

MASTER SITE
DEVELOPMENT PLAN

APPROVED
OCTOBER 8, 2019

SITUATED ALONG
RANGE ROAD 283 SOUTH OF
HWY 560 (Glenmore Trail SE)



THE
SINGER
TRANSPORTATION
INDUSTRIAL
STORAGE YARD





THE
**SINGER
TRANSPORTATION
INDUSTRIAL
STORAGE YARD**
MSDP

Project Consultant Team

Almor / Bunt & Associates / ISL Engineering / Natural Resource Solutions / Veritas Development Solutions

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b&a

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INTRODUCTION

This Master Site Development Plan (MSDP) proposes development of an un-serviced industrial storage yard to accommodate a professionally managed and maintained outside storage area that capitalizes on proximity to existing industrial business parks and 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); the Land Use Bylaw (C-4841-97) and the Servicing Standards.

The MSDP describes how the site may be developed with an industrial storage yard including:

- A comprehensive assessment of existing site conditions;
- An illustrative development concept to establish expectations for how the proposed storage yard is to be developed;
- An assessment of stormwater management, transportation and utility servicing infrastructure that will be required to support the project; and
- An implementation strategy.

The MSDP also demonstrates how the project can proceed without negatively impacting existing adjacent businesses, residential lots and/or surrounding agricultural parcels.

This MSDP is not located within an approved Area Structure Plan, and as such, it is prepared in accordance with the Other Business Development policies of County Plan (Bylaw C-7280-2013).

VISION & RATIONALE

The Singer Family has operated a regional transportation and logistics business in the Calgary Region for over 45 years.

The Family presently owns an industrial storage yard within the Janet area located at 5720 – 84 Street SE. Their existing yard includes a +/- 20,000 ft² industrial building surrounded by a yard that accommodates outside storage of a variety of tractor trailers, passenger vehicles and related equipment. This site is currently leased to capacity which is motivating the Family to consider developing another industrial storage yard in the area.

The Singer's have owned the land subject to this Master Site Development Plan as a 'family farm' for over 65 years. Over the past decade, the Family has noticed the area surrounding their farm has been undergoing a transformation from predominantly rural into an area characterized by a mix of business industrial, limited country residential and smaller holdings agricultural parcels. As such, the Singer's believe that their historic family farm can best suit their current needs by accommodating a limited-service industrial storage purpose.

The MSDP area is located along Range Road 283, a paved municipal road with improved intersections onto Highway 560 (Glenmore Trail) and Township Road 232 – two important regional roads that provide efficient access to major employment areas in Rocky View County and the City of Calgary.

The MSDP area does not require the support of municipal utility servicing. The existing regional transportation network servicing the subject lands can support the increased traffic generation contemplated by this development. Stormwater management will be accommodated within the MSDP area.

The MSDP area is located close to established business employment areas in Rocky View and Calgary and is situated within the City of Calgary's established future industrial growth corridor¹.

The proposed development of the MSDP area as an industrial storage yard will provide the County with an increased non-residential assessment which is consistent with Council's strategic objective to maintain the long-term financial viability of the County².

¹City of Calgary / Rocky View County Intermunicipal Development Plan, 2012

²Assessment Base Diversification Policy No. C-197

AREA CONTEXT

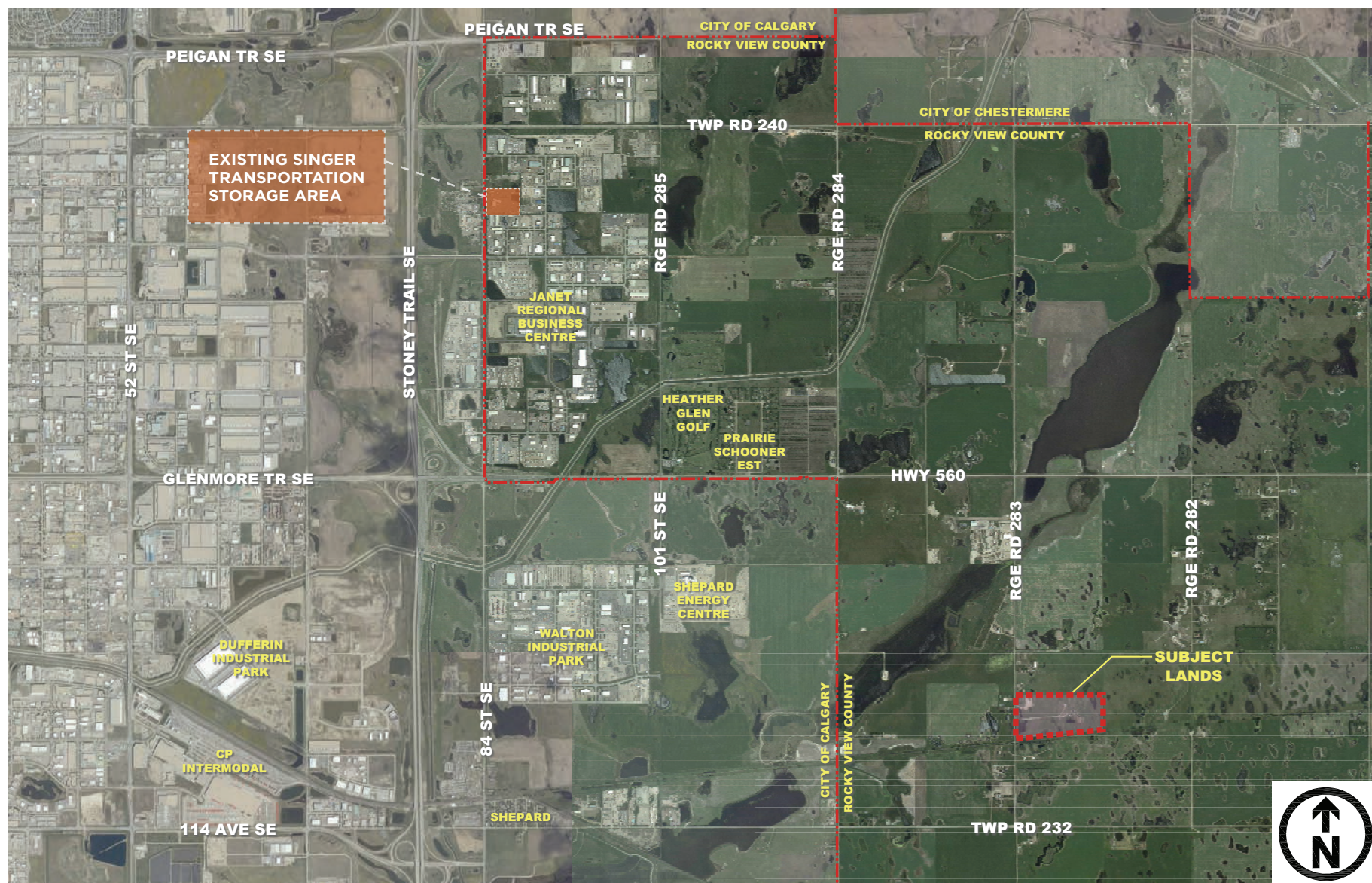
As illustrated by **Figure 1: Regional Context**, the MSDP area is located directly east of Range Road 283, approximately 2.0 km south of Highway 560 (Glenmore Trail), approximately 0.5 km north of Township Road 232, and directly north of the abandoned railway ROW and overhead electrical transmission lines.

The pattern of existing land use and subdivision within the surrounding area is characterized by an evolving mix of rural business developments, country residential parcels, extensive agricultural operations and small-holdings agricultural parcels.

Range Road 283 features improved intersections with Highway 560 (Glenmore Trail) to the north and Township Road 232 to the south, both of which provide important east-west regional transportation connections that facilitate efficient access to existing industrial business areas within Rocky View County and the City of Calgary.

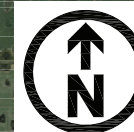
The subject lands are ideally-suited to accommodate limited industrial business land uses outside of identified and established employment areas that are intended to accommodate more intensive business developments occurring within planned regional employment areas situated in Rocky View County and the City of Calgary.

Figure 1
Regional Context



..... Subject Lands

..... City Limits



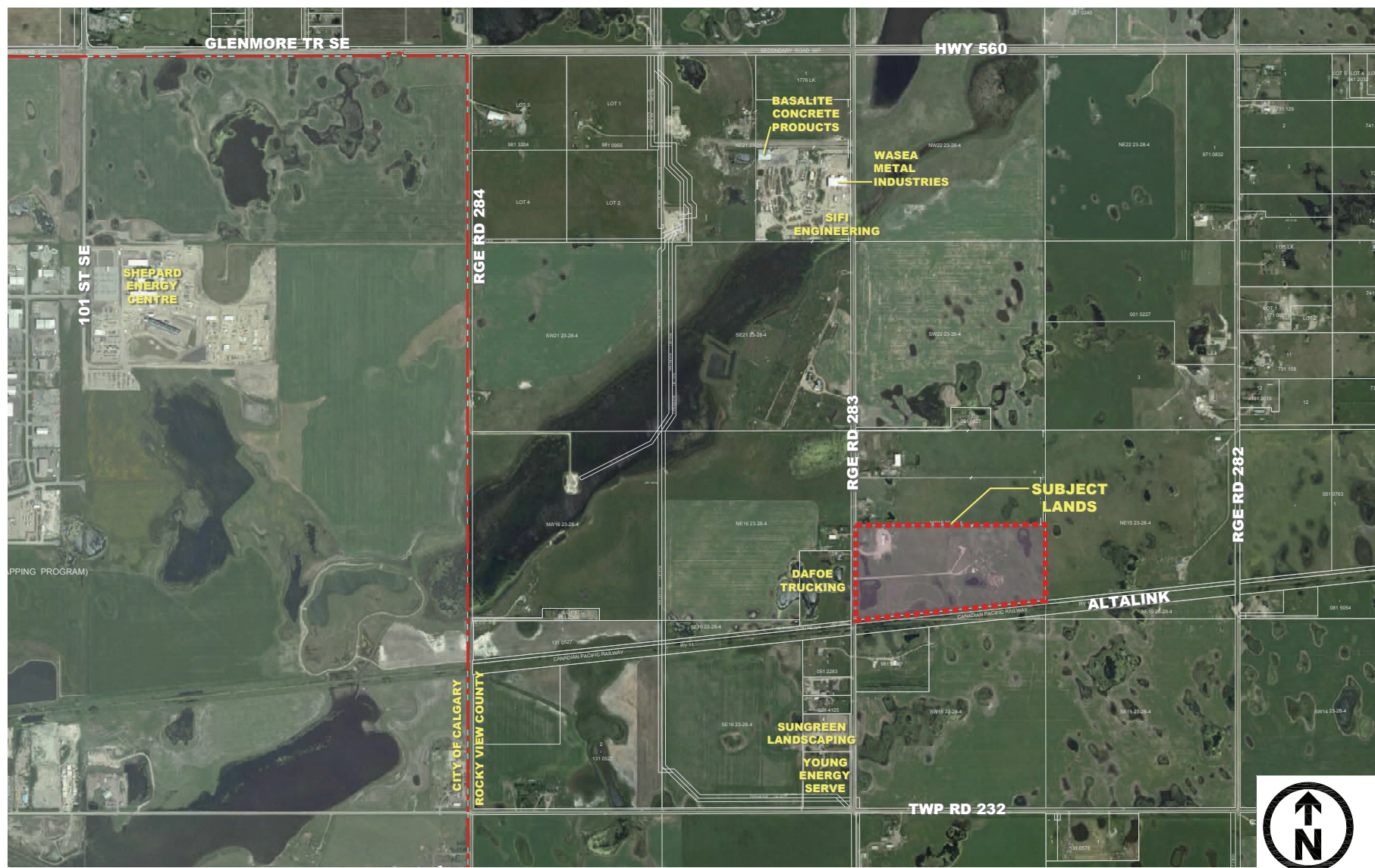
EXISTING CONDITIONS

As illustrated by **Figure 2: Local Context**, the MSDP area is situated directly east of Range Road 283, approximately 2.0 km south of Highway 560 (Glenmore Trail), approximately 0.5 km north of Township Road 232, and directly north of an abandoned railway ROW and an overhead electrical transmission line owned by AltaLink.

As illustrated by **Figure 3: Site Conditions**, the MSDP area is legally described as NW 15-23-28-W4M and contains 3 29.3 ha (3 72.4 ac). The site contains undulating topography that slopes generally from northeast towards southwest and includes a mix of cultivated and non-native grasslands.

The subject land includes a single-family dwelling and associated accessory buildings developed in proximity to a mature shelterbelt. Servicing is provided by an existing private sewage treatment system (PSTS) and groundwater well. Access is provided from Range Road 283 via an existing paved approach and gravel driveway. The site also includes a Quonset used by the owner to store miscellaneous vehicles and equipment situated in the northwest corner of the parcel.

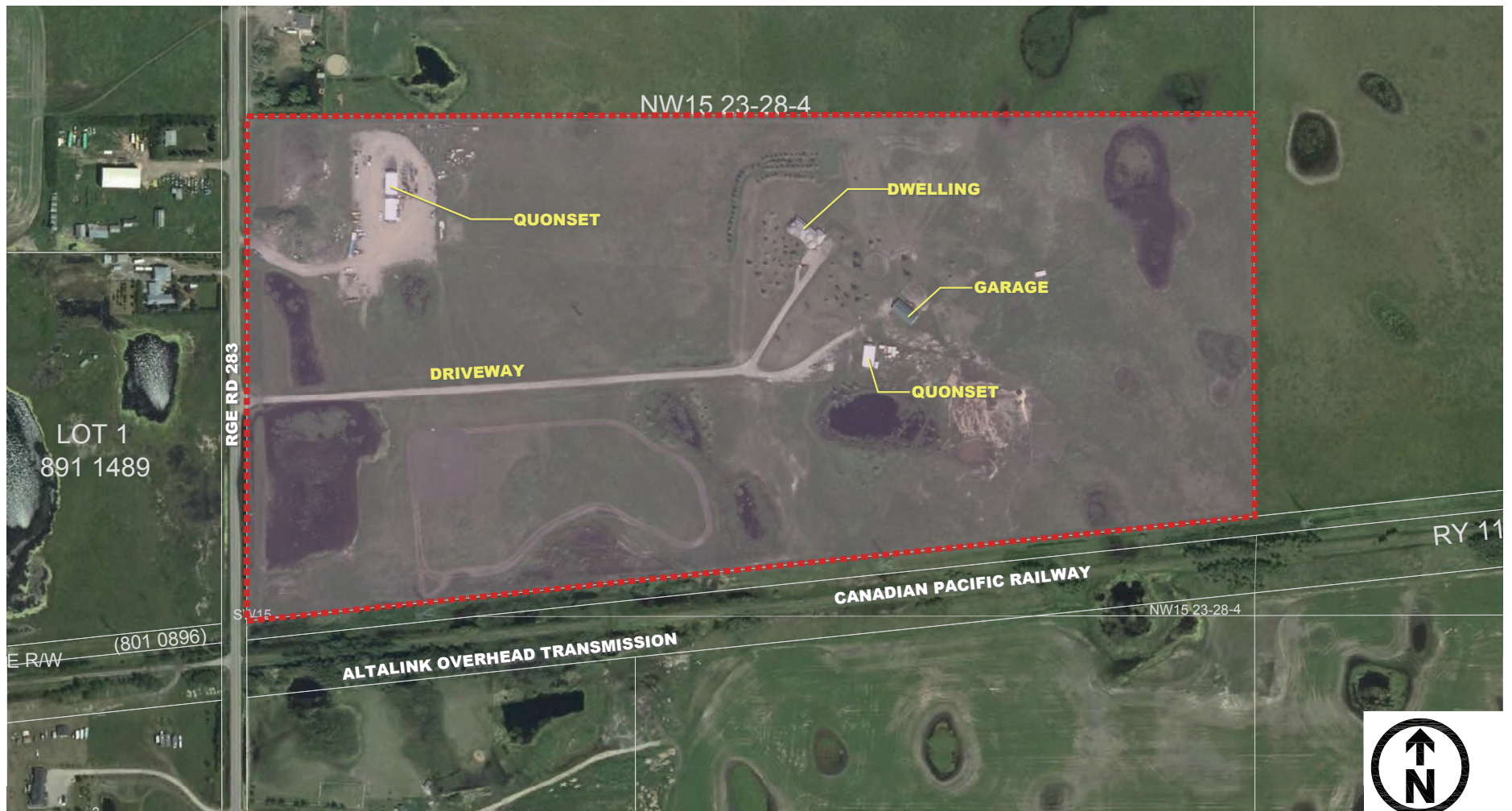
Figure 2
Local Context



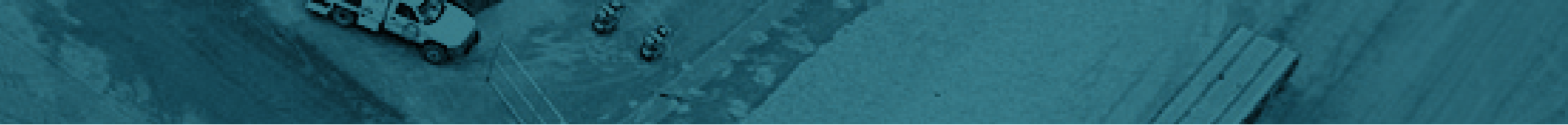
Subject Lands

City Limits

Figure 3
Site Conditions



..... Subject Lands



4.1 Historical Resource Considerations

The likelihood of the MSDP area containing historical and/or archaeological significance is considered low. An Online Permitting and Clearance (OPaC) application for project clearance was submitted to Alberta Culture and Tourism in accordance with the Historical Resources Act. This application is expected to be approved by the Province and the MSDP will be updated prior to being considered by Council.

4.2 Biophysical Considerations

A Preliminary Biophysical Inventory was prepared to establish an initial assessment of environmental significance and ecological sensitivity of habitat conditions within the site. This review concluded that the site does not contain any critical environmental constraints that would be expected to impact the proposed development.

As illustrated by **Figure 3: Site Conditions**, the MSDP area contains identified wetlands and water bodies that will influence the design of the proposed industrial storage area. It is anticipated that, in some cases, identified wetlands will be avoided, some disturbed and some may be enhanced by integration with the proposed stormwater management system to be implemented in support of the proposed development.

As such, further assessment will occur at the development permit stage, including the preparation of a Biophysical Impact Assessment (BIA) and a Wetland Assessment Impact Report (WAIR) to delineate the proposed areas of wetland disturbance and establish anticipated compensation amounts that must be paid by the owner to Alberta Environment in accordance with the Provincial Wetland Policy.



4.3 Geotechnical Considerations

A Shallow Geotechnical Site 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 suitable for the proposed development and do not contain any significant constraints that might restrict the development proceeding.

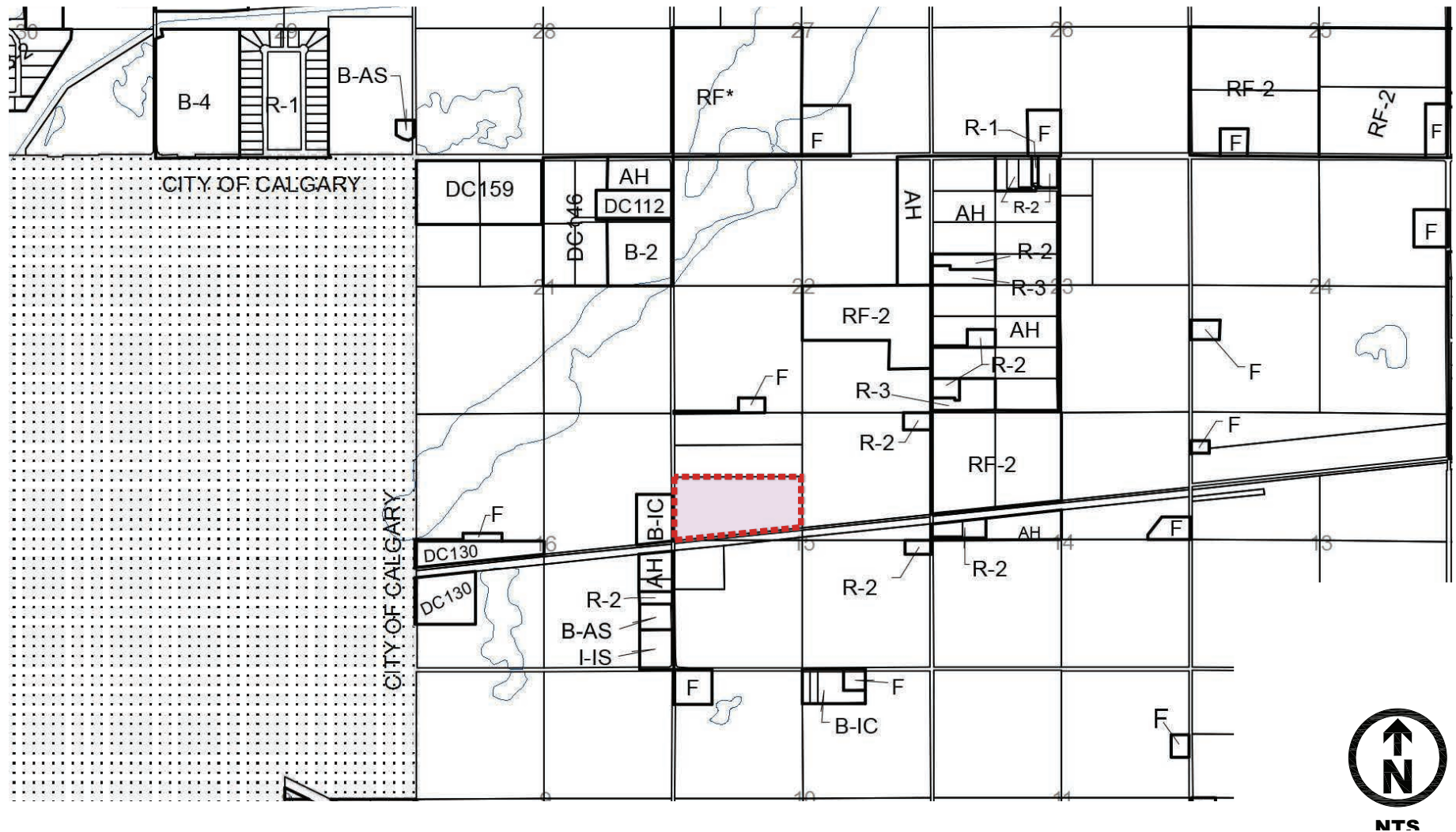
4.4 Existing Land Use

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 lands adjacent to Range Road 283 south of Highway 560 (Glenmore Trail) and north of Township Road 232 include an evolving mix of agricultural parcels interspersed with various business & direct control (business) land use designations. The parcel directly west of the subject lands includes a national carrier trucking service (Dafoe Trucking Ltd.) designated Business – Industrial Campus (B-IC). Parcels situated approximately 0.5 km to the south include a landscaping company (Sungreen Landscaping Inc.) and a tank cleaning contractor (Young EnergyServe Inc.) designated Business – Agricultural Services (B-AS) and Industrial -- Industrial Storage (I-IS).

The lands situated approximately 0.75 km to the north include a cluster of businesses featuring industrial metal & steel fabrication (Sifi Engineering & Fabrication Ltd. and Wasea Metal Industries) and a concrete masonry supplier (Basalite Concrete Products) designated General Business (B-2). A number of undeveloped parcels are situated directly north of this area which are designated Direct Control District (DC-112 and DC-146) each of which include site-specific regulations which accommodate a variety of business development opportunities.

Figure 4
Existing Land Use



..... Subject Lands

DEVELOPMENT CONCEPT

As illustrated by **Figure 5: Development Concept**, this MSDP contemplates the creation of an industrial storage yard to support outside storage of vehicles, equipment, materials and miscellaneous items associated with the Singer Family's regional transportation and distribution trucking business.

Access will be provided by Range Road 283 via the existing paved approach leading to a gravel driveway that will generally follow the alignment of the existing gravel driveway already developed within the parcel.

Stormwater will be managed within two (2) stormwater management facilities (SWMF) as illustrated on **Figure 5: Development Concept**. The overall design of the stormwater management system will ensure pre and post development surface drainage conditions are positively maintained, and the ponds will be sized in accordance with the County Servicing Standards.

Identified wetlands within the south-central portion of the site are expected to be retained to be integrated with the design and function of the adjacent stormwater management facilities. The specific details relative to this wetland integration will be determined at the development permit stage.

Landscaping will be provided in accordance with the requirements of the County's Land Use Bylaw and will generally be concentrated along the western boundary of the site to screen the industrial storage area from Range Road 283 and provide an attractive gateway when viewed from surrounding lands.

The western portion of the industrial area will likely be enclosed with security fencing and no extensive security lighting is anticipated. Any lighting contemplated within the site will be designed with dark-sky compliant fixtures.

The existing dwelling is anticipated to remain and will be used as a caretaker's residence to provide surveillance and security for the site during non-business operating times.

Figure 5
Development Concept



..... Subject Lands

ARCHITECTURAL & LANDSCAPING

6.1 Architectural Design Objectives

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

- Specific size and location of industrial storage areas, stormwater management facilities and retained wetlands (if required);
- Size, setbacks and building heights and material finishes of any new structures in accordance with the requirements of the County's Land Use Bylaw (if required); 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 the primary land use, define outdoor spaces, frame views and coordinate structures (if any) within the MSDP area. As discussed, landscaping is expected to be concentrated within the western portion of the site paralleling Range Road 283 and surrounding the westernmost stormwater management facility and will be implemented in accordance with the following objectives:

- Soft landscaping should be concentrated in areas facing the municipal 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 is not expected to include significant outdoor lighting. However, if required to support operations after dark and/or to provide security, the developer 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). The developer is expected to affix signage on the security fence situated adjacent to the site's main access from Range Road 283.

6.5 Fencing Objectives

As discussed previously, the developer is proposing to enclose the westernmost portion of the site with security fencing in accordance with the prescribed regulations established by Section 35 of the County's Land Use Bylaw (C-4841-97). However, given the relatively large size of the parcel, and the practical restrictions that would prevent access to the eastern portion of the site from adjacent lands, the developer may not enclose the entire site with security fencing. The specific design of the proposed fencing will be determined at the development permit stage.

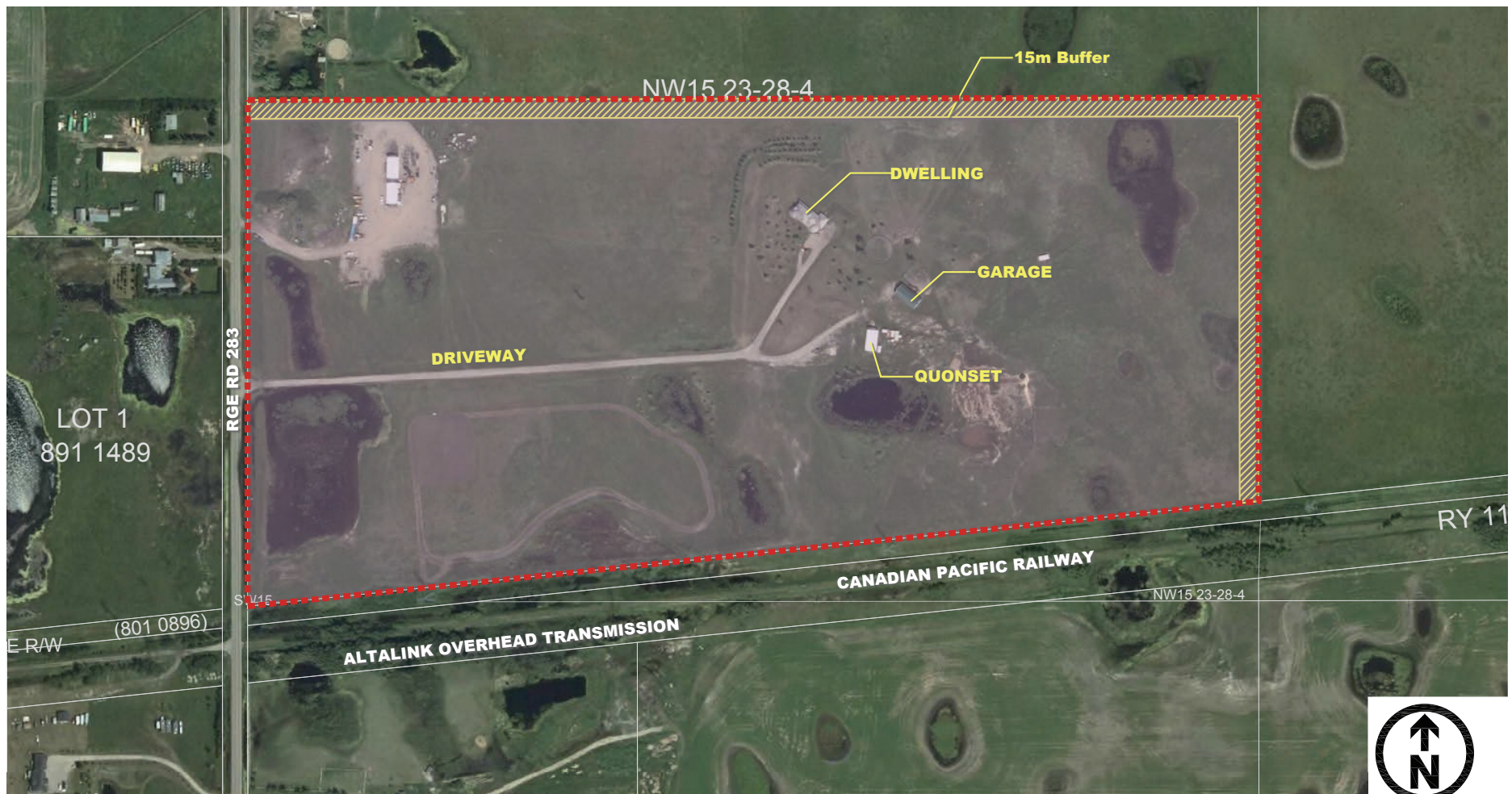
6.6 Agricultural Boundary Design Considerations

The western boundary of the MSDP area faces Range Road 283, and an existing industrial parcel designated Direct Control District. As such, the consideration of an appropriate agricultural boundary transition is not anticipated within the portion of the MSDP area facing the municipal road.

However, the parcels situated directly east and north of the MSDP area include lands designated Ranch & Farm District – which could remain as such indefinitely. Specific design considerations should be implemented within the northern and eastern portions of the industrial storage area to minimize the potential for conflict with these existing agricultural parcels.

As illustrated on **Figure 6: Agricultural Boundary Design Considerations**, the developer will propose specific design considerations at the development permit stage to implement the recommendations of the County's Agricultural Boundary Design Guidelines along the north and east boundary of the site.

Figure 6
Agricultural Boundary
Design Considerations



Legend

- Subject Lands
- Transition Design Criteria to be applied at Development Permit Stage

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 the development contemplated by this MSDP. The TIA evaluated two (2) existing intersections situated along Range Road 283 at Highway 560 and at Township 232, in addition to the proposed access point location directly adjacent to the MSDP area.

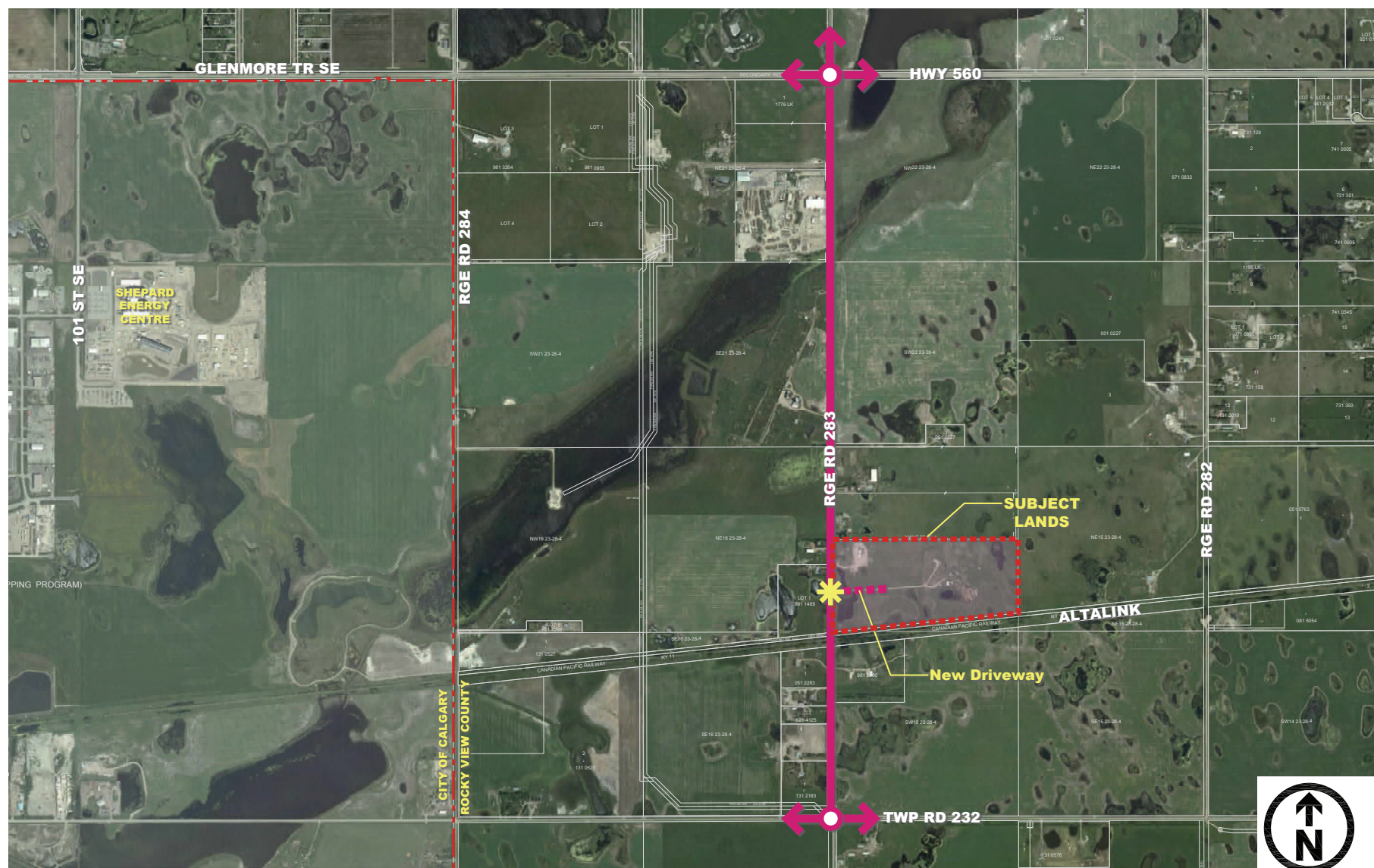
The TIA concluded the current design and function of the two (2) intersections can accommodate increased traffic expected by this proposed development and that all existing roadways and intersections that service the MSDP area will continue to operate within their existing capacities at the opening day.

However, it is noted that in the 20-year long-term horizon, the intersection at Highway 560 & Range Road 283 will reach its design capacity and will require signalization. Given that the future functional plan for this intersection is a diverging diamond interchange, it is recommended that traffic movements be monitored at this location to determine if or when improvements might be required.

As illustrated by **Figure 9: Transportation**, the developer will construct a gravel internal driveway to facilitate access to the MSDP area. The approach leading from Range Road 283 into the proposed industrial storage yard is already paved but may require widening in accordance with the County Servicing Standards.

The developer acknowledges that County's applicable Transportation Levy will apply at the development permit stage.

Figure 7
Transportation



..... Subject Lands City Limits Existing Intersection New/Upgraded Approach

UTILITY SERVICING

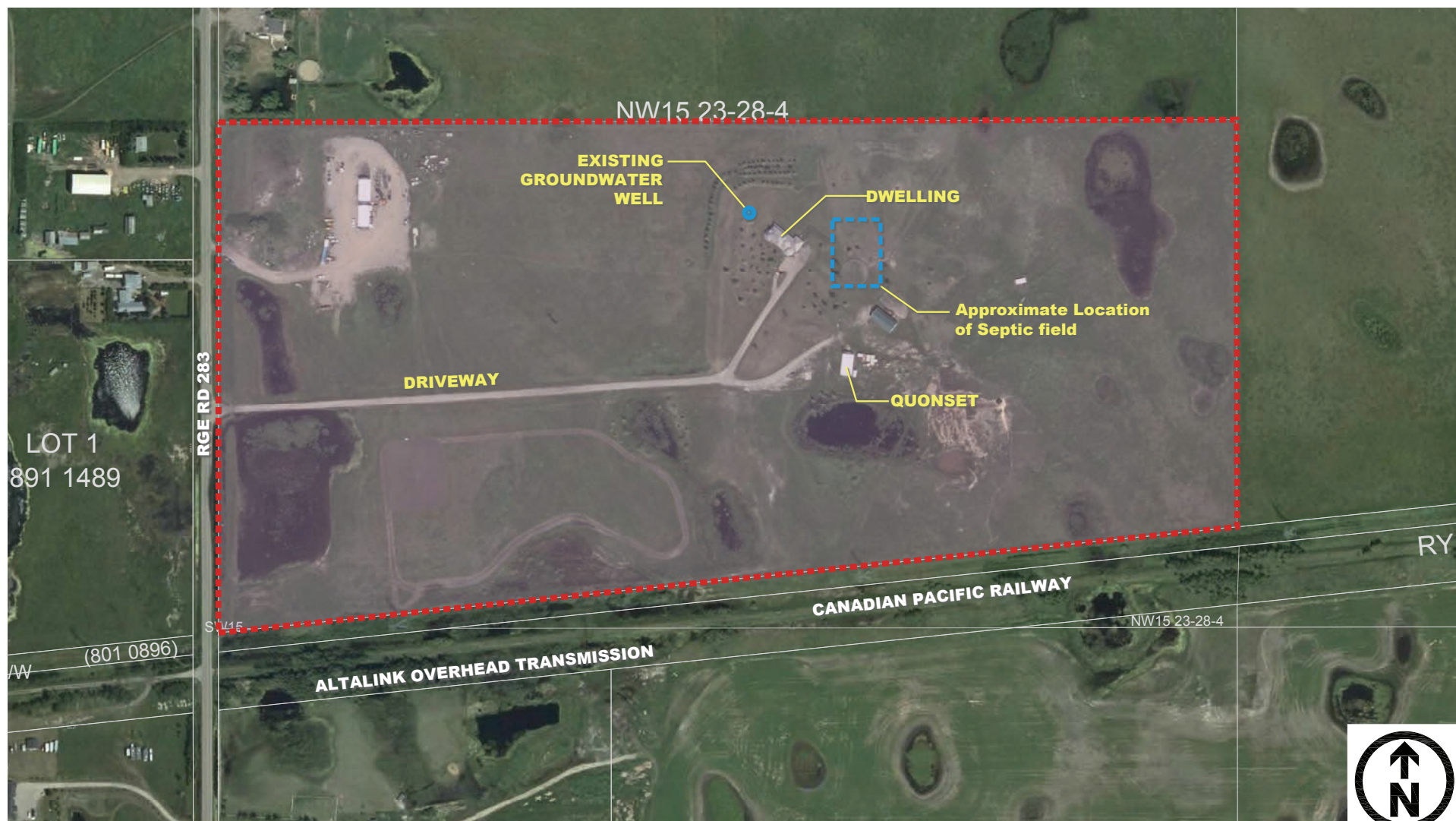
8.1 Servicing Concept

The proposed industrial storage yard is not anticipated to require any new servicing to support on-site operations.

The existing dwelling is proposed to continue operating as a caretaker's residence, and as such, the existing groundwater well and private sewage treatment system (PSTS) will remain as is.

The location of these existing utility services is illustrated on **Figure 6: Utility Servicing**.

Figure 8
Utility Servicing



..... Subject Lands

STORMWATER MANAGEMENT

9.1 Stormwater Management

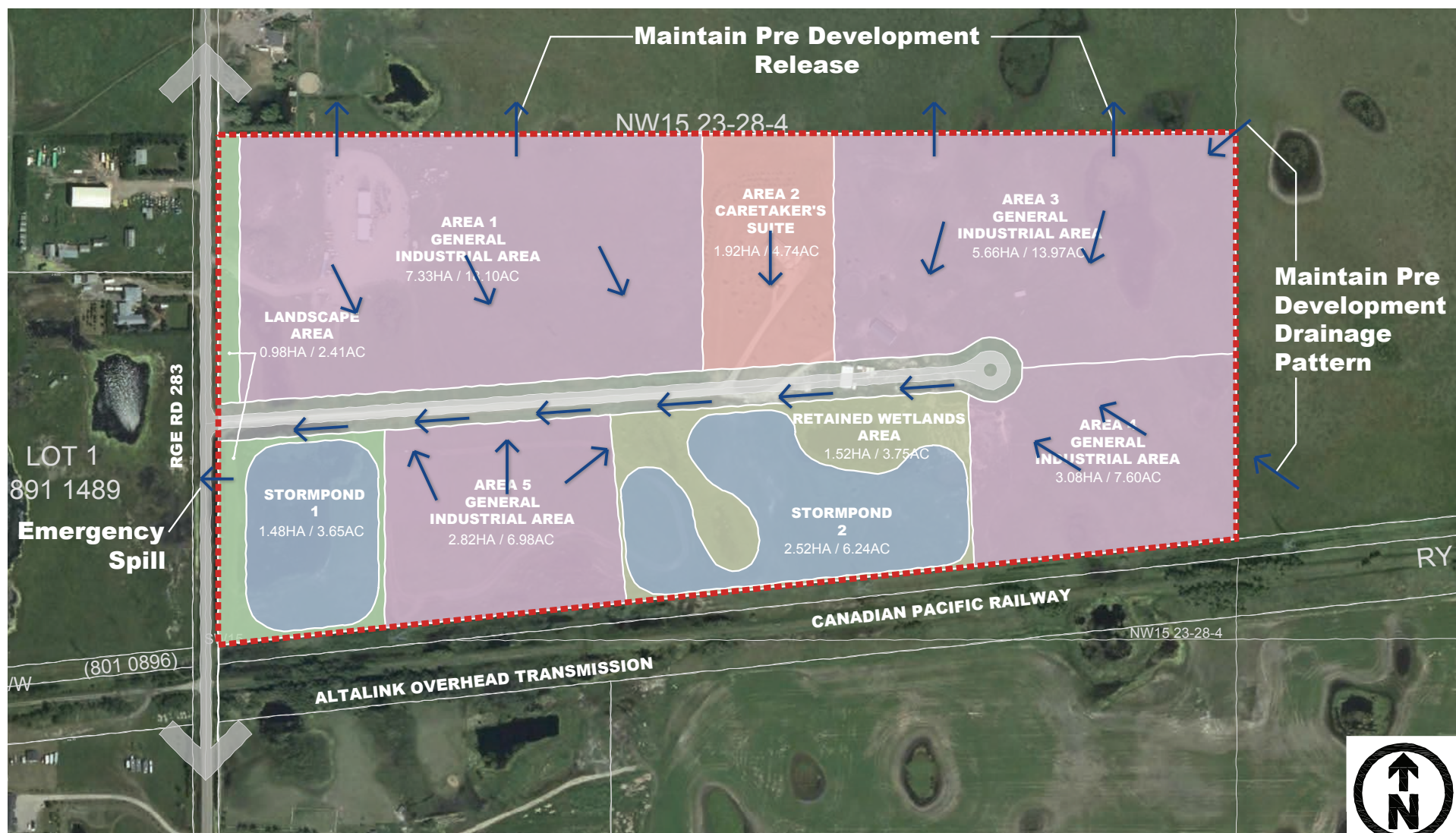
A Stormwater Management Report was prepared to establish expectation for managing stormwater within the proposed industrial storage area. The report identifies a strategy to accommodate the safe collection, conveyance and retention of surface drainage within the subject lands in a manner that positively maintains pre and post development drainage conditions in accordance with the requirements of the County Servicing Standards and meets the requirements of Alberta Environment.

Topography slopes generally from northeast towards southwest. The design of this MSDP's stormwater management system will respect existing topography, where appropriate, to minimize surface grading requirements.

As illustrated on **Figure 9: Stormwater Management**, stormwater is to be managed within the MSDP area by an overland drainage system that directs surface flows from impervious areas into two (2) stormwater management facilities (SWMF) to be constructed within the south central and southwestern portions of the MSDP area in accordance with the following objectives:

- Follow Best Management Practices;
- Minimize the transference of drainage issues from one location to another;
- Not burden downstream properties with increased flow rates resulting from development of upstream properties;
- Ensure that downstream properties do not restrict or redirect upstream runoff that would have otherwise naturally flowed through their site; and
- Wetland preservation/protection per the Water Act.

Figure 9
Stormwater Management



..... Subject Lands

The main findings and recommendations from the stormwater management report include:

- SWMF's in the form of evaporation ponds totaling +/- 4 ha is required to account for long term containment of stormwater runoff on site;
- Emergency spill from the site shall be in line with current spill elevation of 1019.9 m;
- Install a culvert crossing Range Road 283 to ensure emergency flows do not spill across the roadway;
- Partial sheet flow drainage to the north is required to match existing outflows from the project site;
- On site drainage shall account for inflow from the east of the property; and
- All developed areas shall be drained into vegetated ditches/swales before they are conveyed to the SWMF's.

The stormwater management facilities will be owned, operated and maintained by the developer. The County may require an overland drainage plan and easement agreement be prepared at the development permit stage to legitimize the stormwater management facilities.

9.2 Wetland Preservation / Enhancement

The existing wetlands situated adjacent to the proposed stormwater management facility within the southcentral portion of the site are expected to be retained and enhanced by the developer in association with the proposed stormwater management concept. Further assessment will be prepared at the development permit stage including a Biophysical Impact Assessment (BIA), Wetland Assessment Impact Report (WAIR) and additional stormwater management reporting to determine in more specific details how the wetlands may be preserved and/or enhanced.



The proposed development of the MSDP area as an industrial storage yard will provide the County with an increased non-residential assessment which is consistent with Council's strategic objective to maintain the long-term financial viability of the County



COUNTY 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 10: County Plan - Map 1 Managing Growth.

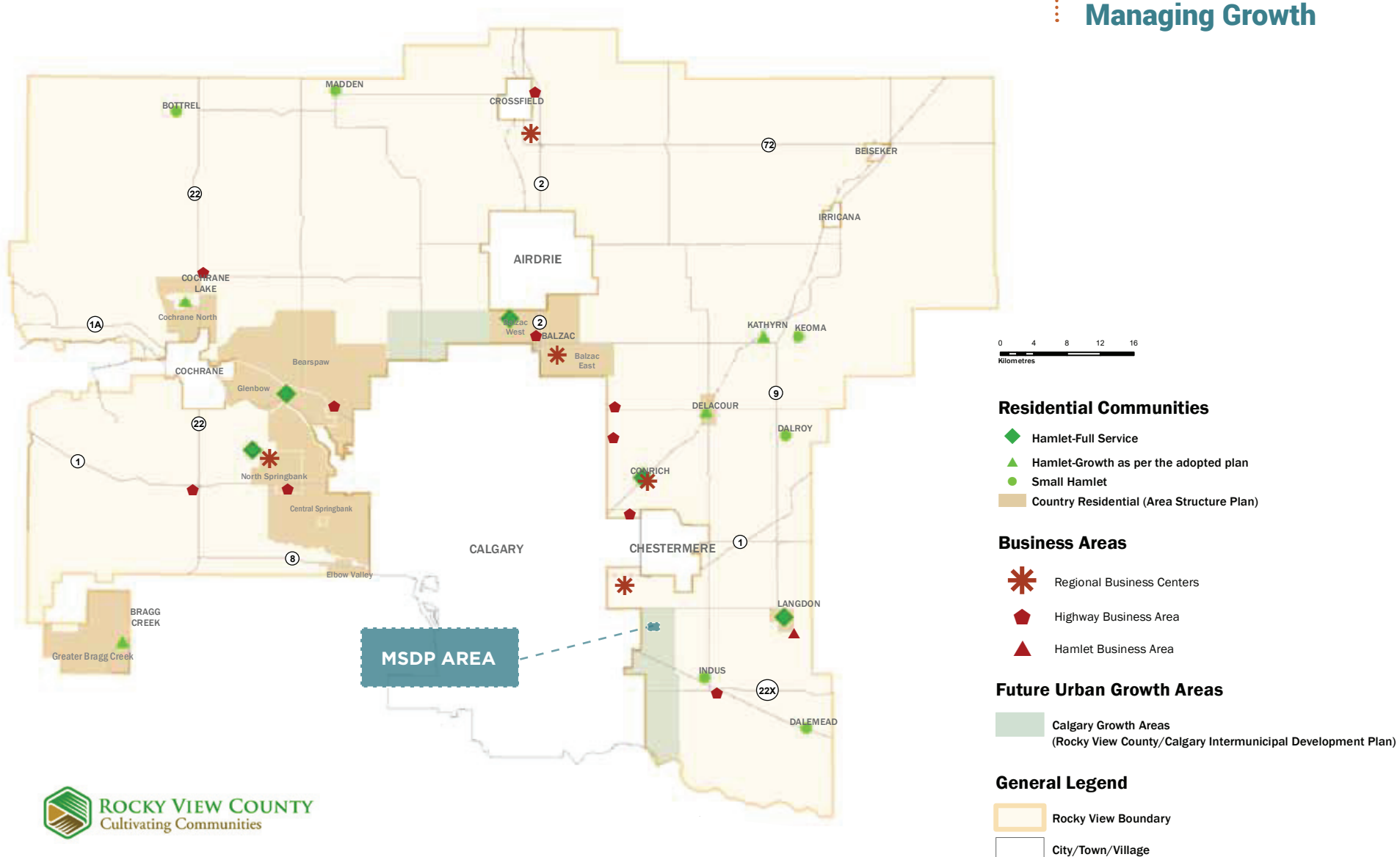
It is noted that this MSDP area is not located in an identified area that supports one of the three (3) types of business development contemplated by the County Plan. As such, the proposal has been prepared in accordance with Sections 14.19 – 14.22 of the County Plan which allow for types of ‘Other Business Development’.

10.2 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 10: 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:

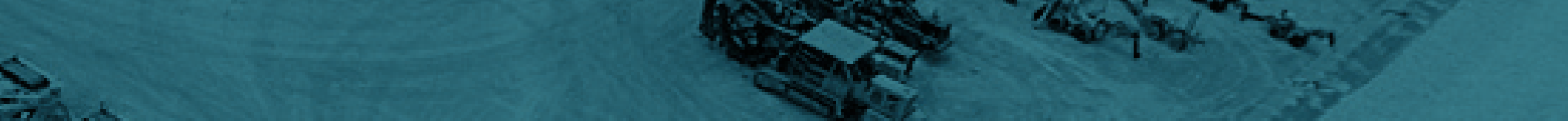
- Be limited in size, scale, intensity and scope;
- Have direct access to a paved County road or Provincial highway;
- Supported by a Traffic Impact Assessment (TIA); and
- Minimize adverse impacts on existing adjacent developments.

Figure 10
County Plan-Map 1
Managing Growth



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:

- The owner's existing industrial storage yard in the Janet area is at capacity;
- The subject land is located within the City of Calgary's 'future industrial growth corridor' in accordance with the Rocky View County / City of Calgary Intermunicipal Development Plan (IDP);
- The subject land is located within an area supported by existing regional transportation infrastructure that is ideally-suited for this proposed industrial storage yard;
- The proposed industrial storage yard will be accessed by Range Road 283 (a paved County road) which is serviced by existing improved intersections with Highway 560 and Township Road 232;
- 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;
- The MSDP contemplates a proposed business development within a relatively discreet +/- 29.3 ha (+/- 72.37 ac) area which is limited in size, scale, intensity & scope and located outside the boundary of an adopted Area Structure Plan; and
- Development within the MSDP area is not expected to create negative impact to the existing adjacent parcels.

An aerial photograph of a construction site, showing various pieces of heavy machinery like bulldozers and excavators working on a large, flat area of land. The image is in a teal color scheme.

10.3 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:
 - » building placement & setbacks;
 - » building height and general architectural appearance;
 - » parking & public lighting;
 - » landscaping for visual appearance and/or mitigating measures;
 - » agriculture boundary design guidelines; and
 - » 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 has been prepared in accordance with these specific County Plan policy requirements.

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.

However, this MSDP is prepared pursuant to and is consistent with the existing Other Business Development provisions of the County Plan, which is an adopted statutory plan in place as of the approval date the CMRB's IGP and IREF. As such, the consideration of this MSDP by the CMRB is not required.

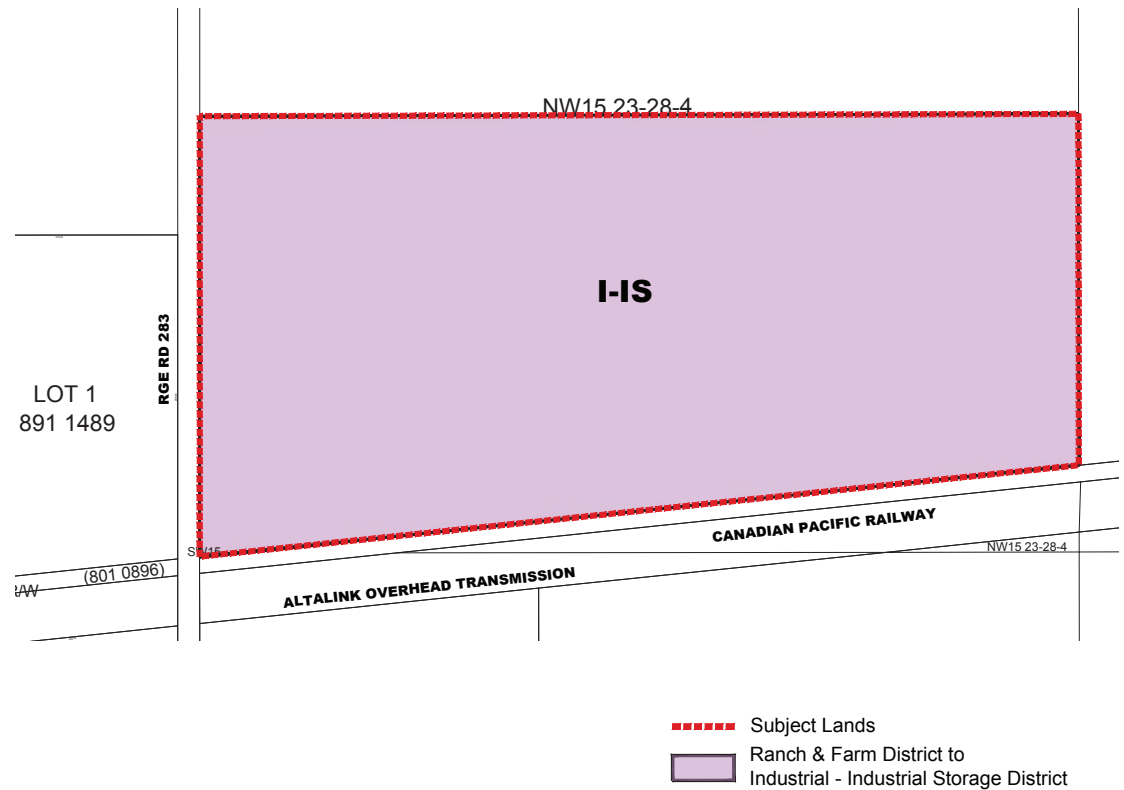
IMPLEMENTATION

12.1 Proposed Land Use

As illustrated by **Figure 11: Proposed Land Use**, the MSDP area is expected to be redesignated from Ranch & Farm District (RF) to Industrial - Industrial Storage District (I-IS).

12.2 Proposed Subdivision

The owner does not contemplate any subdivision within the MSDP area to support this proposed industrial storage yard.



12.3 Anticipated Development Phasing

The owner anticipated development within the MSDP area to proceed in two (2) phases described generally as follows as illustrated on **Figure 12: Anticipated Development Phasing:**

Phase One

- Approximately +/- 17 ha (+/- 42 ac);
- New approach from Range Road 283;
- Portion of internal driveway;
- Stormwater Management Facility adjacent to Range Road 283;
- Landscaping & fencing facing Range Road 283; and
- Conversion of existing dwelling to caretaker's residence.

Phase 2

- Approximately +/- 12.3 ha (+/- 30 ac);
- Extension of internal driveway;
- Second Stormwater Management Facility situated within southcentral portion of site; and
- Wetland preservation/enhancement.

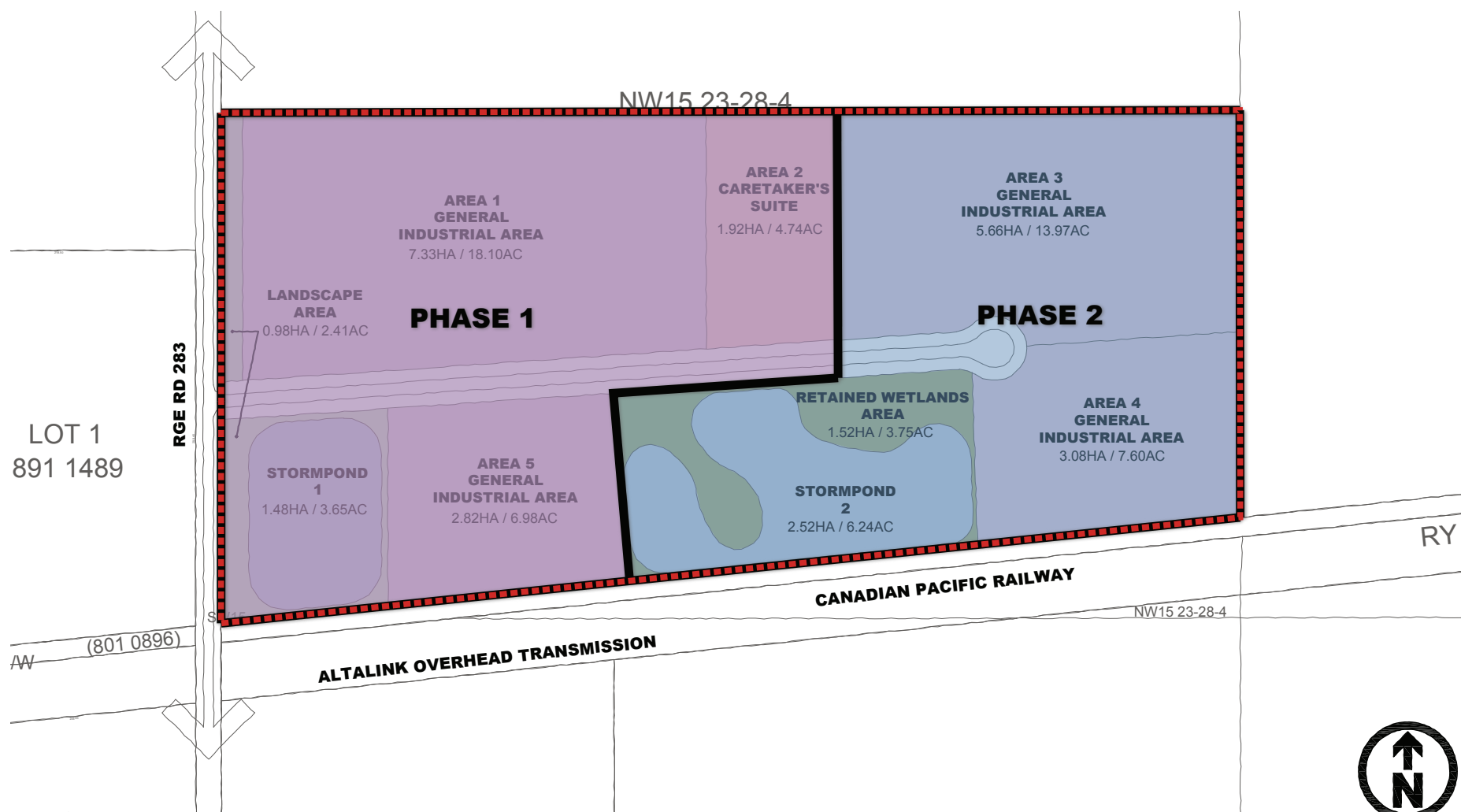
Notwithstanding the general phasing program contemplated by this MSDP, the owner may decide to develop the industrial storage yard as a single phase or in multiple phases provided infrastructure can be provided and the County issues a development permit.

12.4 The Development Permit Process

Improvements required to support this project will be constructed by the developer in accordance with a development permit process which is expected to be evaluated in accordance with specific matters such as:

- Overall Site Plan;
- Building elevations (if new buildings are required);
- Detailed engineering drawings for private utility infrastructure (if required);
- Access Plan;
- Landscaping Plan;
- Signage Plan;
- Lighting Plan (in accordance with the County's LUB dark sky requirements);
- 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.

Figure 12
Anticipated
Development Phasing

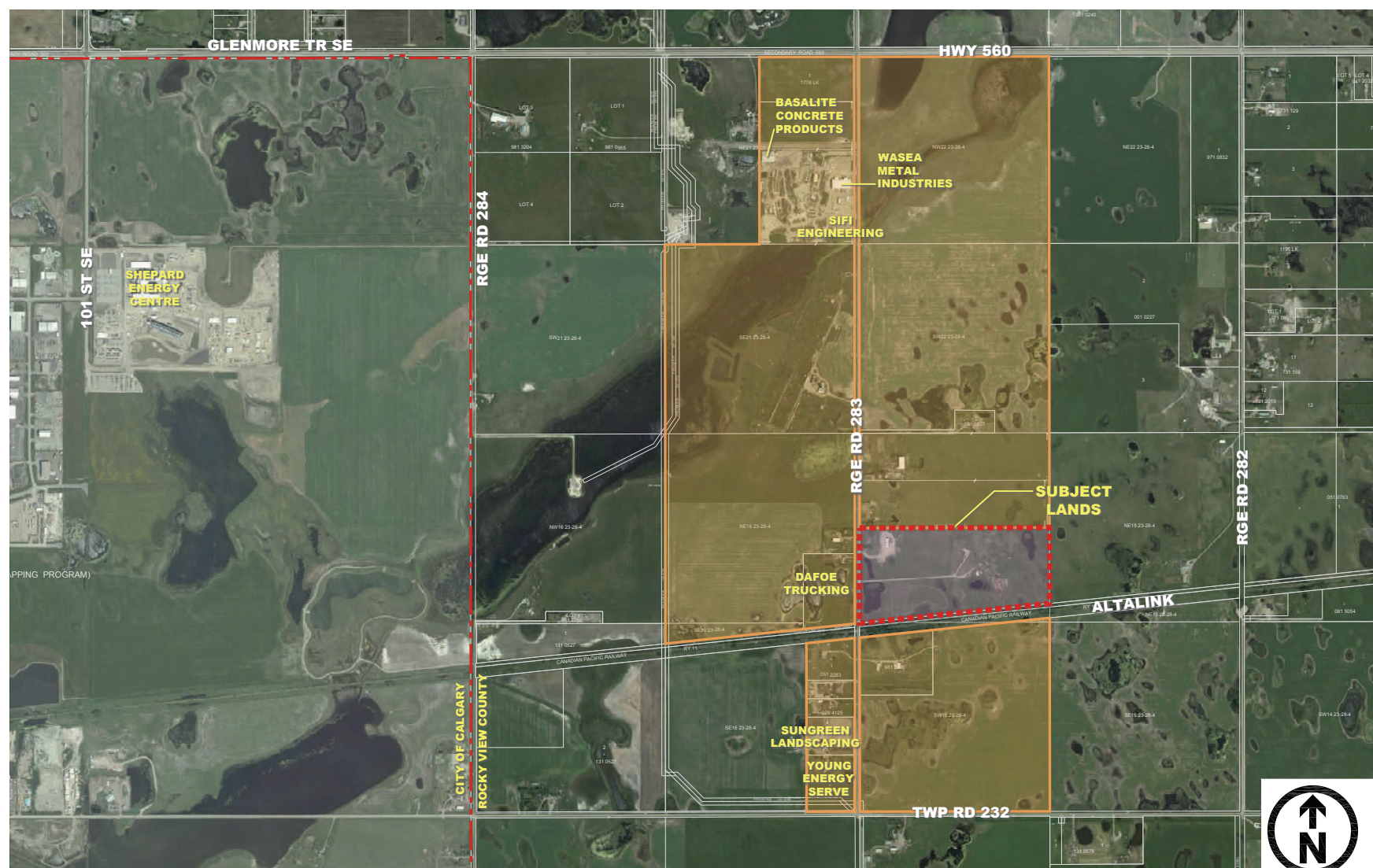


COMMUNITY CONSULTATION

Prior to submitting the MSDP proposal to RVC, the owner met with all owners as illustrated by **Figure 13: Stakeholder Consultation** Areas to review the general nature of the proposed development and determine if affected landowner had expressed concerns.

The owner may decide to host a Community Information Session during the County's MSDP application review process. If such a meeting is convened, an update will be provided to this MSDP prior to Council's consideration of the planning application at a public hearing.

Figure 12
Stakeholder
Consultation



..... Subject Lands

..... City Limits

..... Landowner Consultation Area



SUPPORTING **TECHNICAL STUDIES**

(SUBMITTED UNDER SEPARATE COVER)

1. **Preliminary Biophysical Impact Inventory, Natural Resource Solutions Inc., January 2019**
2. **Shallow Geotechnical Investigation, Almor, November 2018**
3. **Stormwater Management Report, ISL Engineering, January 2018**
4. **Traffic Impact Assessment, Bunt & Associates, January 2019**



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