

PODMOROFF FAMILY CORP.  
MASTER SITE DEVELOPMENT PLAN

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(to be read in conjunction with the Planning Brief)

In supporting an Automotive Repair Shop Business



Plan 2311771, Block 1, Lot 1

235169 – 100<sup>th</sup> Street SE, Rocky View County, Alberta

*Prepared for*

Podmoroff Family Corp.

## Table of Contents

<b>Introduction.....</b>	<b>1</b>
1.1 Proposal.....	1
1.2 History.....	1
1.3 Introduction.....	1
1.4 Scope of MSD.....	1
1.5 Ownership and Legal Description.....	2
1.6 Summary of Community Consultation.....	2
<b>2.0 The Site.....</b>	<b>2</b>
<b>3.0 Site Assessment .....</b>	<b>4</b>
3.1 Soil Suitability and Topography .....	4
3.2 Environment .....	5
3.3 Water .....	5
3.4 Waste Water .....	5
3.5 Stormwater .....	5
3.6 Landscaping .....	7
3.7 Transportation Impact Assessment .....	8
3.8 Parking .....	8
3.9 Structures .....	9
3.10 Operations Plan.....	10
3.11 Architectural Design Objectives.....	10
3.12 Lighting Objectives.....	10
3.13 Signage Objectives .....	11
3.14 Fencing Objectives .....	11
3.15 Security .....	11
3.16 Garbage Removal .....	11
3.17 Agricultural Boundary Design Considerations .....	11

<b>4.0 Redesignation .....</b>	<b>12</b>
<b>5.0 Tentative Road and Lot Layout .....</b>	<b>12</b>
<b>6.0 Implementation .....</b>	<b>13</b>
<b>7.0 Conclusion .....</b>	<b>13</b>

## **Table of Figures**

Figure 1: Location Map In RVC .....	2
Figure 2: Aerial .....	3
Figure 3: Street View of Site.....	3
Figure 4: Survey .....	4
Figure 5: Drainage Plan Concept.....	6
Figure 6: Landscaping Plan .....	7
Figure 7: Transportation Impact Study Counts .....	8
Figure 8: Structures.....	9
Figure 9: Tentative Road and Lot Layout.....	12

# **Master Site Development Plan for Podmoroff Family Corp.**

submitted by Hanson Associates to Paul Schneider, agent for Owner

## **1.0 Introduction**

### **1.1 Proposal**

Amendment to the Land Use Bylaw to redesignate lands from Agriculture - General (A-GEN) District to Industrial – Light (I-LHT) District with an accompanying Master Site Development Plan (MSDP) to accommodate an Automotive Repair Shop with the existing accessory dwelling unit. The business involves an industrial building of approximately 6000 sq ft as well as a gravel parking lot and extension of the existing driveway. The proposed business would involve repair and outdoor storage of trucks and vehicles, trailers, and equipment.

### **1.2 History**

Paul Schneider is agent for Podmoroff Family Corp. in this application. Development Permit #PRDP20214372 was granted for a 30-meter roadway leading to the main part of the property from 100<sup>th</sup> Street. That land was purchased to correct the situation (in that this property was land-locked) and in anticipation of rezoning this land to light industrial and opening an automotive business.

### **1.3 Introduction**

This proposal is in conjunction with an application to rezone the land to light industrial so the owner may open an automotive repair shop and keep the existing owner's residence. The scale is minimal, with respect to adjacent property owners, but would exceed that of a Home-Based Business. Redesignation to I-LHT is appropriate. It is our understanding that an MSDP is required for this land use redesignation.

### **1.4 Scope of MSDP**

The MSDP emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the proposed development and potential subdivision. More specifically, it is to address:

- building placement and setbacks;
- building height and general architectural appearance;
- parking and public lighting;
- landscaping for visual appearance and/or mitigation measures; and
- potential future lots;

## 1.5 Ownership and Legal Description

The Podmoroff Family Corp is the owner of the site, being 13.942 ha (34.45 acres), registered on title 231 569 937. Legal description is Plan 2311771; Block 1; Lot 1. There is a restrictive covenant (in favor of Altalink, Atco and Enmax) which affects part of this title and Caveats for Utility Right of Ways.

## 1.6 Community Consultation

This land is surrounded by light industrial development. A Transportation Impact Assessment was done to best assess on the expected cumulative impact of the proposed development on all the existing development in the immediate area.

## 1.7 The Site

The proposed business would create a density that is just a small fraction of that of its neighbours, and traffic that is just a small fraction of what can be accommodated by the existing roads.

Figure 1: Location Map, shows the site in NE-31-23-28-W4M. The subject lands are one section (1 mile) east of Calgary fronting on 100<sup>th</sup> Street and north of Highway 560 (Glenmore Trail) by a section and a half (1.5 miles).

Figure 1: Location



Base Map Source: Google Maps



Figure 2: Aerial, shows the property in relation to the scale of other businesses in the area, as well as the landscaping efforts to neighbouring properties.

Figure 2: Aerial



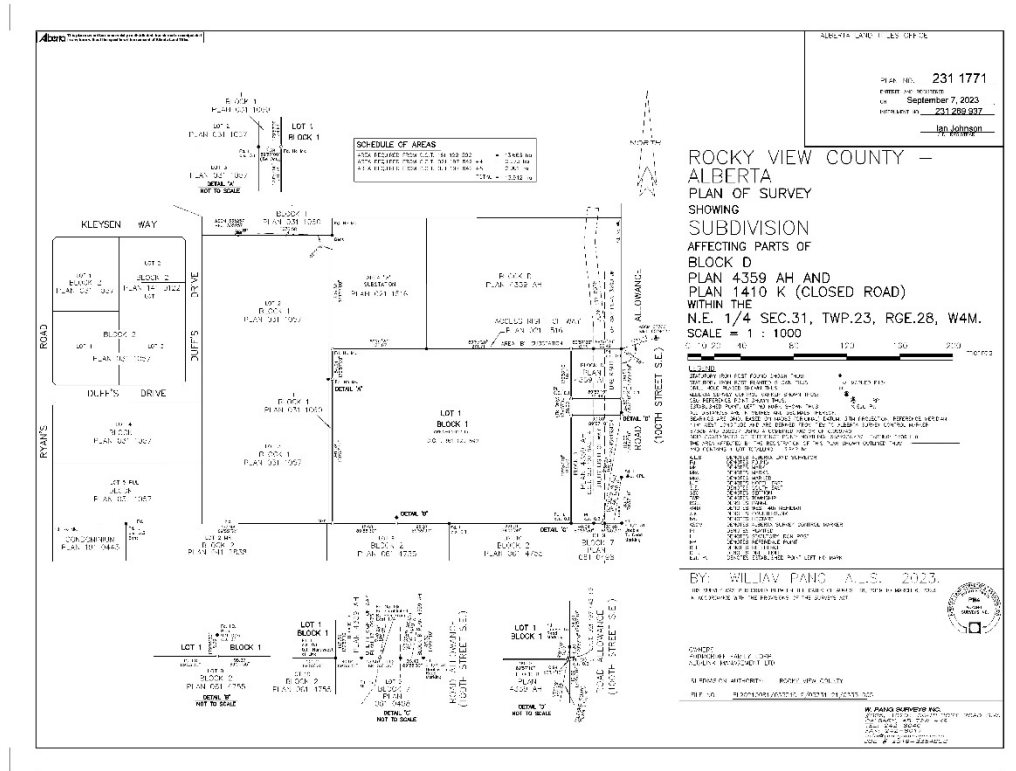
Figure 3: Street View of Site, shows the residence in the foreground with a driveway leading to the residence. The business component would be towards the centre of the property towards the west of the existing house and existing house/farmstead. The property presents itself in a well-kept manner with trees planted as part of the landscaping seen around the property along the one side of the driveway and at the back of the area where the automotive shop would go.

Figure 3: Street View of Site



Figure 4: Survey, shows the parcel from the Alberta Land Registry. North of the property is a berm that is the rail base to a former Canadian Pacific Railroad line and now site of a transmission line. There is a restrictive covenant for the northerly 6 m (20 ft.) of the property for a gas line. The railway is located within 1 km to the NW of the project site.

Figure 4: Survey



### 3.0 Site Assessment

#### 3.1 Soil Suitability and Topography

Soils for the proposal have slight limitations due to wetlands in the area. The subject lands are within the Fescue Grassland Eco-Region (RVC 2009, Agricultural Context Study, Map #3 Eco Regions). Soils are 0.2 m topsoil of silty clay loam over sub-soil, being silty clay, over brown clay/sand above shale and sandstone at depth.

Topography is relatively level at elevation 1022 m with a gentle slope towards the northeast at elevation 1020 m where the dugout is now. Surface drainage will be on site, with a retention pond in the SW corner of the property.

### **3.2 Environment**

AAR Environment Services wetland mapping estimates that there are two “wetlands” on this site, they are reduced in size and lower in class. Only the slough in the SW corner has retained water in the last decade. A preliminary review concluded that the site does not contain any critical environmental constraints that would be expected to impact the proposed development.

It is the intent of the development to avoid any wetlands and continue having stormwater managed using a stormwater retention pond where the slough is in the SW corner of the property. A permit through the Water Act would be taken out in recognition of this and any future modifications. Any further assessment will occur at the development permit stage.

### **3.3 Water**

Water is to be available in accordance with the Water Act and the Environmental Protection and Enhancement Act. County Servicing Standards, Section 600-Water Supply states, “When the proposed water supply is from a groundwater aquifer with fewer than 6 lots within a quarter section, a well driller’s report will be required.

Any industrial uses will require approvals from Alberta Environment and Parks (AEP) to withdraw water from groundwater. RVC Servicing Standards note that water supply requires a cistern which will be implemented prior to a development permit. Drinking water may be stored in under ground tanks.

### **3.4 Waste Water**

Servicing Standards for sewage treatment in industrial designations require a holding tank which will be also addressed at time of subdivision. The existing dwelling has a conventional septic tank that is expected to continue to serve that home.

### **3.5 Stormwater**

Higher Ground Consulting provided a Stormwater Management Plan, dated May 2, 2024 for the site. This takes into account the proposed development being composed of indoor and outdoor industrial storage, the existing residential area, open space, and an access road. The proposed site for a stormwater retention pond would be in the southwest corner of the site.

Existing drainage patterns for the site consist of drainage to the existing drainage areas on the property. The east portion of the land including all existing structures and access roads drain to the east before conveying south via 100<sup>th</sup> street se ditching. The access right of way along the north boundary also drains to the east into 100<sup>th</sup> street south into that catchment. The west portion of the land which is mostly undeveloped field, drains towards the southwest corner where is briefly collects in a natural low area and/or wetland before it moves offsite and into the municipal reserve to the southwest of the site.

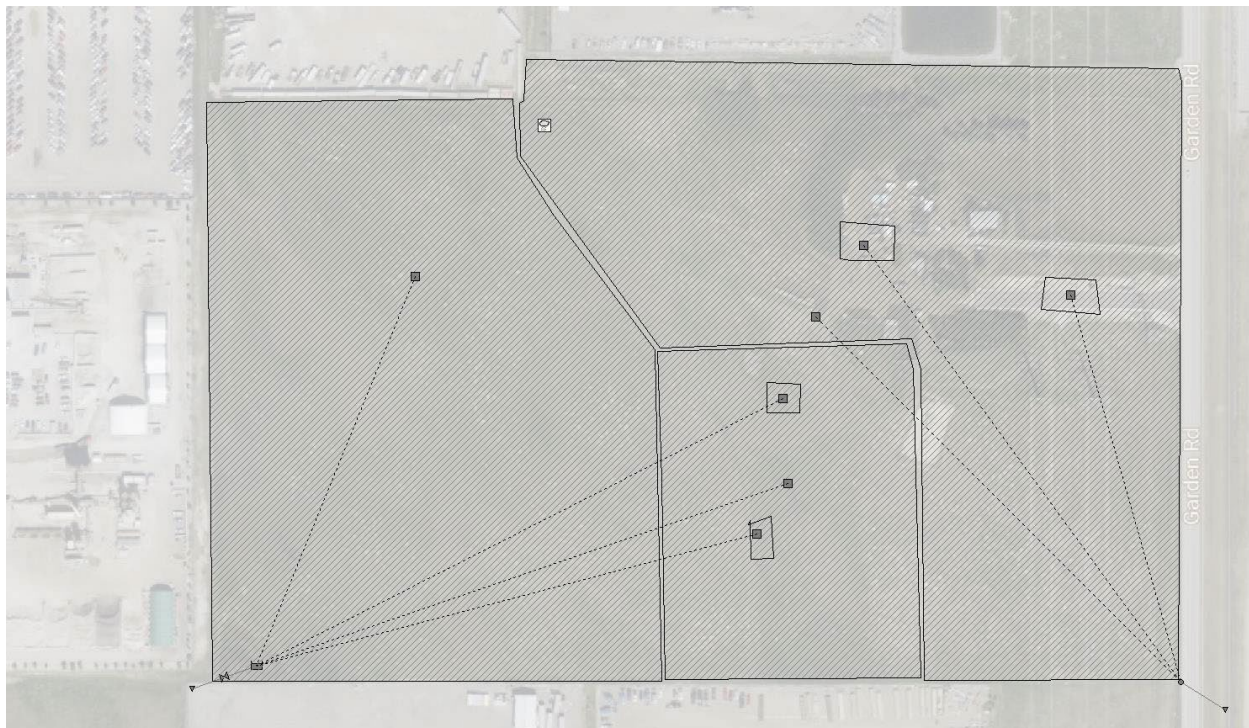


The stormwater management plan takes into account a potential road built to RVC Servicing Standards, should an industrial subdivision be considered in the future that could connect to future development of adjacent lands. Figure 5, Drainage Plan Concept, shows the proposed stormwater pond 2 m in depth at the southwest corner, servicing the property.

Conceptually speaking, the pond will be designed to have a lower normal water level of 2.0 meters above the base with a 1.0 m active zone above that and freeboard contingency of 0.3 m equating to a total dugout depth of 3.3 m and a maximum water depth of 3.0 m per the RVC guidelines, an emergency outlet spillway will be incorporated into the final design. The storm pond will also be fitted with a weir or orifice at the outlet to restrict outflow from the southwest corner to the same value as the pre-development conditions as per RVC requirements for the area.

The gravel parking lot (1.278 ha) will be graded to carry runoff from the building (0.280 ha) away from the structure and towards the edge of the parking lot. From there, the runoff will travel to the southeast corner, similar to the pre-development conditions. A drainage ditch will collect the runoff from that area east of the parking lot.

**Figure 5: Drainage Plan Concept**



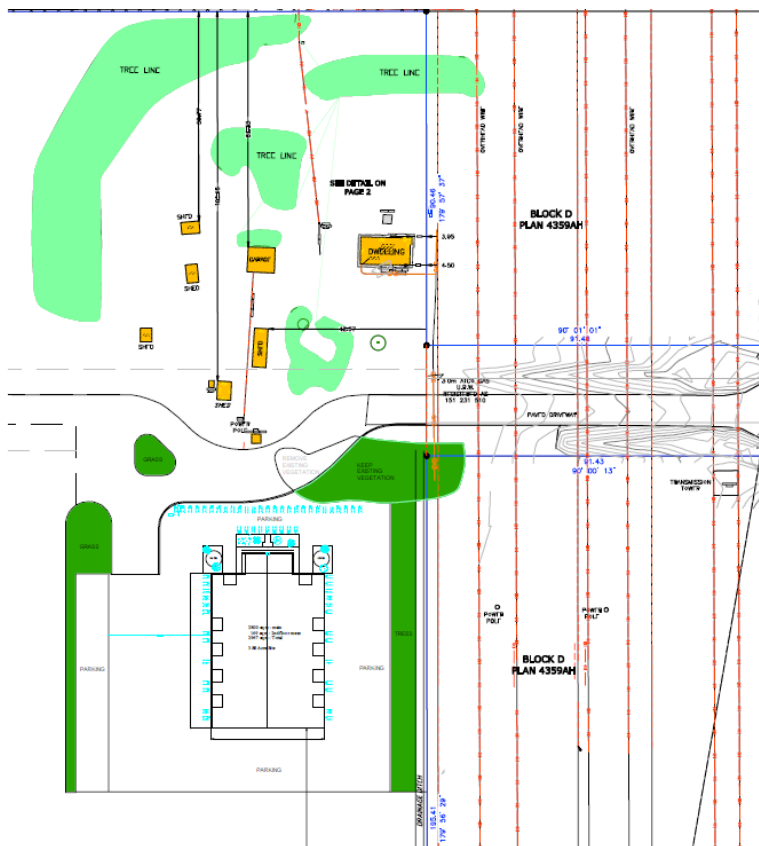
### 3.6 Landscaping

Section 26: Landscaping, Screening and Outdoor Display Areas of the LUB notes that a landscaping plan may be required for business development. A landscaped strip of 4 m width or alternative configuration of 1 m is to be provided in front yards adjacent to a road.

Figure 6: Landscaping Plan, shows trees, for screening on the northern boundary and eastern boundary. Trees are mostly coniferous (Spruce) for visual and wind screening. The existing vegetation will be preserved where it is aesthetically pleasing and offers a buffer to surrounding properties. The coniferous trees (Spruce) will be planted in a double-row for the most part. Berming also contributes to a barrier for control of off-site stormwater migration. The western boundary will have grass and plants outlining the border of the site. There will also be a round-a-bout which will have grass and small plants in the middle of it.

Landscaping treatments are designed to enhance the primary land use, define the property and frame industrial uses from accessory uses. Objectives include: soft landscaping concentrated in areas facing the municipal road frontage, the use of native plant materials is encouraged and where practical, site grading to divert surface runoff the benefit landscaping elements within the subject lands. A more detailed plan is expected at the development permit stage.

**Figure 6: Landscaping Plan**

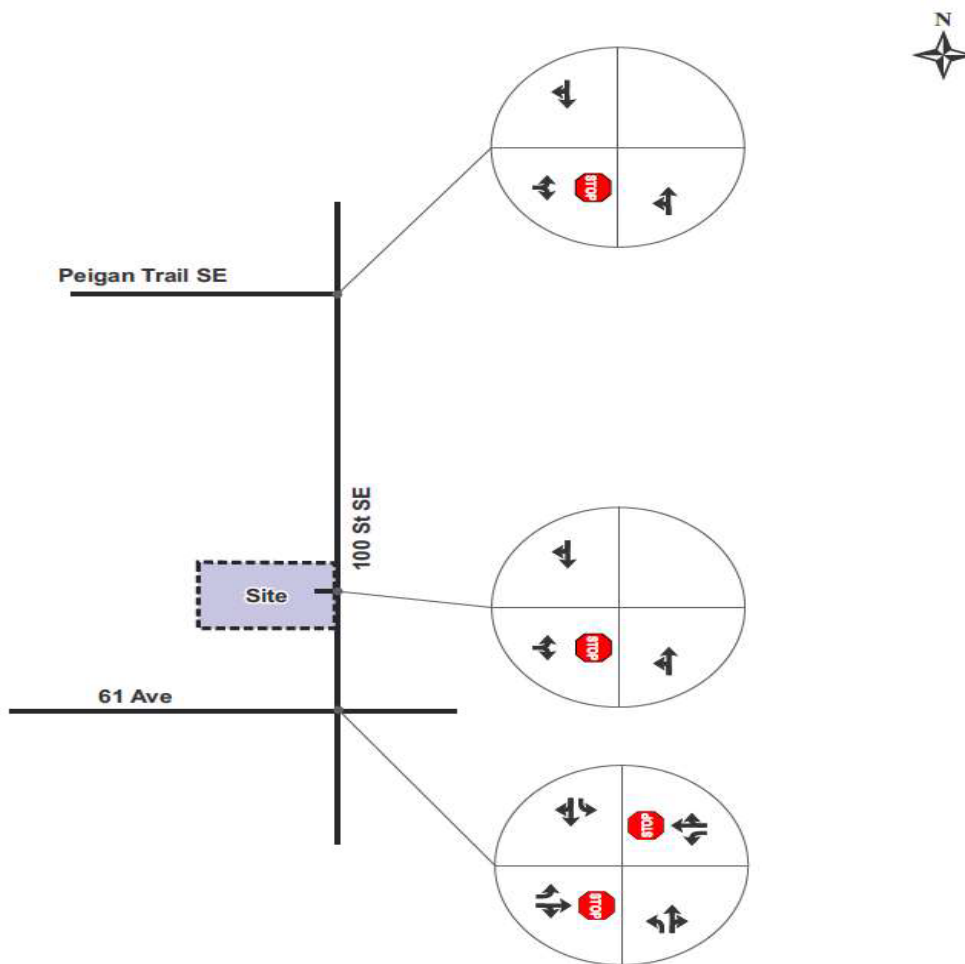


### 3.7 Transportation Impact Assessment

Bunt and Associates conducted a Transportation Impact Statement, December 12, 2023, to look at the cumulative impact of neighbouring development proposals for light industrial uses, being 235169 Range Road 285 and Glenmore Trail and 100<sup>th</sup> Street (located across the road and south). The TIA looked at the scenario which included the possibility of subdivision of industrial lots on the property. After confirming the scope of work with RVC, the traffic analysis included 6-hour weekday traffic counts at 100<sup>th</sup> Street during peak hours; project volumes from development; and identify mitigation measures required to accommodate background and site traffic.

Figure 7: Transportation Impact Study Counts, shows findings do not present a concern. Intersection analysis confirmed that the existing intersection treatment provided at 100<sup>th</sup> Street is appropriate to accommodate after development traffic volumes and that no intersection improvements are required.

**Figure 7: Transportation Impact Study Counts**





### 3.8 Parking

General Industrial has a parking requirement of 1 per 100 m<sup>2</sup> (1,076.4 sq. ft.) gross floor area. Loading spaces are 1 per 1,900 m<sup>2</sup>. Most of the parking of tractor trailers is for repairs, welding, etc. until they are back on the road. The parking area has room for about 12 spaces for tractor trailers and cabs. About 5 vehicles parking for employees is also provided. Both can be accommodated on the property. Outside of the building area, there is a gravel parking area with a paved driveway leading to it. This can be modified at the Development Permit stage, as needed.

### 3.9 Structures

Figure 8: Structures, shows the existing buildings on the property. There is one new building proposed at this time which is the automotive shop and will be about 0.280 ha in size. To the extent necessary, the existing buildings may be torn down to accommodate the new shop. The house is a bungalow residence as shown in Figure 3: Streetview of the Site and is about 1400 sq ft. with finished basement. Mr. Podmoroff, who resides in the existing home, intends to continue to act as caretaker for the property and the proposed business.

**Figure 8: Structures**



### **3.10 Operations Plan**

The proposed business would accommodate multiple vehicles and approximately 5 hired staff members on-site at any one time.

The one building for the business is about 6000 sq ft for the main shop.

Parking for Industrial (Light) exceeds the minimum of 1 per 100 m<sup>2</sup> (1076.39 ft<sup>2</sup>) gross floor area.

The following operations plan addresses most of the aforementioned matters.

- This proposed facility may be operated on any day, but typically 7 a.m. to 4 p.m., Monday to Friday.
- This proposed facility is to be used for the business operated by Podmoroff Family Corp. as the owner.
- The proposed business would have up to 5 employees, with one or two being family members who remain on-site for truck repairs or administration.
- Any business at the facility will not include unlawful activities.
- Outdoor (parking lot, snow removal and landscape) maintenance will be taken care of by the business and/or local contractors.
- Garbage collection and disposal will be contracted out to local contractors.
- The facility is to be equipped with outside sensor lights, fire extinguishers, and security system with surveillance cameras.
- Lighting is to be night sky friendly with the direction of light pointing down and not towards neighbouring properties.
- The Podmoroff family lives on-site between the road and the gate to the business.

### **3.11 Architectural Design Objectives**

When ready to apply for a Development Permit detailed site plans will be submitted to address considerations such as:

- Stormwater Management Facilities and Wetlands (if required).
- Design of parking, signage, lighting, and garbage.
- Building heights, setbacks, material finishes, and building sizes.



### **3.12 Lighting Objectives**

No significant lighting is proposed or expected within the MSDP area. However, if required, the developer will prepare a lighting plan which will be included in the Development Permit. All lighting would be in accordance with Section 27 of the LUB and be a “dark sky” system that minimizes glare and light pollution to neighbouring properties. Maximum mounting height shall be 12 m (39.37 ft). Lighting will be on sensors for security during evening hours outside of the operation. Details are to be provided at the Development Permit stage.

### **3.13 Signage Objectives**

Proposed signage within the MSDP area shall meet the established regulations set in Section 35 of the LUB. Signage will be detailed in the plans included in the Development Permit.

### **3.14 Fencing Objectives**

Existing fencing exists on the north, south and west sides of the property. Additional fencing is not proposed or expected at this time, due to the proposed berming that can offer screening and privacy. If fencing is needed or proposed it will be in accordance to Section 35 of the LUB and will be detailed in the Development Permit.

### **3.15 Security**

Outdoor and indoor video surveillance should be installed. Outside lighting should be active by motion sensor. Consideration is given to dark sky friendly lighting. The owner lives at the site in a residential dwelling. When away, a third-party company could also be engaged to provide security services to the facility. A gate and fencing should be provided controlling access to the site.

### **3.16 Garbage Removal**

Waste/garbage collection and disposal will be contracted out to a local contractor.

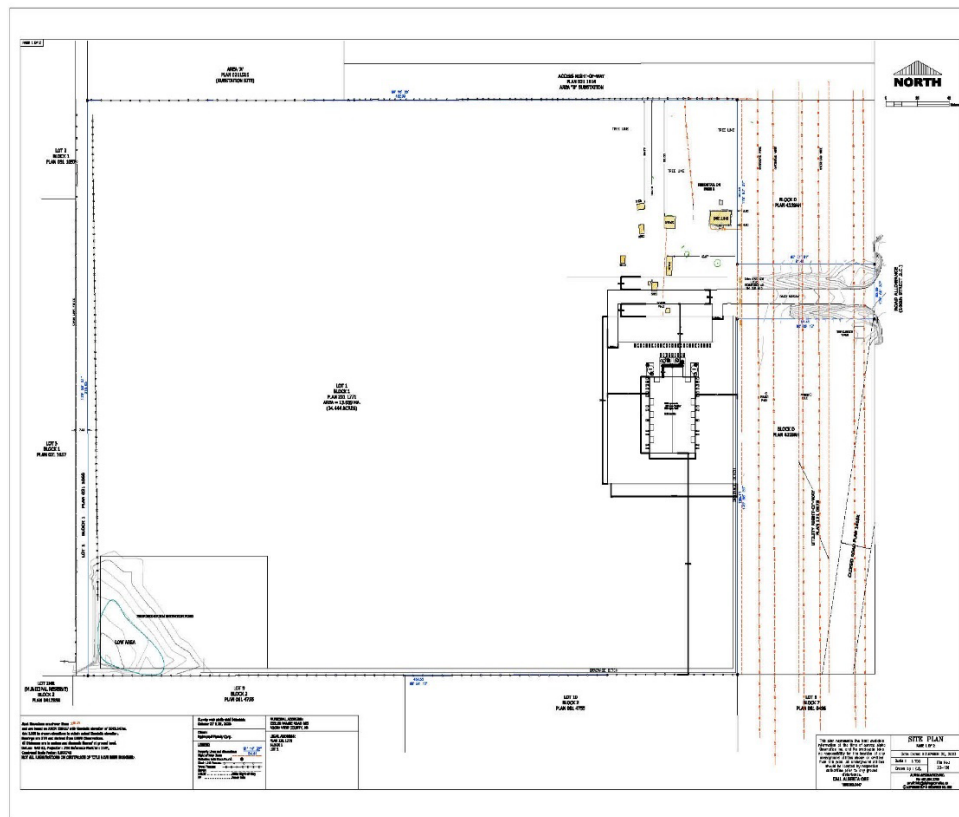
## **4.0 Redesignation**

An accompanying application for a change of land use is submitted along with this MSDP. Any future industrial subdivision will give consideration to the internal road needed and requirements of RVC Servicing Standards; however, this is not part of the change of land use at this time. Despite that, the storm water drainage plan is designed to re-grade the topography only as necessary.

## 5.0 Tentative Lot Layout

Figure 9: Tentative Lot Layout shows a potential future shop on the south side of the existing paved road with a gravel parking area. This is directly across from the main residential house and will be separated by the paved road and existing trees/shrubs to provide privacy between the two.

**Figure 9: Tentative Lot Layout**



## 6.0 Potential future lot layout multiple lots

Potential Future Road and Lot Layout: This shows a potential future industrial plan of subdivision, which is not anticipated at this time. It may be that storm sewer lines will be installed under the road if/when the land is developed. Building envelopes are shown as being within building setbacks and parking/storage setbacks. Any storage would be located to the rear and side of the principle building within each proposed lot shown. Parking would be adjusted to fit the needs of each proposed lot.

1060  
 89°57'20" 261.71  
 2.89 Acres  
 LOT 4  
 2.51 Acres  
 LOT 5  
 2.51 Acres Storm Retention Pond  
 115.68 89°55'30"  
 2.50 Acres  
 LOT 3  
 2.50 Acres  
 LOT 2  
 2.50 Acres  
 BLOCK 1  
 LOT 1  
 AREA=13.942 ha. LOT 7  
 C.O.T. 161 122 592  
 2.53 Acres  
 LOT 11  
 2.53 Acres  
 LOT 10  
 3.01 Acres  
 LOT 9  
 89°55'30"  
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 89°57'20" 40.45  
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A Development Permit (DP), with or without conditions would be required for permitted and discretionary uses listed in the Land Use Bylaw for I-LHT, being Industrial, Light Industrial. The Land Use Bylaw permitted use of Industrial (Light), “means those developments where activities and uses are primarily carried on within an enclosed building and no significant nuisance factor is created or apparent outside an enclosed building. Any development, even though fully enclosed, where, in the opinion of a Development Authority, there is significant risk of interfering with the amenity of adjacent sites because of the nature of the site, materials or processes, shall not be considered Industrial (Light). Typical uses include laboratories, general contractors and landscaping services, construction firms, self storage facilities and warehouse sales of furniture, floor coverings etc.”

## **8.0 Conclusion**

This MSDP relates to a proposed future automotive repair business with an accessory dwelling unit. It accompanies the Redesignation Brief justifying the land use proposed. It is seeking land use to permit a future automotive business. It is anticipated that the work that went into this MSDP will prove useful for implementation through DP approval.

The Redesignation provides for the permitted uses for the automotive repair business and activities involving outdoor storage – truck trailers for the hauling aspect of the business and may be on-site for repairs. Most of the business is indoors. The owner's residence next to his business is also permitted as a dwelling unit, accessory to the principal business use, in this designation. The owner is seeking to have the property reclassified Industrial, Light (I-LHT) District.

Respectfully submitted,

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