

SEPTEMBER 2025 |



**EASTLINK
BUSINESS PARK
CONCEPTUAL SCHEME**





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SEPTEMBER 2025



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1.1 Purpose of this Plan

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

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

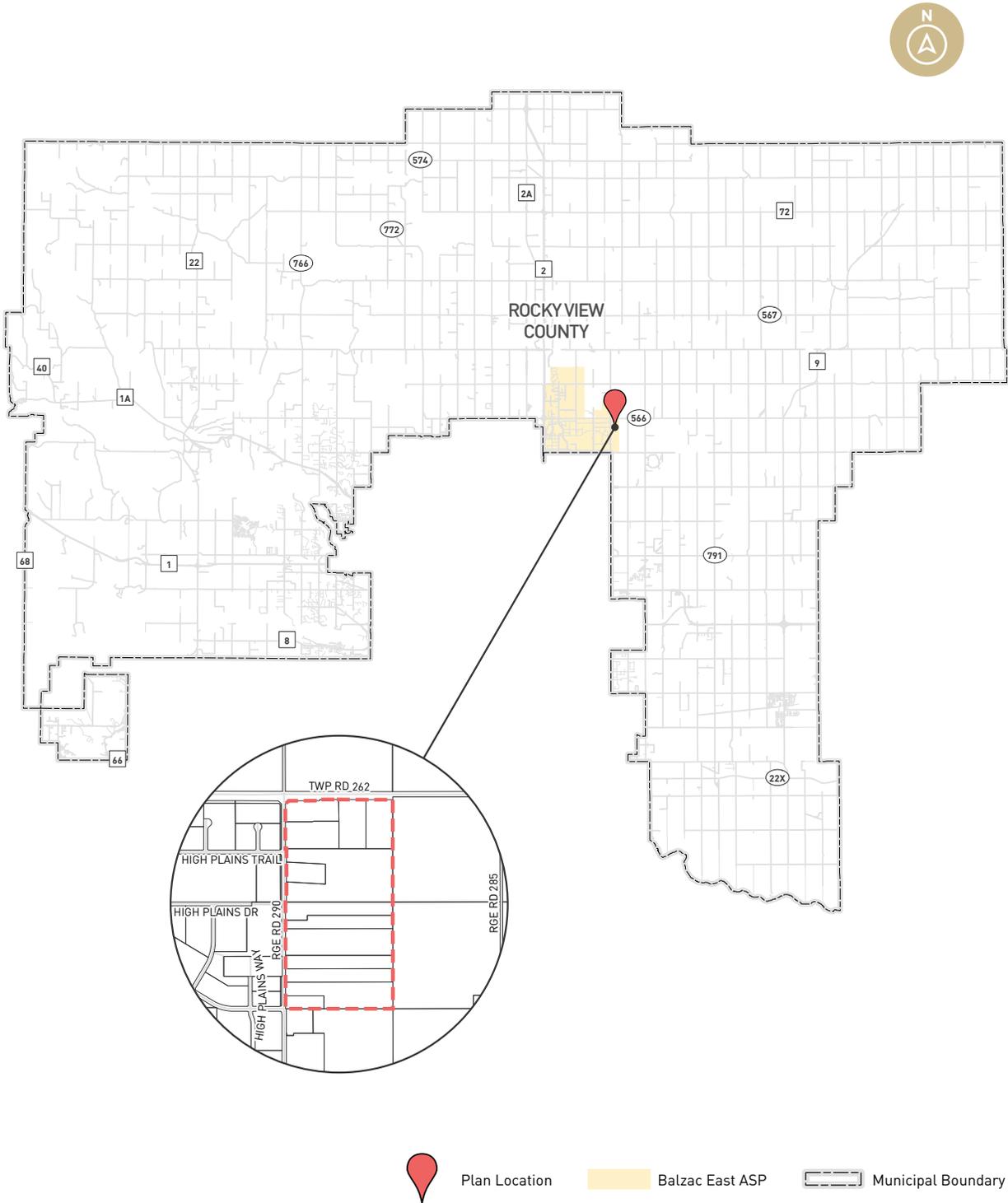
The development of the **Eastlink Business Park Conceptual Scheme** includes a public consultation strategy that provides stakeholders opportunities to receive on-going project information and provide input accordingly.

1.2 Development Rationale

The Plan area includes approximately +/- 126.85 hectares (+/- 313.45 acres) and is identified within Rocky View County's East Balzac Regional Business Centre (County Plan, 2013), and the Balzac East Area Structure Plan (BEASP, 2000) as illustrated in **Figure 1: Site Location**. This area is considered suitable, and is planned, for industrial and business uses.



FIGURE 1 Site Location



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

1.3 Plan Objectives

The **Eastlink Business Park Conceptual Scheme** is intended to:



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



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



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



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



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



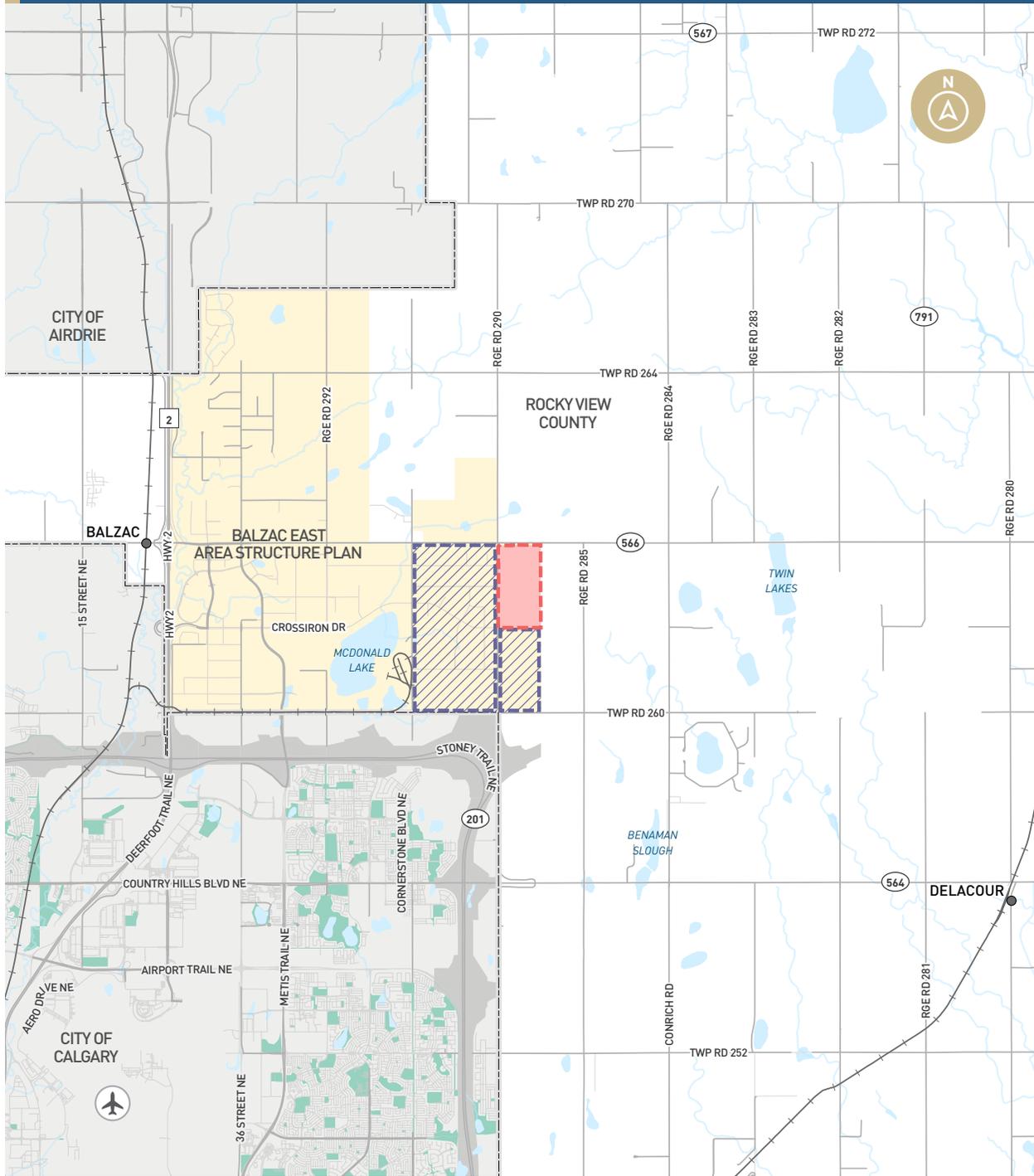
- f. Establish expectations for implementation of architectural controls to ensure coordinated treatment of building design, landscaping and signage considerations, particularly along HWY 566 and Range Road 290.



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



FIGURE 2 Regional Context



- Plan Area
- Balzac East ASP
- Adjacent Conceptual Schemes
- Major Road
- Watercourse
- Municipality - Rural
- Municipality - Urban
- Park
- Transportation Utility Corridor

2.0

PLAN AREA DESCRIPTION

2.1 Location

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

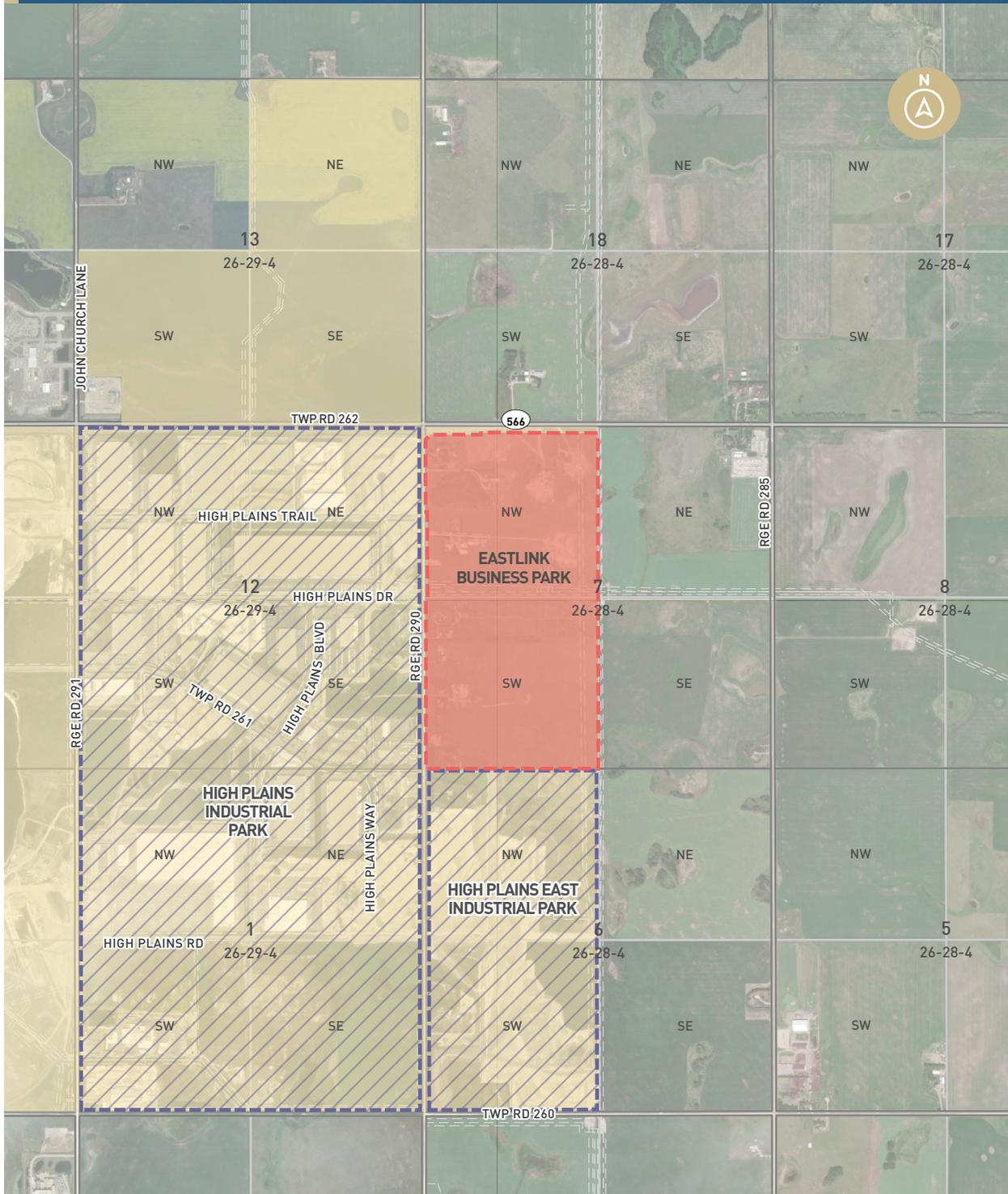
This establishes the Plan area along the eastern edge of the Balzac East Area Structure Plan (BEASP).

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





FIGURE 3 Local Context



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

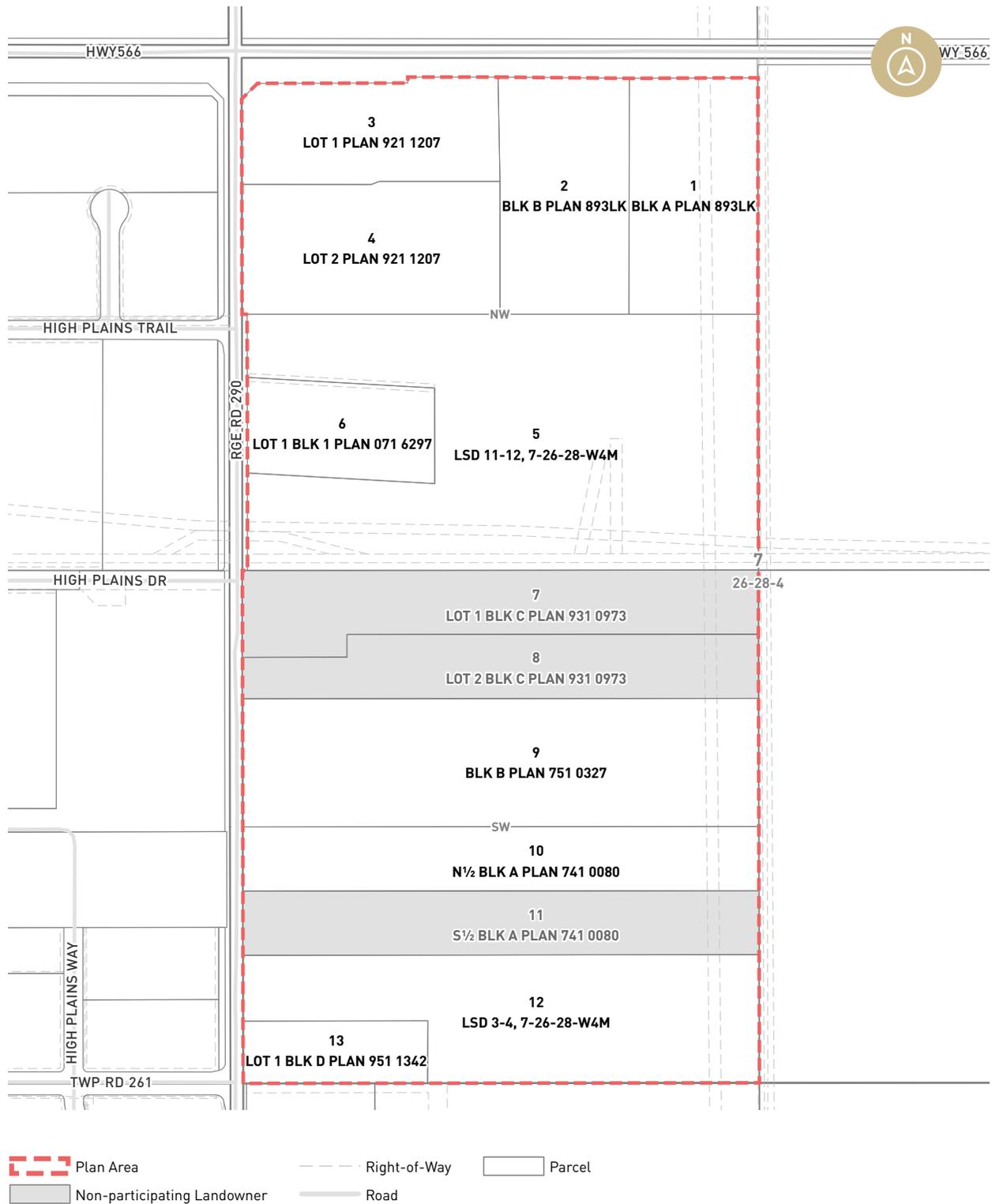
2.2 Legal Descriptions and Ownership

The Plan area includes thirteen (13) titled parcels. As of the date of Plan submission, nine (9) landowners are participating in the **Eastlink Business Park Conceptual Scheme**. However, this is subject to increase based on projected ownership changes and continued industrial growth. **Figure 4: Legal Descriptions and Ownership** and **Table 1: Legal Descriptions and Ownership** outline legal descriptions, current ownership and participation status within the Conceptual Scheme.

TABLE 1 Legal Description and Ownership				
#	Legal Description	Ownership	± ha	± ac
1	Block A, Plan 893LK	UDAM Estate Inc.	7.50	18.53
2	Block B, Plan 893LK	Val & Melanie Clift	7.51	18.55
3	Lot 1, Plan 921 1207	2371654 Alberta Ltd.	6.43	15.89
4	Lot 2, Plan 9211907	Stephen & Bernadette Tobler	8.33	20.58
5	LSD 11 & 12, 7-26-28-W4M	Wayne Poffenroth	27.7	68.39
6	Lot 1, Block 1, Plan 0716297	2451892 Alberta Ltd.	4.40	10.87
7	Lot 1, Block C, Plan 9310973	Philip M Cromartie	8.71	21.52
8	Lot 2, Block C, Plan 9310973	Philip M Cromartie	7.56	18.68
9	Block B, Plan 7510327	2354318 Alberta Ltd.	16.28	40.22
10	N ½, Block A, Plan 7410080	Harminder K & Gurdip Brar	8.14	20.11
11	S ½, Block A, Plan 7410080	Shared Interest/Owners	8.14	20.11
12	LSD 3 & 4, SW-7-26-28-W4M	Jehangir & Amina Gillani	13.36	33.01
13	Lot 1, Block D, Plan 9511342	Manjinder & Gurjeet Nirwal	2.83	6.99
TOTAL PLAN AREA			126.86	313.45



FIGURE 4 Legal Descriptions and Ownership



2.3 Existing Land Use

As shown in **Figure 5: Existing Land Use**, the Plan area is currently designated with a mixture of Agricultural, General District (A-GEN), Agricultural, Small Parcel District (A-SML) and Residential, Rural District (R-RUR). These land use designations are in accordance with the County's Land Use Bylaw C-8000-2020.

Surrounding parcels include Agricultural, General District (A-GEN) to the north and east, with a portion being designated for Industrial, Light District (I-LHT) to support RV Storage to the east. Parcels to the south and west are designated Industrial-Heavy District (I-HVY) with a relatively small portion being Special, Public Service District (S-PUB).

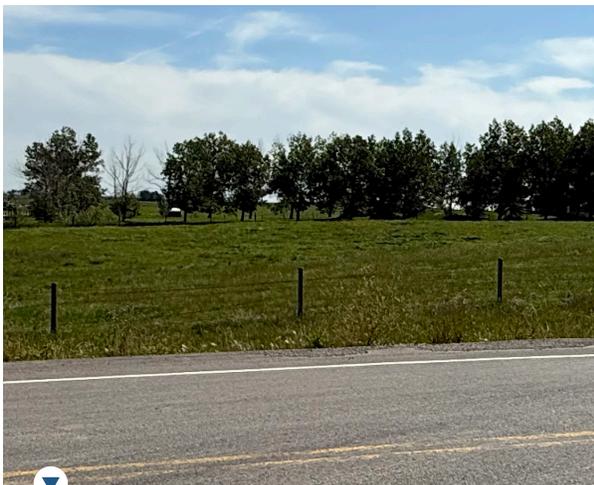
Site Photos



View of signage and development.



View from Range Road 290, facing south.



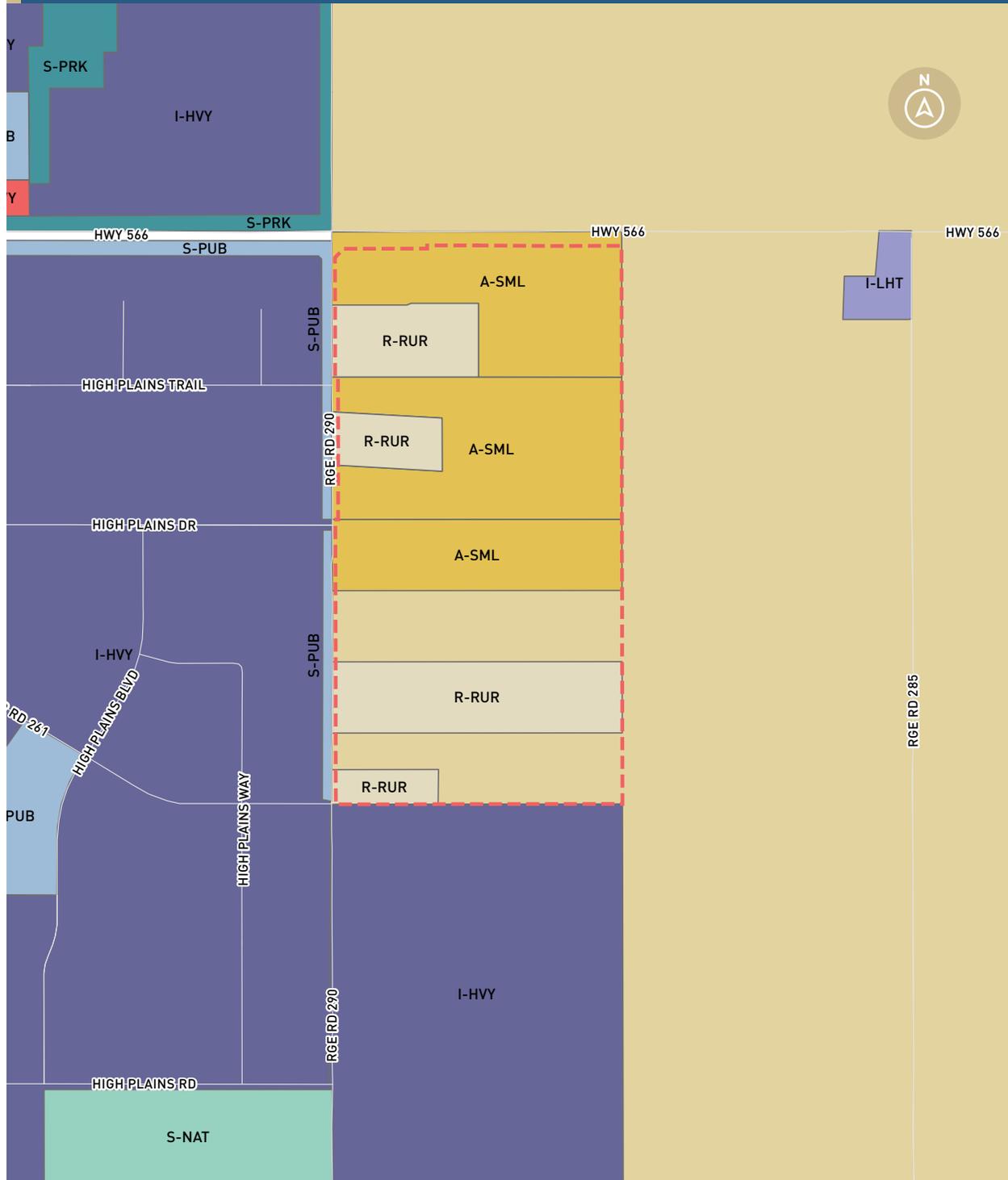
View from Range Road 290, facing east.



View showing recent development and current site uses.



FIGURE 5 Existing Land Use



- | | | | |
|-------------------------------|--------------------------------------|------------------------------------|---------------------------------------|
| Plan Area | A-SML - Agricultural, Small Parcel | I-LHT - Industrial, Light | S-PRK - Special, Parks and Recreation |
| Existing Land Use | C-HWY - Commercial, Highway District | R-RUR - Residential, Rural | S-PUB - Special, Public Service |
| A-GEN - Agricultural, General | I-HVY - Industrial, Heavy | S-NAT - Special, Natural Resources | |

2.4 Site Conditions

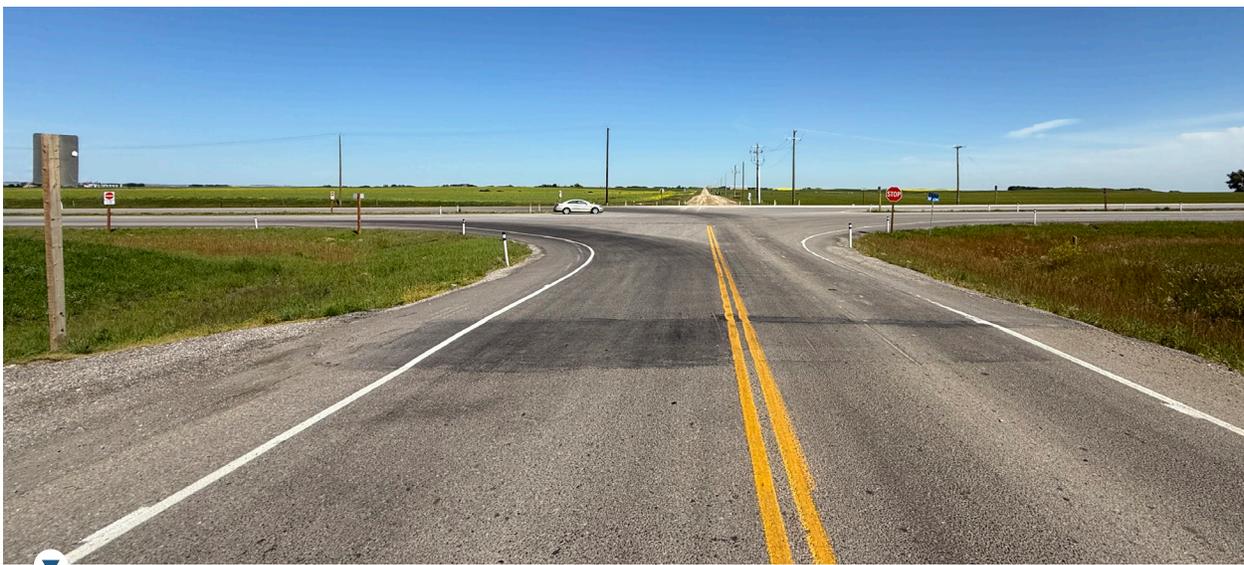
As illustrated in **Figure 6: Existing Site Conditions**, the Plan area currently includes multiple agricultural and country-residential parcels. The northwest and southwest quarters have been subdivided into thirteen (13) parcels, mostly developed with single family homes, accessory building. Two (2)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

2.4.1 Existing Access

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

- + **Highway 566:** At the north edge of the Plan area is a paved, regional highway under the jurisdiction of the Province of Alberta. The Highway is aligned to intersect with Highway 2/ Deerfoot Trail to the west, and Range Road 284/Conrich Road to the east. The intersection of Highway 566 and 84th Street NE provides right-in, right-out access to the Plan area.
- + **Range Road 290/84th Street NE:** Abutting the west edge of the Plan area is a paved, municipal roadway under the jurisdiction of Rocky View County. The roadway is aligned to intersect Highway 566 to the north and Highway 564/Country Hills Blvd NE, approximately 5.0 km to the south.

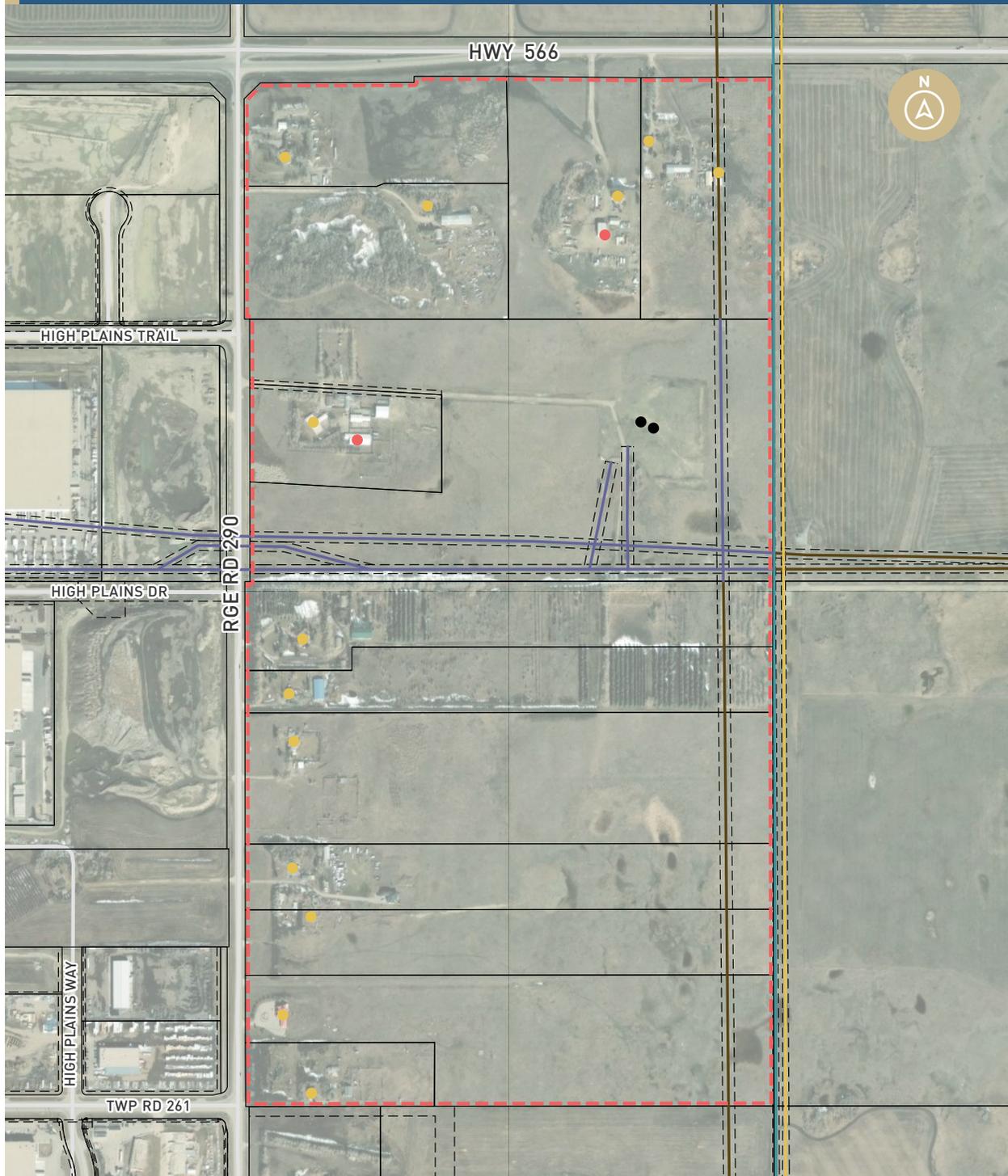
Current access into the Plan area is provided along the north and east via Highway 566 and Range Road 290 (84th Street NE).



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



FIGURE 6 Existing Site Conditions



- | | | | | |
|---------------------------------------|------------------|--------------|------------------------|-----------|
| Plan Area | At Home Business | Right-of-Way | Pipeline Status | |
| Abandoned Well (Minimum Setback - 5m) | Dwelling | Parcel | Abandoned | Operating |
| | | | Decommissioned | Removed |

2.4.2 Topography and Surface Drainage

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

2.4.3 Environmental Site Assessment (ESA)

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

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

Decommissioned Pipelines

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



FIGURE 7 Topography and Existing Surface Drainage



-  Plan Area
-  High Point
-  Low Point
-  2m Contour
-  0.5m Contour
-  Flow Direction

Well Sites

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

TABLE 3 Existing Well Sites

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

Residential Buildings

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

Policy 2.4.3.1

Well sites located within the Plan area shall be further investigated by the developer prior to development activities to the satisfaction of Alberta Environment & Protected Areas, Forestry & Parks, and the County.

Policy 2.4.3.2

Residential buildings, on Lots 1 & 2; Block C; Plan 931 0973 and Lot 1, Plan 9211207 shall be investigated by the developer through an Hazardous Buildings Material Assessment (HBMA) prior to development activities, to the satisfaction of the appropriate regulatory authority.



2.4.4 Biophysical Considerations

A preliminary Biophysical Impact Assessment (BIA) was prepared by CIMA+ (July 2025) in support of the Conceptual Scheme to describe the plant communities and wildlife potential within the Plan area, in addition to identifying wetlands and waterbodies in accordance with the Alberta Wetland Classification System (AWCS).

Based on this initial assessment, the Plan area does not contain any provincially listed or rare vascular plant species. As illustrated in **Figure 8: Potential Wetlands and Waterbodies**, the subject lands contain twenty-two (22) wetlands totaling approximately ± 23.68 ha (± 58.51 ac), and consisting of temporary and seasonal graminoid marshes, with some ephemeral waterbodies. All identified waterbodies have been submitted for review at the Water Boundaries Division of Public Lands and a response is pending.

CIMA+ is presently conducting field survey work as of the date of this Plan's submission to the County. As such, the preliminary BIA will be updated prior to the Conceptual Scheme being considered for adoption by Council. Adjustments to Figure 8 may be required.

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

Policy 2.4.4.1	Wetland disturbances within the Plan area shall proceed in accordance with the procedural, technical and compensation requirements established by Alberta Provincial Wetland Policy to the satisfaction of Alberta Environment & Parks (AEP).
Policy 2.4.4.2	The preliminary Biophysical Impact Assessment (BIA) will be updated with the conclusions and recommendations of field survey work (occurring during July and August 2025) prior to the Conceptual Scheme being finalized.
Policy 2.4.4.3	The Developer shall implement the best practices as outlined within the Biophysical Impact Assessment (BIA) at the subdivision stage to mitigate potential loss or damage to vegetation, wetlands, water bodies, wildlife, wildlife habitat, and landscaped connectivity.

2.4.5 Geotechnical Considerations

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

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

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

Policy 2.4.5.1

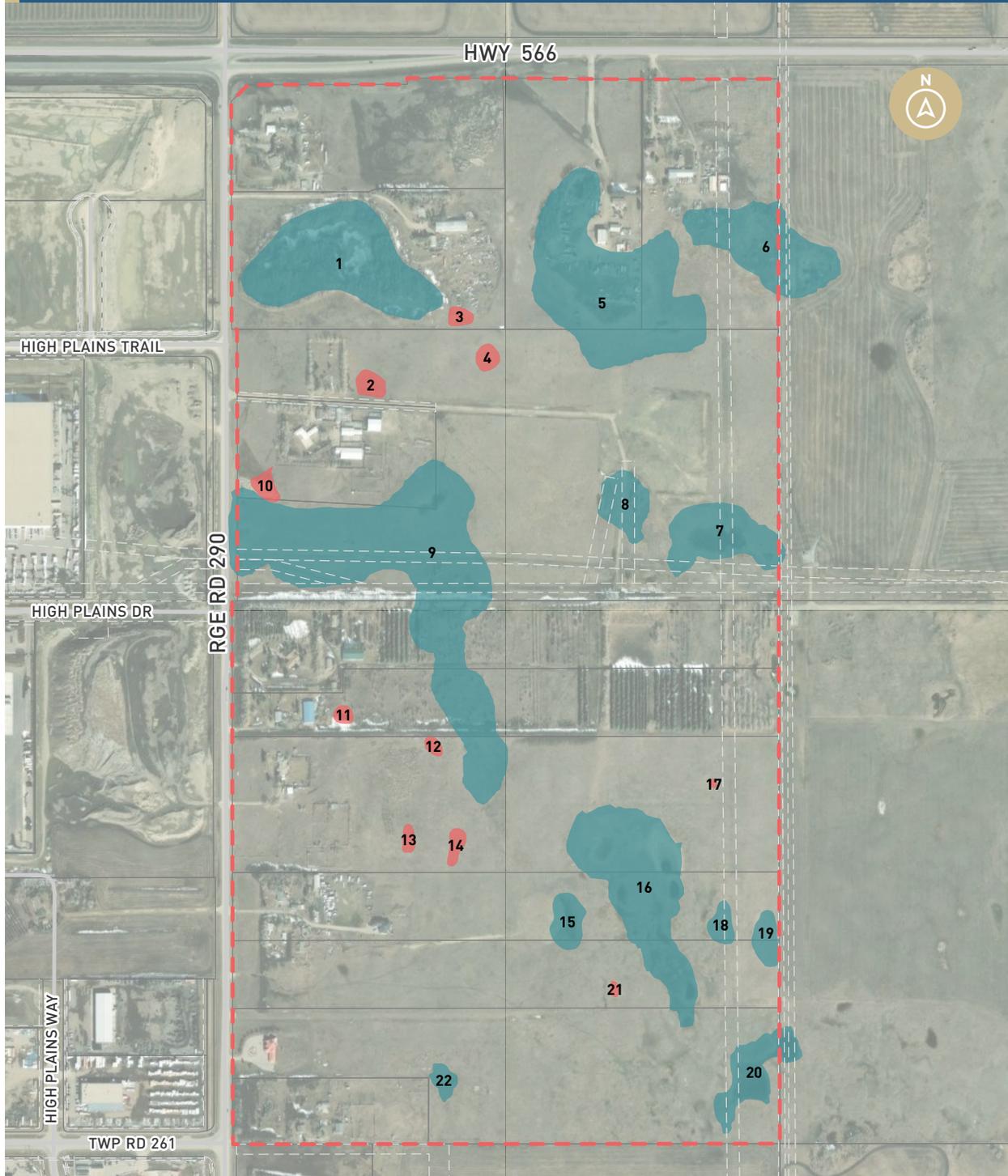
The Developer shall submit a more detailed geotechnical analysis at each stage of subdivision stage, to be prepared by a qualified Geotechnical Engineer, confirming suitability of subsurface conditions in accordance with the requirements of the County Servicing Standards.

2.4.6 Archaeological and Historical Resources Considerations

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



FIGURE 8 Potential Wetlands & Waterbodies



3.0

DEVELOPMENT CONCEPT

3.1 Eastlink Business Park

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

The Plan area's proposed subdivision concept contemplates:

- + Twenty-Two (22) Industrial-Heavy District (I-HVY) lots.
- + Two (2) Commercial-Highway District (C-HWY) lots.
- + One (1) Public Utility Lot zoned as Special-Public Service District (S-PUB).

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

Water will be supplied through Rocky View County's Balzac Water System, with a developer-constructed internal looped system providing potable water and fire protection, in accordance with County Servicing Standards. Wastewater will be serviced by the County's East Rocky View Wastewater Transmission Line, supported by a gravity collection network and lift station, also constructed by the developer in accordance with the County Servicing Standards.



FIGURE 9 Development Concept



-  PUL Stormwater / Lift Station
-  Proposed Commercial Buildings
-  Existing Pathway
-  Proposed Industrial Buildings

Stormwater will be managed through a split drainage system including of a combination of overland flow and underground pipe/culvert systems. North-central flows from the Plan area will be conveyed to a stormwater facility (PUL) located in the east-central portion of the Plan area. Southern flows will be directed toward the south to the stormwater management facility within the adopted High Plains East Conceptual Scheme area.

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

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

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

3.1.1 Development Statistics

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

TABLE 4 Development Statistics			
Development Type	± ha	± ac	%
I-HVY, Heavy Industrial Use	101.25	250.18	79.81%
C-HWY, Commercial Use	6.75	16.68	5.32%
S-PUB, Public Utility Lot (PUL) Stormwater Management	7.04	17.40	5.55%
Internal Subdivision Roads (ROW)	10.93	27.02	8.62%
Road ROW Widening	0.88	2.18	0.71%
TOTAL PLAN AREA	± 126.84	± 313.45	100.00%

Policy 3.1.1.1 Subdivisions within the Plan area are expected to proceed as generally illustrated in Figure 9: Development Concept. Yet, subdivisions may be altered based on up-to-date infrastructure requirements and market conditions without amendments to this Plan.



3.2 Transportation

3.2.1 Transportation Network

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

As per the County's Regional Transportation Off-Site Levy Bylaw Township Road 261 (future eastbound extension) is to be extended with a 36.0 m road ROW, centered on the existing quarter section line. This will require additional ROW from adjacent development. Range Road 290 is classified as a Network 'A' road, as such an ± 8.07 m of road ROW widening is to be provided at time of subdivision.

Policy 3.2.1.1

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

3.2.2 Transportation Impact Assessment (TIA)

A Transportation Impact Assessment (TIA) was conducted by Bunt & Associates (2025) in support of this Conceptual Scheme. This work evaluated potential transportation impacts of the proposed development with an assumption of right in-right out (RIRO) connection from Range Road 291 to Stoney Trail (2035 Horizon) in addition to closure of this RIRO pending construction of the Eastern Freeway (2045 Horizon). The TIA concluded that maintaining the Stoney Trail connection would be necessary for continued operational performance of the overall road network (2045 Horizon).

Upgrade requirements were identified under the 2035 Background scenario, at Range Road 290 and Highway 566 intersection. The timing of the construction of these upgrades will be determined through updated transportation analysis with future subdivision applications both from developments within the Plan area and adjacent developments.

Remaining intersections proposed along Range Road 290 and Township Road 261 (eastbound extension) are projected to operate at acceptable servicing levels, up to the 2035 Horizon for Range Road 290, and up to the 2045 Horizon for Township Road 261. At which time, and at full build-out of the Plan area, upgrades will be required. Construction timing of intersection upgrades will be confirmed through future transportation analysis with future subdivision applications both from developments within the Plan area and adjacent developments.

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

Policy 3.2.2.1	All internal roads within the Plan area shall be constructed by the developer in accordance with the County's Servicing Standards.
Policy 3.2.2.2	Road ROW widenings shall be provided along Range Road 290 at the subdivision stage by the developer in accordance with the County's long-range transportation network requirements.
Policy 3.2.2.3	Developers shall coordinate alignments with existing and adjacent ROW as generally illustrated in Figure 10: Transportation.
Policy 3.2.2.4	Transportation upgrades demonstrated to provide benefit to adjacent lands, outside of the Plan area, will be eligible for cost recoveries in accordance with the County's Infrastructure Cost Recovery Policy C-406.

3.3 Utility Servicing

3.3.1 Utility Servicing Design Brief

A Utility Servicing Design Brief was conducted by CIMA+ (2025) in support of this Conceptual Scheme to establish expectations for servicing requirements within the Plan area. Based on recommendations, outlined under separate cover, the following systems are proposed.

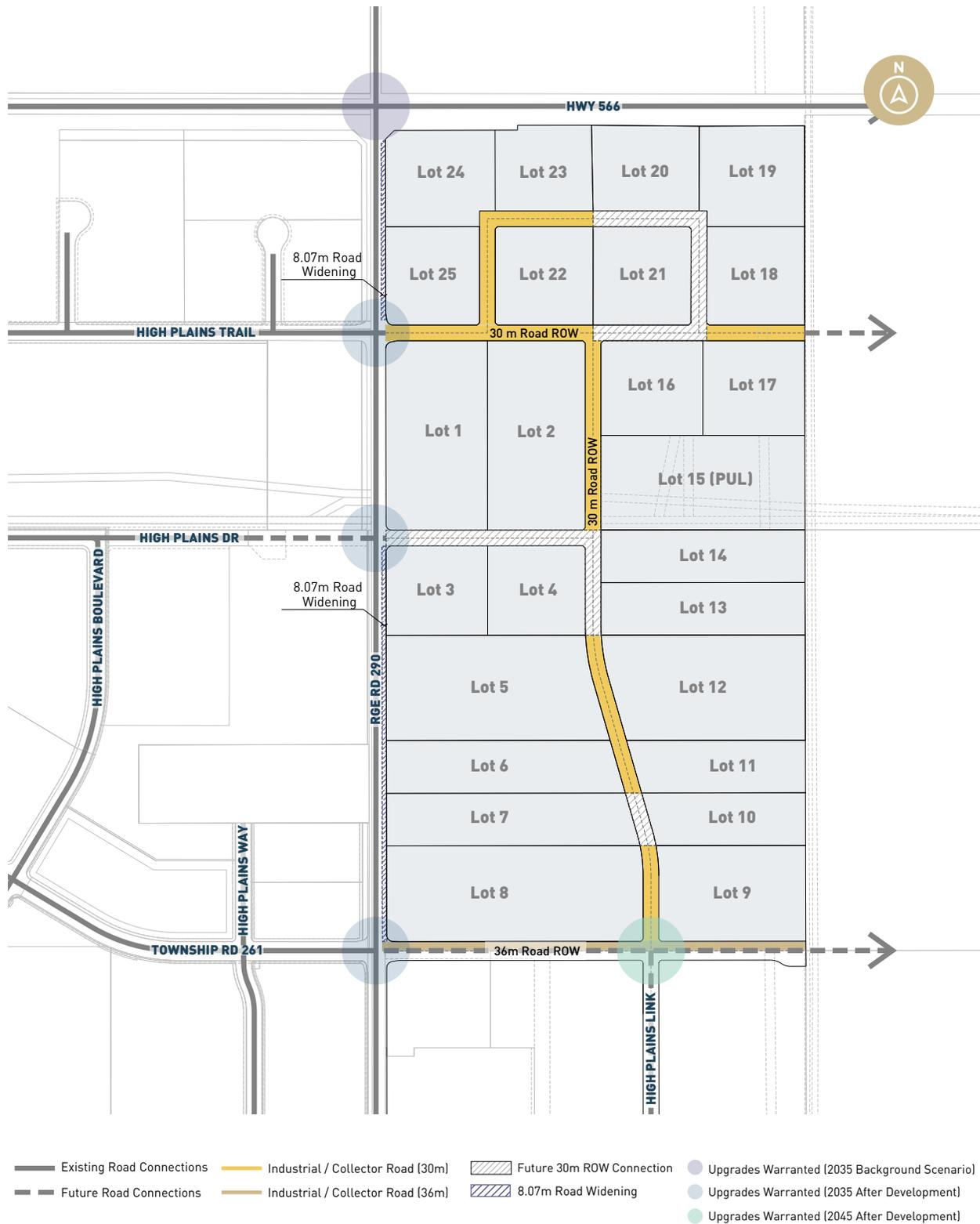
3.3.2 Water Servicing

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

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



FIGURE 10 Transportation



3.3.3 Internal Water Distribution Network

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

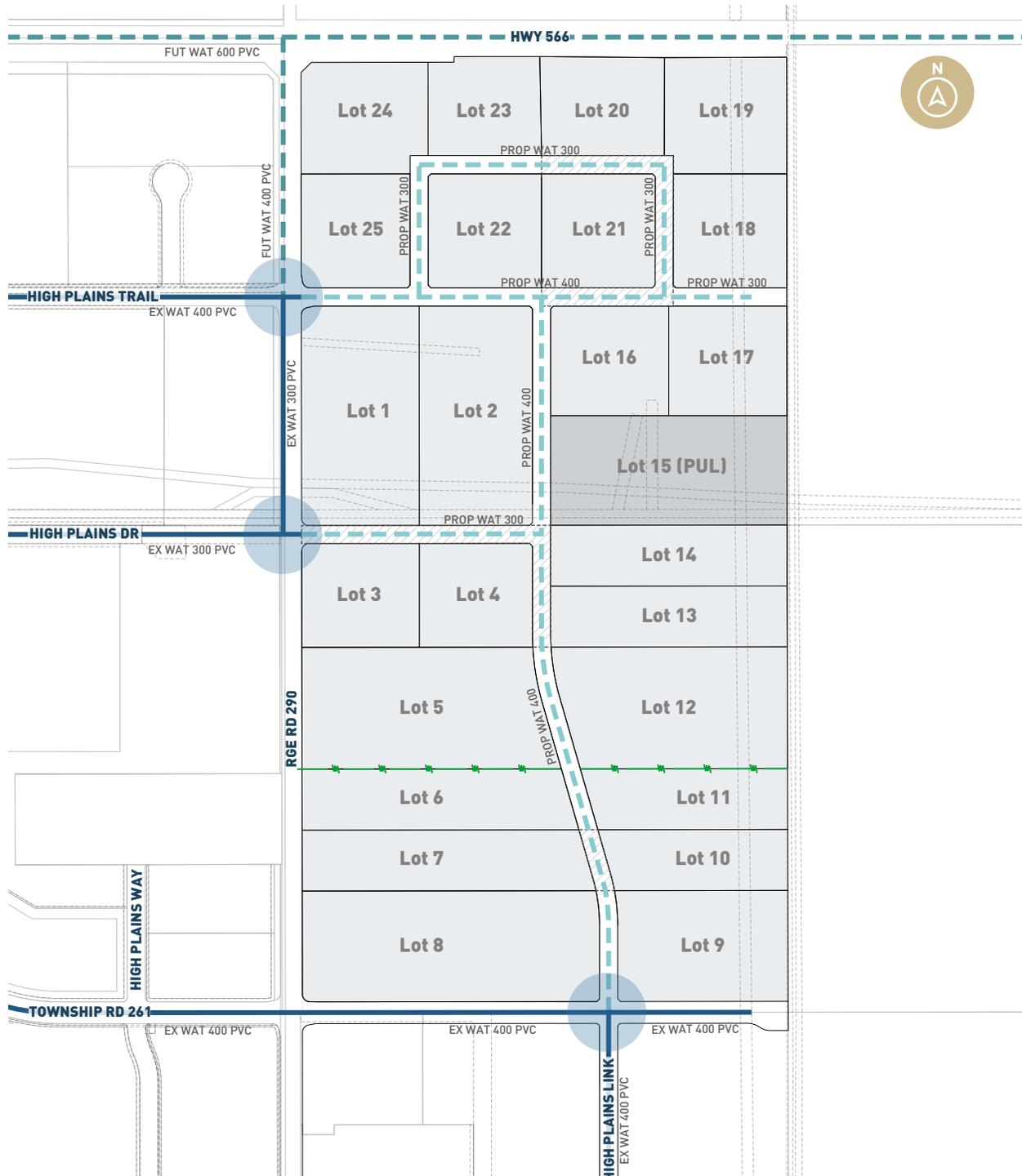
- + High Plains Trail & Range Road 290
- + High Plains Drive & Range Road 290
- + High Plains Link & Township Road 261

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

Policy 3.3.3.1	The internal water distribution network shall be constructed by the developer, at the subdivision stage, in accordance with the County Servicing Standards.
Policy 3.3.3.2	The internal water distribution network shall be owned and maintained by the County.
Policy 3.4.3.3	The design of the internal water distribution network shall accommodate fire suppression in accordance with the County Servicing Standards.
Policy 3.4.3.4	The Developer shall engage a qualified professional at the subdivision stage to prepare a detailed estimation of water demand expected within the subdivision area, to the satisfaction of the County.
Policy 3.4.3.5	The Developer shall provide payment for the Regional Water & Wastewater Off-Site Levy Bylaw at the subdivision and/or development permit stage.



FIGURE 11 Water Servicing



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

3.3.4 Wastewater Servicing

The Plan area is to have wastewater servicing through connection to the County's East Rocky View Wastewater Transmission Line, in accordance with regulations and the County Servicing Standards, as generally illustrated in **Figure 12: Wastewater Servicing**.

Policy 3.3.4.1

Wastewater shall be provided within the Plan area by the County's East Rocky View Wastewater Transmission Line as generally illustrated in Figure 12: Wastewater Servicing.

3.3.5 Internal Wastewater Collection Network

The north and central portions of the Plan area are to be serviced by an internal gravity sanitary sewer collection network, as conceptually illustrated in **Figure 12: Wastewater Servicing**. This network will convey flows to a proposed lift station, constructed within a Public Utility Lot (PUL), located in the east-central area of the Plan. A force main will be constructed, by the developer, to connect the proposed lift station to the County's existing 600 mm sanitary force main located along Range Road 290.

The south portion of the Plan area is expected to be serviced by the High Plains East. Wastewater from the south portion of the Plan area will connect to High Plains East infrastructure by way of extension of the gravity sewer main to ultimately discharge to the High Plains East lift station. Specific design and requirements of both the north and south wastewater collection network are to be confirmed at subdivision and in accordance with the County Servicing Standards.

Policy 3.3.5.1

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

Policy 3.3.5.2

The internal wastewater collection network shall be owned/maintained by the County.

Policy 3.3.5.3

The developer shall engage a qualified professional at the subdivision stage to prepare a detailed estimation of proposed wastewater generation expected within the subdivision area, to the satisfaction of the County.

Policy 3.3.5.4

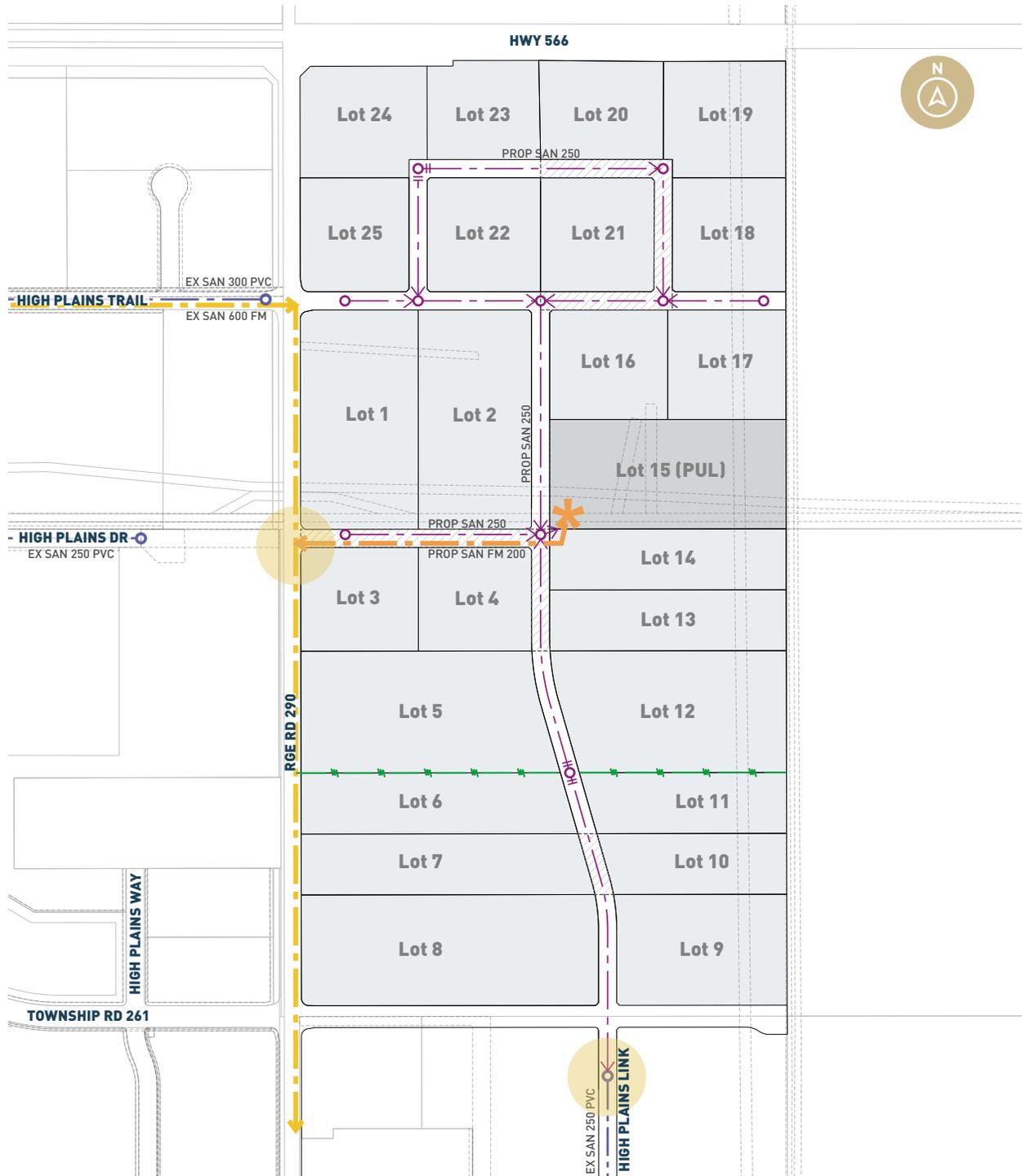
The developer shall provide payment for the Regional Water & Wastewater Off-Site Levy Bylaw at the subdivision and/or development permit stage.

Policy 3.3.5.5

The developer of Lots 6 - 11 shall liaise with the High Plains East developer (and the County) to facilitate sanitary service for the southern portion of the Plan area. A special Sanitary Servicing Agreement along with Cost Recovery contributions will be required at the subdivision stage.



FIGURE 12 Wastewater Servicing



- Grading High Point
- Connection Points to Existing Sanitary Mains
- Existing Sanitary Sewer
- Existing Sanitary Forcemain
- Proposed Sanitary Sewer
- Proposed Sanitary Forcemain
- Proposed Sanitary Manhole
- Proposed Sanitary Lift Station

3.3.6 Franchise Utilities

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

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

3.4 Stormwater Management

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

3.4.1 Staged Master Drainage Plan

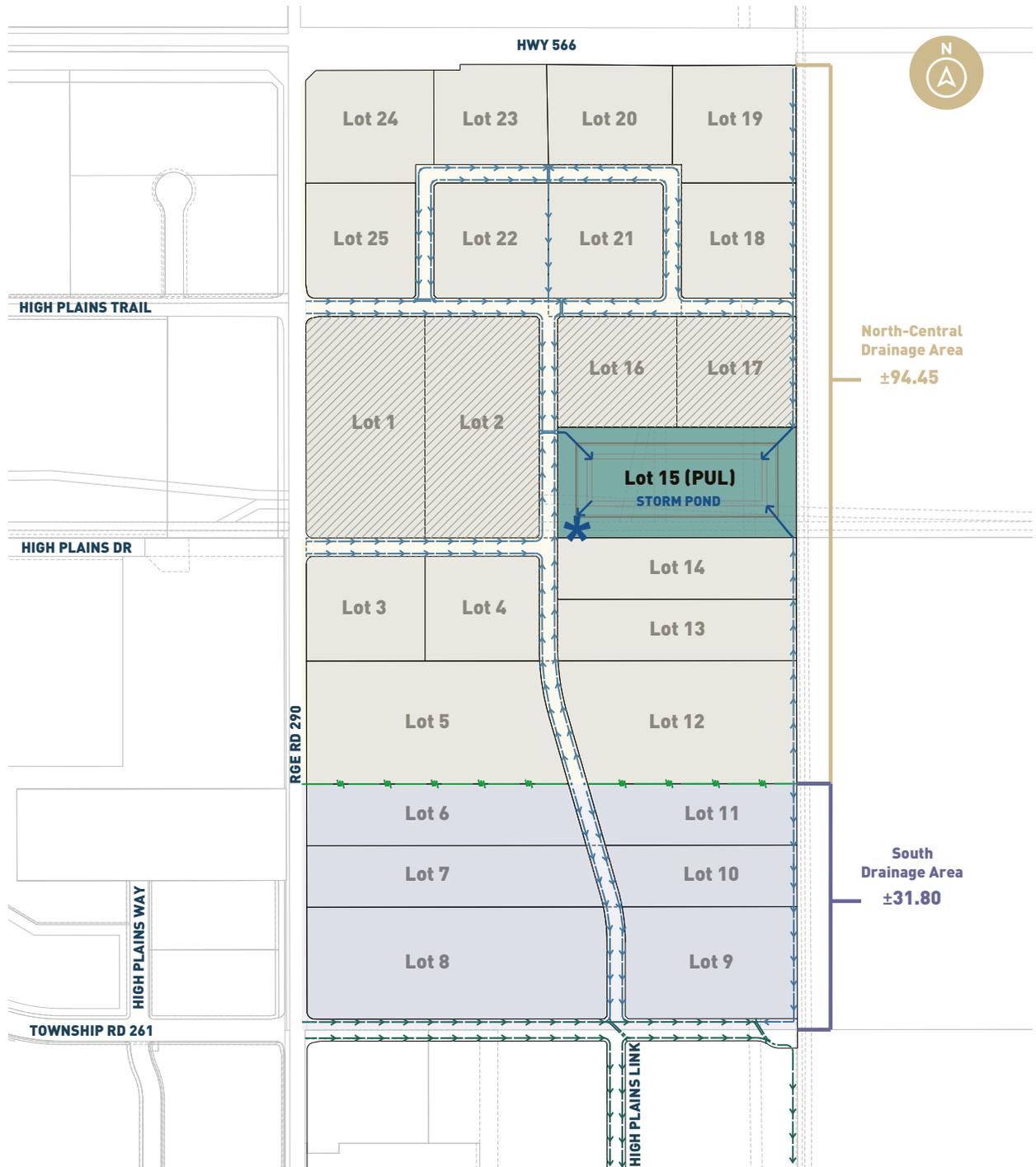
A Stage Master Drainage Plan was prepared by CIMA+ (2025) in support of this Conceptual Scheme. It identifies the appropriate location and sizing of stormwater infrastructure, including storage for a 1:500-year event, catchment boundaries, and stormwater quality maintenance requirements.

The Plan area lies at the headwaters of the Cooperative Stormwater Management Initiative (CSMI), which aims to establish a regional stormwater system within the BEASP involving the Western Irrigation District (WID) and multiple jurisdictional partners. However, no downstream infrastructure is currently available.

As such, a zero-discharge stormwater strategy is proposed for the Plan area, which is consistent with adjacent developments. The Plan area's stormwater management system will consist of a split-drainage system. Runoff from the north-central portion of the Plan area, approximately ± 95.45 ha (± 235.86 ac), will be directed to a new stormwater management facility (storm pond) designed to accommodate up to 1:500-year storm event, to be constructed by the developer in the east-central portion of the Plan area.



FIGURE 13 Stormwater Management



- Existing Drainage Ditch
- Proposed Drainage Ditch
- Existing Storm Culvert
- Proposed Storm Culvert
- * Proposed Pump Station
- Grading High Point
- Temporary Irrigation Areas
- Drainage Area to Pond
- Drainage to High Plains East

The storm pond will be utilized for capture, conveyance, storage, treatment, and reuse for irrigation, dust control, and other future purposes permitted by Alberta Environment and Parks. A pump station, located in the PUL, will redistribute treated water to areas inside and/or outside of the Plan area. Runoff from the south portion of the Plan area, approximately ± 31.80 ha (± 78.38 ac) is to be directed and discharged southward to High Plains East development. This will require coordination with developers to the south, mainly High Plains East.

Policy 3.4.1.1	Stormwater management shall be provided within the Plan area as generally illustrated on Figure 13: Stormwater Management.
Policy 3.4.1.2	The design of the stormwater management system within the Plan area shall accommodate the unit area release rates and volume retention targets as per the Balzac Master Drainage Plan.
Policy 3.4.1.3	The stormwater management facility shall be constructed, by the developer, at the subdivision stage in accordance with the County Servicing Standards.
Policy 3.4.1.4	The stormwater management facility shall be dedicated within a Public Utility Lot (PUL) at the subdivision stage.
Policy 3.4.1.5	The developer of Lots 6 - 11 shall liaise with the High Plains East developer (and the County) to facilitate stormwater management for the southern portion of the Plan area. A special Stormwater Management Servicing Agreement along with Cost Recovery contributions will be required at the subdivision stage.

3.4.2 Temporary Irrigation Area

Based on stormwater storage pond capacity and application of a continuous simulation method within the SDMP, approximately ± 19.10 ha (± 47.20 ac) should be reserved within the Plan area for temporary irrigation as generally illustrated in **Figure 13: Stormwater Management**.

This temporary irrigation area will facilitate the draw down of stormwater within the PUL during the initial development phases. At full build-out, an site located outside the Plan area will be required to irrigate with the PUL's stormwater to accommodate industrial development within the temporary irrigation area.

The specific location of the temporary irrigation area will be determined at the subdivision stage.

Policy 3.4.2.1	At full-build out of the Plan area an external site shall be designated for irrigation. This new area will replace the Temporary Irrigation Area as generally illustrated in Figure 13: Stormwater Management.
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Policy 3.4.2.2	The specific location and alignment of the Temporary Irrigation Area will be determined at the subdivision design stage.
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3.4.3 Private Landscaped Easement

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

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

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

Policy 3.4.4.1	The developer shall register an overland drainage ROW within the Plan area to assign rights for the County to gain access to the stormwater management infrastructure in the event of emergency or to ensure required maintenance activities are completed.
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Policy 3.4.4.2	Except for the Temporary Irrigation Areas and the Private Landscaped Easement Area stormwater management infrastructure within the Plan area will be owned and operated by the County.
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3.5 Open Space

Open Space within the Plan area consists of a Public Utility Lot (PUL) consisting of a storm pond, as conceptually illustrated in **Figure 14: Open Space**.

3.5.1 Municipal Reserve (MR)

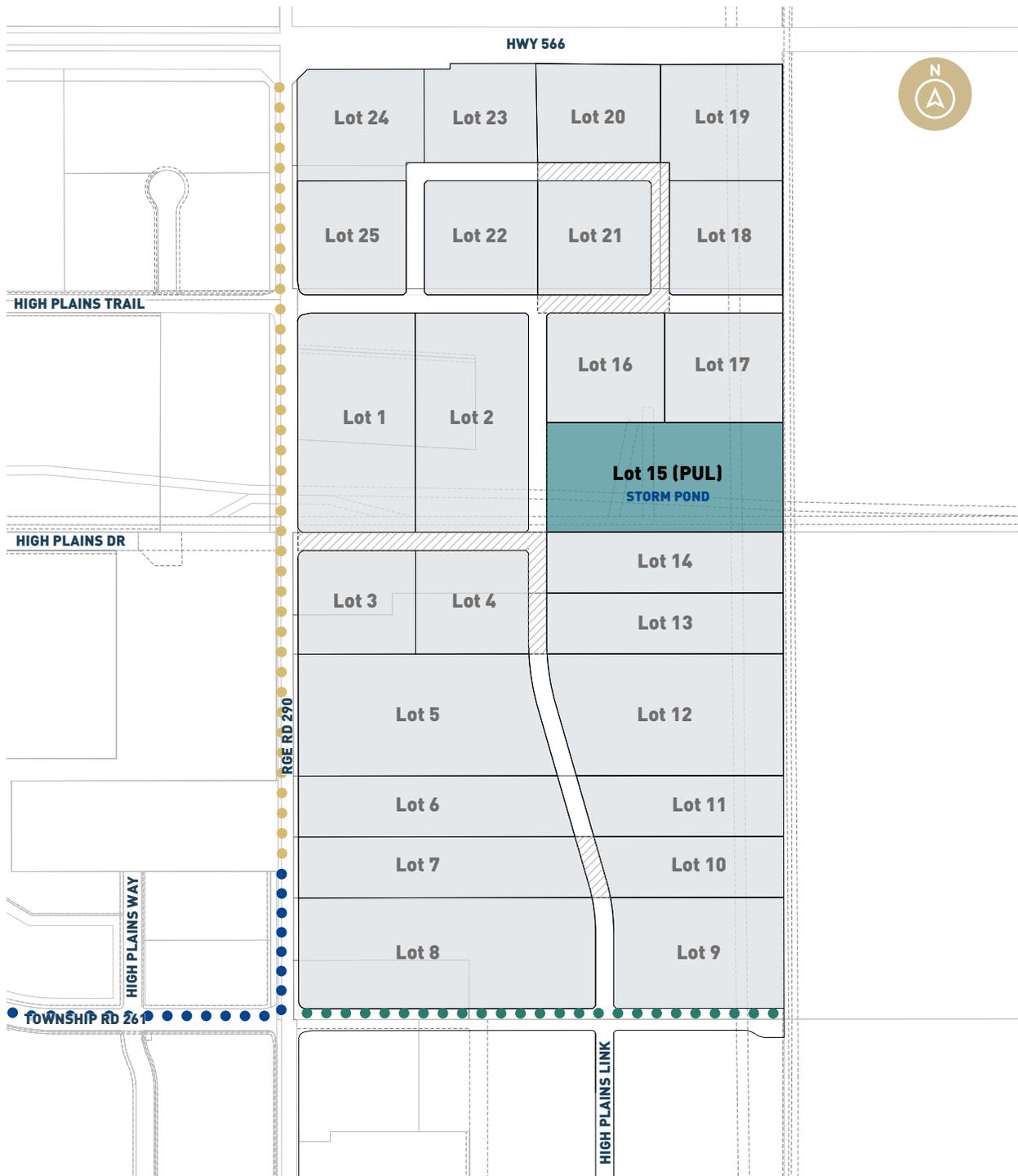
Disposition of Municipal Reserve (MR) in the Plan area shall be provided by the developer at the subdivision stage via Municipal Reserve (MR) payment(s) in cash-in-lieu of land in accordance with the requirements of the *Municipal Government Act* (MGA, Sec. 666). The approximate amount of MR outstanding within the Plan area and its anticipated disposition is outlined below. Specific amounts are to be determined at the time of survey and subdivision.

TABLE 5 Proposed Municipal Reserve Disposition		
	± ha	± ac
Gross Development Area (GDA)	126.84	313.45
Net Developable Area (NDA)	126.84	313.45
Amount of MR Outstanding (10% of NDA)	12.68	31.34

Policy 3.5.1.1	Open space within the Plan area shall be provided as conceptually illustrated in Figure 14: Open Space, through a Public Utility Lot (PUL).
Policy 3.5.1.2	Outstanding Municipal Reserve (MR) shall be provided by the developer at the subdivision stage via cash-in-lieu payment pursuant to the provisions of the <i>Municipal Government Act</i> (MGA, Sec. 666).



FIGURE 14 Open Space



-  Future 30m ROW Connection
-  Proposed Pathway
-  Planned / Future Pathway
-  Existing Pathway
-  Public Utility Lot

3.5.2 Pedestrian Connectivity

As generally shown in **Figure 14: Open Space**, a pedestrian pathway is proposed to be constructed along the southern edge of the Plan area at the Township Road 261 road allowance. This will support connections with the existing pathway located west of Range Road 290 and Township Road 261.

No other pathways are proposed within the Plan area. This approach is consistent with the pedestrian strategy established by the adopted High Plains and High Plains East Industrial Park Conceptual Schemes.

Policy 3.5.2.1	A pedestrian pathway shall be constructed by the developer at the subdivision stage to support connection with the existing pathways located west of Range Road 290 and Township Road 261.
Policy 3.5.2.2	The alignment of this pedestrian pathway shall be determined at the subdivision stage and will be situated either on an easement within private lots or with the Township Road 261 road allowance.
Policy 3.5.2.3	Maintenance of this pedestrian pathway shall be provided by the Business Lot Owner's Association (BLOA).





3.6 Community Support Services

3.6.1 Fire Response

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

3.6.2 Police Response

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

3.6.3 Emergency Response

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

3.6.4 Solid Waste Management

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

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

4.0

IMPLEMENTATION

4.1 Proposed Land Use

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

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

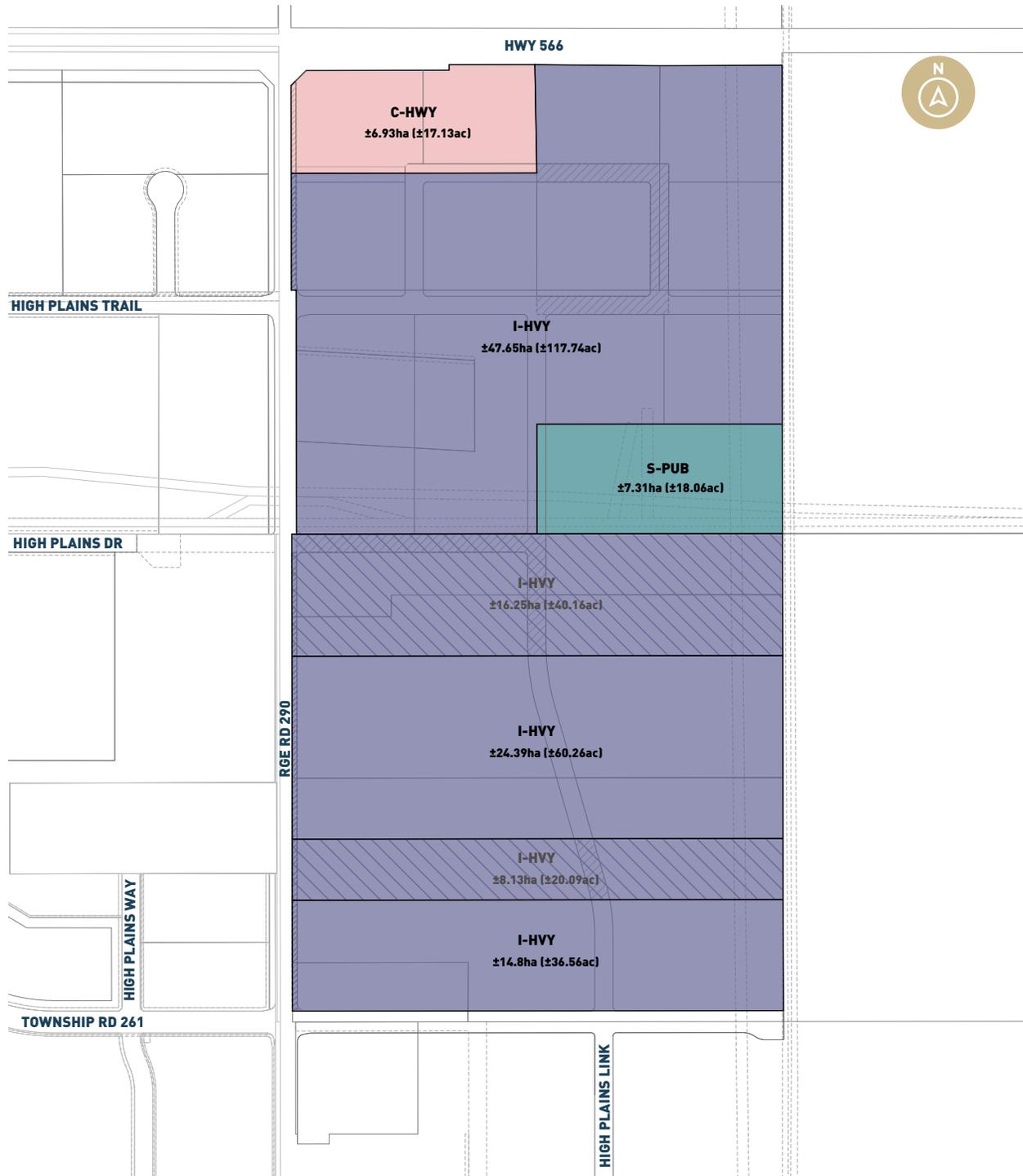
Future land use designations, as outlined in **Figure 15: Proposed Land Use**, are subject to projected participation and ownership status as the Plan area develops.

Policy 4.1.1

Future land uses within the Plan area are to be designated as generally illustrated in Figure 15: Proposed Land Use. Yet, land uses may be altered based on up-to-date market conditions.



FIGURE 15 Proposed Land Use



- C-HWY Commercial, Highway District
- I-HVY Industrial, Heavy District
- S-PUB Special, Public Service District
- I-HVY Future Industrial, Heavy District

4.2 Proposed Subdivision

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

- + Approximately twenty-two (22) I-HVY industrial lots ranging in size from ± 3.18 ha (± 7.87 ac) to ± 8.95 ha (± 22.12 ac).
- + Approximately two (2) C-HVY lots ranging in size from ± 3.00 ha (± 7.41 ac) to ± 3.75 ha (± 9.27 ac).
- + Dedication of a Public Utility Lot (PUL) for a stormwater management facility (storm pond) and a proposed lift station.
- + Dedication of public road ROW for internal subdivision roads and existing road ROW widening.
- + Payment of outstanding cash-in-lieu of land for Municipal Reserves (MR).
- + Installation of all required municipal and franchise infrastructure.

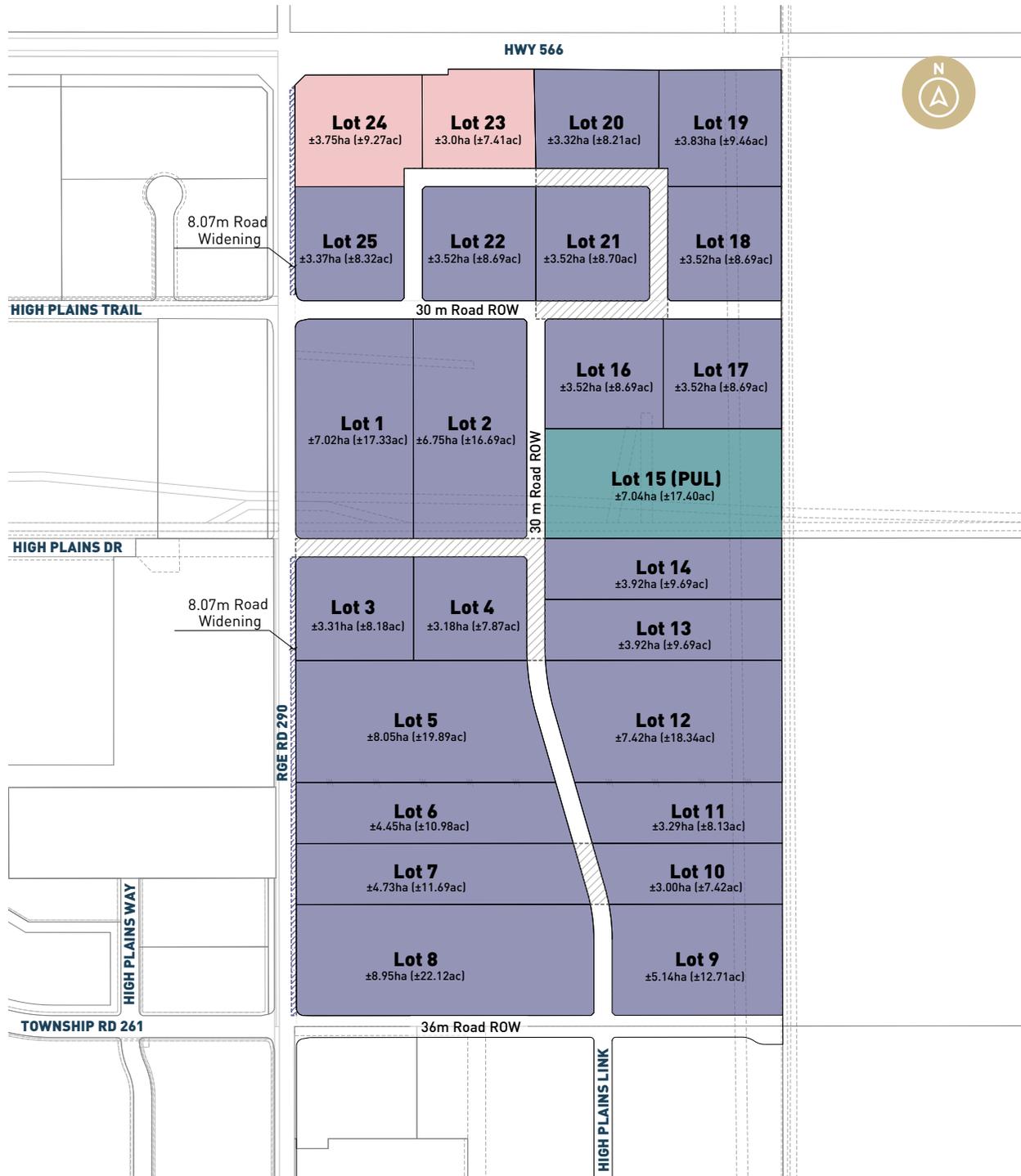
Figure 16: Proposed Subdivision is conceptual. The numbers, size and configuration of lots are subject to change based on phasing proposed by the developer, market demands, parcel ownership and availability of utility servicing and transportation infrastructure at the time of subdivision.

Policy 4.2.1

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



FIGURE 16 Proposed Subdivision



- S-PUB Special, Public Service District
- Future ROW
- Widening

4.3 Development Phasing

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

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

Phase 1 will include:

- + Approximately six (6) industrial heavy lots situated in the north portion of the Plan area.
- + Approximately two (2) highway commercial lots in the north-western portion of the Plan area.
- + A stormwater management facility, provided through a Public Utility Lot (PUL) (storm pond), and lift station in the east-central portion of the Plan area.
- + Dedication of road rights-of-way and ROW widenings (as required).
- + Dedication of outstanding cash-in-lieu of Municipal Reserves (MR) for the Phase 1 area.

PHASE 2 extends the development area to land which will be owned in the future by the proponent(s) of the Plan. This phase will establish a secondary access point into the Plan area, via extension of High Plains Drive (eastbound) and expansion of Industrial Heavy (I-HVY) uses.

Phase 2 will include:

- + Approximately eight (8) industrial heavy lots situated in the central portion of the Plan area.
- + Dedication of road rights-of-way and ROW widenings (as required).
- + Expansion of servicing utility ROW.
- + Dedication of outstanding cash-in-lieu of Municipal Reserves (MR) for the Phase 2 area.

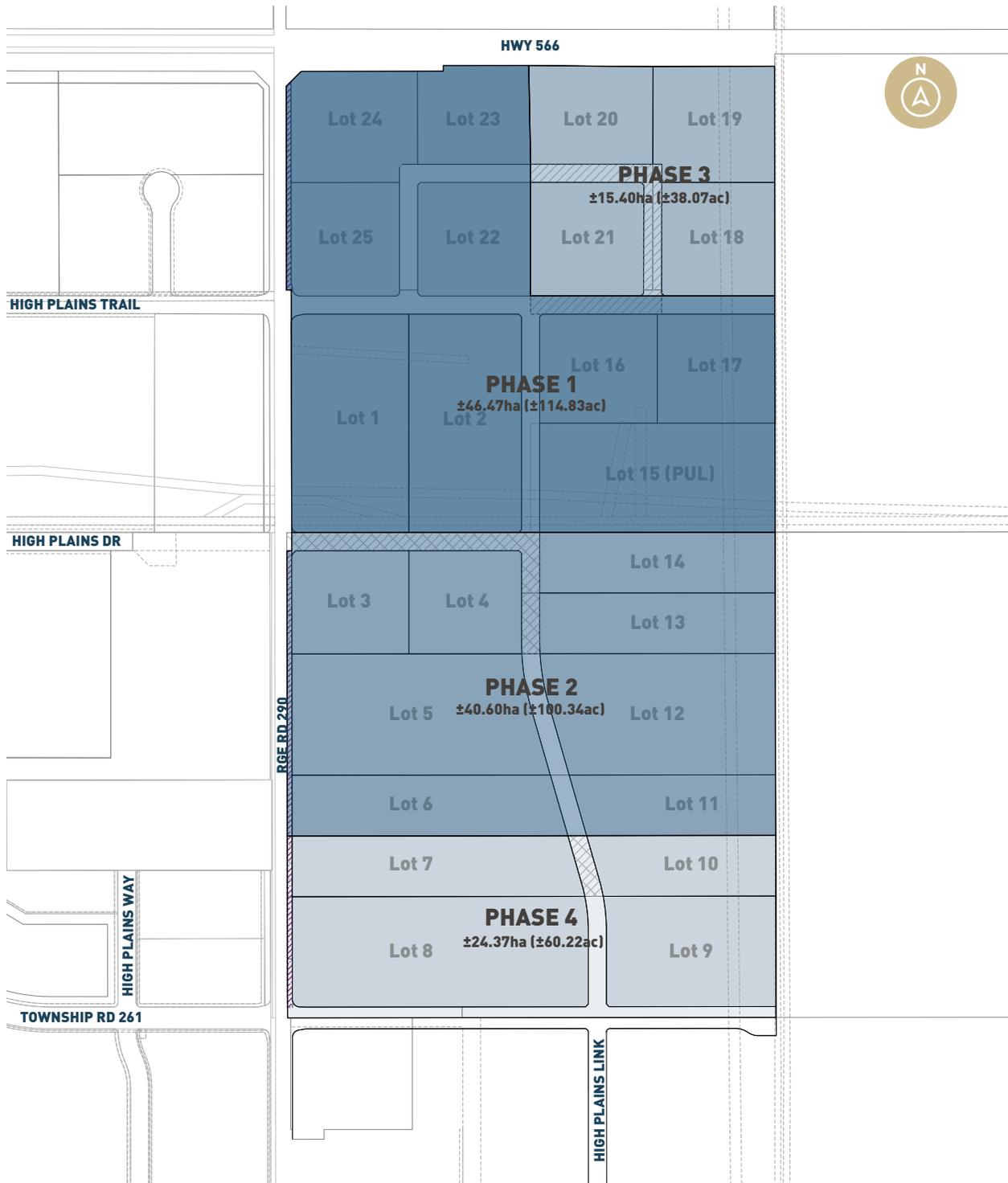
PHASE 3 intends to complete the northern portion of the Plan area by expanding further industrial heavy lots, private landscape easement areas along Highway 566 and completing an internal looped subdivision roadway within the north portion of the Plan.

Phase 3 will include:

- + Approximately four (4) industrial heavy lots situated in the north-eastern portion of the Plan area.
- + Dedication of road rights-of-way and ROW widenings (as required). Such as completion of internal looped subdivision roadways in the north-east area.
- + Expansion of servicing utility ROW.
- + Dedication of outstanding cash-in-lieu of Municipal Reserves (MR) for the Phase 3 area.



FIGURE 17 Development Phasing



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

Phase 4 will include:

- + Approximately four (4) industrial heavy lots situated in the south portion of the Plan area.
- + Dedication of road rights-of-way and ROW widenings (as required), such as the eastbound extension of Township Road 261.
- + Expansion of servicing utility ROW.
- + Dedication of outstanding land or cash-in-lieu of Municipal Reserves (MR) for the Phase 4 area.

Notwithstanding, the developer may proceed with an alternate phasing strategy provided appropriate infrastructure is available to support the amended development phase.

Policy 4.3.1

The development within the Plan area is expected to proceed in four (4) phases, as generally illustrated in Figure 17: Development Phasing. Yet, phases may be altered based on up-to-date infrastructure requirements and market conditions without amendments to this Plan.

4.4 Architectural Design Considerations

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

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



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

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

Policy 4.4.1

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

4.5 Business Lot Owners Association

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

Policy 4.5.1

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

4.6 Development Permit Process

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

5.0

5.1 The County Plan, 2013

The County Plan, adopted by Rocky View County in October 2013, includes the following vision statement:

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

The Plan provides a series of principles which future developments within the municipality are expected to contemplate.

- + Growth & Fiscal Sustainability
- + Rural Communities
- + Rural Service
- + The Environment
- + Agriculture
- + Partnerships

The County Plan’s business policies direct non-residential development to locate within identified regional business areas and/or hamlets. Emphasis is placed on the support for new business development within regional business centres. These areas are proposed to accommodate regional, interprovincial and even nationally significant commerce networks through master-planned business parks that are supported by municipal infrastructure. In doing so, the County continues to leverage this non-residential assessment base to ensure the municipality can achieve its fiscal and growth management objectives.

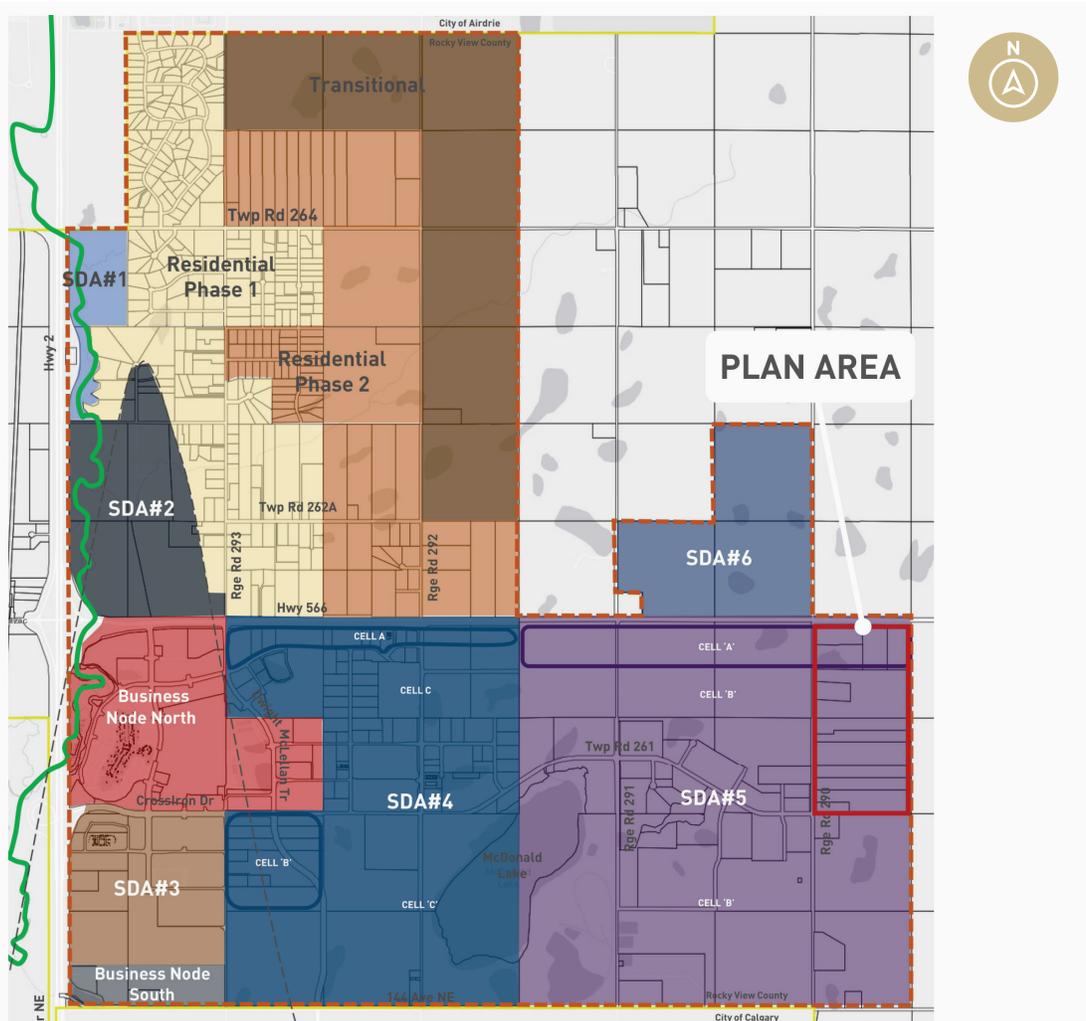
The **Eastlink Business Park Conceptual Scheme** proposes new industrial and commercial development within an identified Rocky View County regional business center. This Conceptual Scheme is therefore supported by the adopted Balzac East Area Structure Plan (BEASP) and is within the vicinity of appropriate transportation and utility servicing infrastructure. The Conceptual Scheme’s objectives are also consistent with the County Plan’s growth management framework.



5.2 Balzac East Area Structure Plan (BEASP), 2000

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

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



5.3 Agricultural Boundary Design Guidelines

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

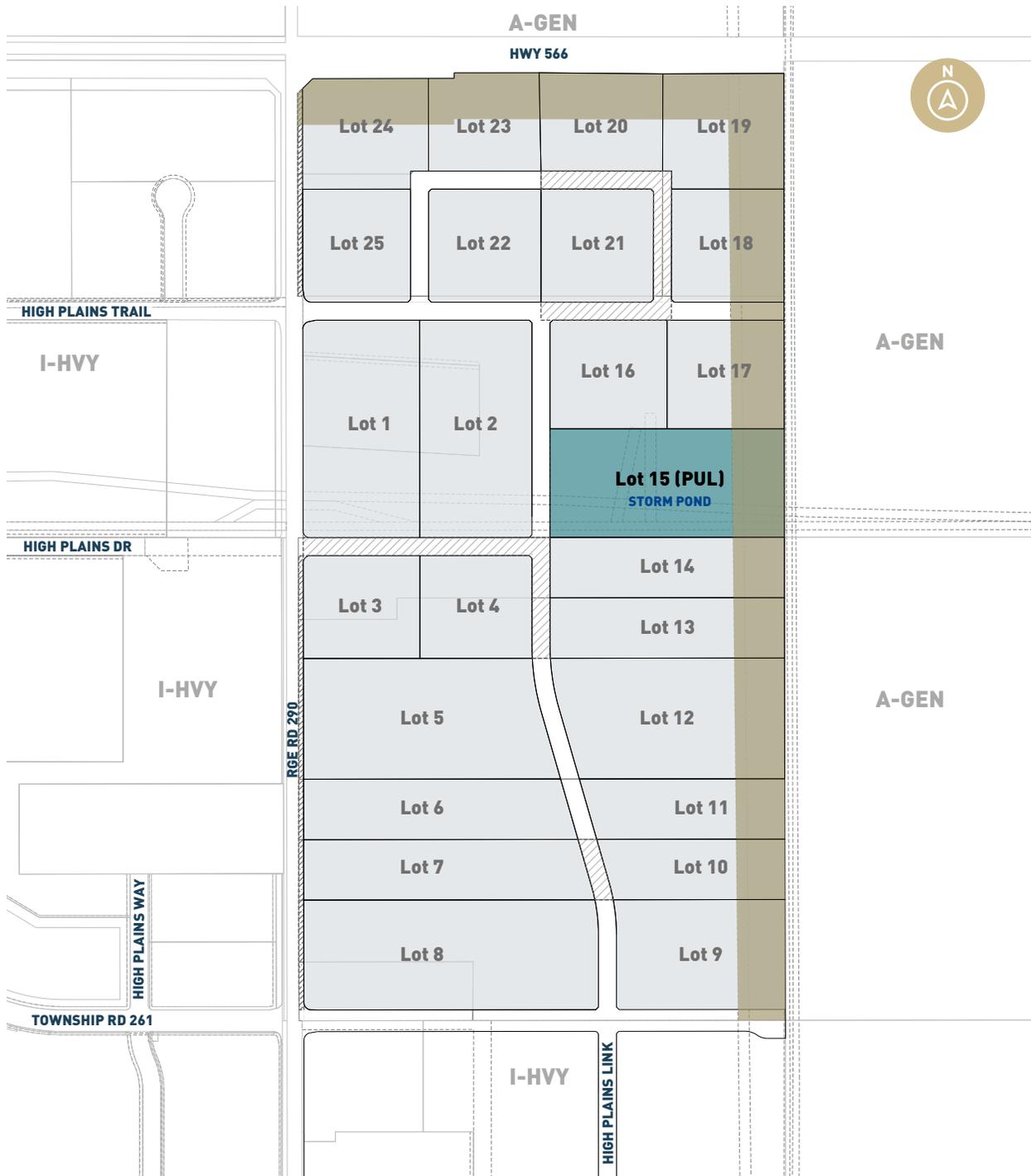
The **Eastlink Business Park Conceptual Scheme** abuts agricultural parcels located to the north and the east of the Plan area. These parcels are anticipated to remain agricultural for the foreseeable future. As such, implementation of design criteria is expected to be implemented which will reduce potential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

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

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



FIGURE 18 Agricultural Boundary Design Guidelines Considerations



-  Consideration of Agriculture Boundary Design Guidelines at Development Permit Stage
-  PUL - Stormwater Management

6.0

CONSULTATION SUMMARY

The proponents of the **Eastlink Business Park Conceptual Scheme** are committed to consulting with adjacent landowners and key stakeholders to ensure specific details related to this proposed development are communicated openly and transparently in accordance with the following principles:

- + Identify and ensure all key stakeholders are included in the process.
- + Generate awareness about Eastlink Business Park and provide an opportunity to provide input.
- + Present preliminary development plans.
- + Solicit and track comments and/or concerns so they may be actively addressed during the Conceptual Scheme review process.
- + Ensure stakeholders are continually informed of the Plan's progress.

At the time of submission to County administration, plans for the development were shared with adjacent landowners within a one (1)-mile radius of the Plan area. In addition to this, the developers' representatives contacted all internal landowners to provide details and answer questions about the Conceptual Scheme process and external landowners were provided with access to information platforms and contacts for further discussion and Q&As regarding the project. Likewise, public notice signage will be posted on the property along Range Road 290 and Highway 566.



Supporting Technical Reports (submitted under separate cover).

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



**EASTLINK
BUSINESS PARK
CONCEPTUAL SCHEME**

SEPTEMBER 2025

