



# CO•OP

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GAS BAR / CONVENIENCE STORE / RESTAURANT

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SITUATED ALONG THE NORTHBOUND  
HIGHWAY 2 SERVICE ROAD (NEAR CROSSFIELD)

## Master Site Development Plan

Approved by Rocky View County on February 27, 2018

DECEMBER 2017

Submitted to  
**ROCKY VIEW COUNTY**

Submitted by  
**CALGARY CO•OP**

Prepared by  
**B&A PLANNING GROUP**

# CO•OP



**b&a**



**ROCKY VIEW COUNTY**

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# 1.0

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## Introduction

This Master Site Development Plan (MSDP) contemplates the development of a highway commercial use which will include a highway service station, convenience store and drive-through restaurant.

The MSDP is intended to establish expectations regarding how the proposed development will be implemented within the context of the County's municipal policies and development regulations. It considers the proposed placement of buildings, landscaping elements, lighting treatments, and establishes expectations for the overall architectural theme of the project. It also describes a strategy to implement all required transportation and utility servicing infrastructure necessary to support the proposed development and demonstrates how the project can be implemented without negatively impacting existing local businesses and surrounding agricultural land uses.

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

## 2.0

## The Project Vision & Rationale



Highway 2 (Queen Elizabeth II Highway) is a major roadway that extends  $\pm 1,270$  km from the Canada / United States border through the cities of Calgary, Red Deer and Edmonton to eventually terminate within the northwest portion of the Province at the City of Grande Prairie. It is the longest and busiest highway in the province and conveys approximately 30,000 vehicle trips per day between Calgary and Edmonton. More than half of Alberta's  $\pm 4$  million residents live in the Calgary / Edmonton Corridor that is serviced by Highway 2.

Co-Op owns and operates thirty five (35) gas bar locations within the Calgary Region. These facilities offer a variety of automobile oriented services in addition to local conveniences and restaurant amenities. Presently, Co-Op does not have any facilities north of the City of Airdrie. However, Co-Op believes there is market opportunity to establish a new location along Highway 2 just east of the Town of Crossfield. Co-Op wishes to develop an attractive gas bar/convenience store / restaurant facility which will provide services and amenities to large volume of travelling public which passes by the site each day.

The project location is situated directly east of Highway 2 and is benefitted by a convenient direct access from the northbound travel lanes via a service ramp owned and maintained by Alberta Transportation. This access ramp benefits a variety of existing highway commercial developments with auto-oriented services and amenities catering to the northbound travelling public along Highway 2. It is noted that no such direct access is available to the lands situated on the west side of Highway 2. As such, this unique transportation infrastructure provides an opportunity to facilitate additional highway oriented commercial development at this location.

The proposed development can be supported by limited service utility infrastructure without the demand for municipal servicing.

Co-Op wishes to become a corporate citizen of Rocky View County and believes this proposed Highway 2 service centre will enhance the County's net fiscal position by contributing to the municipality's non-residential assessment base.

# 3.0

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## Area Context

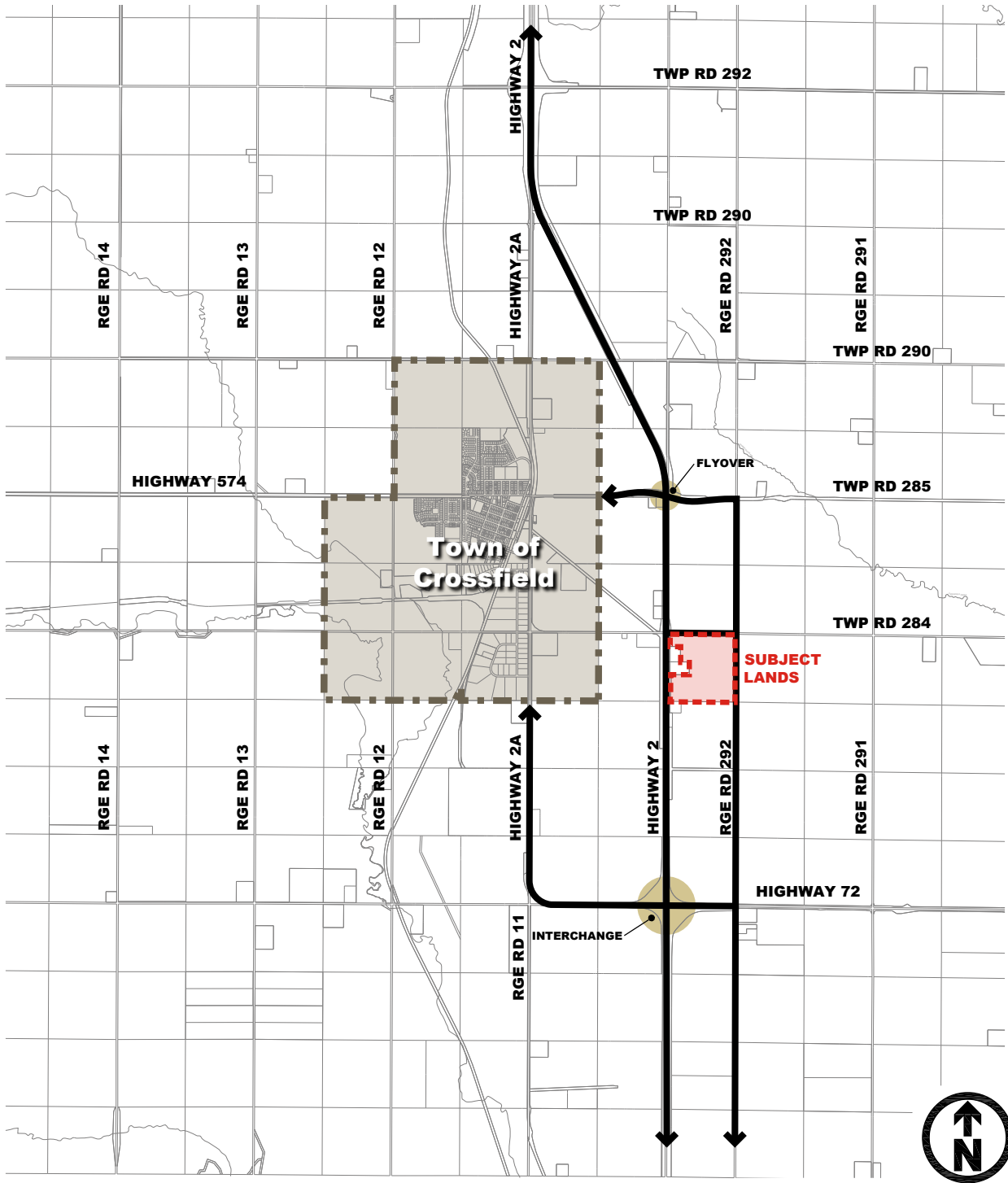
As illustrated by Figure 1: Regional Context, the MSDP area is located directly east of Highway 2 and south of Township Rd 284, about 0.8 km east of the Town of Crossfield.

Although the MSDP area is located in proximity to the Town of Crossfield, the lands are physically isolated due to the alignment of Highway 2 which has restricted access primarily limited to grade-separated interchanges. The intersection of Highway 2 and Highway 72 provides access between the MSDP area and the Town of Crossfield via Highway 2A and Range Road 292. Additionally, the 'flyover' situated along Township Road 284 provides a second opportunity for access via Range Road 292.

Alberta Transportation owns and maintains the northbound service road that extends from Highway 2 directly west of the subject lands. This highway infrastructure provides convenient and efficient access to existing highway-oriented commercial developments located directly south of the MSDP area. These existing commercial developments include two (2) gas bars (Esso & Petro-Can) with attendant convenience stores/restaurants with another stand-alone restaurant facility (Humpty's).



FIGURE 1 | Regional Context



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## 4.0

# Municipal Policy Framework

## 4.1 The County Plan (Municipal Development Plan)

The County Plan supports the development of various types of business areas that provide multiple benefits to the social, economic and environmental fabric of the municipality. As illustrated by Map 1: Managing Growth, the County Plan encourages three types of business development opportunities: regional business centres, highway business areas and hamlets. It is acknowledged that the subject lands are not located within an area that has been specifically identified for business development as per Map 1: Managing Growth.

However, Sections 14.19 to 14.22 of the County Plan provide opportunity for 'other business development' to locate in areas not identified on Map 1: Managing Growth provided that such a proposal provides a rationale for why it cannot be located in an identified business area (e.g. requirement for unique infrastructure) and is evaluated in accordance with the following criteria:

- a. 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 these County Plan policy considerations. The proposed development is limited in size, scale & intensity and logically defined within an established business development area which has direct access to a paved highway service road. The TIA prepared to support this MSDP indicates the project could proceed without the requirement for off-site roadway improvements. The proposed development will not create negative impact to the surrounding adjacent developments and specific design considerations have been contemplated to buffer the proposed use from the adjacent agricultural area. The MSDP area is supported by unique transportation infrastructure that facilitates direct access from Highway 2.

## 4.2 The North Central Industrial Area Structure Plan

On September 12th, 2017, RVC approved the North Central Industrial Area Structure Plan which sets expectation for the development of an attractive regional industrial business hub expected to accommodate a variety of industrial uses that complement the Town of Crossfield and the surrounding predominantly agricultural area. The ASP's future land use strategy anticipates a range of light and general industrial uses along the west side of Highway 2. Access to this future industrial area is expected to be provided by a new interchange to be constructed along the Township Road 285 alignment. No direct access to Highway 2 is anticipated within any of the lands within the ASP boundary.

## 4.3 Master Site Development Plan Requirements

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

1. A general introduction to the proposed development: a discussion of the vision and purpose of the proposal
2. A description of the following:
  - a. building placement and setbacks;
  - b. building height and general architectural appearance;
  - c. parking and 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.
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

The various sections of this MSDP have been prepared in accordance with the above-referenced content requirements.

## 4.4 Intermunicipal Considerations

As illustrated by Figure 2: Intermunicipal Context, this MSDP area is not located within the policy area of the Rocky View County / Town of Crossfield Intermunicipal Development Plan.

It is noted that the alignment of Highway 2 forms a significant barrier between this MSDP area and the recently adopted North Central Industrial Area Structure Plan. Likewise, there are no existing or planned future road connections between the MSDP area and the Town of Crossfield. As such, the proposed highway business development contemplated by this MSDP is not expected to negatively impact the Town of Crossfield (or the recently adopted North Central Industrial ASP).

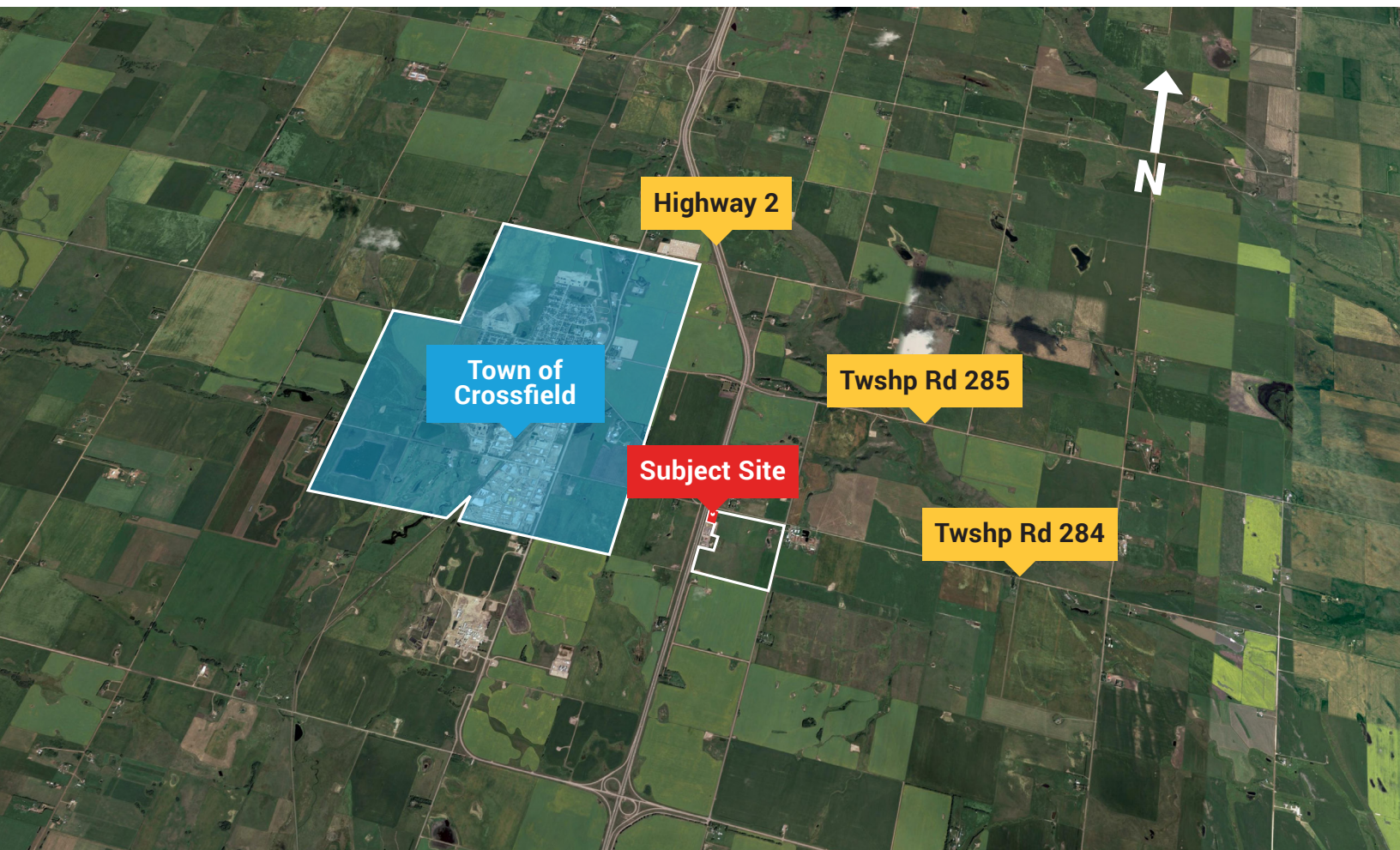
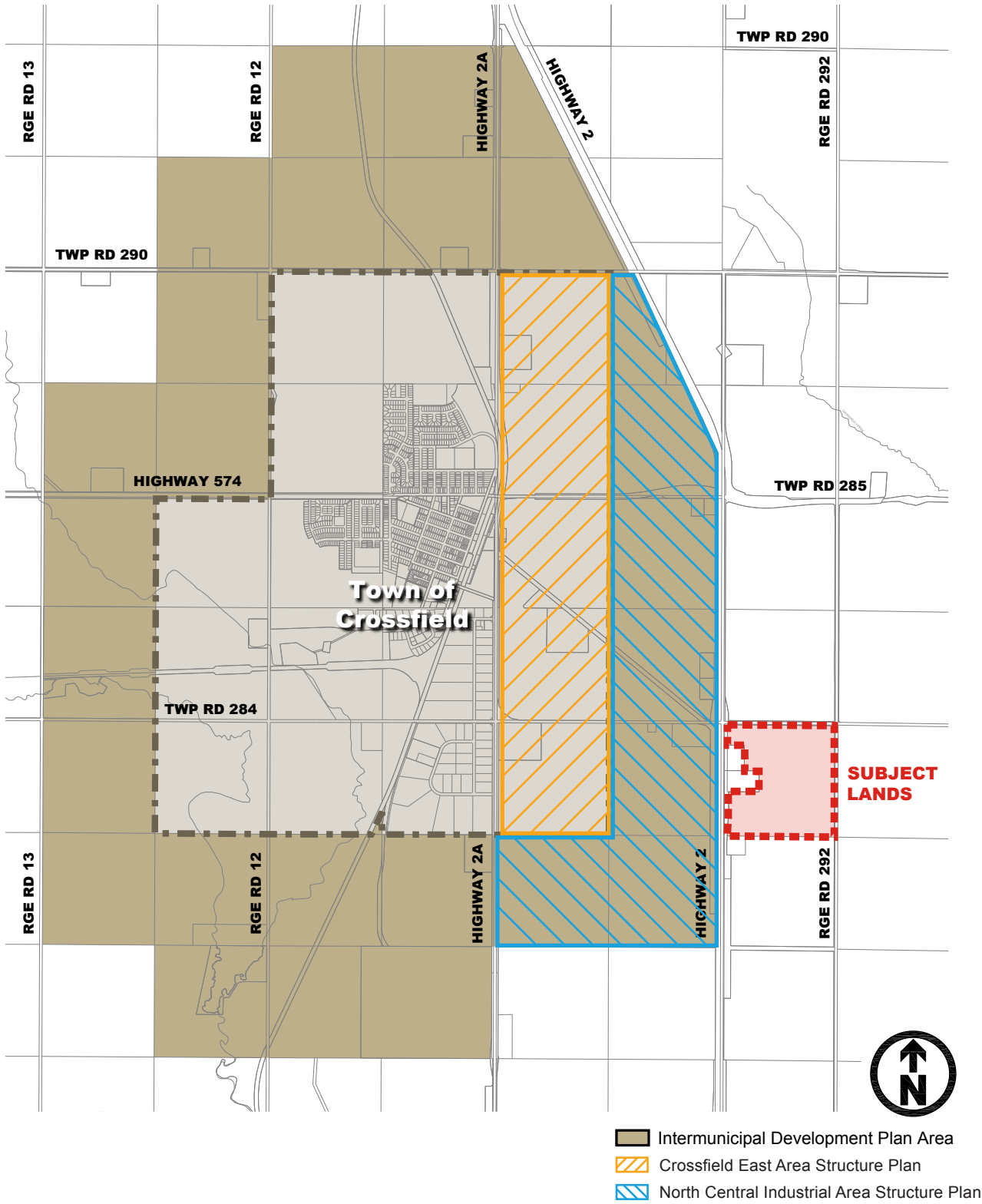


FIGURE 2 | Intermunicipal Context





# 5.0

## Existing Conditions

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As illustrated by Figure 3: Existing Site Conditions, the MSDP area includes a portion of the fractional N ½ Section 22-28-29-W4M containing ± 4 ac. The overall area of the parent parcel is ± 137.5 ac.

The MSDP area is situated directly south and east of the intersection of the northbound Highway 2 service road and Township Rd 284. The subject land includes agricultural lands that have been previously disturbed as a result of a lengthy period of surface agricultural activities.

### 5.1 Historical Resource Considerations

An application for clearance under the Historical Resources Act was submitted to Alberta Culture and Tourism in support of this MSDP in accordance with the Online Permitting and Clearance system (OPaC). On October 6, 2017 a Historical Resource Act approval was provided in support of the proposed development contemplated by this MSDP.

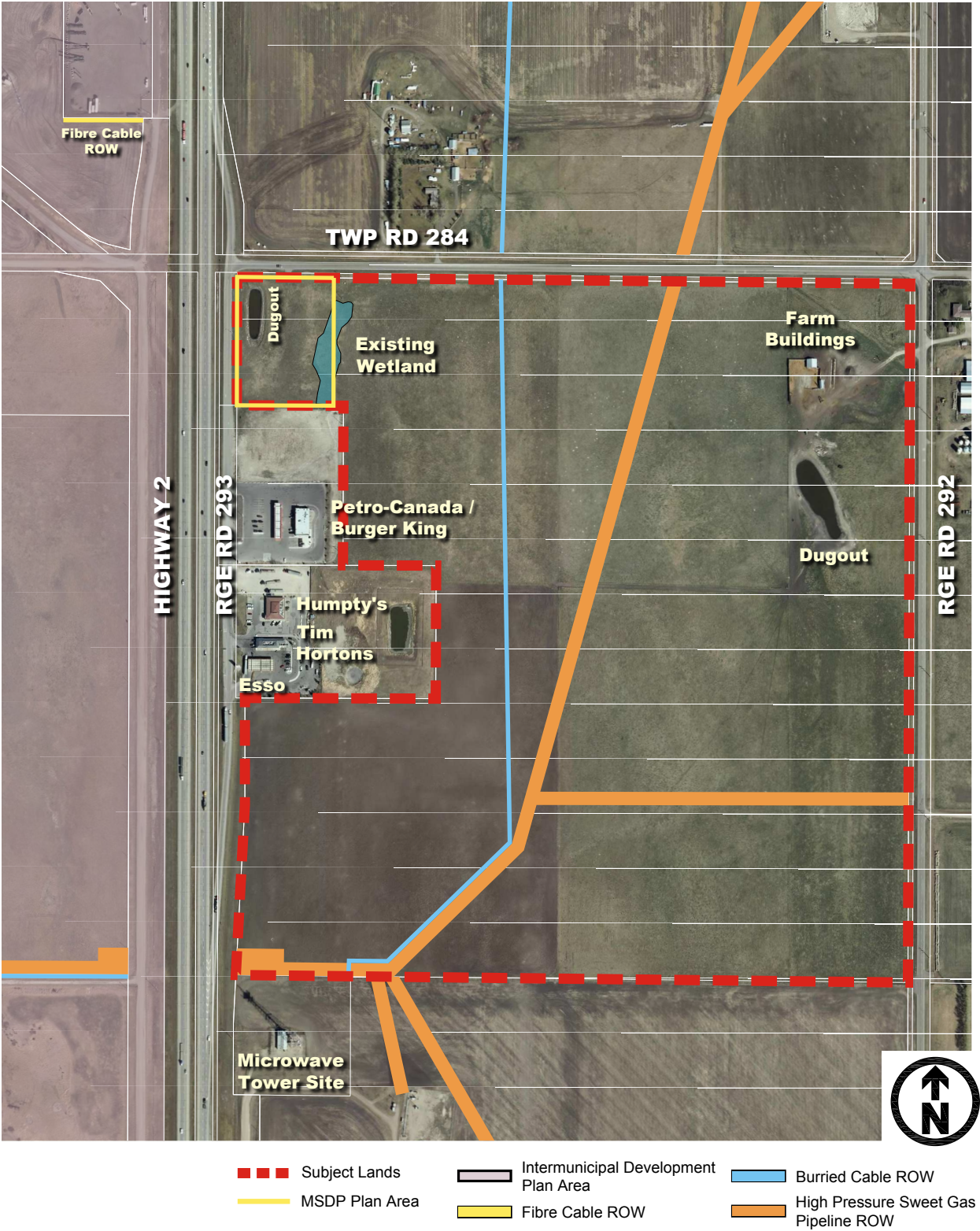
### 5.2 Gas Pipeline & Telecommunications Right-of-Way Considerations

TransCanada Pipelines own and operate a pipeline that traverses the subject quarter section from northeast towards the southwest. This infrastructure contains a high pressure sweet gas distribution line entirely contained within an existing right-of-way plan 5558 JK. The development contemplated by this MSDP will not negatively impact the existing pipeline infrastructure and no development setback outside the existing pipeline ROW will apply.

The subject lands also contain a buried cable Right of Way Plan 881 0134 which traverses the site from north to south and connects with a steel-structured microwave tower site contained within the parcel situated directly south and adjacent to the MSDP area. The development contemplated by this MSDP will not negatively impact the existing buried telecommunications infrastructure or adjacent communications tower.



FIGURE 3 | Existing Site Conditions



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### 5.3 Biophysical Considerations

An initial Project Review Biophysical Assessment was prepared to consider the environmental significance and ecological sensitivity of existing habitat conditions within the site. As previously discussed, the portion of the subject lands contemplated for business development includes existing agricultural lands that have been previously disturbed by cultivation and grazing activities. The MSDP area includes a farm dugout within the northwest portion of the development area that will be removed in accordance with the provisions of the Water Act. The site contains a seasonally-wet 'ephemeral' wetland within the southeast portion of the MSDP area. The developer intends to leave this ephemeral wetland intact and will avoid all disturbances during and following development of this site. As such, the preparation of a Wetland Assessment Impact Report (WAIR) is not contemplated by this MSDP and compensation will not be required by Alberta Environment in accordance with the Provincial Wetland Policy.

### 5.4 Geotechnical Considerations

A Geotechnical Evaluation was completed within the subject lands to support this MSDP. The report's conclusions indicate that the sub-surface characteristics are considered suitable for the proposed development. Groundwater was shallow and located approximately 3 m below the existing grade surface which may impact utility and foundation design and buoyancy of the underground fuel tanks. The report recommends a number of building techniques to overcome the shallow groundwater conditions.

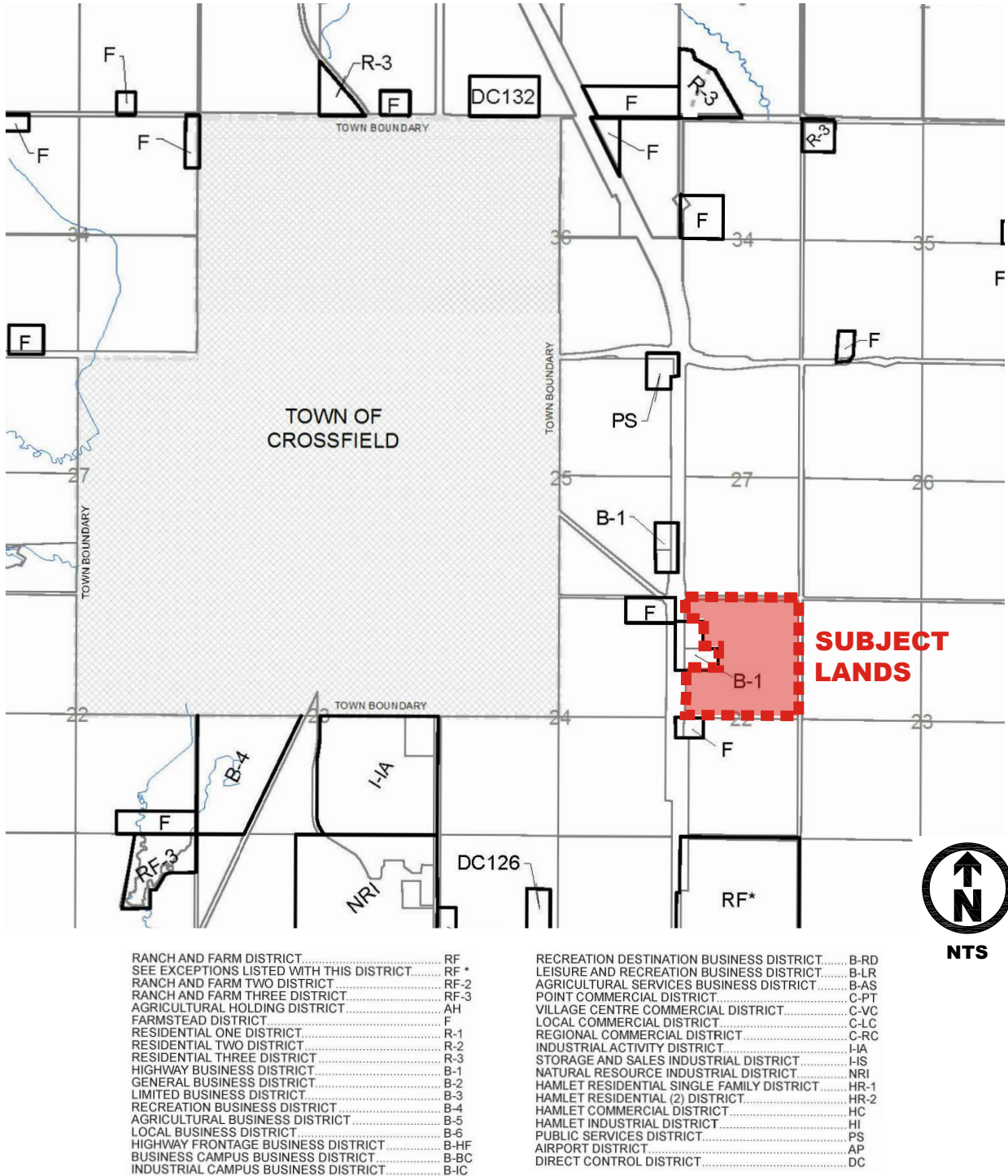
### 5.5 Existing Land Use & Surrounding Development Context

As illustrated by Figure 4: Existing Land Use and Surrounding Development Context, the subject lands are designated Ranch and Farm District (RF) in accordance with the County's Land Use Bylaw (C-4841-97).

The balance of the parent parcel (not included in the MSDP area) includes a mix of lands under cultivation and pasture. There are two (2) agricultural buildings and an additional farm dugout within the northeast portion of the subject lands. The portion of the site outside of the MSDP boundary is accessed from an existing field approach from Range Road 292.

As previously discussed, the lands directly south of the MSDP area (within the parent parcel - fractional N ½ Section 22-28-29-W4M) include existing highway commercial developments which are accessed by the Highway 2 northbound service road. These existing developments include auto-oriented highway commercial developments that are serviced by potable water cisterns and sanitary sewer holding tanks. The existing Humpty's restaurant is serviced by a potable water connection from the Town of Crossfield. This existing water service cannot be used to service the MSDP area.

FIGURE 4 | Existing Land Use and Surrounding Development Context



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# 6.0

## The Development Concept

As illustrated by Figure 5: Development Concept, the proposed development will include a:

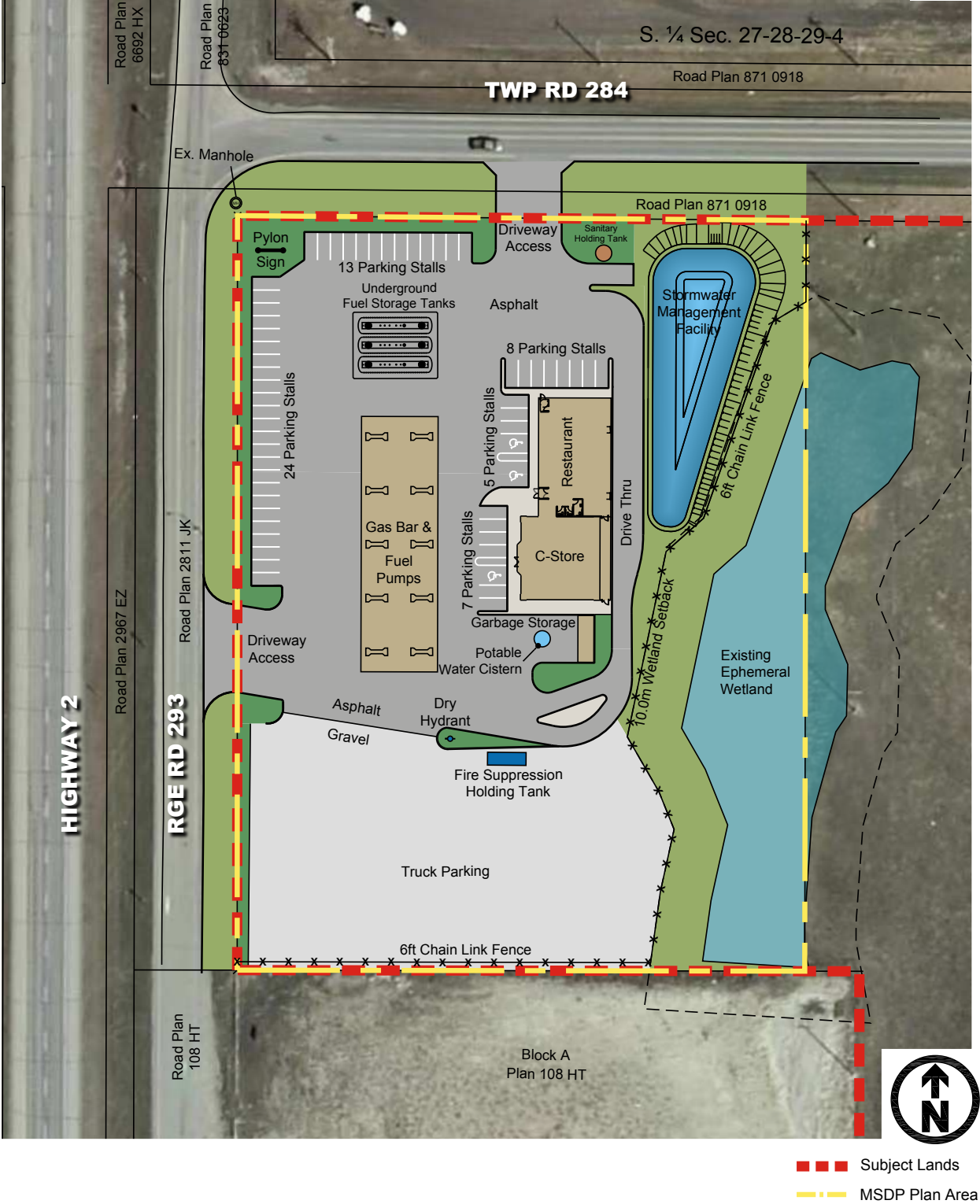
- Gas bar with fuel pumps covered by a canopy;
- Convenience Store;
- Restaurant with drive through;
- A pylon sign and various building signage;
- Refuse bins;
- Below-ground fuel storage tanks;
- Potable water cistern;
- Wastewater storage tank;
- Parking area(s);
- Stormwater management facility (SWMF);
- Landscaped area(s);
- Perimeter fencing; and
- Natural wetland (to remain undisturbed).

Access will be provided by an approach from the Highway 2 service road that will be designed and constructed in accordance with Alberta Transportation's engineering standards. A second approach will be provided from Township Rd 284 that will be designed and constructed in accordance with the County's engineering standards.

Potable water will be provided by a trucked in water service. The developer will install a storage cistern appropriate sized to satisfy the water demand for the proposed business development in addition to meeting the requirements for fire suppression – including the installation of an on-site reservoir and dry hydrant. A licensed contractor will be engaged by the developer to transport potable water to the site on an as-needed basis.

Wastewater will be provided via sanitary holding tanks. The holding tanks will be sized in accordance with the requirements of the associated water demand for the proposed business development. A licensed contractor will be engaged by the developer to transport sanitary effluent to an approved wastewater disposal facility.

FIGURE 5 | The Development Concept



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Stormwater will be managed on-site via a comprehensive system of overland conveyance and infiltration areas. A stormwater management facility (SWMF) will be constructed within the northeast portion of the MSDP area to accommodate the surface drainage requirements of this project. The SWMF will be designed in accordance with the County's Servicing Standards so as to limit the impact of the development on downstream lands and water bodies. The design and construction of the SWMF will respect the existing wetland situated within the southeast portion of the development area.

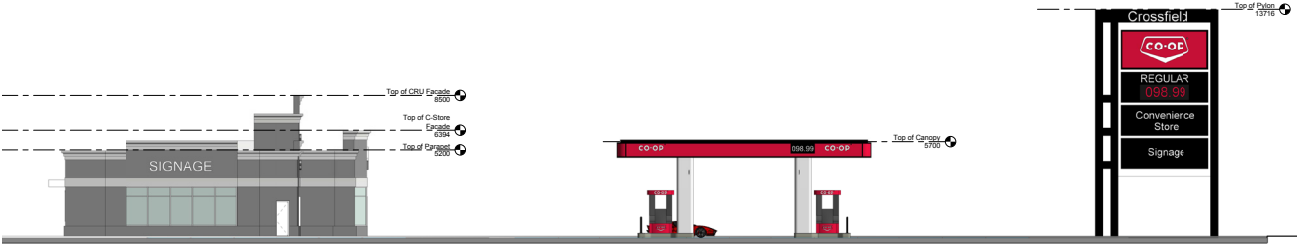
The project area will be professionally landscaped in accordance with the County's Land Use Bylaw requirements. Landscape buffer areas will be installed along the Highway 2 / Range Road 284 frontages that will include drought-resistant native plantings. Additional landscaping and pedestrian amenities might be installed by the developer surrounding the stormwater management facility to provide opportunity for patrons of the facility to exit their vehicles and enjoy respite from the stresses of highway travel.

The southern and eastern boundaries of the site are proposed to be enclosed with a 6' chain link fence in accordance with the requirements of the County's Land Use Bylaw. The alignment of fencing on the eastern boundary of the site will follow an irregular path to respect the existing wetland and proposed stormwater management facility.

The developer wishes to avoid development disturbances within the site's defined natural wetland area and associated 10m riparian buffer. This area will not be built upon.

The development is expected to be constructed in a single phase and all structures and supporting infrastructure is expected to be developed in accordance with the provisions of the County's development permit application process.





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## 7.0

# Architectural Design & Landscaping

## 7.1 Architectural Design Considerations

As illustrated by Figure 6: Architectural Considerations, the styling of all structures and improvements within this MSDP area will be similar to other existing Co-Op gas bar facilities located across the Calgary Region.

Detailed site plans for the proposed development will be provided by the developer at the development permit stage to confirm the following design considerations:

- Size, setbacks and heights of all new structures shall be in accordance with the applicable requirements of the County's Land Use Bylaw (C-4841-97);
- Logical orientation of building elevations towards Highway 2 and Township Road 284;
- Preference for building material finishes that complement the area's ambient background colours and natural vegetation (i.e. stucco and brick); and
- The proposed treatment of parking, loading, signage and lighting in accordance with the County's Land Use Bylaw requirements.

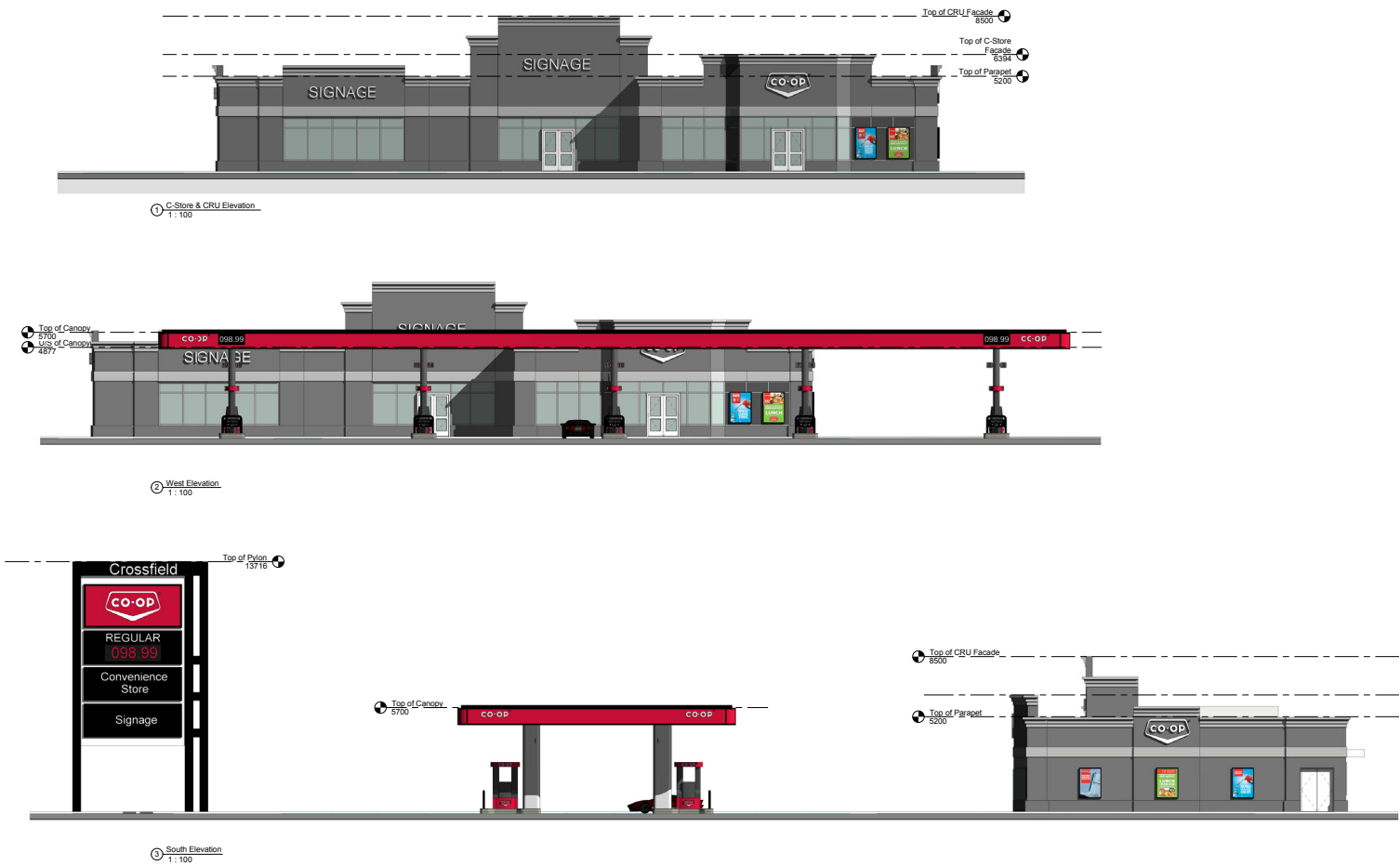
## 7.2 Landscaping Objectives & Criteria

Landscaping should be used to enhance the 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 Highway 2 and Township Road 284 roadway frontages;
- The use of native plant materials is encouraged;
- Plantings should be organized in groupings rather than located individually or in lineal rows;
- Where possible and practical, site grading should divert surface runoff to benefit landscaping elements within the MSDP area.

A landscaping plan, to be prepared by a qualified professional, shall be provided at the development permit stage.

FIGURE 6 | Architectural Considerations



## 7.3 Lighting

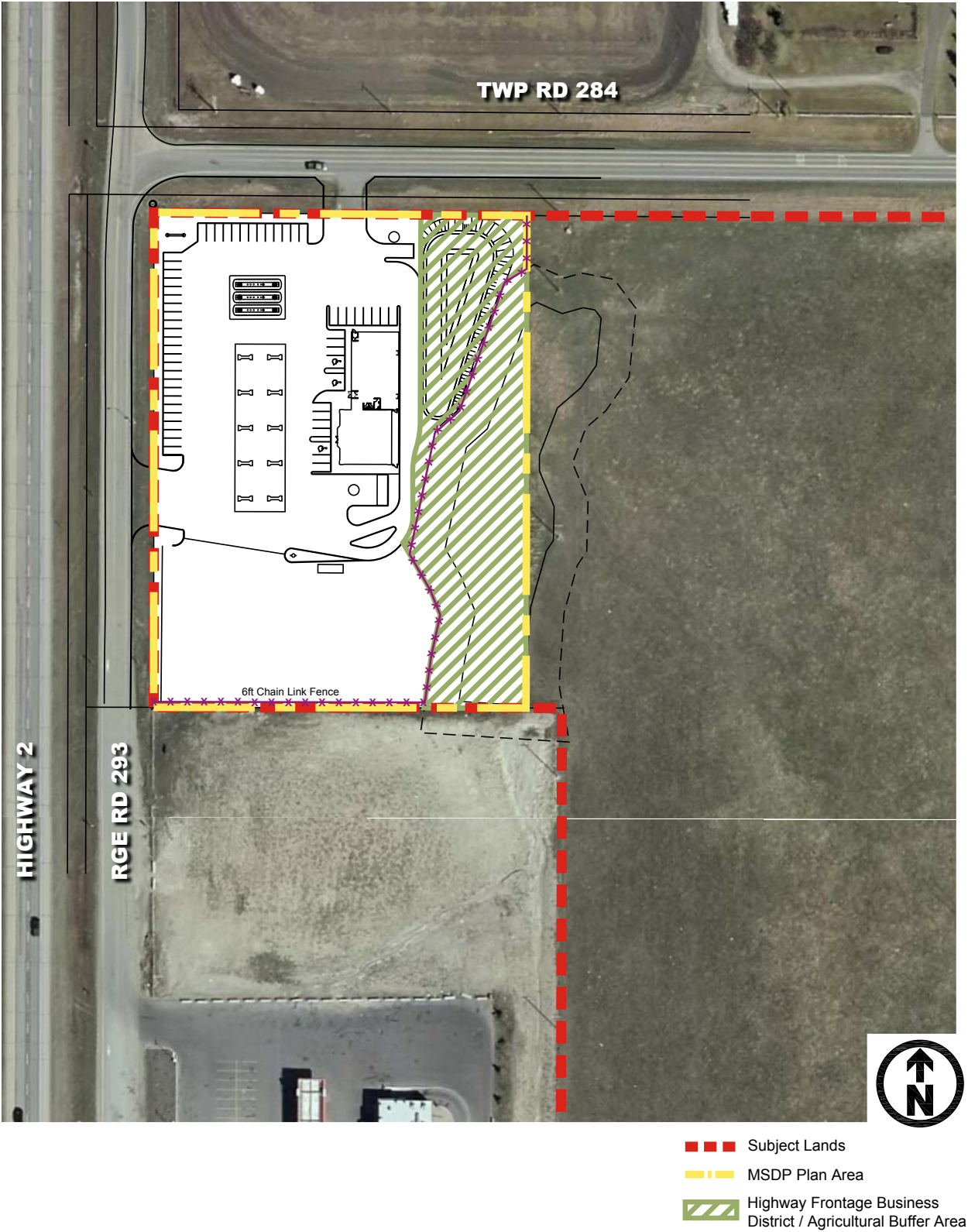
Development within the MSDP area will establish and maintain an outdoor lighting system that generally respects an expectation to maintain 'dark skies' within the rural area in accordance with Section 27 of the County's Land Use Bylaw (C-4841-97). The overall design imperative is to ensure that lighting elements within the MSDP area minimize light pollution, glare and light trespass onto adjacent properties. That being said, it is acknowledged that the MSDP area fronts directly onto Highway 2 and the primary purpose of the highway business development is to orient towards the travelling public that passes by the site on a 24 hour basis. As such, it is expected that advertisement affixed onto the proposed pylon sign and the building façade facing Highway 2 will be back-lit to provide enhanced visibility to the travelling public during the night time hours.

## 7.4 Agricultural Boundary Design Considerations

The MSDP area is bounded to the north and west by significant roadways and the area located directly to the south includes existing highway business developments. However, the lands to remain within the balance of the subject quarter are expected to remain in agricultural land use. As such, design considerations should be implemented to minimize the potential for conflict between the existing and proposed land uses.

As illustrated on Figure 7: Agricultural Boundary Design Guidelines, the preservation of the existing wetland in association with the siting and configuration of the proposed stormwater management facility will effectively establish an appropriate buffer between the existing agricultural lands and the proposed highway business development in accordance with the recommendations of the County's Agricultural Boundary Design Guidelines. In accordance with Design Guidelines Appendix E: Fencing Recommendations, the developer is expected to install a fence on the western edge of the existing wetland to provide an additional buffer between the existing agriculture and proposed highway commercial uses.

FIGURE 7 | Agricultural Boundary Design Guidelines



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# 8.0

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## Transportation

### 8.1 Traffic Impact Assessment

A Transportation Impact Assessment (TIA) was prepared to evaluate the adequacy of the study area intersections and road links to accommodate opening day and long-term (20 year) traffic horizons. The TIA also was prepared to determine the necessary roadway improvements required to incorporate the proposed development.

The TIA considered the conceptual design of the existing direct access service ramp from Highway 2 and concluded that, given the development proposed by this MSDP, the spatial requirements are adequate to support the future highway upgrade scenario.

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.

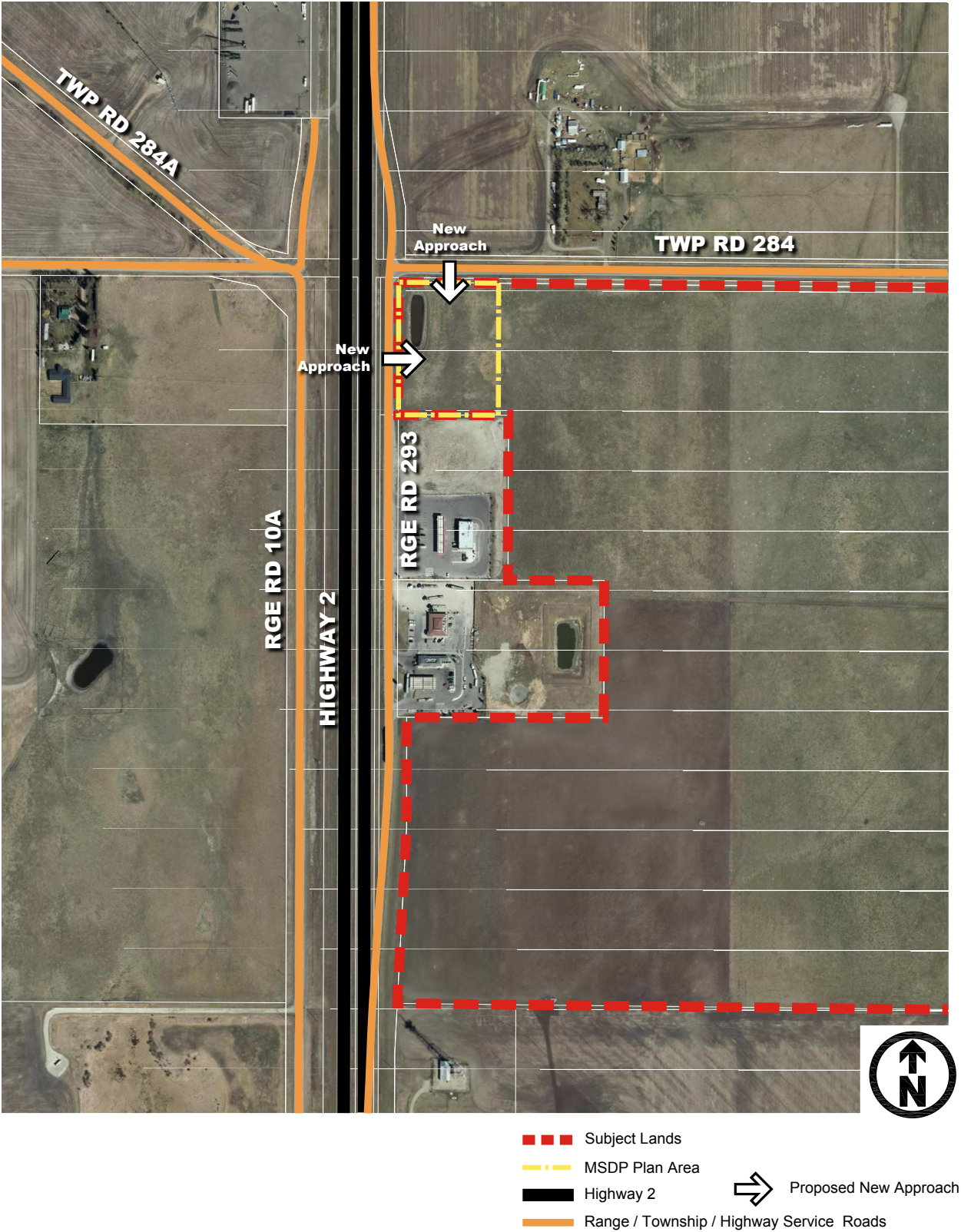
As illustrated by Figure 8: Transportation, the developer will construct approaches to the MSDP area from the Highway 2 service road and from Township Road 284. Both approaches will be designed in accordance with applicable engineering requirements. No other upgrades to off-site roadways and intersections will be required to support the development within the MSDP area.

It is acknowledged that the County's applicable Transportation Levy shall apply at the subdivision and/or development permit stage.

Alberta Transportation's endorsement of the conclusions and recommendations of the TIA and a Roadside Development Permit will be required.



FIGURE 8 | Transportation



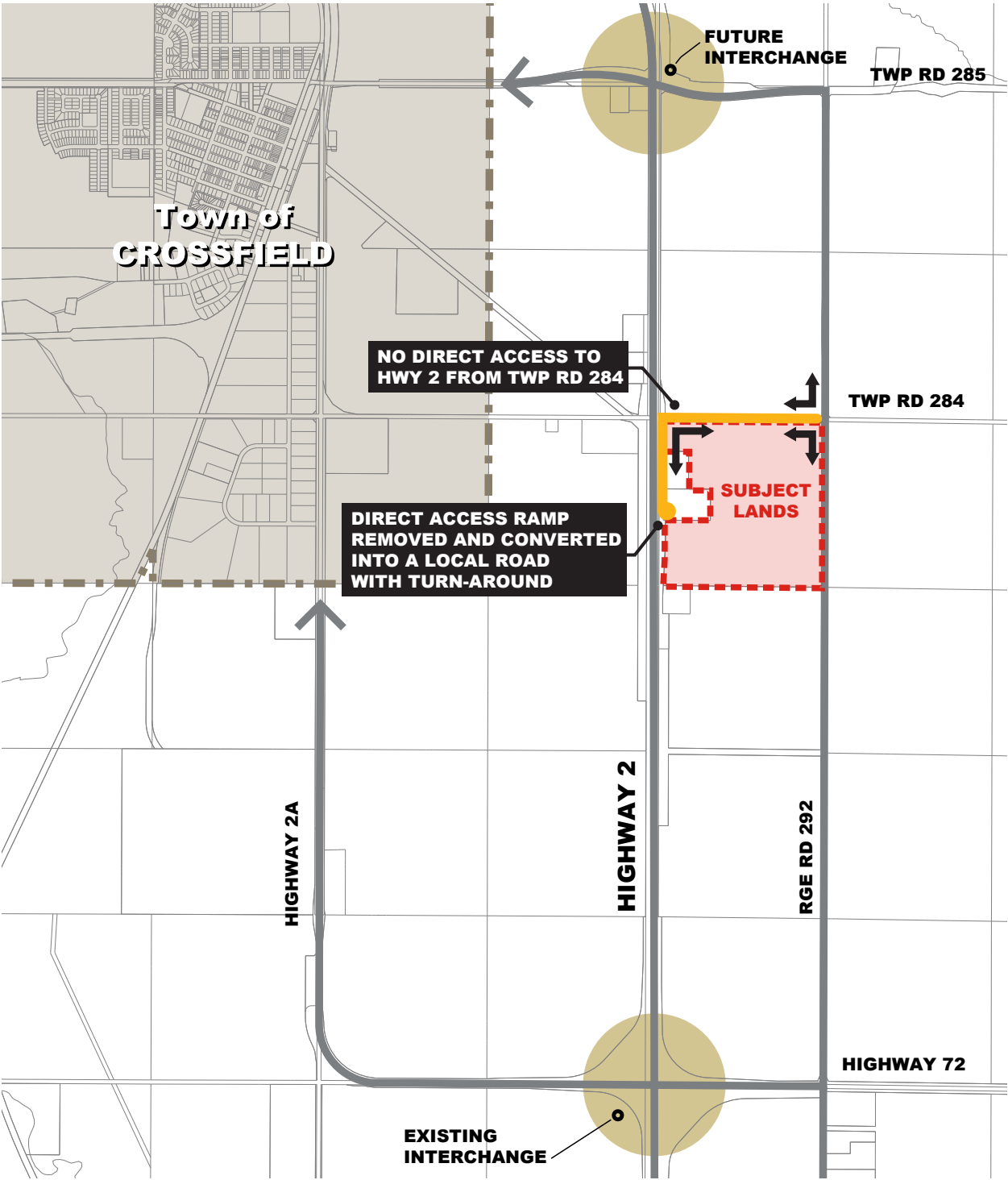
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## 8.2 Long Term Access to the MSDP Area from the Highway 2 Access Ramp

Alberta Transportation has indicated that they have plans to expand Highway 2 to an ultimate 8-lane cross section directly west of the MSDP area. Alberta Transportation has indicated that the existing Highway 2 service road will be removed at such time the ultimate 8-lane Highway 2 ROW is required (likely sometime between 2035-2040). As such, Co-Op is prepared to enter into an agreement with Alberta Transportation to formally establish the expectations that access to the MSDP area from the existing service ramp is not permanent. At such time the service ramp is removed, access to the site will be provided from the local municipal road network. It is noted that the existing highway business developments presently developed along this highway service road have similar agreements with Alberta Transportation that acknowledge that the current access condition is not permanent and will change at the discretion of Alberta Transportation.

The recently adopted North Central Industrial Area Structure Plan contemplates the construction of an all-turns interchanges along Highway 2 at Township Road 285. Alberta Transportation notes that, if/when this interchange is constructed, there would be significant impacts to the existing service ramp which provides access to the MSDP area. Development of the future interchange would require removal of the direct access service ramp, and subsequently force access to/from the MSDP area to be provide by the local municipal road network as illustrated by Figure 9: Future Local Municipal Road Access Plan.

FIGURE 9 | Future Local Municipal Road Access Plan



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# 9.0

## Utility Servicing

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### 9.1 Potable Water

A Utility Servicing Review memorandum 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 the site in a  $\pm$  5,000 gallon underground holding tank/cistern. The conceptual location of this cistern is illustrated on Figure 10: Potable Water / Wastewater Services and will be confirmed by detailed engineering review and design at the development permit stage.

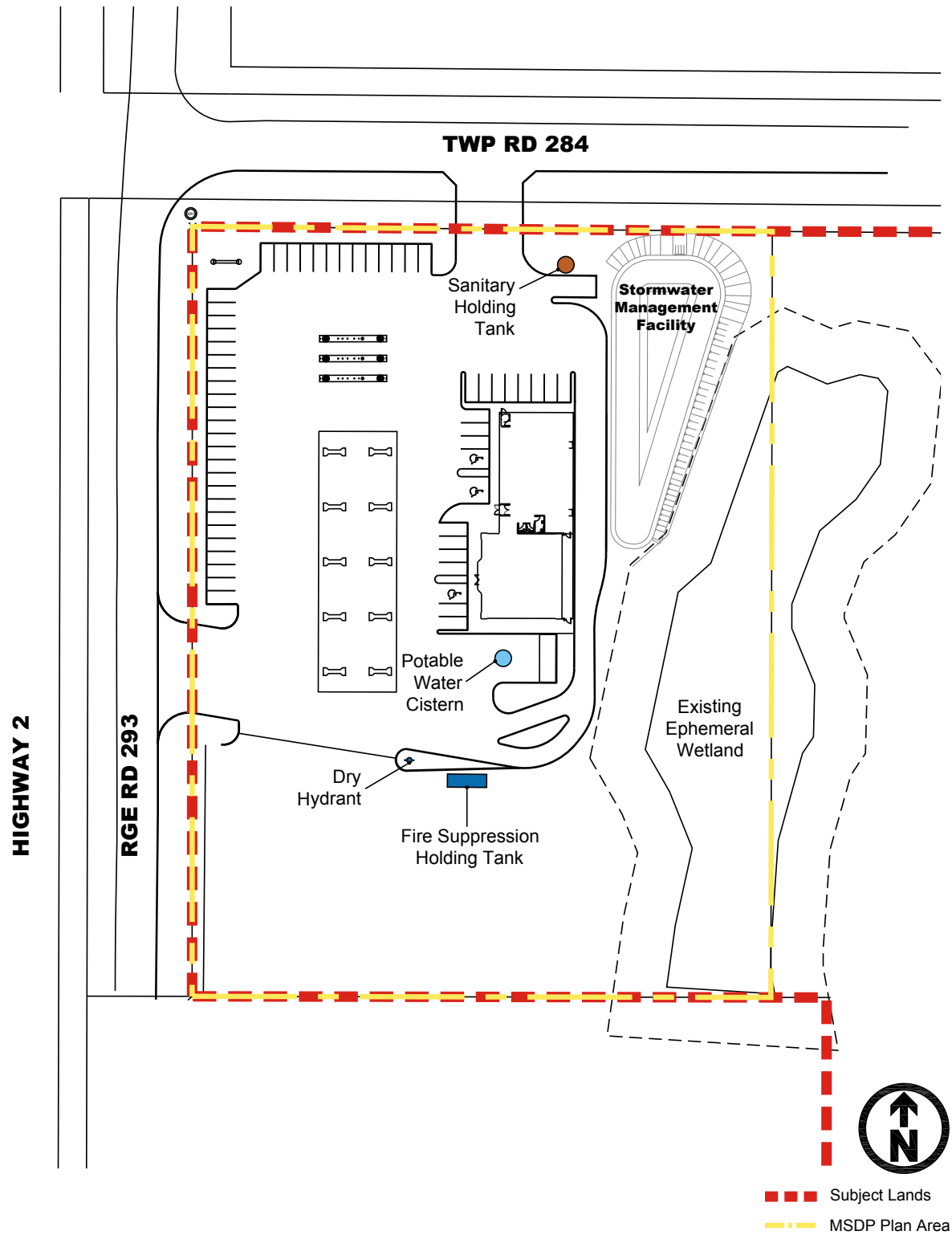
### 9.2 Fire Suppression

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 at the development permit stage.

### 9.3 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 who will transport it to an approved disposal site. The conceptual location of the sanitary holding tank is illustrated on Figure 10: Potable Water / Wastewater Services and the specific sizing and location will be confirmed by detailed engineering review and design at the development permit stage.

FIGURE 10 | Potable Water / Wastewater Services



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# 10.0

## Stormwater Management

### 10.1 Stormwater Management

A stormwater management report was prepared in support of this MSDP to establish expectation for managing stormwater in association with development proposed in the MSDP area. The report identifies a strategy to accommodate the collection, safe conveyance, storage and ultimate discharge of surface drainage.

Topography within the MSDP area slopes generally from southwest towards the northeast towards the Crossfield Creek (which drains to the Rosebud River). The design of this MSDP's stormwater management system is intended to respect existing topography in order to minimize the extent of site grading.

As illustrated on Figure 11: Stormwater Management, stormwater is to be managed within the MSDP area by an overland drainage system that directs surface flows from impervious areas into a stormwater management facility (SWMF) to be constructed within the northeast portion of the MSDP area.

Preliminary design of the facility contemplates a unit area release rate of 1.257 l/s/ha based on the parameters of the Nose Creek Watershed Management Plan. Preliminary design of the SWMF indicates the pond will be constructed with a volume of 905 m<sup>3</sup> and the volume of stormwater will be controlled using a gate control structure that

will discharge towards the northeast into the ditch along Township Rd 284. The stormwater system will include Oil & Grit Separators (OGS) to ensure pre-treatment of surface drainage occurs prior to entering the stormwater management facility.

### 10.2 Overland Drainage Plan & Easement Agreement

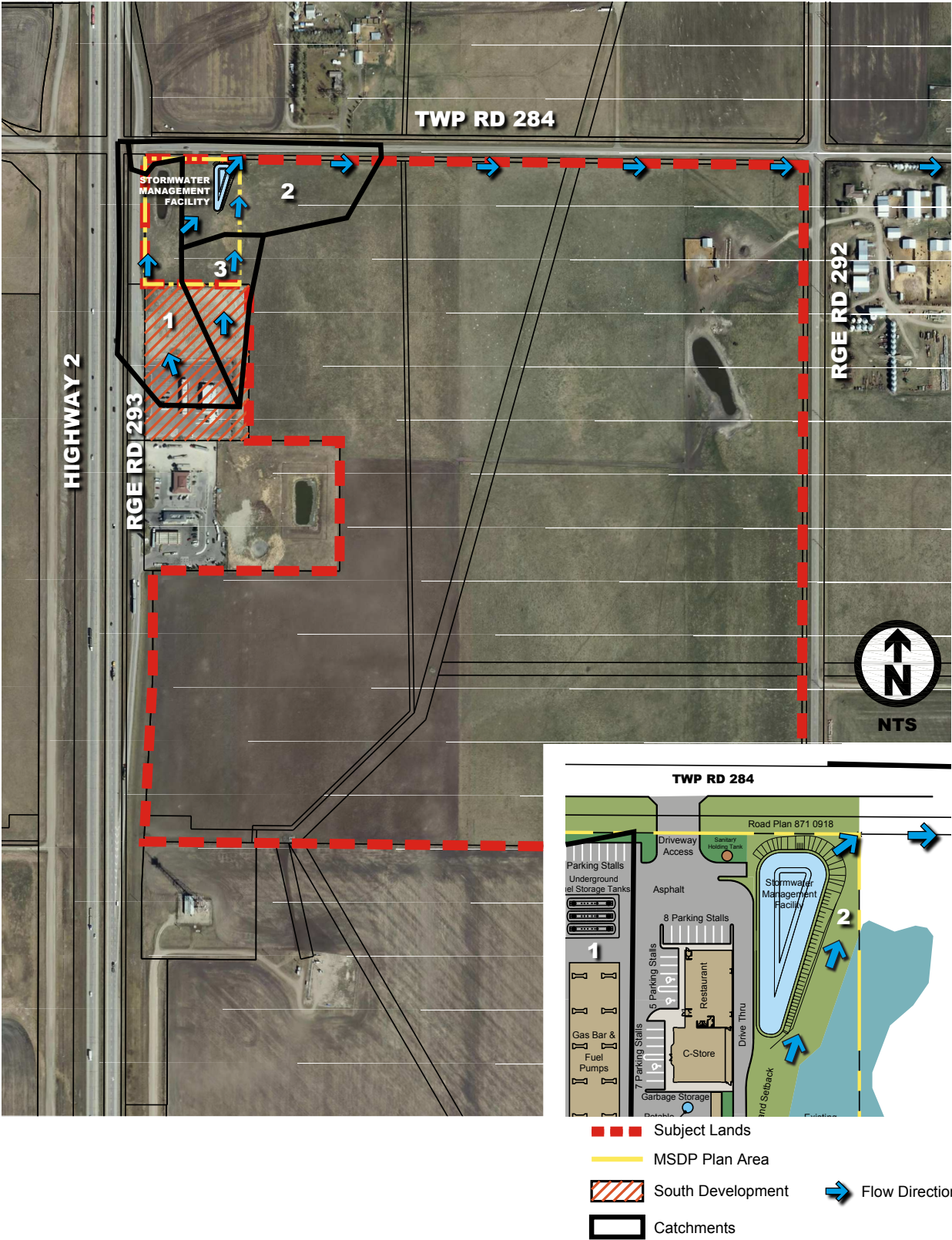
An overland drainage plan and associated easement agreement will be prepared at the development permit stage to specify a right for the County to access the lands to maintain the stormwater management facility if emergency circumstances warrant. Surface drainage from the lands directly to the south will be accommodated.

### 10.3 Wetland Avoidance

As discussed, the developer intends to implement this proposed development without disturbing the existing wetland situated within the southeast portion of the site. The detailed design of the proposed SWMF (to be provided at the development permit stage) shall respect the wetland's existing edges and associated riparian areas.



FIGURE 11 | Stormwater Service



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# 11.0

## Implementation

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The following section is intended to establish expectations regarding how this proposed highway business development will be implemented via the County's land use amendment, subdivision and development permit process.

### 11.1 Proposed Land Use

As illustrated by Figure 12: Proposed Land Use, the MSDP area is expected to be designated Highway Commercial in accordance with Section 70: Business – Highway Frontage of the County's Land Use Bylaw (C-4841-97).

### 11.2 Proposed Subdivision

As illustrated by Figure 13: Proposed Subdivision, the developer proposes to subdivide the N ½ Section 22-28-29-W4M to create a ± 4 ac parcel with a ± 133.5 ac remainder. An application for subdivision will be submitted to the County at such time the proposed land use amendment is adopted.

### 11.3 Municipal Reserve (MR)

Municipal Reserves are outstanding in the amount of 10% of the area described in certificate of title to the subject lands. It is expected that the developer shall pay cash-in-lieu of land for ± 0.4 ac at the subdivision stage representing 10% of the area of the parent parcel contemplated for development by this MSDP. The remaining Municipal Reserves outstanding affecting the remaining portion of the parent parcel shall be deferred by caveat affecting the balance of the subject lands.



FIGURE 12 | Proposed Land Use



## 11.4 Development Permit Process

All infrastructure required in support of this project will be constructed by the developer in accordance with the terms of a development permit process which will address matters such as:

- Site plan & building elevations;
- Detailed engineering drawings;
- Access Plan;
- Landscaping Plan;
- Signage Plan;
- Lighting Plan (to demonstrate compliance with the County's LUB dark sky lighting specifications);
- Confirmation of potable water supply (including fire suppression requirements);
- Confirmation of wastewater supply;
- Confirmation of stormwater management (including overland drainage ROW and easements);
- Wetland avoidance plan;
- Erosion & sediment control plan;
- Construction management plan;
- Weed management plan;
- Chemical Management Plan;
- Securities (if required);
- Roadside Development Permit from Alberta Transportation;
- Payment of applicable levies; and
- Other matters as may be required by the RVC Development Authority.

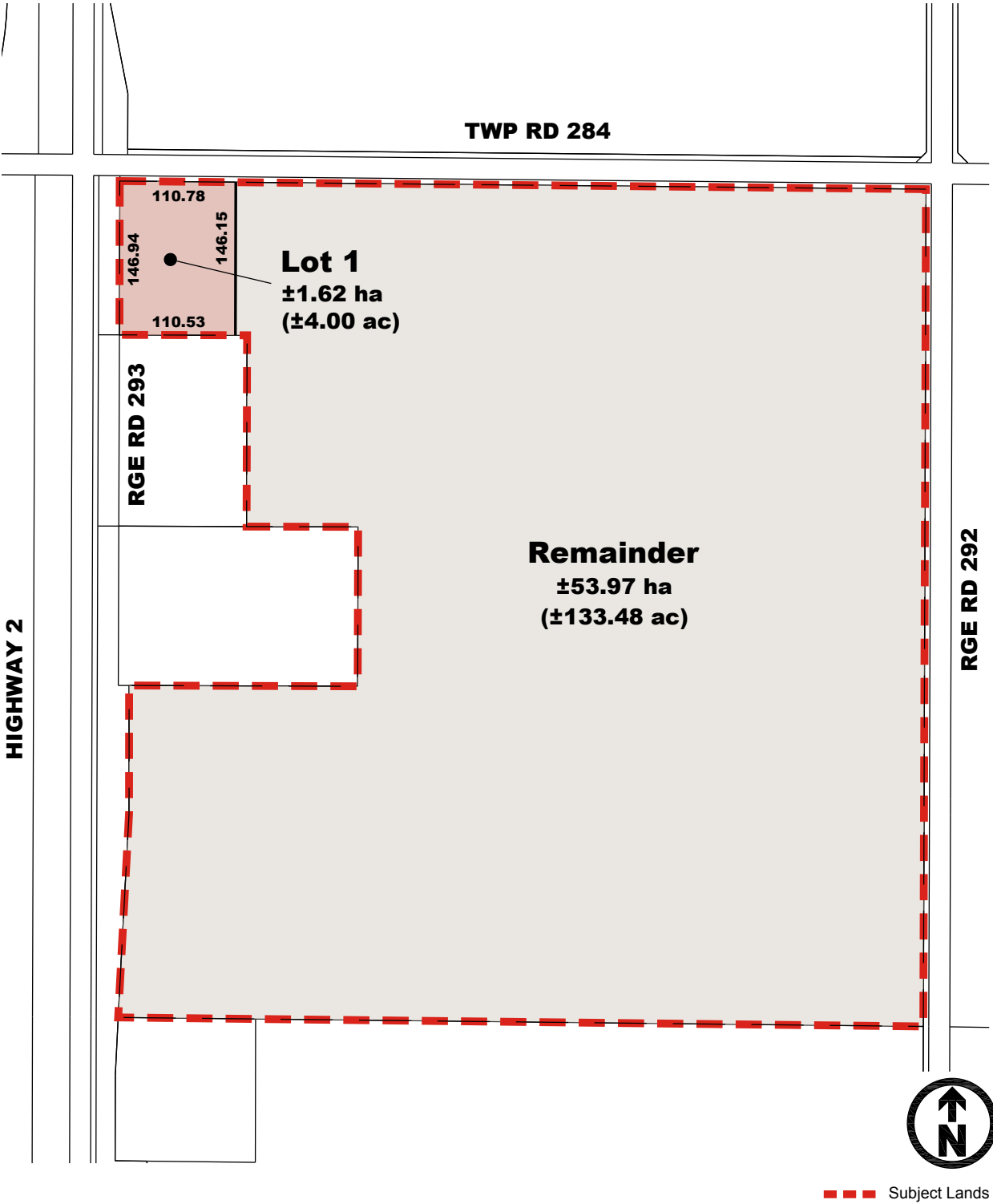
## 11.5 Development Phasing

The developer is expected to construct all of the proposed structures and site improvements in accordance with the provisions of a single-phase development permit application.

## 11.6 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 voluntarily contribute to the community recreation fund at the subdivision and/or development permit stage.

FIGURE 13 | Proposed Subdivision



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# 12.0

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## **Community Consultation**

Co-Op is working with the current landowner to facilitate this proposed highway business development contemplated by this MSDP.

The current landowner has contacted all agricultural landowners within a half-mile (on the east side of Highway 2) to discuss this development proposal. Likewise, Co-Op has contacted all business landowners within a half-mile to share details relative to the MSDP. No concerns were expressed.

# 13.0

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## Supporting Technical Studies

All Supporting Technical Studies are found under separate cover.

1. Geotechnical Report, McIntosh Lalani, May 2017
2. Initial Project Review Biophysical Assessment, ISL Engineering & Land Services, June 2017
3. Stormwater Management Report, ISL Engineering & Land Services, June 2017
4. Utility Servicing Review Memorandum, Veritas Development Solutions, April 2017
5. Traffic Impact Assessment, Bunt & Associates Engineering, May 2017