



Stantec Consulting Ltd.
200-325 25 Street SE
Calgary AB T2A 7H8

January 22, 2024

Public Hearing Submission

Xin Deng / Legislative & Intergovernmental Services

Rocky View County
262075 Rocky View Point
Rocky View County, AB T4A 0X2

Dear Xin,

**Reference: Bylaw C-8476-2023 & C-8477-2023
PL20200150 & PL20200151 (05306001/05306005)**

On behalf of Farm Air Properties Inc., Stantec Consulting Ltd ('Stantec') provides the following written submission for consideration of the proposed bylaws at the Public Hearing on February 13, 2024. Farm Air Properties Inc. own several quarter sections of land immediately west of the abovementioned Conceptual Scheme proposal, including:

- SW7-25-28-W4M
- SE7-25-28-W4M
- NW6-25-28-W4M
- NE6-25-28-W4M
- NW5-25-28-W4M
- SW6-25-28-W4M
- SW5-25-28-W4M

As an adjacent landowner with land similarly identified in the Conrich Area Structure Plan (ASP), Farm Air Properties have tracked the progress of the Bridge Industrial Park Conceptual Scheme and connected with both Rocky View County ('the County') and the Applicant. As a significant landowner within the Conrich ASP (~1,100 acres), Farm Air is supportive of development that is consistent with the requirements of the wider ASP area, facilitates integrated planning and servicing infrastructure outcomes, and does not generate conditions that would adversely impact and/or place constraints on the development of the adjacent lands owned by Farm Air. As presented, the Bridge Industrial Park Conceptual will place constraints on the development of Farm Air lands due to updates to the transportation network not being incorporated within the wider ASP. We are therefore requesting the County table or modify the proposed bylaws to explore the necessary adjustments. An outline of the inconsistency is outlined below. In supporting robust planning outcomes and growth for Conrich, Farm Air is available to work with the County and the Applicant on these adjustments.

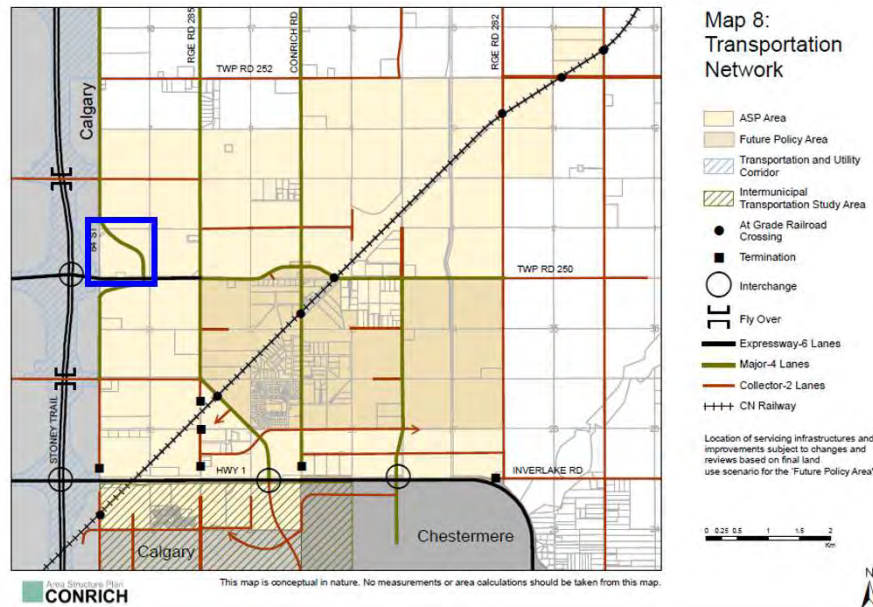
As illustrated in an extract of the Conrich ASP on the following page (Map 8: Transportation Network), growth and development of the northwest areas of Conrich rely on the implementation of a functional and supportive transportation network. As part of original preparation and approval of the Conrich ASP in 2015, this functional transportation network included a 'Major – 4 Lanes' roadway aligning with the current 84th Street alignment that traverses through Farm Air's land and providing direct access to Township Road 250 (this segment is outlined in blue on the extract on the following page). The provision of direct access from Township Road 250 also supported identification of Highway Business/Commercial Uses on Farm Air's land. Since approval of the Conrich ASP, however, the provision of direct access in the form of an all-

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 Xin Deng / Legislative & Intergovernmental Services
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Reference: Bylaw C-8359-2023 PL20220133 (05307005)

directional intersection at Township 250 and 84th Street has been ultimately removed by Alberta Transportation (AT), noting only a right-in-right-out may be possible. This outcome was confirmed by AT as part of the assessment and approval of the Westcon Business Park Conceptual Scheme, as well as Farm Air’s own discussions with AT. Not only does the ultimate removal of all-directional access impact and sterilize land use outcomes in this area of Conrich, but it also requires the County to identify and implement an alternative alignment of the ‘Major – 4 Lanes’ roadway to protect and ensure the functionality of the Transportation Network.

Conrich ASP Extract: Map 8 – Transportation Network



The practical alternative alignment that should be implemented by the County to ensure the functionality of the Transportation Network is for the ‘Major – 4 Lanes’ roadway to be realigned through the Bridge Industrial Park Conceptual Scheme and connect with Range Road 285, which represents the nearest segment of the major roadway network and the primary and first access point from Township 250 to areas north.

As presented, the Bridge Industrial Park Conceptual Scheme has not been assessed with these wider ASP requirements in mind. Upon obtaining notice of the Public Hearing we have raised these concerns with the Applicant and Administration and request the County table or modify the proposed bylaws to ensure these concerns are addressed and a functional outcome for the Transportation Network is implemented to avoid piecemeal planning outcomes and conditions that will adversely impact and/or place constraints on the development of the adjacent lands owned by Farm Air.

We reiterate our willingness to collaborate with the County and the Applicant on the satisfactory resolution of the above concerns. Should you have any questions, or require any further information, please contact the undersigned for any questions or concerns.

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Reference: Bylaw C-8359-2023 PL20220133 (05307005)

Regards,

STANTEC CONSULTING LTD.

A handwritten signature in black ink, appearing to read 'David Symes', written in a cursive style.

David Symes PMP RPP MCIP
Practice Lead, Community Development
Phone: (403) 716-1477
Mobile: (403) 830-2277
David.Symes@stantec.com

Melvin and Andrea Dyck
22 Pleasant Range Place
Rocky View County, AB
T1Z 0H2

Rocky View County
262075 Rocky View Point,
Rocky View County, AB
T4A 0X2

Attention: Planning Services Department,
Rocky View County

RE: Application Number: PL20200150/PL20200151
Bridge Industrial Park Conceptual Scheme

In the proposed Municipal Development Plan (MDP), the following question was asked of Rocky View residents: **What do you love about the County?**

Their response was:

- Rural lifestyle
- Peace and quiet
- Natural landscape

As I read the MDP further, I see the section called “Distinct Residential and Business Areas”. This is when it becomes apparent to me that not all communities in Rocky View County are treated equally.

In the MDP, Conrich is described as a “well-planned, healthy community with diverse rural neighbourhoods existing alongside a thriving industrial hub”. An oxymoron if I ever heard one!!!

Rural neighbourhoods in Conrich are seeing their natural landscape and peaceful rural lifestyle taken away and replaced with ugly industrial developments that don't even attempt to blend in to the neighbourhood. Warehouses running 24/7, truck storage yards, bringing with them truck traffic, constant noise and unsightly properties. And to make matters worse, these developments are interspersed between residential developments. Residential and Industrial DO NOT MIX!!

If there must be industrial parks in the Conrich area, try to keep them to a centralized location. Don't approve one offs all over the area. If you approve this latest master-planned business park, keep future developments in the same area.

Whatever happened to the Conrich Station development that was introduced in 2014? The property has been cleared but sits empty, ten years later. This proposed development included over 700 acres of land and was to be a master-planned business park.

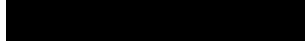
Why would Council now entertain the idea of another master-planned business park being built just a few kilometers down the road?

How many master-planned business parks do you need in the Conrich area?

The vision for Rocky View County should be shared and enjoyed by ALL communities and residents. Minimize the impact of Industrial districts on rural residential properties. Keep industrial development separate from residential neighbourhoods.

Thank you for your consideration.

Andrea Dyck
22 Pleasant Range Place



Melvin and Andrea Dyck
22 Pleasant Range Place
Rocky View County, AB
T1Z 0H2

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262075 Rocky View Point,
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Attention: Legislative & Intergovernmental Services,
Rocky View County

RE: Bylaw C-8476-2023 & Bylaw C-8477-2023 – PL20200150, 151
Bridge Industrial Park Conceptual Scheme

Here are four policy direction statements copied directly from the Future Policies Document for the Conrich area.

1. Support the continuation of existing agricultural operations until development of those lands to another use is deemed desirable.
2. Protect existing and future residential areas with appropriate land use transition and design measures.
3. Arrange land uses that take advantage of commercial and industrial growth opportunities, while minimizing the impact on residential development.
4. Identify transportation corridors and provide the planning to ensure increased traffic volumes, access, and costs are accounted for and impacts are minimized to the greatest extent possible.

You are failing on all accounts by proceeding with the Bridge Industrial Park Development.

Support the continuation of existing agricultural operations until development of those lands to another use is deemed desirable.

You should not allow more agricultural land to be lost when you have 700 acres at what was to be “Conrich Station”, sitting undeveloped and turning into a weed patch. See Appendix A for more details.

Don't approve more developments until previously approved developments are built out.

Arrange land uses that take advantage of commercial and industrial growth opportunities, while minimizing the impact on residential development.

You are letting the developers dictate where the developments are located. You need to have a plan that will minimize the impact to existing and future residential areas.

Don't allow industrial developments to pop up all over the area. Keep this in a common area separate from residential.

Also, I'd like to bring attention to the definition of Industrial Light as per the Rocky View Land Use Bylaw:

“Industrial (Light)” means those developments where activities and uses are primarily carried on within an enclosed building and no significant nuisance factor is created or apparent outside an enclosed building. Any development, even though fully enclosed, where, in the opinion of a Development Authority, there is significant risk of interfering with the amenity of adjacent sites because of the nature of the site, materials or processes, shall not be considered Industrial (Light). Typical uses include laboratories, general contractors and landscaping services, construction firms, self storage facilities and warehouse sales of furniture, floor coverings etc.

PURPOSE: To accommodate a combination of office and industrial activity, including storage and support businesses, where nuisance factors are confined to the site area. Development shall address issues of compatibility and transition with respect to adjacent uses.

Once properties have been redesignated Industrial (Light), Discretionary uses such as Industrial (Heavy), Industrial (Medium), Industrial (Logistics), Outdoor Storage etc can be approved and built. These uses are in direct conflict with the purpose of the Industrial Light District.

To prevent this, the redesignation should be for the district that is the most intrusive and where all other designations are allowable uses within the district. For example, Industrial (Heavy) includes Industrial (Medium), Industrial (Logistics), Industrial (Light) as allowable uses.

Protect existing and future residential areas with appropriate land use transition and design measures.

The existing residential/non-residential interface is not adequate. If the industrial area was in a central area and separate from residential areas, an appropriate interface could be built around the area to minimize impact to residential homes.

Require developments to have more municipal and environmental reserves that are open for public use. CN Logistics has a municipal reserve on their private land and it can't be accessed by Conrich residents.

The Bridge Industrial Park plan shows an environmental reserve at the far corner of the property. There will be no public access. The municipal reserve shown is probably the mandatory 50 m wide interface and is no good for public use. Why is there no residential/non-residential interface shown for the property along Range Road 285?

Identify transportation corridors and provide the planning to ensure increased traffic volumes, access, and costs are accounted for and impacts are minimized to the greatest extent possible.

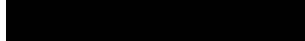
Range Road 285 has been identified as a main trucking route. Why are you allowing so many access

points onto Range Road 285?

If the Bridge Industrial Park is built, you will need either lights or a 4-way to control the flow of traffic. Then a little further down the road you have an access from Cambridge Park, and Grace Trucking storage lot, then further down before Township Road 252, you have nine properties at Sunshine Road accessing Range Road 285.

The road will be so slow to drive, truckers will look for alternate routes such as Range Road 284 (Conrich Road). Trucks already use this route to get to Country Hills.

Mel and Andrea Dyck
22 Pleasant Range Place



APPENDIX A

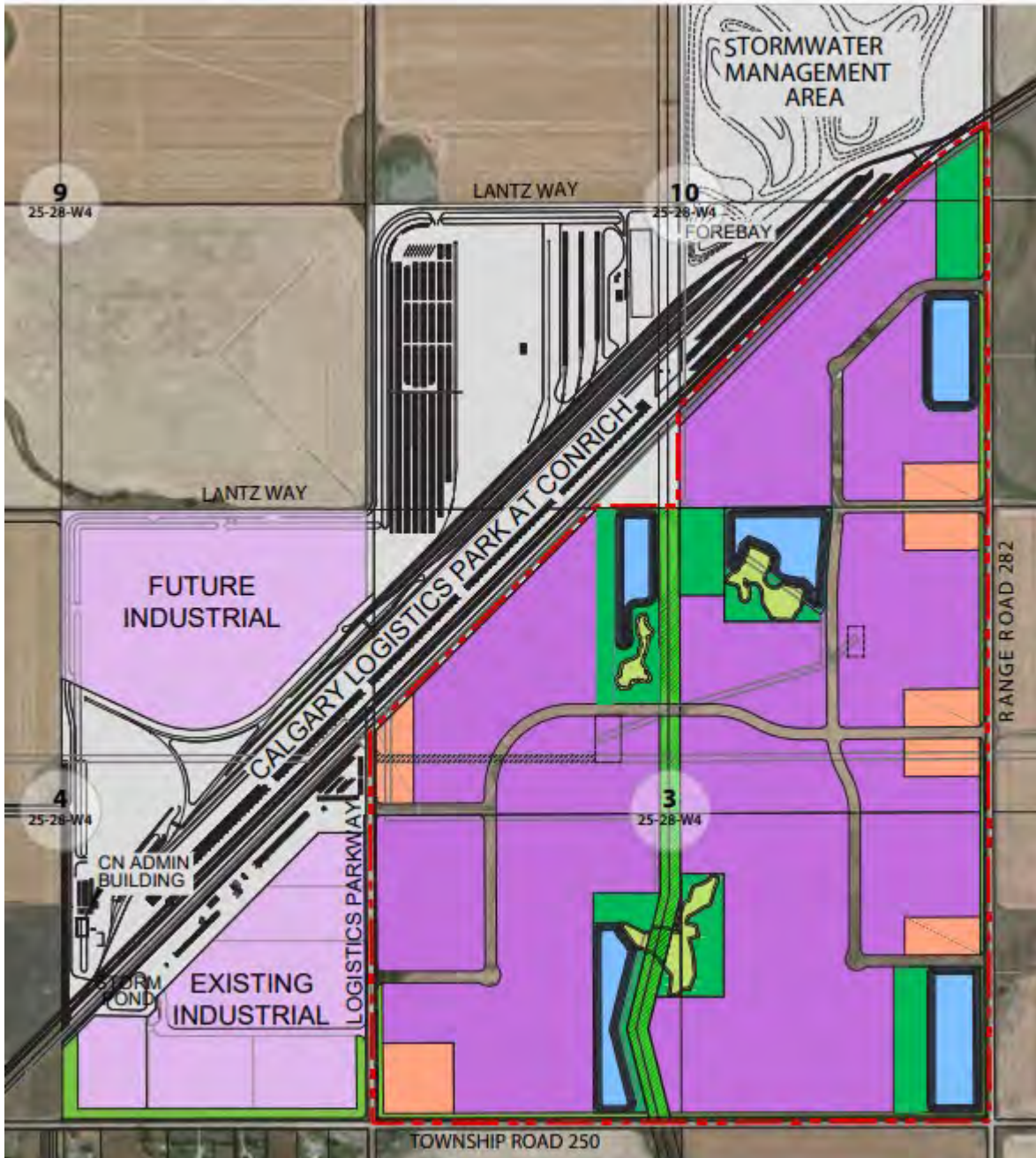


Figure 1: Conrich Station Development Concept





Figure 2: Photos of Conrich Station Today

23 January 2024

Xin Deng / Legislative & Intergovernmental Services
Rocky View County
262075 Rocky View Point
Rocky View County, AB T4A 0X2

Dear Ms. Deng,

**RE: BYLAW C-8476-2023 & C-8477-2023
PL20200150 & PL20200151 (05306001/05306005)**

On behalf of the landowners of the Bridge Industrial Conceptual Scheme, I wish to respond to the letter prepared on behalf of Farm Air Properties Inc, dated 22 January 2023.

First and foremost, it is my clients' wish to work collaboratively with any landowner directly affected by their application. I recognize that while landowners' applications are rarely submitted at the same time, there needs to be cohesion through the municipality and its policies to aid in providing appropriate planning direction.

This application was in abeyance for a period and was revisited last year. A few items needed review and one of those was the Transportation Impact Assessment (TIA), considering any new parameters related to external components. Last fall, Terms of Reference were established with Rocky View County and the work was completed satisfactorily. Throughout this time, no change was made to a policy in the Conceptual Scheme that provided the opportunity to further investigate an east-west access through the Conceptual Scheme to accommodate an alternative access for Farm Air Properties to Range Road 285: Policy 3.3.4.1 (page 25) states:

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

This policy is further reinforced through Figure 8 (page 22) of the Conceptual Scheme, attached for your reference.

For the above explanation, we respectfully request that Council not table these applications as it is felt, per the above verbiage, that there is opportunity to address Farm Air's concerns through Policy 3.3.4.1 in the Conceptual Scheme and that this can be addressed successfully through the subdivision process.

Thank you.

Respectfully,

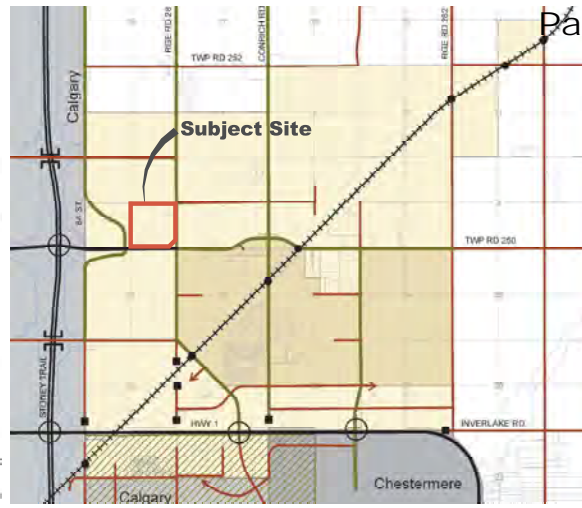


N. Darrell Grant

Community Planner/Designer

Map 8:
 Transportation
 Network

- ASP Area
 - Future Policy Area
 - Transportation and Utility Corridor
 - Intermunicipal Transportation Study Area
 - At Grade Railroad Crossing
 - Termination
 - Interchange
 - Fly Over
 - Expressway-6 Lanes
 - Major-4 Lanes
 - Collector-2 Lanes
 - CN Railway
- Location of servicing infrastructures and improvements subject to changes and reviews based on final land use scenario for the Future Policy Area



Nov 25, 2019 - 4:51pm W:\P1910-16 The Bridge_A Hybrid Logistics Park 2019\Oct22\15.0 Technical\5.1 Technical Production\5.1.1 AutoCAD\IP1910-16 Figures_Nov 22, 2019.dwg



- Legend**
- Conceptual Scheme Boundary
 - Industrial Standard Road (±30mROW)
 - Secondary Emergency Access (± 12.5m ROW)
 - Future Road Acquisition Agreement Area
 - Regional Trail
 - Potential Secondary / Emergency Access

The Bridge Industrial Park
 SE6 -Twp25-Rge28-W4M
Figure 8
Transportation
 November 2019