the soil conditions within the Plan area are considered suitable for conventional footings and deep foundations. The surficial silt/clay till soils are appropriate for backfill, provided proper moisture control measures are applied and oversized gravel or bedrock is removed. Generally, the subsurface conditions support the proposed development, contingent upon implementing the recommendations from the geotechnical study and conducting more detailed investigations at each subdivision stage.

#### **Policy 2.4.5.1**

The Developer shall submit a detailed geotechnical analysis at each 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.

**FIGURE 7** Topography



## 2.4.5 BIOPHYSICAL & WATERBODY CONSIDERATIONS

A Biophysical Impact Assessment (BIA) was prepared by CIMA+ (July 2025) in support of the Conceptual Scheme to document existing biophysical conditions, assess potential development impacts, recommend mitigations, and identify wetlands and waterbodies. Only Phase 1 of the Plan area was reviewed as part of the BIA. Additional investigation will be required to support future development of Phase 2, Future Industrial Lands. The assessment followed the City of Calgary BIA Framework, the Alberta Wetland Assessment and Impact Report Directive (2015, No. 8), and the Alberta Wetland Classification System.

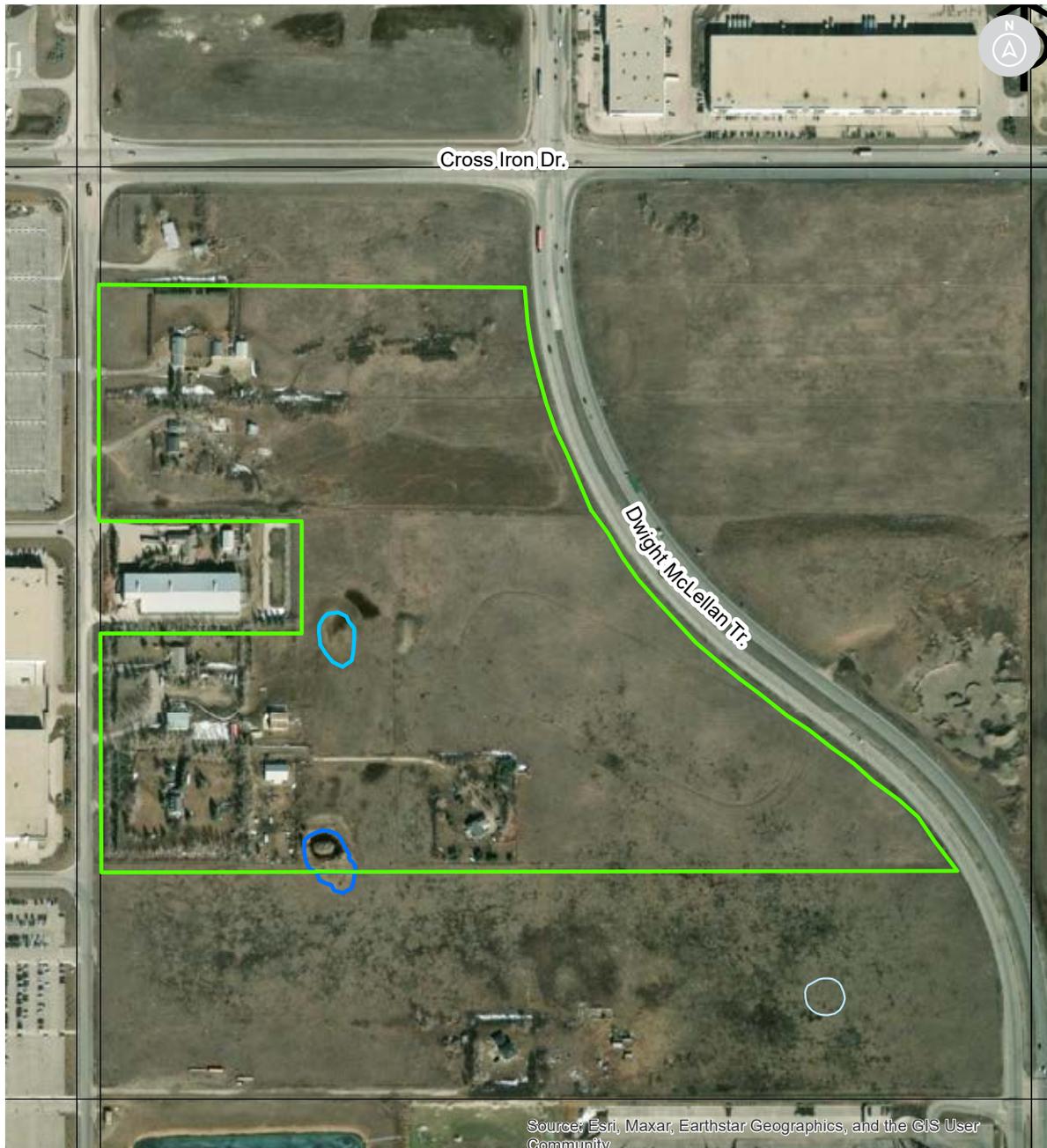
The BIA determined there are no provincially listed plant species within or adjacent to the Plan area, based on data from the Fisheries and Wildlife Management Information System (FWMIS). In addition, provincial mapping of Environmentally Significant Areas (ESAs) and Aquatic Environmentally Significant Areas (AESAs) (Fiera Biological Consulting Ltd., 2010; 2014) indicates the Plan area does not fall within either designation.

As shown in **Figure 8: Wetlands & Waterbodies**, a historical desktop review and fieldwork conducted in October 2024 identified one (1) wetland and one (1) ephemeral waterbody. The wetland spans the Phase 1 boundary, with approximately  $\pm 0.16$  ha ( $\pm 0.30$  ac) within Phase 1 and  $\pm 0.04$  ha ( $\pm 0.10$  ac) within Phase 2. The ephemeral waterbody, approximately  $\pm 0.11$  ha ( $\pm 0.27$  ac), lies entirely in the Phase 1 Plan area. Neither feature meets the criteria for semi-permanent or permanent naturally occurring waterbodies; therefore, a submission to the Water Boundaries Division of Public Lands is not required.

The identified wetland portions and waterbodies located within the Plan area are expected to be removed to accommodate development. Any wetland disturbance will be carried out in accordance with the Alberta Wetland Policy under the Water Act, the associated Wetland Mitigation Directive, and to the satisfaction of Alberta Environment and Protected Areas (AEP) prior to construction.

<b>Policy 2.4.4.1</b>	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).
<b>Policy 2.4.4.2</b>	The Developer shall implement the best practices as outlined within the Biophysical Impact Assessment (BIA) at the subdivision stage to mitigate potential loss or damage to vegetation, wetlands, water bodies, wildlife, wildlife habitat, and landscaped connectivity.

**FIGURE 8** Wetlands & Waterbodies



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

-  Project Site
-  Ephemeral Waterbody
-  Modified Seasonal Graminoid Marsh
-  AMWI\*
-  Quarter Section

## 2.4.6 ENVIRONMENTAL SITE ASSESSMENT (ESA)

A Phase I Environmental Site Assessment (ESA) was prepared by Trace Associates (June 2025) in support of this Conceptual Scheme and was conducted in accordance with The Canadian Standards Association Group (CSA, 2001). The purpose of this ESA was to identify actual and potential sources of environmental impairment within and adjacent to the Plan area. Only Phase I of the Plan area was reviewed as part of the ESA. Additional investigation will be required to support future development of Phase 2, Future Industrial Lands.

### Buildings

Residential buildings located on a portion of NW1/4-03-26-29 W4M; Lot 2, Block 1, Plan 2312442; and Lot 2, Block 3, Plan 8711165 were built prior to 1974. Due to the date of construction, these buildings have the potential to contain hazardous materials. As such, the buildings should be considered, and managed as needed by appropriate regulatory requirements, prior to disturbance. Water wells, septic tanks and fields are understood to be associated with each residential lot. Decommissioning of these should occur in accordance with the applicable acts, regulations, and guidelines when no longer in use.

### Storage Containers and Soil Piles

Six (6) above-ground storage tanks (ASTs) and chemical container storage areas (CCSAs), of approximately 40 to 5,000 litres, were noted in the east portion of Lot 3, Block 3, Plan 8711165. Stockpiles of soil, gravel and manure were also observed across the Plan area. However, no staining was observed from containers, and piles were interpreted as originating from the Site and nearby areas. However, if staining, unknown-quality, or odorous soils are encountered during development, a qualified environmental professional must be retained.

### Off-Site Considerations

West of the site is the ECCO Recycling Facility, which contains a stormwater pond and one (1) AST. As a recently developed site it is considered low risk for contamination impacts. Additionally, a high-pressure gas pipeline and an oil/ gas wellsite, approximately 360 m - 400 m from the Plan area are also low risk and no further environmental investigation is recommended.

Overall, the ESA results did not identify actual or potential sources of contamination, and a Phase II ESA is not recommended.

#### **Policy 2.4.3.1**

Residential buildings on a portion of NW1/4-03-26-29 W4M; Lot 2, Block 1, Plan 2312442; and Lot 2, Block 3, Plan 8711165 should be investigated by the Developer as it pertains to hazardous building materials prior to development activities and to the satisfaction of the appropriate regulatory authority.

## 2.4.7 ARCHAEOLOGICAL & HISTORICAL RESOURCE CONSIDERATIONS

Alberta's Listing of Historical Resources has not assigned a Historic Resource Value (HRV) to the Plan area. In accordance with the requirements of the Historical Resources Act, a Historical Resource Application (HRA) was submitted to the Province of Alberta via the Online Permitting & Clearance (OPaC) system. In response, Alberta Culture confirmed that a Historic Resources Impact Assessment (HRIA) is not required for the proposed subdivision, and approval under the Historical Resources Act has been granted for the project.



# 3.0

## DEVELOPMENT CONCEPT

### 3.1 GB East Balzac Industrial Park

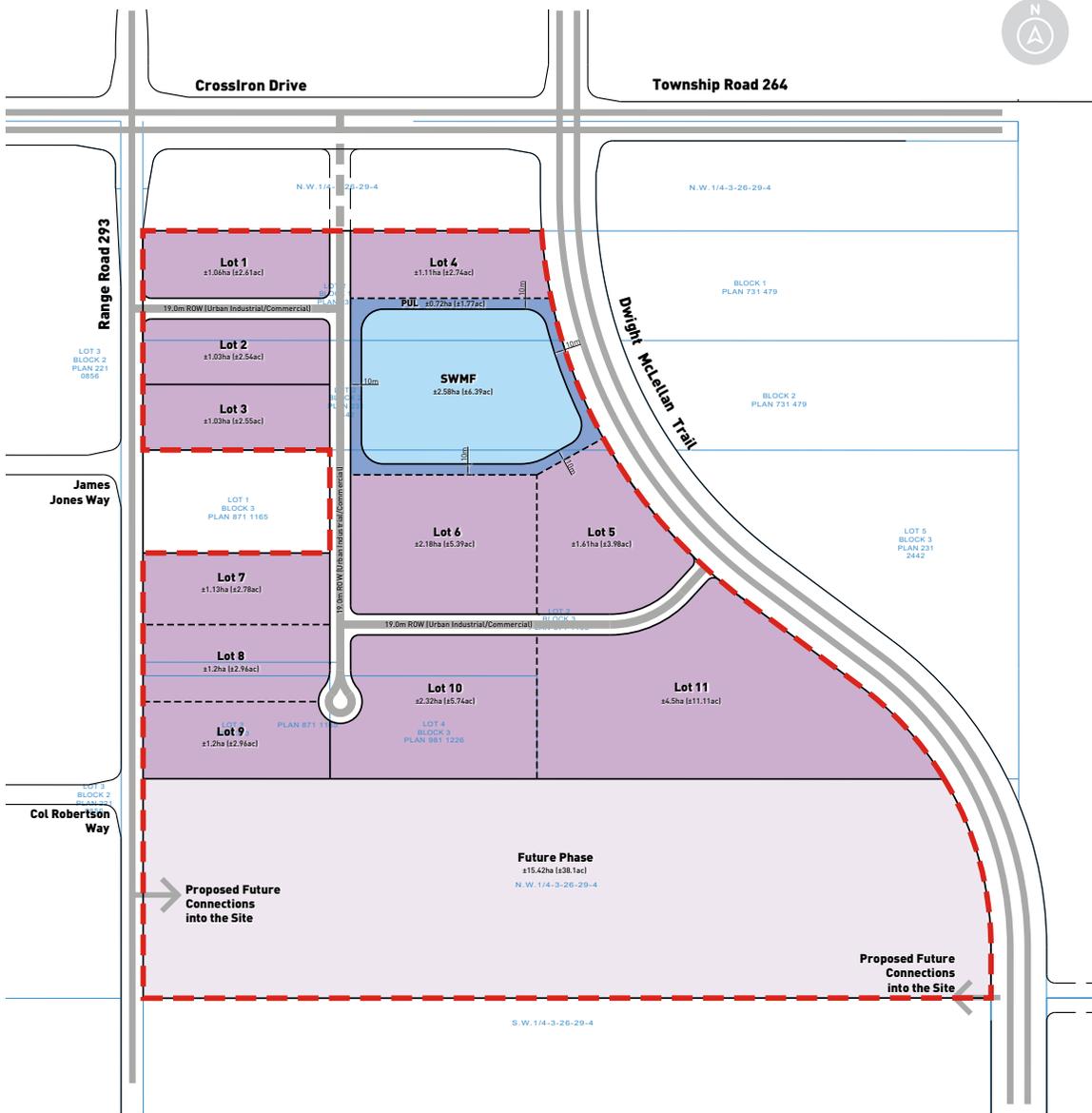
As shown in **Figure 9: Development Concept**, the GB East Balzac Industrial Park is proposed as a comprehensive business industrial development that provides for a variety of light industrial and commercial uses within the actively developing East Balzac industrial area. As one of the remaining undeveloped and unplanned portions within the East Balzac Area Structure Plan (BEASP), the proposed GB Balzac East Industrial Park formalizes the remaining internal connections, and employment uses within the BEASP.

As illustrated in **Figure 9: Development Concept**, the design of the GB Balzac East Industrial Park anticipates the subdivision of approximately 11 industrial parcels, a remainder future phase, a stormwater management facility to be established within a Public Utility Lot (PUL), and implementation of required transportation and utility servicing infrastructure. It is noted that the specific number and size of lots will be determined at the subdivision stage subject to the availability of supporting infrastructure and evolving market demand.

The Plan area will be accessed via paved internal industrial subdivision roads to be constructed by the Developer with a connection to Range Road 293, an intersection at Dwight McLellan Trail, a connection through The Hub Conceptual Scheme to Cross Iron Drive and two additional future connections to Range Road 293 and Dwight McLellan Trail.



**FIGURE 9** Development Concept



--- Subject Lands ( ±38.98ha/ ±96.32ac )

Light Industrial

Storm Pond - High Water level

Storm Pond - Normal Water level

Future Phase

Potable water and wastewater services will be provided via the County’s Balzac Water System and the East Rocky View Wastewater Catchment System. The Developer will construct an internal network of piped water distribution and wastewater collection infrastructure in accordance with the County Servicing Standards. Stormwater management will be provided via gravity drain to the on-site storm pond within the Public Utility Lot (PUL) in the northeast portion of the site. The stormwater facility will be constructed to retain surface drainage from each lot and the rights-of-way within the Plan area.

Future development abutting residential lands within the plan area will consider appropriate screening and buffering measures until such time as industrial development proceeds on these lands. These measures will be confirmed at the detailed design stage through future subdivision and development permit applications.

A combination of fee simple ownership and condo ownership is anticipated within the plan area. A Business Lot Owner’s will be established by the Developer at the subdivision stage to manage various services within the project such as waste removal, recycling, maintenance of landscaping on private lands.

### 3.1.1 DEVELOPMENT STATISTICS

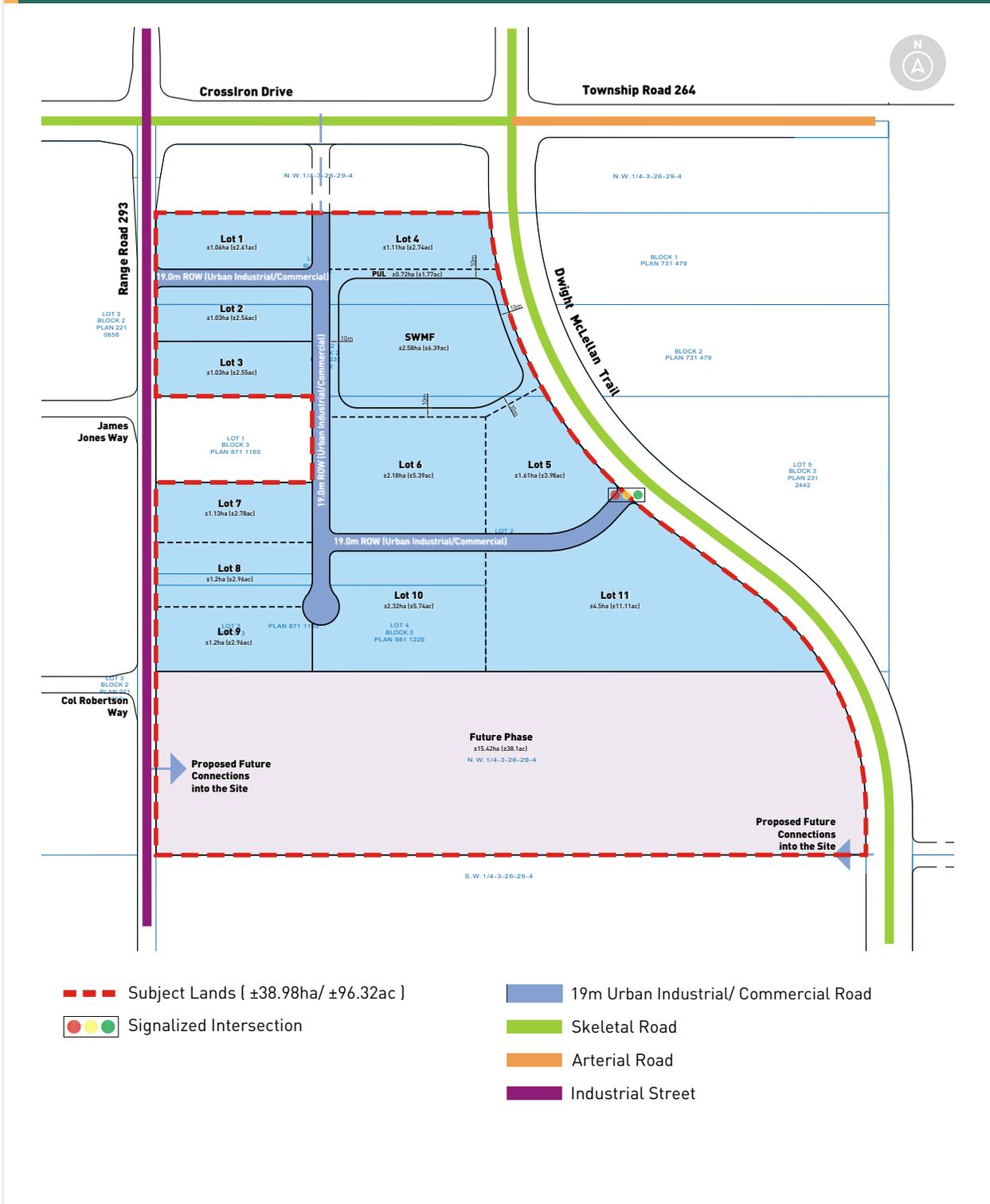
Development Type	± ha	± ac	%
Industrial Use (Phase 1)	18.36	45.37	47.1%
Future Industrial Lands (Phase 2)	15.42	38.10	39.5%
Industrial Subdivision Roads	1.90	4.69	4.9%
Stormwater Management Facility/ Public Utility Lot (PUL)	3.3	8.15	8.5%
<b>Total</b>	<b>38.98</b>	<b>96.32</b>	<b>100%</b>

## 3.2 Transportation Network

### 3.2.1 Transportation Network

As shown on **Figure 10: Transportation Network**, access to the Plan will be provided by an internal road network consisting of urban industrial roadways. The network includes one (1) t-intersections onto Range Road 293, one (1) t-intersection onto Dwight McLellan Trail, and one (1) t-intersection onto Cross Iron Drive/Township Road 264. The last connection intersects through The Hub Conceptual Scheme, offering a third entry point from the north into the Plan area. All internal roadways are to be constructed with 19.0m ROWs, by the developer, at the time of subdivision in accordance with the County Servicing Standards. Roadways and intersections should be coordinated with adjacent and previously planned networks to support cohesive and efficient movement within the Plan area and to surrounding development.

**FIGURE 10** Transportation Network



--- Subject Lands ( ±38.98ha/ ±96.32ac )

Signalized Intersection

19m Urban Industrial/ Commercial Road

Skeletal Road

Arterial Road

Industrial Street

### 3.2.2 Transportation Impact Assessment (TIA)

A Transportation Impact Assessment (TIA) was prepared in support of this Conceptual Scheme by Bunt & Associates (2025) to evaluate the impacts of the proposed development on the surrounding municipal and regional transportation network. This work evaluated potential transportation impacts of the proposed development with an assumption of a future connection between Range Road 292 and Stoney Trail (2048 Horizon). The TIA noted that completion of this future connection may decrease the redistribution of traffic at the Plan area, being most prevalent at the Dwight McLellan and Cross Iron Drive intersection.

The TIA concluded that all study area intersections are expected to operate within acceptable parameters into all future horizons (2038, 2048) and all roadways will continue to carry traffic volumes within their respective guidelines after development. It should be noted, that extended storage lengths may be required for the left turning lands westbound (temporary) and northbound (permanent) of McLellan and Cross Iron Drive intersection. Further specifications and temporary monitoring details are provided within the TIA.

<b>Policy 3.2.1.1</b>	Access within the Plan area shall be provided as generally illustrated on Figure 10: Transportation Network
<b>Policy 3.2.1.2</b>	All roads within the Plan Area shall be constructed by the developer in accordance with County Servicing Standards.

## 3.3 Utility Servicing

### 3.3.1 Utility Servicing Concept

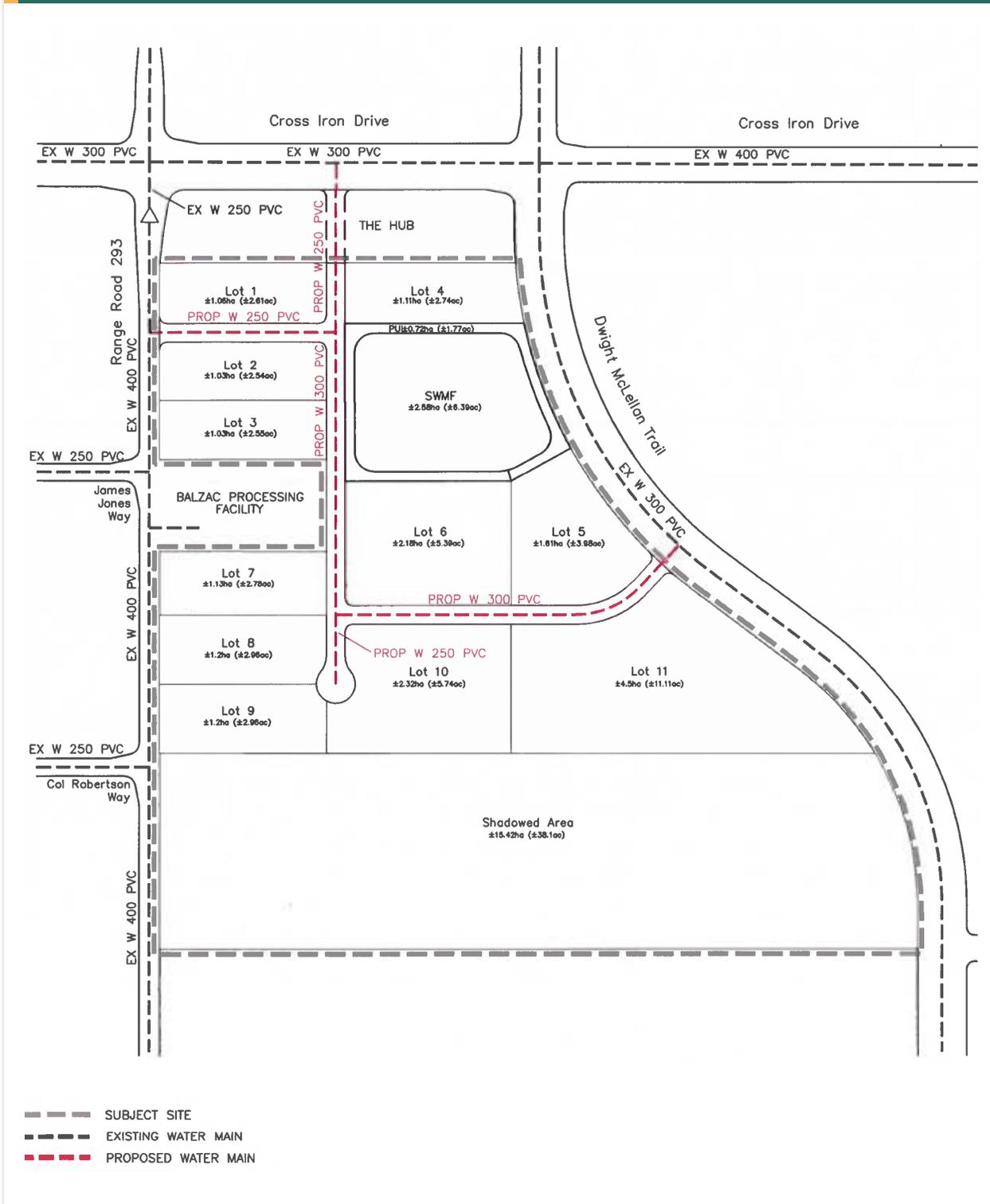
A utility servicing studies were prepared in support of this Conceptual Scheme to establish conceptual expectations for servicing within the Plan area. The Water Servicing Study, Sanitary Servicing Study and Conceptual Stormwater Management Report prepared by Civiltec Consulting Ltd. in support of this Conceptual Scheme have been submitted under separate cover.

### 3.3.2 Potable Water

The Plan area will be serviced with potable water via connection to the Balzac water system as generally shown on **Figure 11: Potable Water Servicing**.

The Developer will construct an internal water distribution network within the Plan are with pipes ranging in size from 250mm to 300mm to connect to the existing watermains in Range Road 293 and Dwight McLellan Trail. A further connection is proposed to tie into proposed watermain through The Hub Conceptual Scheme directly north of the Plan area. All water infrastructure within the Plan area will be designed and constructed in accordance with County Servicing Standards.

**FIGURE 11** Potable Water Servicing



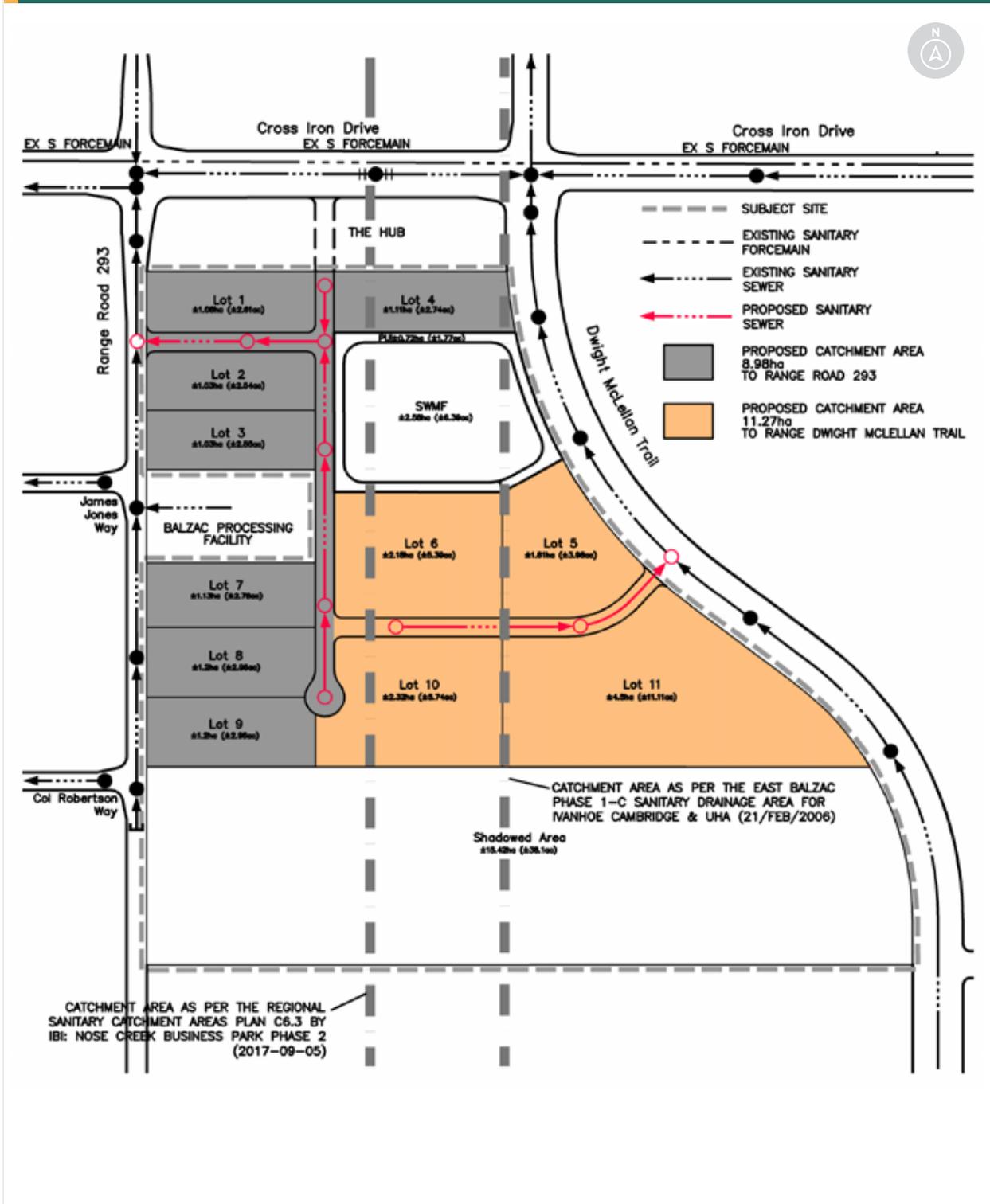
<b>Policy 3.3.2.1</b>	Potable water service shall be provided within the Plan area by the developer as generally shown on Figure 11: Potable Water Servicing.
<b>Policy 3.3.2.2</b>	The internal water distribution system shall be constructed by the Developer, at the subdivision stage, in accordance with the County Servicing Standards.
<b>Policy 3.3.2.3</b>	The internal water distribution network shall be owned and maintained by the County.
<b>Policy 3.3.2.4</b>	The design of the internal water distribution network shall accommodate fire suppression in accordance with the County Servicing Standards.
<b>Policy 3.3.2.5</b>	The Developer shall provide payment for required water and infrastructure upgrades at the subdivision stage in accordance with the County's Water & Wastewater Off-Site Levy Bylaw.

### 3.3.3 Wastewater

The proposed industrial lots within the Plan area will be serviced by a gravity sanitary sewer system via connection to the County's East Rocky View Wastewater Catchment System as generally shown on **Figure 12: Wastewater Servicing**. Phase 2, Future Industrial lands will be serviced by an existing Sanitary Sewer line in Dwight McLellan Trail and Range Road 293. All wastewater infrastructure within the Plan area will be designed and constructed in accordance with County Servicing Standards.

<b>Policy 3.3.3.1</b>	Wastewater shall be provided within the Plan area by the Developer as generally shown in Figure 12: Wastewater Servicing.
<b>Policy 3.3.3.2</b>	The internal wastewater collection network shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.
<b>Policy 3.3.3.3</b>	The internal wastewater collection system shall be owned and maintained by the County.
<b>Policy 3.3.3.</b>	The Developer shall provide payment for required infrastructure upgrades at the subdivision stage in accordance with the County's Water & Wastewater Off-Site Levy Bylaw.

**FIGURE 12** Wastewater Servicing



### 3.3.4 Franchise Utilities

Franchise Utilities will be provided within the Plan area by the Developer at the subdivision stage in accordance with requirements of the applicable utility providers and the County Servicing Standards

<b>Policy 3.3.4.1</b>	Franchise utilities shall be installed and/or financed by the developer at the subdivision stage in consultation with the applicable utility providers.
<b>Policy 3.3.4.2</b>	The alignments for franchise utility installations shall be determined at the subdivision stage in accordance with the County Servicing Standards.

## 3.4 Stormwater Management

As shown on **Figure 13: Stormwater Management**, stormwater collected on site will be directed to the stormwater management facility situated in the northeast central portion of the Plan. The Plan is within the Nose Creek Watershed and is limited to the unit area release rate of 1.25L/s/ha and an annual runoff volume target of 90mm.

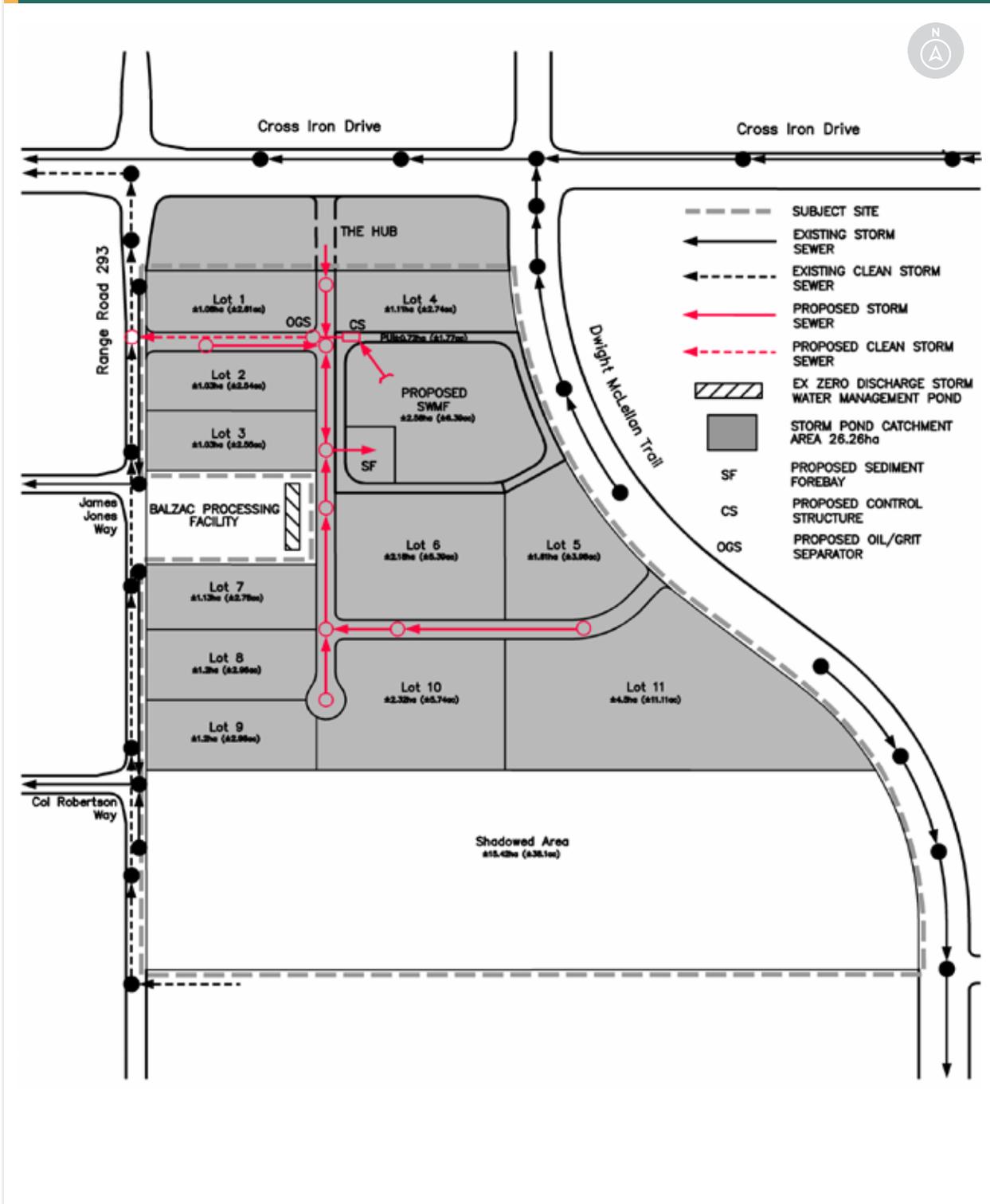
### 3.4.1 Conceptual Stormwater Management Report

A Conceptual Stormwater Management Report was prepared by Civiltec Consulting Ltd. to determine the methods accommodating surface drainage within the Plan area. The Plan area is within the Master Drainage Plan for East Balzac and forms part of Catchment Area C-A3 which is designed to tie into the existing 'clean' storm system in Range Road 293. The 'clean' storm system conveys flows north along Range Road 293 and eventually discharges directly into Nose Creek at Outfall 0.2.

Stormwater from Phase 1 of the Plan area and The Hub Conceptual Scheme are proposed to drain by gravity to the stormwater management facility located in the northeast portion of the Plan area. The controlled discharge from the pond at a rate of 1.257L/s/ha will discharge into the 'clean' storm sewer in Range Road 293. The controlled discharge from the pond will flow through the oil-grit separator (OGS) unit to meet the water quality standards.

On-site storage on private lots and surface storage on road rights-of-way will be required to limit discharge to 100 L/s/ha for up to the 1:100-year storm event. Private sites will utilize source control, LID management practices and Green Infrastructure at the detailed design stage as a method to meet the average annual runoff volume target and improve water quality. Oil grit separators or equivalent may be required on private sites to meet the water quality standards. All stormwater infrastructure within the Plan area will be designed and constructed in accordance with County Servicing Standards.

**FIGURE 13** Stormwater Management



A separate stormwater management system and report will be required for the Phase 2, Future Industrial lands to accommodate stormwater for that portion of the Plan area.

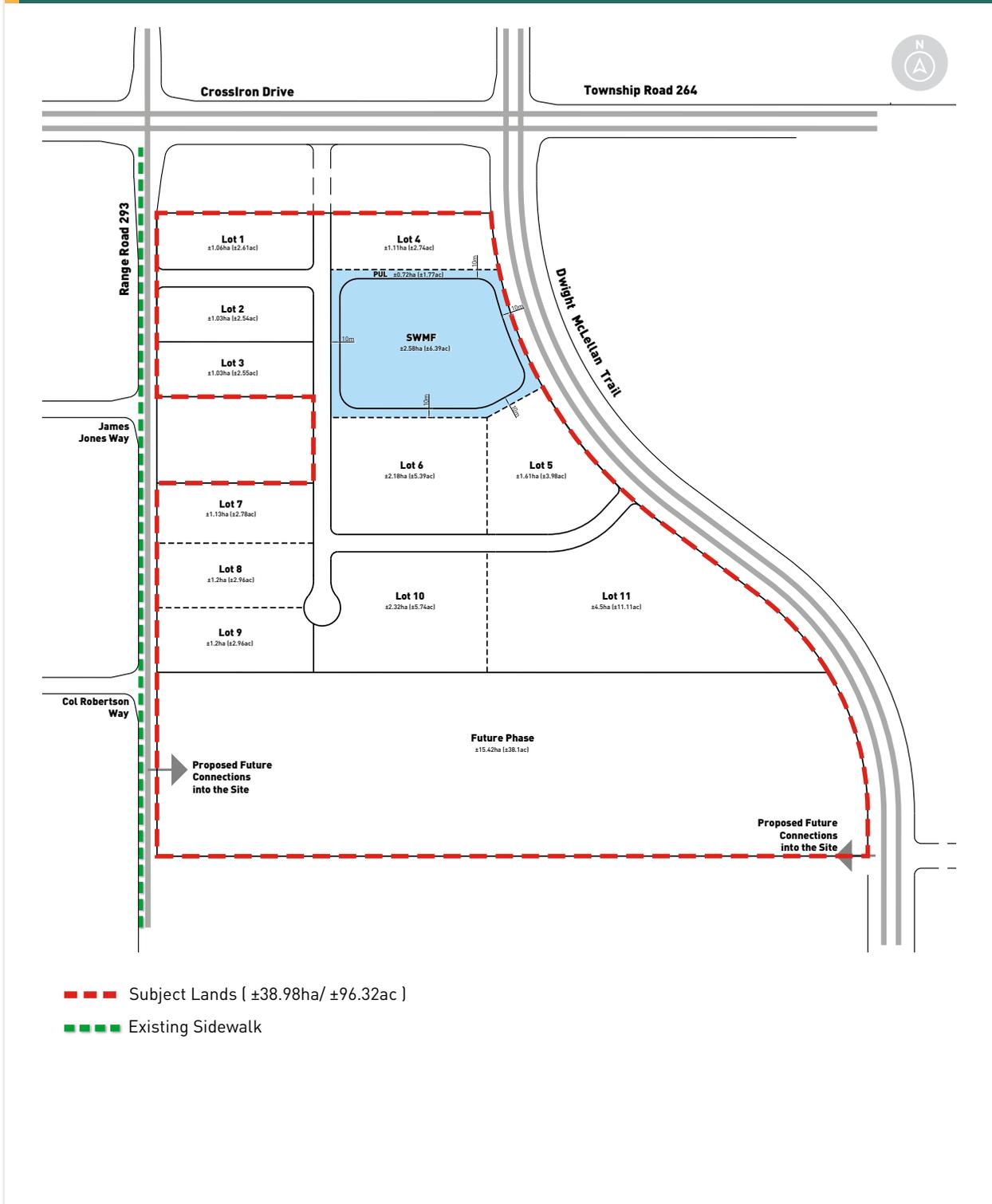
<b>Policy 3.4.1.1</b>	Stormwater management shall be provided within the Plan area as generally illustrated on Figure 13: Stormwater Management.
<b>Policy 3.4.1.2</b>	The stormwater management facility shall be constructed by the developer within a Public Utility (PUL) to be dedicated at the subdivision stage in accordance with the County Servicing Standards.
<b>Policy 3.4.1.3</b>	The design of the stormwater management system shall be constructed in accordance with the conclusions of the Conceptual Stormwater Management Report and the East Balzac Master Drainage Plan.
<b>Policy 3.4.1.4</b>	Opportunities to use treated stormwater for irrigation throughout the Plan area by individual lot owners at the subdivision and/ or development permit stage in accordance with municipal and Provincial policies regarding same.

### 3.5 Open Space

Open Space within the Plan area will be provided as generally illustrated on **Figure 14: Open Space**.



**FIGURE 14** Open Space



### 3.5.1 Municipal Reserve (MR)

Disposition of outstanding municipal reserve (MR) within the Plan area shall be provided by the developer at the subdivision stage by dedication of “cash-in-lieu” of land in accordance with the requirements of the Municipal Government Act. The Plan area includes a Deferred Reserve Caveat (DRC) which outlines the outstanding Municipal Reserve owing across the Plan area. The amount of municipal reserve outstanding and anticipated disposition is summarized in **Table 3: Proposed Municipal Reserve Disposition** as follows:

Table 3: Proposed Municipal Reserve Disposition		
	± ha	± ac
Gross Development Area	38.98	96.32
Net Developable Area (NDA)	38.98	96.32
Deferred Reserve Caveat (10%)	3.90	9.63
Amount of MR Outstanding	3.90	9.63

<b>Policy 3.5.1.1</b>	Open Space within the Plan area shall be provided as generally illustrated on Figure 14: Open Space.
<b>Policy 3.5.1.2</b>	Outstanding Municipal Reserve (MR) shall be dedicated by the developer at the subdivision stage via ‘cash-in-lieu’ payment of land pursuant to the provisions of the Municipal Government Act.

### 3.5.2 Landscaping

Landscaping within the Plan area will align with the policies of the Balzac East Area Structure Plan (BEASP) and be further refined through subsequent subdivision and development applications and through the detailed design stage. Landscaping will serve an aesthetic purpose and will serve as buffering and screening between different uses.

<b>Policy 3.5.2.1</b>	A Landscape Plan, prepared by a qualified professional that outlines the landscape design and fencing plan, shall be submitted by the developer for each phase at the subdivision stage to the satisfaction of the County.
<b>Policy 3.5.2.2</b>	The Landscape Plan shall comply with the County’s Commercial, Office, and Industrial Design Guidelines.

<b>Policy 3.5.2.3</b>	Implementation of the Landscape Plan shall be through the development agreement at the time of subdivision approval for each applicable phase and/or through the Development Permit stage for private lots.
<b>Policy 3.5.2.4</b>	Use of Potable water for landscaping within the Plan area shall not be permitted.
<b>Policy 3.5.2.5</b>	The Landscaping Plan shall incorporate water conservation principles such as the use of sustainable and low maintenance landscaping, suitable native and drought tolerant vegetation

## 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 in East Balzac.

### 3.6.2 Police Response

Police response 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 shall prepare a Waste Management Plan at the subdivision stage to determine the specific methods of managing waste during the construction process.

The Individual lot owners will be responsible for contracting solid waste management to a qualified waste management provider.

<b>Policy 3.6.4.1</b>	The developer shall prepare a Waste Management Plan at the subdivision stage, to the satisfaction of the County.
<b>Policy 3.6.4.2</b>	Individual lot owners shall be responsible for contracting solid waste management services within the Plan area to a qualified waste management service provider.

# 4.0

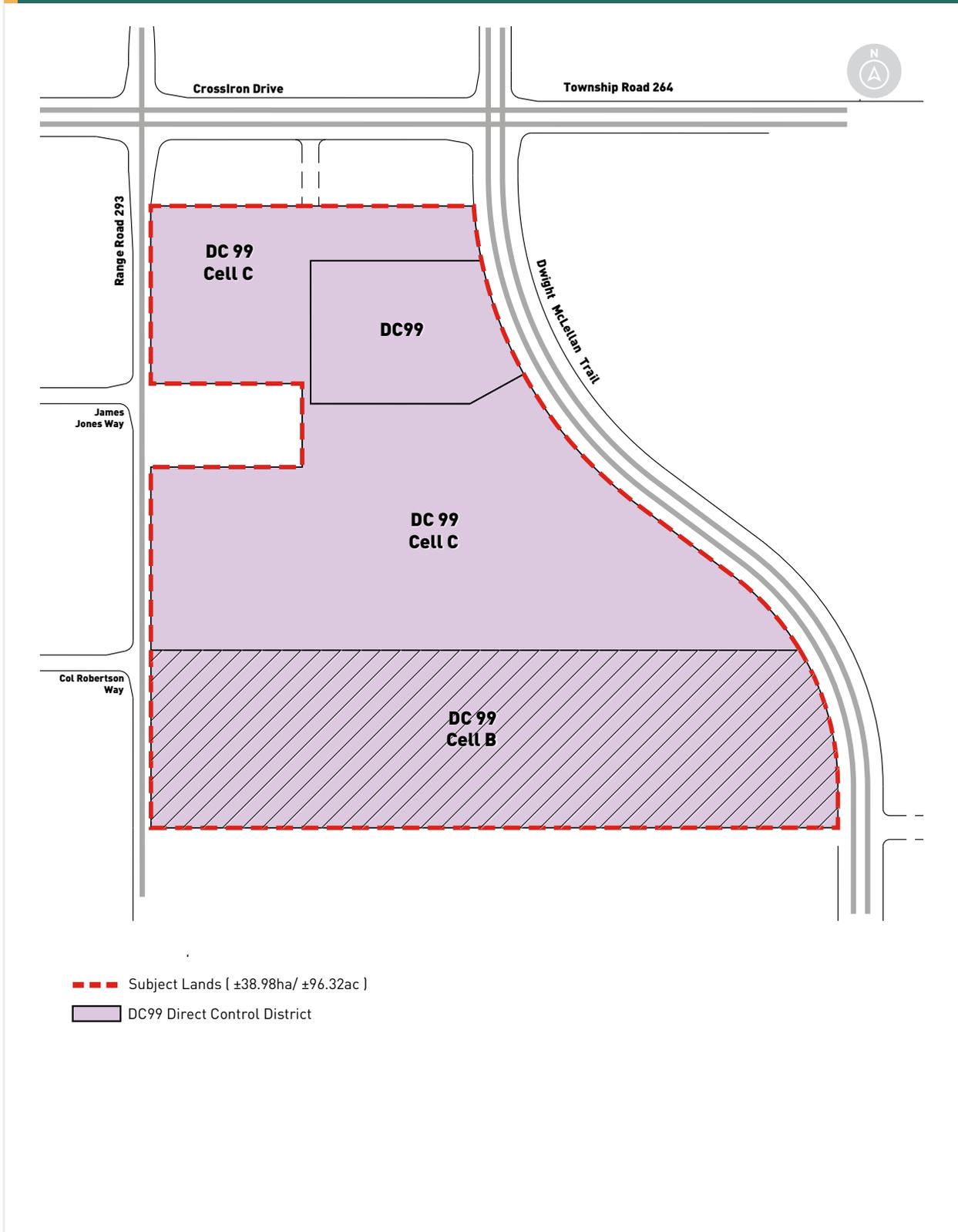
### 4.1 Proposed Land Use

The proposed land use within the Plan area is expected to remain Direct Control 99 (DC99) with an amendment to the Direct Control bylaw to include the northern ±58.21ac (Phase 1 and 2) of the Plan area as Cell C. All uses and regulations pertaining to Cell C will apply to this portion of the Plan area. The remaining southern portion of the Plan area identified as a Phase 3 in this Conceptual Scheme will continue to apply the uses and regulations pertaining to Cell B. An amendment to this Conceptual Scheme and Direct DC 99 shall be required to support the future redesignation of the Phase 3 area. Land Use within the Plan area will be as generally illustrated on Figure 15: Proposed Land Use and described as follows:

- The business industrial areas in Phase 1 and 2 are expected to be designated as DC-99 development Cell C.
- The Future Phases are expected to remain DC-99 development Cell B until a future land use amendment is approved for that parcel.



**FIGURE 15** Proposed Land Use



## 4.2 Future Subdivision

Implementation of subdivision is expected to occur within the Plan area as generally illustrated on **Figure 16: Proposed Subdivision** and described as follows:

- Approximately eleven (11) industrial lots ranging in size from  $\pm 2.55\text{ac}$ – $\pm 11.11\text{ac}$  with a remainder parcel that is expected to have further subdivision at a future phase.
- Dedication of public road ROW for internal subdivision roads.
- Dedication of a  $\pm 8.16\text{ac}$  Public Utility Lot (PUL) for a stormwater management facility
- Payment of cash-in-lieu of land for Municipal Reserves (MR).
- Installation of required municipal and franchise infrastructure.

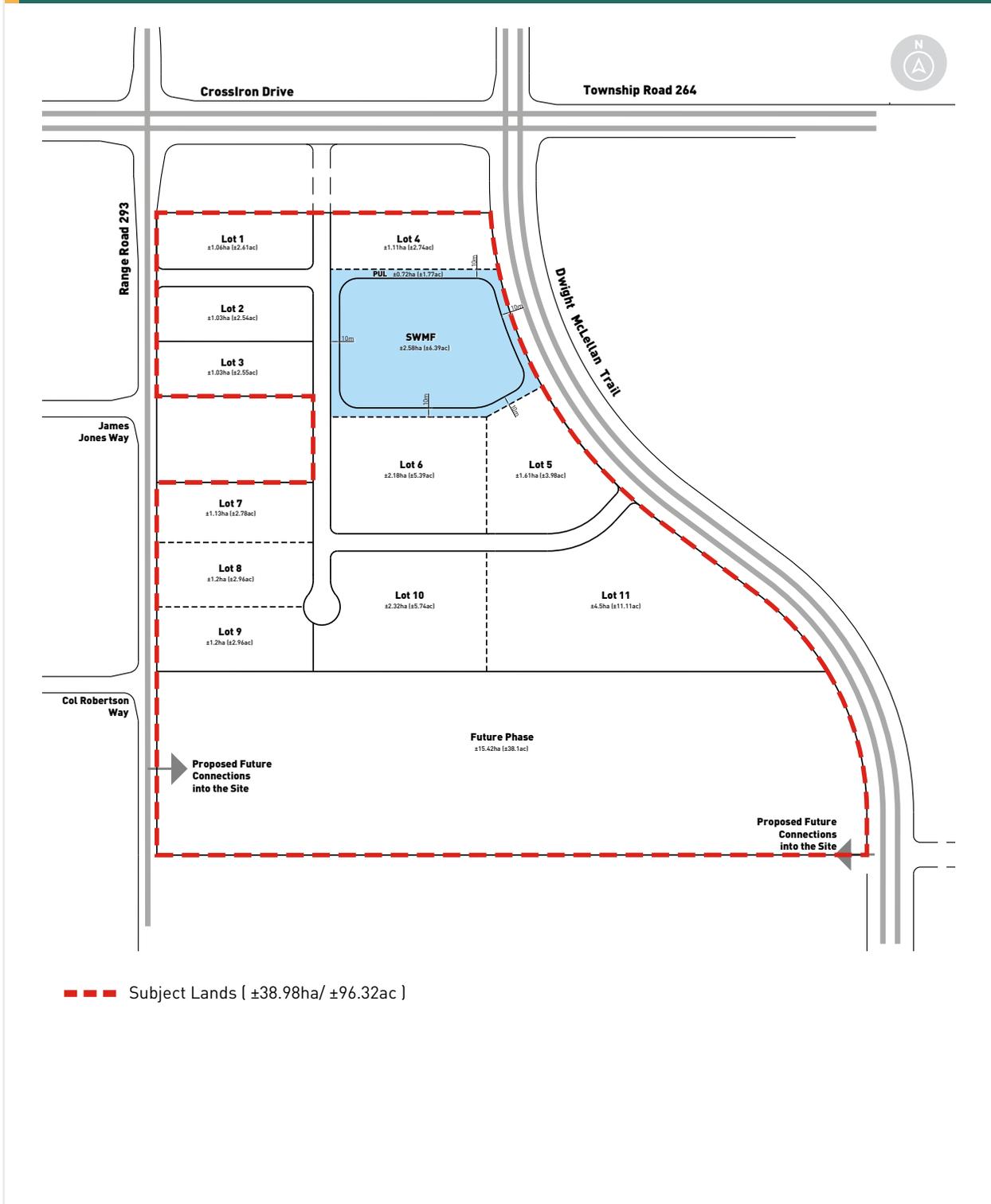
The development scenario illustrated by Figure 16: Proposed Subdivision is conceptual only. It is acknowledged that the specific number, size and configuration of industrial lots will be determined at the subdivision stage subject to the phasing program proposed by the developer, the availability of utility servicing and transportation infrastructure, and market demand.

### **Policy 4.2.1.1**

Subdivision within the Plan area is expected to proceed as generally illustrated on Figure 16: Proposed Subdivision.



**FIGURE 16** Proposed Subdivision



### 4.3 Development Phasing

Development within Plan area is expected to proceed in two (2) phases as generally illustrated on **Figure 17: Anticipated Phasing**.

#### Phase 1 is generally expected to include:

- Approximately four (4) business lots situated in the north portion of the Plan area.
- A stormwater management facility in a Public Utility Lot (PUL) in the northeast corner of Plan area.
- Dedication of road rights-of-way (as required).
- Dedication of cash-in-lieu of municipal reserves (MR) outstanding for the Phase 1 area.

#### Phase 2 is generally expected to include:

- Approximately 7 business lots situated in the central portion of the Plan area.
- Dedication of road rights-of-way (as required)
- Dedication of cash-in-lieu of municipal reserves (MR) outstanding for the Phase 2 area.

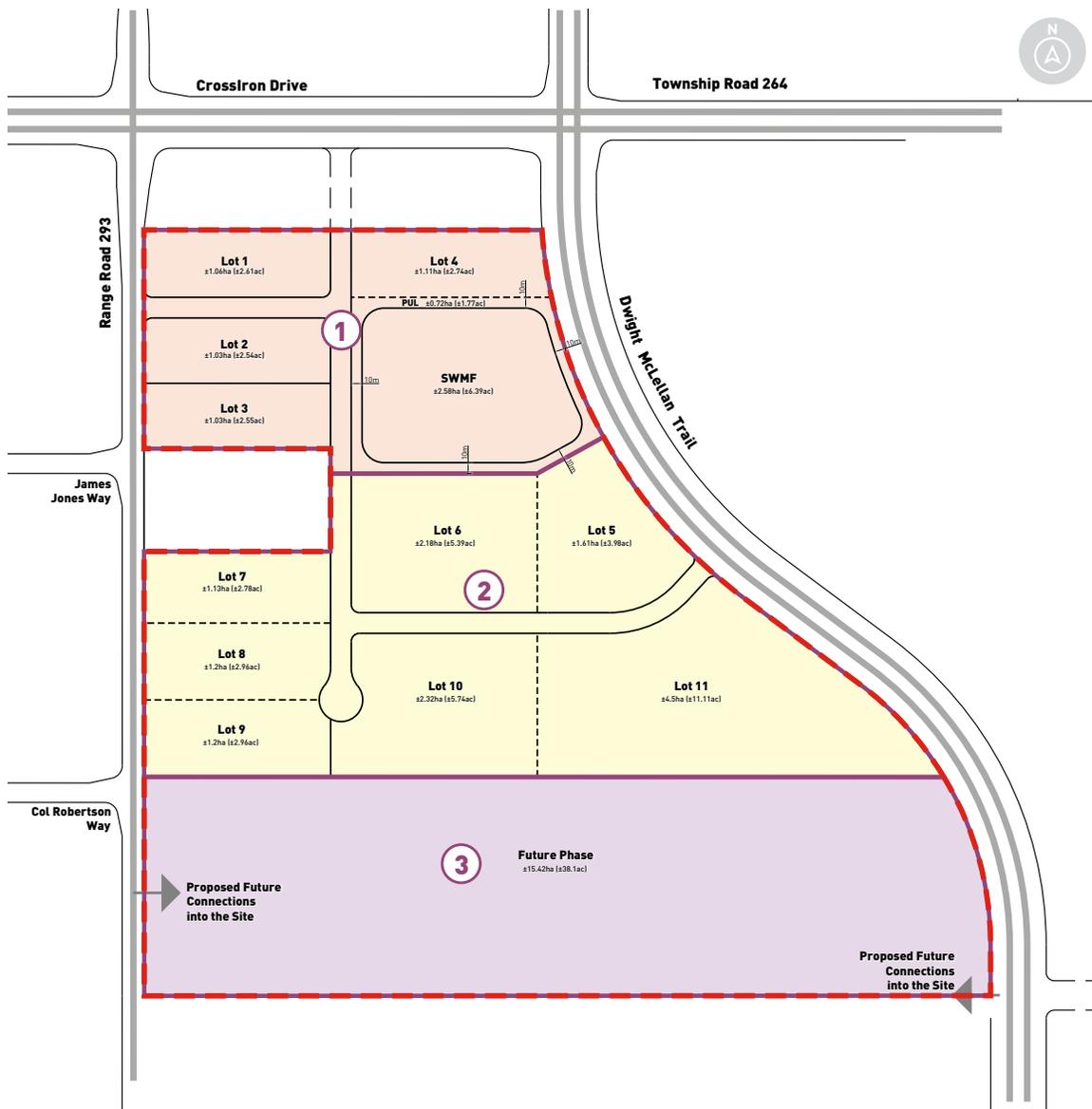
#### Phase 3 is generally expected to include:

- The southern remainder area of the Plan
- Dedication of cash-in-lieu of municipal reserves (MR) outstanding for the Phase 2 area.
- Dedication of road rights-of-way for future roads.
- A stormwater management facility in a Public Utility Lot (PUL). Size and location shall be determined through a separate land use amendment process.

Notwithstanding, the anticipated phasing strategy described above, the developer may pursue an alternate phasing strategy without requiring an amendment to this Plan provided that appropriate infrastructure is provided to support each phase of development.

<b>Policy 4.3.1</b>	The development within the Plan area is expected to proceed in two (2) phases as generally illustrated on Figure 17: Anticipated Phasing.
<b>Policy 4.3.2</b>	The Developer may develop the project with an alternate phasing program provided there is appropriate infrastructure available to support each development phase.

**FIGURE 17** Anticipated Phasing



--- Subject Lands ( ±38.98ha/ ±96.32ac )

— Phase Boundary

① Phase Number

## 4.4 Architectural Guidelines

The Conceptual Scheme contemplates the development of an industrial park that will be attractively designed, integrated with existing adjacent developments, and respects the County's Commercial, Office and Industrial Design Guidelines.

The specific type and scale of development anticipated within the GB Balzac East Industrial Park is expected to include buildings with varying type, scale and intensity. In all cases, business development is expected to establish and maintain an attractive development form within the Plan area.

As part of the subdivision application for each phase of development, the developer shall prepare architectural guidelines to ensure the specific form of development within each phase maintains a cohesive built-form. The architectural guidelines to be prepared as part of each subdivision phase will establish specific design criteria to consider matters such as (but not limited to):

- Water conservation measures
- Landscaping requirements
- Entrance signage/feature requirements.
- Fencing
- Light and Signage
- Outdoor Storage and Screening
- Rooftop screening ( for exposed mechanical and electrical treatments.
- Generalized building form & character

Appropriate articulation of building massing and treatment of facades, material finishing and colour with the objective on maintaining a coordinated design aesthetic along the public roadway frontages.

To align with the policies of the Balzac East Area Structure Plan (BEASP), lighting and signage will also be addressed through subsequent development applications with guidance from the following policies.

Lighting and signage within the Plan area will be sensitive to the surrounding rural areas and integrate dark sky treatments in alignment with the County's policies and dark sky guidelines.

<b>Policy 4.4.1</b>	The developer shall establish Architectural Controls at the subdivision stage to coordinate industrial building design criteria such as massing, material finishing & colour, break of bulk massing, glazing, landscaping, and dark sky compliant exterior lighting.
<b>Policy 4.4.1.2</b>	Subsequent Development Permit applications should follow the County's Commercial, Office and Industrial Design Guidelines and Section 4.4 Business Use Performance Standards and Development Guidelines of the Balzac East Area Structure Plan.
<b>Policy 4.4.1.3</b>	Signage within the Plan area should be directed away and screened from existing residential uses.
<b>Policy 4.4.1.4</b>	Outdoor storage shall not be permitted within the rear yard setback area for lots adjacent to Range Road 293.



# 5.0

### 5.1 Rocky View County/ City of Calgary Intermunicipal Development Plan

The fundamental purpose of the Rocky View County/City of Calgary Intermunicipal Development Plan (IDP) is to identify areas of mutual interest, to minimize land use conflicts across municipal borders, provide opportunities for collaboration and communication, and outline processes for the resolution of issues that may arise within the Plan Area.

The document is divided into two sections; the Policy Area and the Notification Zone which establish the required circulation and referrals processes for applications or land use policies within either delineated region. This process provides the opportunity for each municipality to comment on land use policies and applications within the other municipality that are important for intermunicipal communication and cooperation.

The **GB East Balzac Industrial Park Conceptual Scheme** sits within the Policy Area and an identified Growth Corridor. The application of the Conceptual Scheme and the approved document will be circulated to relevant City of Calgary departments in addition to all required departments in Rocky View County.



## 5.2 Rocky View County Municipal Development Plan

Rocky View County’s Municipal Development Plan (MDP, 2025) includes a series of five (5) goals to guide the future development of the County for the next 20 years. The goals include the following:

- **Goal 1: Focused Growth and Effective Services**
- **Goal 2: Celebrate the County’s Diverse Communities and Lifestyles**
- **Goal 3: Support Agriculture**
- **Goal 4: Maintain Healthy Land and Water**
- **Goal 5: Grow Our Business Community**

The MDP also establishes Distinct Community Areas which describe and provide policy for unique areas within the County. The Plan area is located within the Balzac East Distinct Community Area which is an identified Growth Area and Employment Area. This area is characterized by large-scale, full service commercial and industrial lands with access to regional transportation infrastructure.

The **GB East Balzac Industrial Park Conceptual Scheme** proposes an infill industrial development in an active industrial area of an identified Growth Area which has seen significant investment to the transportation and utility servicing network. This supports the MDP’s direction to Manage Growth and leverage existing infrastructure capacity to continue to support the County’s long-term financial sustainability.

This Conceptual Scheme’s objectives are consistent with the MDP’s growth management framework. The inclusion of additional lands allows for the logical and efficient expansion of industrial development, servicing, and infrastructure in the pursuit of a fully integrated industrial business park.

## 5.3 Balzac East Area Structure Plan

The County adopted the Balzac East Area Structure Plan (BEASP) in 2000 with various Plan amendments approved over time to support ongoing developments within the Regional Business Centre. The ASP’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 which are accessed by Highway 2 and Highway 566.

The Conceptual Scheme is situated within the southwestern portion of the BEASP boundary, within an area identified as Special Development Area #4 (SDA#4). SDA#4 is further divided into development Cells. The Conceptual Scheme is located within development Cell B which contains existing residential development. Redevelopment of Cell B will follow the uses allowed within Cell C which is intended to provide for a range of commercial and industrial businesses.

The **GB East Balzac Industrial Park Conceptual Scheme** is consistent with the development objectives of the Balzac East Area Structure Plan.

# 6.0

## COMMUNITY CONSULTATION

In 2025, a series of meetings and conversations were held with members of the project team and landowners within and adjacent to the Plan area. These included ongoing conversations with the development team of The Hub Conceptual Scheme directly north of the Plan area. As a result of continued engagement efforts, servicing and transportation networks between the two conceptual schemes are proposed and outlined as part of this Conceptual Scheme. Conversations occurred with the project team and the owners of the Ecco Recycling Facility on the west of the Plan area. Their existing development was ultimately not included within the boundaries of the Conceptual Scheme.

Following the submission of this Conceptual Scheme application, the project team will mail letters to all adjacent landowners advising of the proposed application and offering an opportunity to discuss the proposed development. Outcomes of this engagement activity will be included in a revised version of this Conceptual Scheme prior to proceeding to Public Hearing.





**East Balzac Lands  
Industrial Park**  
CONCEPTUAL SCHEME

GB EAST BALZAC LANDS LTD. | NOVEMBER 2025