



Endeavor

LOGISTICS PARK

CONCEPTUAL SCHEME



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CONCEPTUAL SCHEME

March 2023

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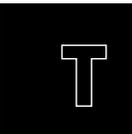
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1 Introduction

The Endeavor Logistics Park (Endeavor) Conceptual Scheme has been prepared on behalf of Anthem, in accordance with the requirements of the Balzac East Area Structure Plan. The purpose of this plan is to guide the future development of these lands through the application of strategic policy that will inform future planning stages.

A development concept has been prepared to illustrate the land uses, infrastructure servicing, road configuration, stormwater management, and proposed phasing strategy for the plan area.

WHAT IS A CONCEPTUAL SCHEME?

A Conceptual Scheme is a non-statutory plan prepared for a smaller area with an Area Structure Plan (ASP). It provides detailed direction on land use, subdivision, and development to Council, Administration, and the public. The Conceptual Scheme is informed by, and in accordance with, the policies of the guiding ASP. It will further identify policy of this area regarding planning, transportation, and servicing elements to ensure these items are addressed in advance of land use redesignation and subdivision.

2 Site Context

2.1 Plan Location + Ownership

As outlined in **Figure 1. Location Plan**, the Endeavor Conceptual Scheme is located within Rocky View County (the County), immediately north of the City of Calgary.

The plan area, largely owned by Anthem is approximately 53.56 hectares (132.35 acres), and bordered to the east by Range Road 292, the proposed Stoney North Logistic Centre to the south, Dwight McLellan Trail to the west, and Crossiron Drive to the north.

Ownership of the plan area and surrounding lands are outlined in **Figure 2. Ownership**.

The legal description and ownership of the Plan area includes:

- Lot 2, Block 1, Plan 1413400 — *Anthem*
- Block 1, Plan 731479 — *Transferred to Anthem*
- Block 2, Plan 731479 — *Transferred to Anthem*
- Lot 2, Block 3, Plan 8711165 — *GB East Balzac Lands Ltd.*

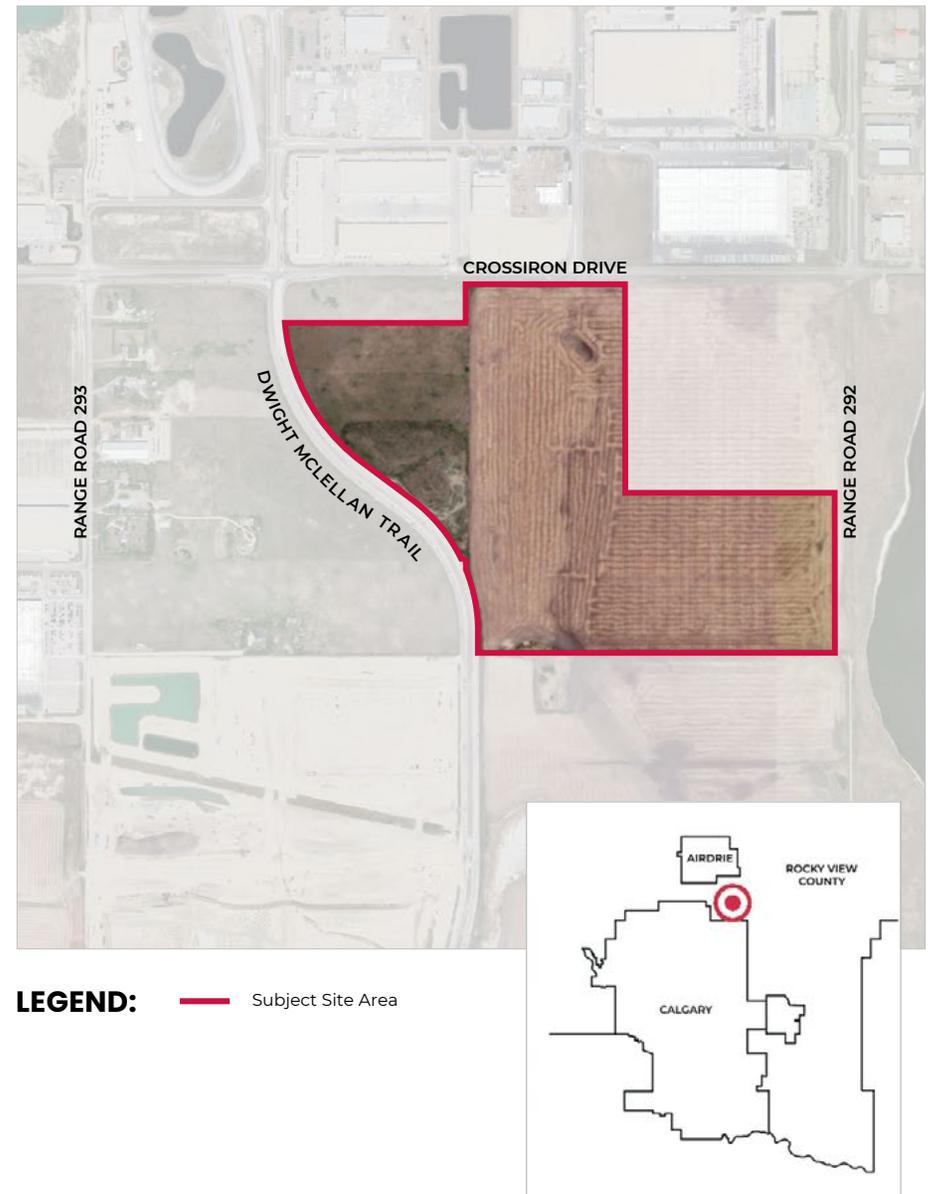
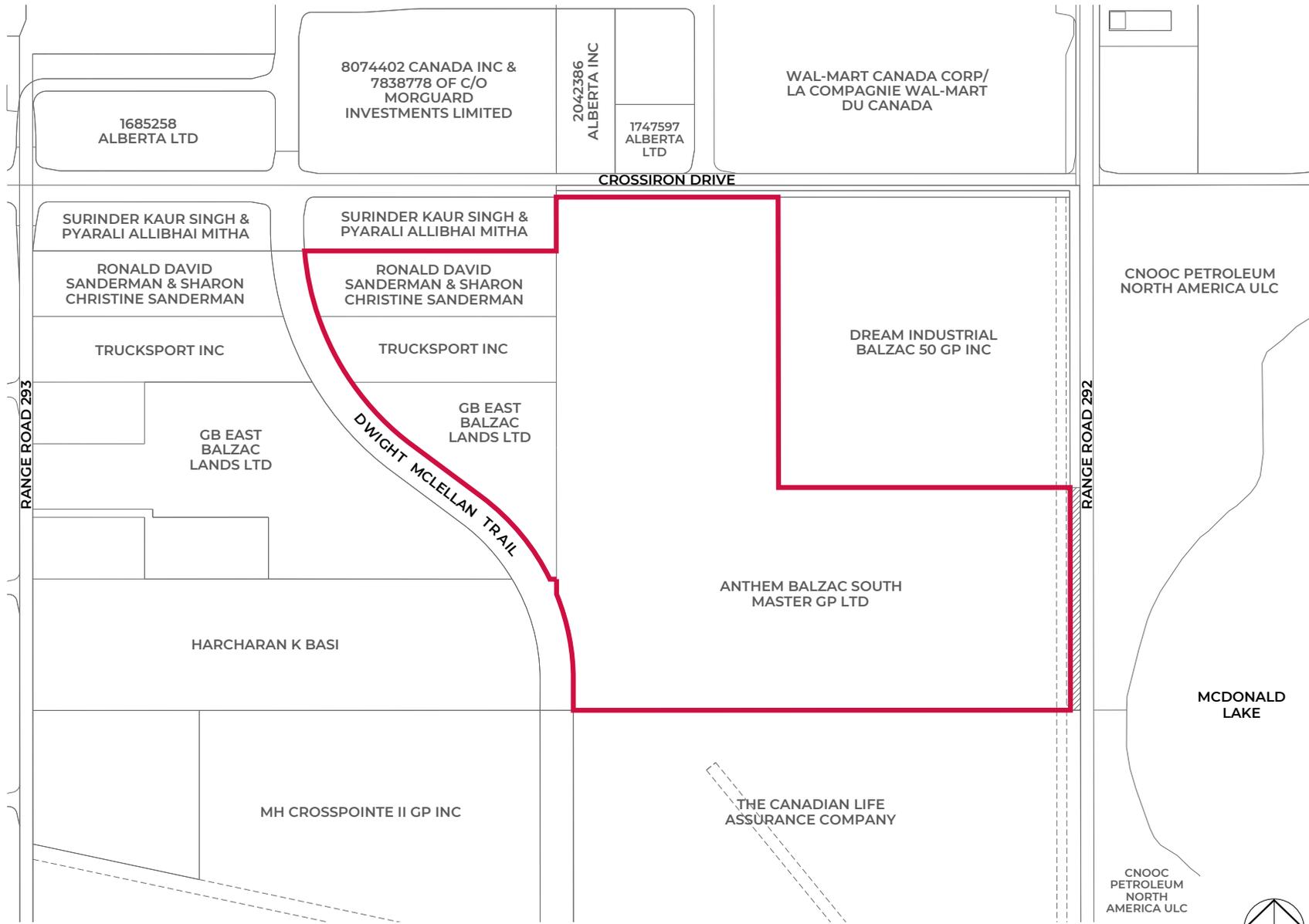


FIGURE 1. Location Plan



LEGEND: — Subject Site Area Previously Dedicated



FIGURE 2. Ownership



Calgary International Airport



Example of transport parking

2.2 History of the Endeavor Logistics Park

The dominant development form surrounding the plan area is industrial and commercial focused, characterized by large scale warehouse operations, logistic centers, and a large power station to the east. In addition, the plan area's proximity to the Calgary International Airport; and the associated development of an efficient transportation network in the area has resulted in an increased demand for logistics, warehouse, and light industrial development in this location.

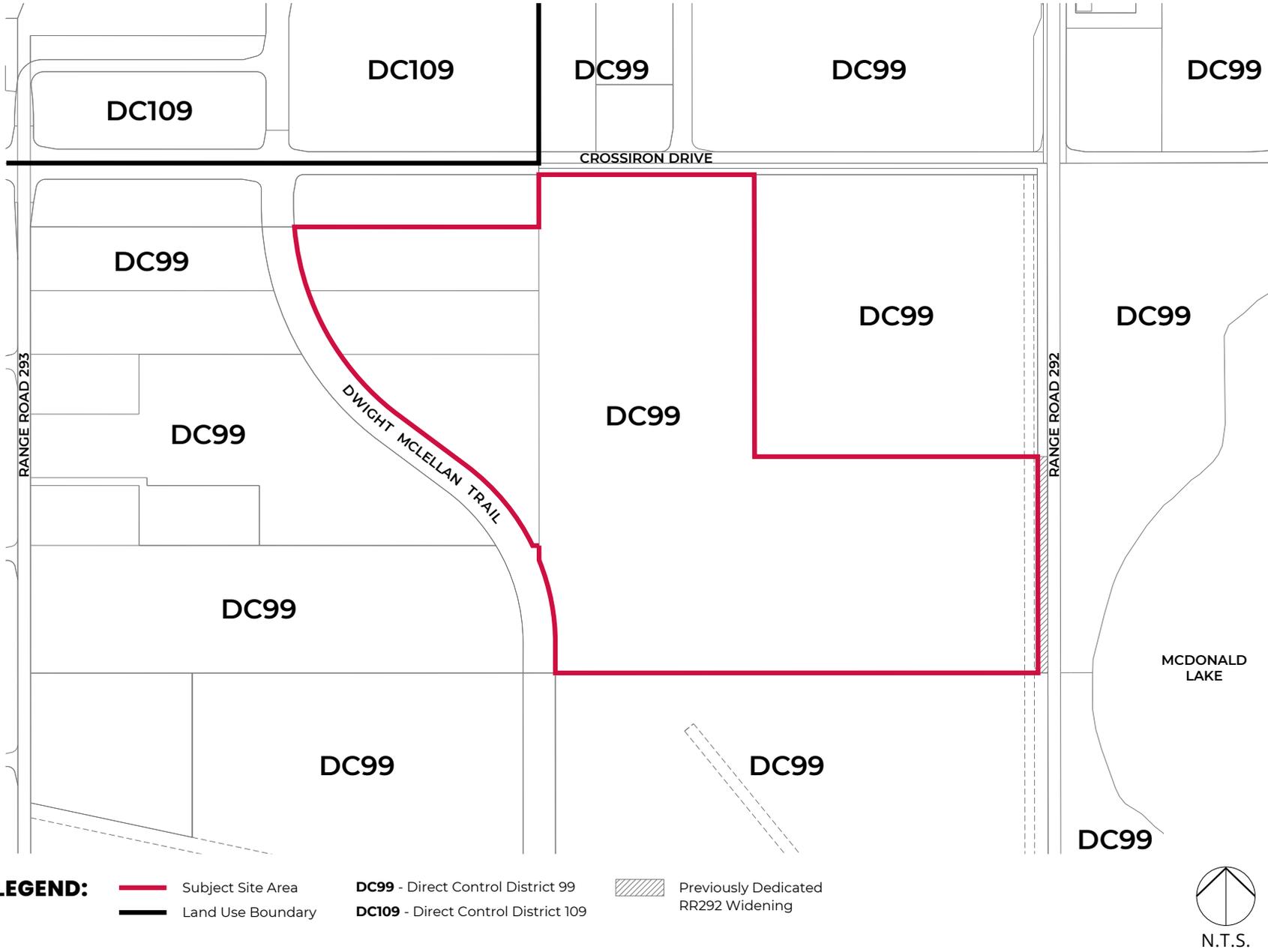
The Endeavor Conceptual Scheme supports the intensification of industrial activities through the development of an orderly, fully serviced light industrial area.

2.3 Existing + Surrounding Land Use

The plan area is currently designated Direct Control – 99, (DC-99). The intent of DC-99 is to enable the development of the Balzac East Special Development Area #4 Lands as identified in the Balzac East Area Structure Plan (BEASP). The Endeavor Conceptual Scheme area and surrounding parcels are identified in the Special Development Area #4 and are subject to special planning considerations to ensure that commercial and light industrial uses are compatible with adjacent residential uses.

The surrounding land uses are a combination of the following, as shown in **Figure 3. Existing Land Uses**.

- Northwest of the Plan Area – DC-109
- East of the Plan Area – DC99
- South of the Plan Area – DC99
- West of the Plan Area – DC99



2.4 Site Conditions

The plan area is located within the County and is bordered by two major roadways: Dwight McLellan Trail to the west and CrossIron Drive to the north. East of the plan area is Range Road 292 which runs adjacent to McDonald Lake.

As illustrated in **Figure 4. Existing Site Conditions**, the plan area is undeveloped and primarily used for agricultural purposes. Currently, there are agricultural access points to the site along Range Road 292, and along the south portion of the plan area. Overall, the plan area is generally flat and characteristic of a typical prairie landscape.

Located in the southeast area of the BEASP, the surrounding area is generally comprised of business industrial uses such as warehouses, distribution centers, industrial and business parks, and a large commercial shopping centre. South of the plan area, the Stoney North Logistics Centre is proposed and intends to complement existing industrial development in the area.

A scan for existing oil or gas infrastructure revealed a sour gas well located south of the plan area within the boundaries of the Stoney North Logistics Park plan area. The well and pipeline are capped and abandoned.

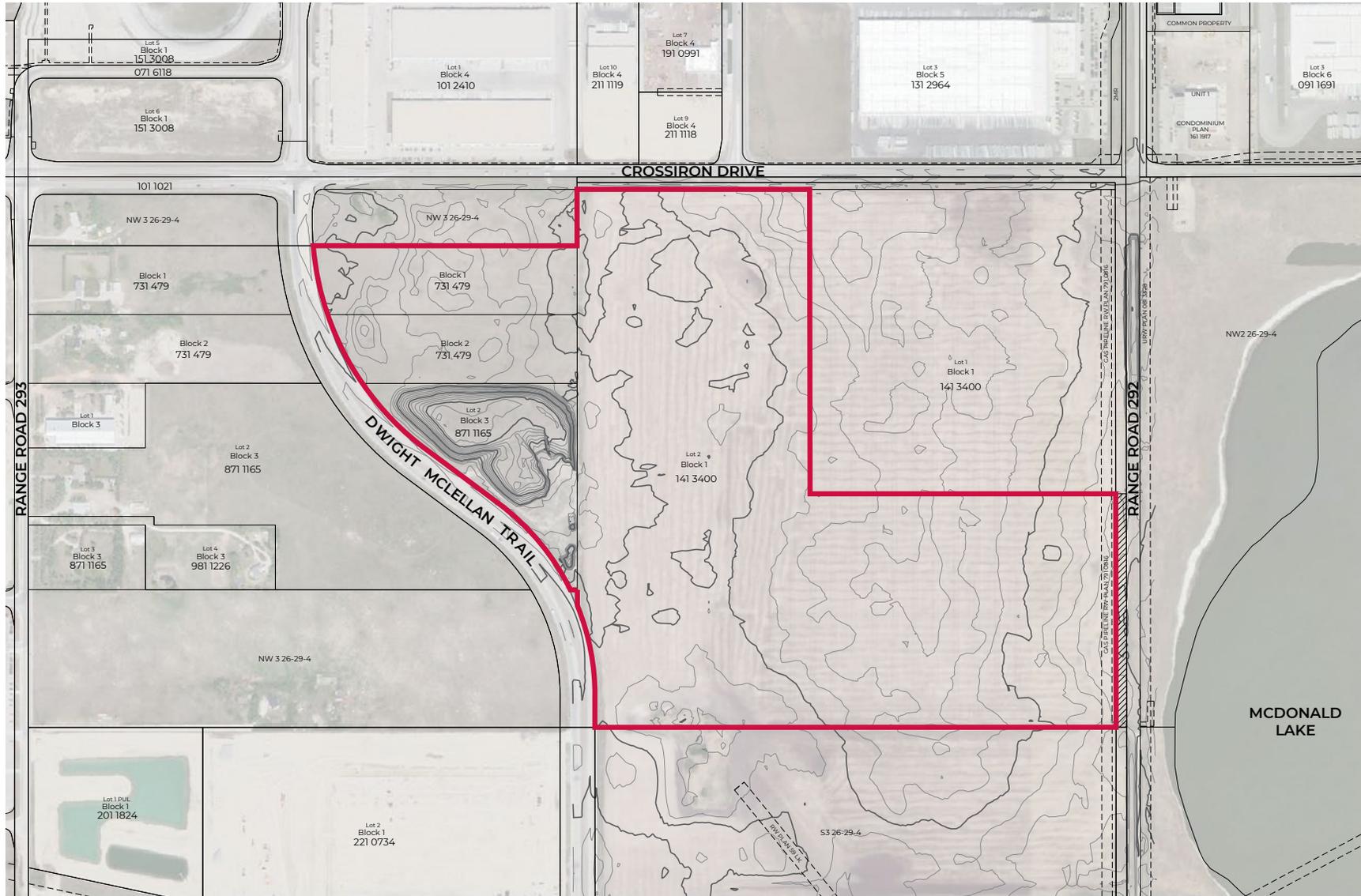
The BEASP contains an overview of the current drainage for the plan area within the ASP. The ASP depicts the site draining eastward towards Range Road 292 and McDonald Lake.



Site photos of the existing conditions of the Endeavor Conceptual Scheme plan area.

The BEASP describes how the Nose Creek Valley area is an important historical area as it was once used by Indigenous peoples for hunting, travelling, and camping. An initial scan for historical significance revealed that no known significant sites or archaeological sites area located within the plan area.

The existing site conditions are highlighted in **Figure 4. Existing Site Conditions**.



LEGEND:

- Subject Site Area
- Major Contours
- Minor Contours
- Previously Dedicated RR292 Widening



FIGURE 4. Existing Site Conditions

3 Policy Review



3.1 Regional Statutory Plans

The Endeavor Conceptual Scheme is located in the greater Calgary region. This section outlines the regional planning documents relevant to the plan area.

SOUTH SASKATCHEWAN REGIONAL PLAN (SSRP)

The South Saskatchewan Regional Plan (SSRP) is a framework for managing Alberta's land and natural areas. The SSRP has defined land use regions and development plans for each area within the region which must be followed. All statutory plans that are prepared for lands within this region are required to align with the SSRP.

CALGARY METROPOLITAN REGIONAL BOARD (CMRB) GROWTH PLAN (GP)

The Calgary Metropolitan Region Board (CMRB) was formed in 2018 with ten member municipalities, including Rocky View County. The objective of the CMRB is to guide future development in the Calgary Metropolitan Region by providing a policy framework for growth management in the Region.

The proposed Endeavor Conceptual Scheme aligns with the BEASP; and, therefore is in accordance with the Growth Plan by forming a comprehensive land use strategy to guide industrial development within the Calgary Metropolitan Region.

ROCKY VIEW COUNTY/CITY OF CALGARY INTERMUNICIPAL DEVELOPMENT PLAN (IDP)

The Rocky View County/City of Calgary Intermunicipal Development Plan (IDP) was adopted by the County in October 2012. The IDP outlines the framework for development on lands that are located adjacent to the municipal boundaries between the County and the City of Calgary.

The Endeavor Conceptual Scheme aligns with the IDP in the following ways:

- Considers the development interface along CrossIron Drive and Stoney Trail as these serve as important gateways between municipalities.
- Provides technical studies that demonstrate the management of water and sanitary systems and the provision of adequate stormwater management.

3.2 Rocky View County Plan

In 2013, the County adopted the County Plan which provides an overall policy framework to guide strategic growth, land use planning, and services within the municipality.

The plan area is identified in the County Plan as part of the Balzac East Regional Business Center. The purpose of a Regional Business Centre is to provide regional and national business services, and local and regional employment opportunities.

The Endeavor Conceptual Scheme aligns with the County Plan by supporting the logical expansion of an existing Regional Business Center to provide business and employment opportunities in the County.

3.3 Balzac East Area Structure Plan

The Balzac East Area Structure Plan (BEASP) was adopted by Rocky View County in 2000 and was developed to provide the vision, goals, and policies for business and commercial growth. The BEASP identifies the plan area as part of the Special Development Area #4, requiring additional planning considerations.

Special Development Area #4 subject land is divided into three distinct cells that have unique characteristics in relation to the adjacent and existing uses, as well as access characteristics. The plan area is primarily located in "Cell C", which is identified as the heart of the commercial/industrial business area in the ASP.

The Endeavor Conceptual Scheme is in alignment with the goals of the BEASP by:

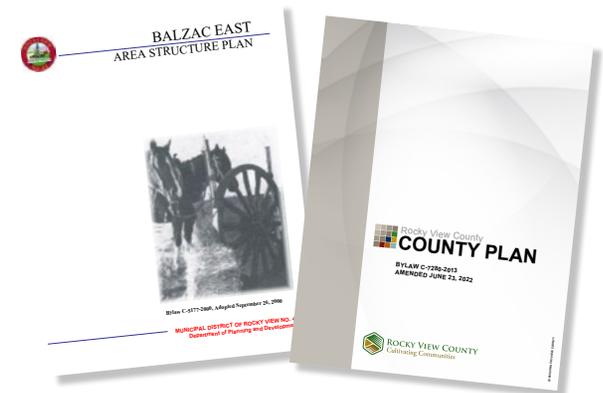
- Proposing light industrial uses in a phased pattern of development that complement and work in harmony with surrounding uses in the area.

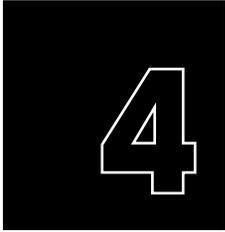
- Transitioning agricultural lands to a non-agricultural use in an orderly, planned and properly serviced fashion as market conditions evolve to support new uses.
- Maintaining the functionality and visual integrity of Dwight McLellan Trail and CrossIron Drive which serve as significant transportation corridors.
- Developing industrial and logistics warehouse parcels that are located appropriately in order to serve local and regional need.
- Providing safe and efficient road network access to the plan area.

3.4 Direct Control District - 99 (DC-99)

The plan area is located on lands designated Direct Control District-99 (DC-99). The Purpose of DC-99 is to facilitate the development of the Balzac East Special Development Area #4 for commercial and light industrial uses.

Specific development regulations including maximum building height, minimum building setbacks, maximum site coverage and minimum landscaping requirements that apply to "Cell C" of the lands designated DC-99.



4

Development Concept

4.1 Concept

The Endeavor Logistics Park has been planned to enable high-quality logistics and light industrial uses that require varied sized lots and supports uses that limit any significant nuisance such as noise, appearance, or odour, extending beyond the boundaries of the plan area. An industrial/commercial roadway connects the potential parcels to CrossIron Drive. In addition, the Endeavor Conceptual Scheme provides direct connection to Dwight McLellan Trail (DMT). A storm pond is located south of CrossIron Drive and adjacent to the neighbouring parcel in the northeast.

To meet market demand at the time of build-out, the Endeavor Conceptual Scheme provides flexible lot boundaries as part of the development concept. This allows development within the plan area to adapt to changing market conditions and tenant needs. Future vehicle and equipment services, large-format logistic warehouses, and light industrial businesses are anticipated to complement the surrounding area--an emerging regional hub for logistics, warehouse, and light industrial development.

4.2 Vision

Endeavor Logistics Park will be a thoughtfully designed light industrial development that integrates into the existing pattern of development in the area. Development within the Endeavor Logistics Park will take advantage of existing and future transportation connectivity, logical servicing, and market-driven staging.



Examples left to right: Loading docks, Warehouse storage, Stormpond - East Hills Commercial Area, Calgary, AB

The proposed layout, transportation network, and storm pond are shown in **Figure 5. Development Concept**. The parcel located in the southeast corner of the CrossIron Drive and Dwight McLellan Trail intersection is outside the Endeavor Conceptual Scheme boundary. However, access and servicing for the parcel has been accommodated as part of the development concept as to not negatively impact future feasibility of this parcel.

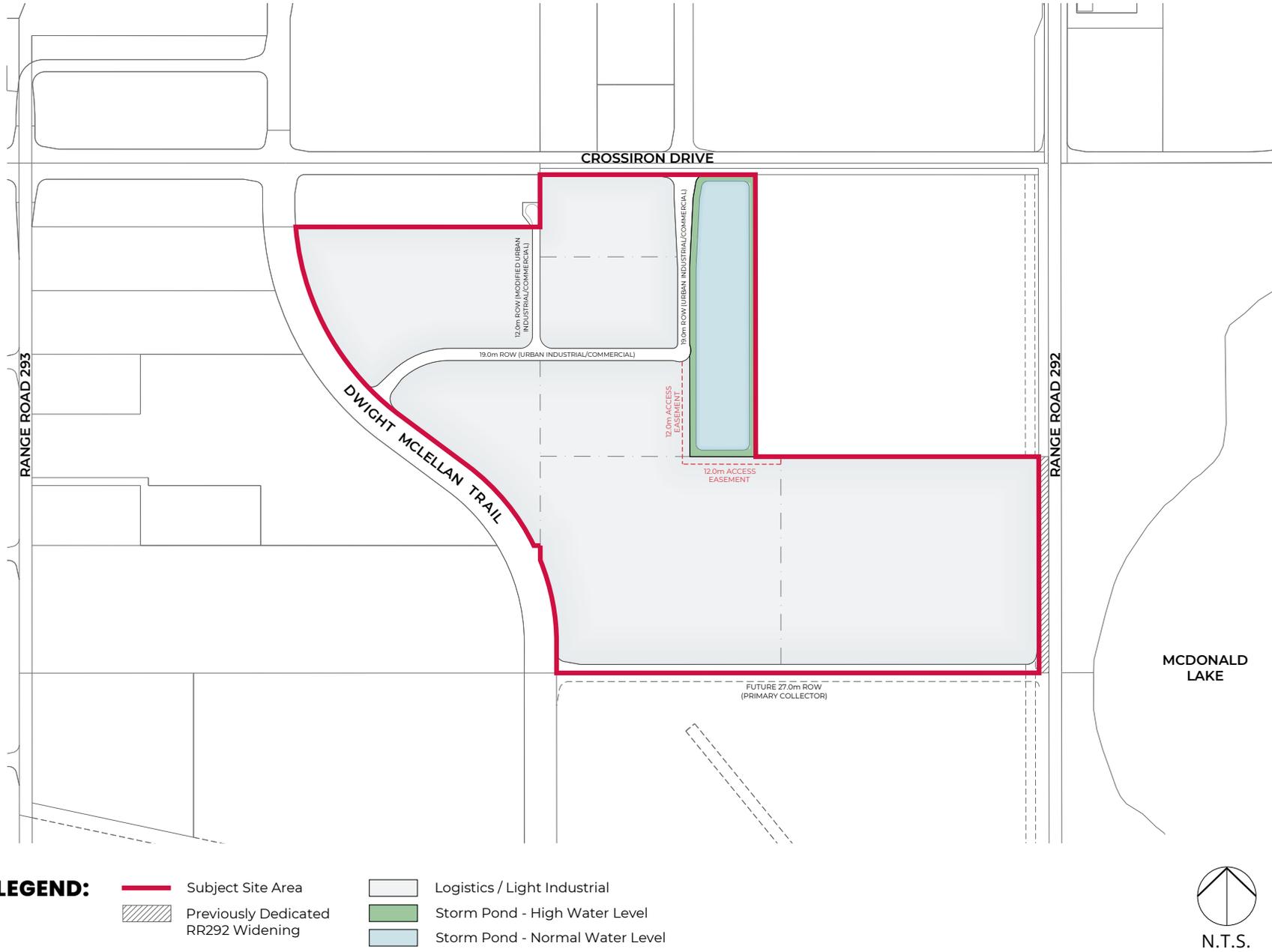
The regional context and variety of guiding policy documents including the Balzac East ASP and the DC-99 Bylaw have influenced the overall design and land use approach for the plan area.

4.3 DEVELOPMENT CONCEPT POLICIES

- .1 Development shall be generally consistent with the development concept proposed in **Figure 5. Development Concept**.
- .2 The size of development parcels shall be determined at the subdivision stage and should comply with the designated land use as per the Rocky View County Land Use Bylaw. Lot

sizes should be flexible based on market demand and use of the site, to the satisfaction of Rocky View County.

- .3 Development within the plan area should align with the County's Commercial, Office, and Industrial Design Guidelines.
- .4 Proposed uses within the Endeavor Logistics Park should reflect the existing pattern of development in the surrounding area.
- .5 Proposed uses with the plan area should be businesses occurring within enclosed buildings and/or within outside areas that are appropriately screened and buffered from adjacent properties.
- .6 Development within the plan should follow principles of Crime Prevention Through Environmental Design (CPTED).
- .7 Access to and egress from development parcels within the plan area should be carefully planned to promote safety for all modes of travel and logical, direct connection to the external transportation network.



- .8 Development within the plan area that may have an effect on the safety, use, or enjoyment of adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods should be discouraged.
- .9 At the subdivision or detailed design stage, development within the plan area shall ensure that all parcels adjacent to Range Road 292, CrossIron Drive, and Dwight McLellan Trail design and implement an appropriate visual interface with public roadways. Development should consider architectural design, natural or vegetation buffers where appropriate, to the satisfaction of Rocky View County.

4.4 Land Use Statistics

TABLE 1. Land Use Statistics

CONCEPTUAL SCHEME	HECTARES	ACRES	%
Net/Gross Developable Area	53.56	132.35	100
Light Industrial	46.02	113.72	87
PUL (Storm pond)	4.56	11.27	8
Roads	2.98	7.36	5
<i>19.0m Urban Industrial/Commercial</i>	<i>1.67</i>	<i>4.12</i>	
<i>12.0m Urban Modified Industrial/Commercial</i>	<i>0.25</i>	<i>0.62</i>	
<i>27.0m Primary Collector</i>	<i>1.06</i>	<i>2.62</i>	
Net/Gross Developable Area	53.56	132.35	100

Notes:

Areas are approximate based on the current concept plan.

Statistics are subject to change at detailed design and/or subdivision stage.



Examples of cardlock/gas services and warehouse development

4.5 Pedestrian Connections + Landscaping

The Endeavor Logistics Park will offer pedestrian connections to development within the plan area and ensure connectivity to existing pathway networks in neighbouring parcels. The proposed network of pedestrian connections is outlined in **Figure 6**.

Pedestrian Connections + Landscaping

The primary feature of the pedestrian network within the Endeavor Conceptual Scheme will be sidewalks constructed on the south side of CrossIron Drive and the north side of the future primary collector to the south. The sidewalk on the south side of CrossIron Drive, and the north side of the future primary collector will connect to the County's future regional pathway system on the west side of Dwight McLellan Trail, and the existing pathway network north of CrossIron Drive.

In addition, a sidewalk along the proposed internal right-of-way will provide safe pedestrian access to development parcels in the Endeavor Logistics Park.

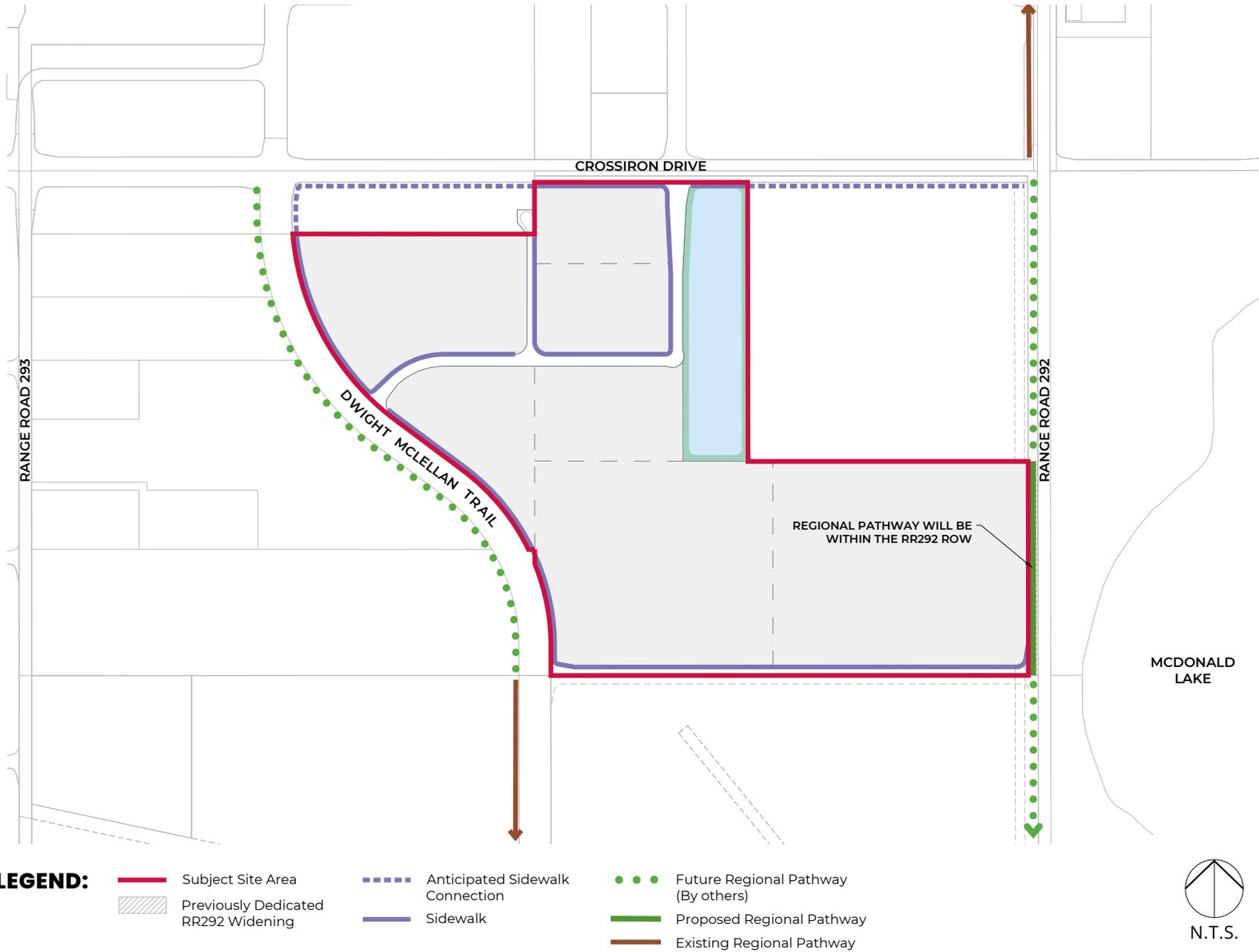
The width of the sidewalks, and a landscape plan for the area surrounding the storm pond, will be determined at subdivision stage.



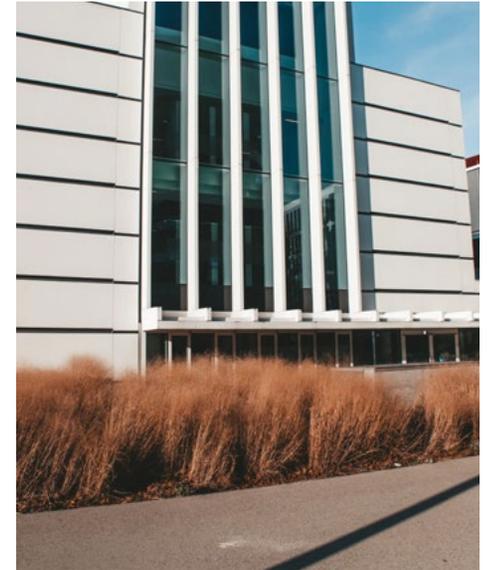
Example of regional pathway, Township Shopping Centre, Calgary, AB

4.6 PEDESTRIAN CONNECTIONS + LANDSCAPING POLICIES

- .1 In accordance with Section 666 of the Municipal Government Act (MGA), 10 percent Municipal Reserve shall be dedicated as part of the development of Endeavor Logistics Park.
- .2 Municipal Reserves for the Endeavor Logistics Park shall be provided through cash-in-lieu of reserve to Rocky View County.
- .3 At the subdivision stage, a Landscaping Plan shall be prepared by a Qualified Professional that outlines the landscape design, and fencing plan, for the applicable public and private open spaces prior to endorsement of the plan, or issuance of a Development Permit. The Landscaping Plan shall address issues of visual attractiveness, screening and buffering, as required by the Balzac East ASP.



- .4 Landscaping will primarily be limited to private property and should utilize native and indigenous plant materials.
- .5 Landscaping should be required in rear or side yards visible from public roadways.
- .6 Landscaping and fencing should align with the County's Commercial, Office, and Industrial Design Guidelines.
- .7 Design and construction of pedestrian infrastructure should follow the direction of the County's Servicing Standards and should consider the design criteria outlined in the Open Space Master Plan.
- .8 At the subdivision stage, development should implement sufficient interface design measures to mitigate the impacts of major roadways adjacent to pathway connections, including, but not limited to landscaping, natural vegetation buffers, screening and/or fencing.
- .9 At the subdivision stage, the exact location of pedestrian infrastructure should be determined. Location, design, and construction of pedestrian infrastructure should seek to enhance comfort for pedestrian and cyclists by maximizing solar exposure, providing protection from prevailing winds, and incorporating Crime Prevention Through Environmental Design (CPTED) elements, as appropriate.



Examples of relevant landscaping design

5

Transportation

The transportation network for the Endeavor Logistics Park will provide safe and efficient access to the plan area.

5.1 External Road Network

As outlined in **Figure 7. Road Network**, primary access points to the Endeavor Logistics Park will be provided along the northern boundary of the site from CrossIron Drive and a proposed future primary collector road along the southern border of the site. In addition, a third access point to the site is planned as part of the transportation network via direct connection to Dwight McLellan Trail.

The future proposed primary collector to the south of the plan area will provide a connection between Dwight McLellan Trail and Range Road 292. The proposed road will be a 27.0m Urban Primary Collector (RVC Standard 400.3). The intersection at Range Road 292 is planned as a T-intersection with no through traffic as McDonald Lake is east of the roadway.

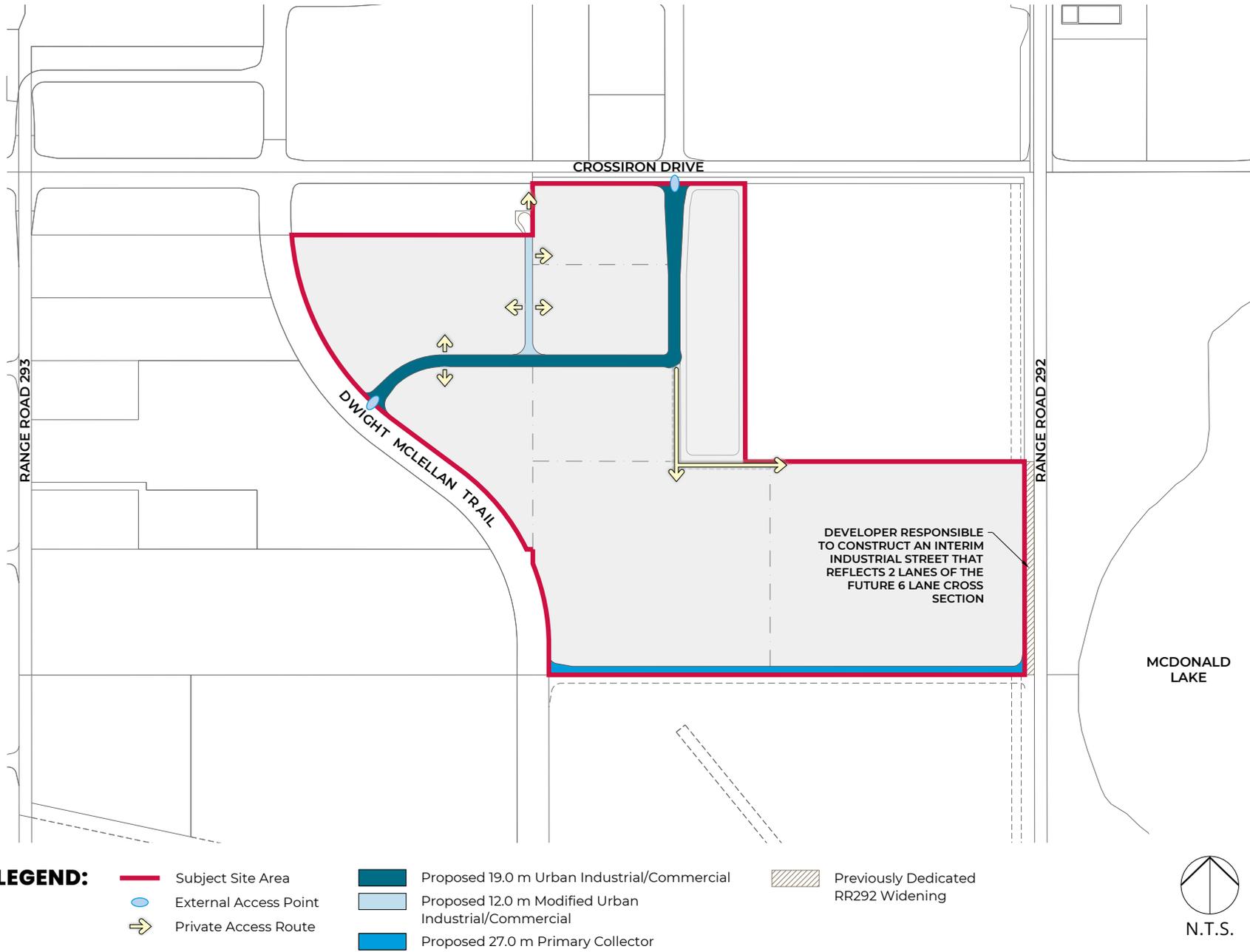
On the east side of the plan area, 15.5m of the right of way has been dedicated and the two western lanes will be constructed at the time of subdivision of lots abutting Range Road 292.

TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment (TIA) was completed by Bunt & Associates in support of the Endeavor Conceptual Scheme and will be provided to the County under separate cover. The purpose of the TIA is to gauge if any improvements to the external road network are required in order to accommodate additional vehicle volumes generated by the Endeavor Logistics Park development.

As part of Table 1.2 Key Findings and Recommendations of the TIA, all study intersections and roadways are expected to continue to operate acceptably, and within their daily volume guidelines; except for the south leg of Range Road 292/CrossIron Drive. As further detailed in the TIA, Range Road 292/CrossIron Drive intersection will require upgrades because modelled 2028 Background conditions indicate that additional signalization is needed to support future background traffic volumes. As this upgrade is required without consideration of the Endeavor Logistics Park generated traffic, it is assumed that upgrades at the Range Road 292/CrossIron Drive intersection will be the responsibility of others.





5.2 Internal Road Network

The Endeavor Logistics Park will be accessed by a 19.0m Urban Industrial/Commercial roadway (RVC Standard 400.4) from CrossIron Drive. The undivided 19.0m roadway with one lane of traffic in each direction is designed to move vehicle traffic south and west within the plan area and provide site access to Dwight McLellan Trail. The connection to Dwight McLellan Trail will be a third access point to the Endeavor Logistics Park. In addition, a north-south modified 12.0m Urban Industrial/Commercial roadway will provide internal access to the Conceptual Scheme's northwest parcel and provide future potential access to the adjacent parcel located in the southeast corner of the CrossIron Drive and Dwight McLellan Trail intersection.

As outlined in **Figure 7. Road Network**, depending on future potential parcel configuration of the Endeavor Logistics Park, the transportation network has planned for 12.0m access easements to each parcel. All private easement areas, and associated roadways built within their boundaries, will be the responsibility of the lot owners association or individual lot owners, including ongoing maintenance and operations of the roadway. The County will only be responsible to maintain public roads on dedicated public road rights of way.

The parcel located in the southeast corner of the CrossIron Drive and Dwight McLellan Trail intersection is outside the Endeavor Conceptual Scheme boundary. However, access and servicing for the parcel has been accommodated as part of the development concept as to not negatively impact future feasibility of this parcel.

5.3 TRANSPORTATION POLICIES

- .1 Access to the Endeavor Logistics Park shall generally align with the road network outlined in **Figure 7. Road Network**.
- .2 The internal road network shall be constructed by the developer to the satisfaction of Rocky View County, in accordance with the County's Servicing Standards for Roadways.
- .3 At the subdivision stage, the developer shall finalize the internal roadways and name the internal road network, to the satisfaction of Rocky View County.
- .4 Direct access from lots within the plan area shall not be permitted onto Dwight McLellan Trail, CrossIron Drive, or Range Road 292.
- .5 Until all public roadways are developed to Rocky View County standard, parcels within the Endeavor Logistics Park may be accessed by mutual access easement agreements.
- .6 The design of parking and storage areas should align with the County's Commercial, Office, and Industrial Design Guidelines, including but not limited to:
 - (a) using soft and/or hard landscaping to provide visually break up parking areas.
 - (b) locating parking and storage sites to the side and/or rear of the main building, and screening from adjacent public roads.
 - (c) considering integration of stormwater management, snow storage, and pedestrian and vehicle circulation into the design of parking and/or storage areas.
 - (d) sharing parking and storage areas with adjacent sites with similar uses.

6 Servicing

The Endeavor Logistics Park will be fully serviced, including water, sanitary, stormwater infrastructure, and shallow utilities. The servicing strategies have been summarized in the Endeavor Conceptual Scheme Servicing Design Brief and The Endeavor Logistics Park Sub-Catchment Master Drainage Plan prepared by Urban Systems Ltd. and will be submitted under separate cover to the County.

The parcel located in the southeast corner of the CrossIron Drive and Dwight McLellan Trail intersection is outside the Endeavor Conceptual Scheme boundary. However, access and servicing for the parcel has been accommodated as part of the development concept as to not negatively impact future feasibility of this parcel.

6.1 Water

Water servicing for the Endeavor Logistics Park will be provided through a proposed 300mm waterline loop. The proposed 300mm waterline loop will connect the existing 400mm watermain in CrossIron Drive to the existing 300mm main in Dwight McLellan Trail.

This proposed waterline loop varies from the *Balzac Master Potable Water Plan Update*, MPE Engineering Ltd., 2014. The *Balzac Master Potable Water Plan Update* proposes a 300mm

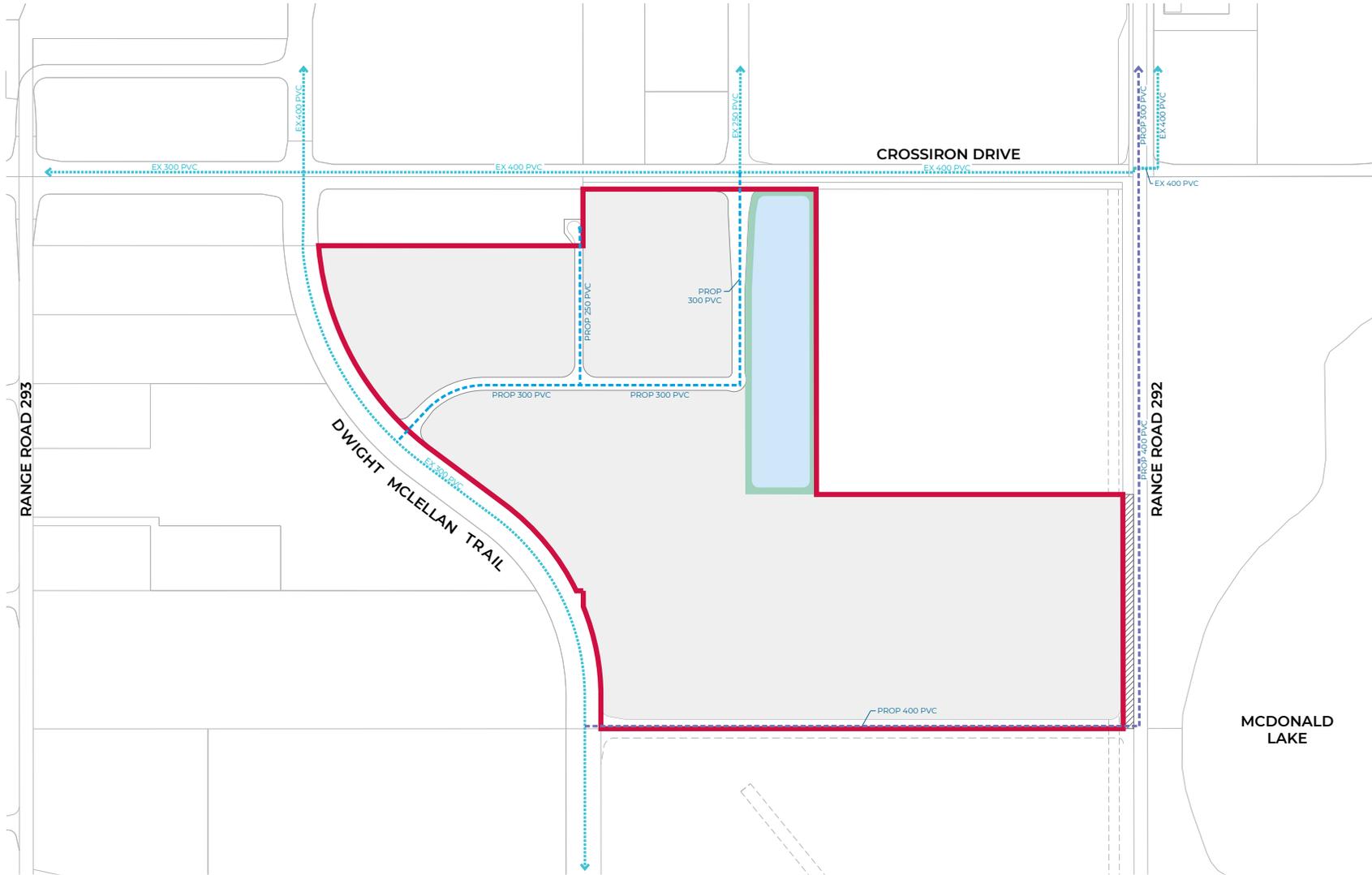
waterline loop connection from Dwight McLellan Trail to Range Road 292; the Endeavor Conceptual Scheme shifts the 300mm waterline loop connection from Dwight McLellan Trail to CrossIron Drive.

Further, the 400mm watermain proposed as part of the *Stoney North Logistics Centre Conceptual Scheme* along the south boundary of the plan area will provide additional water infrastructure connection points.

Elevations within the plan area are expected to range from 1,090m to 1,100m. Therefore, operating pressures are below the elevation threshold of 1,102m outlined in the *Balzac Master Potable Water Plan Update*. As a result, pressure reducing valves (PRVs) will be required at buildings throughout the developed plan area.

The proposed water infrastructure concept in **Figure 8. Water Infrastructure** will allow for adequate looped water servicing for all internal industrial parcels.

Water servicing for the plan area will occur in a logical, sequenced manner. The detailed design for the water infrastructure network will be completed in accordance with the Rocky View County Servicing Standards, and all applicable Provincial Guidelines. Further details are provided in the supporting Servicing Design Brief prepared by Urban Systems Ltd.



- LEGEND:**
- Subject Site Area
 - Previously Dedicated RR292 Widening
 - Existing (EX) Water Line
 - Proposed (PROP) Water Line
 - Proposed (PROP) Water Line (As per the Stoney North conceptual scheme)



FIGURE 8. Water Infrastructure

6.2 WATER INFRASTRUCTURE POLICIES

- .1 Water infrastructure servicing will generally align with the concept outlined in **Figure 8. Water Infrastructure**.
- .2 Potable water servicing shall be provided through connection to the existing regional water utility services, to the satisfaction of Rocky View County.
- .3 All potable water infrastructure servicing shall be constructed by the developer in accordance with the County's Servicing Standards. Where such infrastructure is demonstrated to have a benefit for potable water service affecting lands outside the Conceptual Scheme area, the developer shall enter into a cost recovery agreement with the County, in accordance with the County's procedures and standards.
- .4 At the subdivision and/or development permit stage, the specific design, alignment, size, and configuration of the water infrastructure network shall be determined, to the satisfaction of Rocky View County.
- .5 Potable water infrastructure installed in the public road right-of-way within the plan area shall be owned and operated by Rocky View County.
- .6 Water infrastructure shall be designed in accordance with the County's Servicing Standards for fire flow requirements in order to provide adequate fire protection throughout the plan area.
- .7 At the detailed design stage, water conservation methods should be considered for the plan area, including but not limited to, low maintenance or xeriscape landscaping, mandatory water metres, and low flow water fixtures.

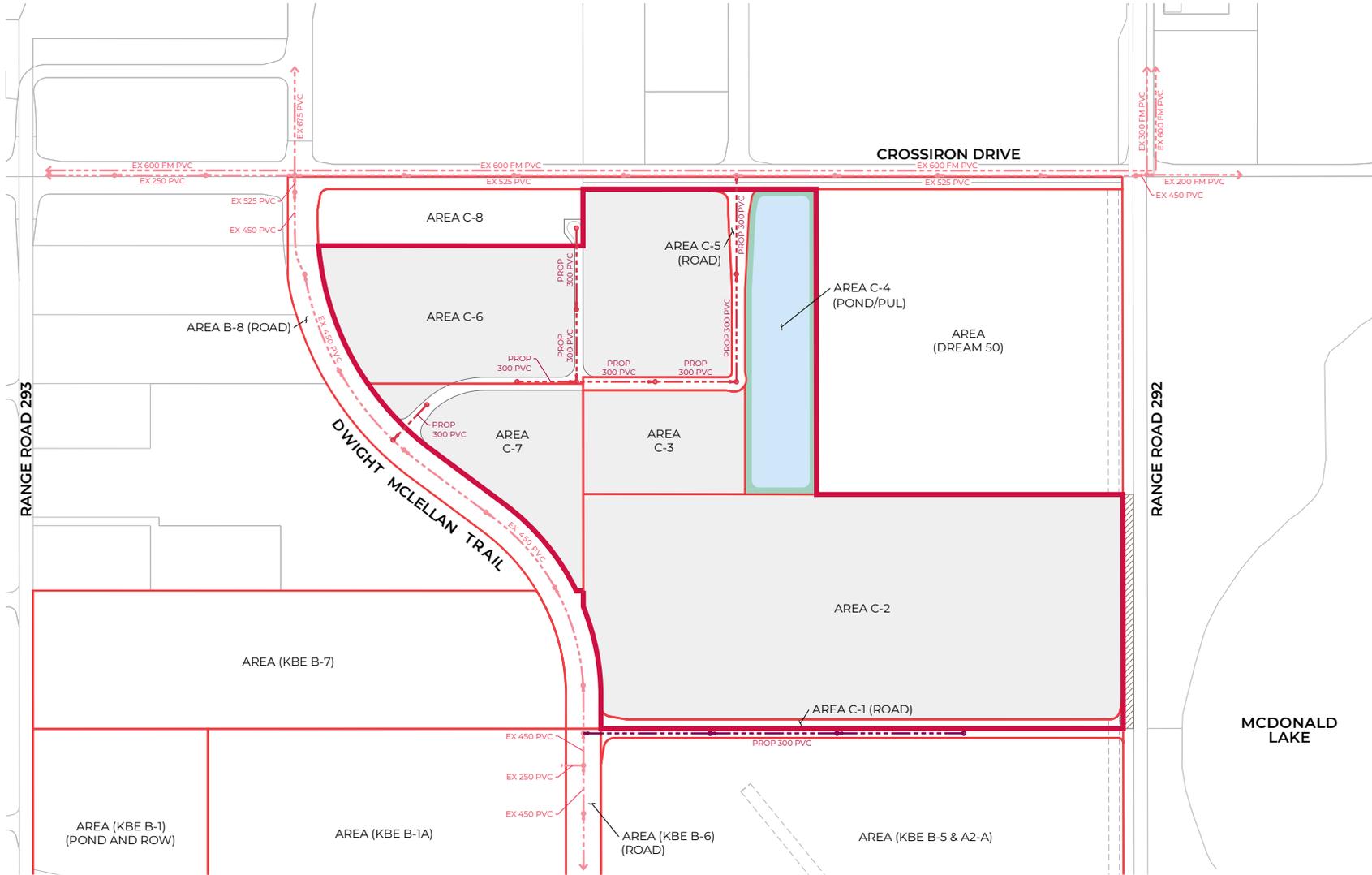
- .8 At the subdivision and/or development permit stage, the developer shall provide payment for required water infrastructure upgrades in accordance with provisions of the County's Water and Wastewater Off-Site Levy Bylaw.
- .9 No potable water shall be used for irrigation purposes.

6.3 Wastewater

Wastewater flows from the Endeavor Logistics Park will be collected via a sanitary sewer main installed within the proposed internal roadway and utility rights of way (as appropriate) in the plan area. The wastewater system will have two connection points via gravity sewer pipes to the existing East Rocky View Wastewater System: one connection at CrossIron Drive, and a second at Dwight McLellan Trail. Further detail on the connection points, and associated sub-catchment areas, is provided in the supporting Servicing Design Brief prepared by Urban Systems Ltd.

Where possible, the sanitary system will be designed and constructed with minimum slope and cover. Pipe sizes are expected to range from 250mm to 300mm; and may reach depths of 7.0m. As per County Standards, sanitary lot services are not permitted to be deeper than depths of 6m; secondary piggy-back lines will be utilized as required and will be determined at time of detailed engineering. The wastewater infrastructure system for the Endeavor Logistics Park has been designed to accommodate the expected flows from the plan area's development.

The proposed wastewater infrastructure plan is outlined in **Figure 9. Wastewater Infrastructure**.



LEGEND:

- Subject Site Area
- - - Existing (EX) Sanitary Sewer Line
- Previously Dedicated RR292 Widening
- - - Proposed (PROP) Sanitary Line
(As per the Stoney North conceptual scheme)
- - - Proposed (PROP) Sanitary Sewer Line
- Sanitary Catchment Areas



FIGURE 9. Wastewater Infrastructure

6.4 WASTEWATER INFRASTRUCTURE POLICIES

- .1 Wastewater infrastructure servicing will generally align with the concept outlined in **Figure 9. Wastewater Infrastructure**.
- .2 The Endeavor Conceptual Scheme shall be serviced by Rocky View County's East Rocky View Wastewater System.
- .3 At the subdivision and/or development permit stage, the specific design, alignment, size, and configuration of the wastewater infrastructure network shall be determined, to the satisfaction of Rocky View County.
- .4 All wastewater infrastructure servicing shall be constructed by the developer in accordance with the County's Servicing Standards.
- .5 All wastewater infrastructure will be developed and paid for in accordance with the Water and Wastewater Infrastructure Off-Site Levy Bylaw, to the satisfaction of Rocky View County.

6.5 Stormwater

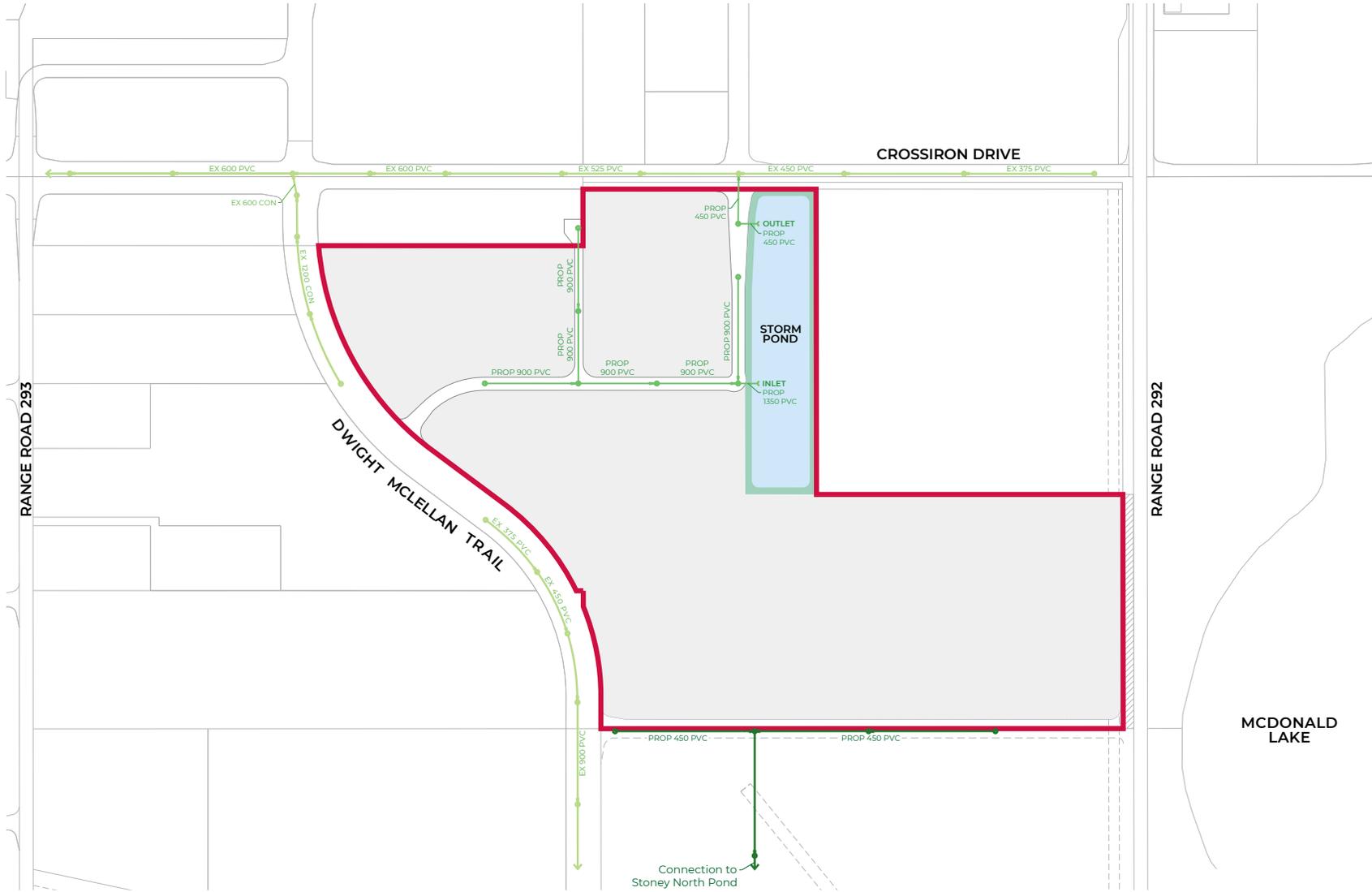
The Endeavor Conceptual Scheme is located within the boundary of The Nose Creek Watershed Management Plan (NCWWMP) and The Master Drainage Plan for East Balzac (MDP). These two higher-order water management documents provide the framework for the stormwater management approach proposed for the plan area.

As part of the proposed Endeavor Logistics Park development concept, one stormwater management facility is proposed in the north-east portion of the plan area. Stormwater flows from the plan area will be collected in a gravity storm system and directed towards the proposed stormwater management facility. One inlet is anticipated to enter the stormwater management facility in the southwest corner; and the outlet lift station is anticipated to be in the northwest portion of the stormwater management facility. The proposed stormwater management facility will discharge via forcemain to the existing CrossIron Drive "dirty" storm systems at a maximum rate of 10 L/s.

It is important to note that the proposed stormwater facility was not considered to contribute to the "dirty" storm system at the time of its design; however, following analysis by Urban Systems, the "dirty" storm system has capacity for the proposed stormwater facility discharge.

The proposed stormwater management facility provides 1:100-year attenuation; and, due to lack of emergency escape route, the facility also provides storage for the 1:500 year attenuation.

The stormwater infrastructure will be located within the internal road right of way and lot easements (as required).



LEGEND:

- Subject Site Area
 - Proposed (PROP) Storm Line
(As per the Stoney North conceptual scheme)
- Existing (EX) Storm Line
 - Proposed (PROP) Storm Line
 - Inlet/Outlet
- Previously Dedicated RR292 Widening



N.T.S.

FIGURE 10. Stormwater Infrastructure

The proposed stormwater servicing plan is outlined in **Figure 10. Stormwater Infrastructure**. Further detail has been provided in The Endeavor Logistics Park Sub-Catchment Master Drainage Plan completed by Urban Systems Ltd.

6.6 STORMWATER INFRASTRUCTURE POLICIES

- .1 Stormwater infrastructure servicing will generally align with the concept outlined in **Figure 10. Stormwater Infrastructure**.
- .2 All stormwater management infrastructure shall be designed and constructed in accordance with Rocky View County's Servicing Standards.
- .3 At the subdivision and/or development permit stage, a Staged Master Drainage Plan, informed by the Sub-Catchment Master Drainage Plan, shall be required, to the satisfaction of Rocky View County and Alberta Environment and Parks.
- .4 At the subdivision and/or development permit stage, Low-Impact Development (LID) measures should be integrated into the development, where feasible, to enhance water quality, reduce volume of stormwater discharge, and support the sustainable nature of the development.
- .5 At the subdivision and/or development permit stage, the size of the stormwater management facility may be modified in accordance with the Staged Master Drainage Plan, without amendments to the Conceptual Scheme.
- .6 At the subdivision stage, stormwater infrastructure within the plan area should be subdivided as public utility lot (PUL) and dedicated to Rocky View County to own, maintain, and operate.



6.7 Shallow Utilities

The Endeavor Logistics Park will be serviced with shallow utilities including natural gas, electricity, telephone, and cable. Shallow utilities are expected to be installed underground. Connections to each utility will be provided from existing services in the surrounding area and will be in alignment with the overall project phasing.

6.8 SHALLOW UTILITIES POLICIES

- .1 Utility services should support an orderly, logical, and sequential pattern of development.
- .2 At the subdivision and/or development permit stage, the developer shall provide utility right of ways and easements for shallow utilities, to the satisfaction of Rocky View County.
- .3 At the subdivision and/or development permit stage, the developer shall install all utilities, at their own cost and within the appropriate right-of-way, to the satisfaction of Rocky View County.
- .4 Wherever possible, shallow utilities should be constructed in common locations to maximize the developability of the lands and to reduce off-site impacts.

6.9 Lighting + Signage

A gateway feature will be constructed along CrossIron Drive to signal the primary entrance of the Endeavor Logistics Park. The feature will be located in proximity to the right-of-way access from CrossIron Drive, and include high-quality architectural design elements constructed from durable, low maintenance material and complement the surrounding landscaping. A secondary gateway feature will be constructed at the Dwight McLellan Trail entrance; it will signal another external entrance to the site and will align with the architectural design of the primary gateway feature constructed along CrossIron Drive.

Within the Endeavor Logistics Park, the developer will provide clear and consistent internal wayfinding for all modes of transportation.

Lighting in the Endeavor Logistics Park will integrate low impact lighting solutions that protect the rural nighttime environment. In alignment with the County's Installation & Operation of Street Lighting Council Policy, and the International Dark Sky Association guidelines, the following lighting considerations will be incorporated into future planning stages of the Endeavor Logistics Park:

- Lighting will be adequate to ensure safety and visibility for all modes of transportation.
- Lighting will be unobtrusive to the rural landscape or surrounding natural areas.
- Lighting will be provided by efficient technologies that reduce energy consumption.
- Lighting will be provided at multiple scales to ensure pedestrian and cyclist safety and comfort.

6.10 LIGHTING + SIGNAGE POLICIES

- .1 Signage and wayfinding within the Endeavor Logistics Park shall be clear, consistent and informative to all modes of transportation.
- .2 Signage and wayfinding within the Endeavor Logistics Park should be constructed of high-quality, permanent material.
- .3 At the subdivision and/or development permit stage, a signage plan shall be prepared, to the satisfaction of Rocky View County, and include the location and type of all freestanding signage and wayfinding in the plan area.
- .4 Lighting provided within the Endeavor Logistics Park plan area shall respect the County's Installation & Operation of Street Lighting Council Policy, and the International Dark Sky Association guidelines, and the Commercial, Office and Industrial Design Guidelines, to the satisfaction of Rocky View County.
- .5 At the subdivision and/or development permit stage, an outdoor lighting plan shall be prepared by the developer, to the satisfaction of Rocky View County, and shall demonstrate:
 - (a) Lighting methods that preserve the nighttime environment while maintaining visibility for safety; and
 - (b) Rationale for the outdoor lighting plan and the ways in which it achieves Rocky View County's Installation & Operation of Street Lighting Council Policy.
- .6 At the subdivision and/or development permit stage, lighting provided for private buildings, including site security and/or parking area lighting, should be designed to conserve energy, reduce glare, and minimize up light impacts.

6.11 Solid Waste Management

In alignment with the Rocky View County's 2021 Solid Waste Servicing Strategy, industrial and commercial operators located within the Endeavor Logistics Park plan area will be responsible for providing their own solid waste management services. As part of the subdivision and/or development permit stage, a waste management plan should be submitted to the County to outline how waste will be managed in accordance with the County's waste management standards.

6.12 SOLID WASTE POLICIES

- .1 All development within the Endeavor Conceptual Scheme shall conform to the County's 2021 Solid Waste Servicing Strategy.
- .2 At the subdivision and/or development permit stage, the developer should submit a waste management plan to the County, in accordance with the 2021 Solid Waste Servicing Strategy waste management standards.
- .3 Solid waste container units shall be screened from adjacent properties by landscaping or fencing, as appropriate, and to the satisfaction of Rocky View County.
- .4 Solid waste container units should not be located in the portion of the lots adjacent to CrossIron Drive, Dwight McLellan Trail, Range Road 292, or the future primary collector. If located in this area of the parcel, the container shall be screened by landscaping or fencing, as appropriate and to the satisfaction of Rocky View County.

6.13 Air Contaminants, Odourous + Toxic Matter

The design of the Endeavor Logistics Park has been thoughtfully considered to support high-quality logistics and light industrial development. Development within the plan area does not support heavier industrial uses that cause or create air contaminants, visible emissions, or particulate emissions.

6.14 AIR CONTAMINANTS, ODOUROUS + TOXIC MATTER POLICIES

- .1 Storage areas, yards, or roads within the Endeavor Logistics Park shall be minimized by landscaping, paving, or wetting of these areas or to the satisfaction of Rocky View County, and as defined in the Development Permit.
- .2 If required for operations within the Endeavor Logistics Park, handling, storage, and disposal of toxic matter and/or waste shall be in accordance with the applicable jurisdictional authority.
- .3 If required for operations within the Endeavor Logistics Park, the developer shall provide at the subdivision and/or development permit stage, a management plan for handling and/or storing toxic or hazardous material, if appropriate, to the satisfaction of Rocky View County.

6.15 Construction Management Plan

In alignment with requirements of the BEASP, the Endeavor Logistics Park will provide a Construction Management Plan to Rocky View County, prior to any construction within the plan area. The Construction Management Plan will outline the management of all on-site construction activity, including but not limited to, the management of dust, noise, truck access, and any detour routes, if required, for any adjacent parcels.

6.16 CONSTRUCTION MANAGEMENT PLAN POLICIES

- .1 At the development permit stage, the developer shall provide a Construction Management Plan to Rocky View County.
- .2 Erosion and sediment control reporting shall be required for individual lots.



7 Implementation + Phasing

7.1 Development Phasing

Development phasing for the Endeavor Logistics Park is expected to proceed in accordance with **Figure 11. Phasing Plan**. The phasing plan is based on logical extension of infrastructure and anticipated market demand.

Development may begin with the internal roadway, stormwater management facility, and the south parcels of the plan area. Following, development within the Endeavor Logistics Parks may proceed to the west of the internal roadway, and move towards Dwight McLellan Trail. This proposed phasing aligns with current market demand, and the efficient build-out of site infrastructure.

Notwithstanding, subdivision may proceed out of proposed sequence without amendment to the Endeavor Conceptual Scheme. Development will be built-out as the market demands, and the provision of infrastructure deems feasible.



7.2 PHASING POLICIES

- .1 The plan area should be developed generally aligned with the concept outlined in **Figure 11. Phasing Plan**, with the final phasing to be determined by market conditions and the provision of servicing and road infrastructure.
- .2 Subdivision may proceed out of phasing plan order depending on market demand for lots or availability of servicing and road infrastructure.



FIGURE 11. Phasing Plan

7.3 Plan Implementation

A Conceptual Scheme is a non-statutory document adopted by Rocky View County Council to provide policy direction for future development of the subject site. The Endeavor Conceptual Scheme, and associated policy direction, provides a framework for future development to follow during the subdivision and development approval process.

If required, the Endeavor Conceptual Scheme may only be amended by Council decision through a public hearing and Bylaw Amendment. All amendments to the Endeavor Conceptual Scheme must conform with related Rocky View County statutory documents, including:

- Rocky View County Land Use Bylaw C-8000-2020 (as amended).
- Balzac East Area Structure Plan, Bylaw C 5177-2000 (as amended).
- Direct Control District 99, Bylaw C-6031-2005 (as amended).

8 Supporting Studies

The list below includes all technical studies that have been completed to support the Endeavor Conceptual Scheme. The following studies have been submitted under separate cover.

- The Endeavor Logistics Park Sub-Catchment Master Drainage Plan (Urban Systems, 2023).
- The Endeavor Logistics Park Servicing Design Brief (Urban Systems, 2023)
- Endeavor Logistics Park Traffic Impact Assessment, Final Draft (Bunt & Associates, 2022).
- Geotechnical Evaluation Report (Englobe, 2022).
- Wetland Impact Assessment Report (Urban Systems, 2022).