

PODMOROFF FAMILY CORP.
MASTER SITE DEVELOPMENT PLAN

(to be read in conjunction with the Planning Brief)

In supporting an Automotive Repair Shop Business



Plan 2311771, Block 1, Lot 1

235169 – Range Road 285, Rocky View County, Alberta

Prepared for

Podmoroff Family Corp.

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Master Site Development Plan for Podmoroff Family Corp.

submitted by Hanson Associates to Paul Schneider, agent for Owner

1.0 Introduction

1.1 Proposal

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 passenger cars and pick up trucks. Customers will leave their vehicles in the parking lot while waiting for parts and repairs.

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 Range Road 285. 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.

As all the surrounding properties are zoned for industrial use, we did not contact the community.

1.7 Operations Plan

The proposed business would accommodate approximately 15- 30 vehicles including customers visiting and the vehicles being repaired and approximately 5 hired staff members on-site at any one time. It would be used as an auto repair shop for cars and pick up trucks (no transport or commercial vehicles or related equipment) and have activities involving outdoor storage – truck trailers for the hauling aspect of the business and may be on-site for repairs.

The proposed building for the business is between 4000 and 7000 sq ft. The business would use an unsubdivided area of about 3-4 acres and there is also a residential house for the property manager to reside in on site which is approximately 1 acre for a total of approximately 4-6 acres in total. Figure 5 shows a general picture of the appearance of the proposed shop which should be approximately 20 feet in height.

Figure 5 – Photos of proposed shop designs





Available parking will exceed the minimum of 1 per 100 m² (1076.39 ft²) gross floor area required for light industrial use. It is anticipated that there will be 20 – 25 parking stalls. Although it is anticipated that a maximum of eight (8) customers on site at any given time, it may be that some will be leaving vehicles that must wait weeks for parts to come in.

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. There may be the occasional Saturday or over time hours during busy seasons in spring/fall with tire changes or if urgent repairs are required for a customer.
- This proposed facility is to be used for the business operated by Podmoroff Family Corp. as the owner. This will be an owner operated business.
- The proposed business would have up to 5 employees, with one or two being family members who remain on-site for administration.
- Outdoor (parking lot, snow removal and landscape) maintenance will be taken care by the business and/or local contractors.
- Garbage collection and disposal will be the responsibility of the business owner and 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 where indicated on the site plan to the north of the business.

1.8 Site Location

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 Range Road 285 and north of Highway 560 (Glenmore Trail) by a section and a half (1.5 miles).

Figure 1: Location

See next page



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

See next page



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.

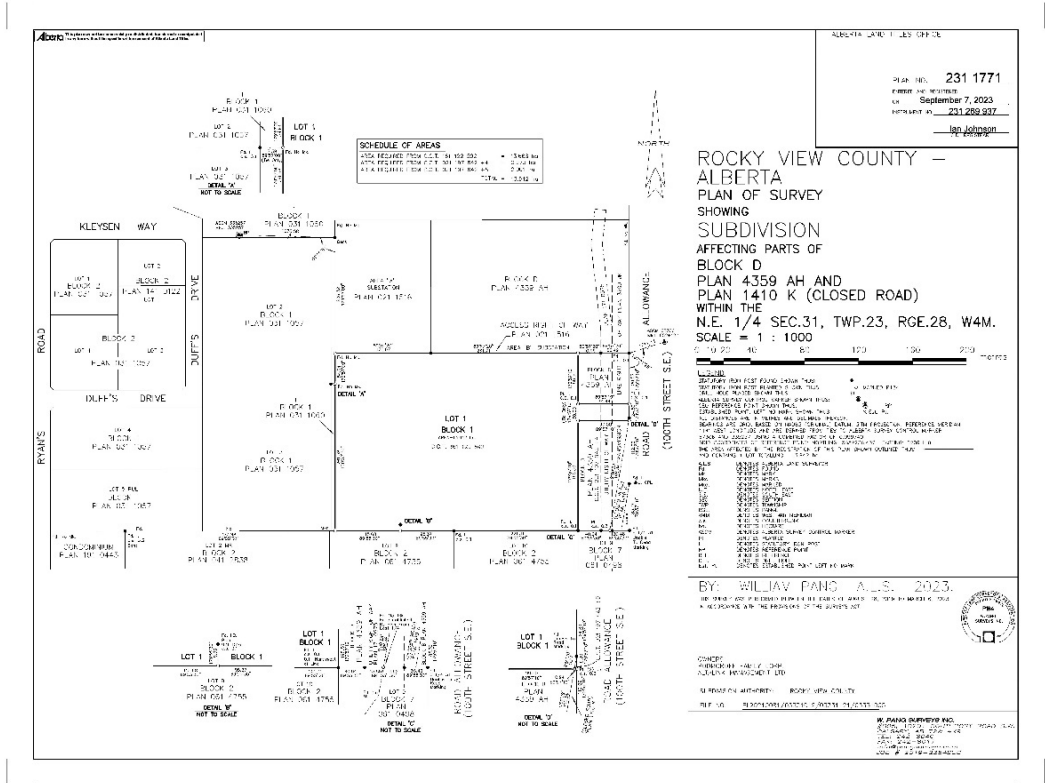
Figure 3: Street View of Site



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

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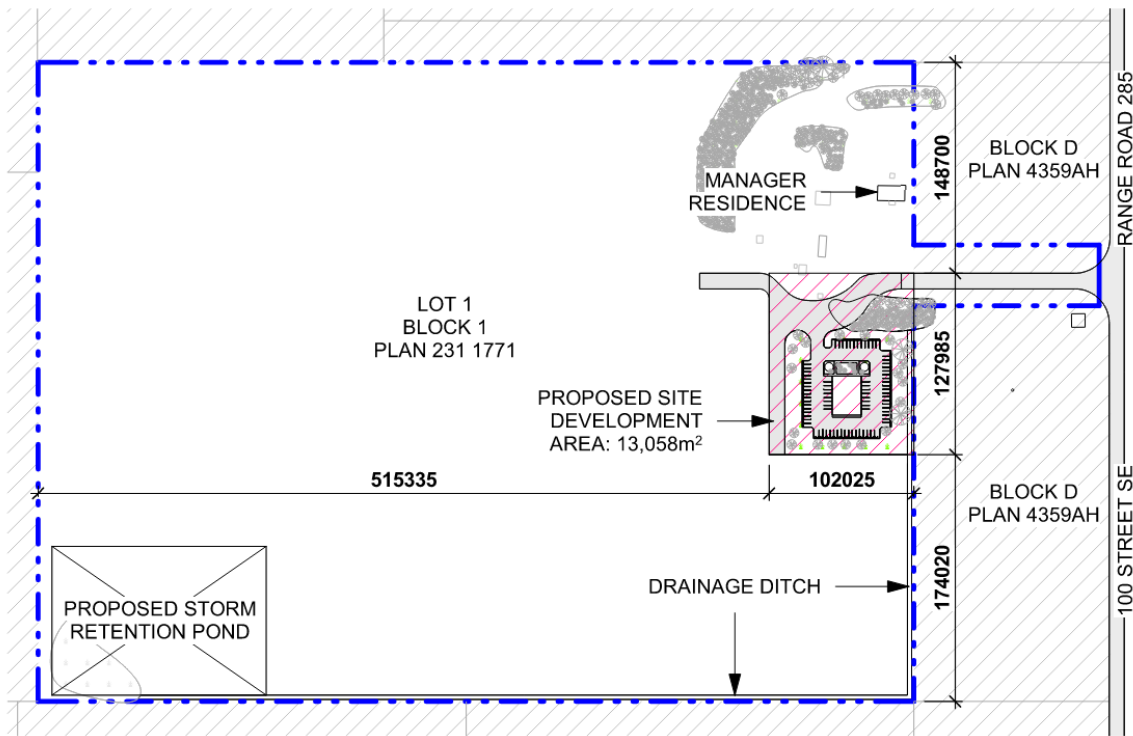


2.0 Site Plan

Figure 5: The Site Plan 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 5: Site Plan

See next page



OVERALL SITE PLAN

SITE INFORMATION

MUNICIPAL ADDRESS:
235169 RANGE ROAD 285
ROCKY VIEW COUNTY, ALBERTA

LEGAL ADDRESS:
LOT 1, BLOCK 1, PLAN 231 1771

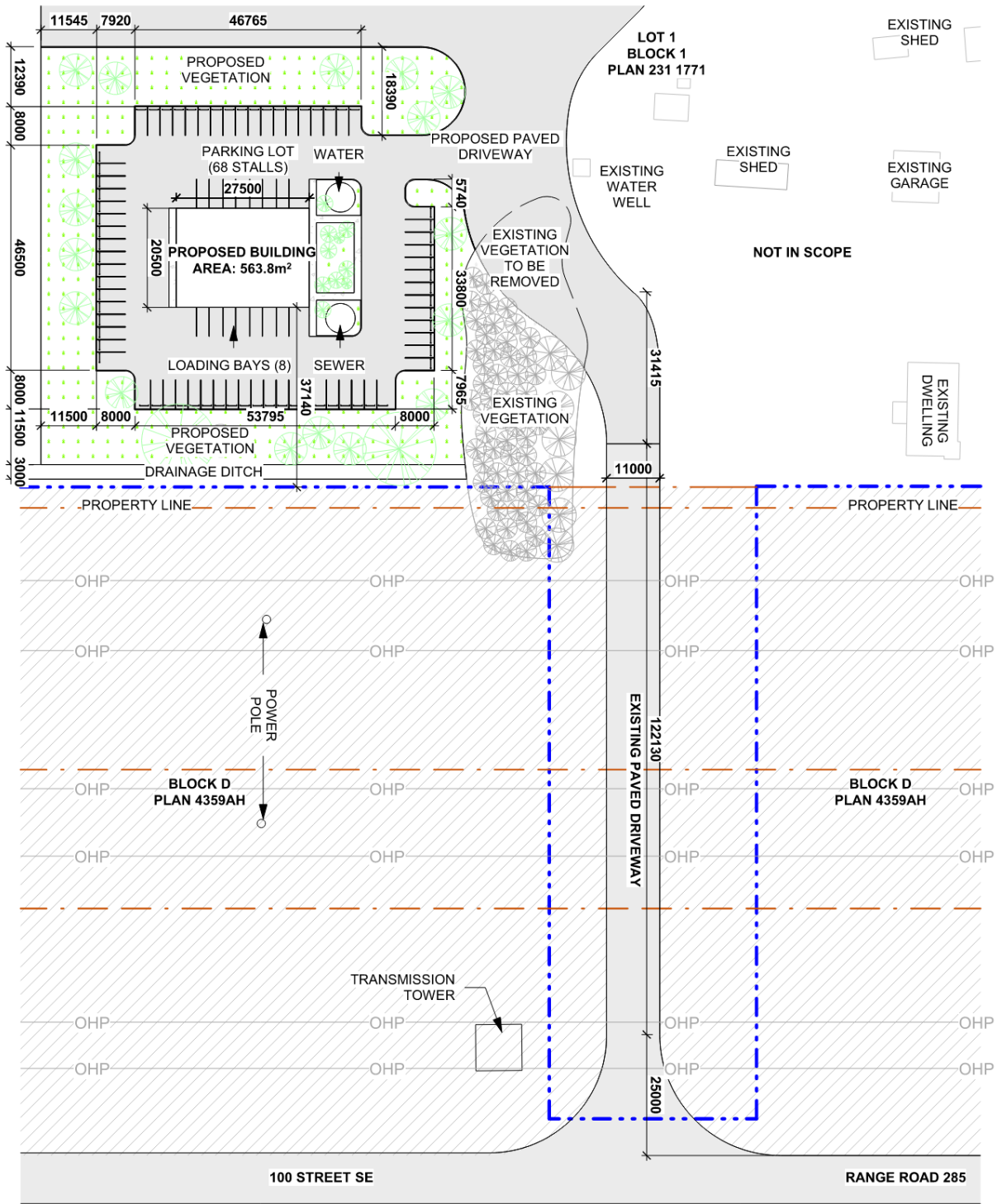
PARCEL AREA:
13.942 ha (34.45 acres)

PROPOSED SITE DEVELOPMENT AREA:
1.307 ha (3.23 acres)

PROPOSED BUILDING AREA:
563.8m² (6068.15ft²)

SITE LEGEND

PROPOSED SITE DEVELOPMENT AREA:	
NOT IN SCOPE:	
EXISTING CONSTRUCTION:	
PROPOSED CONSTRUCTION:	
PROPERTY LINE:	
RIGHT-OF-WAY LINES:	
OVERHEAD POWER LINES:	
ASPHALT / PAVEMENT:	
CONCRETE:	
GRAVEL:	
GRASS:	
TREES:	



ENLARGED SITE PLAN

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.

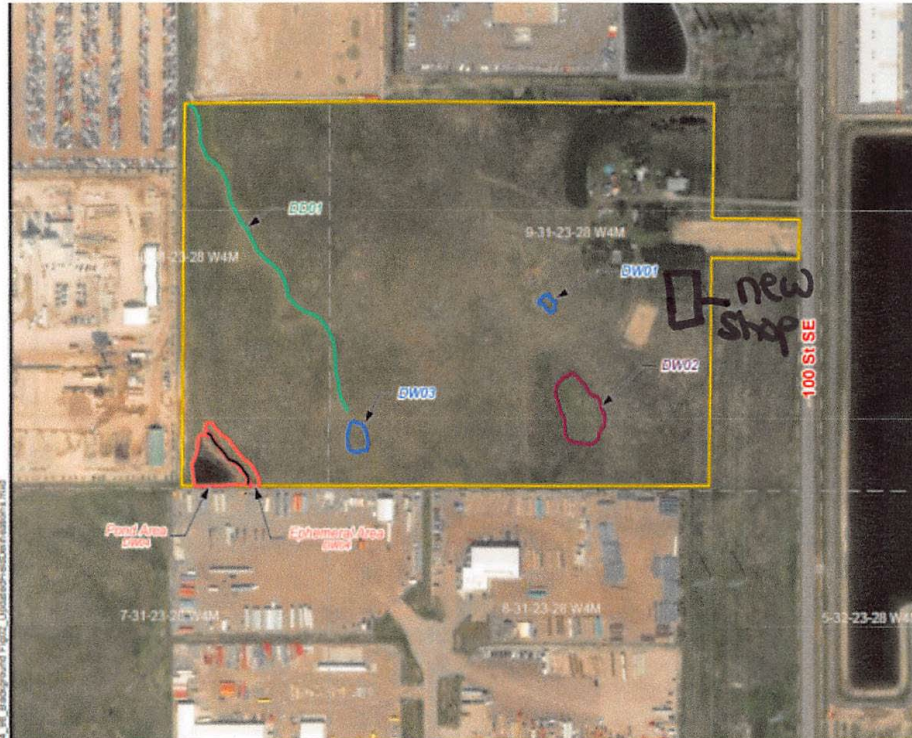
3.2 Environment

Figure 6: 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.

The Development will 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. See attached report dated July 5, 2024 by AAR Environment Services.

Figure 6 – Wetlands in relation to proposed development

See next page



<p>SCALE: 1:4,000</p>		<table border="1"> <tr> <td>Location</td> <td>SW</td> <td>Year</td> <td>Jan 20, 2024</td> </tr> <tr> <td>Applicant</td> <td>MC</td> <td>Division</td> <td>8</td> </tr> <tr> <td>Field Survey</td> <td>Yes</td> <td>Field Date</td> <td>8/20/24</td> </tr> <tr> <td>Field Survey</td> <td>Yes</td> <td>Field Date</td> <td>8/20/24</td> </tr> </table>		Location	SW	Year	Jan 20, 2024	Applicant	MC	Division	8	Field Survey	Yes	Field Date	8/20/24	Field Survey	Yes	Field Date	8/20/24	<p>Legend</p>		<p>Podmoroff Family Corp.</p>	
Location	SW	Year	Jan 20, 2024																				
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<p>Date Sources: Imagery Source: ESRI; Date: 2023/06/27 ATG Grid: NAD83 UTM</p> <p>*Approximate Location based on field survey.</p>		<p>Routing:</p> <ul style="list-style-type: none"> Podmoroff Acreage Boundary 		<p>Field Delineations:</p> <ul style="list-style-type: none"> Ephemeral Draw Wetland Ephemeral Waterbody Anthropogenic Waterbody 		<p>Field Verified Wetlands and Waterbodies of the Proposed Podmoroff Acreage Land Use Redesignation Environmental Review</p>																	
<p>AAR Environmental Services</p> <p><small>PLEASE CONTACT AAR FOR ALL OTHER SOURCES.</small></p> <p><small>Please note that the imagery is from 2023 and although we have no reason to doubt the accuracy and completeness of it, users should be aware that discrepancies may be present.</small></p>						<p>July 2024</p> <p>REF: AARES24-98 (Info)</p>		<p>Figure 2</p>															

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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 for this automotive development will be provided with an underground cistern.

3.4 Waste Water

Servicing Standards for sewage treatment in industrial designations require a holding tank. The existing dwelling has a conventional septic tank that is expected to continue to serve that home.

For the commercial building, waste water will be stored in an underground tank and removed regularly.

3.5 Stormwater

This development will be subject to the May 2, 2024 storm water management plan by Higher Ground Consulting. 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 100th street se ditching. The access right of way along the north boundary also drains to the east into 100th street south into that catchment. The west portion of the land which is mostly undeveloped field, drains towards the southwest corner where it 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.

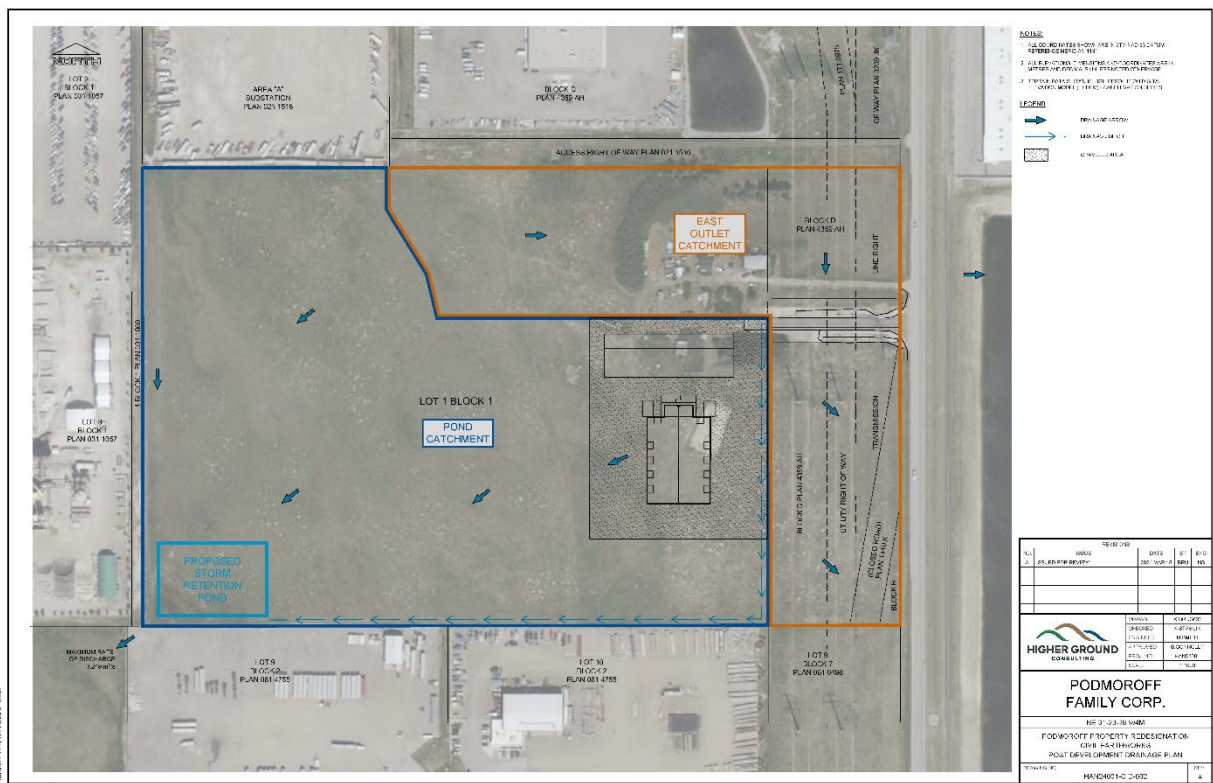
The stormwater management plan takes into account a potential road built to RVC Servicing Standards, should an industrial subdivision be considered in the future that could connect to future development of adjacent lands. Figure 5, Drainage Plan Concept, shows the proposed stormwater pond 2 m in depth 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 7: Drainage Plan Concept



3.6 Landscaping

Section 26: Landscaping, Screening and Outdoor Display Areas of the LUB notes that Landscaping plans are required for business development. The landscaping for this development will be compliant with all requirements of the Landscaping Bylaw and Janet ASP.

Figure 8: 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. The

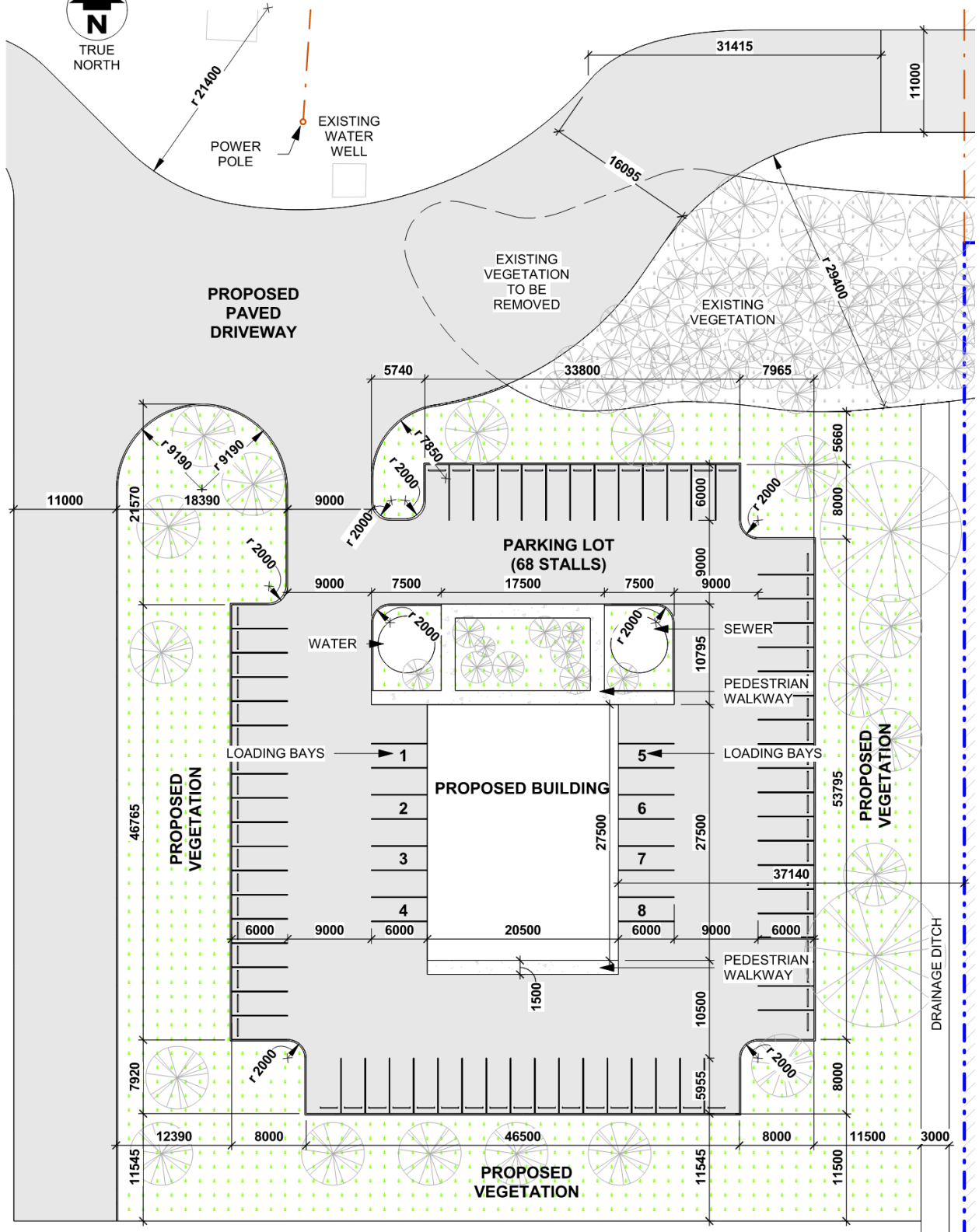
western boundary will have grass and plants outlining the border of the site. There will also be a round-a-bout which will have grass and small plants in the middle of it.

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.

There is no berm on the property. The berm for the railway line is to the west of this property. No need for one was identified during the stormwater review. Following a review of the topography of the site and surrounding areas, no sources of surface run-on were noted, as showed in the pre- and post-development catchment drawings. In addition to this, no runoff has been observed to enter the site by the landowner over the previous 50 years of observation. The material produced from the excavation of the stormwater retention pond and building foundation will be spread across site and incorporated into the stormwater grading to maintain positive drainage.

Figure 8: Landscaping Plan

See next page

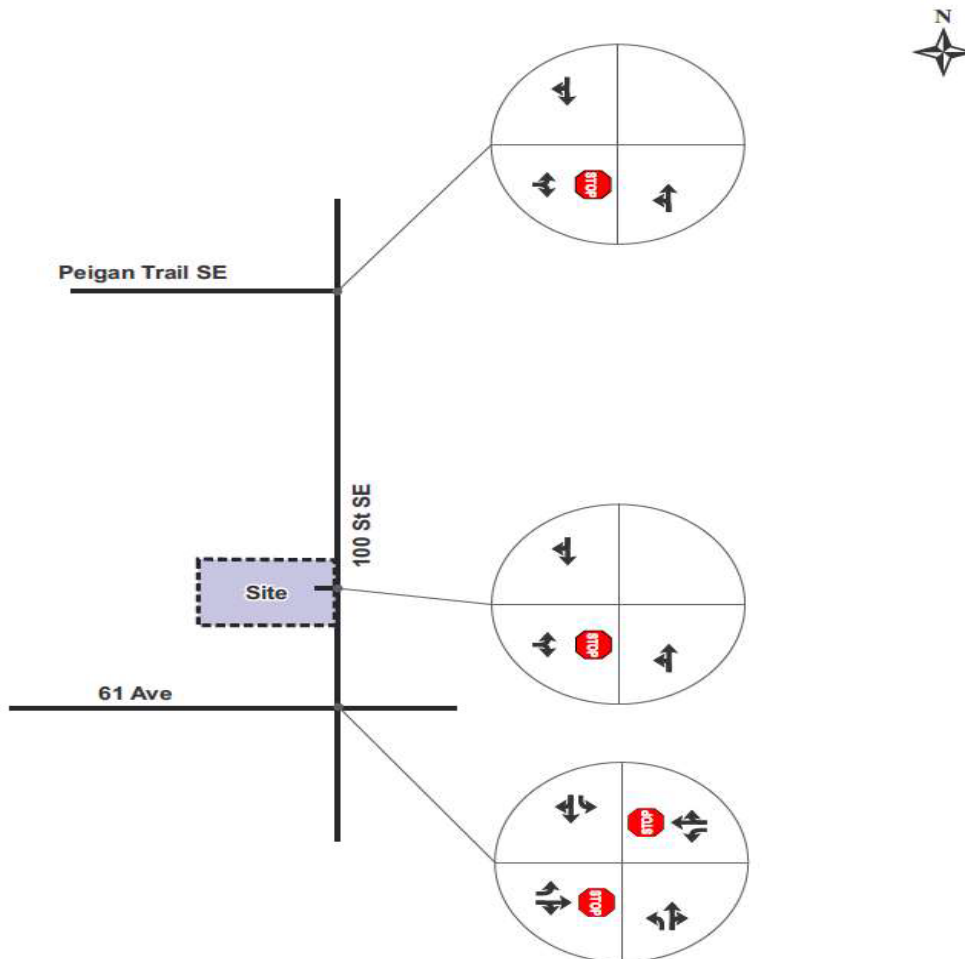


3.7 Transportation Impact Assessment

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 100th 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 100th Street during peak hours; project volumes from development; and identify mitigation measures required to accommodate background and site traffic.

Figure 9: Transportation Impact Study Counts, shows findings do not present a concern. Intersection analysis confirmed that the existing intersection treatment provided at 100th Street is appropriate to accommodate after development traffic volumes and that no intersection improvements are required.

Figure 9: Transportation Impact Study Counts



3.8 Parking

The proposed business would accommodate approximately 15- 30 vehicles including customers visiting and the vehicles being repaired and approximately 5 hired staff members on-site at any one time. It would be used as an auto repair shop for cars and pick up trucks (no transport or commercial vehicles or related equipment) and have activities involving outdoor storage – truck trailers for the hauling aspect of the business and may be on-site for repairs.

3.9 Structures

Figure 10: 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 approximately 4000 – 7000 square feet 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.

Figure 10: Structures



3.10 Architectural Design Objectives

In keeping with the Janet ASP requirements and county regulations, at DP stage a 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.

3.11 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.

3.12 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.

3.13 Fencing Objectives

Existing fencing exists on the north, south and west sides of the property. Additional fencing may be proposed in the future once the trees and vegetation has been completed 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.

3.14 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.

3.15 Garbage Removal

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

3.16 Fire and Emergency Services

The business will be using County Fire Services and the RCMP.

Fire services in the Plan area will be provided from existing County emergency service facilities.

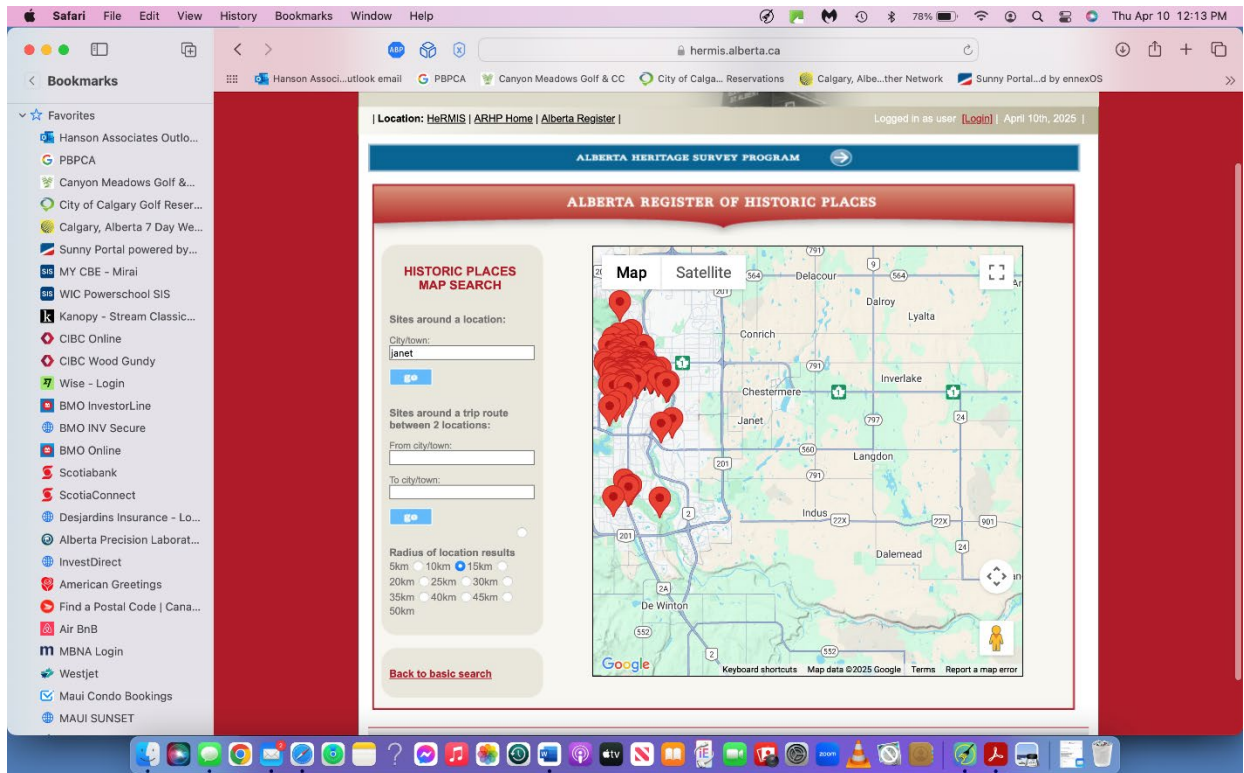
With respect to preparing the development plans, we shall work with the County to identify any potential requirements for fire and protective services.

The plans will also be sure to address fire and protection response measures as well as on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, and fire control measures.

The shop will include fire suppression systems and they shall be in compliance with the County's Fire Suppression Bylaw and will be sure to include all fire suppression requirements and ensure water and necessary infrastructure is available to all development.

3.17 Historical/Archaeological

A search of the Alberta Data Base was completed and it showed that there are no known historical or archaeological sites on or near the subject property and there is nothing to suggest that such a report is required. See photo below.



4.0 Implementation

A Development Permit (DP), with or without conditions is required for this automotive use, which is included in the 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.”.

Respectfully submitted,