

**Approved**  
July 23, 2019

# COCHRANE LAKE GAS CO-OP LTD.

Situated along Highway 567 east of Highway 22  
(Northeast of the Hamlet of Cochrane Lake)



COCHRANE LAKE  
GAS CO-OP LTD.

**b&a**

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# SECTION 1.0

## Introduction

This Master Site Development Plan (MSDP) proposes the development of a limited-service business area to accommodate a variety of light industrial uses that benefit from highway exposure and efficient access provided by the regional transportation network.

The MSDP is intended to establish an implementation framework for this proposed development within the context of the County's Municipal Development Plan (The County Plan) in addition to the recently adopted Calgary Metropolitan Region Board Interim Growth Plan (IGP).

This MSDP describes a strategy to provide transportation and utility servicing infrastructure to support the proposed development which demonstrates how the project could be proceed without negatively impacting existing adjacent businesses or the surrounding agricultural parcels.

Specific provisions within this MSDP illustrate proposed placement of a new combined administrative office and warehouse facility to be constructed by Cochrane Lake Gas Co-op Ltd. (CLGC). The preliminary Lot 1 Site Plan is intended to establish initial expectations regarding how CLGC intends to situate buildings and landscaping within the MSDP area.

This MSDP is prepared in accordance with the "Other Business Development" policies of County Plan (Bylaw C-7280-2013).





# SECTION 2.0

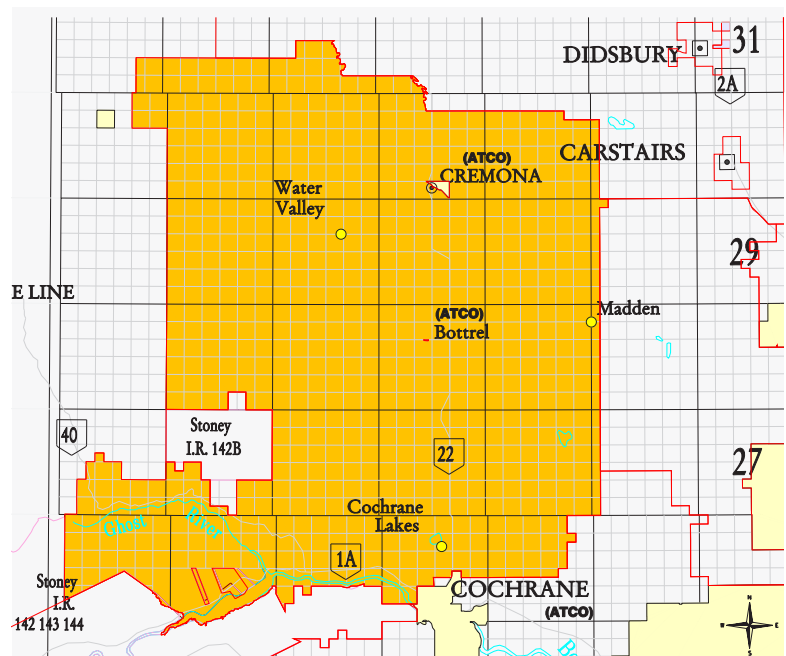
## The Project Vision & Rationale


Cochrane Lake Gas Co-Op Ltd. (CLGC) is a franchise utility service provider that has supplied natural gas to its franchise service area for over 40 years. CLGC incorporated in 1972 and currently services  $\pm 2,700$  customers situated within an area covering  $\pm 1,927$  km<sup>2</sup>, including much of the northwest quadrant of Rocky View County.

CLGC presently operates from a  $\pm 5,000$  ft<sup>2</sup> combined administrative office/industrial warehouse facility situated on a  $\pm \frac{1}{4}$  ac parcel within the Town of Cochrane's East End Industrial Area. Continued growth

within the Town is constraining CLGC's capacity to deliver services to their rural customer base, mainly due to the effects of traffic congestion within the Town. For this reason, CLGC is seeking to relocate its base of operations to a strategic location within Rocky View County so as to provide more efficient and timely service to their rural customer base.

The MSDP is situated directly east of an existing rural business area which is accessed from Highway 567, a paved regional highway under the jurisdiction of Alberta Transportation. CLGC's proposal to develop additional business lots at this location contemplates the logical extension of the existing paved highway service road referred to as Cook Road. Proximity to existing business development combined





with the opportunity to leverage the existing transportation infrastructure provides the fundamental rationale that addresses the question ‘why this location for this type of development’?

The MSDP area will be serviced by potable water cisterns and sanitary holding tanks that will not require support from the County’s utility infrastructure systems. Stormwater management will be accommodated by individual on-site retention facilities constructed within each business lot. The overall design of the drainage system will mitigate potential negative impacts to the surrounding regional drainage pattern.

The MSDP area is expected to be developed with three (3) business development parcels situated within the western portion of the MSDP area. CLGC will develop a new combined administrative office and warehouse facility within the parcel abutting Highway 567, and market the remaining two (2) parcels to other industrial users.

# SECTION

# 3.0

## Area Context

As illustrated by **Figure 1: Regional Context**, the MSDP area is located  $\pm 1.2$  km east of Highway 22, north of Highway 567 and directly east of the paved highway service road referred to as Cook Rd.

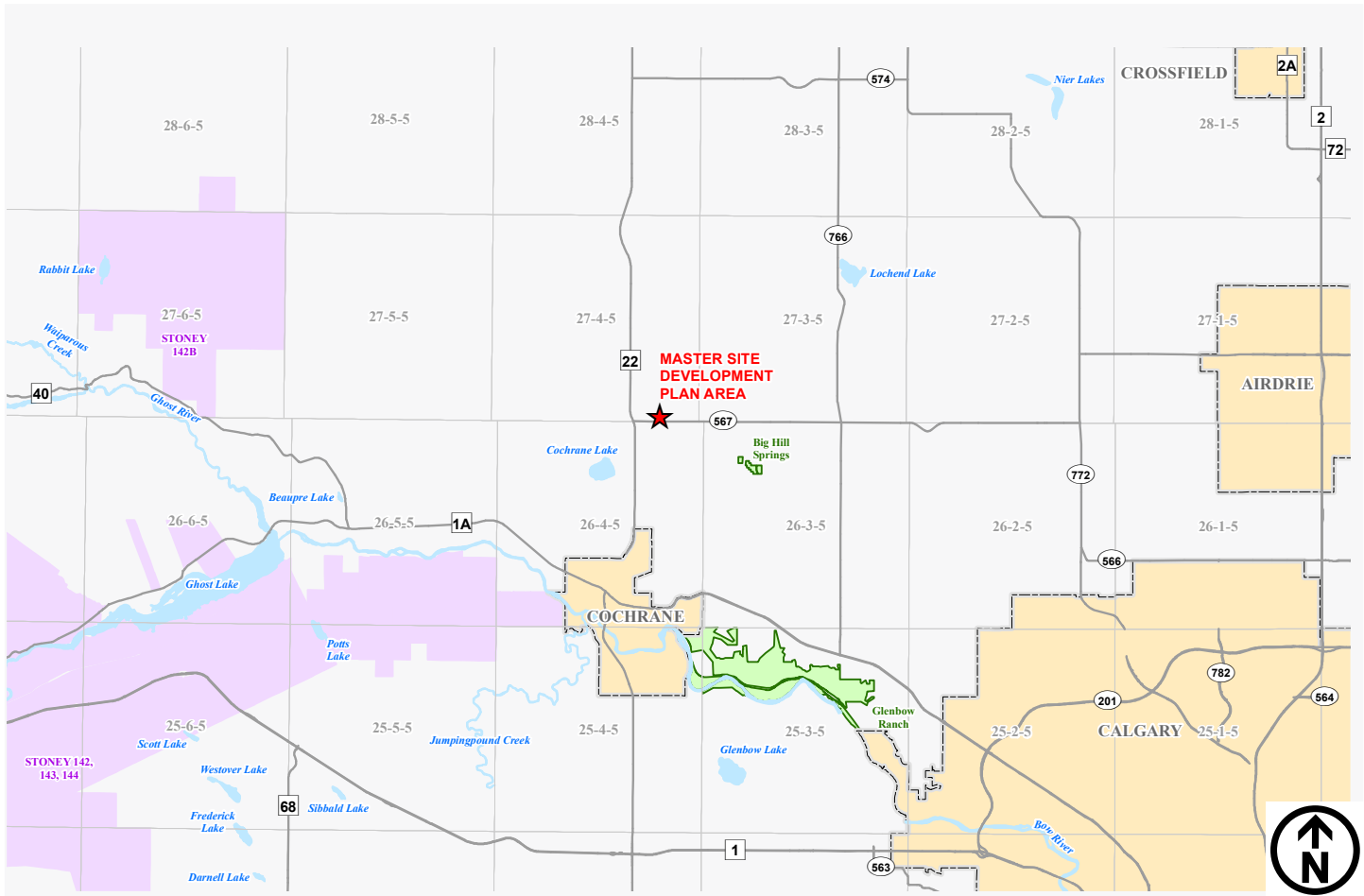
The pattern of existing land use and development within the surrounding area is characterized by an evolving mix of rural business developments, natural resource extraction (aggregate), extensive agricultural operations and small-holdings agricultural parcels.

Highway 567 provides convenient access to an arrangement of existing highway-oriented business developments including a fuel service centre / restaurant, a recreation vehicle campground / storage facility, several equipment rental facilities, a livestock feed store and a landscaping nursery. These existing businesses are predominantly serviced by stand-alone water cisterns, sanitary pump-outs and stormwater management facilities. As such, this evolving highway business area is 'self-sufficient' and does not require the support of municipal utility servicing infrastructure.

The MSDP area is located  $\pm 1.2$  km east of the existing 'at-grade' intersection of Highways 22 and 567. Alberta Transportation is expected to upgrade the existing highway intersection with a rural roundabout; however, no specific budget or timeline has been announced by the Province for this improvement.

The County has recently approved three (3) land use amendment applications for aggregate extraction operations on lands situated along Hwy 567  $\pm 0.8$  km east of the subject lands.

Figure 1: Regional Context



Legend

- ★ Site Location
- Provincial Park
- Waterbody
- Provincial Highway
- Township
- Urban Area
- Aboriginal Reserve



# SECTION 4.0

## Existing Conditions

As illustrated by **Figure 2: Local Area Context**, the MSDP area is situated directly north of Highway 567 approximately 1.2 km east of Highway 22. The subject land includes an active equestrian facility referred to a Marit Stables containing a private riding arena, various barns & paddocks and a single-family dwelling. Access is provided from Hwy 567 via an existing approach and gravel driveway. Utility Servicing is provided via groundwater well(s) and private sewage treatment systems (PSTS).

As illustrated by **Figure 3: Site Conditions**, the MSDP area is legally described as Block 1, Plan 931 1233, is situated within SE 2-27-4-W5M and contains  $\pm 16.4$  ha ( $\pm 40.53$  ac). The subject lands contain undulating topography that slopes generally from west to east including a mix of pasture and cultivated lands.



### 4.1 Historical Resource Considerations

The likelihood of the MSDP area containing historical and/or archaeological significance is considered low. An application for project clearance under the Historical Resources Act was submitted to Alberta Culture and Tourism in accordance with the Online Permitting and Clearance system (OPaC). On November 7, 2018, the Province granted clearance for the project.



### 4.2 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was prepared to identify and describe sources of past/ existing soil contamination present within the MSDP Area. This report concluded that the site does not contain any significant environmental impairments that would prevent the proposed development proceeding.



### 4.3 Biophysical Considerations

An Environmental Feasibility Assessment (EFA) was prepared to consider the environmental significance and ecological sensitivity of habitat conditions within the site. The subject land includes existing agricultural lands that have been previously disturbed by the development of an equestrian facility with associated pasture and cultivated areas. As illustrated by **Figure 3: Site Conditions**, the site contains a number of seasonal marshes situated within the northeast portion of the MSDP area. As such, the EFA recommends that a Wetland Assessment Impact Report (WAIR) be prepared at the subdivision stage to that delineate proposed areas of disturbance and establish anticipated compensation amounts that must be paid by the owner to Alberta Environment in accordance with the Provincial Wetland Policy.

Figure 2: Local Area Context

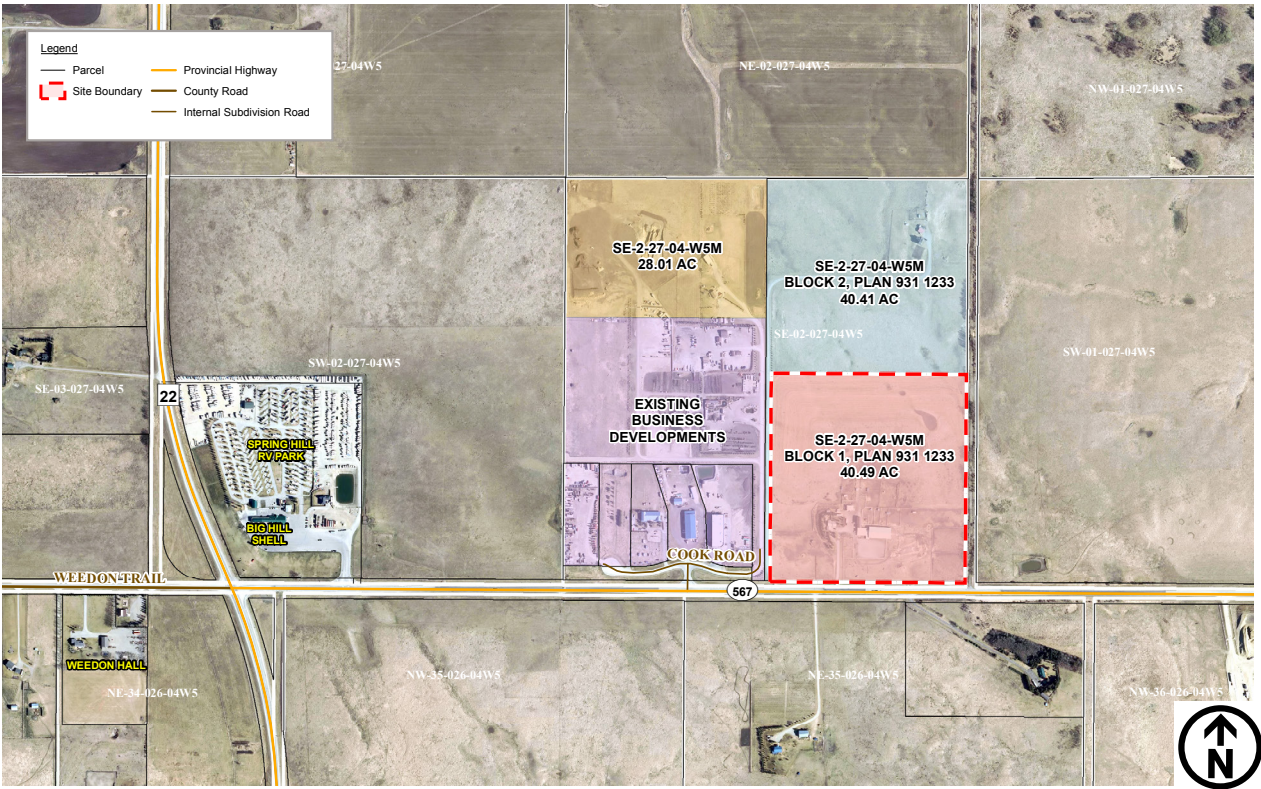
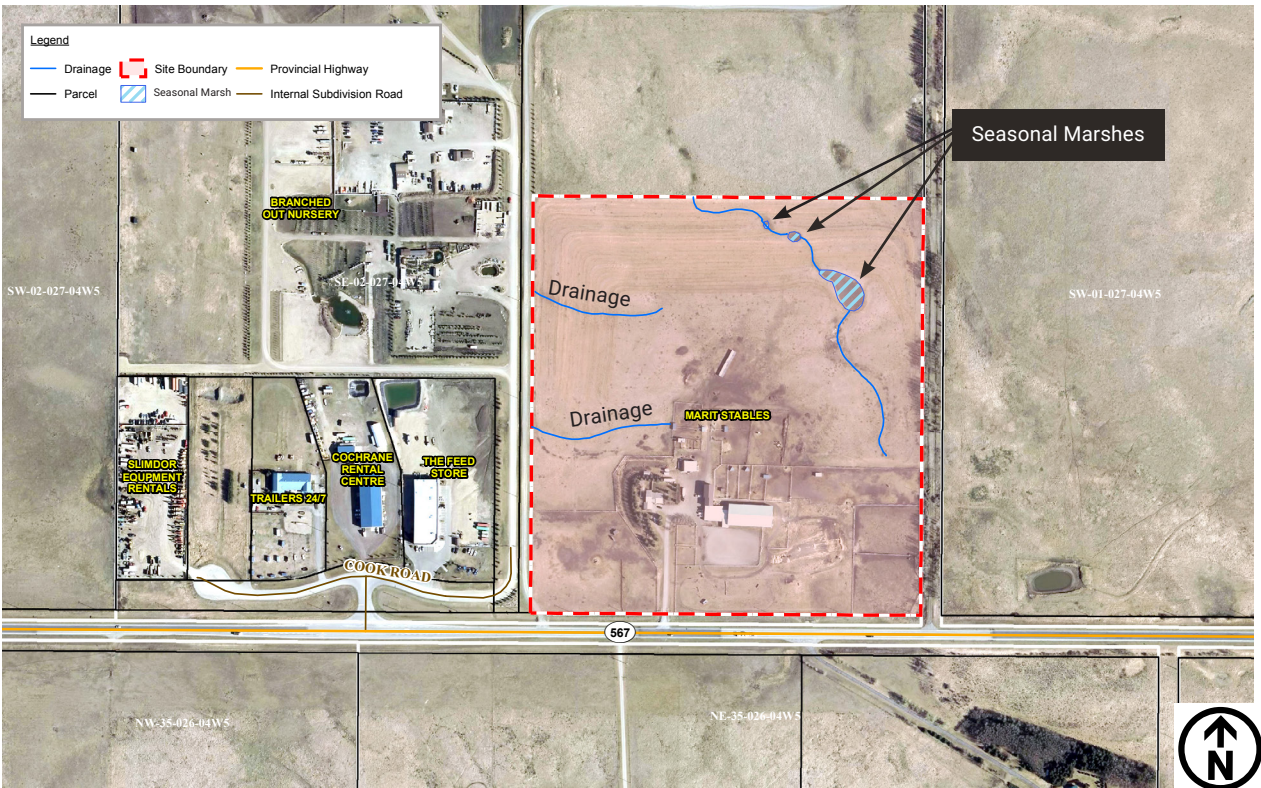


Figure 3: Site Conditions







#### 4.4 Geotechnical Considerations

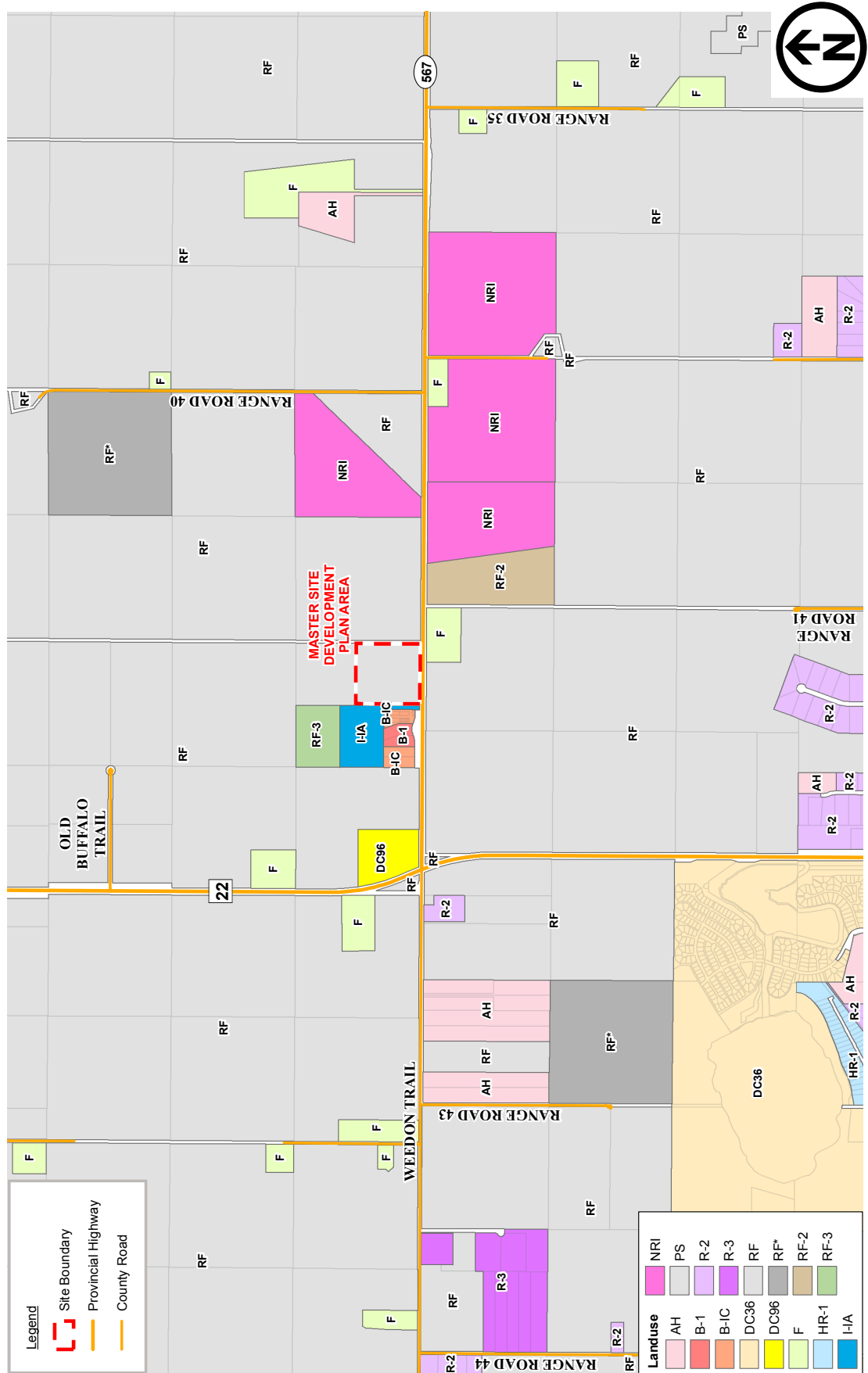
A Geotechnical Investigation was completed to assess conditions underlying the site and to establish specific mitigation recommendations that might be required to facilitate development within the MSDP area. The report's conclusions indicate that the sub-surface characteristics within the MSDP area are considered suitable for the proposed development and do not present any significant constraints that might restrict the development proceeding.



#### 4.5 Existing Land Use

As illustrated by **Figure 4: Existing Land Use**, the subject lands are presently designated Ranch and Farm District (RF) in accordance with the County's Land Use Bylaw (C-4841-97). The equestrian facility within the MSDP area is supported by this existing agricultural land use designation.

Figure 4: Existing Land Use



# SECTION 5.0

## The Development Concept



### 5.1 The Development Concept

As illustrated by **Figure 5: Development Concept**, the Development Scenario contemplates the developer (Cochrane Lake Gas Co-Op Ltd.) creating three (3) business development lots and a  $\pm$  30.53 ac remainder parcel.

Access will be provided by an extension of the public road (Cook Road) to the northwest corner of the subject lands. CLGC will secure road ROW affecting portions of the existing panhandles that provide access to the two parcels situated north and northwest of the MSDP area (SE 2-27-4-W5M). The developer will construct an industrial paved road within the public road ROW in accordance with the County Servicing Standards. All existing approaches from Highway 567 will be removed. Access to the new and existing lots will be provided by approaches from the internal subdivision road. Access to the  $\pm$  30.53 ac remainder will be provided by an approach and driveway situated within a  $\pm$  12.5 m panhandle abutting Highway 567. An access easement will be required to accommodate a temporary turn-around at the northern terminus of the public road ROW. A 'Future Road Acquisition Agreement' will be registered via caveat against titles to Lot 3 to facilitate potential ROW extension should additional development of the remainder parcel ever be warranted.

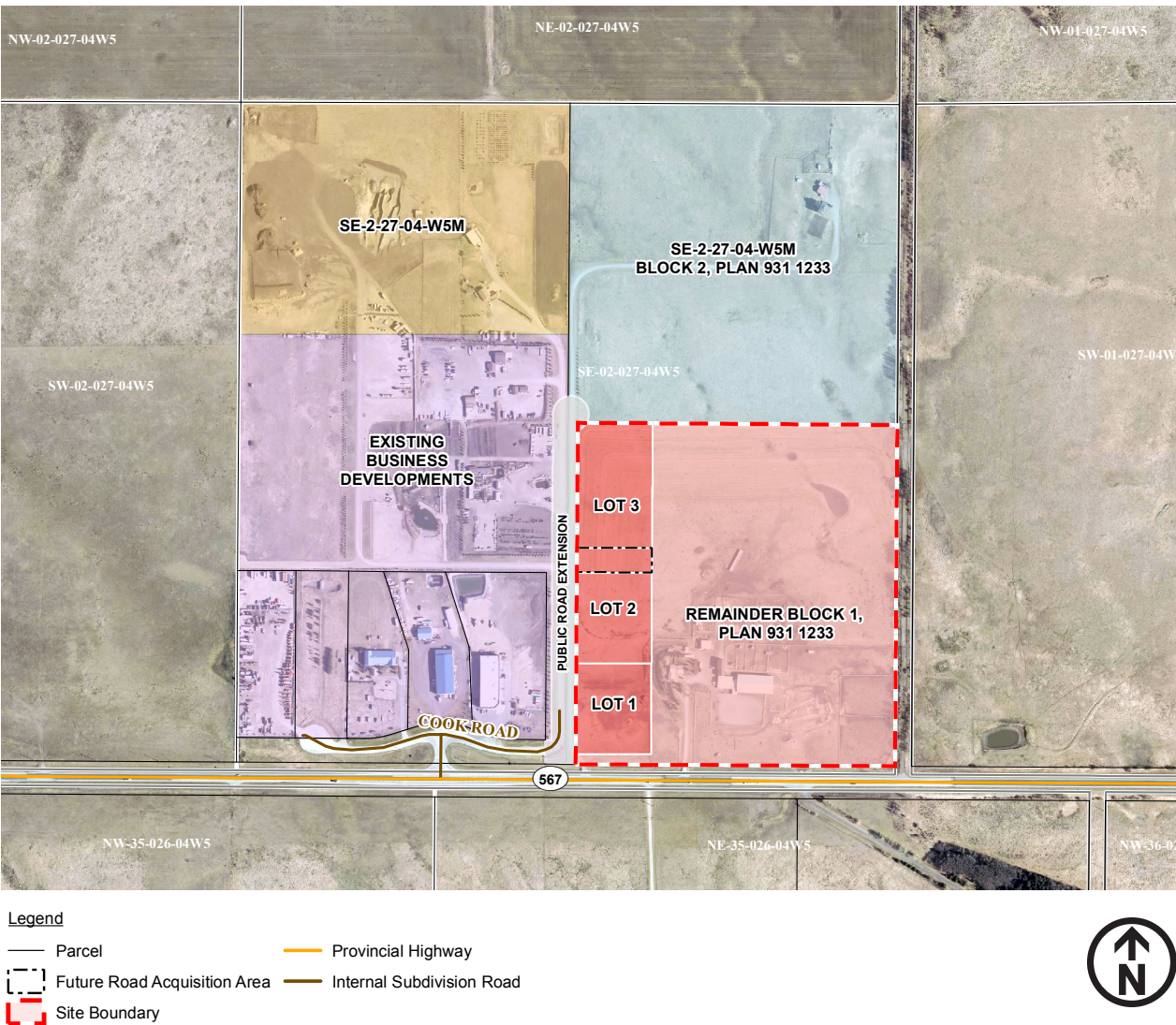
Potable water will be provided by a trucked in water service. Water storage cisterns will be installed within each lot to be appropriately-sized to accommodate the potable water demand for each business lot and provide water supply for fire suppression purposes – which may require an on-site reservoir and dry hydrant system. A licensed contractor will be engaged by the future owner to transport potable water to each lot on an as-needed basis.

Wastewater will be provided by sanitary holding tanks to be installed by the future owner within each lot and sized in accordance with the requirements of each business lot's potable water demand. A licensed contractor will be engaged by the future owner to transport sanitary effluent to an approved wastewater disposal facility.



Stormwater will be managed by individual stormwater management facilities (SWMF) to be constructed by the developer within each lot. The design of each SWMF will limit the impact of the surface drainage on downstream lands and water bodies in accordance with the County's Servicing Standards.

**Figure 5: Development Concept**





## 5.2 The CLGC Preliminary Site Plan (for Lot 1)

As illustrated by **Figure 6: The CLGC Preliminary Site Plan (for Lot 1)**, CLGC intends to develop a new combined administrative office and warehouse facility within Lot 1 with key considerations described as follows:

- Administrative office
- Warehouse facility
- Potential Pole Shed (for future storage);
- Potable water cistern;
- Wastewater storage tank;
- Parking/loading area(s);
- Stormwater management facility (SWMF);
- Landscaped area(s);
- Perimeter/security fencing with access gate;
- Pylon sign; and
- Waste management bins.

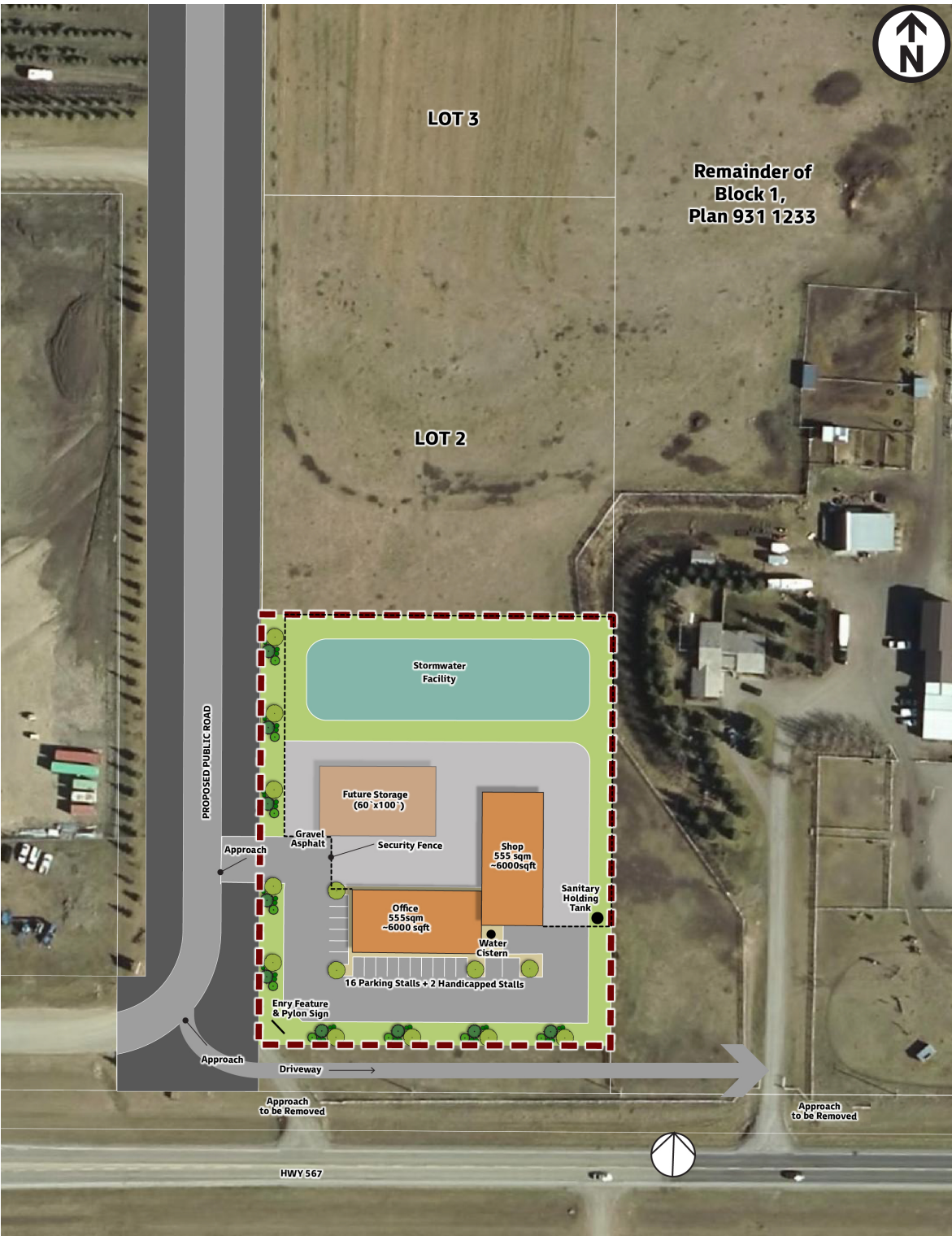
The maximum building heights & yard setback requirements will be addressed at the development permit stage in accordance with the requirements of the County's Land Use Bylaw.

Landscaped buffer areas will be constructed along the internal subdivision road frontages and within the yard facing Hwy 567 to include drought-resistant native plantings in accordance with the requirements of the County's Land Use Bylaw.

Lot 1 is expected to be enclosed with a chain-link fence in accordance with the requirements of the County's Land Use Bylaw.



Figure 6: The CLGC Preliminary Site Plan (for Lot 1)



# SECTION 6.0

## Architectural & Landscaping



### 6.1 Architectural Design Objectives

Detailed site plans for development within each lot will be provided by the developer at the development permit stage to address the following considerations:

- Orientation of building elevations relative to the internal subdivision road and Highway 567 (where applicable);
- Size, setbacks and building heights of all new structures in accordance with the requirements of the County's Land Use Bylaw (C-4841-97);
- Building material finishes and exterior colours that complement the area's ambient natural vegetation; and
- Treatment of parking, loading, signage and lighting in accordance with the County's Land Use Bylaw requirements (C-4841-97).



### 6.2 Landscaping Objectives

Landscaping treatments should enhance building architecture, define outdoor spaces, frame views and coordinate structures within the MSDP area in accordance with the following objectives:

- Soft landscaping should be concentrated in areas along the internal subdivision road frontage;
- Use of native plant materials is encouraged;
- Plantings should be organized in groupings rather than situated individually or in lineal rows;
- Where practical, site grading should divert surface runoff to benefit landscaping elements within the MSDP area; and
- A landscaping plan shall be prepared by a qualified professional at the development permit stage.



### **6.3 Lighting Objectives**

Development within the MSDP area will establish and maintain an outdoor lighting system that respects 'dark skies' within the rural area in accordance with Section 27 of the County's Land Use Bylaw (C-4841-97). The overall lighting design imperative will ensure that fixtures within the MSDP area minimize light pollution, glare and light trespass onto adjacent properties.



### **6.4 Signage Objectives**

The implementation of signage within the MSDP area shall be consistent with the regulations established by Section 35 of the County's Land Use Bylaw (C-4841-97). Given that portions of the MSDP area are visible from Highway 567, and the primary purpose of the highway business development is to cater to the travelling public travelling by the site on a 24 hour basis, it is expected that signage elements adjacent to Highway 567 frontage may be interiorly illuminated to provide enhanced visibility to the travelling public during the night-time hours.



### **6.5 Fencing Objectives**

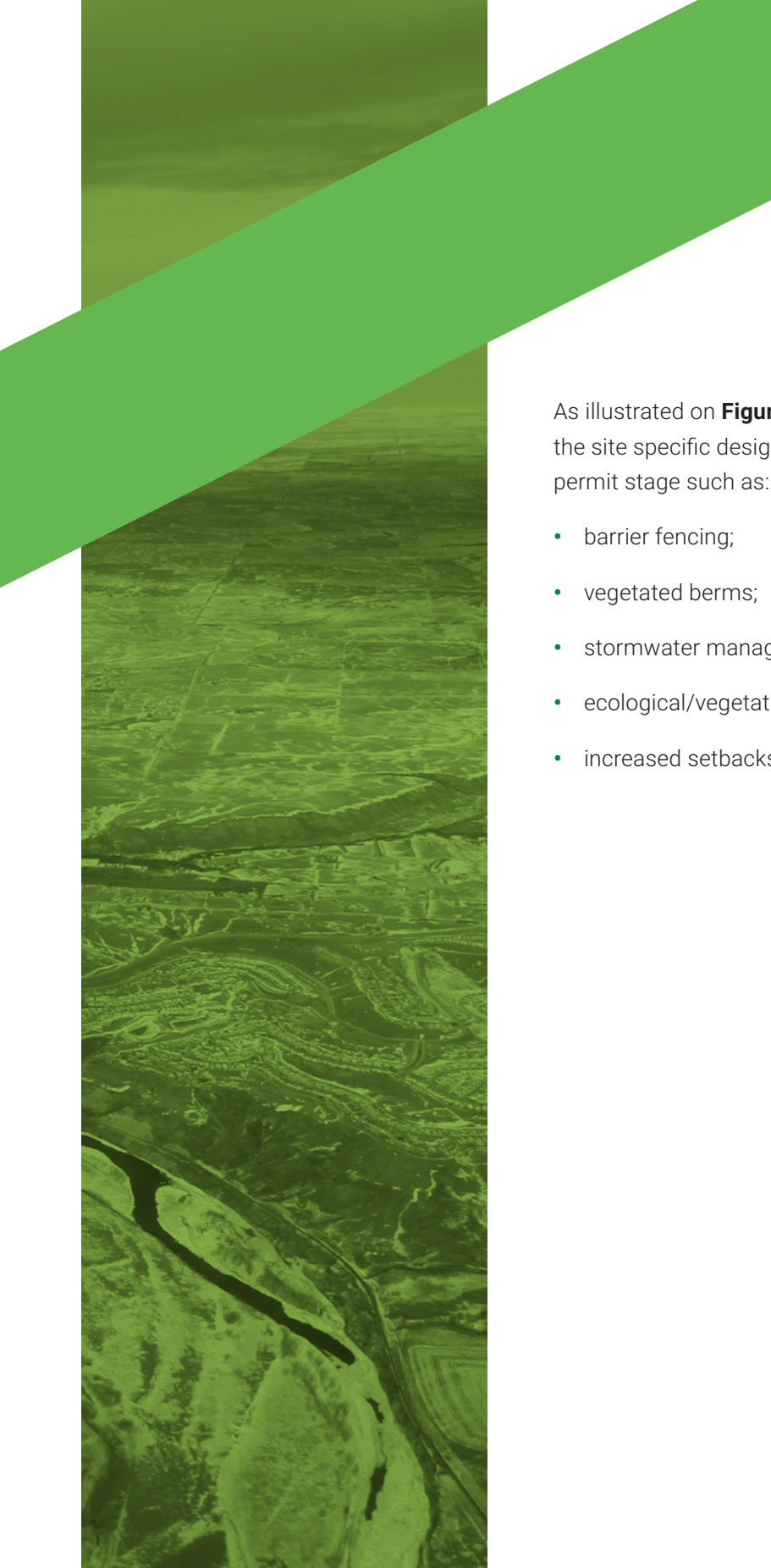
It is expected that each business lot will be enclosed with security fencing in accordance with the prescribed regulations established by Section 35 of the County's Land Use Bylaw (C-4841-97).



### **6.6 Agricultural Boundary Design Considerations**

The MSDP area is bounded to the south by a significant regional highway and to the west includes existing business development parcels oriented toward Cook Road. However, the lands situated directly east and north of the MSDP area are expected to remain in agricultural land use indefinitely. As such, specific design considerations should be implemented along the agricultural interfaces to minimize the potential for conflict between the existing agricultural and proposed business land uses.



An aerial photograph of a rural landscape, showing a network of roads, fields, and a winding river or stream. The image is partially covered by a large green geometric overlay in the top left corner.

As illustrated on **Figure 7: Agricultural Boundary Design Considerations**, the site specific design criteria may be considered at the development permit stage such as:

- barrier fencing;
- vegetated berms;
- stormwater management facilitates;
- ecological/vegetative buffers; and
- increased setbacks for buildings.

Figure 7: Agricultural Boundary Design Considerations



Legend

- |                              |                            |
|------------------------------|----------------------------|
| — Parcel                     | <b>Stormwater Facility</b> |
| Agricultural Transition Area | Private                    |
| Site Boundary                | Provincial Highway         |
|                              | Internal Subdivision Road  |



# SECTION 7.0

## Transportation



### 7.1 Traffic Impact Assessment

A **Transportation Impact Assessment (TIA)** was prepared to evaluate the functionality of the regional & local transportation network to accommodate opening day and long-term (20 year) traffic horizons relative to development contemplated by this MSDP.

The TIA evaluated the existing Highway 567 / Cook Road intersection and concluded its' design can accommodate increased traffic expected by development proposed within the MSDP area. The TIA concluded that all existing roadways and intersections that service the MSDP area will continue to operate within acceptable parameters at the opening day of this proposed development extending out to the 20 year development horizon.

As illustrated by **Figure 8: Transportation**, the developer will construct the extension of the paved internal subdivision road to facilitate access within the MSDP area. Temporary access easements will be provided to accommodate turn-around cul-de-sacs in accordance with the County Servicing Standards. A Future Road Acquisition Agreement will also be registered via caveat to facilitate extension of the internal subdivision road if ever required to facilitate future development of the remainder parcel. Secondary/ emergency access is not expected to be required to support this MSDP's development concept.

All existing approaches from Highway 567 will be removed and new approaches from the internal subdivision road will be provided to all new business lots and the surrounding agricultural parcels.

The County's applicable Transportation Levy shall apply at the subdivision and/or development permit stage.



Figure 8: Transportation



Legend

Future Road Acquisition Area	Parcel	Provincial Highway
Road Improvement	Site Boundary	Internal Subdivision Road



# SECTION

# 8.0

## Utility Servicing



### 8.1 Potable Water

A Utility Servicing Brief was prepared to support this MSDP. The conclusions and recommendations of this report indicate that this proposed development will be provided potable water service by a trucked-in service to be stored within underground holding tank/cistern to be installed within each lot. The conceptual location of water cisterns is illustrated on **Figure 9: Utility Servicing** and will be confirmed by detailed engineering design and review at the development permit stage.



### 8.2 Fire Suppression

There is no municipal water service available to supply the MSDP area. As such, the requirements for fire suppression will have to be provided by the developer. As such, the developer will provide an on-site reservoir sized in accordance with the requirements of NFPA 1142 Standards on Water Supplies for Suburban and Rural Fire Fighting and the RVC County Servicing Standards.

The developer will be required to install a dry hydrant that will allow RVC fire apparatus to connect should a fire response be required. The sizing and location of the onsite reservoir and associated infrastructure will be confirmed by detailed engineering design and review at the development permit stage.



### 8.3 Wastewater Storage & Disposal

The MSDP area will be provided wastewater service by an in ground sanitary holding tank. The developer will contract the removal of sanitary effluent by engaging a licensed waste management provider to transport to an approved disposal site. The conceptual location of the sanitary holding tanks within each lot is illustrated on **Figure 9: Utility Servicing** and the specific sizing and location will be confirmed by detailed engineering review and design at the development permit stage.



Figure 9: Utility Servicing



Legend

- Conceptual Utility Location**
- Water Cistern
  - Sanitary Holding Tank
- Parcel**
- Site Boundary
- Provincial Highway**
- Internal Subdivision Road



# SECTION

# 9.0

## Stormwater Management



### 9.1 Stormwater Management

Topography slopes generally from northwest towards southeast. The design of this MSDP's stormwater management system will respect existing topography, where appropriate, to minimize the extent of site grading.

A **Stormwater Management Report** was prepared in support of this MSDP to establish expectation for managing stormwater within the development area. The report identifies a strategy to accommodate the collection, safe conveyance, storage and irrigation of surface drainage to landscaped areas.

As illustrated on **Figure 10: Stormwater Management**, stormwater is to be managed within the MSDP area by an overland drainage system that directs surface flows from impervious areas into private stormwater management facilities (SWMF) which will be operated and maintained by the owner.

The stormwater management report demonstrates that release rates and volumes from the post-development conditions can be controlled to those defined by the pre-development conditions.



### 9.2 Overland Drainage Plan & Easement Agreement

An overland drainage plan and associated easement agreement will be prepared at the subdivision stage to specify a right for the County to access the lands to maintain the stormwater management facility if emergency circumstances warrant.



Figure 10: Stormwater Management



# SECTION 10.0

## Country Plan Policy Framework



### 10.1 The County Plan Business Area Policy Framework

The County Plan promotes various types of business areas that provide multiple benefits to the social, economic and environmental fabric of the municipality. The County Plan includes a hierarchy of business development categories including three (3) types of business development opportunities described as regional business centres, highway business areas and hamlets as illustrated by

**Figure 11: County Plan - Map 1 Managing Growth.**



### 10.2 Highway Business Area

The County Plan notionally identifies the northeast corner of the intersection of Highway 22 / 567 as a Highway Business Area intended to support destination business services to the traveling public and provide local employment.

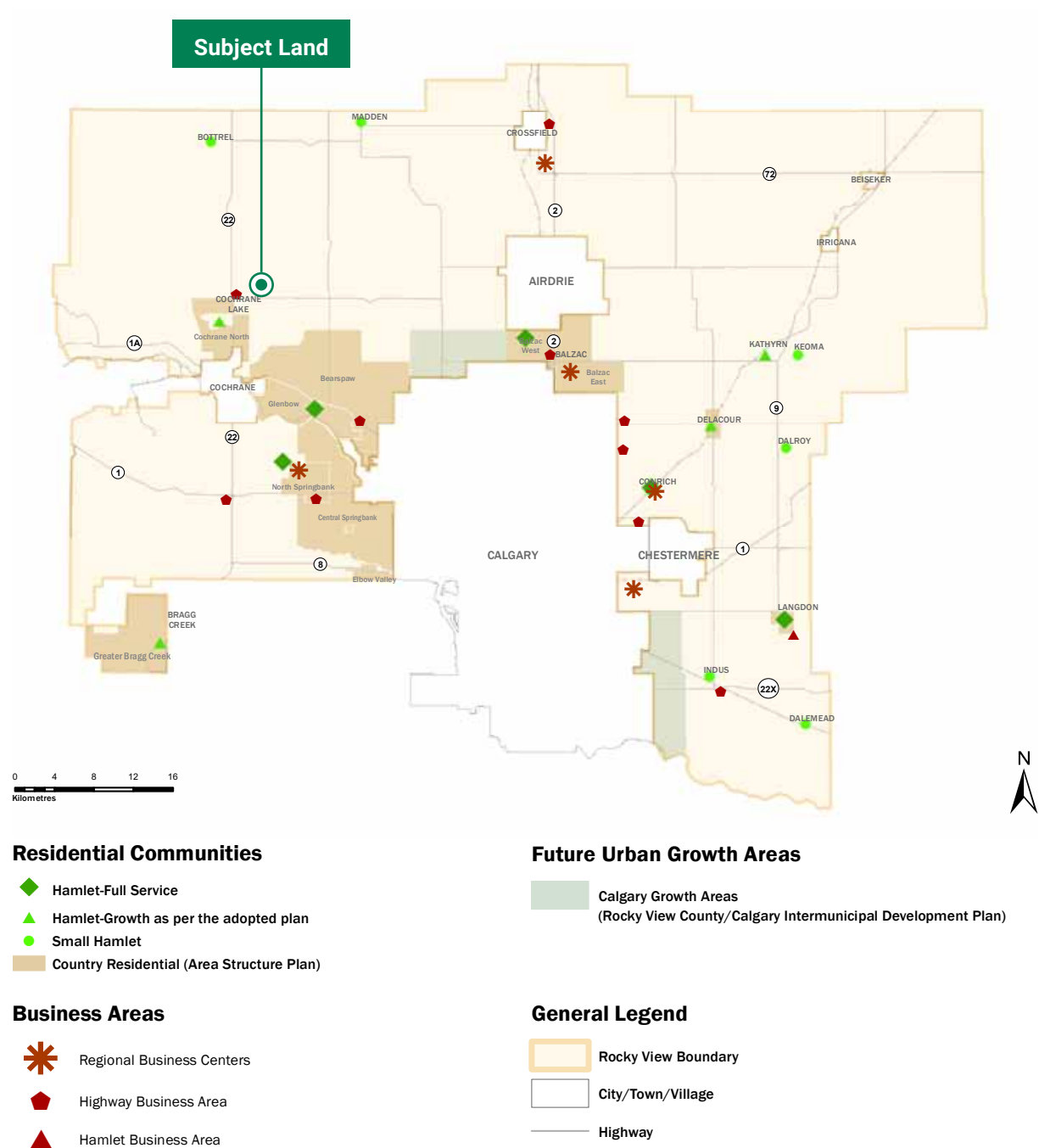
Section 14.9 and 14.10 of the County Plan establish the following policy considerations for Highway Business Areas:


**14.9** Area Structure Plans shall be adopted to provide the framework for highway business area development.

**14.10** Highway Business Areas identified should have the following characteristics:

- a.** located along intersections or interchanges with the provincial highway network;
- b.** land uses consistent with the purpose of a highway business area;
- c.** limited development area close to one or all of the quadrants of the intersection or interchange;
- d.** planned in a comprehensive manner and not subject to incremental expansion;
- e.** meet the environmental, infrastructure, and financial goals and policies of this Plan;
- f.** minimize adverse impacts on existing agriculture or residential development;
- g.** developed in consultation with Alberta Transportation; and
- h.** consistent with the provincial freeway and access location plans.

Figure 11: County Plan - Map 1 Managing Growth





As described in Section 2 of this MSDP, the County has not prepared an Area Structure Plan to guide land use decisions relative to proposals for highway business development within this area. Additionally, the location of this proposed MSDP is situated outside the four quadrants of the Highways 22 / 567 intersection.

As such, interpreted and applied literally, the County Plan's Highway Business Area policies do not apply to this MSDP.



### 10.3 Other Business Development

The County Plan's Other Business Development policies establish a framework to consider new business development within areas not specifically identified on **Figure 11: County Plan - Map 1 Managing Growth**.

Proposals for Other Business Development must include a rationale for why it cannot be located in an identified business area and shall be evaluated in accordance with the following criteria:

- a. Be limited in size, scale, intensity and scope;
- b. Have direct access to a paved County road or Provincial highway;
- c. Supported by a Traffic Impact Assessment (TIA); and
- d. Minimize adverse impacts on existing adjacent developments.

This MSDP has been prepared in accordance with the County Plan's "Other Business Development" provisions and responds to the above-referenced evaluation criteria as follows:

- CLGC is not able to locate a readily-developable parcel to support the construction of a new combined administrative office & warehouse facility within an identified business area as illustrated by **Figure 11: County Plan Map 1 – Managing Growth**;
- The MSDP contemplates a small-scale development to occur within a relatively discreet  $\pm 4$  ha ( $\pm 10$  ac) area which is limited in size, scale, intensity & scope and located outside the boundary of an adopted Area Structure Plan;
- The proposed highway business development area will be accessed by a paved County road serviced by an intersection with Highway 567;



- The Traffic Impact Assessment (TIA) prepared with this MSDP concludes that the proposed development can proceed without requiring off-site upgrades to the regional transportation network; and
- Development within the MSDP area will not create negative impact to the existing adjacent developments. Furthermore, specific considerations have been contemplated to accommodate potential for future development within the remainder parcel, while at the same time, respecting the continued use and enjoyment of the surrounding lands.



#### **10.4 Master Site Development Plan Requirements**

The County Plan provides a framework regarding specific design considerations that a Master Site Development Plan is expected to address including the following:

1. A general introduction to the proposed development including a discussion of the vision and purpose of the proposal;
2. A description of the following:
  - a. building placement & setbacks;
  - b. building height and general architectural appearance;
  - c. parking & public lighting;
  - d. landscaping for visual appearance and/or mitigating measures;
  - e. agriculture boundary design guidelines; and
  - f. development phasing;
3. A summary of the Applicant's community consultation and results; and
4. Technical issues identified by the County that are necessary to determine the project's viability and offsite impacts including (but not necessarily limited to) a geotechnical investigation, biophysical investigation, stormwater management plan, traffic impact assessment and utility servicing brief.

This MSDP addresses these specific County Plan policy requirements.

# SECTION 11.0

## Calgary Metropolitan Region Board Policy Framework

The Calgary Metropolitan Region Board (CMRB) recently approved the Interim Growth Plan (IGP) and Interim Regional Evaluation Framework (IREF). The IGP is intended to promote the long-term sustainability of the Calgary Region to ensure environmentally responsible land use planning & growth management, coordinate regional infrastructure investment & service delivery, and promote economic wellbeing and competitiveness.

As of October 4th, 2018, any new statutory plan and/or existing plan amendments must be reviewed and approved by the CMRB in accordance with the provisions of the IGP and the IREF. The IGP establishes key principles & objectives intended to provide high-level planning direction for regionally-significant development matters. The IREF establishes criteria to determine when new statutory plans and amendments must be submitted to the CMRB for approval and approval procedures for submission.

The following provisions of the IGP are relevant to the evaluation of this MSDP:

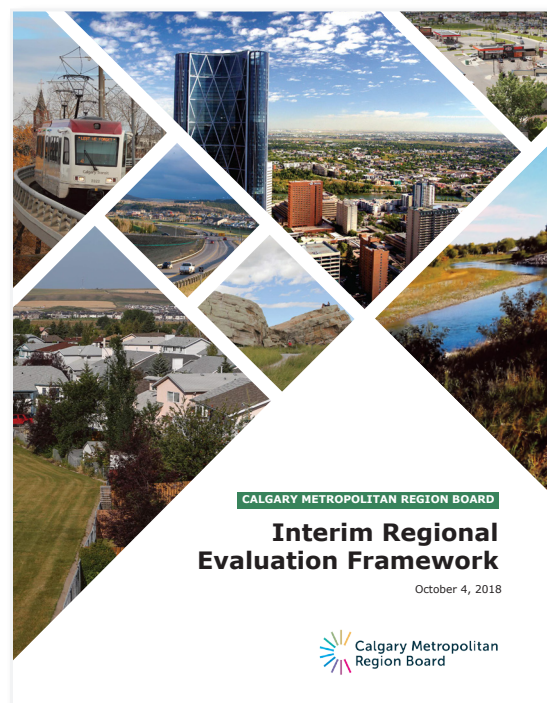
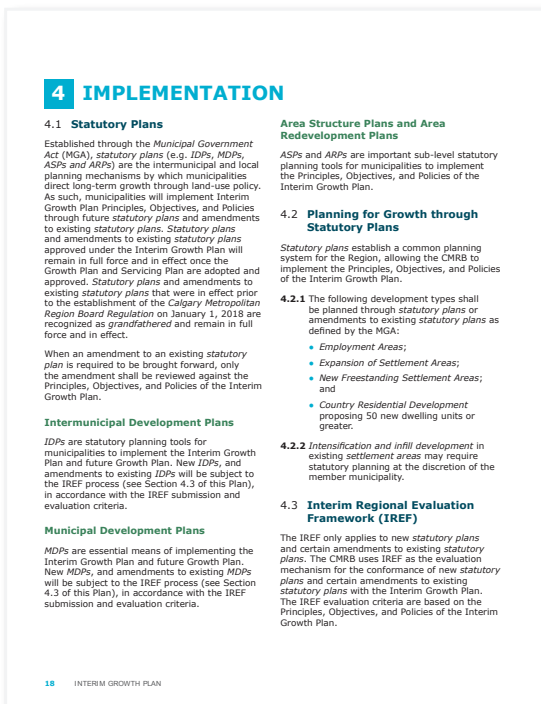
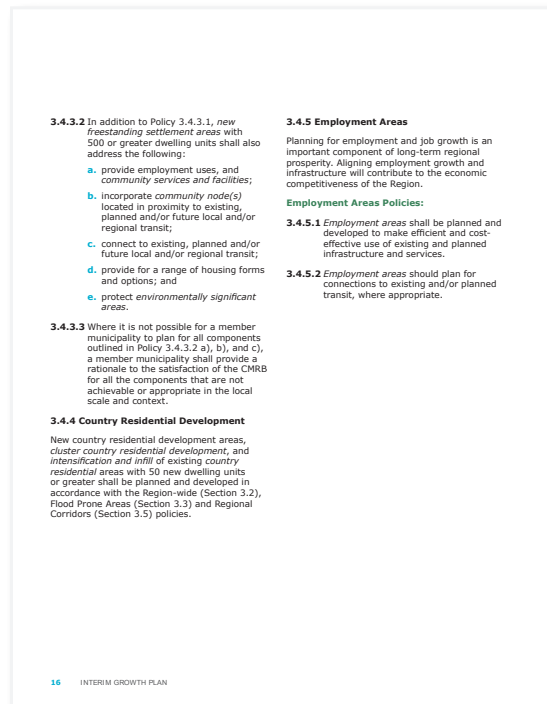
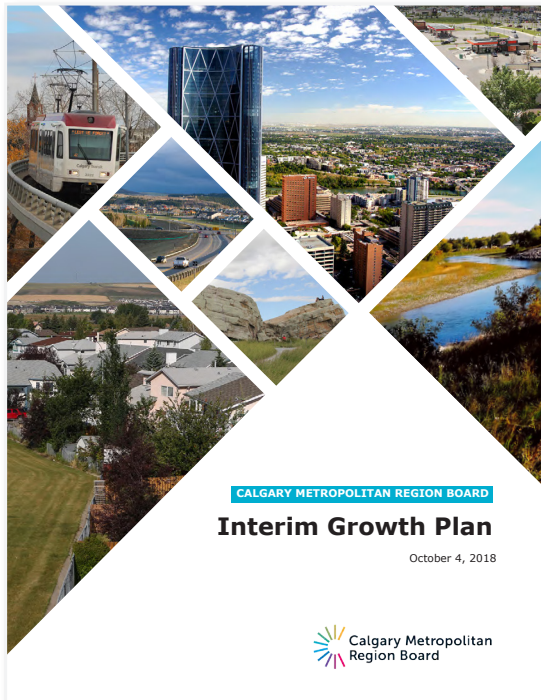
***Section 3.4.5.1: Employment Areas shall be planned and developed to make efficient and cost effective use of existing and planned infrastructure services.***

***Section 4.2.1: Employment Areas shall be planned through statutory plans or amendments to existing statutory plans.***

***Section 6 (glossary): Employment Areas means lands predominately providing for multi-lot employment development that may include but is not limited to: industrial, institutional, office, commercial, and retail uses.***

It is noted that this MSDP contemplates the development of a multi-lot business area in accordance with the Employment Area definition of the IGP. Likewise, it is also noted that an adopted Area Structure Plan is not in place to guide land use decisions within this area.

However, this MSDP is prepared pursuant to the “Other Business Development” provisions of the County Plan, which is an adopted statutory plan in place as of the date the CMRB approved the IGP and IREF. And the relatively limited scope, size and intensity of this proposed business development is not considered regionally significant. As such, the consideration of this MSDP by the CMRB is not anticipated.



# SECTION 12.0

## Implementation



### 12.1 Proposed Land Use

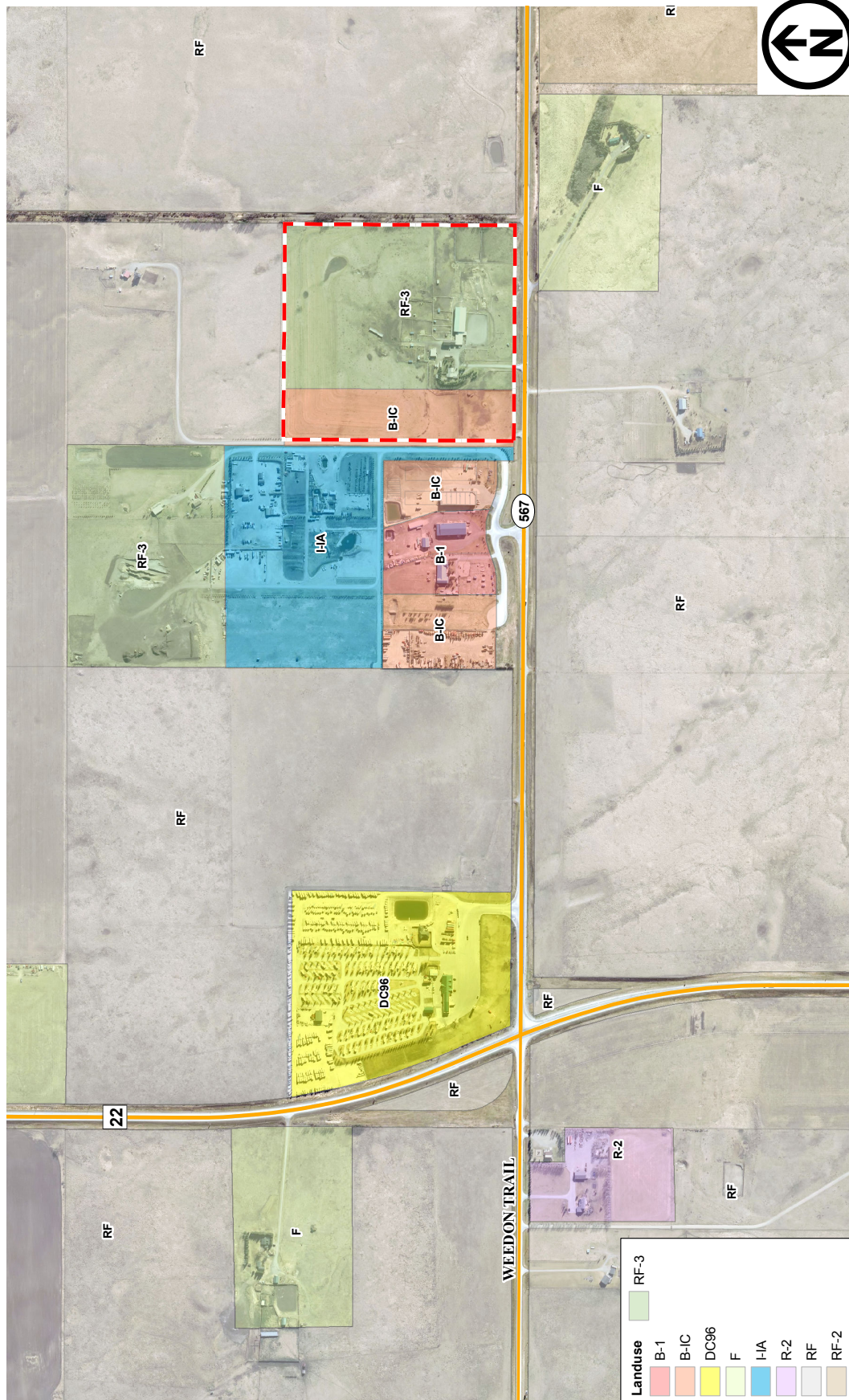
As illustrated by **Figure 12: Proposed Land Use**, the MSDP area is expected to be redesignated from agricultural to business land use as follows:

- An application to redesignate portions of the subject land from Ranch & Farm District (RF) to Business – Industrial Campus District (B-IC) and Ranch & Farm Three District (RF-3) to facilitate creation of three business lots and a  $\pm$  30 ac remainder parcel.

The redesignation application is expected to be considered concurrent with the MSDP proposal.



Figure 12: Proposed Land Use





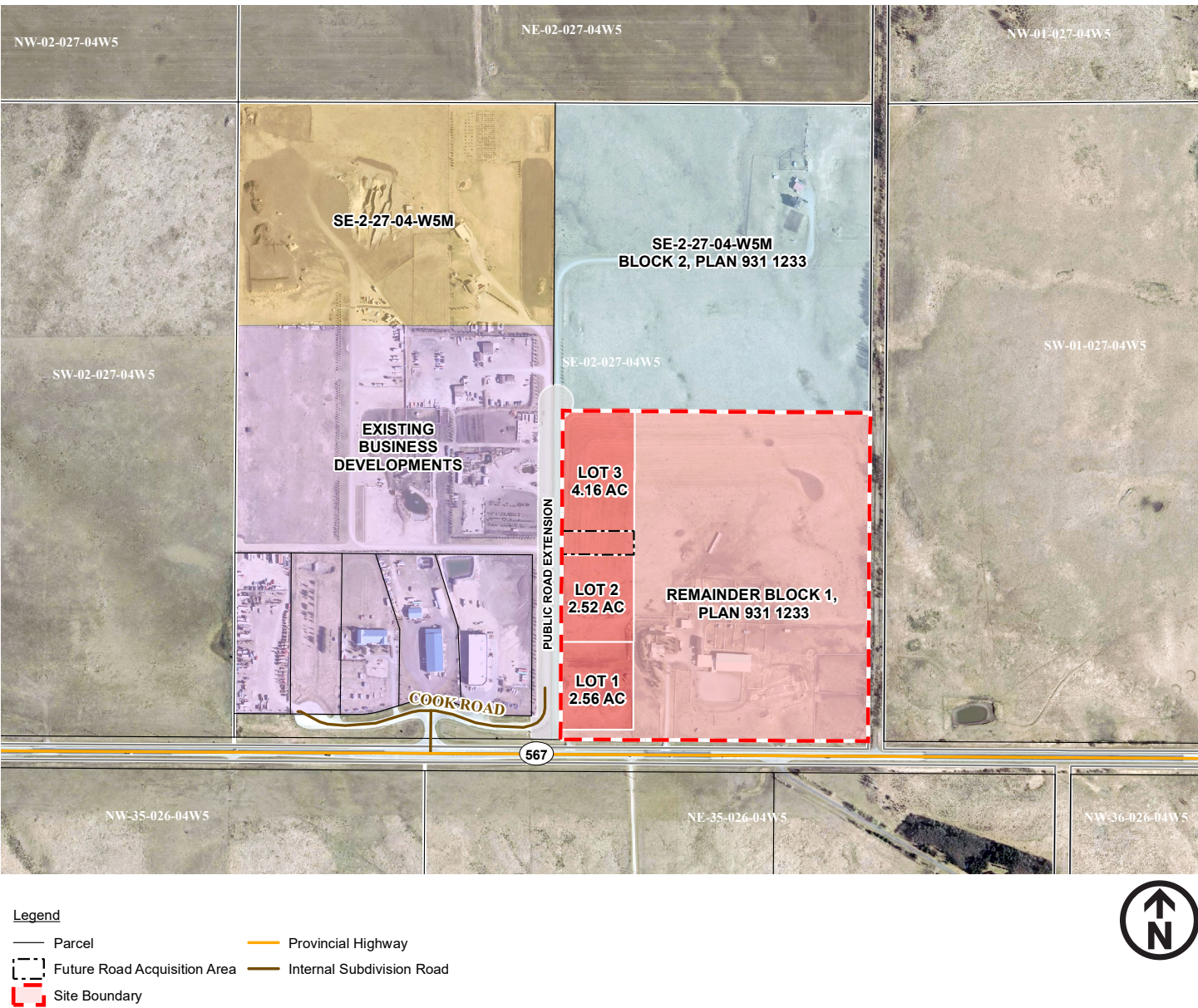
## 12.2 Proposed Subdivision

As illustrated by **Figure 13: Proposed Subdivision**, the MSDP area is expected to be subdivided as follows:

- An application to create three business lots and a  $\pm$  30 ac remainder parcel with the following key considerations:
  - Road ROW plan registered over portions of the existing panhandles for the two SE 2-27-4-W5M parcels;
  - Cook road to be extended with an industrial standard public road constructed in accordance with the County Servicing Standards;
  - Construction of a temporary turn-around within a portion of the road ROW and within an access easement affecting the two SE 2-27-4-W5M parcels and Lot 3;
  - A Future Road Acquisition Agreement affecting Lot 3 to accommodate the extension of the internal subdivision road;
  - Overland drainage easements and rights-of-way to accommodate the stormwater management facilities and conveyance system within each business lot;
  - Payment of cash-in-lieu of MR as affecting the area of business lots created with deferral of MR as affecting the agricultural balance parcel; and
  - Payment of Transportation Off-Site Levy as affecting the area of business lots created.



Figure 13: Proposed Subdivision





### 12.3 The Development Permit Process

The majority of infrastructure required to support this project will be constructed by the developer in accordance with a development agreement process initiated as an approval of subdivision. However, the specific construction within each business lot will be evaluated in accordance with the development permit process to address matters such as:

- Site plan & building elevations;
- Detailed engineering drawings for private utility infrastructure;
- Access Plan;
- Landscaping Plan;
- Signage Plan;
- Lighting Plan (in accordance with the County's LUB dark sky requirements);
- Confirmation of potable water supply;
- Confirmation of fire suppression;
- Confirmation of wastewater supply;
- Confirmation of stormwater management (including overland drainage ROW and easements);
- Erosion & sediment control plan;
- Construction management plan;
- Weed management plan;
- Securities (if required); and
- Other matters as may be required by the RVC Development Authority.

It is noted that **Figure 6: The CLGC Facility Preliminary Site Plan (For Lot 1)** included within this MSDP is intended to be illustrative only and may not represent exactly what will be proposed by CLGC at the development permit stage.



### 12.4 Community Recreation Fund

The developer appreciates the County's desire to foster the unique recreational and cultural characteristics of Rocky View's diverse communities. As such, the developer acknowledges the County's community recreation funding process and is prepared to consider contributing to the RVC community recreation fund at the development permit stage.





# SECTION 13.0

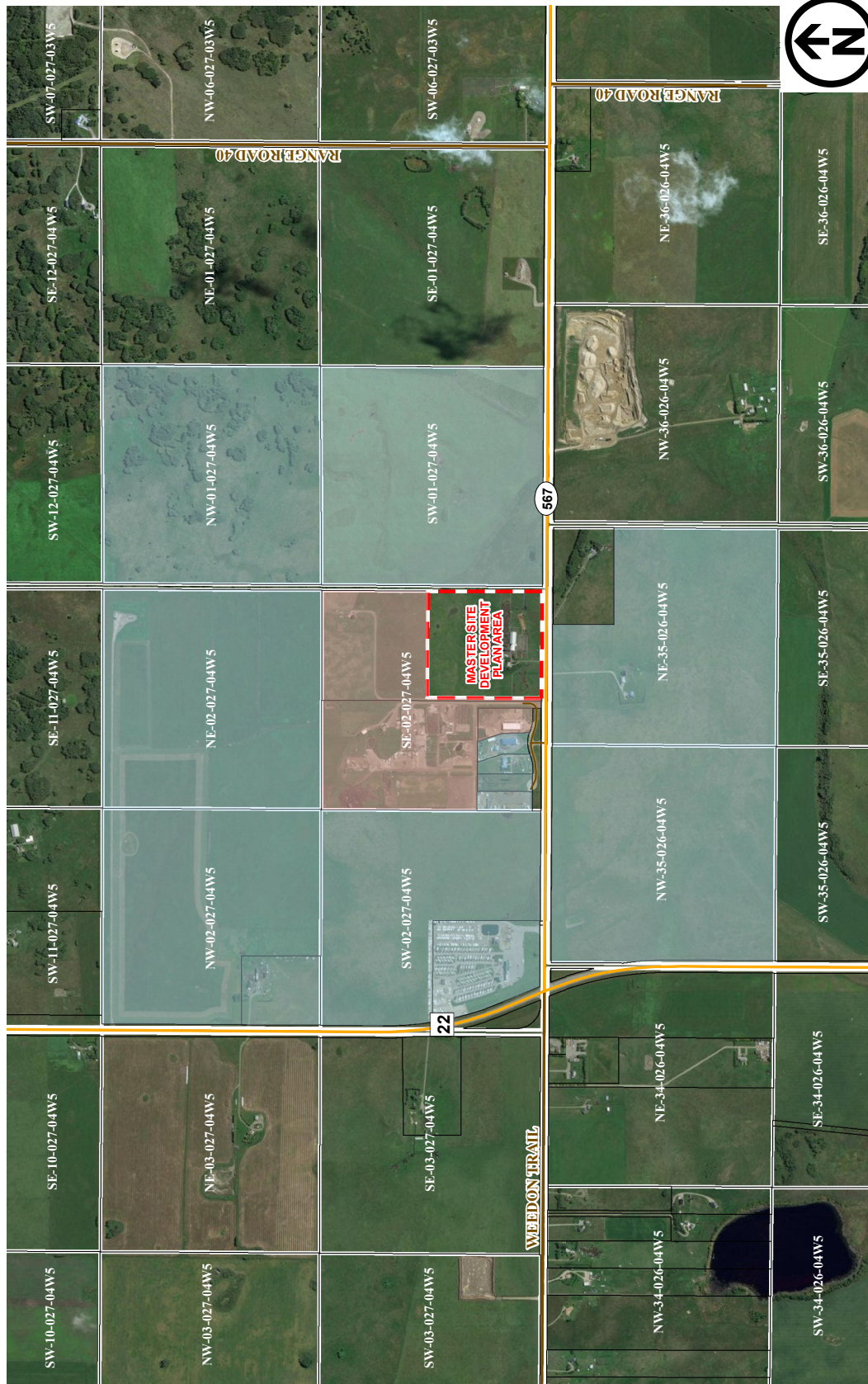
## Community Consultation

As illustrated by **Figure 14: Stakeholder Consultation Areas**, CLGC engaged adjacent landowners and local stakeholders to discuss the proposed business development contemplated by this MSDP.

On November 8th, 2018, CLGC hosted a Community Information Session to present the MSDP proposal to a broad base of area landowners and key stakeholders. Notice of the Information Session was advertised in the October 30th and November 6th editions of the Rocky View Weekly newspaper. CLGC had representatives from their Board of Directors and the project's technical consultants on hand to present information and respond to questions. Approximately 7 landowners attended the meeting and no significant concerns were expressed by those in attendance.

Prior to submitting the MSDP proposal to RVC, CLGC met with the two (2) owners of the SE 2-27-4-W5M parcels situated north and northwest of the MSDP area to review the general nature of the proposed development and specifically discuss the requirement to convert portions of each of the two existing panhandles to public road ROW. These conversations were positive and well received. In December 2018, an agreement in principle was completed between CLGC and the two affected landowners contemplating the registration of a public road over portions of the affected panhandles subject to CLGC's construction of a new road.

Figure 14: Stakeholder Consultation Area



# SUPPORTING TECHNICAL STUDIES

## (SUBMITTED UNDER SEPARATE COVER)

1. Phase One Environmental Site Assessment, Trace Associates, September 18th, 2018
2. Environmental Feasibility Assessment, Natural Resource Solutions Inc., October 31, 2018
3. Geotechnical Report, E2K Engineering Ltd., October 1st, 2018
4. Conceptual Stormwater Management Report, Sedulous Engineering Inc., February 20, 2019
5. Preliminary Servicing Brief, Sedulous Engineering Inc., February 20, 2019
6. Traffic Impact Assessment, Bunt & Associates, November 8, 2018