

THE BRIDGE

INDUSTRIAL PARK

A Conceptual Scheme to
guide the development of a
master planned industrial
business park in the Conrich
Area



McElhanney



B&A Planning Group

April 2024

BYLAW C-8476-2024

A Bylaw of Rocky View County, in the Province of Alberta, to adopt the *Bridge Industrial Park Conceptual Scheme*.

The Council of Rocky View County enacts as follows:

Title

- 1 This Bylaw may be cited as *Bylaw C-8476-2024*.

Definitions

- 2 Words in this Bylaw have the same meaning as those set out in the *Municipal Government Act* except for the definitions provided below:
- (1) **“Council”** means the duly elected Council of Rocky View County;
 - (2) **“Land Use Bylaw”** means Rocky View County Bylaw C-8000-2020, being the *Land Use Bylaw*, as amended or replaced from time to time;
 - (3) **“Municipal Government Act”** means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
 - (4) **“Rocky View County”** means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

Effect

- 3 THAT the “Bridge Industrial Park Conceptual Scheme”, affecting a portion of SE-06-25-28-W04M, be adopted as defined in Schedule ‘A’, which is attached to and forms part of this Bylaw.

Effective Date

- 4 *Bylaw C-8476-2024* is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.

READ A FIRST TIME this

14 day of May, 2024

PUBLIC HEARING HELD this

14 day of May, 2024

READ A SECOND TIME this

14 day of May, 2024

READ A THIRD AND FINAL TIME this

14 day of May, 2024



Reeve



Chief Administrative Officer or Designate

May 14 2024

Date Bylaw Signed



SCHEDULE 'A'

FORMING PART OF BYLAW C-8476-2024

A Conceptual Scheme affecting a portion of SE-06-25-28-W04M, referred to as “Bridge Industrial Park Conceptual Scheme” is attached to and forms part of this Bylaw.

ACKNOWLEDGEMENT PAGE

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PROJECT CONSULTANT TEAM:



N. Darrell Grant *Planning Consultant*

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1.0 INTRODUCTION

1.1 Purpose of this Plan

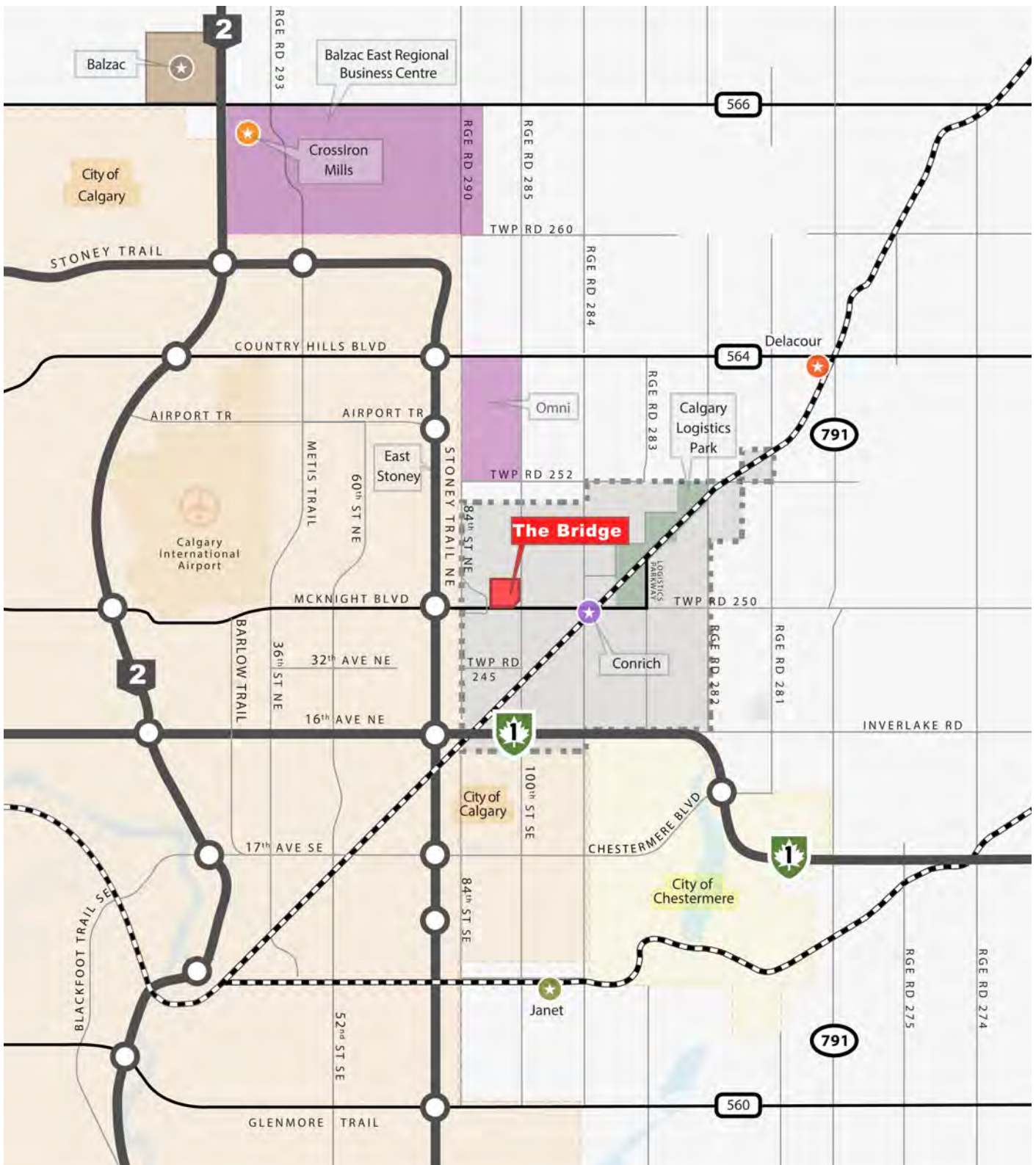
This Conceptual Scheme outlines the proposed implementation of **The Bridge Industrial Park**, a master-planned business development featuring fully-serviced industrial lands intended to accommodate large-format warehousing in addition to a variety of smaller-scale supportive services. The project is expected to leverage proximity to the Stoney Trail transportation corridor to attract business development opportunities that benefit from efficient access to the regional transportation network.

This Conceptual Scheme establishes expectations for future business development within the subject lands. The Plan's proposed land use and subdivision concept has been prepared in consideration of existing site development opportunities and constraints, relevant municipal policy requirements, and in accordance with the recommendations of supporting technical reports. The Plan preparation process was supported by a public consultation process designed to provide stakeholders with opportunity to receive information relative to the project and provide input accordingly.

1.2 Development Rationale

The Plan area comprises ± 60.13 ha (± 148.58 ac) located in Rocky View County along Twp Rd 250 at Rge Rd 285, approximately ± 1.2 km ($\pm \frac{3}{4}$ mile) east of the Stoney Trail NE, strategically located in proximity to existing regionally-significant air, rail and road infrastructure (i.e. *The Calgary International Airport, CN Calgary Logistics Park, and Stoney Trail*). As such, the Plan area is ideally-suited to accommodate business industrial development that supports the Calgary Metropolitan Region's evolving transportation logistics hub, as shown on **Figure 1: Regional Context**.

The development concept included within this Conceptual Scheme proposes the creation of **The Bridge Industrial Park**, a master-planned development purposefully designed to accommodate business opportunities that benefit from proximity to the regional transportation network as contemplated by the Conrich Area Structure Plan.



Legend

- Conceptual Scheme Boundary
- Conrich ASP Boundary



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1.3 Conceptual Scheme Objectives

The Bridge Industrial Park Conceptual Scheme is intended to:

- a) Summarize existing conditions within the Plan area by identifying development opportunities and constraints;
- b) Establish a future development concept with a land use framework designed to facilitate a master-planned industrial development in accordance with the policy provisions of the Conrich Area Structure Plan;
- c) Establish a strategy to implement appropriate transportation, utility service and stormwater management infrastructure as required to support the anticipated development and related uses in accordance with the County Servicing Standards;
- d) Establish expectations for implementation of architectural controls to ensure coordinated treatment of building design, landscaping and signage considerations;
- e) Establish an overall phasing strategy for development within the Plan area;
- f) Establish expectations for provision of fire, emergency response and community support services within the Plan area;
- g) Summarize the conclusions of a community consultation program implemented in support of the Plan's preparation process to inform & educate affected landowners and interested stakeholders.

2.0 PLAN AREA DESCRIPTION

2.1 Location

As shown on **Figure 2: Local Context**, the Plan area is bound to the south by Twp Rd 250, to the east by Rge Rd 285, and to the west and north by existing agricultural lands. Rolling topography, spectacular mountain views, proximity to regional transportation infrastructure and convenient access to services in Conrich and east Calgary make this an ideal location for business industrial development.

2.2 Legal Descriptions & Ownership

As shown on **Figure 3: Legal Descriptions**, the study area includes two (2) individually-titled parcel and an undeveloped road ROW with legal descriptions and current ownership described as follows:

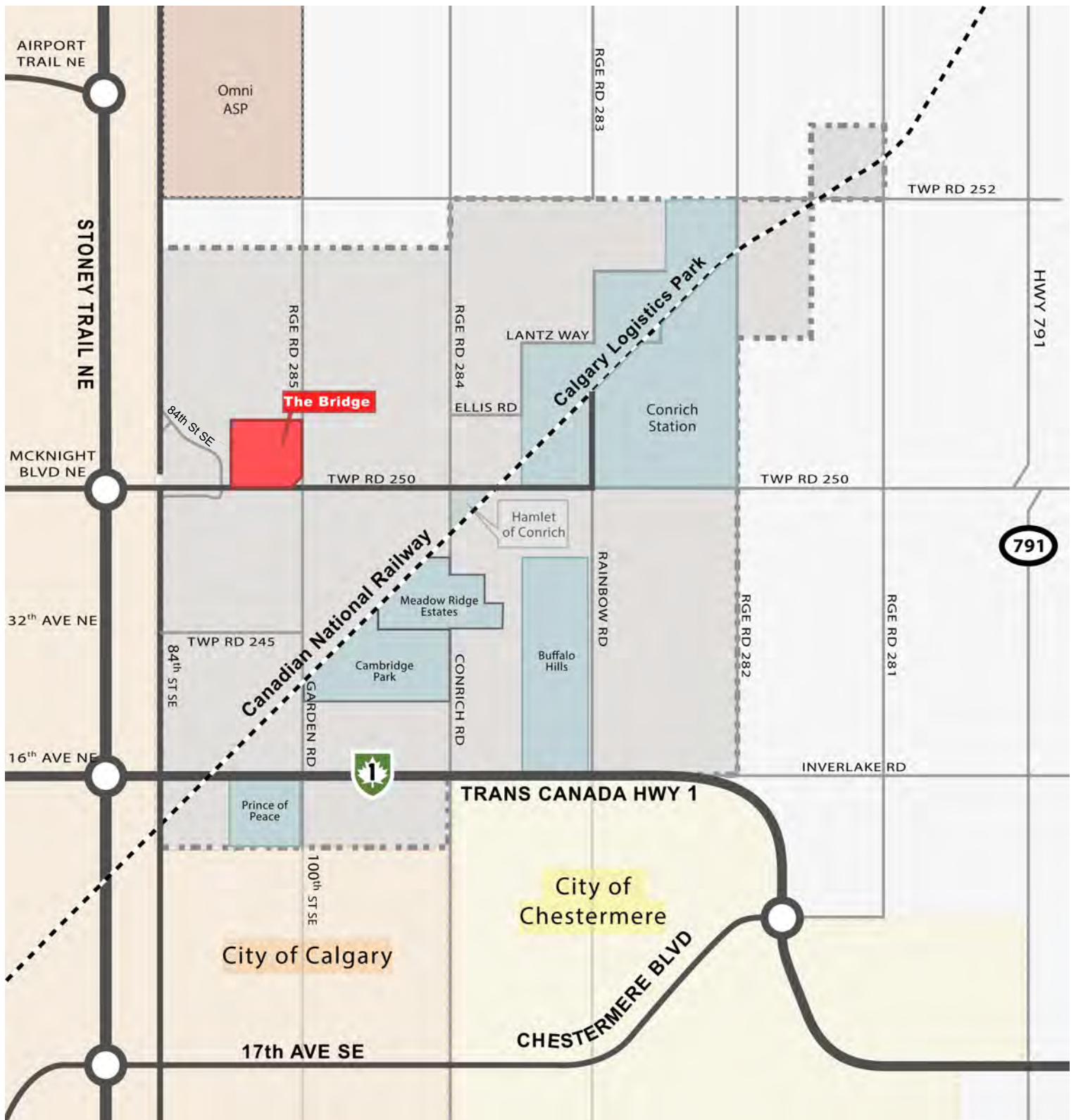
<i>Legal Description</i>	<i>ha (±)</i>	<i>ac (±)</i>	<i>Ownership</i>
SE 6-25-28-W4M	58.49	144.53	1091758 Alberta Ltd. & Petra Construction Ltd.
Lots 3 - 6, Block D, Plan 1020 AV	1.57	3.88	1091758 Alberta Ltd. & Petra Construction Ltd.
Undeveloped Road ROW	0.07	0.17	
TOTAL PLAN AREA	60.13	148.58	

2.3 Existing Land Use

As shown on **Figure 4: Existing Land Use**, lands within the Plan area are currently designated Agricultural, General District (A-GEN) and Agricultural, Small Parcel District (A-SML) in accordance with the County's Land Use Bylaw C-8000-2020. Surrounding parcels are generally Agricultural, General District (A-GEN) with more intensive residential development situated within the Hamlet of Conrich to the east.

2.4 Site Conditions

As shown on **Figure 5: Site Conditions**, the subject lands include an existing agricultural parcel that has, over time, been cultivated to produce a variety of cereal crops. The quarter section has been previously-subdivided to isolate a parcel and an associated road ROW situated in the northeast corner of the site, neither of which are developed. There are no surface improvements within the Plan area.



Legend

- Conceptual Scheme Boundary
- Conceptual Scheme Boundary
- Conrich ASP Boundary



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Legend

--- Conceptual Scheme Boundary



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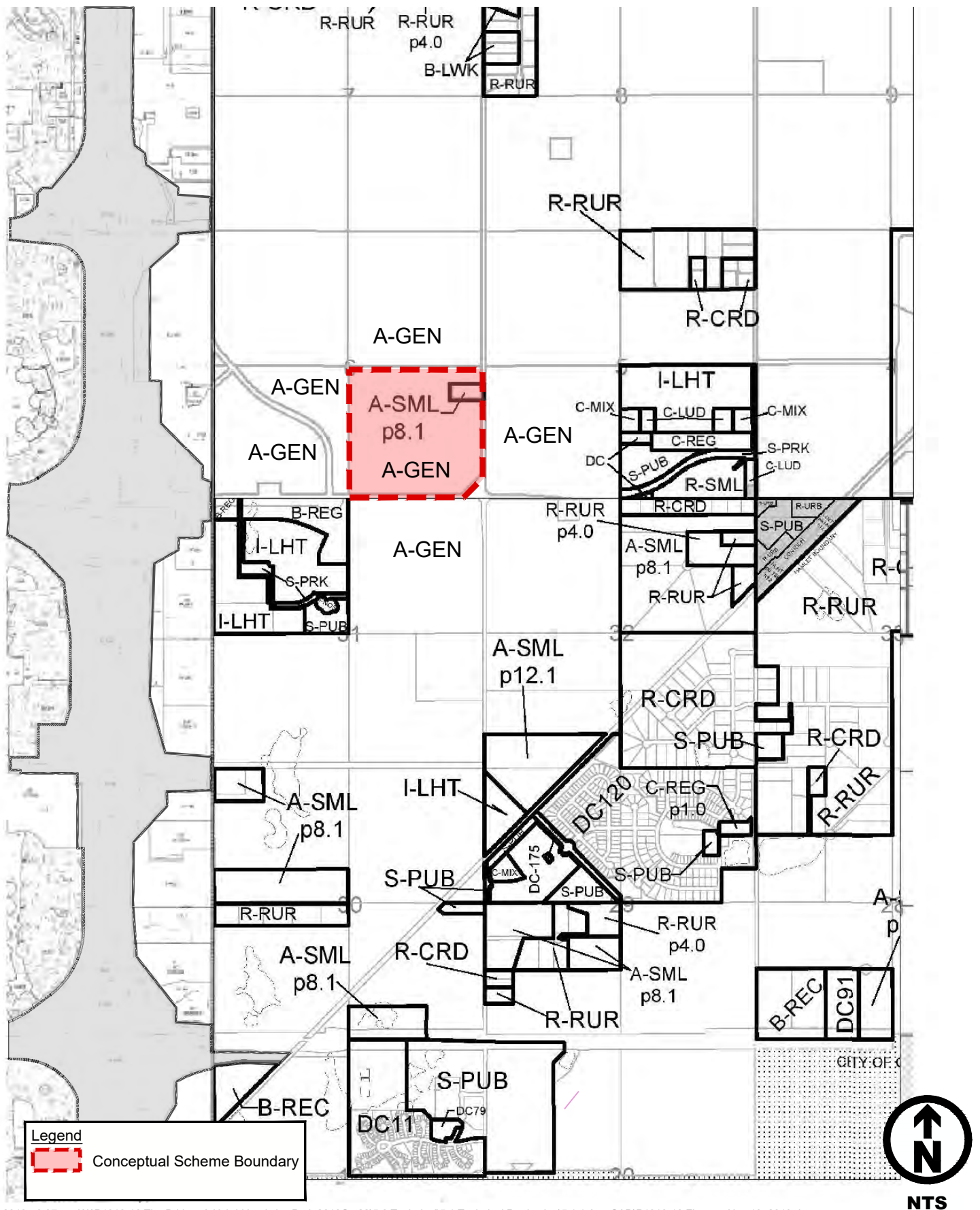


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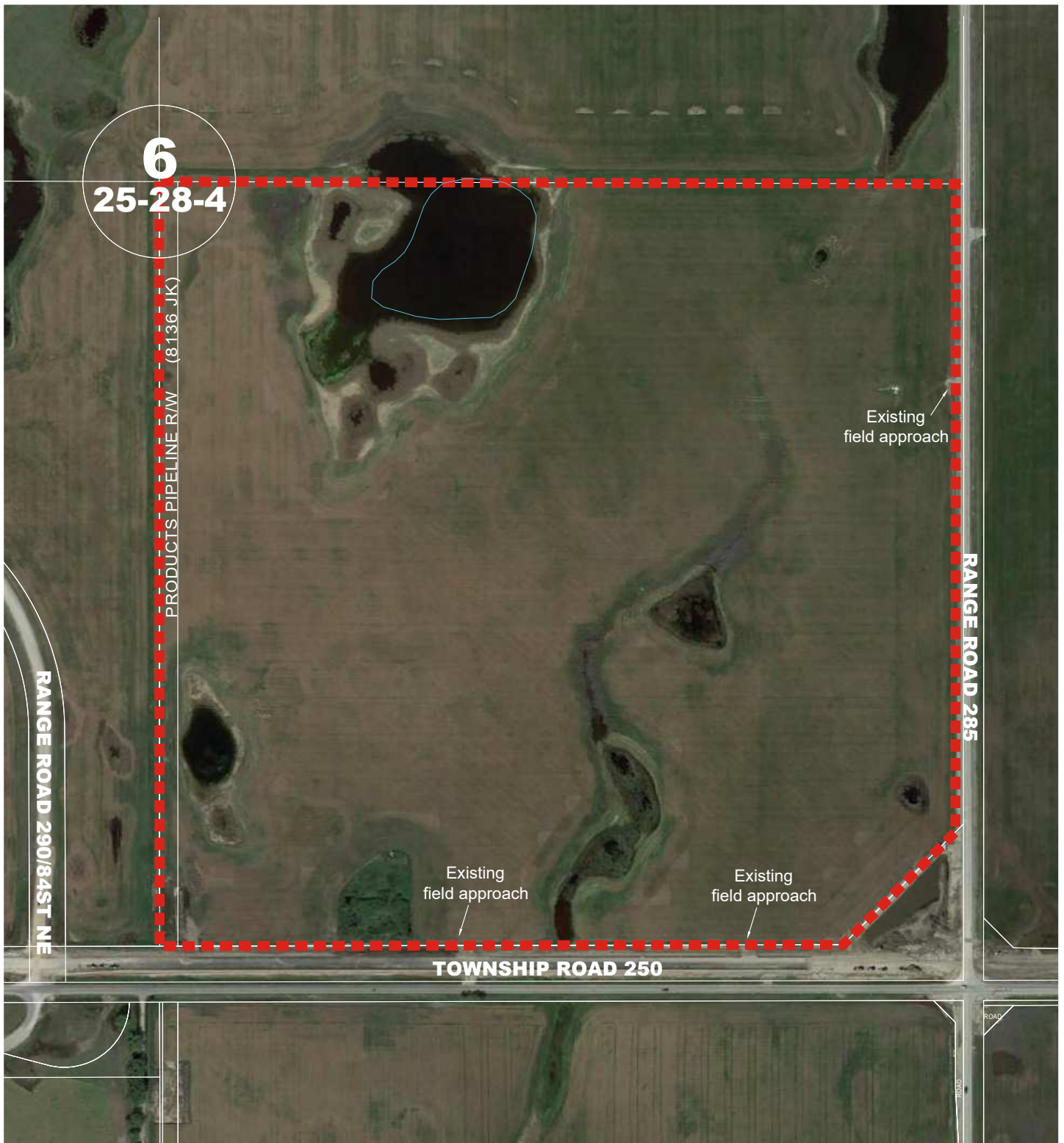
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The Bridge Industrial Park
SE6-Twp25-Rge28-W5M

Figure 3
Legal Description
November 2019



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Legend

--- Conceptual Scheme Boundary



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SE6-Twp25-Rge28-W5M

Figure 5
Site Conditions

November 2019

2.4.1 Existing Site Access & Surrounding Roadways

The subject land is bounded to the east and south by existing developed municipal roads which provide access to the site via three (3) existing field approach.

- **Twp Rd 250:** A paved roadway under the jurisdiction of the County aligned east to west and extending from NE Calgary to connect with several regional provincial highways (*i.e. Hwy 791 & Hwy 9*). The portion of Twp Rd 250 situated directly south of the Plan area includes a four-lane divided cross-section with a posted speed limit that transitions from 80 km/h to 50 km/hr traversing to the east.
- **Rge Rd 285:** A paved roadway under the jurisdiction of the County aligned south to north and extending from Highway 560 (*Glenmore Trail*) in the south to Highway 566 in the north. The portion of Rge Rd 285 directly east of the Plan area includes a two-lane undivided cross section with a posted speed limit of 80 km/h within the study area.
- **The portion of 84 Street NE:** Situated directly west of the Plan area is a gravel roadway under the jurisdiction of the County. The oblique alignment of 84th St NE at this location accommodates intersection spacing onto Twp Rd 250 east of Stoney Trail NE. The majority of 84th St NE extending from the Shepard Area in SE Calgary to Highway 566 in the north is a paved road with a two-lane undivided cross section under the jurisdiction of the City of Calgary.
- **The Twp Rd 250 / Rge Rd 285 intersection:** Situated directly southeast of the Plan area, is signalized with dedicated left-turn bays for all movements, as well as right-turn lanes for the eastbound and southbound movements.
- **The Twp Rd 250 / 84 St NE intersection:** Situated to the west of the Plan area, is currently un-signalized with stop-controls for the northbound and southbound movements, while eastbound and westbound movements operate as free flow. In accordance with the 84th St NE Study of Alignment, ROW, Classification and Access Management Report, May 2018, this intersection is planned to be upgraded to an ultimate 6-lane divided (*E-W*) and a 4-lane undivided (*N-S*) cross section with dual left turns in each direction.
- **The Stoney Trail NE interchange:** Situated to the west of the Plan area, has two (2) signalized intersections and ramps to accommodate turning movements between Stoney Trail NE and Twp Rd 250. The signalized intersections and Twp Rd 250 (*extending east/west*) are elevated over Stoney Trail NE, which is oriented north to south.

2.4.2 Topography & Surface Drainage

Topography within the Plan Area is undulating with very slight grades sloping surface drainage generally from southwest to northeast. As illustrated on **Figure 5: Site Conditions**, the subject land includes an existing drainage course traversing the central portion of the Plan area.

2.4.3 Biophysical Considerations

A Biophysical Impact Assessment (BIA) was prepared in support of the Conceptual Scheme. As illustrated on **Figure 6: Wetlands**, the Plan area contains seven (7) identified wetlands with key considerations summarized as follows:

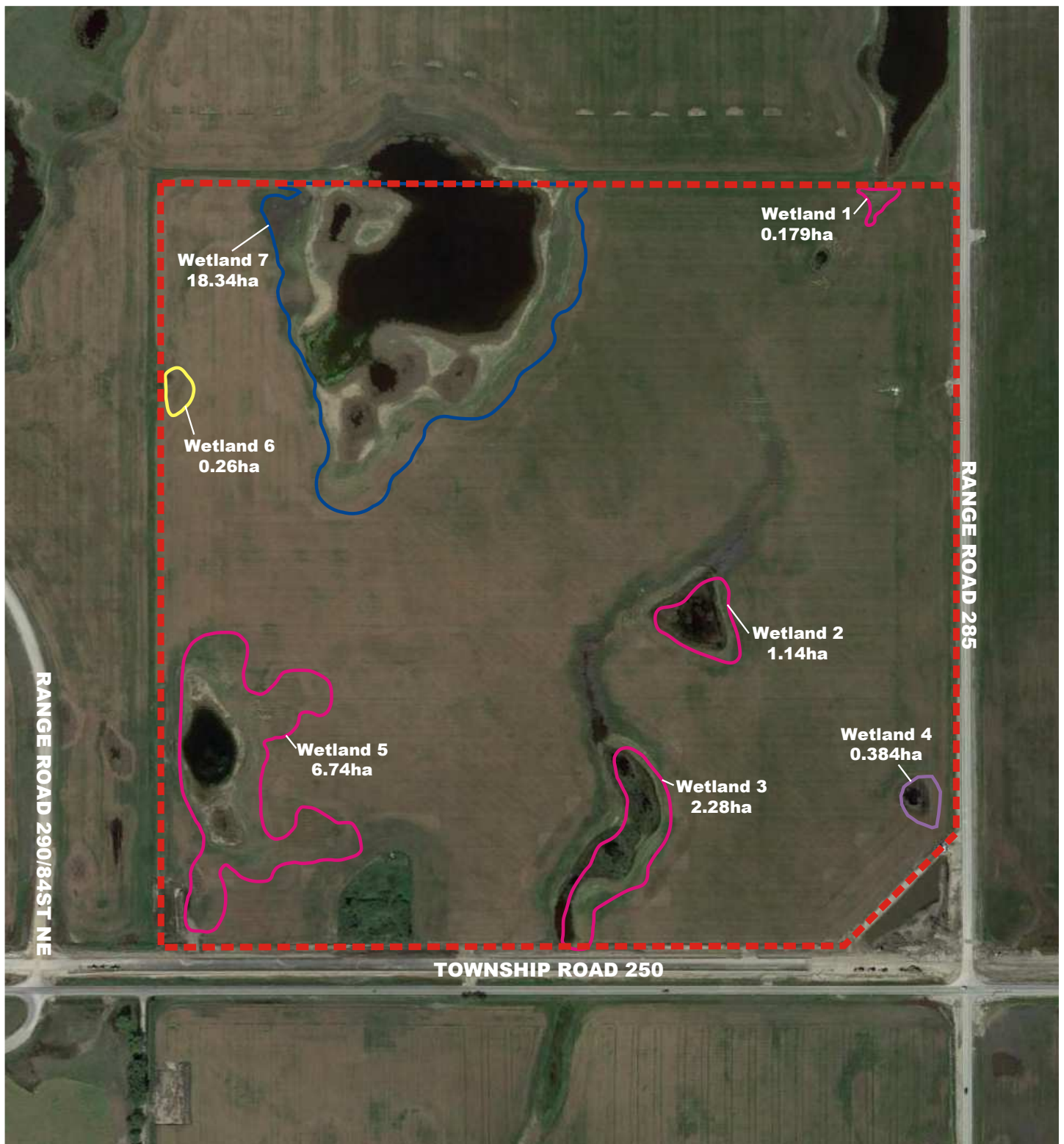
Wetland ID	AWCS	± ha
#1	Semi-permanent, graminoid, marsh (M-G-IV)	0.179
#2	Seasonal, graminoid, marsh (M-G-III)	1.14
#3	Seasonal, graminoid, marsh (M-G-III)	2.28
#4	Semi-permanent, graminoid, marsh (M-G-IV)	0.384
#5	Seasonal, graminoid, marsh (M-G-III)	6.74
#6	Temporary, graminoid, marsh (M-G-II)	0.260
#7	Semi-permanent, shallow open water with aquatic vegetation (W-A-IV)	18.34
Total Area		29.32

Most of the wetlands within the Plan area will be removed to accommodate the proposed development. However, it is acknowledged that wetland disturbances must proceed in accordance with the procedural, technical and compensation requirements established by Alberta Provincial Wetland Policy to the satisfaction of Alberta Environment & Parks (AEP). The relatively large 'semi-permanent' wetland (*referred to in the BIA as #7*) is expected to be claimed by the Province and therefore proposed to be dedicated within an Environmental Reserve (ER) at the subdivision stage.

Policy 2.4.3.1 Wetland disturbances must 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 2.4.3.2 The Developer shall prepare a Wetland Assessment Impact Report (WAIR) at the subdivision stage to confirm the specific wetlands to be disturbed and establish required compensation to the satisfaction of Alberta Environment and Parks (AEP), Alberta Public Lands, and Rocky View County.

- Policy 2.4.3.3 As referred to in the Biophysical Impact Assessment, Wetland #7 is expected to be dedicated as Environmental Reserve (ER) at the subdivision stage.
- Policy 2.4.3.4 The boundary of the Environmental Reserve (ER) is expected to include the existing bed & shore of wetland #7 in addition to a \pm 30 m riparian setback, to be established at the subdivision stage to the satisfaction of the County, and if required, Alberta Public Lands and Alberta Environment & Parks (AEP).



Legend

- | | |
|--|---|
| - - - Conceptual Scheme Boundary | — Semi-permanent, graminoid, marsh (M-G-II) |
| — Temporary, graminoid, marsh (M-G-II) | — Semi-permanent, Shallow open water with aquatic vegetation (W-A-IV) |
| — Seasonal, graminoid, marsh (M-G-III) | |



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Figure 6
Wetlands

November 2019

2.4.4 Geotechnical Considerations

Although a geotechnical investigation has not been prepared in support of this Conceptual Scheme, it is expected that the geotechnical conditions in the Conrich ASP area are considered favourable for this proposed development. It is acknowledged that a geotechnical investigation will be completed by the developer within the Plan area at the subdivision stage, and any site-specific issues identified by this study are expected to be addressed through the detailed engineering design process and implementation of construction best management practices.

Policy 2.4.4.1 The Developer shall submit a geotechnical analysis at the subdivision stage, to be prepared by a qualified Geotechnical Engineer, to confirm the suitability of subsurface conditions in accordance with the requirements of the County Servicing Standards.

2.4.5 Archaeological & Historical Resources Considerations

Alberta's Listing of Historical Resources identifies the Plan area as HRV 5 - which indicated the site may contain provincially-significant historic resources. Pursuant to 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. Accordingly, the Province has subsequently determined that a Historic Resources Impact Assessment (*HRIA*) for archaeological resources is to be conducted by a qualified archaeologist prior to any development proceeding within the Plan area. The HRIA will identify any areas of high archaeological potential and the results must be reported to the Province prior to development proceeding within the site. If historic resources are encountered within the Plan area, the developer will be required to undertake appropriate mitigation measures in accordance with applicable regulations and requirements.

Policy 2.4.5.1 The Developer shall obtain a Historical Resources Clearance prior to any subdivision application.

2.4.6 Low Pressure Pipeline ROW

As illustrated on **Figure 3: Legal Descriptions**, the Plan area includes a ± 15 m ROW (*Plan 8136JK*) situated along the western boundary of the site containing a ± 273 mm ($\pm 10 \frac{3}{4}$ inch) un-coated, low-pressure pipeline which does not require setbacks other than the extent of the existing ROW. As such this existing pipeline is not expected to constrain future development within the Plan area and will be incorporated into the project's overall subdivision design.

3.0 DEVELOPMENT CONCEPT

3.1 The Bridge Industrial Park

The Bridge Industrial Park will accommodate a master-planned industrial business park intended to leverage development opportunities that benefit from proximity to Stoney Trail, the Calgary International Airport and the evolving warehouse distribution centre surrounding the CN Calgary Logistics Park at Conrich.

As illustrated on **Figure 7: Development Concept**, the design of The Bridge Industrial Park anticipates fourteen (14) light industrial parcels, a centralized stormwater management facility to be established within a public utility lot (PUL), dedication of an additional public utility lot (PUL) to accommodate a water booster station and reservoir, dedication of environmental reserve (ER) to preserve the significant wetland within the northwest portion of the site, and dedication of municipal reserve (MR) along the southern boundary of the Plan area to provide for a landscaped buffer and a regional trail.

Intended uses for the light industrial parcels in the Bridge Industrial Park will be associated with warehouse and office forms, either stand-alone or as a combination: office in the front and warehouse in the rear. Businesses that will support the CN Logistics Park will be encouraged to locate here. Supportive commercial uses, to support the local businesses, will form part of the overall uses.

The Plan area will be accessed via a paved industrial subdivision road to be constructed by the developer with two (2) intersections onto Rge Rd 285. The design of the internal subdivision road network will consider requirements for

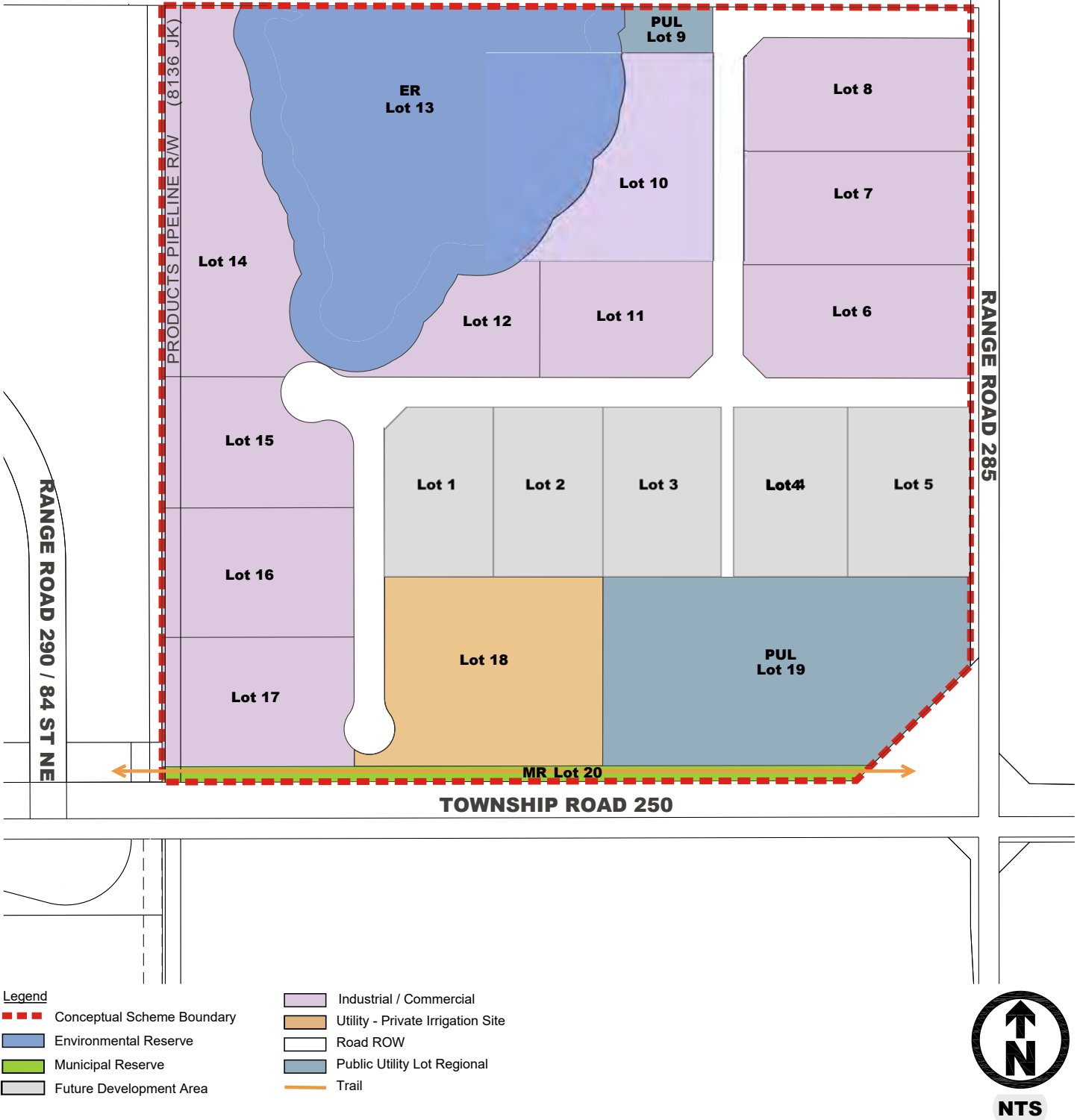
secondary/emergency access and potential future access to 84th St NE.

Potable water and wastewater services will be provided via the County's Conrich Water System and the East Rocky View Wastewater Transmission Line. The developer will construct an internal network of piped water distribution and wastewater collection infrastructure in accordance with the County Servicing Standards. The design of the water system will accommodate fire suppression, including pressurized hydrants.

Stormwater management will be provided via a centralized stormwater facility to be constructed by the developer within a public utility lot (PUL) designed to retain surface drainage generated from each lot and the road rights-of-way. Pending a downstream connection with the Cooperative Stormwater Management Initiative (CSMI), a privately-owned irrigation area will be developed directly adjacent to the PUL to facilitate seasonal drawdown of the stormwater retention pond. At such time that the Plan area is connected

to a regional stormwater system, the privately-owned irrigation area is expected to be redeveloped with business industrial uses.

Architectural controls will be established by the developer at the subdivision stage to ensure the exterior facades of all buildings maintain a unified style, colour, finish and design in keeping with the 'gateway' provisions of the Conrich Area Structure Plan.



Fee simple ownership is anticipated for each business lot. A Business Lot Owner's Association will be established at the subdivision stage to manage various services within the project such as waste removal/recycling and the project's architectural controls.

The Bridge Industrial Park is anticipated to be developed in multiple phases likely spanning a 10 – 15 year time horizon in response to the availability of infrastructure and market demand.

Policy 3.1.1 Future subdivision & development within the Plan area is expected to proceed as generally illustrated on Figure 7: Development Concept.

Policy 3.1.2 Lots 1 through 5, as shown on Figures 7, 8, and 10 through 16, should not receive redesignation or subdivision approval until amendments to the Conrich Area Structure Plan have been approved by County Council to define uses and principles for development within the Future Policy Area (including the Conrich hamlet).

3.2 Development Statistics

The assignment of land uses and approximate areas within the Plan area is anticipated as follows:

Development Type	± ac	± ha	%
Business Industrial Use	82.31	33.31	55.4%
Internal Subdivision Roads (ROW)	13.19	5.34	8.9%
Stormwater Management Facility (PUL) Lot 19	15.44	6.25	10.4%
Pump Station & Reservoir (PUL) Lot 9	1.00	0.40	0.7%
Environmental Reserve (ER)	24.14	9.77	16.2%
Municipal Reserve (MR)	2.57	1.04	1.7%
Private Irrigation Area Lot 18	9.93	4.02	6.7%
Total ¹	148.58	60.13	100%

¹ Any discrepancy between the area described on the Certificates of Title and calculations completed in support of this Conceptual Scheme will be resolved at the Plan of Survey stage.

3.3 Transportation

Access to the Plan area will be as generally illustrated on **Figure 8: Transportation**. The industrial park will be accessed from Rge Rd 285, a paved public municipal road maintained by the County in good condition.

3.3.1 The Traffic Impact Assessment

A Transportation Impact Assessment (TIA) was prepared in 2019 in support of this Conceptual Scheme to evaluate the impacts of the proposed development on the surrounding municipal and regional transportation network. In 2023, a Technical Memo was issued, to provide updated data to the 2019 TIA.

The Technical Memo indicates that each of the two (2) proposed intersections with Rge Rd 285 are expected to operate within acceptable levels of service during the 'opening day' development horizon (2026). A Type II intersection will be required at Access A, a Type I intersection at Access B, and signalization improvements at the interchange is needed to support the development. Refer to **Figure 9: Trip Distribution** for these locations.

The TIA concludes that traffic at each of the two (2) intersections onto Rge Rd 285 are expected to experience significant delays in the PM peak hour within the long-term development horizon (to 2040) – due to background traffic volumes forecasts along Rge Rd 285. The TIA advises that the County should continually monitor and evaluate the volume of background traffic. This ongoing assessment is essential to address the cumulative effects of all current and future developments that might affect the road network. The goal is to ensure that these traffic volumes are accurately modeled and associated impacts are mitigated.

It is acknowledged that the developer will contribute levies at the subdivision stage in accordance with the County's Transportation Off-Site Levy Bylaw. It is expected that levies collected by the County will be proportionally-directed, over time, to fund future transportation improvements to the municipal and regional road network surrounding the Plan area.

Policy 3.3.1.1 The developer shall be required to provide applicable Transportation Off-Site Levies at the subdivision stage.

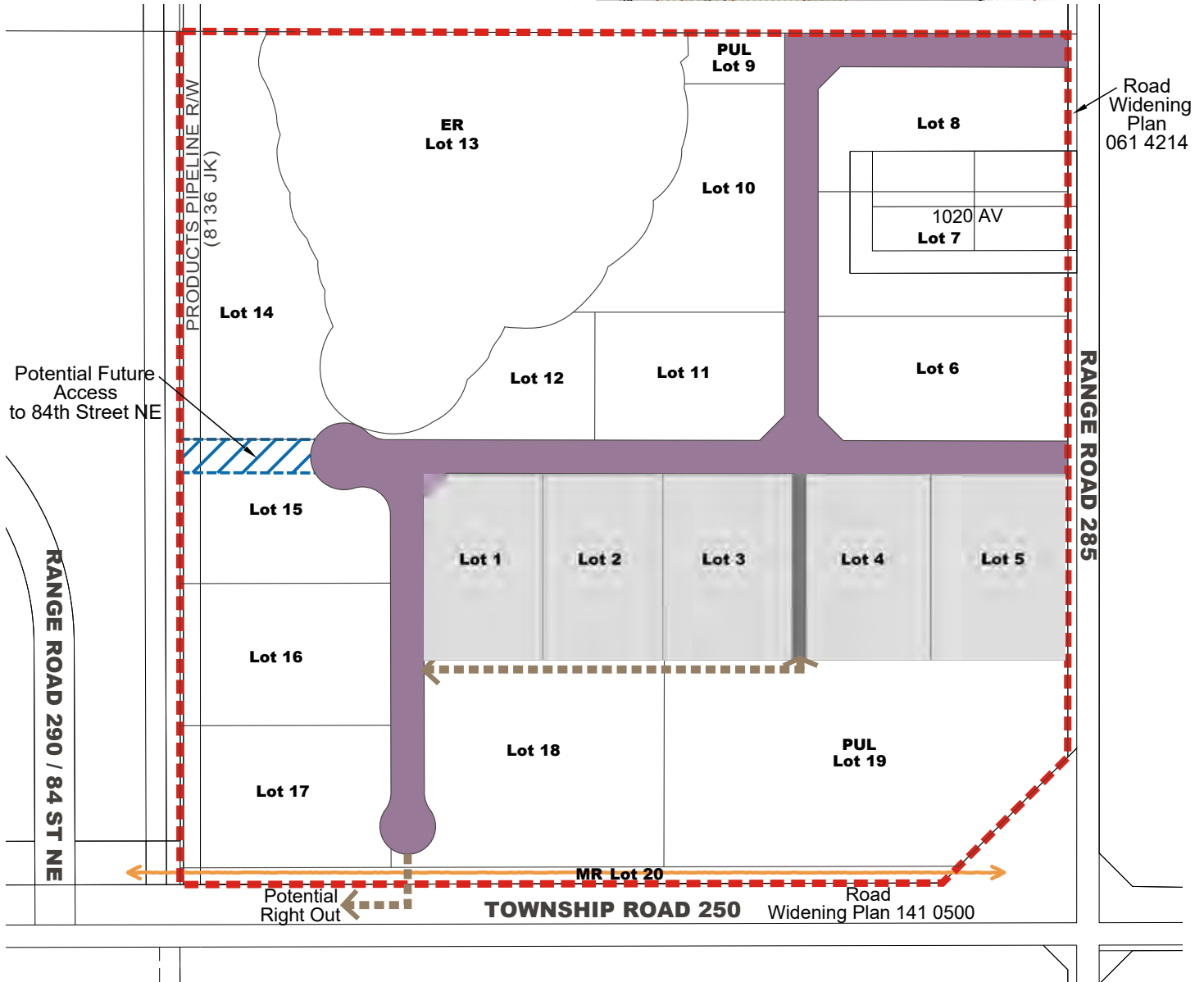
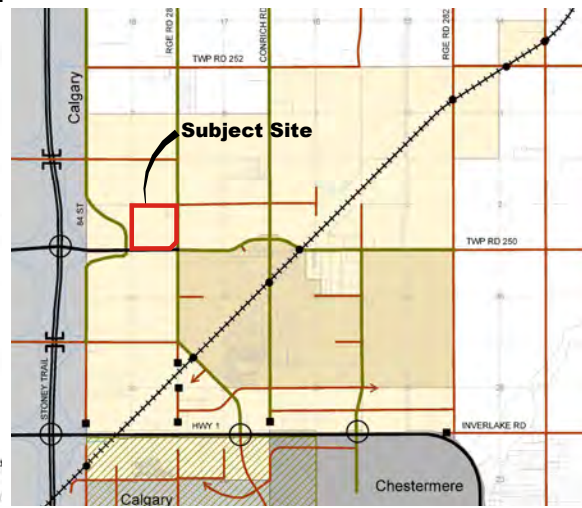
Policy 3.3.1.2 An updated TIA shall be provided at the subdivision stage.

Conrich ASP

Map 8: Transportation Network

- ASP Area
- Future Policy Area
- Transportation and Utility Corridor
- Intermunicipal Transportation Study Area
- At Grade Railroad Crossing
- Termination
- Interchange
- Fly Over
- Expressway-6 Lanes
- Major-4 Lanes
- Collector-2 Lanes
- CN Railway

Location of servicing infrastructures and improvements subject to changes and reviews based on final land use scenario for the Future Policy Area



Legend

- Conceptual Scheme Boundary
- Industrial Standard Road ($\pm 30m$ ROW)
- Secondary Emergency Access ($\pm 12.5m$ ROW)
- Future Road Acquisition Agreement Area
- Regional Trail
- Potential Secondary / Emergency Access
- Future Development Area

The Bridge Industrial Park
SE6 -Twp25-Rge28-W4M

Figure 8 Transportation

March 2024



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Policy 3.3.1.3 The developer shall be responsible for all infrastructure upgrades as contemplated in the Traffic Impact Assessment.



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SE6 -Twp25-Rge28-W4M

Figure 9
Trip Distribution

December 2023

3.3.2 Internal Subdivision Roads

The locations of the two (2) proposed intersections with Rge Rd 285 are illustrated on **Figure 8: Transportation**. The design and capacity of each intersection will be confirmed at the detailed subdivision design stage.

It is anticipated that all internal subdivision roads within the Plan area are expected to include paved industrial / commercial standard road surfaces to be developed within a ± 30 m road ROW designed in accordance with the County Servicing Standards.

The southern intersection alignment will be spaced ± 400 m north of Twp Rd 250 while the northern intersection alignment will be spaced ± 780 m north of Twp Rd 250. The northern intersection is expected to align with the northern access to the CN Calgary Logistics Park (*Ellis Rd*) via adjacent lands situated directly east of the Plan area.

Given the industrial nature of the proposed development within the Plan area, the accommodation of active modes infrastructure (*i.e. sidewalks*) is not expected within the internal subdivision road network. All on-site parking areas are expected to be contained within each lot's subdivision boundary without impacts to the external road network.

Policy 3.3.2.1 The design of the internal subdivision road network, including intersections with the surrounding municipal road network, shall be established at the subdivision stage in accordance with the County Servicing Standards.

3.3.3 Road ROW Widening

Road ROW widening has previously been taken from the Plan area along the Rge Rd 285 frontage via Plan 061 4217 and along the Twp Rd 250 frontage via Plan 141 0550. As such, it is not anticipated that additional road ROW widening will be required from the subject lands.

3.3.4 Future Connection to 84th St SE

Rocky View County and the City of Calgary have jointly prepared a transportation study referred to as *84 Street NE: Study of Alignment, Right-of-way, Classifications and Access Management*. As illustrated in the February 7, 2018 DRAFT report obtained from the County's website, future access to/from the Conceptual Scheme area is anticipated from 84th St NE. The 84 Street NE Alignment Study contemplates significant upgrades to the existing 84th St NE / Twp Rd 250 intersection alongside widening/surface improvements to 84th St NE.

The timing for implementation of this intersection and roadway improvement program is not known, and as such, the construction of a connection to 84th Street from the Plan area is not contemplated by this Conceptual Scheme.

However, the developer acknowledges that, if required by the County, a 'Future Road Acquisition Agreement' will be registered against the certificate of title for Lot 15 in order to accommodate a future ± 30 m road ROW dedication to facilitate future extension of the internal subdivision road network (*by others*) to the western boundary of the Plan area.

Policy 3.3.4.1 Future access to 84th Street NE from the Plan area will be accommodated via a Future Road Acquisition Agreement affecting Lot 15 as generally illustrated on Figure 8: Transportation.

3.3.5 Access to PUL/Stormwater Facility

Access to Lot 19 PUL shall be provided from the internal subdivision road by a ± 12.5 m ROW to be constructed by the developer in accordance with the secondary/emergency access requirements of the County Servicing Standards, as illustrated on **Figure 8: Transportation**.

3.3.6 Access to Private Irrigation Area

Access to the private irrigation area (*Lot 18*) shall be initially be provided via the PUL and ultimately via the western-most segment of the internal subdivision road, subject to the phasing provisions described in Section 4.4 of this Plan.

3.3.7 Secondary Access

In accordance with the County Servicing Standards, an urban development that creates an internal subdivision road greater than 90 m must accommodate a secondary/emergency access to a developed municipal road. As illustrated on **Figure 8: Transportation**, access to most of the Plan area will be provided by the internal subdivision road with two (2) intersections onto Rge Rd 285. However, provision of secondary/emergency access within the western portion of the Plan area may be constrained due to the uncertainty of the future access to 84th St NE. As such, the developer will explore the provision of secondary/emergency access at the subdivision stage, either by a 'right-out' access onto Twp Rd 250 or a linkage to the ROW situated between Lots 3 & 4 in accordance with the requirements of the County Servicing Standards.

Policy 3.3.7.1 Secondary/emergency access shall be provided within the Plan area as generally illustrated on Figure 8: Transportation in accordance with the County Servicing Standards.

3.4 Utility Servicing

3.4.1 Potable Water Service

The Plan area will be serviced with potable water via connection with the Conrich water system as generally illustrated on **Figure 10: Potable Water Servicing**

Policy 3.4.1.1 Potable water service shall be provided within the Plan area by the County's Conrich water system as generally illustrated by **Figure 9: Potable Water Servicing**.

3.4.2 Internal Water Distribution Network

The developer will provide a tie-in to a future potable water feeder main to be situated within the Rge Rd 285 road ROW. The developer will be required to construct an internal water distribution network to provide service within the Plan area at the subdivision stage. The design of the internal water system will accommodate fire suppression, including appropriately-spaced pressurized hydrants, in accordance with applicable regulations and requirements governing same and the County Servicing Standards. It is acknowledged that the Plan area is situated near the 'upper reach' of the water distribution system as contemplated by the ASP, and as such, downstream infrastructure must be completed by other developments in order to accommodate water service within the Plan area.

Policy 3.4.2.1 The internal water distribution network shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.

Policy 3.4.2.2 The internal water distribution network shall be owned and maintained by the County.

Policy 3.4.2.3 The design of the internal water distribution network shall accommodate fire suppression in accordance with the County Servicing Standards.

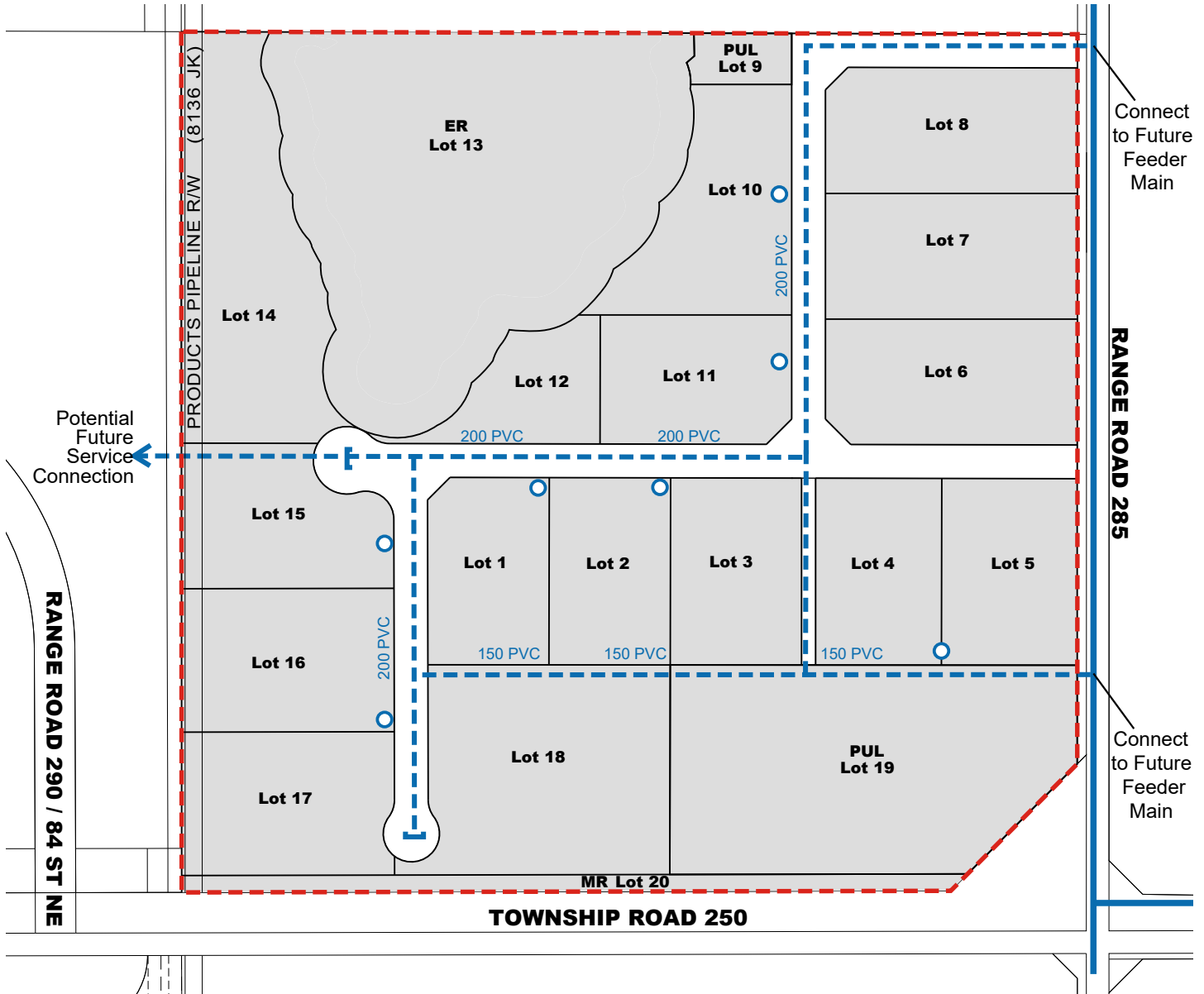
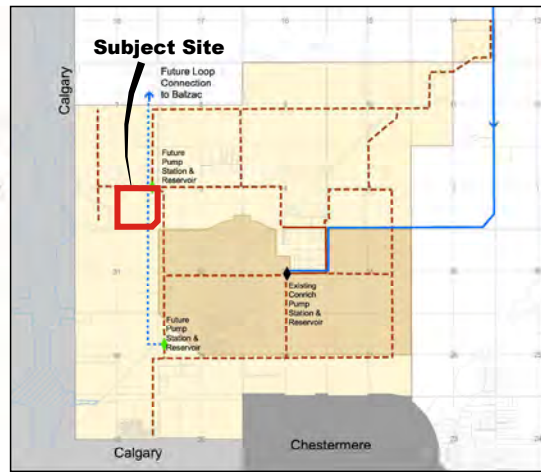
Policy 3.4.2.4 The Developer shall engage a qualified professional at the subdivision stage to prepare a detailed estimation of water demand expected within the subdivision area.

Policy 3.4.2.5 The Developer shall provide payment for required water infrastructure upgrades at the subdivision stage in accordance with the County's Water & Wastewater Off-Site Levy Bylaw.

Policy 3.4.2.6 The Developer shall be responsible for funding all infrastructure that is required as a result of the development. If infrastructure is completed prior to this development proceeding then the Developer shall contribute to an appropriate cost contribution agreement for that infrastructure.

Conrich ASP

Map 9: Water



Policy 3.4.2.7 Should the developer choose to advance a potable water pipeline to its subdivision, cost recovery shall be addressed, with the County as adjudicator, for prospective developments that would have the ability to connect to this infrastructure.

Policy 3.4.2.8 As illustrated by the Conrich ASP's Figure 10: Potable Water, a future pump station & reservoir is anticipated to be developed within the Plan area. The developer is open to dedicating a Public Utility Lot (PUL) at the subdivision stage to accommodate this future regional utility infrastructure improvement. It is anticipated that this required PUL site will be purchased by the County.

3.4.3 Wastewater Service

The Plan area will be serviced with wastewater via connection with the County's East Rocky View Wastewater Transmission Line as generally illustrated on Figure 10: Wastewater Servicing.

Policy 3.4.3.1 Wastewater shall be provided within the Plan area by the County's East Rocky View Wastewater Transmission Line as generally illustrated by Figure 11: Wastewater Servicing.

3.4.4 Internal Wastewater Collection Network

The developer will provide a gravity sanitary sewer collection system within the Plan area designed in accordance with the County Servicing Standards. In accordance with the servicing strategy described within the Conrich ASP, the Plan area's internal wastewater network is expected to be serviced by a regional sanitary lift station to be constructed directly west of the CN Calgary Logistics Park's north customer warehouse area. It is acknowledged that the Plan area is situated at the 'upper reach' of the wastewater collection system as contemplated by the ASP, and as such, downstream infrastructure must be completed by other developments in order to accommodate wastewater service within the Plan area.

Policy 3.4.4.1 The internal wastewater collection network shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.

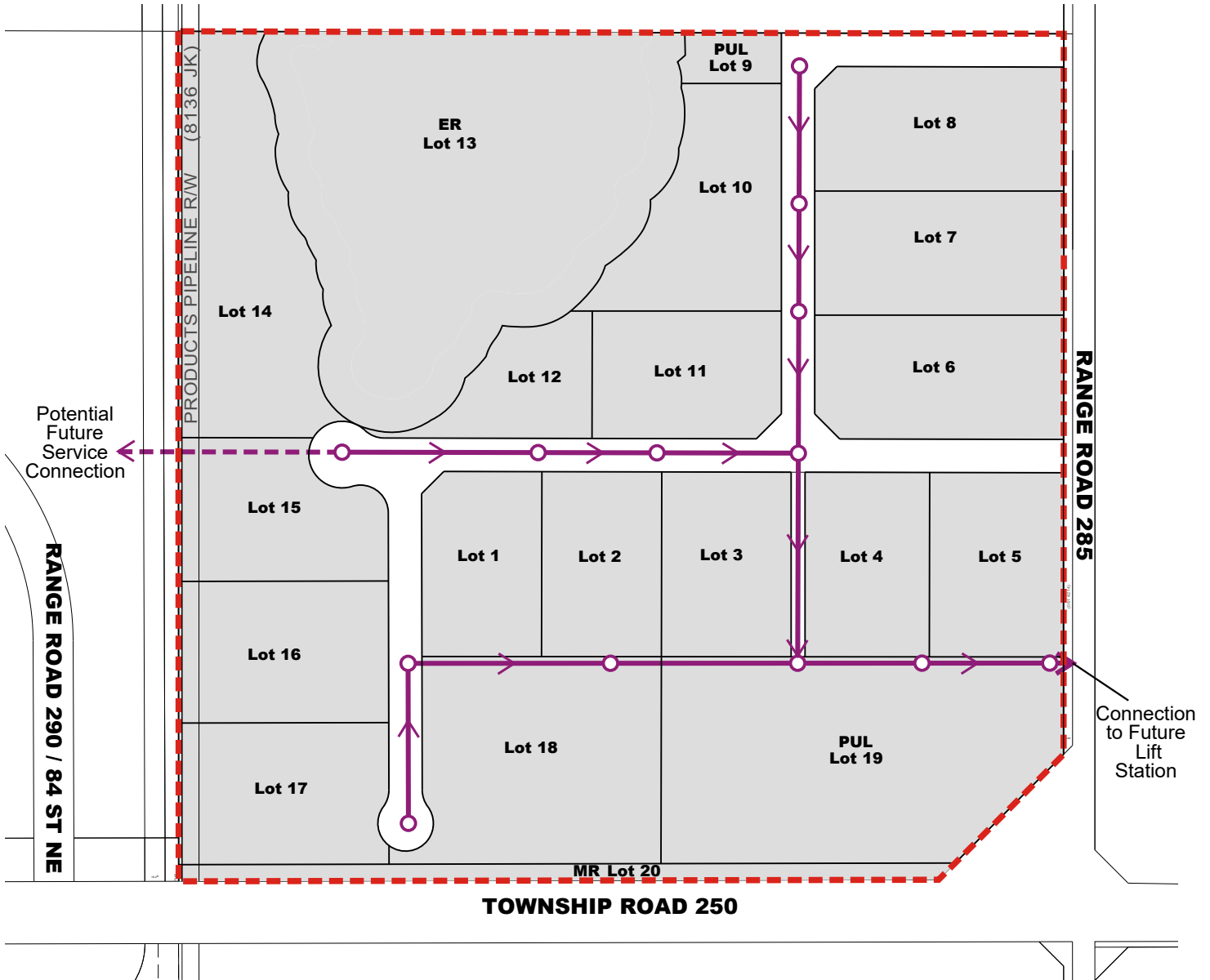
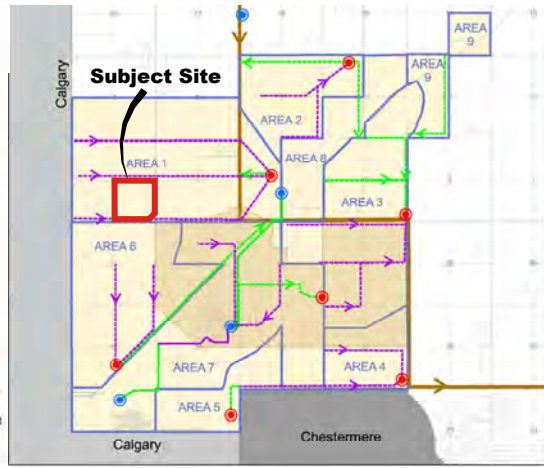
Policy 3.4.4.2 The internal wastewater collection network shall be owned and maintained by the County.

Policy 3.4.4.3 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.

Policy 3.4.4.4 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.

Conrich ASP

Map 10: Wastewater



McElhanney



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N. Darrell Grant

Legend

- Conceptual Scheme Boundary Collection
- System
- > Flow Direction
- Man Holes - approximate location
- Lots 1 - 5 Future Development Area

The Bridge Industrial Park
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Figure 11
Wastewater Servicing

March 2024

Policy 3.4.4.5 The Developer shall be responsible for funding all infrastructure that is required as a result of the development. If infrastructure is completed prior to this development proceeding then the Developer shall contribute to an appropriate cost contribution agreement for that infrastructure.

Policy 3.4.4.6 Should the developer choose to advance a wastewater pipeline to its subdivision, cost recovery shall be addressed, with the County as adjudicator, for prospective developments that would have the ability to connect to this infrastructure.

3.4.5 Shallow Franchise Utilities

Shallow franchise utilities (*i.e. electricity, telecommunication, natural gas, etc.*) will be provided within the Plan area by the developer at the subdivision stage in accordance with the requirements of the applicable shallow utility providers and the County Servicing Standards.

Policy 3.4.5.1 Shallow franchise utilities shall be installed and/or financed by the developer at the subdivision stage in consultation with the applicable utility providers.

Policy 3.4.5.2 The alignments for franchise utility installations shall be determined at the subdivision stage in accordance with the County Servicing Standards.

3.5 Stormwater Management

Generally, topographical relief within the Plan area is very slight and slopes generally from the southwest towards the northeast. As illustrated on **Figure 12: Stormwater Management**, the County is pursuing the Cooperative Stormwater Management Initiative (CSMI) which is intended to establish a regional stormwater conveyance and treatment system within the Conrich ASP involving the Western Irrigation District (WID) and multiple jurisdictional partners.

Policy 3.5.1 Stormwater management shall be provided within the Plan area as generally illustrated on **Figure 12: Stormwater Management**.

3.5.1 Conrich Master Drainage Plan

The *Conrich Master Drainage Plan* identifies the surface drainage characteristics of the entire drainage basin and establishes targets for unit area release rates and volumes retention control. All development within the Conrich ASP area, including the subject lands, must be designed to accommodate surface drainage in accordance with the Master Drainage Plan.

3.5.2 Stormwater Management Plan

A Stormwater Management Report was prepared in support of the Conceptual Scheme which recommends an engineered stormwater management facility be constructed by the developer as generally illustrated on **Figure 12: Stormwater Management**. The facility is expected to include a detention pond designed in accordance with the requirements of the County Servicing Standards with capacity to retain surface drainage generated within the Plan area in accordance with the established volume retention control and maximum release rates established by the Conrich Master Drainage Plan. Captured runoff will be stored and treated within a Public Utility Lot (PUL) to be dedicated to the County at the subdivision stage.

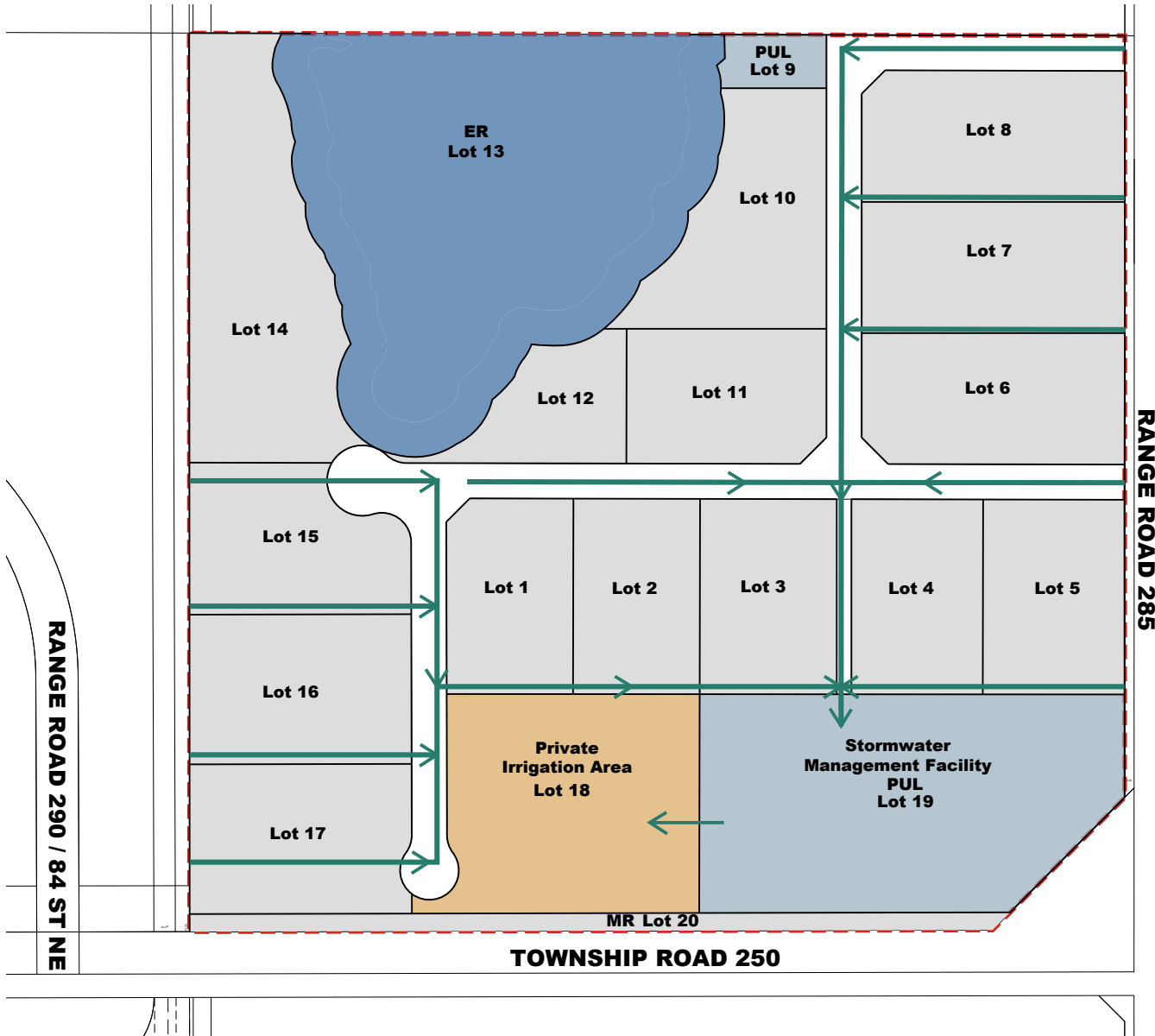
Utilization of rural road cross sections with ditch conveyance system will support the proposed stormwater management system within the Plan area. The roadside ditches will include vegetation to filter sediment and accommodate uptake of suspended / dissolved pollutants. Surface drainage from each lot will be collected in the ditches and conveyed to the forebay upstream of the stormwater ponds. In no cases shall the roadside ditches be used to store surface drainage.

All public infrastructure associated with the stormwater management system shall be owned and maintained by the County.

Conrich ASP

Map 11: Stormwater

- ASP Area
 - Future Policy Area
 - Wetlands
 - Regional Conveyance System
 - Regional Storm Detention Storage
 - Transportation and Utility Corridor
 - CN Railway
 - CSMI- Cooperative Stormwater Management Initiative
 - Shepard-Shepard Regional Drainage System
- Location of servicing infrastructure and improvements subject to changes and reviews based on final land use scenario for the "Future Policy Area"



Pending eventual connection with the CSMI's regional downstream stormwater conveyance system, the developer must establish a 'private landscaped irrigation area' adjacent to the PUL stormwater management facility in order to accommodate maintenance of the pond's water level. The 'private landscaped irrigation area' will be designated *Special, Public Service District (S-PUB)* to establish criteria to utilize the site for irrigation purposes and accommodate opportunity for it to be redeveloped with business industrial development at such time a downstream stormwater conveyance connection is provided to the Plan area.

The developer shall register an overland drainage right-of-way plan in favour of the County in order to assign right for the municipality to gain access to this infrastructure in the event of emergency or to ensure required maintenance activities are completed.

It is acknowledged that the developer will provide payment of offsite levies at the subdivision stage in accordance with the County's current Stormwater Offsite Levy.

- Policy 3.5.2.1** The developer shall provide a site-specific Stormwater Management Plan at the subdivision stage to assess pre and post development surface drainage characteristics to ensure positive drainage conditions are maintained during and subsequent to the development's implementation.
- Policy 3.5.2.2** The design of the stormwater management system within the Plan area shall accommodate the unit area release rates and volume retention targets as per the Conrich Master Drainage Plan.
- Policy 3.5.2.3** The stormwater management facility shall be constructed by the developer at the subdivision stage in accordance with the County Servicing Standards.
- Policy 3.5.2.4** The stormwater management facility shall be dedicated within a Public Utility Lot (PUL) at the subdivision stage.
- Policy 3.5.2.5** The developer shall be required to establish a private irrigation area adjacent to the stormwater management facility in order to draw down pond levels pending connection with a regional stormwater conveyance system.
- Policy 3.5.2.6** With the exception of the private irrigation area, all stormwater management infrastructure within the Plan area will be owned and operated by the County.
- Policy 3.5.2.7** The developer shall register an overland drainage ROW within the Plan area to reserve the County rights to gain access to all

the stormwater management infrastructure, including the private irrigation area, in the event of emergency or to ensure required maintenance activities are completed.

Policy 3.5.2.8 The developer shall provide payment for required infrastructure upgrades at the subdivision stage in accordance with the County's Stormwater Offsite Levy Bylaw.

Policy 3.5.2.9 The Business Lot Owner's Association shall manage the Private Irrigation Lot (Lot 18) until the development is eventual connected with the CSMI's regional downstream stormwater conveyance system.

3.6 Open Space

The open space system within the Plan area will include a combination of municipal reserve (MR), environmental reserve (ER) and public utility lot(s) (PUL) as generally illustrated on **Figure 13: Open Space**.

Policy 3.6.1 Open space within the Plan area shall be provided by the developer at the subdivision stage to include a combination of municipal reserve (MR), environmental reserve (ER), and public utility lot (PUL) as generally illustrated on **Figure 13: Open Space**.

3.6.1 Environmental Reserve (ER)

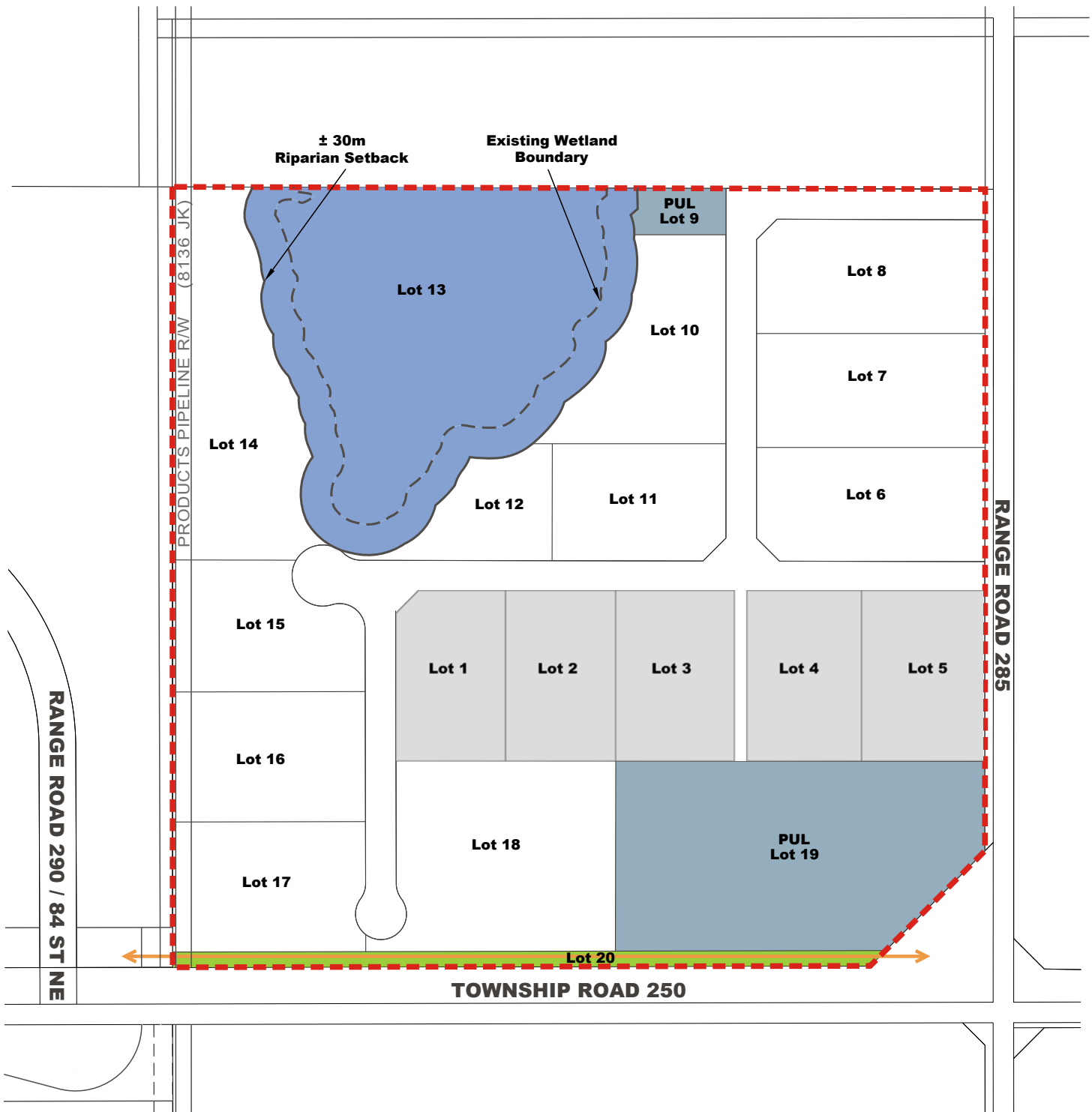
As recommended by the Biophysical Impact Assessment prepared in support of this Conceptual Scheme, the significant wetland situated within the north-central portion of the Plan is proposed to be dedicated as Environmental Reserve. The proposed boundaries of the ER as illustrated on **Figure 13: Open Space** includes the bed & shore of the existing wetland plus a ± 30 m riparian buffer. The exact boundary of the ER will be determined at the subdivision stage.

3.6.2 Municipal Reserve (MR)

Disposition of municipal reserve (MR) within the Plan area shall be provided by the developer at the subdivision stage via combination of land dedication and payment of cash-in-lieu of land in accordance with the requirements of the Municipal Government Act. The amount of municipal reserve outstanding within the Plan area and anticipated disposition is summarized as follows:

Proposed Municipal Reserve Disposition²		
	\pm ha	\pm ac
Gross Development Area	60.13	148.58
Proposed Environmental Reserve (ER)	9.77	24.14
Net Developable Area (NDA)	50.36	124.44
Amount of MR Outstanding (10% of NDA)	5.04	12.44
Proposed MR Dedication (Land)	1.04	2.56
Proposed MR Dedication (Cash-in-lieu of Land)	4.00	9.88

² Estimates only, actual amounts to be determined via Plan of Survey



Legend

- Conceptual Scheme Boundary
- Municipal Reserve
- Regional Trail
- Environmental Reserve
- Public Utility Lot
- Lots 1 - 5 Future Development Area



NTS



McElhanney

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The Bridge Industrial Park
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Figure 13
Open Space

March 2024

As generally illustrated on **Figure 13: Open Space**, a ± 15 m wide linear MR shall be dedicated along the southern boundary of the Plan area. The developer shall construct a landscaped berm to provide a visual buffer along the Twp Rd 250 roadway frontage. This linear MR shall also include a paved pathway to be constructed by the developer in accordance with the County Servicing Standards. A landscaping plan shall be provided by the developer at the subdivision stage to detail the specific type and configuration of pedestrian amenities and associated landscaping enhancements within the MR in accordance with the County Servicing Standards.

- Policy 3.6.2.1** The wetland situated within the north central portion of the Plan area shall be dedicated as Environmental Reserve (ER), as generally illustrated on Figure 13: Open Space.
- Policy 3.6.2.2** The specific boundary of the ER will be determined at the subdivision stage, to the satisfaction of the County, Alberta Environment and Public Lands.
- Policy 3.6.2.3** The developer shall provide a ± 15 m linear MR dedication along the Twp Rd 250 public road frontage, as generally illustrated on Figure 13: Open Space.
- Policy 3.6.2.4** The developer shall prepare a Landscaping Plan at the subdivision stage, to be prepared by a qualified professional, to detail the proposed landscaping and configuration of recreation improvements, to include a paved regional pathway, in accordance with the County Servicing Standards.
- Policy 3.6.2.5** The County shall **take ownership** of the MR with ongoing maintenance of the MR will be the responsibility of the Lot Owners Association.
- Policy 3.6.2.6** Public utilities may be installed within the MR provided their alignments do not conflict with ongoing access and/or maintenance of landscaping improvements **and pathway alignments**. Private utilities are not permitted to be installed within the MR.
- Policy 3.6.2.7** Entry signage may be installed within the MR subject to the approval of the County. The maintenance of such signage shall be provided by the Business Lot Owners Association in accordance with the terms of a License of Occupation, to the satisfaction of the County.
- Policy 3.6.2.8** Outstanding Municipal Reserve (MR) owing after the proposed land dedication shall be provided by the developer at the subdivision stage via cash-in-lieu payment pursuant to the provisions of the Municipal Government Act.

3.7 Community Support Services

3.7.1 Fire Response

The Bridge Industrial Park, located at Twp Rd 250 and Range Rd 285 falls in the Rocky View County response area. Primary response would be from Balzac Station 107 and Langdon Station 111. Secondary response agreements are in place for both the City of Chestermere and City of Calgary (with no predetermined station) by request. Fire response in this area of the county presently falls outside of the 10-minute response times of Rocky View County Fire Services.

A Fire Station is identified in the Conrich Area Structure Plan to be located approximately 1.6 kilometres east of the Plan area. The timeline for this station is estimated to be 2027. The specific mechanism to provide fire response within the Plan area will be established at the subdivision stage.

3.7.2 Police Response

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

3.7.3 Emergency Response

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

3.7.4 Solid Waste Management

The developer and/or a Business Lot Owner's Association 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 3.7.4.1 The developer shall prepare a Waste Management Plan at the subdivision stage, to the satisfaction of the County.

Policy 3.7.4.2 The Business Lot Owner's Association shall contract solid waste management services within the Plan area to a qualified waste management provider.

4.0 IMPLEMENTATION FRAMEWORK

4.1 Proposed Land Uses

Land uses within the Plan area are expected to be assigned by Council in accordance with the Rocky View County Land Use Bylaw (C-8000-2020) as generally illustrated on **Figure 14: Proposed Land Uses** and described as follows:

- The Public Utility Lots (PUL) 9 and 19, a Private Irrigation Lot 18, and a Religious Assembly Lot 10 will be designated Special, Public Service District (S-PUB);
- The ER Lot 13 will be designated Special, Natural Open Space District (S-NOS); and
- The MR Lot 20 will be designated Special, Parks and Recreation District (S-PRK).

Policy 4.1.1 Future land uses within the Plan Area are as generally illustrated on **Figure 14: Proposed Land Uses**.

4.2 Proposed Subdivision

Implementation of subdivision is expected to occur within the Plan area as generally illustrated on **Figure 15: Proposed Subdivision** and described as follows:

- Approximately fourteen (14) industrial lots ranging in size from ± 2.5 ac;
- Dedication of public road ROW, Municipal Reserve (MR), Environmental Reserve (ER) and a Private Irrigation Area; and
- Installation of all required infrastructure.

Policy 4.2.1 Subdivision within the Plan area is expected to proceed as generally illustrated on **Figure 15: Proposed Subdivision**.

4.3 Undeveloped Road ROW Closure

The existing subdivision already approved within the Plan area via Plan 1020 AV will be consolidated with the proposed industrial development. As illustrated on **Figure 15: Proposed Subdivision**, the existing undeveloped road ROW is expected to be closed for the purposes of consolidation in accordance with the requirements of the Municipal Government Act and the County's processes and procedures governing same.

Policy 4.3.1 A road allowance closure application shall be submitted to the county, and approval shall be received prior to subdivision of the affected lands.



Legend

- Conceptual Scheme
- Industrial, Light Industrial (I-LHT)
(Lots 1-8, 10-12, 14-17)
- Lots 1 - 5 Future Development Area

- Special, Public Service District (S-PUB) (Lots 9, 18, 19)
- Special, Natural Open Space District (S-NOS) (Lot 13)
- Special, Parks & Recreation District (S-PRK) (Lot 20)



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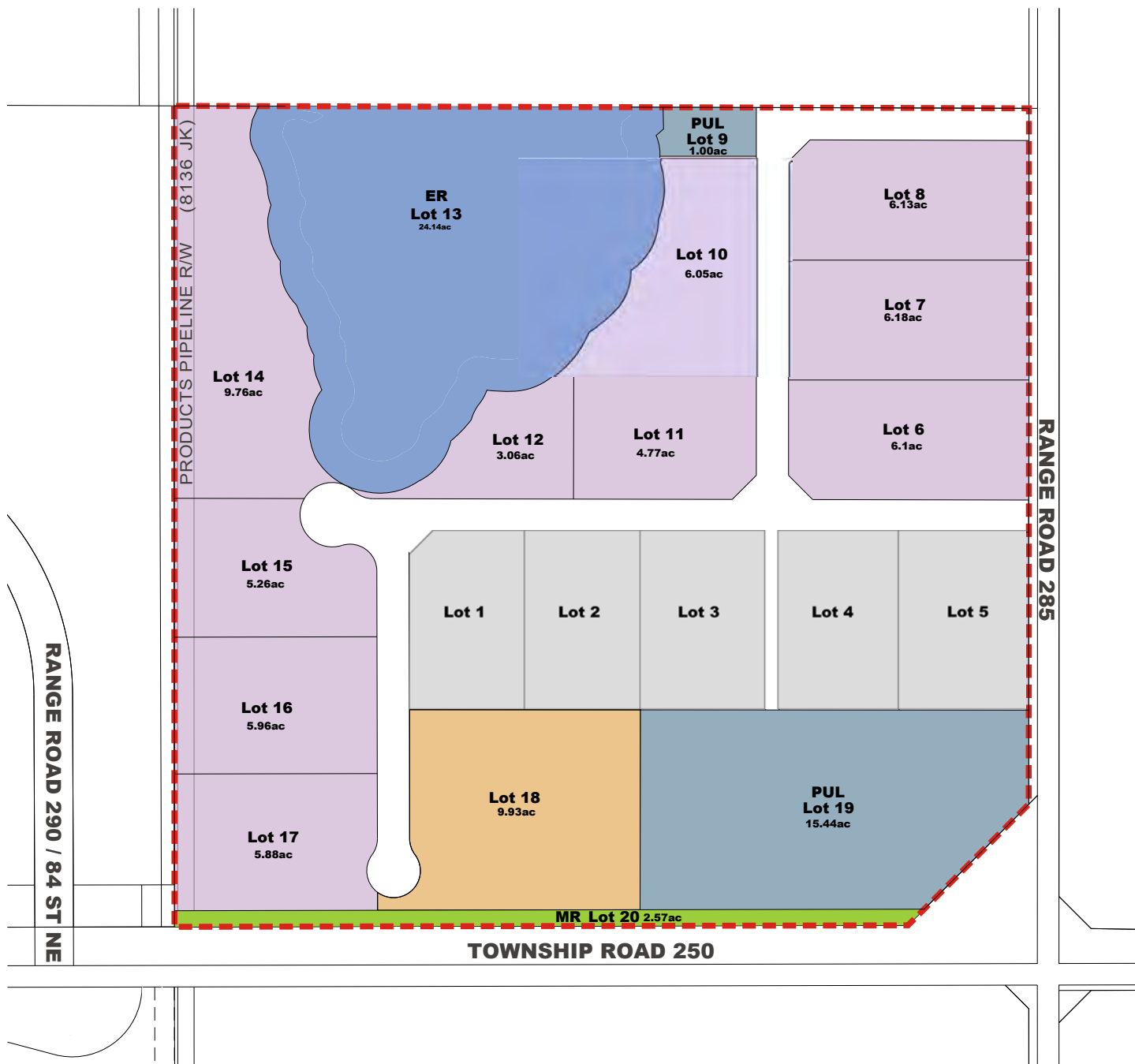


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Figure 14
Proposed Land Uses

March 2024

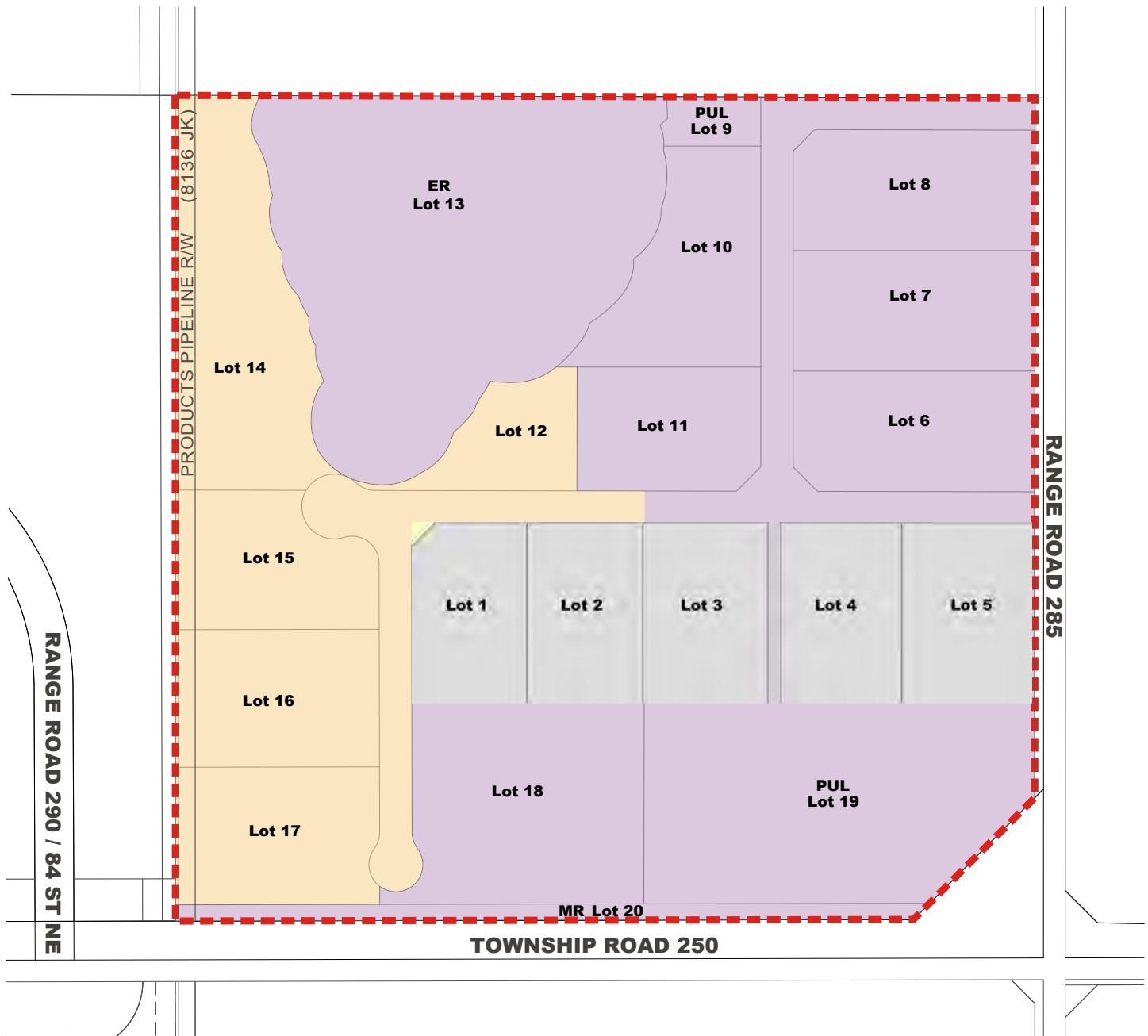


Parcel	ha	ac			
Lot 1	1.78	4.40	Lot 14	3.95	9.76
Lot 2	1.79	4.42	Lot 15	2.13	5.26
Lot 3	1.94	4.79	Lot 16	2.41	5.96
Lot 4	1.86	4.60	Lot 17	2.38	5.88
Lot 5	2.00	4.94	Lot 9 (PUL)	0.40	1.00
Lot 6	2.47	6.10	Lot 13 (ER)	9.77	24.14
Lot 7	2.50	6.18	Lot 18	4.02	9.93
Lot 8	2.48	6.13	Lot 19 (PUL)	6.25	15.44
Lot 10	2.45	6.05	Lot 20 (MR)	1.04	2.57
Lot 11	1.93	4.77	ROW	5.34	13.19
Lot 12	1.24	3.06	Total	60.13	148.58

Legend

- Conceptual Scheme Boundary
- Future Development Area





- Legend**
- - - Conceptual Scheme Boundary
 - Phase 1
 - Phase 2
 - Future Development Area



4.4 Development Phasing

Development within Plan area is expected to proceed in two (2) phases as generally illustrated on **Figure 15: Proposed Phasing**. Notwithstanding, the developer may construct the development with an alternate phasing strategy provided that appropriate infrastructure can be provided to support the development phase.

Policy 4.4.1 The development within the Plan area is expected to proceed in two (2) phases.

Policy 4.4.2 The developer may wish to develop the project in an alternate phasing program provided there is appropriate infrastructure available to support each development phase.

4.5 Architectural Design Considerations

The **Bridge Industrial Park** Conceptual Scheme contemplates the creation of a master-planned industrial park that will be attractively designed, integrate with existing adjacent developments, respect the County's *Commercial, Office and Industrial Design Guidelines* and the requirements of Section 15: Gateways and Appendix B of the Conrich ASP. The specific type and scale of development anticipated within **The Bridge Industrial Park** is expected to include business operations of varying type, scale and intensity. However, in all cases, business development within the Plan area is expected to establish and maintain an attractive development form.

As part of the subdivision application for each phase of development, the developer shall prepare specific architectural guidelines to ensure the 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 such as (*but not limited to*):

- Consistency of public realm design elements (*if any*);
- Water conservation measures (*if any*);
- Landscaping requirements (*public & private*);
- Entrance signage/feature requirements;
- Generalized building form & character (*architectural theming*);
- Appropriate articulation of building massing and treatment of facades, material finishing & colour and glazing with the objective on maintaining a coordinated design aesthetic along the Twp Rd 250 frontage;
- Consistency with other existing business developments adjacent to the Plan area;

- Policy 4.5.1** 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, **all to be considered as a high quality development.**
- Policy 4.5.2** **The Developer shall comply with the County Plan's 'dark sky' land use bylaw requirements for all private lighting, including security and parking area lighting.**
- Policy 4.5.3** **The Developer will be encouraged to provide for green building techniques and energy efficient design, where feasible.**
- Policy 4.5.4** **At subdivision stage, measures should be secured through architectural controls and/or other instruments on title to ensure that development on proposed Lots 1-5 does not result in unacceptable impacts on existing or future residential lands or the amenity of the Conrich hamlet. Such measures may include, sensitive architectural detailing on building elevations facing towards the hamlet, enhanced landscaping and berming, and appropriate location of parking and outside storage, all in alignment with the County's Commercial, Office and Industrial Design Guidelines.**

4.6 Commercial, Office and Industrial Guidelines

It is important that The Bridge Industrial Park demonstrates, over time, to be a legacy for the developer, business community, and County. Building design and placement, hard and soft landscaping, parking areas, sidewalk / pathway functionality, interfaces with the County's adjacent grid roads, and development treatment adjacent to the wetland / riparian setback are elements that require further study at subsequent development stages. As such, the guidelines outlined in *The Commercial, Office, and Industrial Guidelines in Rocky View County* will be reviewed and implemented, wherever feasible.

- Policy 4.6.1** **The Developer shall utilize to *The Commercial, Office, and Industrial Guidelines in Rocky View County* to address design principles at the Development and/or Building Permit stage(s).**

4.7 The Bridge Business Lot Owners' Association

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

- Policy 4.7.1** **A Business Lot Owners' Association shall be established at the subdivision stage for the purposes of managing the private irrigation lot, environment reserve lot, municipal reserve lot, and solid waste services.**

5.0 MUNICIPAL POLICY FRAMEWORK

5.1 The County Plan, 2013

Rocky View County adopted a Municipal Development Plan (*The County Plan*) in October 2013. The County Plan includes the following vision statement:

'Rocky View is an inviting, thriving and sustainable county that balances agriculture with diverse residential, recreational and business development opportunities.'

The County Plan establishes a series of '*planning principles*' which all future developments within the municipality are expected to consider including:

- Growth & Fiscal Sustainability;
- The Environment;
- Agriculture;
- Rural Communities;
- Rural Service; and
- Partnerships.

The County Plan's Business Policies seek to facilitate sustainable non-residential development within identified business areas and/or within hamlets. Emphasis is placed on the support for new business development within Regional Business Centres which are intended to accommodate regionally and even nationally significant development within master-planned business parks that are supported by municipal infrastructure that is suited for the anticipated scale of operations. In doing so, the County continues to leverage its' non-residential assessment base to ensure the municipality can achieve its fiscal sustainability objectives.

The Bridge Industrial Park Conceptual Scheme proposes to situate new business industrial development within an identified Regional Business Centre which is supported by an adopted statutory plan within vicinity of appropriate transportation & utility servicing infrastructure. This Conceptual Scheme's objectives are consistent with the County Plan's growth management framework.

5.2 Conrich Area Structure Plan

The County adopted the Conrich Area Structure Plan (ASP) in 2017. The ASP's development strategy is based upon the four (4) following components:

- 1) Accommodate expansion of the hamlet of Conrich and its evolution as a diverse, vital residential community. The hamlet location and land use will be developed as a separate process following adoption of this plan and amended into the Conrich Area Structure Plan later;
- 2) Support the development of the Conrich area as a regional business centre with more than half of the plan area devoted to industrial and commercial uses;
- 3) Ensure integration between residential and business uses in a manner that provides for the transition of land uses, promotes land use compatibility, and mitigates impacts on adjacent lands; and
- 4) Support the keeping of agricultural land in production until such time as it is required for other uses and the protection of the natural environment in the face of significant growth.

The proposed development area is situated within an identified industrial land use policy area with attendant policies that support the development of a regional business centre that provides local and regional employment opportunities, increase the County's business assessment base, and contribute to the long-term financial sustainability of the County in accordance with the following objectives:

- Support the development of well-designed industrial areas;
- Provide for the growth of local and regional employment opportunities;
- Support the development of industries associated with the provincial and regional economic base such as construction, manufacturing, transportation, warehousing, distribution logistics, and oil and gas services; and
- Promote financial sustainability by increasing the County's business assessment base.

The Bridge Industrial Park Conceptual Scheme development strategy is consistent with the development objectives of the Conrich Area Structure Plan.

5.3 Agricultural Boundary Design Guidelines

The County adopted a design guideline intended to minimize land use conflicts that can occur when agricultural and nonagricultural uses are located next to one another. The guidelines provide a set of tools to incorporate into the design of an application to ensure consideration of agriculture and to reduce problems for agricultural operators, homeowners, and businesses.

It is acknowledged that the Bridge Business Park Conceptual Scheme is located directly south of an agricultural parcel. Notwithstanding the industrial land use policies of the Conrich ASP which contemplates the eventual transition of agricultural lands to business industrial land use, the timing of potential transition of the lands situated directly north of the Plan area is not known.

As illustrated on **Figure 7: Development Concept**, most of the northern boundary of the Plan area is expected to include a significant wetland dedicated within an Environmental Reserve (*ER*), a public utility lot (*PUL*) to contain a reservoir and pump station and an internal subdivision road ROW. Except for the proposed industrial parcel at the most western boundary of the site (*Lot 15*), the transition between existing agricultural land use occurring within the adjacent parcel to the north and the business development anticipated by this plan can be appropriately mitigated by virtue of the configuration of the proposed subdivision design. As such, the development concept proposed by **The Bridge Industrial Park Conceptual Scheme** is consistent with the intent of the County's Agricultural Boundary Design Guidelines.

6.0 COMMUNITY CONSULTATION

The proponent of **The Bridge Industrial Park Conceptual Scheme** is committed to consulting with the adjacent landowners and key stakeholders from the broader community to ensure that specific details relative to this proposed development are communicated openly and transparently in accordance with the following principles:

- To ensure all key stakeholders are identified and included in the process;
- To generate awareness about the Conceptual Scheme and provide opportunity for stakeholders to provide input;
- To present preliminary development plans for the development;
- To solicit and record concerns from key stakeholders so they can be proactively addressed during the Conceptual Scheme review process;
- To ensure stakeholders are kept informed of the Plan's progress and provided opportunity to review additional information if desired;
- To inform stakeholders how their input was used;
- To ensure the engagement process is monitored and measured, and results are shared with all stakeholders; and
- To conduct communications related to the proposed development in an open, honest and respectful manner.

Terradigm hosted a Community Information Session on Thursday, November 28th, 2019 to invite adjacent landowners and local stakeholder to learn about the proposed development. Notice of this meeting was published in November 19th and 26th, 2019 editions of the Rocky View Weekly.

Approximately 5 landowners registered as attendees all of whom expressed general support for the project noting the proposed development concept was consistent with the Conrich Area Structure Plan and appeared to provide a logical extension of business industrial land uses relative to the Calgary Logistics Park.

On February 13th, 2024, a Public Hearing was held for the Bridge Industrial Conceptual Scheme. Rocky View County Council requested additional information to address the interface this development would have with the future Conrich Area Structure Plan. Additional policy was included in the Conceptual Scheme and a mail-out to all landowners within 1.6 kilometres identifying the changes, was made on March 15th, 2024. No responses were received by April 12th.

SUPPORTING TECHNICAL REPORTS

(submitted under separate cover)

- 1) Biophysical Impact Assessment, McElhanney Engineering, November 2019
- 2) Traffic Impact Assessment, McElhanney Engineering, July 2019 and Updated Technical Memo, November 2023
- 3) Stormwater Management Plan, McElhanney Engineering, December 2019
- 4) Water and Wastewater Servicing Technical Memo, McElhanney Engineering, March 2022