



# KLEYSER TRANSPORT

---

## CONCEPTUAL SCHEME

AS AFFECTING A PORTION OF N ½ 31-24-28-W4M



Bylaw C-5475-2001, Adopted December 11, 2001

**MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44**  
**BYLAW C-5475-2001**

A Bylaw of the Municipal District of Rocky View No. 44 to amend Bylaw C-4841-97.

**WHEREAS** the Council deems it desirable to amend the said Bylaw, and

**WHEREAS** the Council of the Municipal District of Rocky View No. 44 has received an application to adopt a Conceptual Scheme to provide a comprehensive policy framework to guide and evaluate redesignation, subdivision and development proposals within the N ½ 31-23-28-W4M; and

**WHEREAS** a notice was published on Thursday, November 29, 2001, in the Calgary Herald, and Tuesday, December 4, 2001 in the Rocky View Five Village Weekly, a newspaper circulating in the Municipal District of Rocky View No. 44, advising of the Public Hearing for Tuesday, December 11, 2001; and

**WHEREAS** Council held a Public Hearing and have given consideration to the representations made to it in accordance with Section 692 of the Municipal Government Act, being Chapter 24 of the Revised Statutes of Alberta, 1995, and all amendments thereto.

**NOW THEREFORE** the Council enacts the following:

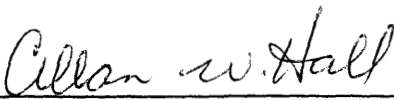
1. That the Conceptual Scheme be adopted to provide a framework for subsequent redesignation, subdivision and development in the N 1/2 31-23-28-W4M; as hereto attached as Schedule 'A'; and
2. The Bylaw comes into effect upon the date of its third reading.


**File: 3331008-2001151**

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on November 27, 2001, on motion by Councillor Cameron.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on December 11, 2001, on a motion by Councillor Cameron.

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on December 11, 2001, on a motion by Councillor Kent.

  
REEVE OR DEPUTY REEVE

  
MUNICIPAL SECRETARY

# ***Conceptual Scheme***

*Plan 961 2007, Block F, Lot 4  
(Portion N ½ 31-24-28-W4M)*

*Prepared for:*

***Kleysen Transport***

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*Calgary, AB T2P 2G7*

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*November 2, 2001*

Project No. 27379-00

(Oracle 48410)

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## SECTION 1

### INTRODUCTION

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This Conceptual Scheme proposes long term land use, subdivision, servicing and implementation strategies for a 109 acre parcel in the north Shepard area, lying east of 84 Street SE and south of the CN Rail main line (**Figure 1**).

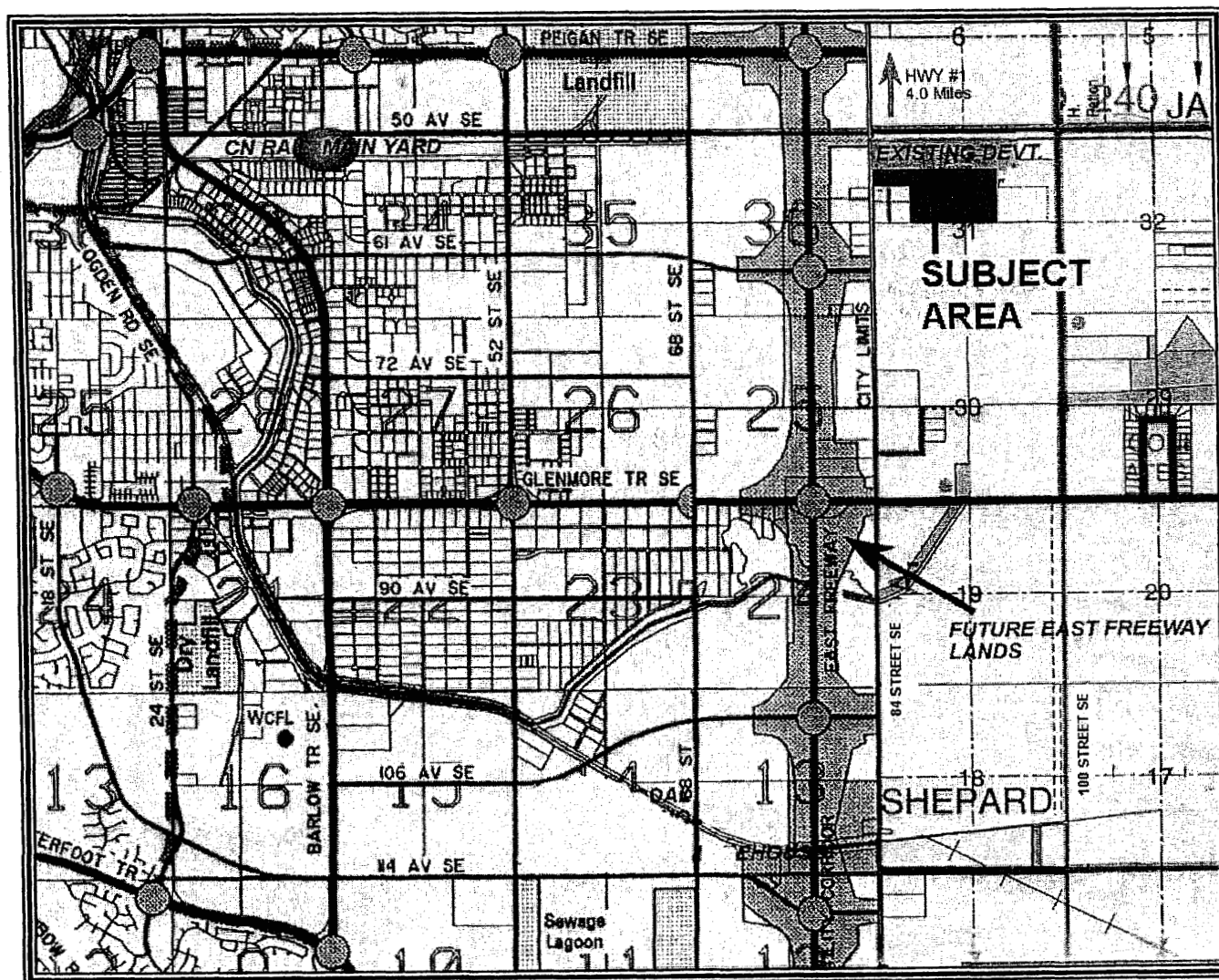
In January 2001, Kleysen Transport Ltd. applied for Redesignation and Subdivision approval on the site. The M.D. of Rocky View requested that a Conceptual Scheme be prepared by the applicant prior to consideration of the land use redesignation bylaw. The Conceptual Scheme has thereby been prepared to meet the requirements of the M.D. of Rocky View, as outlined in **Appendix A**.

#### 1.1 BACKGROUND

In November 1998, The M.D. of Rocky View and City of Calgary adopted an Inter-Municipal Plan (IDP) which outlined long-term inter-municipal planning and development considerations which would address long-term goals for lands lying east of the proposed Transportation Utility Corridor (TUC) adjacent to the City's eastern limits. The IDP supported the preparation of an Area Structure Plan to develop a detailed land use and implementation strategy within a statutory land use document.

The *Shepard Area Structure Plan (ASP)* was developed by the M.D. of Rocky View in cooperation with the City of Calgary. The *ASP* was adopted by the M.D. in May 2001. The purpose of the *ASP* was "to define a planning and development framework to guide future growth in the Plan Area by establishing a range of appropriate and compatible land uses, within a sequential development strategy". Recognizing the availability of relatively unfragmented land parcels, the proximity to Calgary's Southeast industrial area and opportunity for rail servicing, the *ASP* identified the subject 109 acres site as part of a "Business Area", to consist of large, limited service business parcels.

The N½ Sec 31-24-28-W4M, including the 109 acre subject site, was identified in the *ASP* as "Phase 1" of the Business Area development. It is anticipated that development of this area will be the first to proceed following approval of the *Shepard ASP*. Uses which will establish



**FIGURE 1 - Site Location**



transport oriented businesses, with particular emphasis on the adjacent CN rail line and rail spurs, are encouraged to be developed.



## SECTION 2

### THE SITE

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#### 2.1 SITE STATISTICS

<b>Legal Description</b>	<b>Plan 961 2007, Block F, Lot 4</b> (Portion of N½ 31-24-28-W4M)
<b>Address</b>	<b>235220 – 84 Street SE</b>
<b>Site Area</b>	<b>109.12 acres (44.18 ha)</b>
<b>Owner</b>	<b>Randy and Sandra Lukacs</b> <b>Agreement to Purchase: Kleysen Transport</b>
<b>Existing Land Use Classification</b>	<b>RF (Ranch and Farm) District</b>

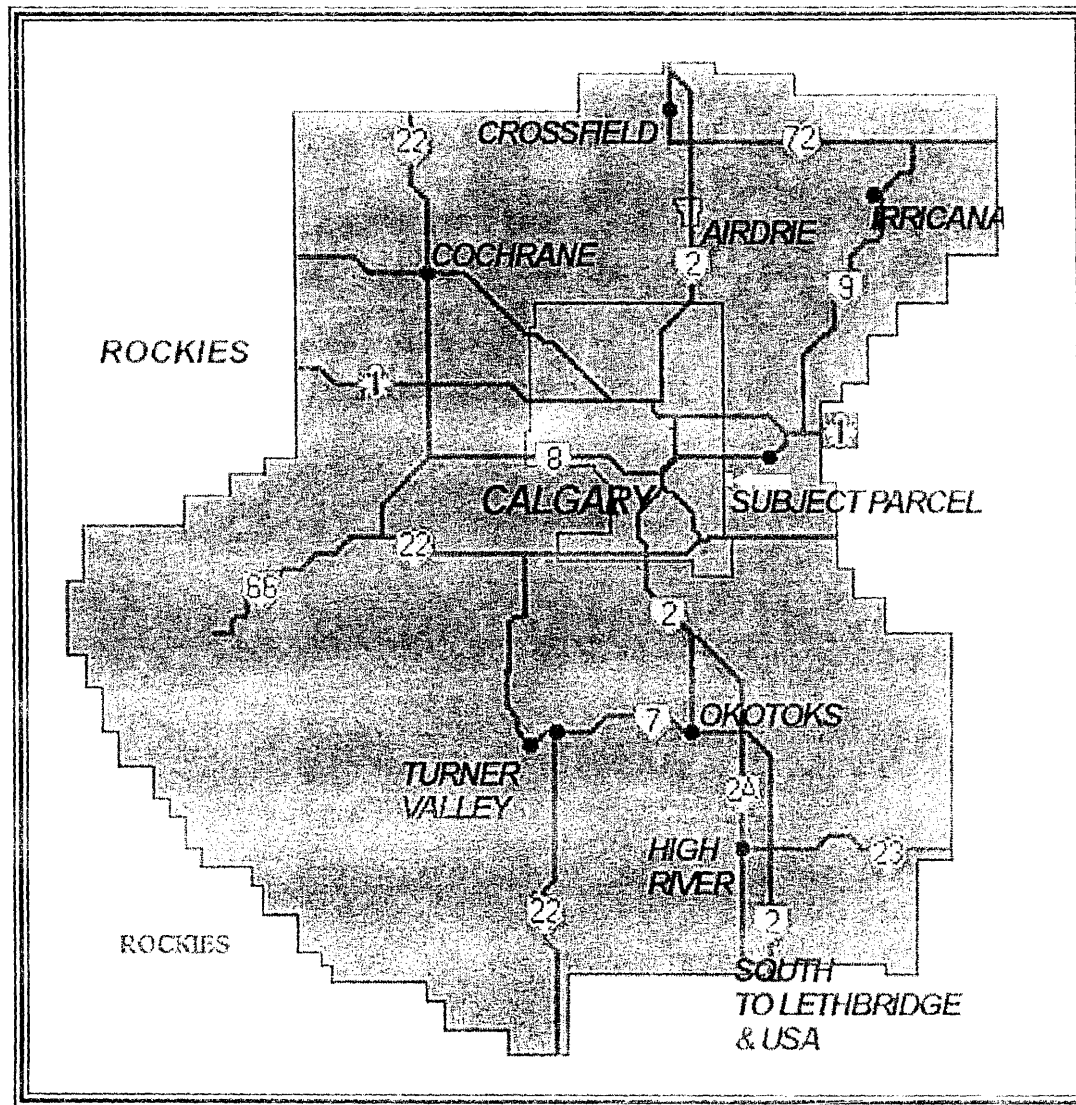
#### 2.2 SITE FEATURES

On a regional scale, the site lies adjacent to the east boundary of the City of Calgary with ready access to the east side of the City as well as Highway 1 east and Highway 2 north and south, as shown in **Figure 2**.

##### **Topography**

The site topography is generally flat with localized depressions which act as seasonal water storage. Lands drain internally towards these localized depressions which are seasonally wet. There are no significant drainage courses through the conceptual scheme area.

A panoramic photo looking southward over the site is attached as **Figure 3**. A plan of the area showing site topography and contour lines is included as **Figure 4**.

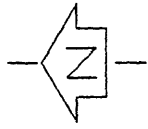


**FIGURE 2 - Regional Location**





**FIGURE 3 - Panoramic View of Site Looking South**

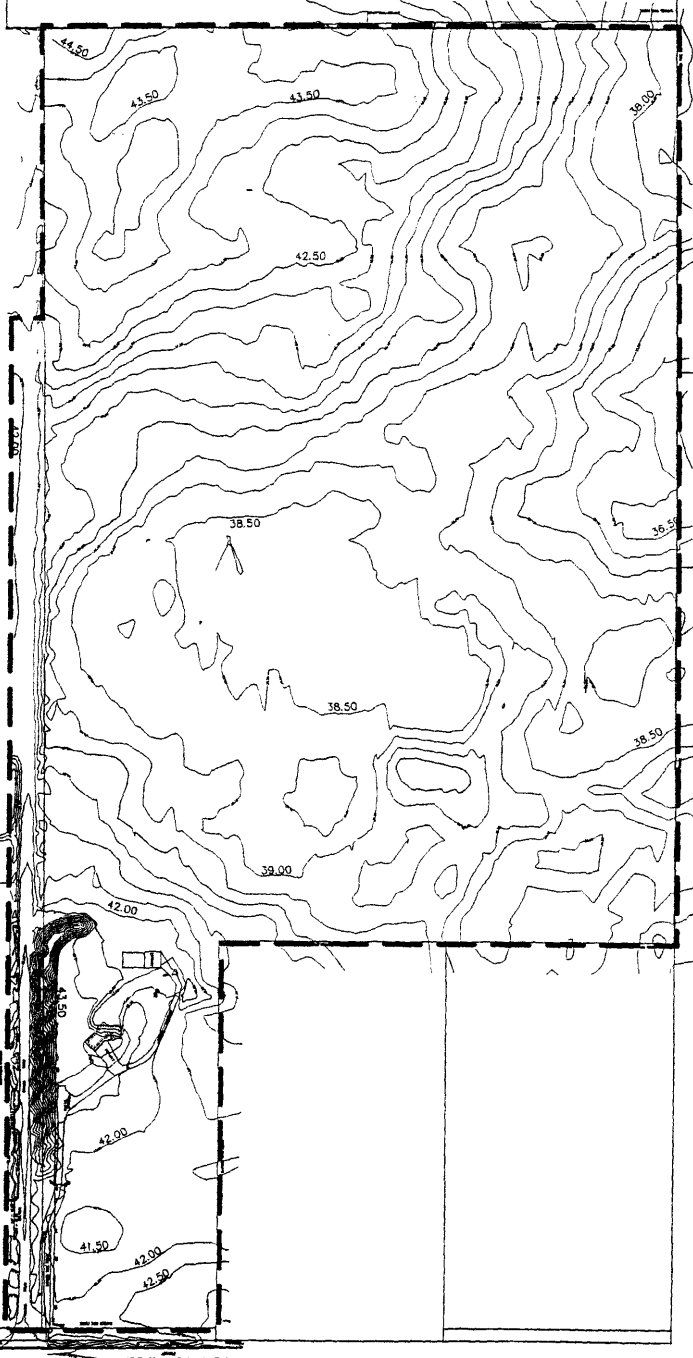


50th AVENUE S.E.

CNR PLAN R.W. 67

84th STREET S.E.

S.E. 1/4 SEC.  
31-23-28-4  
S.W. 1/4 SEC.  
31-23-28-4



DRAWN BY:  
TEC

CKD. BY:  
GR

KLEYSSEN TRANSPORT

SITE TOPOGRAPHY  
Contour Interval - 0.5m

EARTH  TECH

Earth Tech (Canada) Inc. Calgary, Alberta 403.254.3501

SCALE: 1:6000

DATE: 2001-05-23

DWG No. A- FIG. 4

PLOT DATE: 10/03/2001 14:10 PLOT SCALE: 1=1  
H:\PROJECTS\Wet\2737900\026\113\fig4.dwg BY: knood

### Existing Development

Lands within the Conceptual Scheme area were previously used for agricultural purposes. Low areas within the site remains as untilled grassland as shown in **Figure 5**.

A single family home exists on the western “pan handle” portion of the site. The home is occupied by the current owner of Lot 4.

### 2.3 SURROUNDING LAND USES

The subject area lies south of an existing 60 ac - transportation /distribution facility on a rail serviced industrial park. This park began development in 1999 to benefit from adjacency to the CN main line, proximity to Southeast Calgary industrial businesses and regional access efficiencies to the north, south and east. Current businesses include, from west to east:

**Taiga Forest Products:** lumber and building supplies wholesale and distribution on an 15 acre site adjacent to 84 Street.

**Kleysen Transport:** bulk transportation, deck transportation, intermodal transportation and local transportation and distribution service on a combined 37 acre site, with Kayway Fleet Services and the Calgary Distribution Centre.

**Calgary Distribution Centre (CDC):** multi-commodity trans-load between rail and truck, including warehousing, inventory management and distribution services.

**Interpipe Inc.:** pipe and metal product wholesale and distribution centre on 8 acres.

To the south and east of Lot 4 are lands currently used for agricultural purposes. They are identified in the *Shepard ASP* for development as future business uses, similar in scale and function to that proposed in this Conceptual Scheme.

To the west of Lot 4, and fronting onto 84 Street SE, are two  $\pm 40$  ac parcels. The south parcel is vacant. The north parcel is used as a residence with outbuildings. These two parcels are also identified in Phase 1 of the *Shepard ASP* for future Business uses.

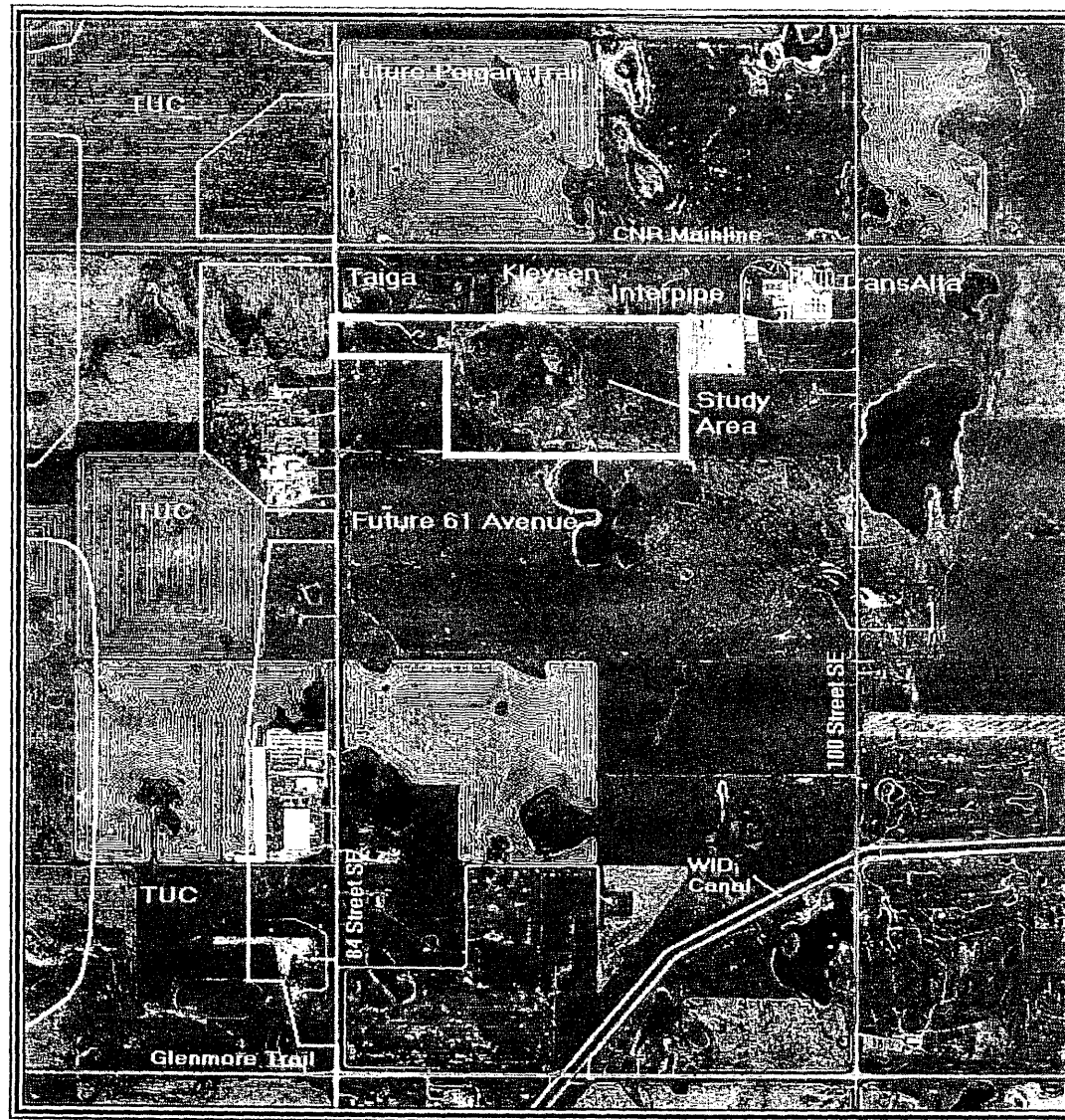


FIGURE 5 - Air Photo of Area (N.T.S)



West of 84 Street SE, lying adjacent to the TUC are small holdings which have been developed for businesses with significant outdoor storage components. These businesses include a house moving company, wholesale lumber sales and a construction contractor. These lands lie within the corporate limits of The City of Calgary and are identified as “Special Development Areas” in the *ASP*, given their isolated nature from services within the City. It is proposed that these smaller parcels be developed and serviced in a manner consistent with Business Areas within the M.D., east of 84 Street SE, (i.e. trucking, inter modal transport, goods storage and transfer).

#### **Electrical Substation (NE 31-23-28-W4M)**

TransAlta owns an electrical sub-station on the northeast corner of Section 31, approximately 400 m east of the subject parcel. A large outdoor storage facility lies between the substation and the proposed development. A double row of high voltage power lines runs west from the substation adjacent to 50 Avenue, and south along the west side of 100 Street.

Through development of the first phase of the park, Kleysen Transport consulted and received consent and easements from TransAlta Utilities to construct the required “works” (including rail lines and structures) in the vicinity of TransAlta’s transmission facilities. Kleysen Transport undertook a number of upgrades to allow for the construction of the facilities which included raising the high voltage lines to meet setback requirements.

This proposed development is further set back from the electrical transmission facility and there is no new construction proposed which would require additional consent or easements. As such, the operational integrity of TransAlta’s substation and the high voltage power lines will not be impacted by the proposed transportation/distribution subdivision. There will also be no adverse impacts from the operation of the substation on potential warehouse and storage uses (i.e. electromagnetic interference, etc.).

## SECTION 3

### PLAN OBJECTIVES

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Given the directions provided by applicable statutory policies, needs of the developer and recognition of site opportunities and constraints, a number of Objectives were developed to guide preparation of the Conceptual Scheme and site design.

The Conceptual Scheme for the 109 acre parcel has been developed based upon the following Objectives:

- To develop a transportation related warehouse/distribution park which will compliment the existing trans-load and distribution facility to the north and allow direct rail servicing from the CN spur lines;
- To provide opportunities for businesses which benefit from proximity to industrial customers in Southeast Calgary and regional highway access;
- To develop a limited service subdivision with parcels sizes ranging from 4 to 12 acres to allow for maximum flexibility in accommodating a variety of future businesses;
- To encourage efficient subdivision design which provides maximum accessibility for a range of industrial traffic;
- To maintain long term potential for expansion of the industrial park to adjacent lands to the south and east;
- To ensure long term integration of the subdivision into the ultimate network of local, major and regional roadways;
- To manage all stormwater runoff on-site until regional storm sewer systems are in place;
- To provide interim water and sanitary servicing requirements in an economic and efficient manner, and
- To accommodate long term utility servicing potential once municipal services are available to the area.



## SECTION 4

### DEVELOPMENT CONCEPT & PLANNING POLICIES

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Based upon these land owner and planning objectives, the Conceptual Scheme for the 109 acre site was developed as shown in **Figure 6**. A description of the proposed project is provided with accompanying Policy Statements in *Italics*. These Policy Statements will be used by the M.D. to refer to when assessing the future land use redesignation and subdivision applications.

#### 4.1 LAND USES

The 109 acres site will be used for transportation related warehouse, distribution and ancillary service uses. It is intended that the entire site will be redesignated from **RF** (Ranch & Farm) District to **B2** (General Business) District. The B2 District will allow for a variety of business and industrial uses which are compatible with the existing industrial and long term businesses uses in the area.

##### Conceptual Scheme Policies

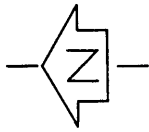
*4.1.1 The site will be redesignated to an appropriate "Business" land use district as provided for in the Land Use Bylaw, in accordance with intentions of the Shepard Area Structure Plan and direction provided within this Conceptual Scheme.*

#### 4.2 SUBDIVISION DESIGN

The proposed subdivision layout emphasizes a grid pattern that provides a simple looped roadway through the site. This loop connects at two points to the east-west collector roadway which is accessible from 84 Street SE. All roadways will be 30m (98 ft) wide and dedicated as public road rights-of-way. The roads will be constructed and paved to M.D. of Rocky View standards.

The looped roadway configuration will result in approximately 96 net acres of developable land within the subdivision and provide for the efficient layout of ten industrial lots and a lot for stormwater management. The proposed lot configuration is shown in **Figure 7**. Subdivision statistics are included in **Table 1**.





50th AVENUE S.E.

ORIGINAL ROAD ALLOWANCE

CNR PLAN R.W. 67

50th AVENUE S.E.

DEVELOPMENT

10/10 PLAN 010725

84th STREET S.E.

LOT #5  
6.24 Ha  
15.42 Acres

Phase I

LOT #6  
6.28 Ha  
15.52 Acres

LOT #8  
1.65 Ha  
4.08 Acres

LOT #10  
1.65 Ha  
4.08 Acres

LOT #7  
1.65 Ha  
4.08 Acres

LOT #9  
1.65 Ha  
4.08 Acres

Phase II

Interim  
Storm Pond Area  
LOT #11  
5.24 Ha  
12.90 Acres

Future Wetland  
(PUL)  
7.3 Acres

Interim Emergency Access  
Future Public Road connected to Paton Lands

LOT #2  
3.12 Ha  
7.71 Acres

LOT #3  
3.12 Ha  
7.71 Acres

LOT #4  
6.26 Ha  
15.47 Acres

LOT #1  
4.66 Ha  
11.5 Acres

LEGEND

- CONCEPTUAL SCHEME BOUNDARIES
- PHASE BOUNDARY

DRAWN BY:

TEC

KLEYSSEN TRANSPORT

CKD. BY:

GR

LOT CONFIGURATION



Earth Tech (Canada) Inc.

Calgary, Alberta T2C 1A4 CANADA

SCALE: N.T.S.

DATE: 2001-05-23

DWG No. A- FIG. 7

**Table 1: Land Use Statistics**

	<b>Area (ac)</b>	<b>Area (ha)</b>	<b>% Gross Area</b>
<b>Gross (Titled) Area</b>	109.12	44.18	100%
<b>Less: Environmental Reserve</b>	0	0	0%
<b>Less: Roadway Widening</b>	0	0	0%
<b>Gross Developable Area (GDA)</b>	109.12	44.18	100%
	<b>Area (ac)</b>	<b>Area (ha)</b>	<b>% GDA</b>
<b>Industrial Land<sup>1</sup></b>	88.26	35.72	80.9%
<b>Stormwater Management<sup>1</sup></b>	14.53	5.88	13.3%
<b>Roadways<sup>2</sup></b>	6.33	2.56	5.8%
<b>Total</b>	109.12	44.16	100.0%

1 This Table reflects interim land use areas. Approximately half of Lot 11 (7.2 ac) will ultimately be developed for industrial uses, once permanent stormwater services are provided from the south and a PUL is dedicated for a wet pond.

2 Does not include existing entrance road from 84 Street SE.

A single lot (Lot 1) will be created at the entrance to the subdivision on 84 Street SE. This Lot will allow for the continuation of the existing residence on-site as a non-conforming use under the B2 District. Over the long term, it is anticipated the site will be developed for business uses compatible to the transportation/distribution character of the subdivision. Given the site's location at the entrance to the subdivision, it could also be developed for business/commercial uses which support the industrial park to the east. It is anticipated the house would either be moved off-site at that time or redeveloped as an office for the new business.

Lots 2 – 10 will be sited along this looped roadway with varying lot frontages. Lot areas will range from 4 to 15 acres. On the outside of the roadway loop, lot depths will be approximately

240 m. These types of lots which are approximately twice as deep as they are wide are ideal for large industrial users which require large outdoor storage requirements, as the principal building is able to provide screening from the public roadway. Shallower lots, approximately 114m in depth, are provided on the inside of the looped roadway. It is anticipated these lots will be used for businesses which require less outdoor storage needs or which will house a greater proportion of their activity within an enclosed building. The exact lot areas and dimensions will be confirmed at the subdivision stage, subject to business and market needs at that time.

A  $\pm 14.5$  acre lot (Lot 11) will be created in the south central portion of the plan area. Lot 11 has been sized to provide temporary storage capacity for the subdivision. A stormwater easement is proposed for this Lot to allow it to function as an interim evaporation pond until ultimate stormwater services are provided to this area. At that time, Lot 11 will be subdivided in half to create a 6.4 ac industrial lot adjacent to the local road. A permanent 7.3 ac Public Utility Lot (PUL) will be dedicated at that time on the south half of Lot 11 (as shown in **Figure 7**). Details of stormwater management are discussed below in Section 6.1. A local road (0.8 ac) will also be dedicated at that time to provide access to the PUL and lands to the south.

### Conceptual Scheme Policies

- 4.2.1 *The subdivision of land will be in accordance with the requirements of the B2 District of the Land Use Bylaw and generally in the configuration provided for in Figure 7 of this Conceptual Scheme.*
- 4.2.2 *The size, configuration and design of individual business parcels will be finalized at Tentative Plan of Subdivision stage.*
- 4.2.3 *Subdivision design will allow for direct access to public roadways from each lot.*
- 4.2.4 *Subdivision design will allow for the ultimate extension of public roadways to adjacent properties to the south.*
- 4.2.5 *A Public Utility Lot (PUL) will be required to provide ultimate stormwater management for the area. Stormwater management easements will be used to provide interim needs of on-site stormwater management. All stormwater management practices will be in accordance with an approved Stormwater Management Report prepared by a qualified engineer.*

### 4.3 RAIL SERVICING

An existing spur line through the Interpipe site will be extended along the rear property lines of Lots 5 and 6 in order to maximize development opportunities on impacted lots. The spur lines accessing each parcel will extend from the north/south spur and will be installed as required by the transportation needs of new businesses locating into the subdivision. Easements to protect for these the future extensions will be registered against the impacted lots during the initial subdivision registration. In total, all 96 acres of industrial land can potentially be serviced with rail spur lines if warranted.

Where spur lines cross public roadways, appropriate crossing structures and warning signage will be required. These requirements will be coordinated with the M.D. and CN Rail at time of construction. All internal rail lines will be constructed to CN Industrial Track Construction Specifications No. 7, dated May 1, 1991. Ongoing rail service will be secured through Siding Agreements between the landowners and the railway.

#### Conceptual Scheme Policies

- 4.3.1 *The subdivision will provide opportunities for rail serviced lots, accessible to the CN Rail mainline to the north.*
- 4.3.2 *Subdivision design will allow for the ultimate extension of the spur line to adjacent properties to the south.*
- 4.3.3 *The technical requirements of CN Rail and the M.D. of Rocky View will be met in providing rail services to the lots.*

### 4.4 OPEN SPACE AND RESERVE DEDICATION

The site is relatively flat and has no slopes in excess of 15%. The *Shepard ASP* identifies a “wetland” within a localized depression on site. However, given the seasonal nature of this wetland and the internal drainage pattern (i.e. not part of a major system of linked wetlands and channels), it is proposed that it’s function be retained and water volumes enhanced within the man-made stormwater PUL in the south central portion of the proposed plan. There is therefore no requirement for dedication of Environmental Reserve (ER).

The *Shepard ASP* indicates that park land dedication within Business Areas should be assembled in locations that provide regional level activity centres or linear linkages to the WID canal, Hamlet of Shepard or Town of Chestermere. This site lies in the northern portion of the ASP area and would not provide convenient linkages or useful open space opportunities. It is therefore proposed that MR obligations for this site be dedicated as cash-in-lieu of Reserves, at the time of subdivision.

The ultimate  $\pm 7.3$  ac PUL and its development as a wet pond will provide open space and amenity opportunities for the subdivision. It is anticipated that this common amenity and open space will serve as the landscape focus for the entire subdivision. The pond could also be integrated into a regional open space system linking to the WID Canal, as lands to the south are developed, and drainage patterns defined. Designs for lands to the south should consider this opportunity as future Conceptual Schemes and subdivisions are approved by the M.D. of Rocky View.

#### **Conceptual Scheme Policies**

- 4.4.1 Environmental Reserve will not be required as part of the proposed subdivision of the site.*
- 4.4.2 Municipal Reserves will be provided as cash-in-lieu of Reserves, in accordance with the provisions of the Municipal Government Act.*
- 4.4.3 The Public Utility Lot will be landscaped to provide an on-site public open space amenity in conjunction with its utility function.*

## SECTION 5

### TRANSPORTATION AND TRAFFIC ANALYSIS

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#### 5.1 REGIONAL ROADWAY SYSTEM

The proposed 109 acre development will be accessed from 84 Street SE via an east-west road which is currently a private access which currently serves the Calgary Distribution Centre. The intersection for this private roadway and 84 Street SE lies approximately 3 km north of Glenmore Trail SE Highway 1A (17 Ave. SE) lies just over 3 km to the north. The current intersection at 84 Street SE will be signalized and upgraded with turning lanes to accommodate ease of access and egress. Given the extent of proposed development, the existing private access road will be dedicated and developed as a public roadway.

A Traffic Impact Assessment (TIA), completed by Earth Tech Canada in April 2001, has been provided under separate cover and approved by the M.D. of Rocky View and City of Calgary. The purpose of this report was to determine the additional trips generated by the 109 acre development and to assess the development impact on the intersections along 84 Street SE, specifically at the access roadway, Glenmore Trail and Highway 1A. The results concluded that in 2001, and then later in 2010, the intersections will adequately handle the traffic generated by this proposed development. Following the 2010 horizon, traffic models indicate that the East Freeway will be developed within the TUC and traffic volumes on 84 Street will decrease dramatically. This is due to the amount of non-destination, north-south traffic that will be relocated to the Freeway. While the *Shepard ASP* shows 84 Street remaining as a “Major Connector Roadway”, new intersections with Glenmore Trail and Highway 1A will be required to ensure adequate separation from the interchange ramps with the East Freeway. The ultimate extensions of Peigan Trail and 61 Avenue SE to 84 Street will provide additional access to the new development from the major industrial areas of SE Calgary.

#### Conceptual Scheme Policies

- 5.1.1 *The existing 84 Street SE intersection will be upgraded by the developer as required to service this subdivision.*
- 5.1.2 *A Traffic Impact Assessment will be approved by both the M.D. of Rocky View and the City of Calgary.*



## 5.2 INTERNAL CIRCULATION

The proposed industrial development will be served via a looping collector roadway tying into 84 Street to the west. This road will provide direct access and wide frontages to the proposed lots which allows for convenient turning movements of large tractor-trailer units. It also minimizes the need for these large vehicles to negotiate tight turn-arounds or back up movements on public roads.

The road will be 10m paved carriageway on a 30m right-of-way. The additional right-of-way width will accommodate shallow ditches for surface drainage. Access to each lot will be via a culvert crossing of the ditch. These crossings will be constructed at time of each individual development, to ensure entrance locations are properly sited to meet the operational needs of the business.

A local roadway connection to the south will be dedicated west of the stormwater management pond in the first phase of subdivision. In the interim, this road will be rough graded to provide emergency access to lands to the south. In the ultimate, this roadway will be fully developed and used to provide local roadway connections between the subdivision and future 61 Avenue SE and Glenmore Trail.

### Conceptual Scheme Policies

- 5.2.1 *Local roadways will be constructed by the developer to the standards of the M.D. of Rocky View.*
- 5.2.2 *The local roadway connection west of the stormwater management pond will be developed to provide interim emergency access and long term public access between this subdivision and lands to the south.*

## SECTION 6 SERVICING

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### 6.1 STORM WATER MANAGEMENT

A Stormwater Management Report for the site was prepared by Westhoff Engineering Resources, Inc in May 2001. It has been provided under separate cover to the M.D. of Rocky View. The study analyzed expected stormwater flows from this 109 acre development as well as a portion of the existing development to the north.

It is proposed that a  $\pm 15$  acre (5.97 ha) interim stormwater system be developed to function as an evaporation/infiltration pond until such time as the ultimate drainage connection to the Shepard wetland complex is constructed. Water stored in the evaporation pond will be approximately 1.0m deep in a 1:100 year storm event. There will be no outlets from this pond to areas to the south. The evaporation pond will be developed within Lot 11 with easements to protect its use as a stormwater facility. Storm water flows will be conveyed from the industrial lots to the ponds via grassed ditches within the road rights-of-way. Culverts will be used to allow flows under roadways and driveways.

Once the ultimate drainage system is constructed to Shepard wetland, the pond area could be reduced to a  $\pm 7.3$  ac (2.96 ha) area and deepened, to be completely contained within a PUL. This will allow for the north portion of Lot 11 to be unencumbered with the stormwater easement and made available for development. The ultimate stormwater management pond would be a permanently wet facility with water depths of 3m. As such, it is recommended it be developed as an artificial wetland to enhance water run-off quality. This wetland will also act as an on-site amenity. A portion of this ultimate wet pond may be constructed in the initial phases of subdivision development if required for fire fighting purposes, as determined through detailed analysis at the subdivision stage.

### Conceptual Scheme Policies

*6.1.1 All stormwater management services will be provided to the satisfaction of the M.D. of Rocky View and Alberta Environment.*

*6.1.2 Interim on-site stormwater management will be provided as an evaporation pond.*

- 6.1.3 *Permanent stormwater management will be provided via a wet pond within a Public Utility Lot, connecting to down stream stormwater facilities.*
- 6.1.4 *Where stormwater management facilities are required as interim or permanent water supply for fire fighting purposes, appropriate mechanisms to ensure the long term operation and maintenance of these facilities by benefiting landowners will be put in place at the time of subdivision approval.*
- 6.1.5 *Approval of detailed stormwater management plan, and any mechanisms to implement the recommendations of the Plan, shall be required from the MD of Rocky View in support of each phase of this development, and implemented as a condition of subdivision.*

## **6.2 SANITARY**

Sanitary facilities will be provided as on-site septic tanks for each development. The tanks will be individually pumped out with the waste being transported to Calgary for disposal and treatment. Given the large lot frontages, distances between buildings and anticipated minor generation of sanitary sewage, it is not economic to install sanitary pipes and provide a central pumpout location at this time. Once an ultimate sanitary system is extended into the north Shepard area, sanitary lines could be installed with road rights-of-way to service this subdivision.

### **Conceptual Scheme Policies**

- 6.2.1 *Sanitary services will be provided by on-site septic tanks to the satisfaction of the M.D. of Rocky View and Alberta Environment.*

## **6.3 WATER**

There is no municipal or regional water service within the vicinity of the site to which the proposed development could tie into. Each lot will be serviced with a cistern and water will be supplied to each user by a private water company. By nature, the types of industry which will locate here will have low water demands and therefore a cistern system should be sufficient. However, individual lot owners have the option of drilling their own on-site well to provide water supply for their staff and operations. Any wells drilled will be required to meet Provincial standards.

The existing storm pond lying north of the Plan area and proposed pond within the Plan area will be used to provide a local water supply for a fire fighting distribution system which will be developed within the subdivision. Detailed subdivision design will ensure that adequate volumes are retained on-site for this purpose. The fire fighting system will be developed and operated by the developer and benefiting land owners.

### **Conceptual Scheme Policies**

- 6.3.1 *Water service will be provided by on-site cisterns or wells, to the satisfaction of the M.D. of Rocky View and Alberta Environment.*
- 6.3.2 *A central reservoir, water distribution lines and emergency pump facilities to supply water for fire fighting purposes shall be developed and operated by benefiting land owners. Each lot will be subject to an encumbrance, which includes the MD as an expressed interest, to address the long term responsibility for the operation and maintenance of the system.*

## **6.4 SHALLOW UTILITIES**

The shallow services (electrical, gas, telephone) are available within 84 Street SE and can be extended into the proposed development within the public road rights of way or within easements registered along the front of each new lot. Arrangements will be made with each utility provider at time of development to ensure services are available for new businesses. Cost arrangements will be negotiated between the developer and the utility provider at time of installation.

### **Conceptual Scheme Policies**

- 6.4.1 *Shallow services will be provided by individual utility companies to the satisfaction of the M.D. of Rocky View.*

## **6.5 ALLOWANCE FOR FUTURE URBAN SERVICES**

Once available, urban services can be extended into the site by the local municipality or by a regional servicing entity. The services will be provided within the proposed road alignments.

The 30m rights-of-way are sufficiently wide enough to allow proper installation and spacing of deep utilities (water, sanitary, storm sewer) and the shallow utilities.

If required a Deferred Services Agreement (DSA) may be registered by the developer against each newly created parcel to outline the requirement for extension of these services.

### **Conceptual Scheme Policies**

- 6.5.1 *Future municipal services may be provided within the public road rights-of-way, subject to future availability and municipal requirements.*
- 6.5.2 *A Deferred Services Agreement may be registered against each Lot to outline the owners' requirements for future service extensions, to the satisfaction of the M.D. of Rockyview.*

## SECTION 7 PROTECTIVE SERVICES

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### 7.1 POLICE SERVICE

Policing of the Shepard area is provided by the RCMP (Strathmore Detachment) and M.D. of Rocky View Special Constables.

The subdivision design by way of limited access to 84 Street SE and the closed loop road network will also deter random traffic from entering the area and assist owners in providing “self policing” of the development. Crime Prevention Through Environmental Design (CPTED) principles should be integrated into the subdivision and site development designs to reduce opportunities for crimes against public and property.

#### Conceptual Scheme Policies

- 7.1.1 Police services will be provided by the local RCMP detachment and M.D. of Rocky View Special Constables.*
- 7.1.2 Subdivision design and site development shall demonstrate appropriate CPTED principles.*

### 7.2 FIRE SERVICE

The Shepard area is served by the City of Calgary Fire Department (CFD), under contract to the M.D. of Rocky View. The CFD Station 25 at 4705 – 76 Avenue SE. will provide emergency response to the proposed development.

A private fire fighting water system will be built to provide water supply, pumping, distribution and hydrants within the subdivision. Water supply will be provided via the existing wet pond lying north of the Plan area, development of the ultimate wet pond within the Plan area, or both. The system will be constructed by the developer and privately maintained through mechanisms such as private utility company, utility cooperative, or land owner association. Details of the maintenance and operation of this system will be finalized through the subdivision approval process.

Each new business will be required to submit an Emergency Management Plan to the M.D. of Rocky View, at time of Development Permit approval. The Plan will outline response procedures to assist Fire and EMS during emergency and disaster situations.

Requirements for fire suppression will be determined through the development permit process given that requirements are based upon the size and volume of the building, the type of construction and the intended use. These details will not be known until the Development Permit Stage.

### **Conceptual Scheme Policies**

- 7.2.1 Fire services will be provided by the M.D. of Rocky View.*
- 7.2.2 That all parcels shall have water for fire fighting available at the lot line and that fire hydrants shall be installed in accordance with municipal standards.*
- 7.2.3 An Emergency Management Plan shall be submitted with each application for Development Permit, to the satisfaction of the M.D. of Rocky View.*

## **7.3 EMERGENCY MEDICAL SERVICES**

Ambulance service to the proposed development can be provided from The City of Calgary Emergency Medical Services (EMS) under contract to the M.D. of Rocky View.

### **Conceptual Scheme Policies**

- 7.3.1 Emergency Medical Services will be provided by the M.D. of Rocky View.*

## SECTION 8

### STATUTORY PLAN COMPLIANCE

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The Conceptual Scheme has been developed to comply with existing statutory policies of the M.D. of Rocky View. Specific policies of the various levels of plans are outlined below with descriptions of how the development will meet the intended directions.

#### 8.1 SHEPARD AREA STRUCTURE PLAN

The proposed Conceptual Scheme conforms to the “Business Area Land Use Policies” and “Phase 1 Business Area Policies”, proposed in Section 5 of the *Shepard Area Structure Plan*.

##### **Business Area Land Use Policies (Section 5.1)**

- The proposed development is located in N½ 31-24-28-W4M which is recognized in the *ASP* as being part of “Phase 1” of the Business Area development;
- The site is contiguous to existing developments already operating to the north and west;
- The new businesses that locate to this area will help to enhance, strengthen and diversify the Municipality’s economy and tax base;
- The Conceptual Scheme recognizes that the long term servicing requirements of the area will be protected with Deferred Services Agreements; and
- The Concept Scheme has been prepared in accordance with the requirements outlined in the *Shepard Area Structure Plan*.

##### **Phase 1 Business Area Policies (Section 5.2)**

- Development in this area (N½ 31-24-28-W4M) is proposed for rail serviced industrial and distribution businesses requiring access to CN main line, regional highways and businesses in the Calgary area;
- The long term development of the East Freeway is not compromised by this development;
- The Concept Scheme layout allows for the future extension of roadways from the south, which will allow for access from 61 Avenue SE;
- The operational integrity of the TransAlta electrical substation is maintained; and



- 84 Street SE will provide immediate access to the site and the existing intersection at 84 Street will be upgraded to support this proposed development.

## 8.2 PUBLIC INPUT

As applicant and developer for the proposed subdivision, Kleysen Transport Ltd. has had numerous contacts with land owners and businesses in the area.

The overall subdivision concept was developed with the landowner to the south to ensure that this proposed development would not negatively impact ultimate development in the area. It was also necessary to confirm ultimate access to this site from 61 Avenue SE. An example of what the ultimate business and rail serviced industrial development in and around the existing intermodal site and proposed Conceptual Scheme are is demonstrated in **Figure 8**.

TransAlta has been contacted to confirm that this development would have no negative impacts on the operations of the sub-station to the east.

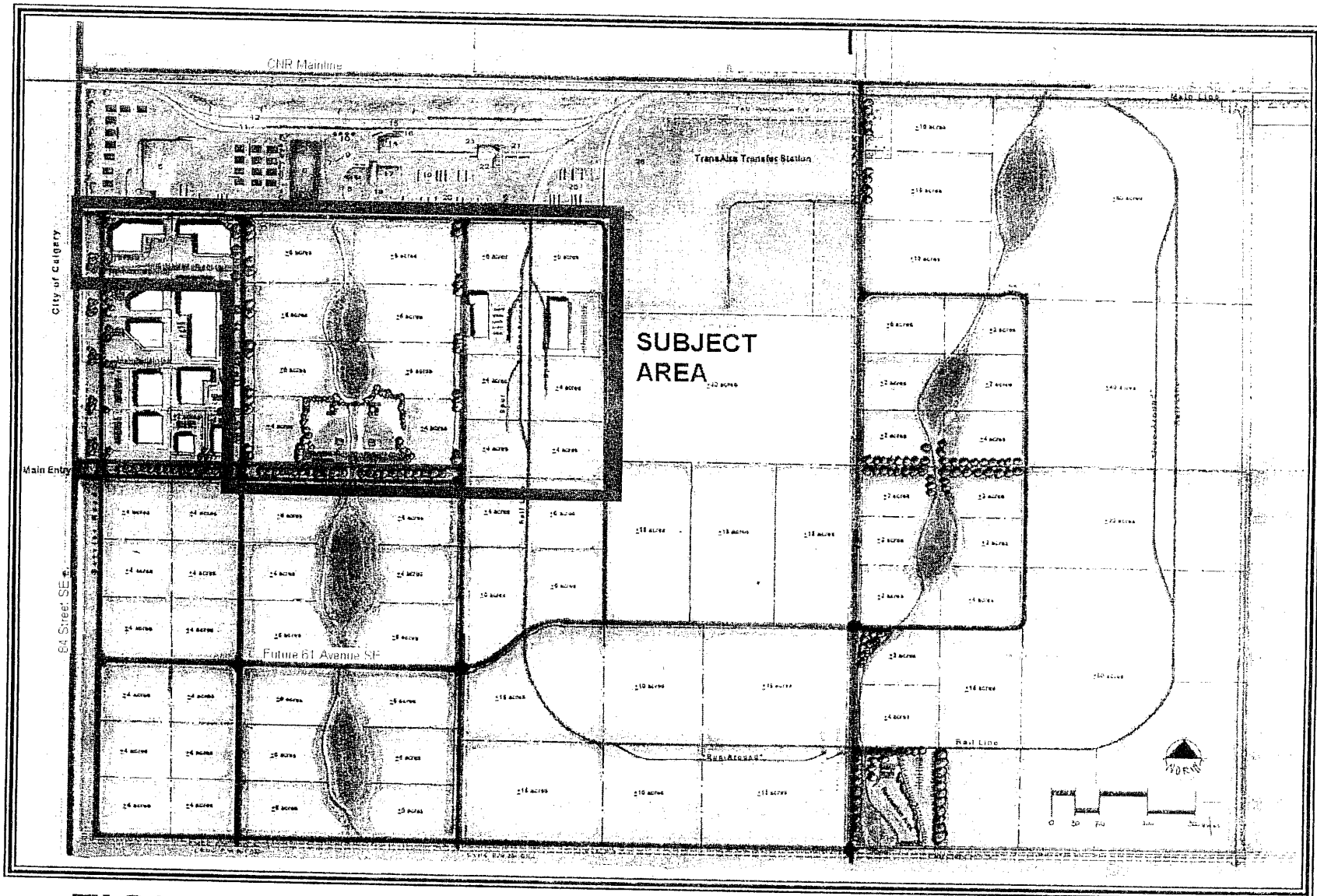
The owners of the small holdings to the west were consulted through the plan development process. Kleysen will continue to keep them updated on the progress and to demonstrate how their properties could be integrated into the overall Business Area development envisioned by the *Shepard ASP*.

CN Railway supports the development of this area for rail serviced industrial and transportation/distribution uses.

Prior to a Public Hearing for the redesignation the developer will hold an open house to allow for input on the Conceptual Scheme and allow for changes be prepared, as required, prior to adoption of the plan.

### Conceptual Scheme Policies

*8.2.1 The developer shall hold at least one (1) open house with adjacent land owners and businesses prior to consideration by the M.D. of Rocky View Council.*



**FIGURE 8 -**  
**Ultimate Development Potential in Area**

## SECTION 9 PHASING

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It is proposed that the industrial subdivision will be developed in the following manner:

### **Phase 1**

Phase 1 will consist of the development of Lots 5 and 6 as well as full development of the interim evaporation pond on Lot 11. To service these Lots, the E-W roadway from 84 Street and the eastern N-S road fronting onto Lots 5 and 6 will be dedicated as public roadways and constructed to full municipal standards. Lots 5 and 6 will be rough graded prior to on-site construction. The rail spur line will be constructed down the rear of Lots 5 and 6. All other roadways in the subdivision will be rough graded and an emergency access connection made to lands to the south. This work is anticipated to happen in the Spring of 2002.

### **Phase 2**

Phase 2 will consist of development of the remainder of the 109 acre parcel, with the exception of Lot 1 adjacent to 84 Street. Remaining roadways will be dedicated as public rights-of-way and developed to full municipal standards. The remaining industrial lots will be rough graded prior to on-site construction.

### **Phase 3**

Phase 3 will consist of the development of Lot 1, once the current owner has vacated the existing residence. At that time the site will be stripped and rough graded in preparation for development for business purposes. The house could be removed off-site or remain on-site and used as part of the future business.

There is no set timing for this phase of development.

### **Phase 4**

Phase 4 will occur once lands to the south are developed and roadway connections are made with the streets within this proposed Conceptual Scheme. At that time, the roadway will be fully

developed to provide access between this subdivision and the new collector roadway connections to 61 Avenue SE and Glenmore Trail.

#### **Phase 5**

Phase 5 will occur once the ultimate stormwater drainage system to Shepard wetlands has been constructed. The interim evaporation pond on Lot 11 will be reduced in area and deepened to create a permanent wet pond and wetland within a PUL. The remaining land from Lot 11, not required for the wet pond, will be filled and developed for appropriate business uses.

#### **Conceptual Scheme Policies**

- 9.1.1 Phasing of the development shall be carried out generally in five (5) phases, as outlined above, with due consideration to the logical provision of municipal servicing and transportation infrastructure.*
- 9.1.2 Significant changes to phasing shall meet the intent of other policies within this Conceptual Scheme, to the satisfaction of the M.D. of Rocky View.*

## SECTION 10 IMPLEMENTATION

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Following Bylaw approval of this Conceptual Scheme by the M.D. of Rocky View, a number of steps will be taken to implement this proposal and see full development of the 109 acre subdivision. The implementation steps are briefly outlined below:

### 10.1 PLANNING APPROVALS

Implementation of this Conceptual Scheme will require a number of planning approvals including land use redesignation and subdivision. Individual Development Permits approvals will be required for each Lot, prior to construction.

#### **Conceptual Scheme Policies**

*10.1.1 The M.D. of Rocky View shall implement the provisions of this Conceptual Scheme through the redesignation, subdivision and development permit approvals processes.*

*10.1.2 Approvals will be consistent with the applicable provisions of the Municipal Government Act (MGA) and the Land Use Bylaw.*

### 10.2 CONSTRUCTION MANAGEMENT PLAN

A Construction Management Plan will be required as part of the Development Permit process, prior to commencement of on-site earth works. The Plan will be prepared through the direction of the Development Officer and will ensure that dust, noise, traffic control and topsoil conservation measures are in place to adequately mitigate

Siltation Traps to prevent soil run-off during construction phases will be required as per Alberta Environment standards.

#### **Conceptual Scheme Policies**

*10.2.1 A Construction Management Plan and Erosion/Sedimentation Control Plan shall be provided to the satisfaction of the M.D. of Rocky View and Alberta Environment.*

### 10.3 DEVELOPMENT GUIDELINES

The developer proposes the following Guidelines to direct future development within the subdivision. The guidelines will be enforced by the developer at time of sell of the Lots. These may include Restrictive Covenants or Caveats registered against individual Titles.

- All buildings will be constructed of quality and durable materials.
- All buildings on a single lot will be of similar architectural style.
- All lots will be fenced and secured.
- All non-building areas not required for parking or outdoor storage, or any areas slated for future expansion, should be landscaped with a hearty, drought resistant variety of grass to reduce dust generation.

#### Conceptual Scheme Policies

*10.3.1 The developer shall apply and enforce development guidelines through the lot sales process.*

### 10.4 PERFORMANCE STANDARDS

All on-site garbage storage and collection facilities will be screened from public roadways by buildings or appropriate walled/fenced compounds. Compounds will be secured to prevent intrusion by coyotes, dogs or other pests.

All storage, shipment, use and off-site disposal of potential contaminants will be undertaken in an environmentally friendly manner, in accordance with applicable Municipal, Provincial and Federal guidelines. Specific guidelines relating to each development will be better identified and implemented through the Development Permit process.

#### Conceptual Scheme Policies

*10.4.1 Special performance standards regarding the collection, storage and disposition of garbage and potential contaminants will be to the satisfaction of the M.D. and Alberta Environments and will be reviewed on a site by site basis at the time of application for a Development Permit.*

## **SECTION 11**

### **APPENDICES**

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**Appendix A** – *MD of Rocky View Planning and Development Report, April 24, 2001*