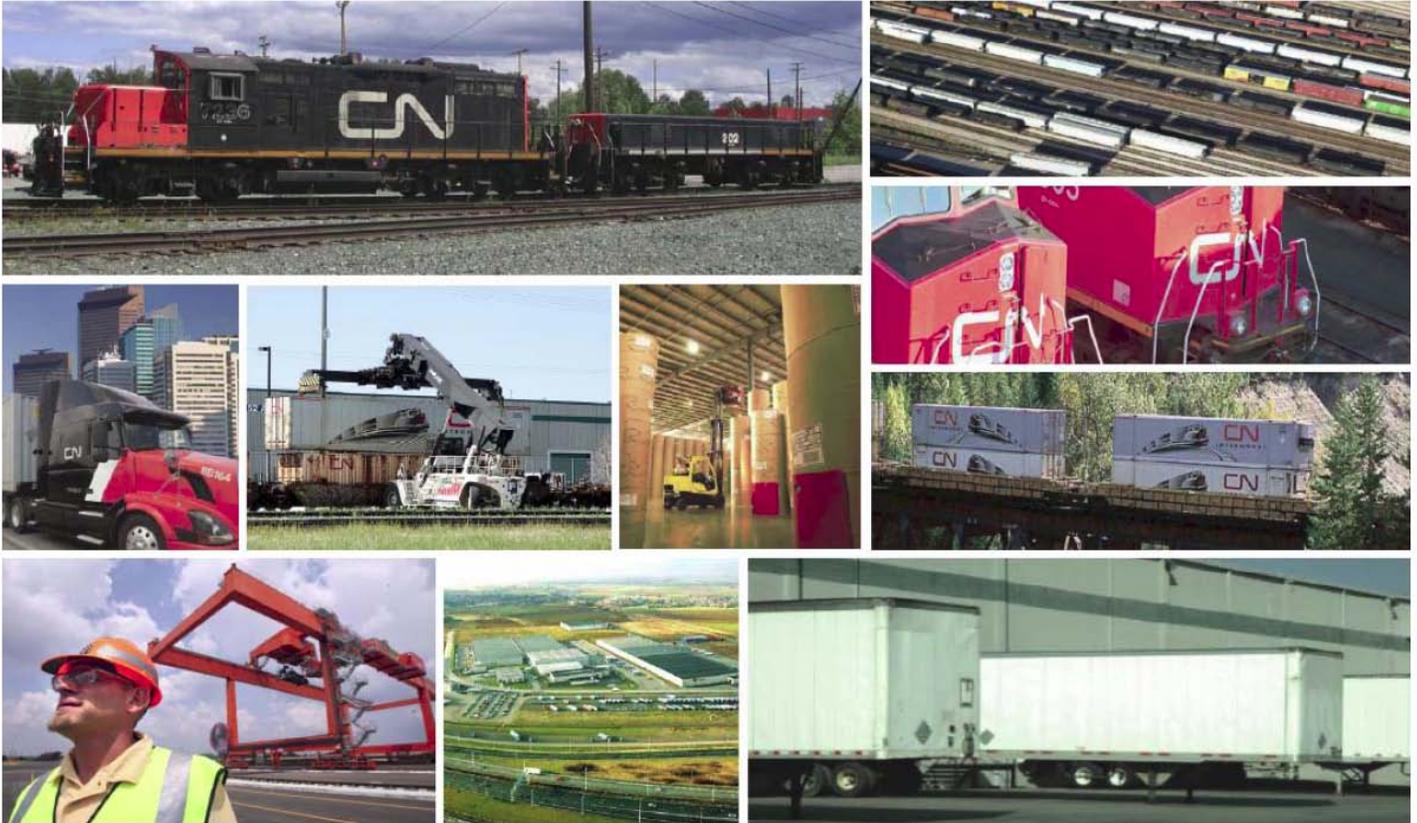




# CALGARY LOGISTICS PARK

at Conrich



ROCKY VIEW COUNTY  
ALBERTA, CANADA

## A MASTER SITE DEVELOPMENT PLAN FOR A CUSTOMER WAREHOUSE DEVELOPMENT

MARCH 2011

AS ADOPTED BY ROCKY VIEW COUNTY COUNCIL RESOLUTION \_\_\_\_\_  
APRIL 5, 2011

## ACKNOWLEDGEMENT PAGE:

Prepared For:



Project Consultants:



**Stantec**

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## 1.0 INTRODUCTION

### 1.1 The CN Calgary Logistics Park at Conrich – Rocky View County, Alberta, Canada

CN is proposing to develop regional transportation facility within Rocky View County to enhance its' transportation service delivery within Western Canada.

CN is advocating a 'Logistics Park' concept to provide opportunity for customer co-location directly adjacent to Railway Facility. This can dramatically increase efficiencies and reduce costs associated with shipping goods between the rail yard and local warehouse facilities.

CN is developing a strategic network of Logistics Parks across North America to interconnect ± 34,000 km of existing rail infrastructure to provide efficient 'round trip' transportation and distribution services for its local, national and international customers.



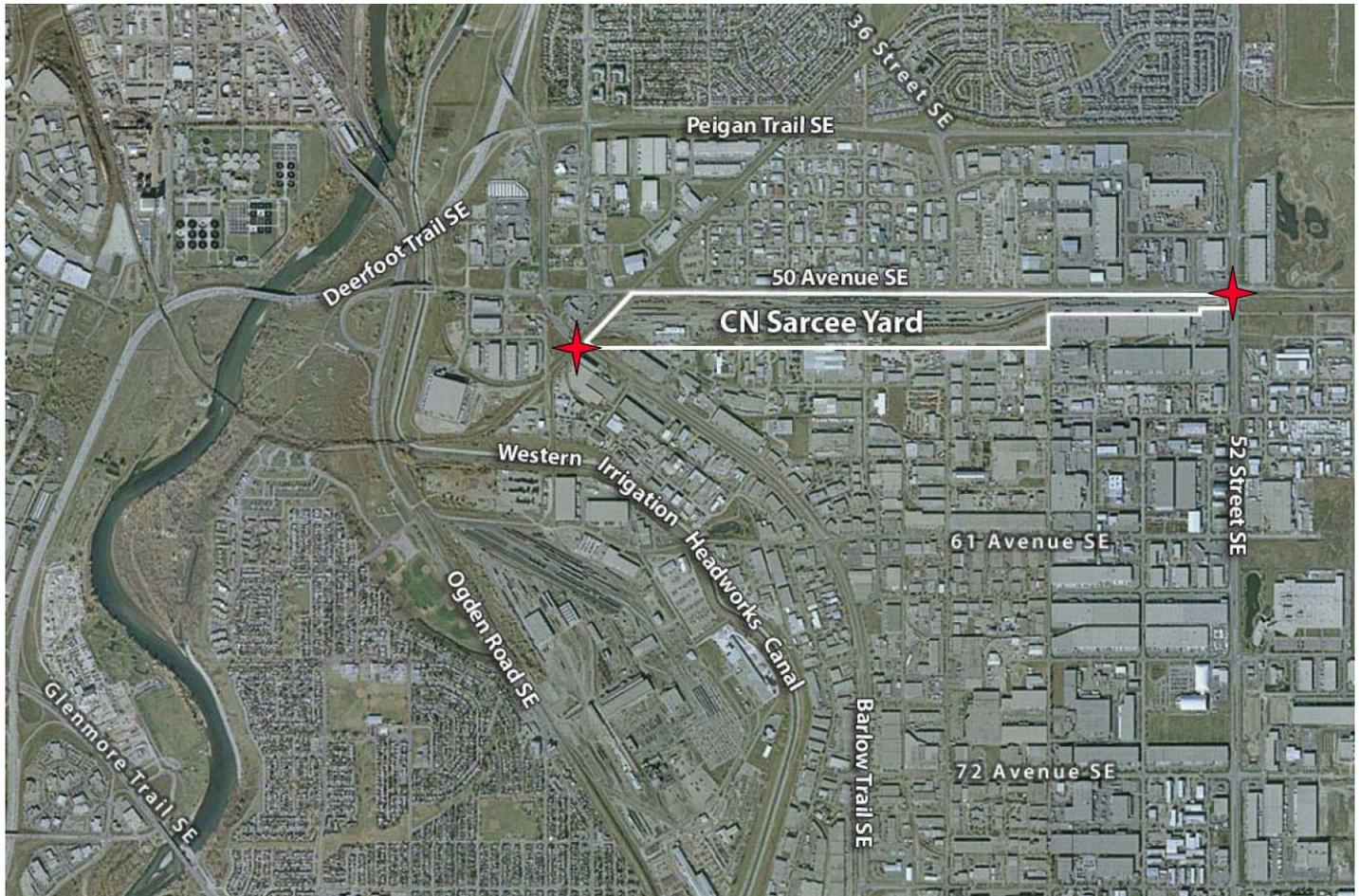
The Calgary Region is recognized as one of the most attractive places in western North America to establish a major transportation hub. The Calgary Logistics Park at Conrich will be integrated with CN's rail network connected with seaports in Vancouver, Prince Rupert, Halifax and New Orleans. CN's facility in Rocky View will be seamlessly integrated with other Logistics Parks under consideration in Montreal, Toronto, Chicago, and Memphis – complimented by a network of more than 80 multi-commodity distribution facilities situated in municipalities across North America.

The Province of Alberta recently completed the northeast segment of the Stoney Trail to create roadway network with efficient capacity to distribute commodities across the Calgary Region and beyond. The Calgary Logistics Park at Conrich will utilize this Provincial roadway to establish a strategic base for its Western Canadian rail operations, and alongside it, a variety of potential economic development opportunities for both Rocky View County and the Calgary Region.

## 1.2 The existing CN Intermodal Facility within the City of Calgary

CN's current rail operation is based within the City of Calgary's southeast industrial area. The Sarcee Railway Facility was constructed in the 1970's as the southern terminus for CN's 'Three Hills Subdivision' line - the mainline that connects Calgary and Edmonton.

The Sarcee Railway Facility currently services four (4) daily train movements (2 inbound / 2 outbound). Each train includes approximately 150 – 180 rail cars with consumer goods and raw materials for local markets. CN's local rail activities are supported by comprehensive door-to-door transportation services facilitated by regional truck traffic.



At grade rail crossings subject to interruption

The area around the Sarcee Railway Facility has built-out significantly since the facility was established. The adjacent industrial development has constrained the operational efficiency of CN's existing Railway Facility – mainly due to daily switching of rail cars interrupting at-grade rail crossings along 50<sup>th</sup> Avenue SE at Barlow Trail SE and 52 Street SE (within proximity to the Sarcee facility). These interruptions subsequently create major traffic congestion for both CN and all other business operators within the surrounding area.

CN wishes to provide the opportunity to co-locate its' customer by relocating the existing Sarcee Railway Facility to a new location within Rocky View County. In doing so, existing traffic congestion in the Calgary will be reduced and newly constructed transportation infrastructure will be better utilized.

### 1.3 Rocky View County – Economic Development Strategy

The Calgary Logistics Park at Conrich represents a significant economic development opportunity for the County and the Region in keeping with intent of the Rocky View Economic Development Strategy, 2003. The CN component of the project contemplates a ±\$150 million private-sector investment with another ±\$300 million investment from CN customers who will co-locate alongside the Railway Facility. At full build out, the entire Logistics Park is anticipated to generate municipal tax revenue of ±\$2.9 million annually. The Park is planned to create between ±400 to ±1,100 local jobs which will create spin-off economic development opportunities within the Conrich community – an area targeted for business development by the County's Growth Management Strategy (as described in Section 9.1).

### 1.4 Purpose of this Master Site Development Plan

The Master Site Development Plan (MSDP) is as a non-statutory policy document adopted by Council Resolution to inform and guide subsequent municipal decision-making regarding land use, subdivision and development permit applications within its Plan area. The MSDP acknowledges the multiple regulatory authorities involved in the approval processes affecting the Calgary Logistics Park at Conrich as illustrated by **Figure 1 – Jurisdiction Areas**.

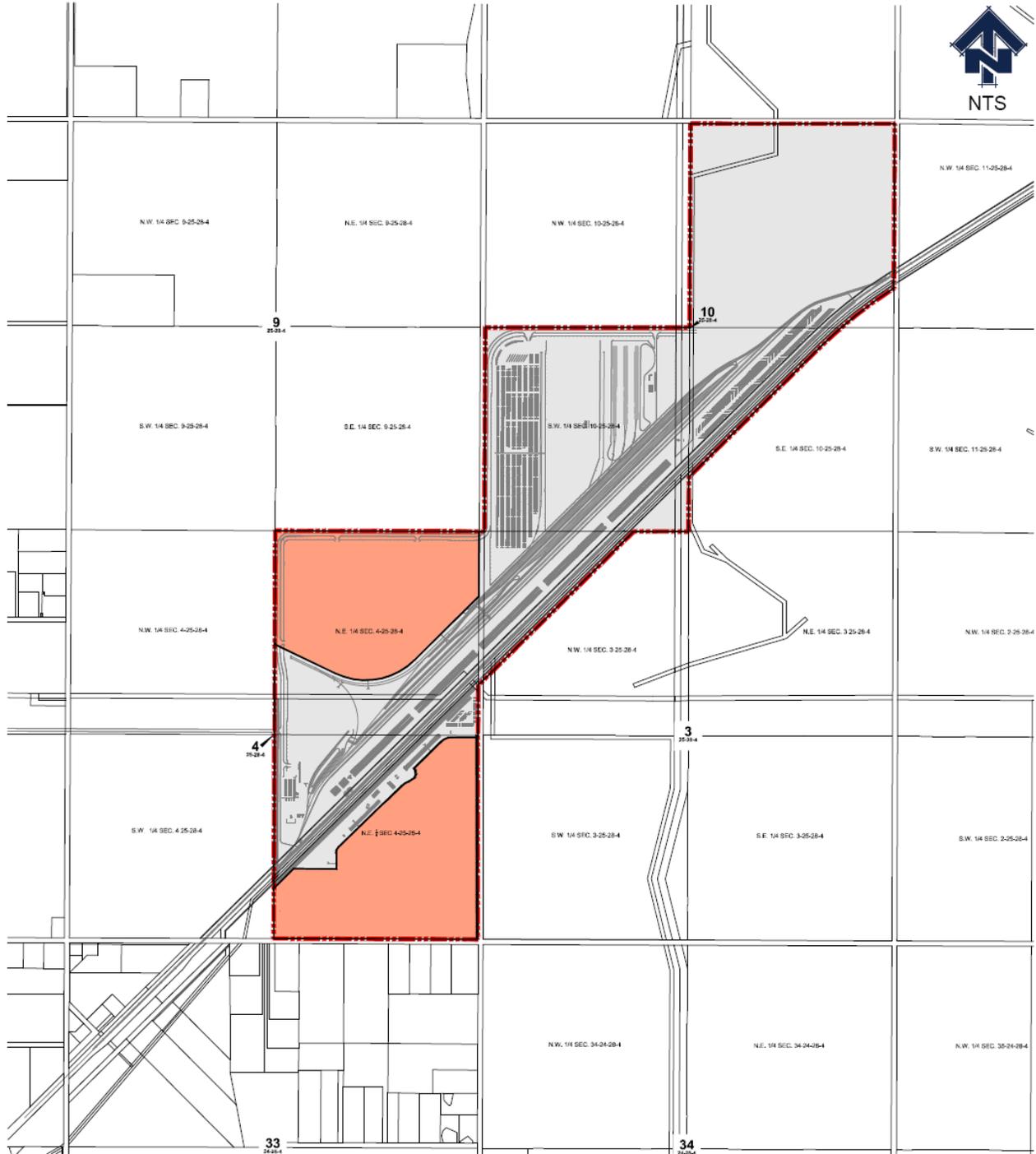
The **Canadian Transportation Agency (CTA)** is the approval authority within the Calgary Logistics Park at Conrich Railway Facility, as illustrated by the grey area on **Figure 1**. The **CTA** is an independent administrative tribunal of the Federal Government with judicial responsibility to render decisions affecting railway development. The **CTA's** role is to facilitate implementation of a nation-wide transportation system that is competitive, efficient & accessible and meets the needs of both transportation service users and providers.

Rocky View County is the approval authority within the Calgary Logistics Park at Conrich MSDP area, as illustrated by the orange area on **Figure 1**. The MSDP area will include a comprehensively-planned warehouse business park designed for CN customers to co-locate directly adjacent to the Railway Facility. The Railway Facility will be developed by CN in accordance with the **CTA's** approval processes. Transportation and Utility Servicing Infrastructure will be provided by CN in accordance with the terms of the County's Development Agreement Process. The MSDP area will be developed in accordance with the provisions of this Plan as per County requirements. All required transportation, utility servicing and community support infrastructure will be provided by 'the developer' in accordance with Policy 1.4.2.

This MSDP includes a comprehensive policy framework to implement a warehousing development in accordance with the County's Municipal Development Plan (MDP). The policies of the MSDP have regard to the County's Growth Management Strategy.

#### **Policies:**

- 1.4.1 The policies of this Plan apply within the Master Site Development Plan area as illustrated on **Figure 1 – Jurisdiction Areas**.
- 1.4.2 In this MSDP, the term 'developer' refers to CN and/or its agents, successors or assigns.
- 1.4.3 Notwithstanding Policy 1.4.1, CN acknowledges it will provide the County with URW Plans and Agreements within certain portions of the Railway Facility for specific access and utility servicing purposes.



Legend

-  Area subject to Canadian Transportation Agency (CTA) Approval Process - Railway Facility
-  Area subject to Rocky View County Approval Process - MSDP Area



Calgary Logistics Park at Conrich

# Figure 1 Jurisdiction Areas

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## 1.5 Master Site Development Plan Objectives

This MSDP is intended to:

- a) Summarize the conclusions of a comprehensive baseline review of existing conditions within the MSDP area to identify significant constraints which require appropriate mitigation strategies to support future development;
- b) Describe a development rationale to support implementation of an integrated land use, subdivision, and development framework within the MSDP area;
- c) Establish a strategy to implement appropriate transportation and utility service infrastructure improvements required to facilitate development within the MSDP area (and portions of the Railway Facility) within the context of infrastructure capacities and/or requirements of the surrounding Conrich community;
- d) Determine a preferred configuration and recreational amenity for public open space within the MSDP area;
- e) Establish expectations for the provision of community support infrastructure within the MSDP area;
- f) Establish a phasing strategy to accommodate the orderly implementation of development within the MSDP area;
- g) Summarize the conclusions of a community consultation program designed to inform and educate locally-affected stakeholders; and
- h) Rationalize the proposed development in accordance with the County's adopted statutory and non-statutory policy framework.

## 2.0 SITE DESCRIPTION

### 2.1 Regional Context

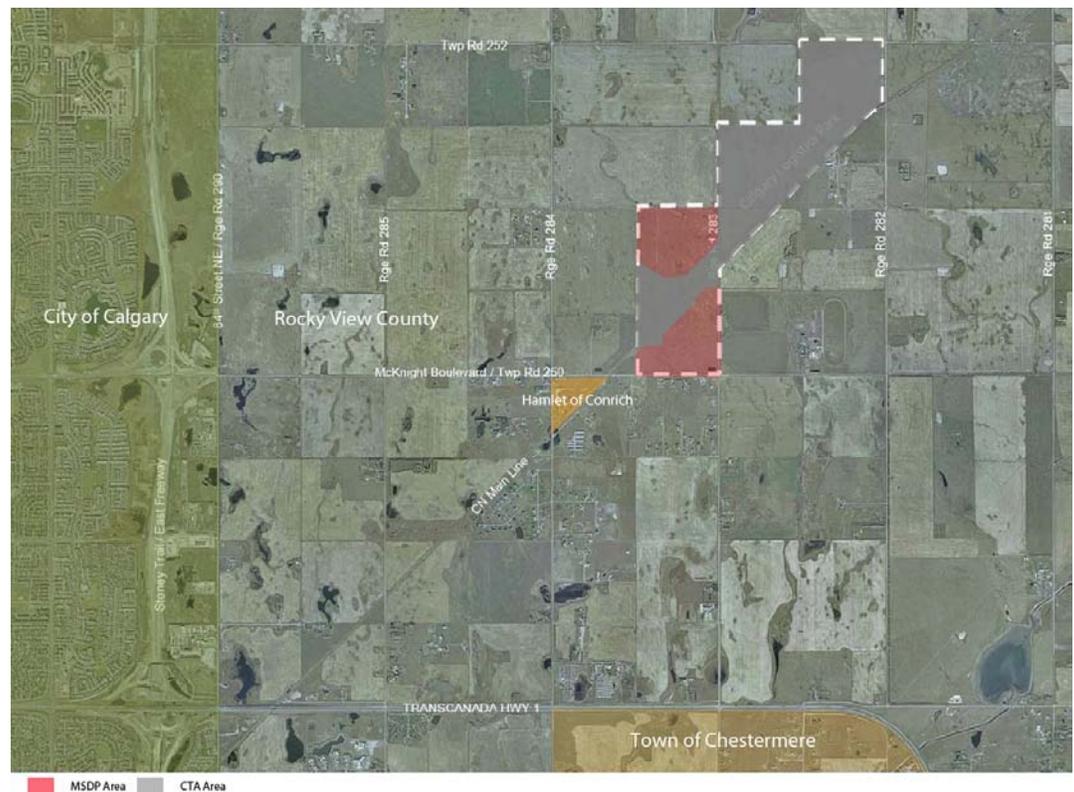
As illustrated on **Figure 2 – Regional Context**, the MSDP area is located directly north of Twp Rd 250 (McKnight Boulevard);  $\pm 0.8$  km ( $\frac{1}{2}$  mile) east of Rge Rd 284,  $\pm 0.4$  km ( $\frac{1}{4}$  mi) from the Hamlet of Conrich. The site is  $\pm 4$  km (2.5 mi) east the City of Calgary.

The MSDP is situated within a predominantly agricultural area with quarter sections interspersed with occasional Farmstead parcels and first-parcel isolations.

The area immediately south of the MSDP area includes the Conrich residential community.

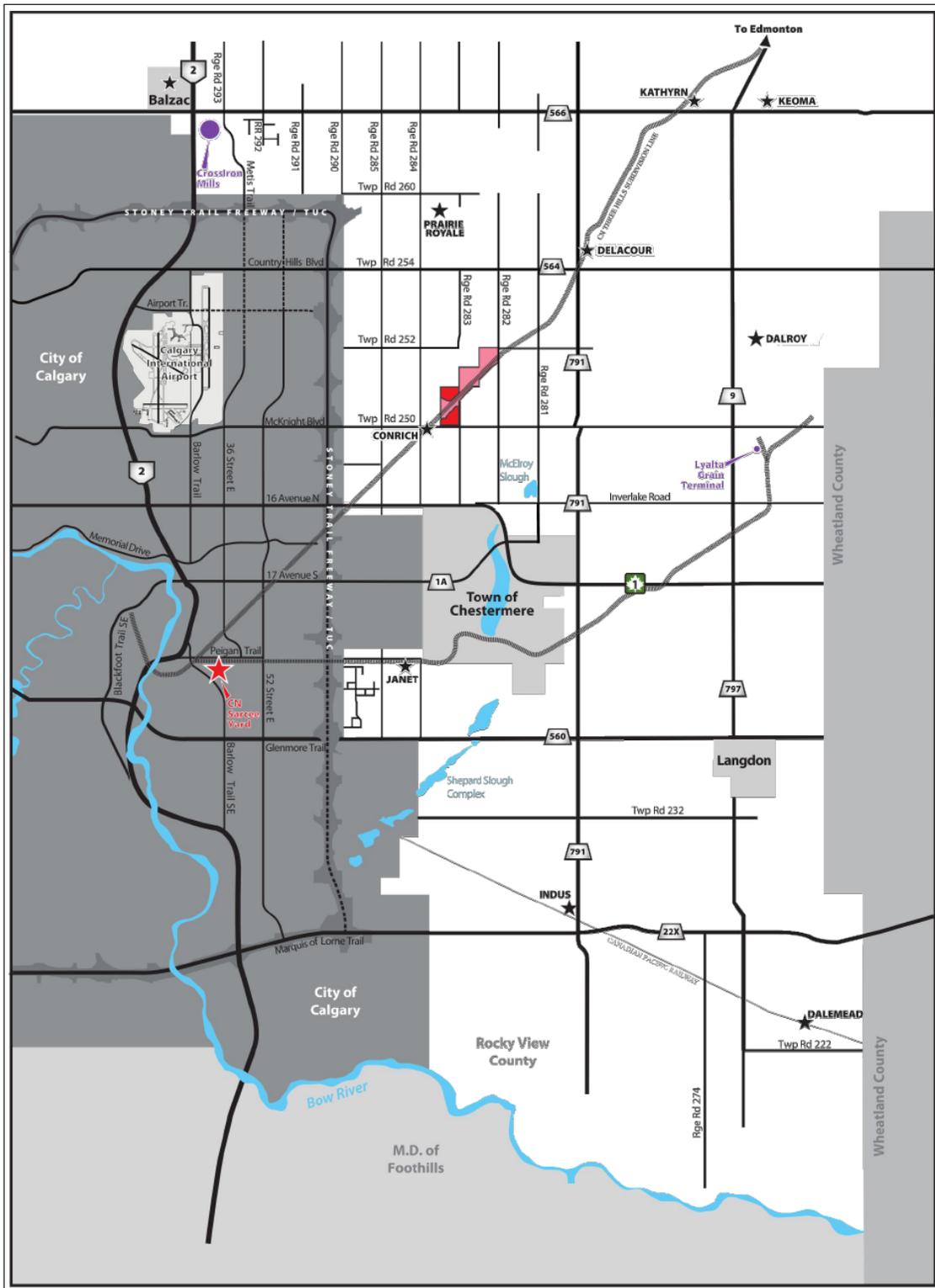
### 2.2 The Conrich Community

The Conrich community was established in the early 1900's when the Grand Trunk Pacific Railway created a stopping point for trains traveling between Calgary and Edmonton. The Conrich 'flag stop' was named after two local realtors (Connacher & Richardson). The adjacent area quickly developed to include a number of residences, a post office, a service station and a school – which subsequently established Conrich as a focal point for the surrounding rural community.



CN Railway (CN) subsequently acquired the Calgary - Edmonton rail line from the Grand Trunk Pacific Railway and continued to operate the Conrich stop until the 1950's.

The area historically referred to as 'Conrich' is notionally defined by a triangular-shaped collection of hamlet uses situated at the corner of Twp Rd 250 and Rge Rd 284 including a private school, several residences, a service station, some industrial uses and a public open space. Since the mid 1990's, the Conrich community has become a focus for ongoing residential activities. The resulting neighbourhoods within an extended area situated south of the existing hamlet include a variety of communities illustrated by **Figure 3 – Conrich Community Context**.



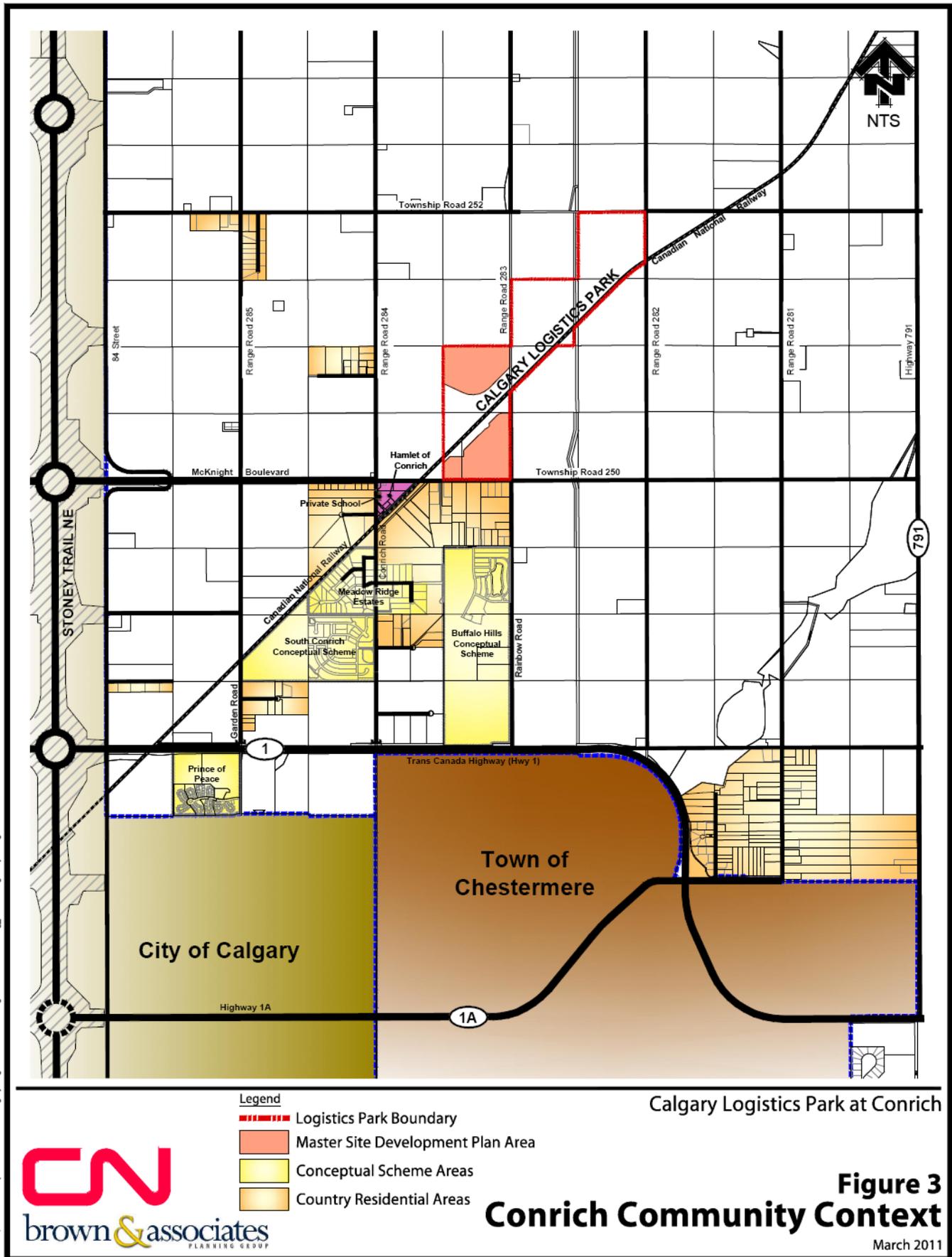
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- Legend**
- Master Site Development Plan Area (MSDP)
  - Railway Facility (CTA Area)

Calgary Logistics Park at Conrich  
**Figure 2**  
**Regional Context**

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## 2.3 Legal Descriptions & Ownership

The MSDP area includes existing ownership, legal descriptions and exclusions illustrated on **Figure 4 – Legal Descriptions** and summarized as follows:

<i>Descriptions</i>	<i>Owner</i>	<i>ha</i>	<i>ac</i>
NE & SE 4-25-28-W4M	Robert Brian Ellis	118.18	292.04
PT. SE 4-25-28-W4M	Robert Brian Ellis	7.86	19.42
Existing Rail ROW Plan	CN	3.55	8.54
<b>EXISTING TITLED AREA</b>		<b>129.6</b>	<b>320</b>
less area to be excluded by CTA approval process		± 48.52	± 119.89
<b>MSDP AREA</b>		<b>± 79.5</b>	<b>± 196.5</b>

## 2.4 Plan Area Description

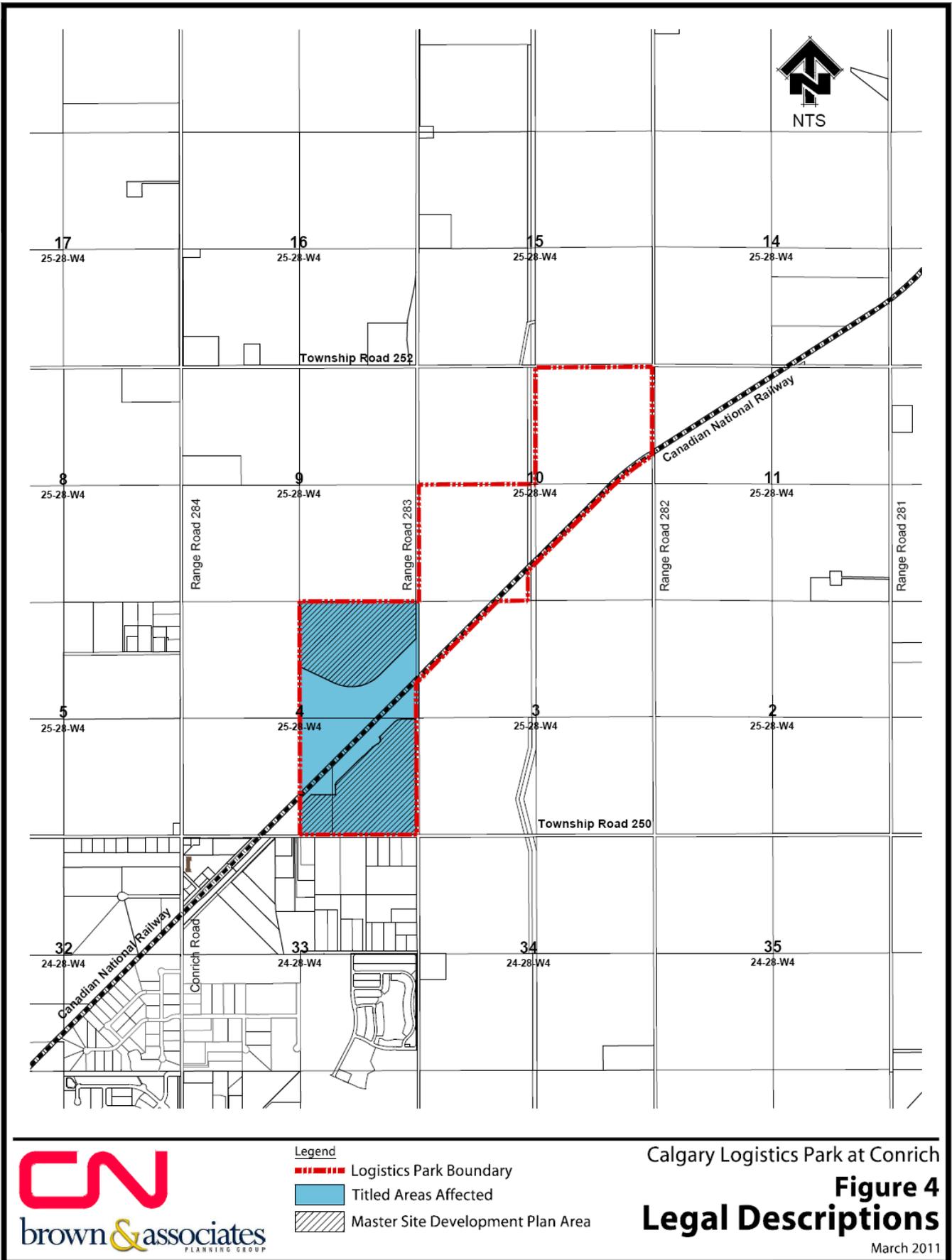
### 2.4.1 Site Development

As illustrated on **Figure 5 – Existing Site Conditions**, the MSDP area contains no existing structures or surface improvements. The site is traversed by the CN main railway line, which provides service between Calgary and Edmonton (via a series of smaller communities). Nexen owns and operates a Level 2 sour gas pipeline within the MSDP area. Atco Pipelines owns and operate a series of Level 1 sweet gas distribution line immediately adjacent to the MSDP area. AltaLink owns and operates an aboveground 240 kV electrical distribution line approximately ½ mile east of the MSDP area.

Lands to the north of the MSDP area are characterized by extensive agricultural operations with occasional farmstead isolations and/or residential first parcel-outs having associated building sites interspersed with oil & gas surface lease sites. The community of Pleasant View Range is located 0.8 km (½ mi) west of the MSDP area directly adjacent to Rge Rd 284 and includes a group of single-family residences developed on country residential parcel. Lands to the south of the MSDP area include the Hamlet of Conrich which includes existing single family residences developed on country residential parcels interspersed with limited commercial, industrial and institutional uses.

### 2.4.2 Existing Transportation

As illustrated on **Figure 6 – Existing Transportation Conditions**, the MSDP area is accessed by Twp Rd 250 (McKnight Blvd), a statutory road allowance with a developed paved and chip sealed surface treatment. The MSDP area is also accessed by Rge Rd 283 – a statutory road allowance with a gravel surface treatment. The CN mainline crosses a variety of local municipal roads surrounding the MSDP area. As illustrated on **Figure 6**, four (4) of these intersections are at-grade crossings with one (1) grade-separated crossing.



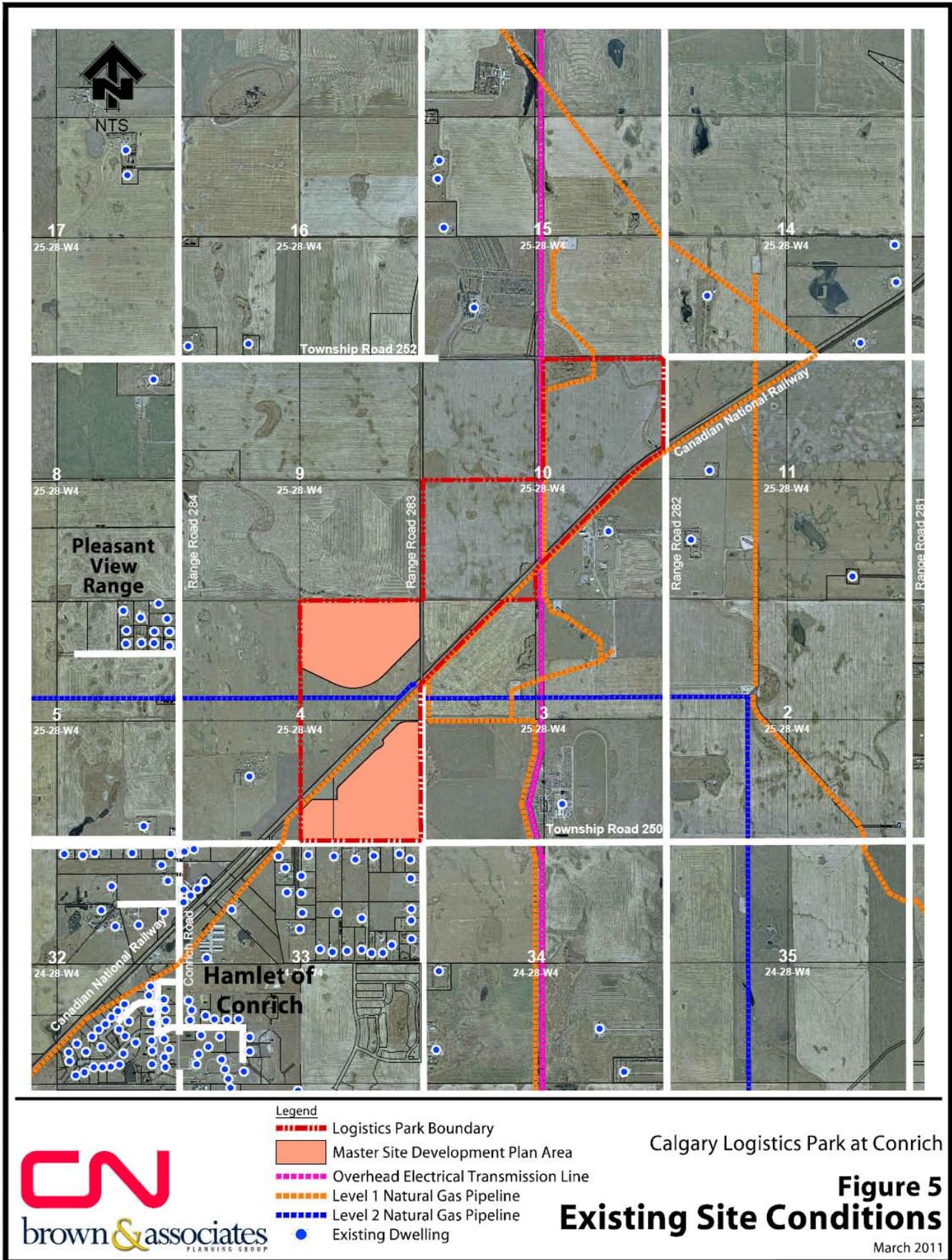
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- Legend**
- Logistics Park Boundary
  - Titled Areas Affected
  - Master Site Development Plan Area

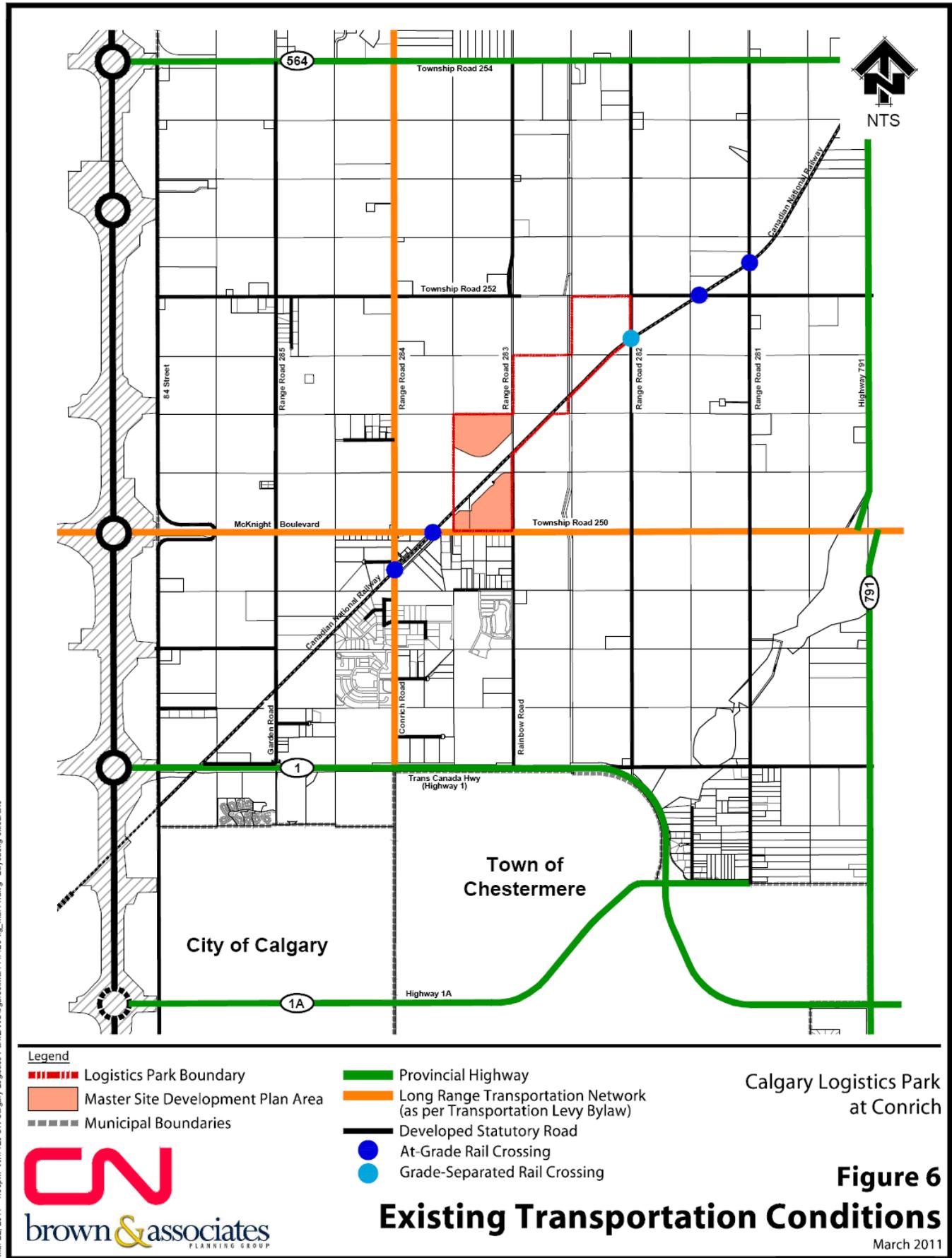
Calgary Logistics Park at Conrich  
**Figure 4**  
**Legal Descriptions**

March 2011



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### 2.4.3 Archaeological Resources

In August 2010, Stantec Consulting prepared an Environmental Screening Report in support of CN's application to the **Canadian Transportation Agency (CTA)**. The Screening Report studied existing conditions within both the MSDP area and the Railway Facility.

The Environmental Screening Report (Stantec, 2010) included a Historical Resources Overview to determine the site's archaeological and/or paleontological potential. The Report concluded that, given the lengthy history of associated agricultural disturbances, the MSDP area and the Railway Facility are not likely to contain any historical resources with Provincial concern.



On August 18, 2010, Alberta Culture & Community Spirits provided CN with a clearance under the **Historical Resource Act** to proceed with the Calgary Logistics Park at Conrich project (including development within the MSDP area).

### 2.4.4 Topography & Surface Drainage

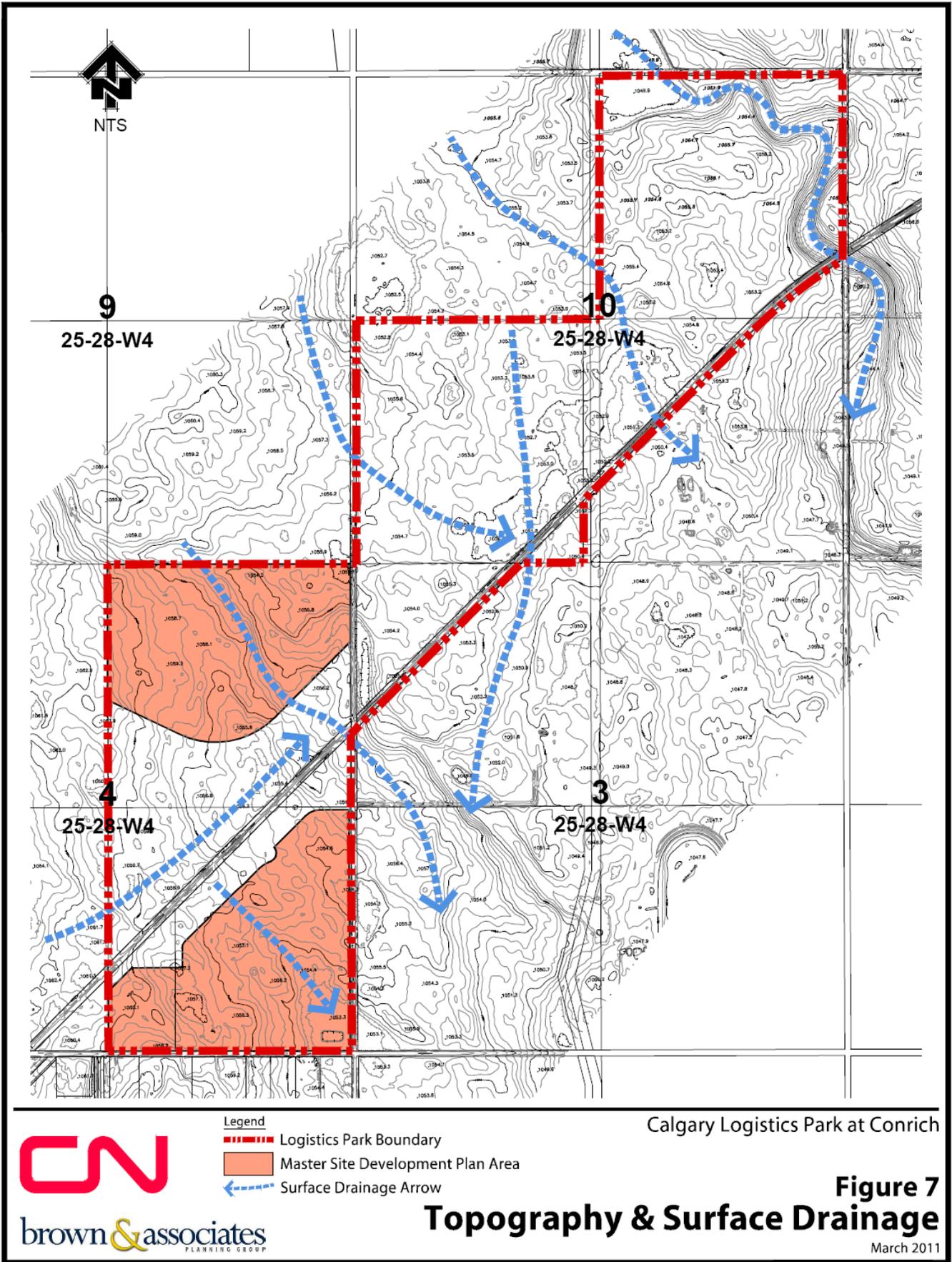
As illustrated on **Figure 7 – Topography & Surface Drainage**, the MSDP area is characterized by surface depressions that collect seasonal drainage. The subject lands generally drain from the northwest towards southeast.

Currently, there is no regional stormwater infrastructure available to service the MSDP area, and as such, a viable stormwater management solution is required to address the increased runoff peaks and volumes that will be created by this development.

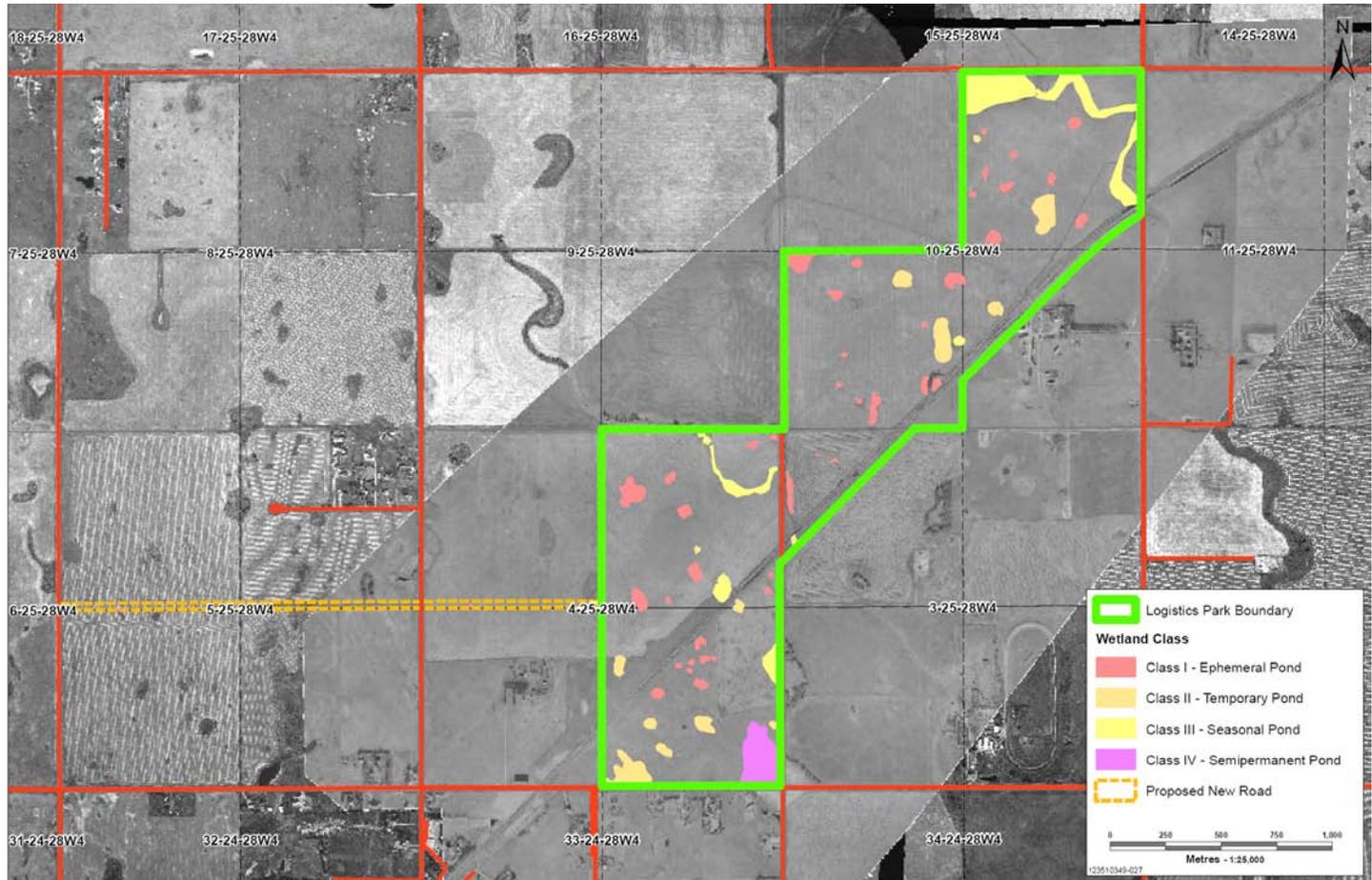
### 2.4.5 Wetland Assessment

The Environmental Screening Report (Stantec, 2010) includes a Wetland Assessment completed within the MSDP area and the Railway Facility to determine:

- The extent of existing wetland areas;
- The approximate area of existing wetlands to be affected; and
- An appropriate mechanism for compensation where existing wetlands are disturbed to facilitate new development.



Existing wetland areas within the MSDP and Railway Facility area are as per the illustration below.



CN is proposing to provide compensation for wetlands disturbed by development within the MSDP area and the Railway Facility (including applicable wetland areas within the alignment of the 'proposed new road' in accordance with all applicable Federal, Provincial and municipal jurisdictional requirements), as described in Section 5.6 of this Plan.

#### 2.4.6 Wildlife & Wildlife Habitat Area

The Environmental Screening Report (Stantec, 2010) includes a Wildlife & Wildlife Habitat Area Assessment to determine if the project location includes wildlife species of management concern and associated habitat areas. The Report's conclusions indicate lands within the MSDP area and Railway Facility have limited potential for sensitive wildlife species of management concern and associated wildlife habitat area.

#### 2.4.7 Geotechnical Investigation

A Geotechnical Investigation (AECOM, 2010) was prepared to assess subsurface soil and groundwater conditions and establish preliminary recommendations for the design and construction of improvements associated with the MSDP area and the Railway Facility.

The results of the investigation indicate sub-surface characteristics contain predominantly clay tills considered suitable for the proposed development. The investigation recommends cast in place

concrete piles as the preferred foundation type for all buildings within the MSDP area. Shallow foundations are also considered suitable provided they are placed on native soils or engineered fill.

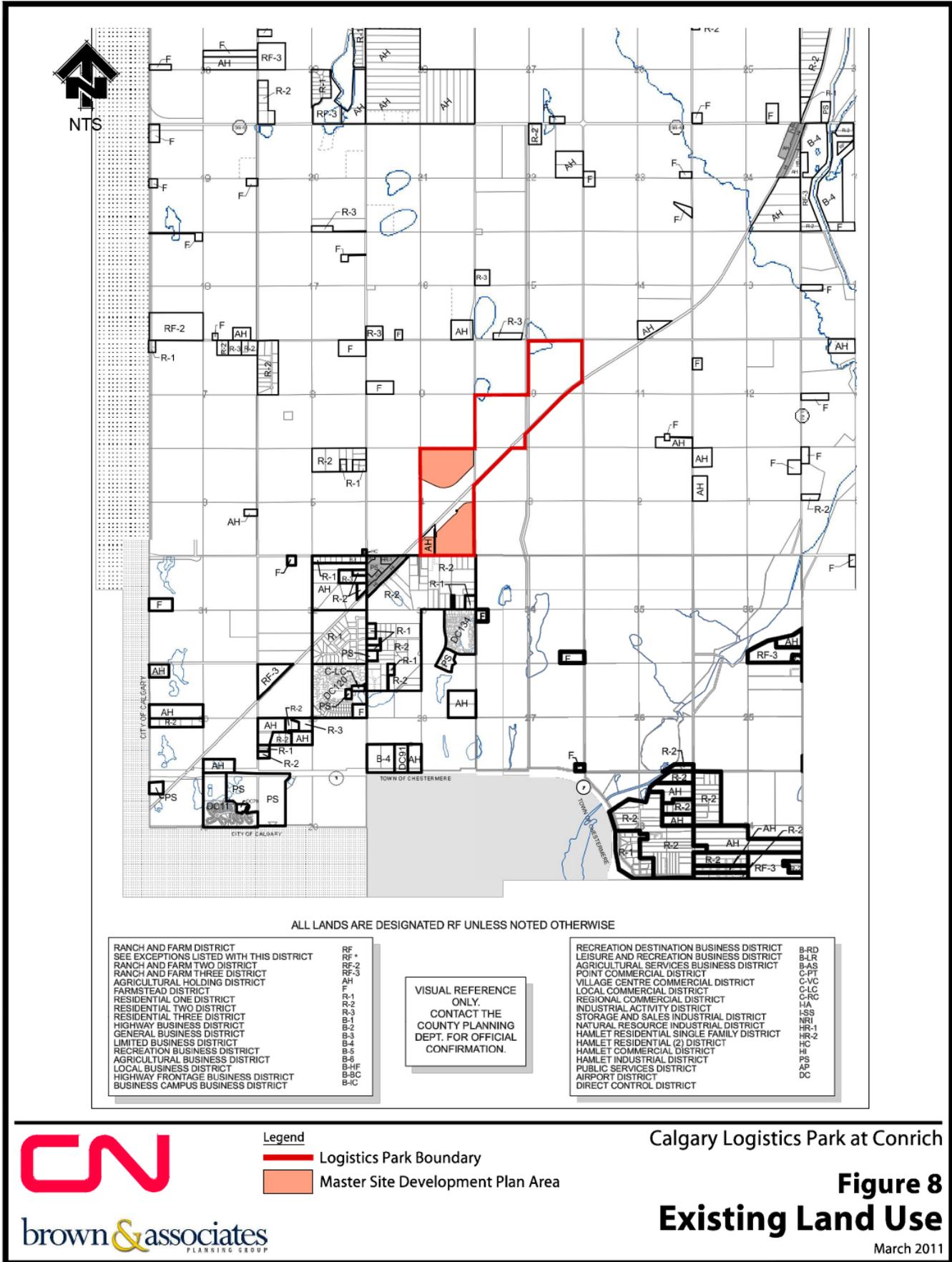
#### **2.4.8 Existing Land Use Character**

As illustrated by **Figure 8 – Existing Land Use**, except one (1) parcel designated Agricultural Holdings District (AH), the MSDP area is designated Ranch & Farm District (RF) in accordance with the County's Land Use Bylaw (C-4841-97).

The area surrounding the Conrich community north of Twp Rd 250 (McKnight Blvd) includes mostly un-fragmented quarter sections with Ranch & Farm (RF) designations. This area also contains occasional quarter sections with 'first parcels' subdivided either as Farmstead (F) or Agricultural Holdings (AH) parcels. The area also includes several areas of Residential Two and Residential Three (R2 & R3) land use designations with associated country residential acreage developments.

Lands situated south of Twp Rd 250 include the Conrich community which includes an evolving mix of country residential land uses (R1 & R2) alongside a variety of Direct Control Bylaws (DC) recently adopted to facilitate comprehensively planned 'hamlet-style' neighbourhoods.

The existing Hamlet of Conrich contains the historic settlement containing a mix of Hamlet Residential (HR-1), Hamlet Industrial, (HI) and Public Service (PS) land use designations. A single Hamlet Commercial parcel (HC) is located directly opposite the Hamlet at the northwest corner of the Rge Rd 284 / Twp Rd 250 intersection.



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PLANNING GROUP

- Legend**
- Logistics Park Boundary
  - Master Site Development Plan Area

Calgary Logistics Park at Conrich

# Figure 8 Existing Land Use

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## 3.0 THE DEVELOPMENT CONCEPT

### 3.1 The Railway Facility

The Calgary Logistics Park at Conrich will include a large-scale Railway Facility anticipated to include the following key elements:

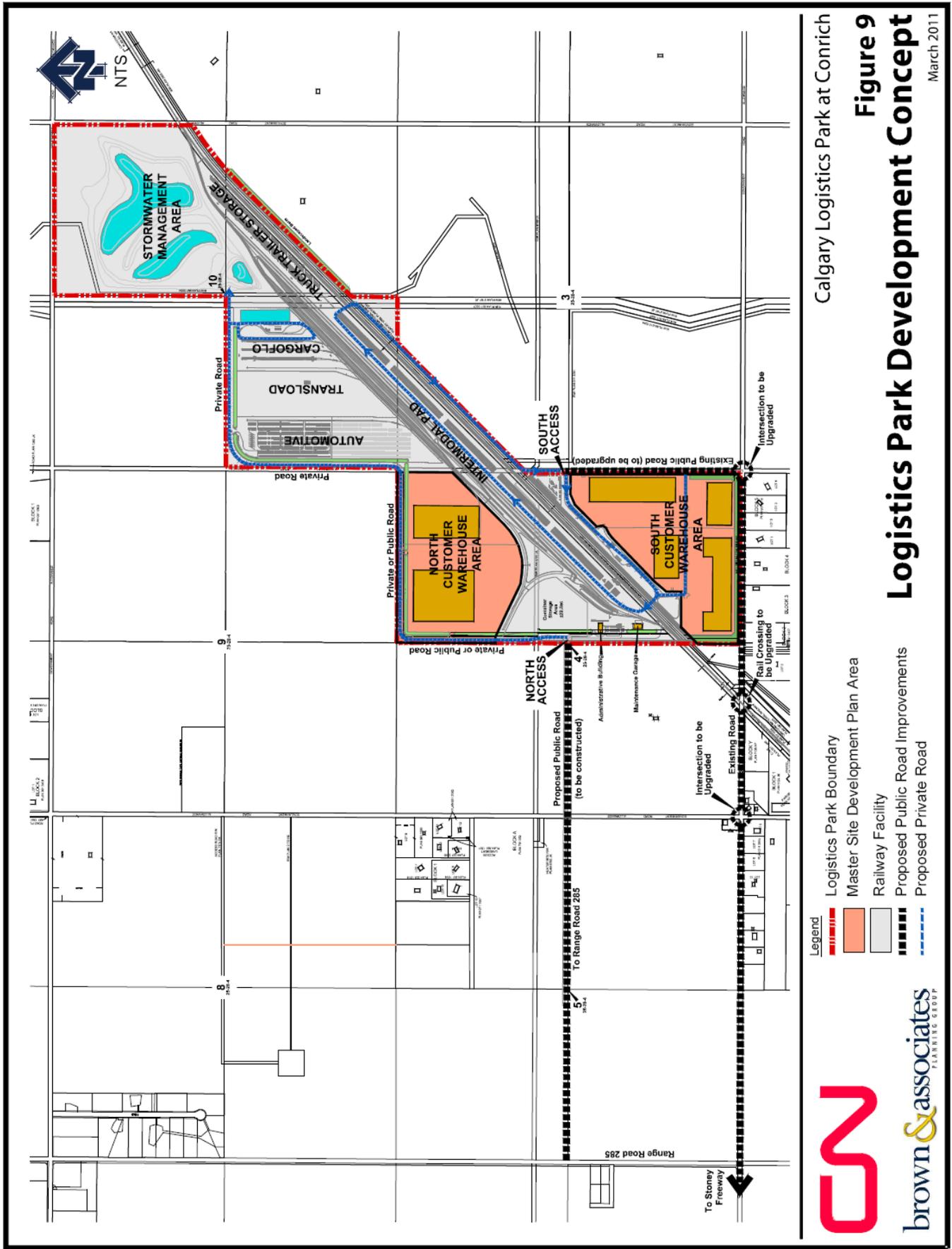
- An Intermodal Pad to contain a  $\pm 221,000 \text{ m}^2$  area within which rail containers will be off-loaded from trains and placed onto trucks for delivery to local & regional markets;
- An Automotive Compound to store new cars & trucks prior to delivery to local & regional markets;
- A Transload Area to store a variety of bulk commodities primarily including steel & lumber for delivery to local & regional markets;
- A Cargoflo Area to store and process a variety of bulk commodities including syrups, plastics pellets, diesel & jet fuel for delivery to local & regional markets;
- A Tractor Trailer Storage Area;
- A Rail Container Storage Area;
- A Maintenance Garage;
- An Administrative Building; and
- A Stormwater Management Facility – designed to capture and retain 100% of the surface drainage generated within the MSDP area and Railway Facility and related improvements within a combined engineered stormwater facility and naturalized habitat area.

The general location and configuration of these facilities are illustrated within the grey area on **Figure 9 –Logistics Park Development Concept**.

As described in Section 1.4, the **Canadian Transportation Agency (CTA)** is the Approval Authority with jurisdiction to consider the Railway Facility under the provisions of the Federal **Canadian Railway Act** and the **Canadian Environmental Assessment Act**. In February 2011, the **CTA** provided CN with approval to construct the railway facility in accordance with Federal regulatory requirements.

#### Policies:

- 3.1.1 **The Calgary Logistics Park at Conrich is expected to be developed as generally illustrated on Fig 9 – Calgary Logistics Park at Conrich Overall Development Concept.**
- 3.1.2 **CN will construct the Railway Facility in accordance with approval requirements established by the Canadian Transportation Agency (CTA).**
- 3.1.3 **CN will construct upgrades to the County’s regional transportation and utility servicing infrastructure as required by development within the Railway Facility in accordance with the terms of a Development Agreement, as per County requirements.**



Calgary Logistics Park at Conrich  
**Figure 9**  
**Logistics Park Development Concept**  
 March 2011

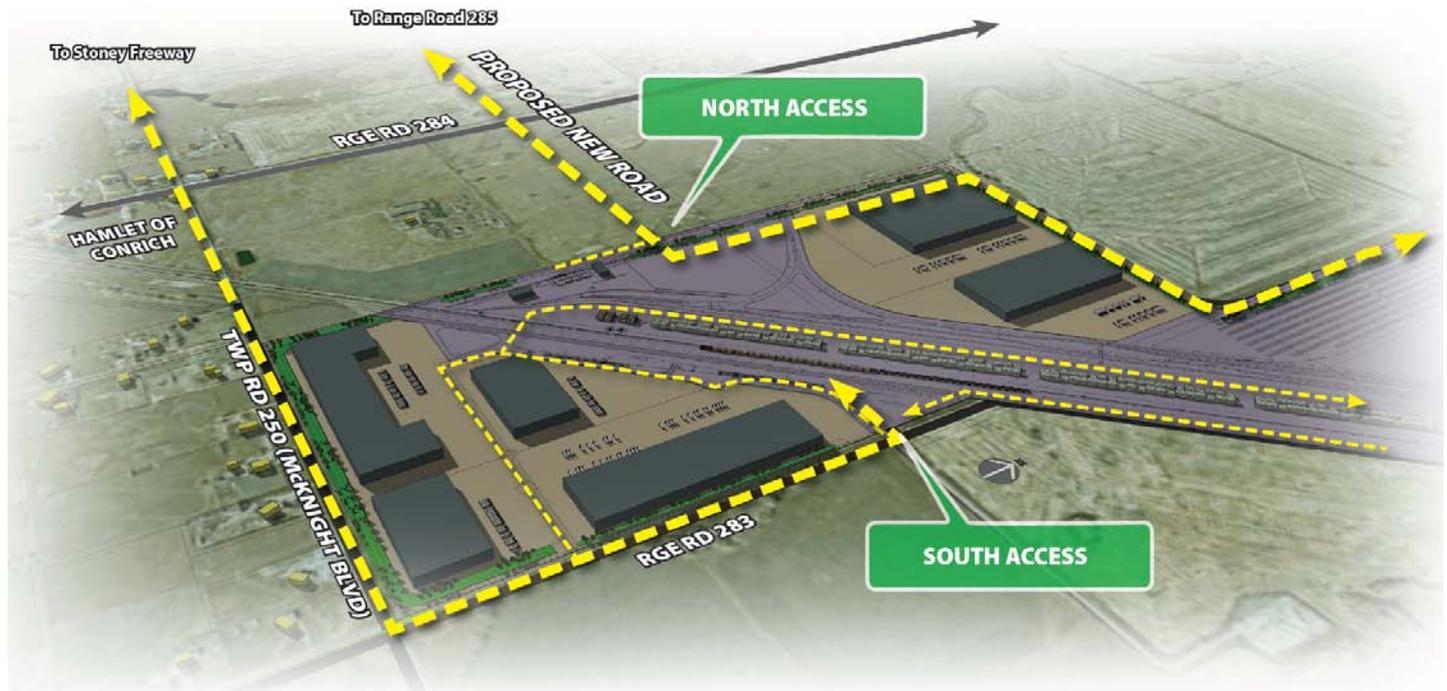
- Legend**
- Logistics Park Boundary
  - Master Site Development Plan Area
  - Railway Facility
  - Proposed Public Road Improvements
  - Proposed Private Road



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### 3.2 The MSDP area - A Warehouse Business Park Development

The MSDP area will include a comprehensively planned business park situated on either side of the existing railway line to provide opportunity for warehouse development directly adjacent to the Railway Facility.



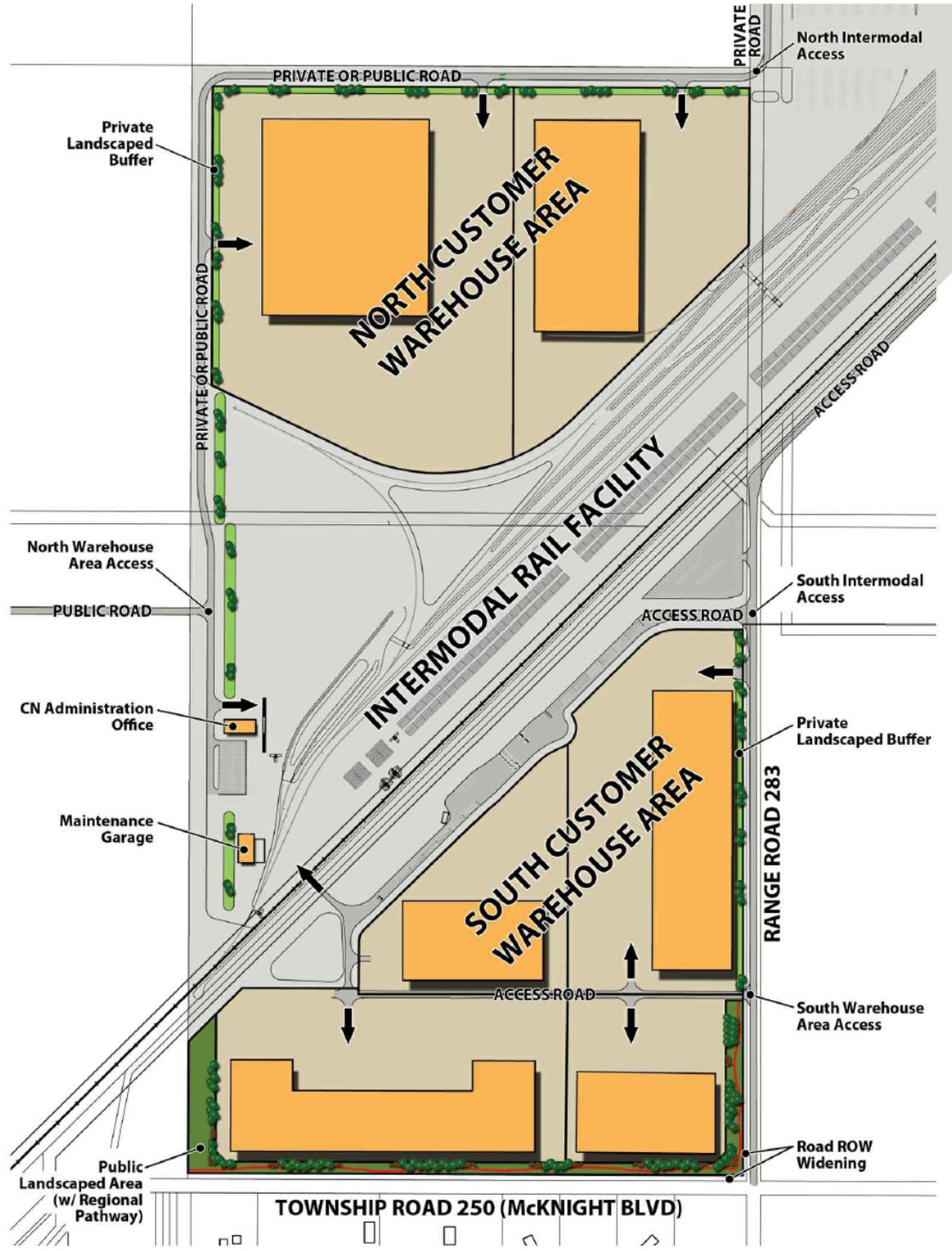
A summary of the MSDP area's key development considerations is as follows:

- ± 2,000,000 ft<sup>2</sup> to ± 3,000,000 ft<sup>2</sup> of large-scale warehouse facilities;
- Fully-serviced by municipally-owned water & waste water and stormwater management infrastructure;
- Franchised natural gas, electrical, telecommunications infrastructure (likely fibre optic cable); and
- Accessed by a combination of public & private transportation infrastructure improvements.

A detailed plan-view illustration of the development proposed within the MSDP area is shown on **Figure 10 – Master Site Development Plan Conceptual Layout** with a summary of more-specific development criteria as follows:

- Individual-titled business lots as provided by the parcel size requirements of the County's Land Use Bylaw;
- A Municipal Reserve parcel (MR) situated directly north Twp Rd 250 to include landscaping enhancements and a regional pathway; and
- Private landscaped easement areas within each business lot to mitigate visual impacts for lands adjacent to the MSDP area.

Development within the MSDP area will require land use approval from Rocky View County Council and subdivision approval from the Subdivision Authority as described in Section 10. Specific lot sizes & parcel configuration will be determined at the subdivision stage. Similarly, the specific sizes and orientation of individual warehouse buildings will be determined at the development permit stage.



- Legend**
- Master Site Development Plan Area
  - Railway Facility

Calgary Logistics Park at Conrich



**brown & associates** PLANNING GROUP \*Parcel configuration and building orientation conceptual only

# Figure 10 Master Site Development Plan Conceptual Layout

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**Policies:**

- 3.2.1 The Calgary Logistics Park at Conrich Customer Warehouse areas is expected to be developed as generally illustrated on Fig 10 – Master Site Development Plan Conceptual Layout.
- 3.2.2 The number, size & configuration of individual parcels within the MSDP area will be determined at the subdivision stage.
- 3.2.3 The size, configuration and orientation of individual warehouse buildings within the MSDP area will be determined at the Development Permit stage.

**3.3 Development Statistics**

General development statistics anticipated within the MSDP area are summarized in the following table (to be confirmed at the subdivision stage).

<b>MSDP DEVELOPMENT AREA</b>	<b>± ac</b>	<b>± ha</b>	<b>%</b>
Business Lot Area ( <i>including private roadways</i> )	187.2	75.7	95.27
Municipal Reserve	6.7	2.7	3.41
Road Widening	2.62	1.06	1.32
<b>TOTALS</b>	<b>196.5</b>	<b>79.5</b>	<b>100</b>

## 4.0 TRANSPORTATION CONSIDERATIONS

### 4.1 Regional Transportation Infrastructure

The Traffic Impact Assessment (AECOM, 2010) was prepared in support of the Calgary Logistics Park **Canadian Transportation Agency (CTA)** application. After reviewing the TIA, the County concluded that improvements to the regional transportation network are required to facilitate development within the MSDP area and the Railway Facility as illustrated on **Figure 11 – Proposed Transportation Improvements** and summarized as follows:

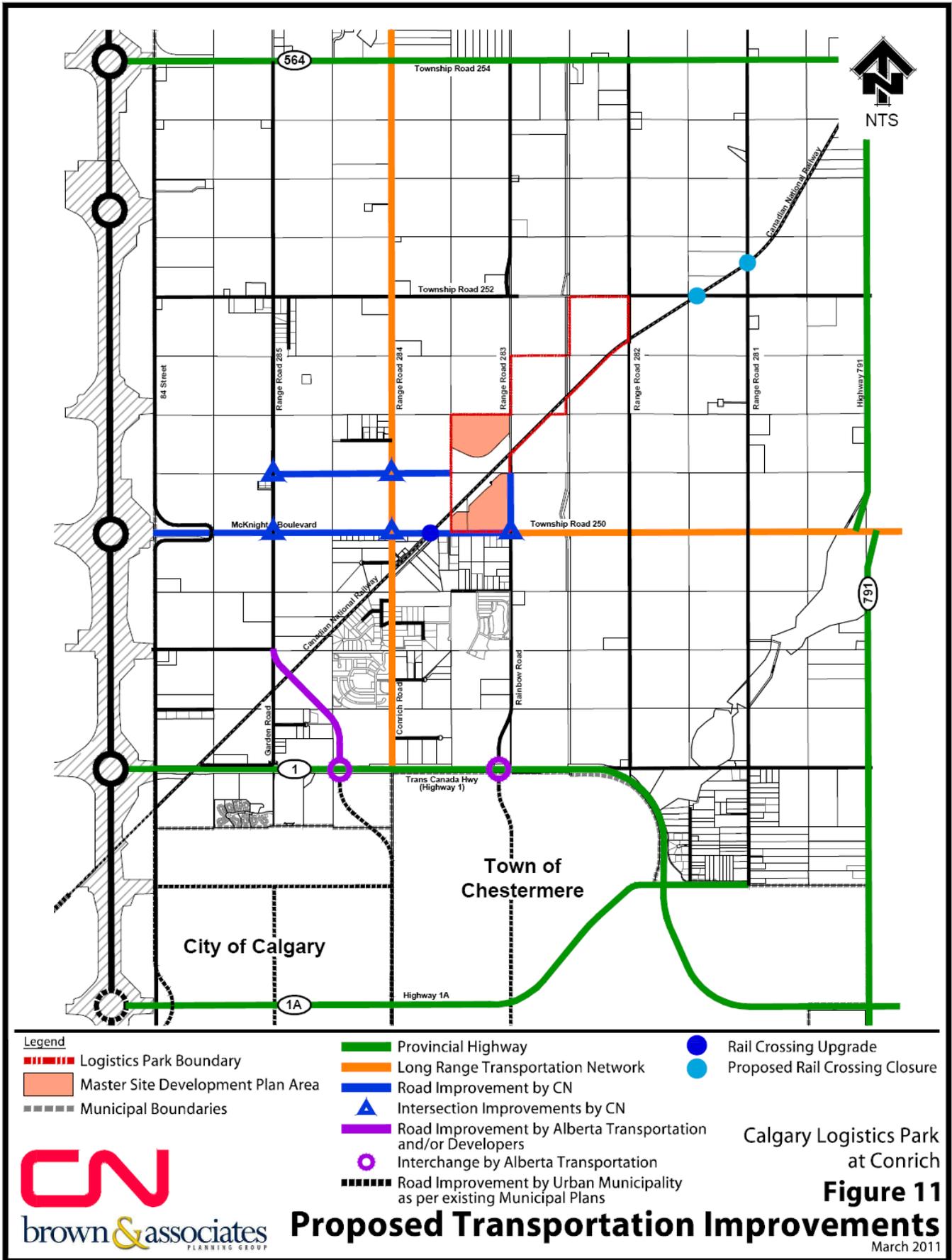
1. Upgrade Twp Rd 250 between Stoney Trail and Rge Rd 285 to a 4-lane cross-section;
2. Upgrade Twp Rd 250 between Rge Rd 285 and Rge Rd 284 to a 2-lane RAU100 standard;
3. Upgrade Twp Rd 250 between Rge Rd 284 and Rge Rd 283 to a 2-lane UCU50 standard;
4. Upgrade Rge Rd 283 between Twp Rd 250 and the Railway Facility's south access to a 2-lane UCU50 standard; and
5. Construct a new public road between Rge Rd 285 and the Railway Facility's north access to a 2-lane UCU50 standard.

Regional Roadway upgrades will be implemented by the developer according to the terms of the County's Development Agreement. Where the developer completes regional transportation improvements which benefit lands outside the MSDP area and the Railway Facility, the County's Cost Recovery Policy will apply.

Traffic generated within the MSDP area and Railway Facility is expected to trend towards the Stoney Freeway by the most direct route (i.e. Twp Rd 250 / McKnight Blvd). However, the portion of Twp Rd 250 between Rge Rd 283 and Rge Rd 285 includes existing residential and commercial development frontage, which may be affected by increased traffic. To partially mitigate this concern, the developer will construct a new access route (referenced by bullet #5) to connect the north portion of the MSDP area and the Railway Facility with Rge Rd 285 as illustrated on **Figure 11**. This new public road will convey a portion of the traffic from the site to Stoney Trail (via Rge Rd 285) while Twp Rd 250 will convey the remainder as discussed.

#### Policies:

- 4.1.1 Regional Transportation Improvements required by development within the MSDP area and Railway Facility are generally illustrated on Fig 11 - Proposed Transportation Improvements.
- 4.1.2 The above-referenced improvements shall be implemented by the developer through the terms of a Development Agreement and/or a Road ROW Construction Agreement process, to the satisfaction of the County.
- 4.1.3 The developer shall provide road ROW widening directly west of Rge Rd 283 and directly north of Twp Rd 250, to the satisfaction of the County.
- 4.1.4 The developer shall implement required upgrades to Twp Rd 250 between Stoney Trail and Rge Rd 283, to the satisfaction of the County.
- 4.1.5 The developer shall upgrade a portion of Rge Rd 283 north of Twp Rd 250 (McKnight Blvd) to provide access to the southern portion of the MSDP area and the Railway Facility, to the satisfaction of the County.
- 4.1.6 The developer shall upgrade existing intersections along Twp Rd 250 at Rge Rd 283, Rge Rd 284, Rge Road 285, to the satisfaction of the County.



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- 4.1.7 The developer shall construct a new road from the northern portion of the MSDP area to Rge Rd 285, to the satisfaction of the County.
- 4.1.8 Notwithstanding Section 400 of the Servicing Standards, the developer may complete the above-referenced roadway upgrades within rights-of-way with reduced width (where intervening ownership prefers not to provide ROW dedication), to the satisfaction of the County.
- 4.1.9 The County's Infrastructure Recovery Policy shall apply to applicable regional transportation infrastructure improvements.
- 4.1.10 The County's Transportation Levy Bylaw shall apply within the MSDP area and within portions of the Railway Facility that contribute a demonstrated increase in traffic on the Long Range Transportation Network in accordance with the terms of a Cost Contribution Agreement to be negotiated at the subdivision and/or development permit stage.
- 4.1.11 The developer may be required to provide an update to the Traffic Impact Assessment (AECOM, 2010) at each subdivision and/or development permit stage to demonstrate that the function of the regional transportation network will not be negatively impacted by ongoing development in the MSDP area, to the satisfaction of the County.

## 4.2 Local Transportation Infrastructure

The local transportation infrastructure system expected within the MSDP area is illustrated on **Figure 10 – Master Site Development Plan Conceptual Layout**.

The MSDP area is expected to be subdivided into a number of separate titled lots. As is typical with most subdivisions, public roadways are provided to access the lots created. However, CN requires private access roads within the MSDP area to accommodate equipment transferring rail containers between the Railway Facility and the Customer Warehouse Areas – which cannot use public roadways due to Federal licensing restrictions. As such, private roadways constructed by the developer will provide the internal circulation within the MSDP area. A Public Access Right-of-Way with an accompanying Easement Agreement will be registered against all business lots in favour of the County to establish expectations for access within the private roadways. The specific cross section and pavement structures for private roads within the MSDP area shall be determined at the subdivision stage, to the satisfaction of the County. CN and/or a Business Lot Owner's Association will maintain all private roadways within the MSDP area.

CN expects the configuration of access along the perimeter of the northern portion of the MSDP area to include private roadway. However, there is merit for these private access roadways to be provided as public roads instead – to facilitate potential redevelopment of the adjoining parcels with complimentary business developments. CN is prepared to work with the County to dedicate and construct the access directly west and north of the MSDP area as public roadways at such time their customer's specific requirements have been established, and subsequently, whether the Federal licensing restrictions can be mitigated without requiring the access to be private. As such, the specific ownership, cross section and pavement structures for the perimeter access roads in the north portion of the MSDP shall be determined at the subdivision and/or development permit stage.

### Policies:

- 4.2.1 Access within the MSDP area is expected to be provided via private roads to be constructed by the developer.
- 4.2.2 Cross sections and pavement structures for private roads within the MSDP area will be determined by detailed engineering at the subdivision and/or development permit stage as per the terms of a Development Agreement, to the satisfaction of the County.

- 4.2.3 Private roads within the MSDP area shall be designed in accordance with all applicable regulatory requirements governing standards for Emergency Response.
- 4.2.4 CN and/or a Business Lot Owner's Association will maintain private roads within the MSDP area.
- 4.2.5 The specific ownership, cross section and pavement structures for the perimeter roads in the north portion of the MSDP area shall be determined at the subdivision and/or development permit stage, to the satisfaction of the County.

### 4.3 Road Allowance Closure along a portion of Rge Rd 283

The Railway Facility will partially cover a portion of an undeveloped Rge Rd 283 statutory road allowance as illustrated on **Figure 11**. The affected portion of road allowance may be closed and consolidated within the Railway Facility in accordance with a Road Closure Bylaw – which requires approval by Rocky View County and Alberta Transportation. The County must convene a public hearing prior to considering a Road Closure Bylaw to provide affected stakeholders opportunity to express concerns to Council in accordance with the requirements of the Municipal Government Act.

#### Policies:

- 4.3.1 The developer shall make application to the County to close the portion of the undeveloped Rge Rd 283 statutory road allowance situated between NW 3 25-28 4 and NE 4 25-28-4 for consolidation purposes.

### 4.4 Existing Rail Crossing Closures along Twp Rd 252 and Rge Rd 281

As noted of the application to the *Canadian Transportation Agency*, CN is proposing to close two existing rail crossings situated east of the MSDP area along Twp Rd 252 and Rge Rd 281, as illustrated on **Figure 11 – Proposed Transportation Improvements**. Closure of these two existing crossings is recommended by CN to facilitate train-switching activities within the Railway Facility without causing roadway interruptions at these specific crossings.

Removal of existing rail crossings must be considered through a Road Closure Bylaw process in accordance with the requirements of the Municipal Government Act – which requires approval by Rocky View County and the Minister of Alberta Transportation. The County must convene a public hearing prior to considering a Road Closure Bylaw to provide affected stakeholders opportunity to express concerns to Council in accordance with the requirements of the Municipal Government Act.

#### Policies:

- 4.4.1 The developer shall make application to the County to close portions of the Twp Rd 252 and Rge Rd 281 statutory road allowance to remove two existing at-grade railway crossings as illustrated by Figure 11 – Proposed Transportation Improvements.
- 4.4.2 The developer shall be responsible for all costs required to remove existing railway crossings, including providing the County with the applicable direct financial benefit for said removal.
- 4.4.3 CN will work with adjacent landowners to determine alternative routing options in the event the County approves the Road Closure Bylaw for crossing closures referenced in Policy 4.4.1.
- 4.4.4 Where alternative routing options are required, the developer shall construct new roadways through the terms of a Development Agreement or Road Right of Way Construction Agreement, to the satisfaction of the County.

## **4.5 Existing Rail Crossing Upgrade along Twp Rd 250**

A Safety Assessment Public At-Grade Crossing Analysis (AECOM, 2010) was completed to determine the nature of existing rail crossing improvements that may be required to support development in the MSDP area. The Safety Assessment analysed the configuration of the existing rail crossing along Twp Rd 250 (McKnight Blvd) situated approximately 500 m east of Rge Rd 284. This crossing is presently unrestricted and is not improved with any signals or control arms. The Safety Assessment concluded that this existing crossing will require upgrades to coincide with development in the MSDP area (and Railway Facility). The crossing configuration will include an active crossing warning system with gated control arms.

It is noted that CN's long-train movements will terminate within the Railway Facility. However, locomotives will continue to shuttle 'short train' segments between the Calgary Logistics Park at Conrich and the existing Sarcee facility within The City of Calgary. As such, the crossings along Twp Rd. 250 and Conrich Road will still be subject to periodic traffic interruption; however, the anticipated vehicle wait time at these controlled access points will be dramatically reduced.

### **Policies:**

**4.5.1 The existing at-grade rail crossing along Twp Rd 250 shall be upgraded by CN in accordance with the recommendations of the Safety Assessment Public At-Grade Crossing (AECOM, 2010).**

## 5.0 UTILITY SERVICING CONSIDERATIONS

### 5.1 The Conrich Regional Water System

The MSDP area and the Railway Facility require a  $\pm 400 \text{ m}^3/\text{day}$  average daily demand (ADD) capacity of potable water. The County is exploring the merit of implementing a water servicing strategy within the Conrich area and has negotiated a Water License Lease Agreement with the Western Irrigation District (WID) which could satisfy the raw water demand anticipated within the MSDP area, the Rail Facility and other lands within the Conrich community. Implementation of the WID/RVC raw water Lease Agreement would be subject to AENV approval. Likewise, the County would be required to implement the potable water system, establish a strategy to finance associated capital construction costs and implement a program to operate & maintain the water system.

The Conrich Regional Water System is expected to include a raw water storage facility, a raw water treatment plant, a treated water reservoir and regional distribution mains to be constructed by the County and financed by benefitting developers. The specific configuration and design of the system has not yet been determined. The County is prepared to offset the water utility's infrastructure costs only by pursuing applicable Provincial and/or Federal infrastructure funding programs.

#### Policies:

**5.1.1 The MSDP area is expected to be serviced by the Conrich Regional Water System.**

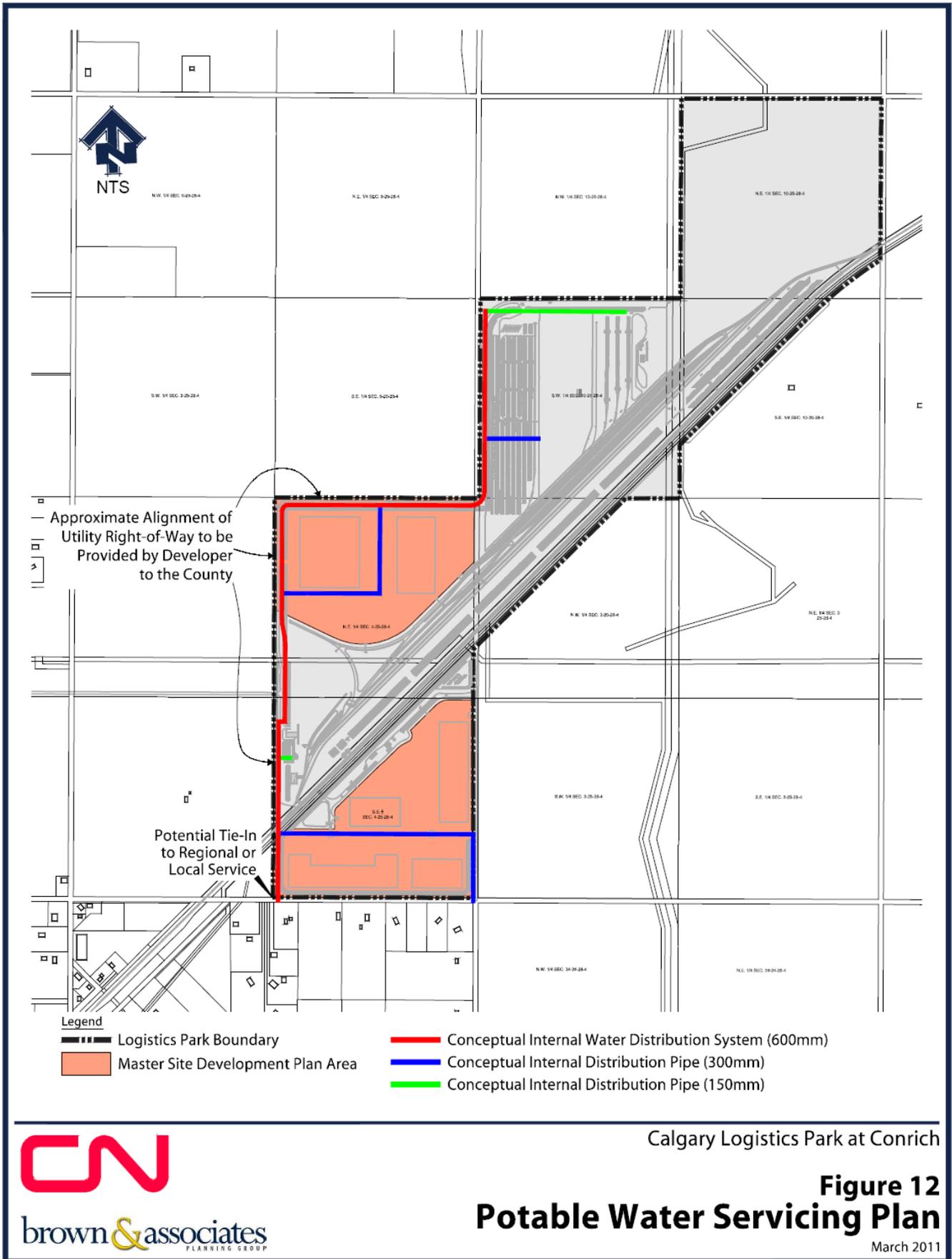
**5.1.2 Benefitting developers shall finance capital costs required to implement the Regional Water System.**

### 5.2 On-Site Water Distribution

A Conceptual Servicing Design Brief (AECOM, 2010) was completed to establish a strategy to provide potable water service within the MSDP area and Railway Facility, as illustrated on **Figure 12 – Potable Water Servicing Plan**. In this section, the term 'on-site' is meant to delineate the 'local' infrastructure improvements to be constructed by the developer within the MSDP area and Railway Facility from the 'regional' infrastructure improvements anticipated to be constructed by the County.

The developer will construct the MSDP area's on-site potable water distribution system with provision for alignments extending into the Railway Facility as required. The design of the on-site system is expected to accommodate looped distribution mains (where possible) and shall facilitate mandatory fire suppression in accordance all applicable regulatory requirements. On-site potable water distribution infrastructure may be situated within public road rights-of-way and/or Utility Right-of-Way Plans with accompanying URW Agreements registered by the developer in favour of the County at the subdivision and/or development permit stage. The URW Agreements shall establish rights for the County to access and maintain potable water infrastructure situated within the MSDP area and intervening portions of the Railway facility as generally illustrated on **Figure 12**.

The on-site potable water distribution system's specific pipe size, utility line assignments and type/location of connection with the County's Regional Water System will be determined through detailed engineering at the subdivision and/or development permit stage. Water conservation will be implemented within the MSDP area through metered usage and irrigation restrictions.



**Policies:**

- 5.2.1 The developer shall construct an on-site water distribution system within the MSDP area as generally illustrated on Fig 12 - Potable Water Servicing Plan.
- 5.2.2 The specific design, alignment, pipe sizing and configuration of the on-site water distribution system shall be determined by detailed engineering at the subdivision and/or development permit stage as per the terms of a Development Agreement, to the satisfaction of the County.
- 5.2.3 The on-site water distribution system shall accommodate fire suppression in accordance with all applicable regulatory authorities.
- 5.2.4 The design of the on-site water distribution system may accommodate extension into the Railway Facility.
- 5.2.5 On-site potable water infrastructure within the MSPD area shall be owned and operated by the County.
- 5.2.6 On-site potable water infrastructure within the Railway Facility shall be owned and operated by CN.
- 5.2.7 The on-site water distribution system shall be installed within public road rights-of-way and/or utility rights-of-way, to the satisfaction of the County.
- 5.2.8 Where constructed within a Utility Right-of-Way Plan, the developer shall provide the County with an accompanying URW Agreement that establishes rights for access and maintenance for all on-site potable water distribution infrastructure situated within the MSDP area and intervening portions of the Railway facility, to the satisfaction of the County.
- 5.2.9 Implementation of water conservation within the MSDP area will occur through metered usage and potable water irrigation restrictions implemented by CN and/or a Business Lot Owner's Association through architectural controls established at the subdivision/development permit stage.

**5.3 Alternative to the Conrich Regional Water System**

The County's preference is to service the MSDP area via the Conrich Regional Water System. However, the time required for the County to secure regulatory approvals to implement the WID Lease Agreement and construct a local water treatment plant & distribution system could delay the operation of the Conrich Regional Water System beyond what is required by CN to develop the MSDP area and the Railway Facility.

The County has existing capacity within the Graham Lake Reservoir / Water Treatment Facility that could be directed to the Conrich community to service the MSDP area and Railway Facility. However, the County has no plans to construct transmission infrastructure to provide water service in this location. Notwithstanding, the County is prepared to construct a transmission line from Graham Lake to Conrich (and a local treated reservoir storage facility) provided that all costs required to do so are privately funded. The County is prepared to offset infrastructure costs required to do so by pursuing applicable Provincial and/or Federal infrastructure funding programs.

**Policies:**

- 5.3.1 If the Conrich Regional Water System cannot be implemented within the immediate time horizon, the County may direct potable water to the MSDP area and Railway Facility from the Graham Lake Reservoir / Water Treatment Facility, subject to all applicable regulatory requirements.
- 5.3.2 The design of potable water transmission infrastructure shall consider the anticipated demands of the Conrich community.
- 5.3.3 The County shall construct, own and operate the transmission line and a local treated reservoir storage facility.
- 5.3.4 Benefitting developers shall finance all costs required to implement the alternative water system.
- 5.3.5 The County shall pursue all applicable Provincial and/or Federal infrastructure funding programs to offset capital costs required to implement the water system contemplated in 5.3.

- 5.3.6 The County's Infrastructure Recovery Policy shall apply to infrastructure improvements contemplated in Section 5.3.**

## **5.4 Waste Water Servicing**

A Conceptual Servicing Design Brief (AECOM, 2010) was completed to establish a strategy to provide waste water service within the MSDP area and Railway Facility, as illustrated on **Figure 13 – Waste Water Servicing Plan**. In this section, the term 'on-site' is meant to delineate the 'local' infrastructure improvements to be constructed by the developer within the MSDP area and Railway Facility from the 'regional' infrastructure improvements already constructed by the County.

The MSDP area will be serviced by the County's East Rocky View Waste Water Treatment Line (ERVWWTL). An on-site waste water collection system will be installed by the developer to convey effluent from the MSDP area (and portions of the Railway Facility) to the ERVWWTL (with provision for alignments servicing the Railway Facility as required). The developer shall construct the MSDP area's on-site waste water collection system in accordance with the terms of the County's Development Agreement process. Implementation is expected to occur in two (2) stages generally described as follows:

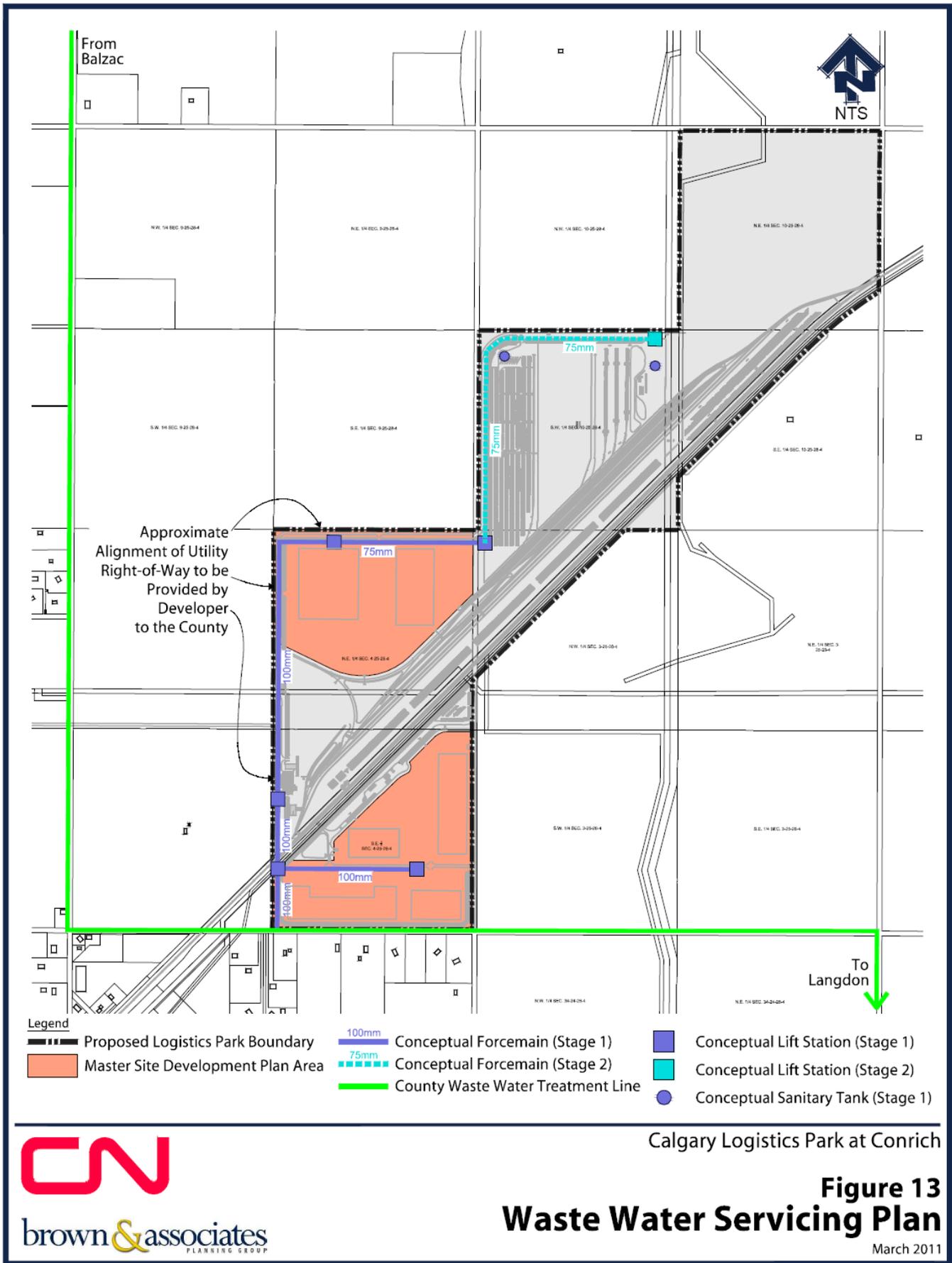
- **Stage 1** improvements are proposed to include a forcemain and lift stations designed to service the MSDP area and the western portion of the Railway Facility including the Administrative Building and Maintenance Garage. Sanitary holding tanks will service the Automotive Compound and Cargoflo areas within the Railway Facility. A connection between the MSDP area and the existing ERVWWTL is anticipated within the southwest portion of the site as illustrated on **Figure 13**.
- **Stage 2** improvements are proposed to include extension of the waste water collection system within the Railway Facility to replace the sanitary holding tanks.

The MSDP area's on-site waste water collection system is expected to be installed either within public road allowances or within Utility Right-of-Way Plans with accompanying URW Agreements registered by the developer in favour of the County at the subdivision and/or development permit stage. The URW Agreements shall establish rights for the County to access and maintain the on-site waste water collection system situated within the MSDP area and intervening portions of the Railway facility as generally illustrated on **Figure 13**.

The on-site waste water collection system's specific pipe size, utility line assignments and specifications of lift stations and type/location of connection with the County's regional distribution system will be determined as per the terms of a Development Agreement at the subdivision and/or development permit stage. The developer shall provide payment of the County's Offsite Waste Water Levy at the subdivision stage and/or Development Permit stage.

### **Policies:**

- 5.4.1 The MSDP area shall be serviced by the East Rocky View Waste Water Transmission Line (ERVWWTL).**
- 5.4.2 The MSDP area and portions of the Railway Facility will be serviced with an on-site waste water collection system as generally illustrated on Fig 13 - Waste Water Servicing Plan.**
- 5.4.3 The developer shall construct the on-site waste water collection system within the MSDP area as per the terms of a Development Agreement, to the satisfaction of the County.**



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- 5.4.4 The specific design, alignment, pipe sizing & configuration for on-site waste water infrastructure, including the specification, number & location of local lift stations, and its method of connection to the ERVWWTL, will be determined at the subdivision and/or development permit stage, to the satisfaction of the County.
- 5.4.5 Where lift stations are required, the developer shall construct it within a dedicated Public Utility Lot, to the satisfaction of the County.
- 5.4.6 On-site waste water infrastructure within the MSDP area shall be owned and operated by the County.
- 5.4.7 On-site waste water infrastructure within the Railway Facility shall be owned and operated by CN.
- 5.4.8 Where constructed within a Utility Right-of-Way Plan, the developer shall provide the County with an accompanying URW Agreement that establishes rights for access and maintenance for the on-site waste water collection infrastructure situated within the MSDP area and intervening portions of the Railway facility.
- 5.4.9 The County's Offsite Waste Water Levy Bylaw shall apply within the MSDP area. Waste water service within the Railway Facility shall be determined by a Sanitary Servicing Agreement to be negotiated at the Subdivision and/or Development Permit stage, to the satisfaction of the County.

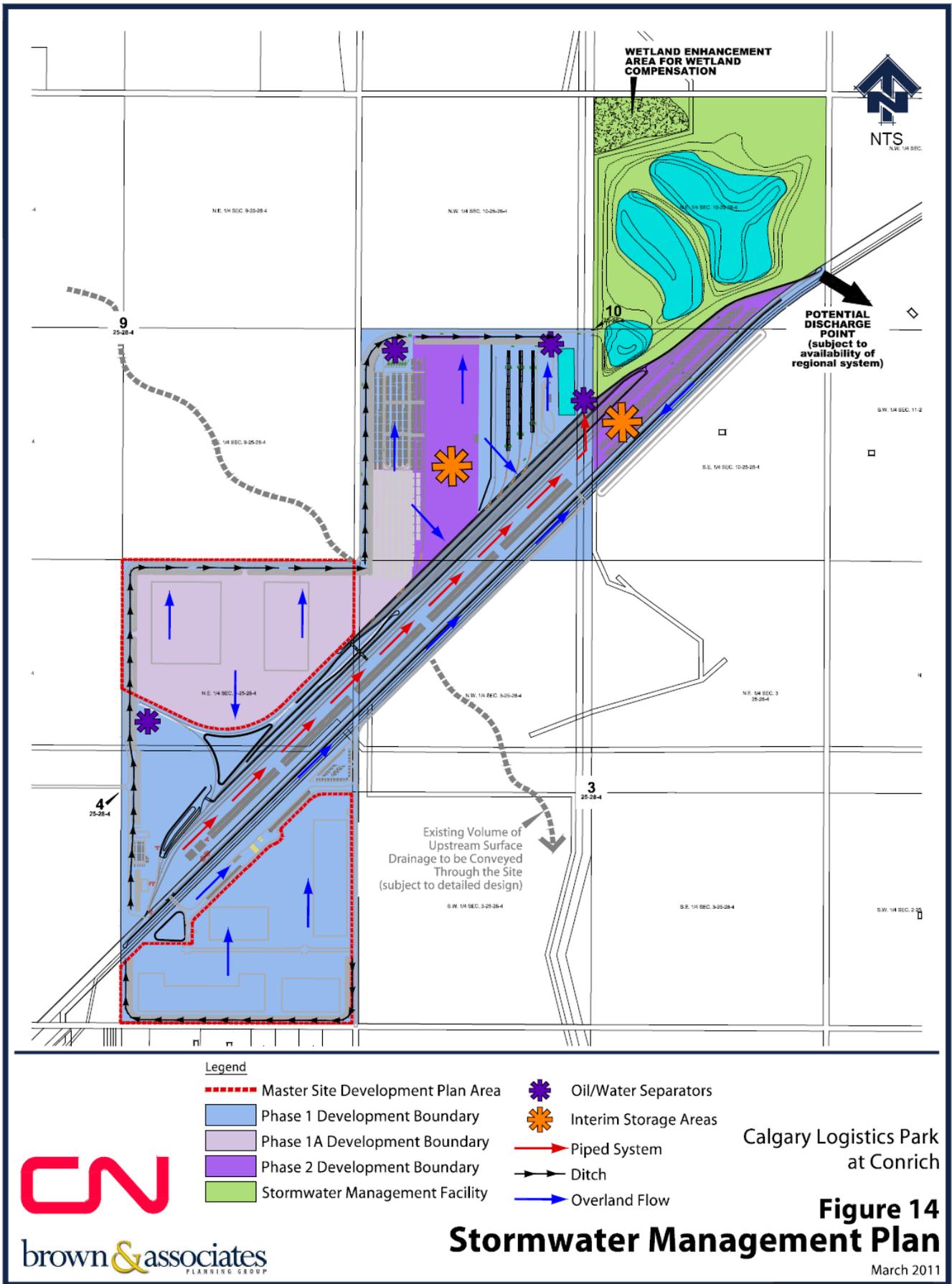
## 5.5 Stormwater Management

A Stormwater Management Report (AECOM, 2010) was prepared to establish an integrated strategy to provide stormwater management infrastructure within the MSDP area and Railway Facility as illustrated on **Figure 14 – Stormwater Management Plan**. The Logistics Park's stormwater management facility will be designed to retain 100% of the surface drainage generated within the MSDP area and the Railway Facility. The integrated stormwater management infrastructure system is expected to be implemented by the developer in three (3) general phases described as follows:

The **Phase 1 Stormwater Development Boundary** includes the southern portion of the MSDP area and the portion of the Railway Facility including the Administrative Building, a portion of the Automotive Compound, a portion of the Transload Facility and the Cargoflo area. A piped storm sewer system will be installed within the Railway Facility's Intermodal Pad to direct drainage to the stormwater facility. All other areas within the Phase 1 boundary will be serviced via an overland drainage ditch network designed to convey storm flows to the stormwater facility along an alignment situated south of CN's mainline and along the perimeter access roadways. Oil/Water Separators will be installed in strategic locations to pre-treat surface drainage prior its discharge into the stormwater facility.

The **Phase 1A Stormwater Development Boundary** includes the northern portion of the MSDP area and remainder of the Automotive Compound. The overland drainage ditch will convey surface drainage within the Phase 1A boundary to the stormwater facility. Oil/Water Separators will treat surface drainage prior to discharge. The Stormwater Management Report (AECOM, 2010) indicates the Railway Facility's stormwater management system lacks sufficient capacity to retain all surface drainage associated with full build-out within the **Phase 1** and **Phase 1A** boundaries. To achieve full build-out, two 'interim stormwater retention' areas will be provided within the Railway Facility as illustrated on **Figure 14**.

The **Phase 2 Development Boundary** includes the portions of the Railway Facility expected to be reserved for areas of 'interim stormwater retention'. CN will withhold development in this area until such time a downstream stormwater discharge option becomes available (or other appropriate management alternatives within the Railway Facility can be implemented that do not require the downstream discharge).



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Surface drainage generated within the MSDP area and the Railway Facility will be directed to a stormwater management area to be constructed within the northeast portion of the Logistics Park. Stormwater will be retained and disposed of through natural ground infiltration, natural evaporation and implementation of enhanced evaporative techniques (e.g. spray-nozzles). Stormwater may be used to augment potable water requirements within the Railway Facility and/or used for irrigation within the MSDP area - subject to applicable regulatory requirements.

The overall design of the stormwater management infrastructure system will account for a 'pass-through' of an existing volume of surface drainage from lands upstream of the MSDP area as generally illustrated on **Figure 14**.

The County is presently investigating the feasibility of a regional stormwater management strategy within the greater Conrich / Chestermere area. CN expects that implementation of this regional system is generally required to facilitate the ultimate site improvements within the Phase 2 Development Boundary (unless other drainage management alternatives can be implemented within the Railway Facility). CN acknowledges the timeline expected for implementation of a regional stormwater management system is uncertain and may not occur within the foreseeable future.

**Policies:**

- 5.5.1 The MSDP area and the Railway Facility will be serviced with an integrated stormwater management infrastructure system as generally illustrated on Fig 14 - Stormwater Management Plan.**
- 5.5.2 The Canadian Transportation Agency (CTA) shall consider approval of the stormwater management facility in accordance with Environment Canada Guidelines.**
- 5.5.3 The stormwater management facility shall be designed to retain 100% of the surface drainage generated within the MSDP area and the Railway Facility.**
- 5.5.4 The design of the stormwater management system shall consider a 'flow-through' for the existing volume of surface drainage patterns upstream of the MSDP area without being diverted into the main retention pond in the Railway Facility.**
- 5.5.5 Build out of development within the Phase 1 & 1A boundary areas may require CN to provide 'interim stormwater storage capacity' within the Railway Facility as illustrated on Figure 14 pending availability of a downstream discharge (or appropriate management alternatives are implemented within the Railway Facility that do not require a downstream discharge).**
- 5.5.6 Oil/Water Separators shall be installed at strategic locations within the MSDP area to pre-treat surface drainage prior to release into the stormwater management facility.**
- 5.5.7 Disposal of treated stormwater will occur through natural ground infiltration, conventional evaporation and implementation of enhanced evaporation techniques (e.g. spray-nozzles).**
- 5.5.8 Stormwater may be used to augment use of potable water within the Railway Facility and to irrigate landscaped areas within the MSDP area, in accordance with applicable regulatory requirements.**
- 5.5.9 All stormwater management infrastructure within the MSDP area (except for 'lot-level infrastructure') and Railway Facility shall be constructed by the developer at the subdivision and/or development permit stage, in accordance with the terms of a Development Agreement, to the satisfaction of the County.**
- 5.5.10 The County shall maintain all stormwater management infrastructure within the MSDP area.**
- 5.5.11 CN shall maintain all stormwater management infrastructure within the Railway Facility.**
- 5.5.12 The developer shall provide the County with a Stormwater Utility Right-of-Way Plan with an accompanying URW Agreement to establish an expectation for the County to access and improve stormwater infrastructure within the MSDP area (and charge back all costs required to do so).**
- 5.5.13 The URW Agreement(s) referenced by Policy 5.5.12 shall also establish expectations for the County to access the Stormwater Facility within NE & Pt. SE 10 in the event emergency maintenance is required to prevent potential spills that would otherwise negatively impact adjacent lands.**

- 5.5.14 The developer may be required to provide an update to the Stormwater Management Plan (AECOM, 2010) at each subdivision and/or development permit stage to demonstrate that the function and design of the Railway Facility's stormwater management infrastructure will not be negatively impacted by ongoing development in the MSDP area, to the satisfaction of the County.
- 5.5.15 Any future downstream discharge from the Logistics Park's Stormwater Management Facility must meet applicable Provincial and County requirements for water quantity and quality standards, infrastructure needs, and will require appropriate terms and approvals, including permission for a downstream outfall.
- 5.5.16 CN shall provide the County with annual reporting respecting ongoing groundwater monitoring, in-situ infiltration testing and seepage analysis to demonstrate the continued positive operation and maintenance of stormwater management infrastructure within the Railway Facility.
- 5.5.17 In the event that ongoing operation of stormwater management infrastructure within the Railway Facility creates adverse impact to stormwater management infrastructure within the MSDP area, any mitigation works required to correct the adverse conditions shall be the responsibility of CN.

## 5.6 Wetland Compensation

As referenced in Section 2.4.5, the MSDP area and the Railway Facility includes existing wetlands that are expected to be disturbed when the site is developed. CN will provide compensation for disturbed wetlands within the Railway Facility as per Environment Canada Guidelines. Concurrently, CN will provide compensation for disturbed wetlands within the MSDP area as per Alberta Environment requirements. An area of habitat replacement and/or enhancement will be provided by CN within the stormwater management facility as generally illustrated on **Figure 14** in order to offset wetland disturbances. It is noted that this habitat area is expected to function independently from the adjacent stormwater treatment and detention facilities.

### Policies:

- 5.6.1 The stormwater management facility shall incorporate an area of natural habitat as compensation for wetlands disturbed by development within the MSDP area and Railway Facility.
- 5.6.2 Compensation for the area of wetlands disturbed within the Railway Facility shall be provided within the stormwater management facility area as per Environment Canada Guidelines.
- 5.6.3 Compensation for the area of wetlands disturbed within the MSDP area shall be provided within the stormwater management facility area as per Alberta Environment requirements, to the satisfaction of the County.

## 5.7 Shallow Utility Servicing

The Conceptual Servicing Design Brief (AECOM, 2010) describes how the MSDP area may be serviced with private franchised utilities described as follows:

### **Electricity**

Fortis has indicated they will provide electrical service within the MSDP area. A 25 MVA line must be extended to the MSDP area from Rge Rd 284 and the existing substation in Balzac must be upgraded to facilitate distribution of the required electrical load. These system upgrades will be required at the subdivision and/or development permit stage.

### **Natural Gas**

ATCO Pipelines owns a Level 1 high-pressure natural gas line within the MSDP area parallel to and directly south of the CN main line as illustrated on **Figure 5**. A new low-pressure natural gas distribution main will be extended from the high pressure main to provide natural gas service within

the MSDP area and the Railway Facility. A pressure-reducing station will be installed at the proposed tie-in location. These system upgrades will be completed at the subdivision and/or development permit stage.

### **Sour Gas**

Nexen owns a Level 2 sour gas distribution line within the MSDP area as illustrated on **Figure 5**. CN is working with Nexen to re-route this existing pipeline in order to mitigate the applicable ERCB building setbacks at the subdivision and/or development permit stage.

### **Telecommunication Infrastructure (Fibre Optic)**

The MSDP area is not presently serviced with telecommunication infrastructure. CN is negotiating with local service providers regarding extension of these services. Telecommunications infrastructure may be installed within the public landscaped area north of Twp Road 250 at the subdivision and/or development permit stage. Conduits will be extended into the MSDP area and Railway Facility as required.

#### **Policies:**

- Policy 5.7.1** The Developer shall provide all shallow utilities within the MSDP area.
- Policy 5.7.2** Shallow utilities shall be constructed within appropriate utility rights-of-way established at the subdivision and/or development permit stage.
- Policy 5.7.3** Shallow utilities shall not be constructed within public road allowances.
- Policy 5.7.4** Electrical distribution lines may be installed overhead, whereas all other utilities shall generally be installed within underground conduits.
- Policy 5.7.5** Notwithstanding policy 5.7.4, if electrical distribution lines are required between building facades and the public landscaped area along Twp Rd 250, they shall be installed underground.

## **5.8 Solid Waste Management**

CN and/or a Business Lot Owner's Association will contract solid Waste Management to a qualified waste management service provider.

#### **Policies:**

- Policy 5.8.1** A qualified waste management provider, to be contracted by CN and/or a Business Lot Owner's Association, will provide solid waste management services within the MSDP area.

## 6.0 OPEN SPACE CONSIDERATIONS

### 6.1 The MSDP / Conrich Community Interface

The area immediately south of the MSDP includes existing country residential uses. The County is preparing the Conrich Community Development Strategy (CDS), which will define the expectation for this area to evolve, over time, with higher density residential and/or business development. At this time, the CDS has not been completed, and as such, the expectation for the specific configuration of future land use to be situated directly south of the MSDP area has not been determined.

Introduction of industrial development within the MSDP area may affect the land use character south of Twp Rd 250. It is important to mitigate the potential negative visual impacts when placing different land use types in proximity. As such, the mutual boundary between the MSDP area and the existing/future Conrich community must include an appropriately designed and visually attractive interface.



### 6.2 Linear Municipal Reserve – A Community Amenity

A linear public landscaped area (Municipal Reserve) will be established within the southern boundary of the MSDP area as generally illustrated on **Figure 10** (and the conceptual rendering above). The linear Municipal Reserve (MR) is expected to buffer a portion of the Rge Rd 283 frontage, the entire Twp Rd 250 frontage, and the southwest portion of the MSDP area.

The MR is expected to be  $\pm 25$  m wide along the Rge Rd 283 and Twp Rd 250 frontages and  $\pm 40$  m along the affected portion of the MSDP area's western boundary. The additional width of MR will accommodate a corridor for utility services and a potential Public Utility Lot (PUL) for a sanitary lift station as described in Section 5.0.

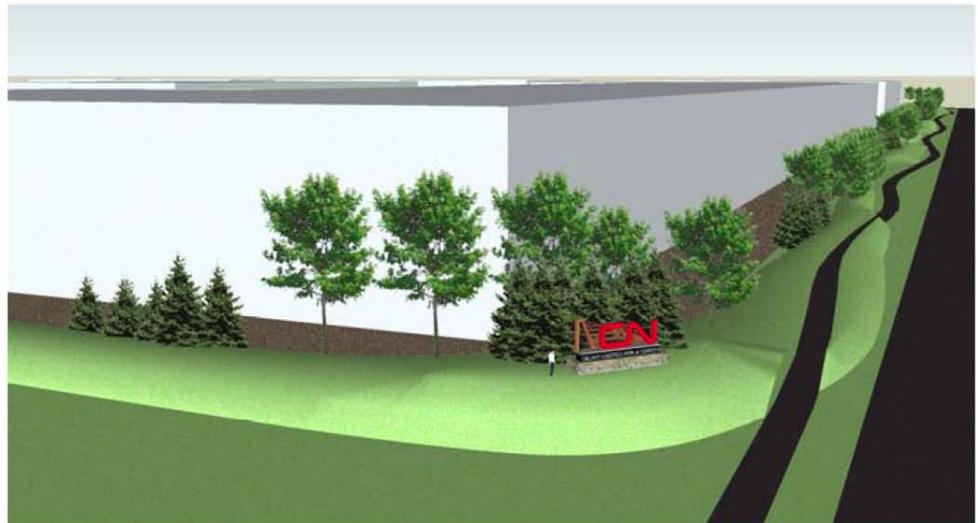
The linear MR parcel will include a variety of landscaping enhancements intended to provide an attractive facade for the portion of the MSDP area facing the Conrich community.

Landscaping elements within the MR area are likely to include:

- A trees & shrub planting scheme;
- An intermittent ‘rolling’ earth berm;
- Business Park Signage Feature(s); and
- A Regional Pathway.

Given the County’s typical practice to restrict the use of potable water for irrigation, landscape treatments within the MR will include native and/or drought-resistant species. Grading within the MR and adjoining properties will be designed to direct surface drainage into isolated trap-lows – that coincide with the location of landscape clusters. Water for irrigation may be trucked to the MR area from the stormwater management facility during extreme drought conditions.

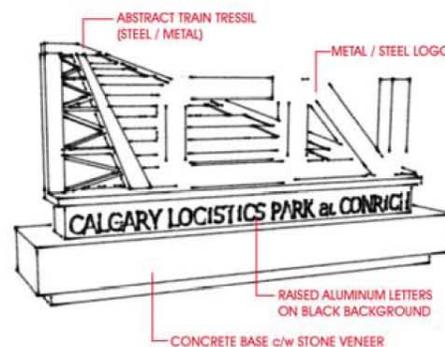
The developer will construct a regional pathway within the MR along the entire southern width of the MSDP area to provide a pedestrian connection between the Conrich Community and the MSDP area, and potentially with the adjoining properties situated north of Twp Rd 250. The pathway is expected to include a paved asphalt surface 2.5 m wide.



Perspective View – From southwest



Perspective View – From southeast



- NOTES:**
- CONSIDER SIGN LIGHTING USING SOLAR TECHNOLOGY.
  - PROVIDE SURROUNDING LANDSCAPING TO TIE SIGN INTO PROPOSED LANDSCAPE BERM.
  - EVERGREEN BACKDROP
  - NATIVE, DROUGHT TOLERANT SHRUB MATERIAL



Conceptual Signage Details

The developer will prepare a Landscaping Plan at the associated subdivision stage to detail the specific improvements within the MR area and confirm maintenance requirements.

**Policies:**

- Policy 6.2.1** Municipal Reserve (MR) shall be provided within the MSDP area through land dedication and cash-in-lieu payment pursuant to the provisions of the Municipal Government Act. The exact amount of each will be determined at the associated subdivision stage.
- Policy 6.2.2** The developer shall dedicate a linear MR along the southern portion of the MSDP area as generally illustrated on Figure 10.
- Policy 6.2.3** The developer shall construct a regional pathway within the MR as generally illustrated on Figure 10. The design of the pathway shall be in accordance with County standards.
- Policy 6.2.4** The developer may construct a landscaped entry feature(s) within the MR.
- Policy 6.2.5** The developer shall construct a fence between the MR and the Railway Facility, to the satisfaction of the County.
- Policy 6.2.6** The developer shall prepare a Landscaping Plan at the subdivision and/or development permit stage, to be prepared by a qualified professional, to detail the type and extent of landscaping and specific type and configuration of recreation improvements within the MR.
- Policy 6.2.7** The developer shall implement the landscaping and recreation improvements within the MR area in accordance with the specifications established by the Landscaping Plan.
- Policy 6.2.8** The County shall assume maintenance of the improved MR upon issuance of a Final Acceptance Certificate in accordance with the terms of a Development Agreement, excluding the landscaped entry feature(s) which shall be maintained by CN and/or a Business Lot Owner's Association subject to the terms of a Lease Agreement, to the satisfaction of the County.
- Policy 6.2.9** Public and/or private utilities may be installed within the MR area provided their alignments do not conflict with ongoing access and/or maintenance of landscaping and/or recreation improvements.

### **6.3 Private Landscaping Easement Area**

As illustrated on **Figure 10**, private landscaped areas will be provided within each business lot within the MSDP area. These private landscaped easement areas are expected to be developed along between warehouse building facades and the surrounding perimeter public and/or private access roads. Vegetation within the landscaped easement area may include plant materials specifically designed to filter sediment and accommodate some uptake of suspended / dissolved pollutants. The landscaped easement area will be constructed by the developer of each business lot subject to the requirements at the development permit stage. A Business Lot Owner's Association will maintain either by each individual lot owner or the landscaped easement area.

**Policies:**

- Policy 6.3.1** A private landscaped easement area is expected to be provided by the developer of each business lot as generally illustrated on Figure 10 (in accordance with the landscaping requirements of the County's Land Use Bylaw).
- Policy 6.3.2** The developer shall prepare a Landscaping Plan prepared at the development permit stage, to be prepared by a qualified professional, to detail the type, configuration and maintenance of all plantings within the private landscaped easement area.

## 7.0 COMMUNITY SUPPORT CONSIDERATIONS

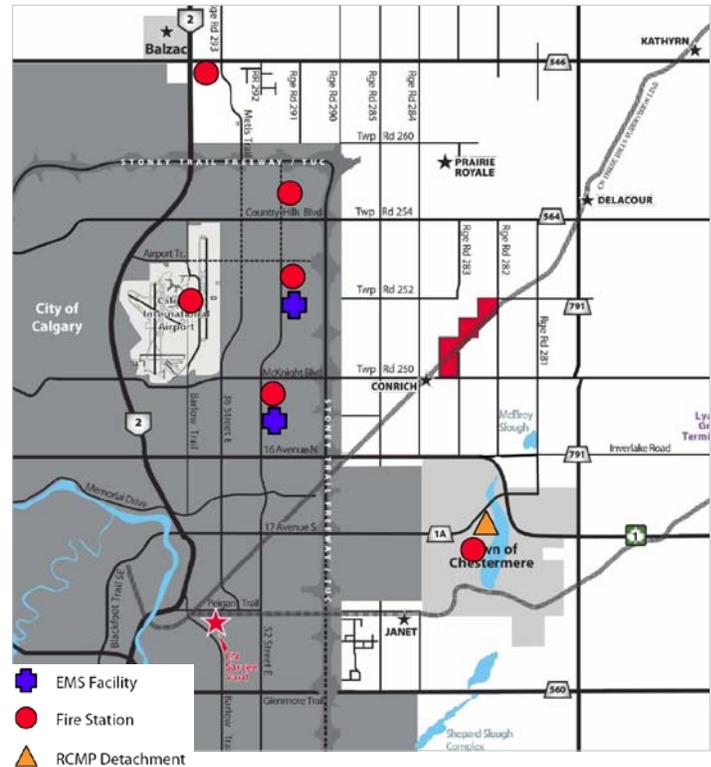
### 7.1 Fire Response

Primary fire service response is expected to be provided to the MSDP area from existing Fire Stations located in northeast Calgary subject to the provisions of a Mutual Aid Agreement. A secondary response is expected from the Rocky View County's existing Fire Station located in East Balzac and the Fire Station in the Town of Chestermere. Fire suppression will be provided by the municipal potable water supply system with appropriate design that considers required hydrant spacing.

### 7.2 Police Response

Police service within the MSDP area is expected to be provided by the Royal Canadian Mounted Police Detachments situated in the Town of Chestermere and supported by Rocky View County Community Peace Officers.

CN operates its own police service, which will provide patrols within the Railway Facility.



### 7.3 Emergency Medical Service Response (EMS)

The Calgary Logistics Park at Conrich will be serviced by 911 Emergency Services with an emergency locator system set up for each individual property. EMS response within the MSDP Area is expected from EMS Stations situated in the City of Calgary.

### 7.4 Community Recreation Contribution

The provision of recreational amenities enables the County to achieve its strategic objective to create complete communities.

As discussed in Section 6.0, a Municipal Reserve parcel will be established immediately north of Twp Rd 250 to include landscaping enhancements to transition the south edge of the MSDP area from the Conrich community. This MR will include a regional pathway connection to be constructed by the developer.

The developer will also consider contributing to the Community Recreation Fund at the subdivision and/or development permit application stage.

## 8.0 ARCHITECTURAL CONSIDERATIONS

### 8.1 Overview

The developer is expected to implement enhanced architectural standards for building elevations facing towards the Twp Rd 250 frontage (and the Conrich community). Implementation of the County's Commercial, Office and Industrial Guidelines will occur at the development permit stage through consideration of building and design principles detailed in the following sections.

### 8.2 Building Considerations

All site and building design layouts will conform to the regulations listed in Section 69 Industrial – Industrial Activity District (I-IA) as per the County's Land Use Bylaw (C-4841-97).

Building facades presenting towards Twp Rd 250 will incorporate

variations in colour & material finish and shall contain roofline articulations to visually break the significant mass of the warehouse facades facing towards Twp Rd 250.

The use of "green" energy-saving construction techniques, which result in enhanced efficiencies, will be encouraged in all buildings within MSDP area.

### 8.3 Landscaping & Visual Buffering

As detailed in Section 6.0, CN will dedicate and construct a linear Municipal Reserve (MR) parcel situated along the south boundary of the MSDP area. The landscaping elements within this MR will include planting elements with species appropriate for the natural sub-region that compliment the building considerations listed in Section 8.2.



## 8.4 Parking & Loading

Parking for passenger vehicles will be situated in general proximity to the main entry of each building.

Large-scale parking, service and loading areas will be developed within the portions of the MSDP area that present towards the Railway Facility.

Wherever possible, open outdoor storage areas will be screened from adjacent properties and public roads.

Equipment and materials that require outside storage will be maintained in an orderly fashion at all times.

## 8.5 Fencing

The developments within the MSDP area may include perimeter fencing for security purposes.

All fencing will include materials designed and constructed to maintain original quality without frequent maintenance.

Fencing will be discouraged within yards facing directly onto Twp Rd 250. If required for visual screening and/or security purposes, fencing in these areas will include a low-scale decorative design.



## 8.6 Lighting

All exterior lighting within the MSDP area will consider “dark sky” principles to mitigate potential for light pollution affecting adjacent properties. All exterior light fixtures will include full cut-offs to direct light downward and prevent light spillage from the MSDP area onto adjacent lands.

## 8.7 Signage

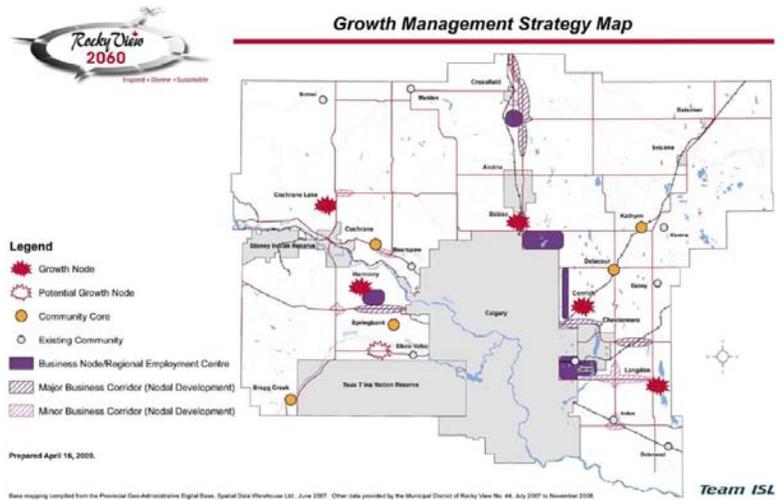
Signage within the Customer Warehouse Areas will include a high quality design & construction compatible with the overall building design sized and placed in accordance with the requirements of the County’s Land Use Bylaw. No backlit signage will be permitted within the MSDP area.

## 9.0 MUNICIPAL POLICY CONSIDERATIONS

### 9.1 Rocky View County Growth Management Strategy, 2009 (GMS)

The GMS identifies the Conrich area as one of five (5) Growth Nodes, which will evolve, over time, into sustainable rural settlements. Growth Nodes are expected to be supported by a complete range of land uses purposefully integrated to create vibrant and livable communities. Growth Nodes are also expected to be serviced all required transportation, utility servicing and community support infrastructure.

Implementation of a significant warehouse business park in close proximity to the existing Conrich residential area is consistent with the Growth Management Strategy's strategic objectives of creating complete communities. The non-residential assessment base generated by the MSDP area and Railway Facility will facilitate and enhance ongoing growth opportunities in this portion of the County. Transportation and Utility Servicing infrastructure constructed in support of the MSDP area and Railway Facility will provide a similar community benefit.



### 9.2 Municipal Development Plan, 1997 (MDP)

The Municipal Development Plan (1997) encourages business developments that strengthen the County's economy.

The MDP's **Section 6.0 – Business Development Policies** promote comprehensively planned business parks in proximity to concentrations of residential population (i.e. Hamlets) and where appropriate transportation & utility servicing infrastructure can accommodate the same. The MSDP area is situated adjacent to an existing residential community (anticipated to expand over time with 'urban-like' development densities). It is also situated directly adjacent to existing rail infrastructure that is conveniently accessed by the regional transportation network (Stoney Freeway). The MSDP area is serviced by the County's existing waste water infrastructure and the implementation of a municipal potable water utility system is anticipated in the short term.



## MUNICIPAL DEVELOPMENT PLAN



Bylaw C-4840-97 Adopted on July 6, 1998

MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44  
Department of Planning and Development & Building Services

The MDP's **Section 8.0 – Natural Environment Policies** promote the protection and management of environmental resources throughout the County. The consideration of biophysical and archaeological conditions is of primary importance when implementing non-agricultural land uses within the County. The Environment Impact Assessment completed in support of CN's application to the **Canadian Transportation Agency (CTA)** demonstrates that development in the MSDP area and Railway

Facility will have limited negative affect on the site's existing environmental and archaeological conditions. The stormwater facility will include an area of habitat enhancement intended to offset any disturbances to existing wetland areas within the site.

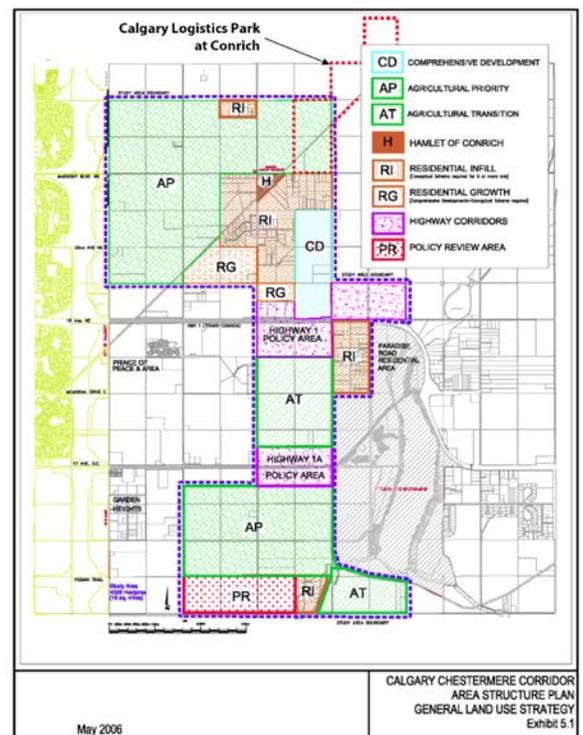
The MDP's **Section 9.0 – Infrastructure Policies** promote the County's transportation and utility servicing infrastructure. The MSDP area is situated directly adjacent to an established Long Range Transportation Network roadway, alongside an existing regional waste water infrastructure system and within an area targeted for implementation of a municipal potable water system. The developer will contribute development levies that will enhance the County's existing and proposed infrastructure required to service the MSDP area. Similarly, the developer will construct new infrastructure to improve and expand the area's servicing capacity.

The MDP's **Section 10.0 – Open Space and Recreation Policies** promotes implementation of recreational amenities for Rocky View residents. The provision of passive and active recreational amenities should be accommodated in all developments. Although planned as an industrial development, the MSDP will include a linear park facility (MR) with a regional pathway connection along its interface with the existing Conrich community. This MR will establish a visual buffer between the MSDP area.

### 9.3 Calgary – Chestermere Corridor Area Structure Plan, 2004 (CCCASP)

The Calgary – Chestermere Corridor Area Structure Plan (CCCASP) was adopted in 2004 to establish ongoing planning and development expectations within the Plan Area. The ASP defines a concept to implement a range of residential, employment and agricultural land uses and a sequential development strategy.

A portion of the MSDP area is included within the northeastern portion of the CCCASP within an 'Agricultural Priority' policy area (AP) as illustrated. The ASP acknowledges that non-agricultural developments warrant consideration within the AP area provided that a comprehensive plan is prepared to justify their removal from agricultural production. The CCCASP's Section 6.7 - Comprehensive Developments provides a framework for Council to consider such development proposals. The MSDP was prepared in accordance with Section 67 of the ASP so as to contemplate an appropriately planned non-agricultural development that considers the compatibility and integration of the proposed use with surrounding land uses, all relevant on and off-site impacts, and intermunicipal interests which might arise in the course of development of the lands.



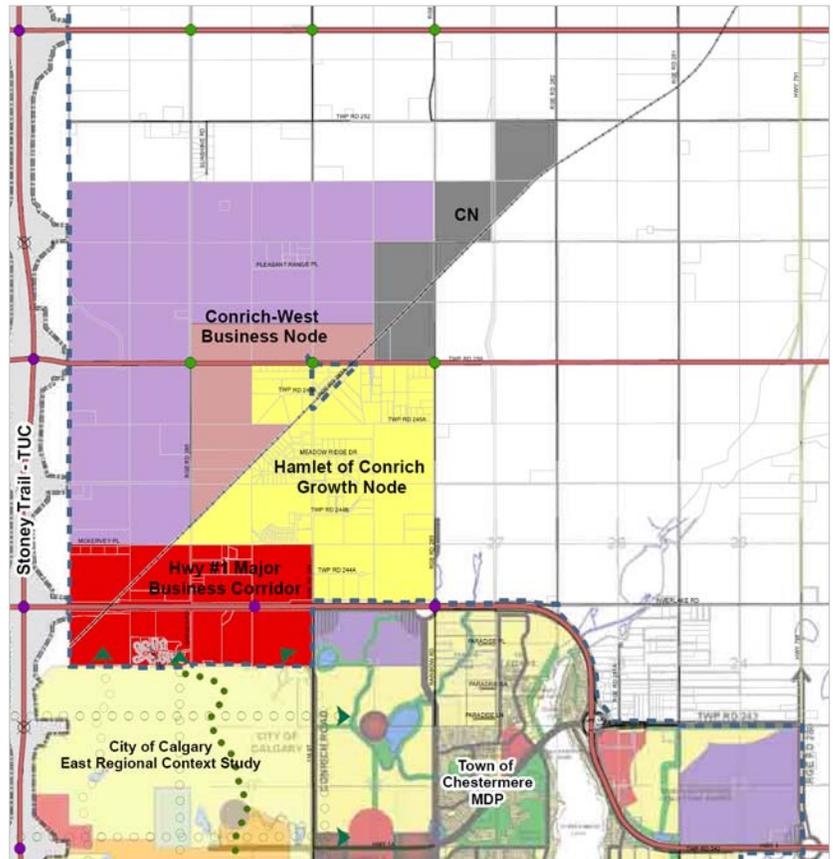
The Calgary – Chestermere Corridor ASP supports the County's Municipal Development Plan and the City of Calgary / Rocky View County Intermunicipal Development Plan by providing more detailed planning policy within an area of mutual development interest. Since the CCASP was adopted, the City of Calgary and the Town of Chestermere have annexed portions of the Plan area.

## 9.4 Conrich Community Development Strategy & Hamlet Plan (CDS)

The County adopted the Terms of Reference for the Conrich Community Development Strategy (CDS) in April 2010.

The purpose and intent of the CDS is to define the settlement pattern and infrastructure system in an area. To do this, a Community Development Strategy establishes the edges of areas within which a distinct land use and servicing strategy could provide the basis for a coherent neighbourhood with a particular sense of place. The Community Development Strategy (CDS) will provide the foundation and focus for future planning activities within the Conrich community.

The County's preparation process in support of the Conrich CDS is ongoing. However, a broad framework has been drafted to illustrate the approximate location of land uses expected to unfold over time. Generally, concentrated residential developments are expected south of Twp Rd 250, east of Rge Rd 285 and north of Hwy 1. Commercial/Industrial developments are expected west of Rge Rd 285 and north of Twp Rd 250.



The Calgary Logistics Park at Conrich is consistent with the draft land use concept as illustrated. However, the Master Site Development Plan acknowledges the CDS has not been adopted by the County, and as such, cannot be used to rationalize consideration of this Plan.

## 9.5 Intermunicipal Considerations

The County's Municipal Development Plan encourages intermunicipal cooperation when development proposed within the County has potential to impact mutual planning interests. The development proposed within the Calgary Logistics Park at Conrich has regional significance, and as such, has potential to influence planning & development interests within the City of Calgary and the Town of Chestermere.

Because the MSDP area is located outside the official circulation boundary of both the City of Calgary and the Town of Chestermere, the County met with each jurisdiction's Intermunicipal Committees to explain the preliminary development vision for the Calgary Logistics Park and discuss mutual interests.

## 10.0 IMPLEMENTATION

### 10.1 Land Use

The entire MSDP area is expected to be redesignated from Ranch & Farm District (RF) to Industrial – Industrial Activity District (I-IA) in accordance with the County’s Land Use Bylaw C-4841-97. Land use redesignation is expected to occur via a single amendment application within the MSDP area.

### 10.2 Subdivision & Development

Subdivision is generally anticipated to proceed in two (2) phases. Phase 1 is expected to portion of the MSDP area south of the railway and Phase 2 will include the portion to the north. The developer via the County’s Development Agreement process will implement transportation and Utility infrastructure required to service each subdivision phase. Notwithstanding, subdivision within the MSDP areas may proceed in a single phase or multiple phases without requirement of an amendment to this Plan subject to the availability of transportation and utility servicing infrastructure. Dedication and improvements to the linear Municipal Reserve (MR) will occur as part of subdivision approval within the southern portion of the MSDP area. Development of each lot within the MSDP area will occur via the Development Permit process, as per County requirements (and in consideration of the matters listed in Section 8.0 of this Plan).

### 10.3 The Calgary Logistics Park Business Lot Owner’s Association

CN will establish the Calgary Logistics Park Business Lot Owner’s Association (CLPBLOA) at the subdivision stage. A Restrictive Covenant will be registered on each title created for business development purposes within the Customer Warehouse Areas. The Covenant will specify each owner’s responsibilities as a member of the CLPBLOA to:

- Manage a contract with a waste management provider;
- Manage a contract with a maintenance provider for all private roads and private landscaped areas;
- Maintain a contact list of all business owners within the Master Site Development area as required by Nexen in accordance with their ERCB regulations governing Emergency Planning Zone criteria; and
- Collect fees from each Business Lot Owner necessary to implement the aforementioned responsibilities.

### 10.4 Building Permit Review Process

Construction within the Railway Facility is subject to Federal jurisdiction, and as such, the County’s Building Permit process does not apply. Regardless, CN wishes to work collaboratively with the County to ensure all such development is constructed in accordance with National Building Codes and Fire Codes. CN will provide the County with confirmation that all structures within the Railway Facilities are designed and constructed in accordance with applicable Federal regulatory requirements. CN will forward copies of all associated inspections and provide summaries of periodic inspections to confirm that the structures continue to meet the applicable Federal regulatory requirements.

# 11.0 PUBLIC CONSULTATION

On January 27, 2011, CN convened an Open House at the Delacour Hall to present the draft Master Site Development Plan and its supporting details to the community.

The notice of the Open House was advertised in the Rocky View Weekly and posted on the Rocky View County website. A message communicating the date and time of the event was placed on the community sign at the Delacour Hall.

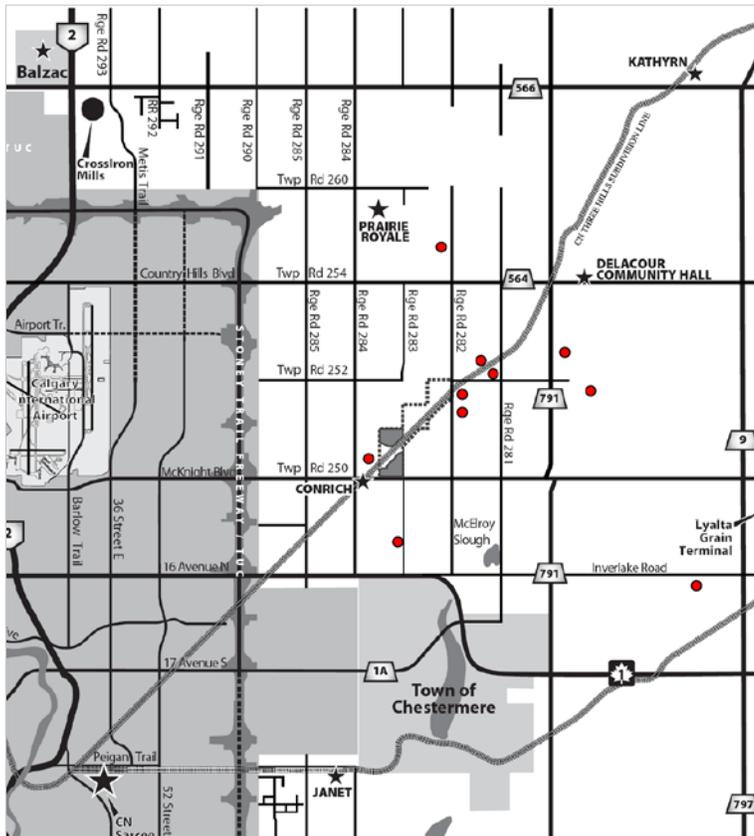
The Open House was well attended with twenty five (25) guests registering. Attendees were asked to indicate their land interests in relation to the Plan area (as illustrated by red dots on the map illustrated below). CN representatives and their technical consultants were on hand to welcome attendees, respond to questions and consider all feedback accordingly. An informal presentation with a variety of graphic display panels was provided.

## OPEN HOUSE

### Calgary Logistics Park Customer Warehouse Area

Please join CN and their team of consultants for an informal presentation regarding the Customer Warehouse Area Master Site Development Plan for the Calgary Logistics Park at Conrich.

**Thursday, January 27<sup>th</sup> 6:30 pm - 8:30 pm**  
 Delacour Community Hall  
 For further information please contact: Ken Venner  
 p - 403.692.4530 e - kvenner@brownandassociates.com



Attendees were provided a comment sheet to offer feedback in response to the presentation. No comment sheets were submitted for CN's consideration.

**SUPPORTING TECHNICAL STUDIES (UNDER SEPARATE COVER)**

1. CN Calgary Logistics Park CEEA Environmental Screening Report (Stantec., 2010)
2. Geotechnical Investigation (AECOM, 2010)
3. Traffic Impact Assessment (AECOM, 2010)
4. Safety Assessment Public At-Grade Crossing (AECOM, 2010)
5. Stormwater Management Report (AECOM, 2010)
6. Conceptual Servicing Design Brief (AECOM, 2010)