Cook Road

Master Site Development Plan

Davel Holdings Inc.

Situated along Highway 567 east of Highway 22
(Northeast of the Hamlet of Cochrane Lake)

Carswell Planning Inc.

"no hurdle too high"

TABLE OF CONTENTS

LIST OF FIGURES

SECTION

1.0

Cook Road Master Site Development Plan

Introduction

The subject lands are legally described as Block 2, Plan 931 1233, municipally known as 41041 Cook Road, situated within SE-02-27-04-W5M and contains ± 15.87 ha (± 39.21 ac). Ownership is under Davel Holdings Inc. with Carswell Planning Inc. acting as planning agent.

This Master Site Development Plan (MSDP) proposes the development of a limited-service business area to accommodate a variety of light industrial uses that benefit from highway exposure and efficient access provided by the regional transportation network. **Figure 1: Aerial and Streetview** shows it would continue the established development pattern on Cook Road and completes the industrial development in this quarter section.

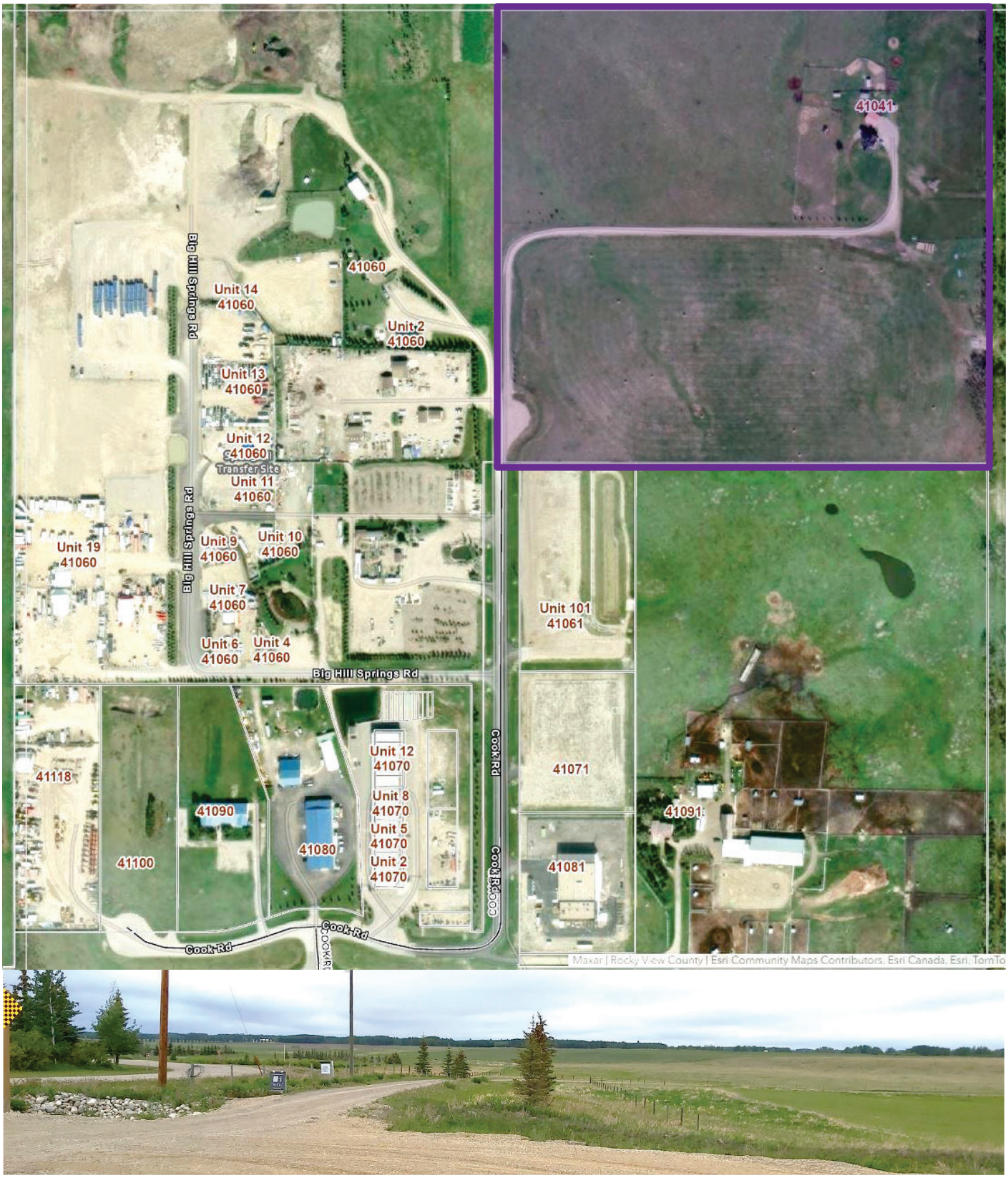
The MSDP is intended to establish an implementation framework for this proposed development within the context of the County's Municipal Development Plan (County Plan), 2025, Section B5.0 Master Site Development Plans.

This MSDP describes a strategy to provide transportation and utility servicing infrastructure to support the proposed development which demonstrates how the project could be proceed without negatively impacting existing adjacent businesses or the surrounding agricultural parcels. Davel Holdings Inc. proposes a range of industrial lots to meet the needs of small to medium businesses.

Specific provisions within this MSDP illustrate proposed lot configurations, placement approaches, and developable area that respects setbacks to natural riparian and wetland features. The preliminary Typical Lot Site Plan is intended to establish initial expectations regarding how future development may situate buildings and landscaping within the MSDP area.

The following page **Figure 1: Aerial and Streetview**, shows a recent aerial image of the quarter section with the subject lands highlighted and a view from the cul-de-sac facing north. This is logical progression of development for the area.

Figure 1: Aerial and Streetview



SECTION

2.0

The Project Vision & Rationale

Figure 2: Typical Business Envisioned

This Master Site Development Plan (MSDP) provides the framework for future development on the subject lands 41041 Cook Road, Rocky View County, AB. Ownership is under Davel Holdings Inc. as is shown in the Corporate Search attached to this package. Carswell Planning Inc. has been retained to act as agent on behalf of the owner. This plan will be based upon municipal policies, site characteristics, and compatibility with surrounding development patterns.

It will be serviced by potable water cisterns and sanitary holding tanks that will not require support from the County's utility infrastructure systems. Stormwater management will be accommodated by individual/combined on-site retention facilities constructed within the business lots. Design of the drainage system will mitigate potential negative impacts to the surrounding regional drainage.

The MSDP is situated directly north of an existing rural business area which is accessed from Highway 567, then Cook Road (paved). Davel Holdings' proposal to develop additional business lots at this location is a logical extension of Cook Road. It complements existing businesses in the area for greater gravity of attracting business. **Figure 2: Typical Business Envisioned** is a rendering of the light industrial use expected. The MSDP area is expected to be developed with eight (8) parcels, with one (1) existing residence remaining within the northeastern parcel.

SECTION

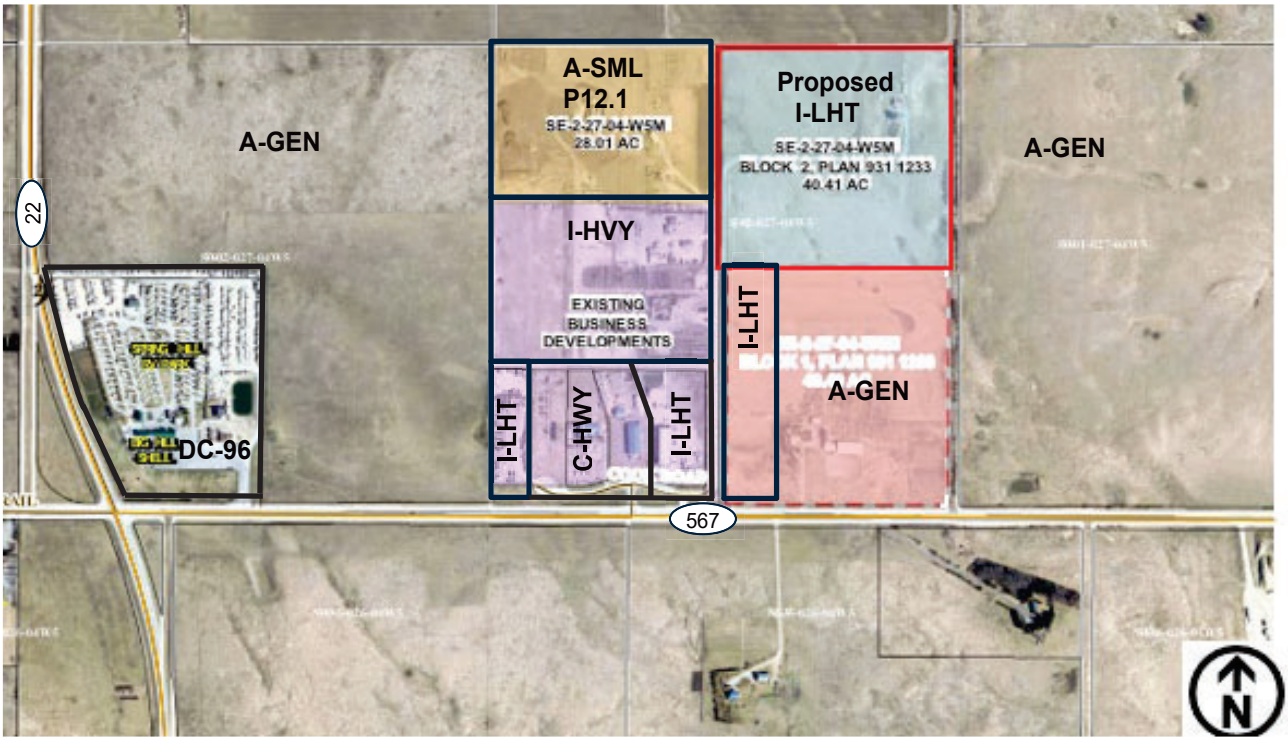
3.0

Area Context

Figure 3: Local Area Context, shows the pattern of existing land use districts and development within the greater area. At the intersection of Highways 567 and 22 is DC-96. There is an existing highway-oriented business development which includes: a fuel service centre / restaurant, a recreation vehicle campground / storage facility, equipment rental facilities, a livestock feed store and a landscaping nursery. These existing businesses are predominantly serviced by water cisterns, sanitary pump-outs and stormwater management facilities, similar to the MSDP proposal.

To the south, I-LHT (Industrial, Light) parcels fronting on Cook Road, being Cochrane Lake Gas Co-op MSDP with A-GEN (Agricultural, General) behind. To the west, A-SML p12.1 (Agricultural, Small) is being used for Branched Out Nursery and I-HVY (Industrial, Heavy) used for the Springhill Transfer Site for waste management. To the north and east are A-GEN. The subject lands are proposed to be I-LHT.

Figure 3: Local Area Context



SECTION

4.0

Existing Conditions

The subject lands contain undulating topography that slopes generally from northwest to southeast. Wetlands and a riparian area were studied to determine potential lot layout, their approaches, developable area, and stormwater management.

4.1 Biophysical Considerations

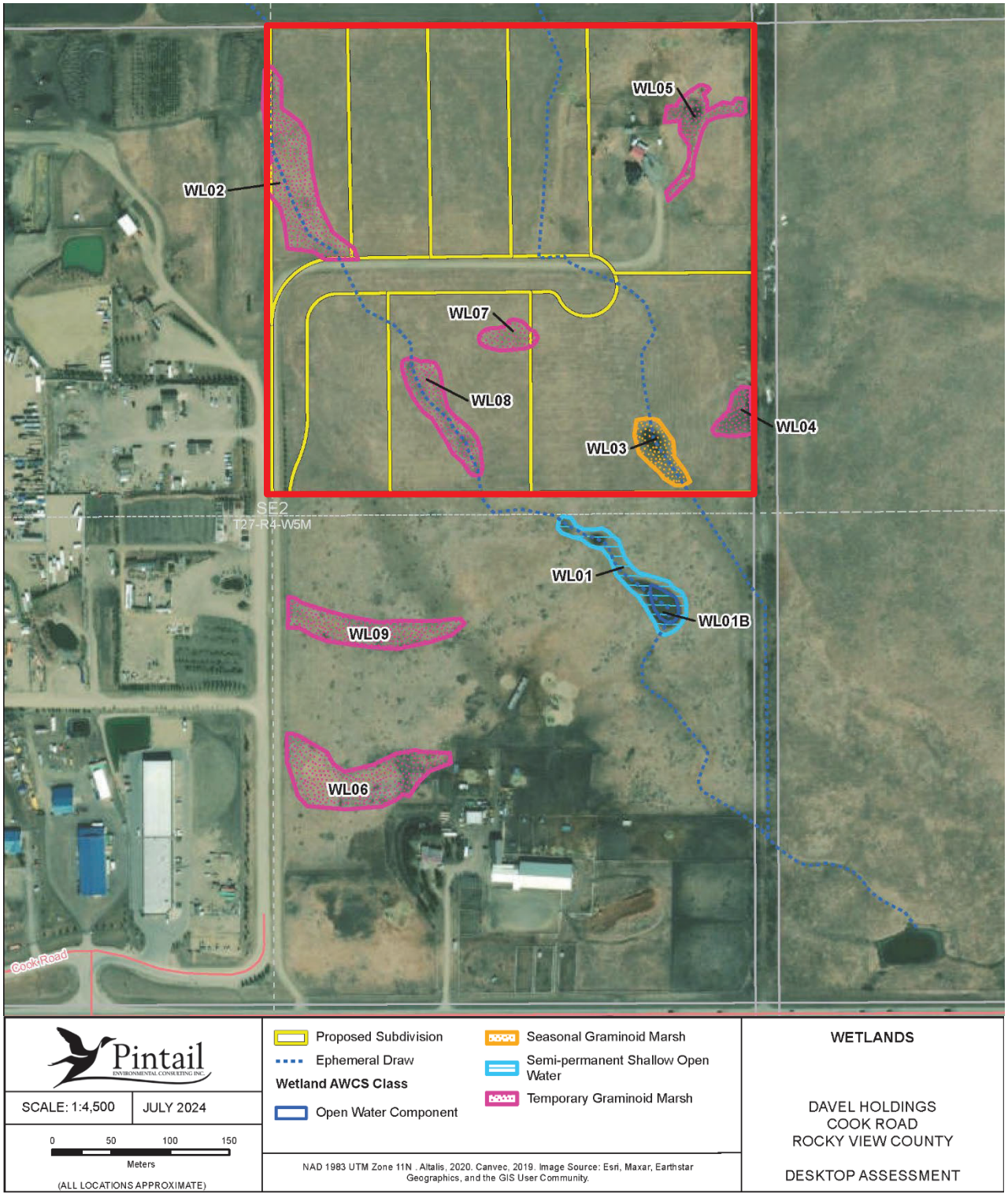
A Desktop Wetland and Biophysical Assessment Report was prepared by Pintail Environmental Consulting Inc. to consider the environmental significance and ecological sensitivity of habitats within the site. Subject lands include: existing agricultural lands that have been previously disturbed by hay cultivation south of the gravel driveway and pasture lands with a residence to the north. Evaluation was based on eight (8) future proposed industrial lots. Findings are summarized in **Table 01: Summary of Wetlands**.

Figure 4: Wetlands and Drainage indicate two (2) drainage features were identified as ephemeral and are not considered to be watercourses because they do not have a defined channel. Potential wetlands were mostly small temporary graminoid marshes of class B or C. Verification in the field is suggested. The report noted that wetlands need to be 2 ha for wetland habitat to be present. All wetlands were under this threshold as indicated in the following table.

Table 01: Summary of Wetlands

Wetland ID	Wetland Class	Total Wetland Area (ha)	Total Impacted Area (ha)
WL02	Temporary Graminoid Marsh (M-G-II)	0.5050 ha	0.4626 ha
WL03	Seasonal Graminoid Marsh (M-G-III)	0.1389 ha	0.1389 ha
WL04	Temporary Graminoid Marsh (M-G-II)	0.0896 ha	0.0896 ha
WL05	Temporary Graminoid Marsh (M-G-II)	0.1763 ha	0.1763 ha
WL07	Temporary Graminoid Marsh (M-G-II)	0.0882 ha	0.0882 ha
WL08	Temporary Graminoid Marsh (M-G-II)	0.2370 ha	0.2370 ha

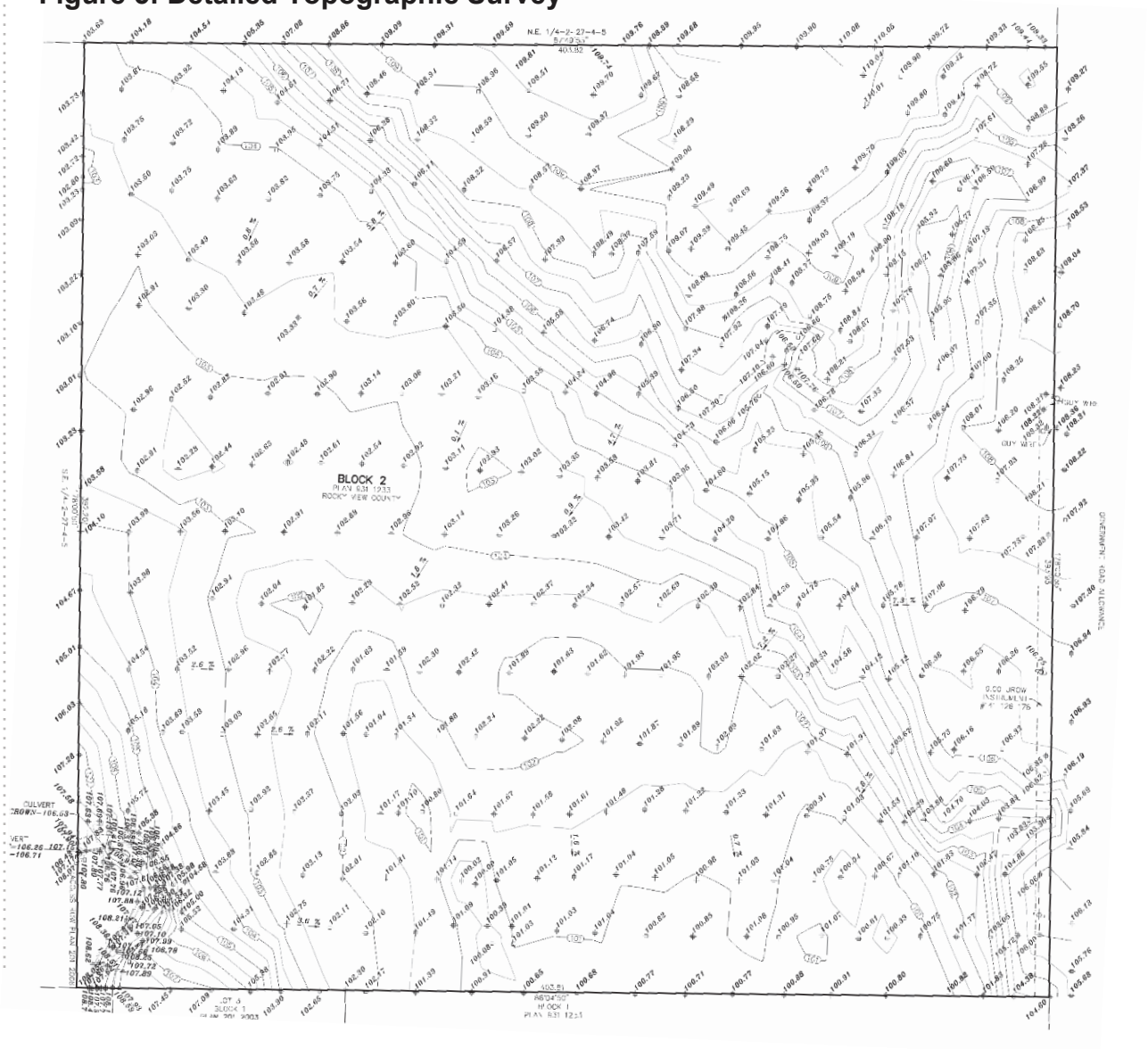
Figure 4: Wetlands and Drainage



4.2 Topographic Considerations

A detailed topographic survey was prepared by Terramatic Technologies Inc. to assist in overland drainage to assist in stormwater management. **Figure 5: Detailed Topographic Survey** provides point locations with a contour interval of 0.5 m. The highest elevation is located in the northeast at 110 m; the lowest elevation is near the southern property line. Drainage courses traverse the property from northwest to southeast. This information also assisted in defining subdrainage areas used in stormwater management.

Figure 5: Detailed Topographic Survey



4.3 Geotechnical Considerations

A Geotechnical Investigation was completed by Lone Pine Geotechnical Ltd. to assess conditions underlying the site and to establish specific mitigation for the proposed light industrial subdivision.

Drilling occurred August 2024 to depths of 6.0 to 6.5 m at the locations shown in **Figure 6: Borehole Locations**. Soils were collected and logged, penetration tests performed, standpipe piezometers installed for measuring groundwater levels.

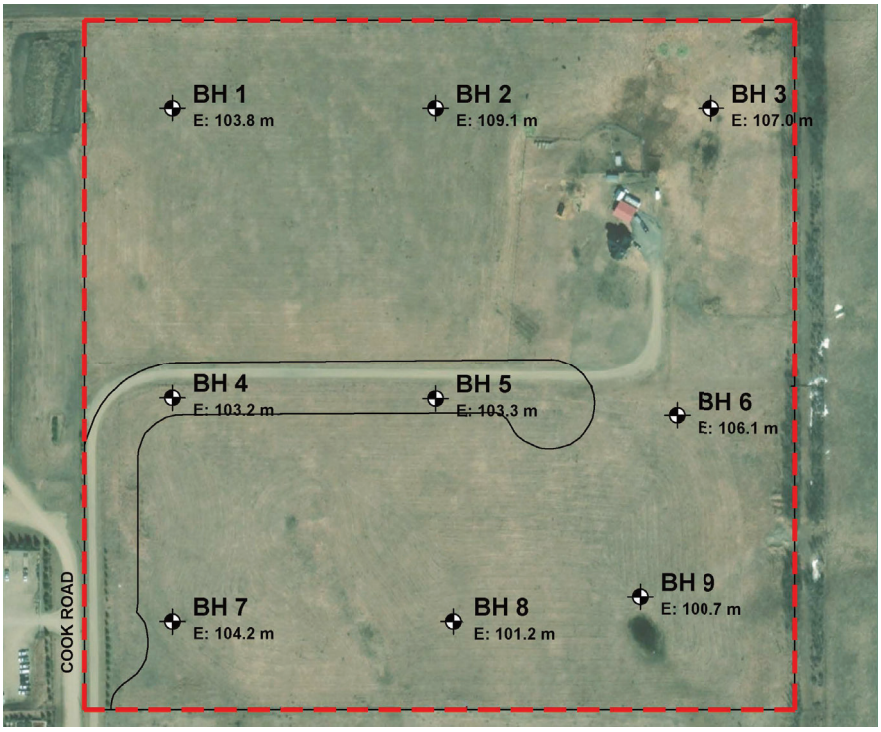
Soil conditions included:

- Topsoil depth 18 - 38 cm of organic, dk brown to black, and moist for boreholes 1 - 9
- Silt deposits 50 - 80 cm of sandy, lt brown, moist for boreholes 6 & 9 below topsoil layer
- Glacial Till 6.0 – 6.5 m plus of clay, silt, sand, gravel, & cobbles for boreholes 1 - 9.

Groundwater levels were relatively deep (5 m) for boreholes 1,3 & 4 with others being dry.

Preliminary geotechnical recommendations were prepared for the design and construction of underground services, site grading, concrete foundations and structural asphalt concrete pavement structures. Recommendations are provided for: site preparation, grading, compaction, excavations, underground utilities, soil erodibility, building foundations, concrete type, stormwater pond, and pavement. The report's conclusions indicate that the sub-surface characteristics within the MSDP area are considered suitable for the proposed development.

Figure 6: Borehole Locations



SECTION

5.0

The Development Concept

5.1 The Development Concept

The developer intends to create eight (8) lots, as illustrated by **Figure 7: Development Concept**.

Access will be provided by an extension of the public road (Cook Road) from the southwest corner of the subject lands. The developer will construct an industrial paved road within the public road ROW in accordance with the RVC County Servicing Standards. Access to the new and existing lots will be provided by approaches from the internal subdivision road.

Potable water will be provided by a trucked in water service. Water storage cisterns will be installed within each to accommodate the potable water demand for each business lot and provide water supply for fire suppression purposes – which may require an on-site reservoir and dry hydrant system. These cisterns will be sized according to need during the development permit stage. A licensed contractor will be engaged by the future owner to transport potable water to each lot on an as-needed basis.

Wastewater will be provided by sanitary holding tanks to be installed by the future owner within each lot and sized in accordance with the requirements of each business lot's potable water demand. A licensed contractor will be engaged by the future owner to transport sanitary effluent to an approved wastewater disposal facility.

Stormwater will be managed by stormwater management facilities (SWMF) servicing each of the three (3) subdrainage areas (discussed in the Stormwater section of this report) to be constructed by the developer within each lot. The design of each SWMF will limit the impact of the surface drainage on downstream lands and water bodies in accordance with the RVC County Servicing Standards.

Figure 7: Development Concept

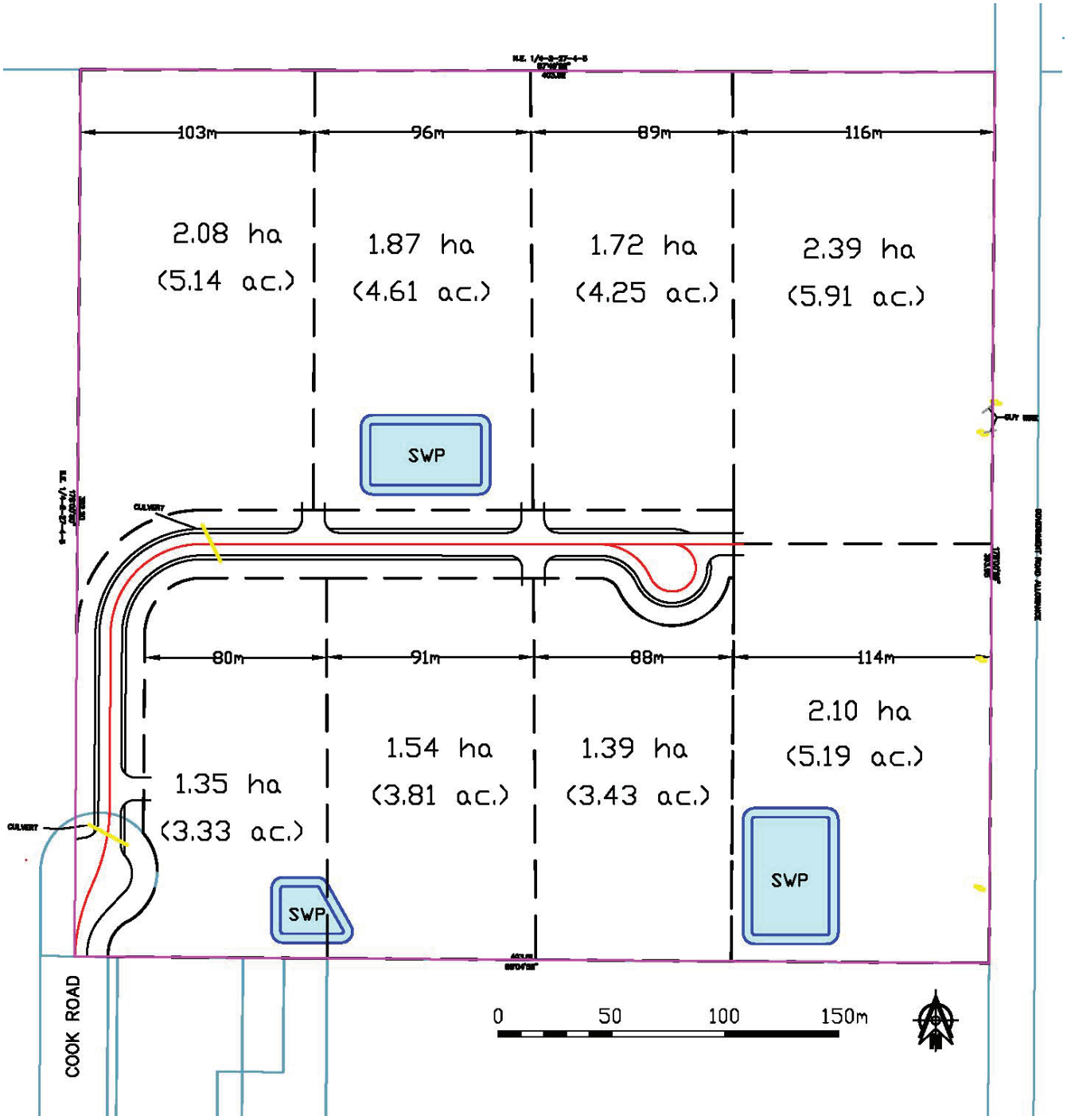
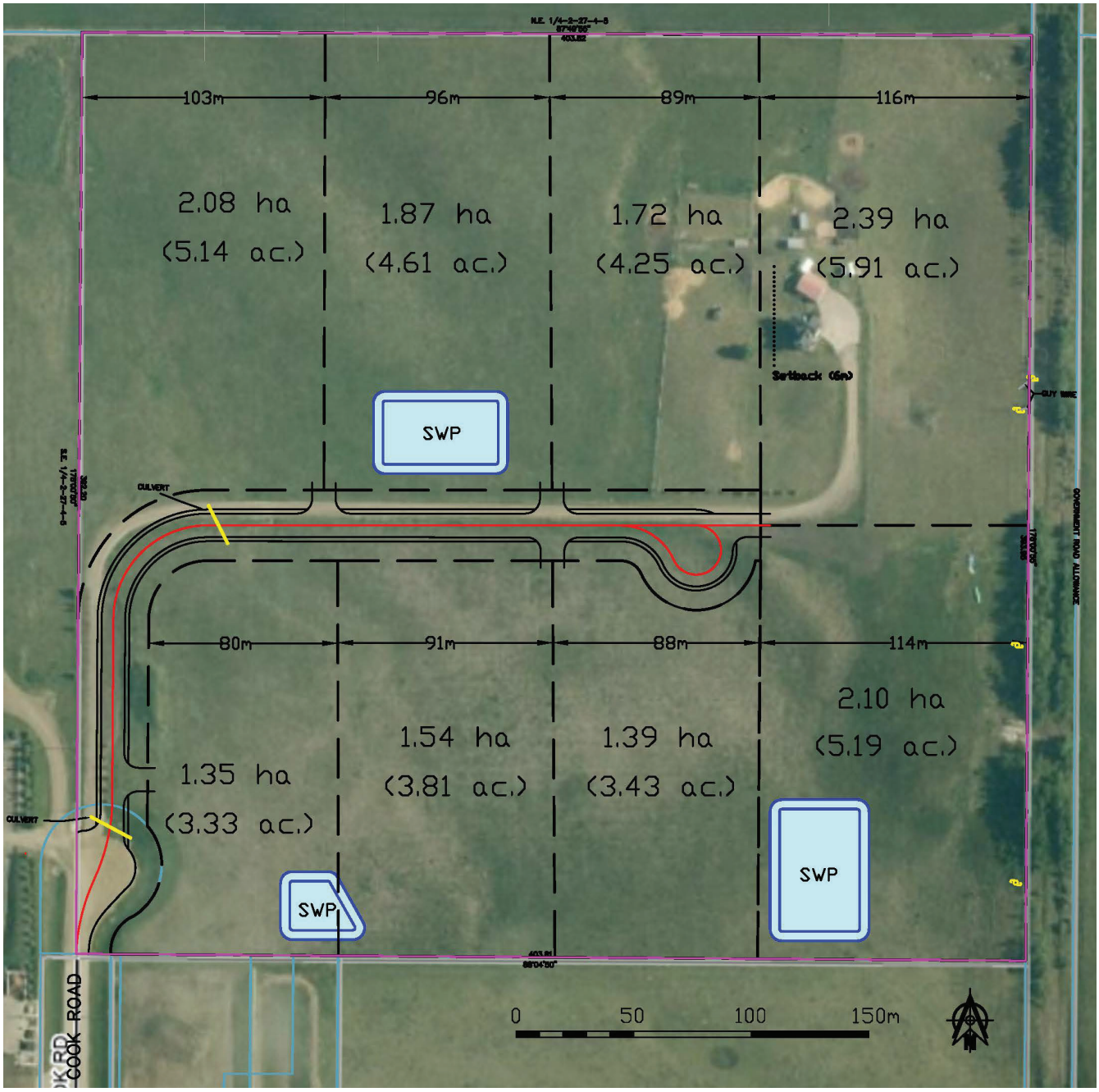


Figure 8: Development Concept (Aerial)



As illustrated by **Figure 8: Development Concept (Aerial)**, Lot lines are configured to ensure setbacks are met from existing buildings. Approaches are shared were possible. Stormwater ponds are also shared where possible. Most of the existing driveway is in the proposed right-of-way, but ultimately the proposed new road and approaches are to fit the Development Concept and meet RVC County Servicing Standards.

SECTION

6.0

Site Plan

6.1 Preliminary Site Plan for a Typical Lot

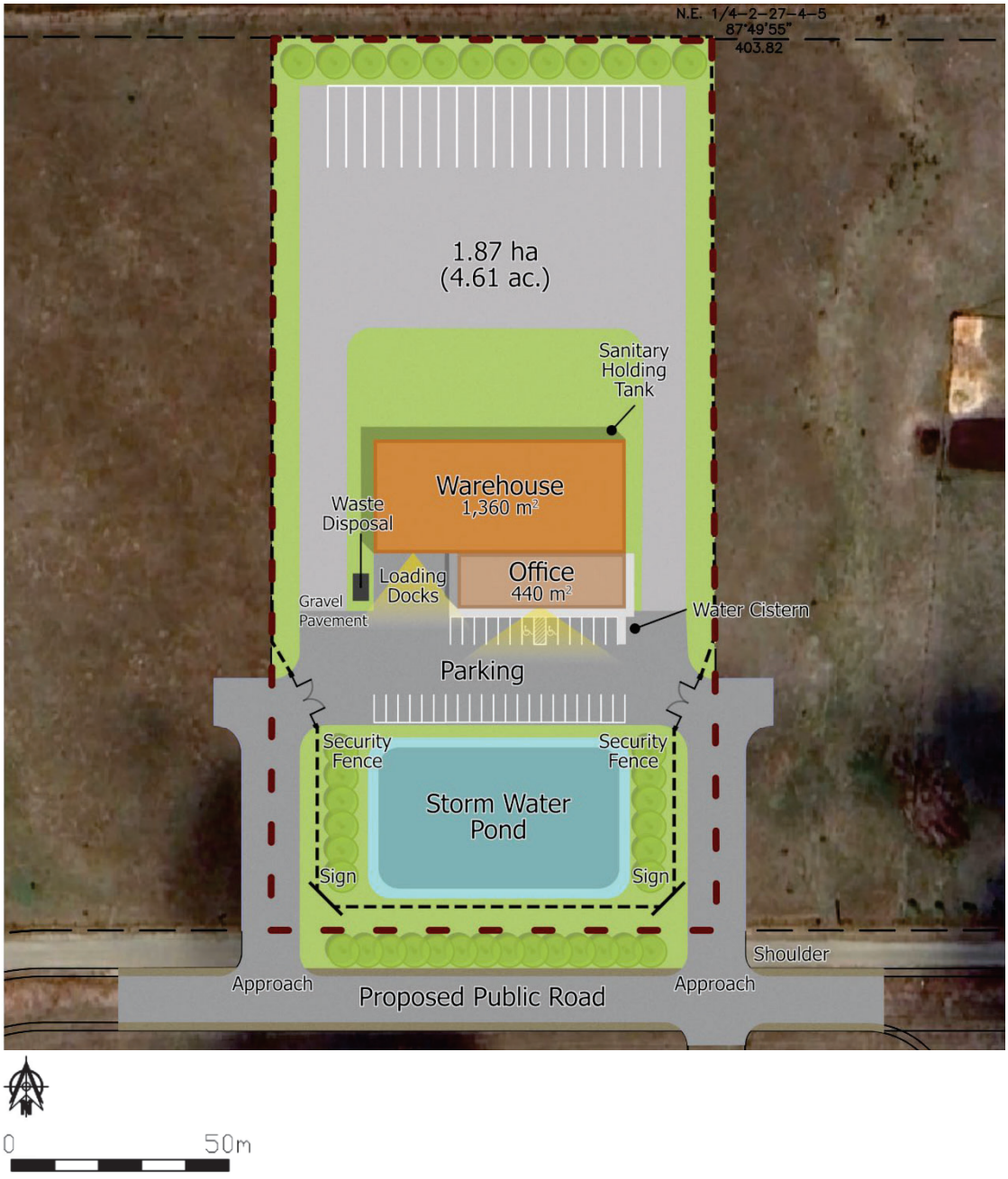
As illustrated by **Figure 6: Preliminary Site Plan for a Typical Lot**, Davel Holdings intends to develop a new combined administrative office and warehouse facility within Lot 1 with key considerations described as follows:

- Administrative office
- Warehouse facility
- Water cistern
- Wastewater holding tank
- Stormwater management facility (SWMF)
- Sign
- Landscaped area(s)
- Parking/loading area(s)
- Waste management bins
- Perimeter / security fencing with gate

This scenario mimics **Figure 2: Typical Business Envisioned** where the architecture, colour, window detail, and roofline present an attractive building for a business. A Warehouse (1,360 m^2) with two (2) loading bays and an Office (440 m^2) serve the business needs of a future land owner. Parking is shown for 32 stalls plus 3 accessible stalls (Alberta Building Code, Barrier-Free Design Guide, Table 3.8.2.2). Towards the rear of the site, parking for 18 tractor trailers is provided for transport of goods. The gravel surface for a large portion of the lot provides greater surface water infiltration than if it were grassed and assists in stormwater management (personal communication, Carswell Consulting Engineers, 2025). Separation of the water cistern, sanitary holding tank and waste disposal are provided. Lighting is proposed to be night sky friendly lighting for adequate illumination of the parking stalls. Signage is at the shared driveway inside the approach. Security fencing and gates are proposed where the shared driveway diverges to the lots. The maximum building heights & yard setback requirements will be addressed at the development permit stage in accordance with the requirements of the County's Land Use Bylaw. Landscaped buffer areas will be constructed along the internal subdivision road frontages and next to agricultural lands.

It is noted that **Figure 6: Preliminary Site Plan for a Typical Lot** included within this MSDP is intended to be illustrative only and may not represent exactly what will be proposed by Davel Holdings at the development permit stage.

Figure 9: Preliminary Site Plan for a Typical Lot



SECTION

7.0

Architectural & Landscaping

7.1 Architectural Design Objectives

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

- Orientation of building elevations relative to the internal subdivision road;
- Size, setbacks and building heights of all new structures in accordance with the requirements of the County's Land Use Bylaw;
- Choice of building cladding, colour, windows, entrances, and roofline to be considerate of the business character of the area; and
- Treatment of parking, loading, signage and lighting in accordance with the County's Land Use Bylaw requirements.

7.2 Landscaping Objectives

Landscaping treatments should enhance 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 internal subdivision road frontage;
- Use of native plant materials is encouraged;
- Where practical, site grading should divert surface runoff to benefit landscaping elements within the MSDP area; and
- A landscaping plan shall be prepared at the development permit stage.

7.3 Lighting Objectives

Development within the MSDP area will establish and maintain an outdoor lighting system that respects 'dark skies' within the rural area in accordance with the County's Land Use Bylaw. The overall lighting design will ensure that fixtures within the MSDP area minimize light pollution, glare and light trespass onto adjacent properties.

7.4 Signage Objectives

The implementation of signage within the MSDP area shall be consistent with the regulations of the County's Land Use Bylaw. It is expected that signage will complement existing signage to other businesses on Cook Road,

7.5 Fencing Objectives

It is expected that each business lot will be enclosed with security fencing. Fencing in a shall be at the discretion of the Development Authority if over 2.00 m (6.56 ft.) in height.

7.6 Agricultural Boundary Design Considerations

Agriculture Boundary Design Guidelines should be implemented along the agricultural interfaces to minimize the potential for conflict between the existing agricultural and proposed business land uses.

Site specific design criteria may be considered at the development permit stage such as:

- barrier fencing;
- vegetated berms;
- stormwater management facilitates;
- ecological/vegetative buffers; and
- increased setbacks for buildings.

SECTION

8.0

Transportation

8.1 Traffic Impact Assessment

It is recommended that a **Transportation Impact Assessment (TIA)** be considered at the Development Permit stage. It is difficult to forecast the type of business and traffic generated from future lots. It would evaluate the functionality of the regional & local transportation network to accommodate opening day and long-term (20 year) traffic horizons relative to development contemplated by this MSDP.

A previous TIA for the MSDP on adjacent lands to the south (Cochrane Lake Gas Co-op MSDP, 2019) evaluated the existing Highway 567 / Cook Road intersection and concluded its design can accommodate increased traffic expected by development proposed for that development. Existing roadways and intersections that service the MSDP area will continue to operate within acceptable parameters.

The County's applicable Transportation Levy shall apply at the Subdivision or Development Permit stage.

SECTION

9.0

Utility Servicing

9.1 Potable Water

Potable water will be stored within a cistern to be installed within each lot. The location of water cisterns will be confirmed by detailed engineering design and review at the development permit stage.

9.2 Fire Suppression

There is no municipal water service available to supply the MSDP area. For fire suppression, 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 and review at the development permit stage.

9.3 Wastewater Storage & Disposal

The MSDP area will be provided wastewater services by an in-ground sanitary holding tank. The developer will contract the removal of sanitary effluent by engaging a licensed waste management provider to transport to an approved disposal site.

SECTION

10.0

Stormwater Management

10.1 Stormwater Management

Topography slopes generally from northwest towards southeast. The design of this MSDP's stormwater management system will respect existing topography, where appropriate, to minimize the extent of site grading.

A **Stormwater Management Report** was prepared by Carswell Consulting Engineers Ltd. in support of this MSDP to establish expectation for managing stormwater within the area proposed for industrial development (available under separate cover). The report was prepared in accordance with RVC Servicing Standards. It was coordinated with the draft rendition of the road and lot layout supplied by Carswell Planning Inc. which identified six (6) lots. Other inputs into the report included a geotechnical investigation for determining soil permeability and a desktop wetland / biophysical assessment (available under separate cover as well). The site plan has since been revised to the original eight (8) lots, still satisfying the strategy and assumptions of the report.

As part of the stormwater strategy, the seasonal graminoid marsh is proposed to be converted into a stormwater pond, allowing the development to take advantage of existing low topography. Road and approach construction will have culverts to ensure flow connectivity. Private evaporation ponds will be protected within a stormwater utility right-of-way with 4m maintenance access road in utility access easement.

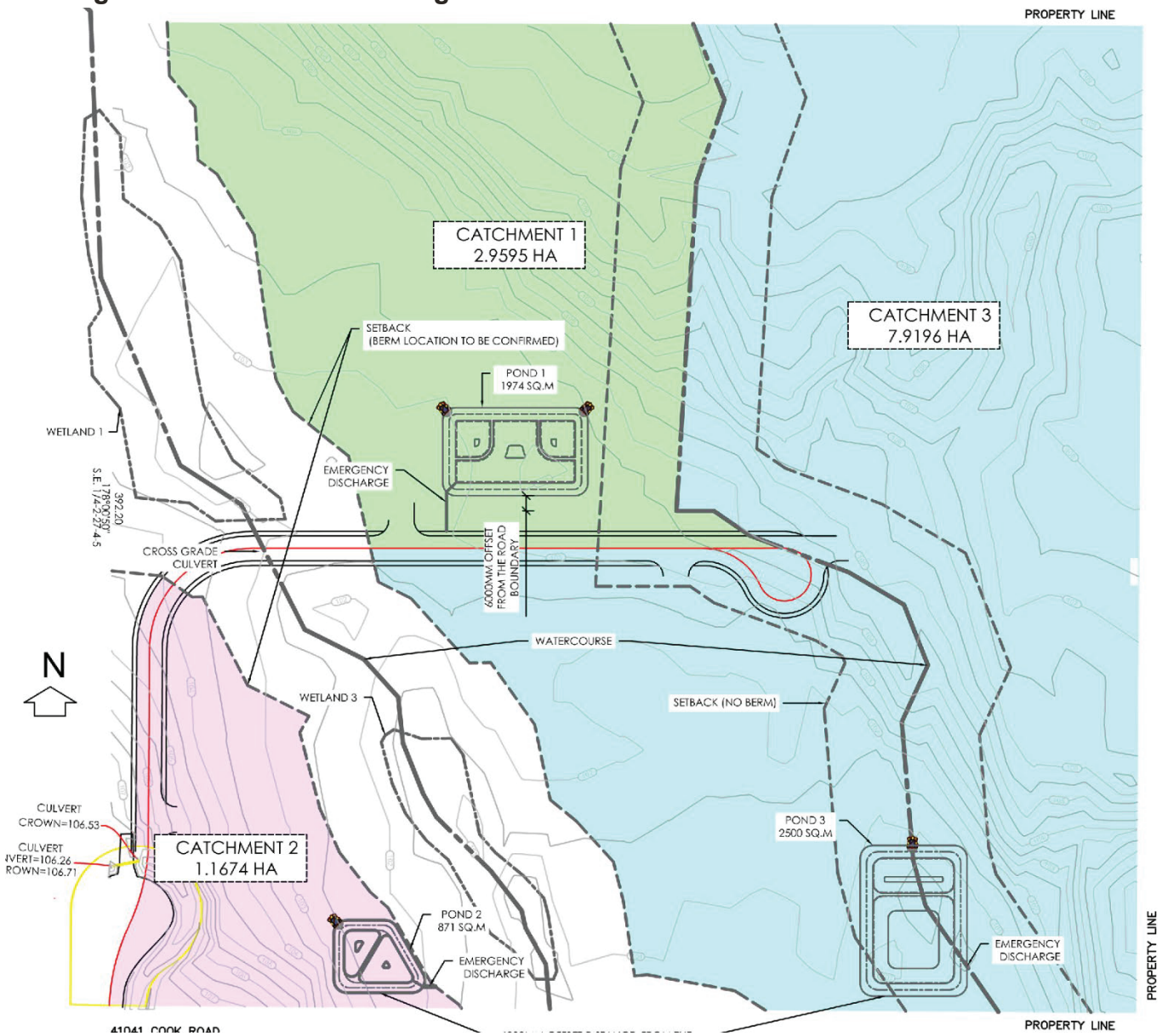
As illustrated on **Figure 7: Stormwater Management**, stormwater is to be managed within the MSDP area by an overland drainage system that directs surface flows from impervious areas into private stormwater management facilities (SWMF) to be operated and maintained by the owner.

Three (3) sub-catchment areas were identified within the subject land, each having a stormwater pond. Land cover assumptions for modeling include:

- 10% buildings (impervious)
- 2% paved roads (impervious)
- 68% gravel surfaces (pervious)
- 20% undisturbed clay loam soils (absorbent landscaping) or pond.

The stormwater management report demonstrates that release rates and volumes from the post-development conditions can be controlled to those defined by the pre-development conditions. These assumptions apply to the eight (8) lots of this MSDP and the three (3) subcatchment areas that each have a stormwater pond.

Figure 10: Stormwater Management



SECTION

11.0

Policy Framework

11.1 The County Plan Business Policy Framework

Despite not being identified in the County Plan as a Business Hub (Regional Business Hub or Highway Business Hub) or Employment Area, the County Plan considers other business proposals. It is noted that, “The County also looks to remain flexible and supportive of new economic opportunities that emerge organically outside identified Growth Areas and established communities” (County Plan, 2025, p24). The County has an objective to, “Support strategic business growth in areas outside of Growth Hamlets, Employment Areas, Country Residential Communities, and Hamlets” (County Plan, 2025 Section 10.0 Business Hubs, p42).

11.2 Other Business Development

The County Plan, 2025 has removed previous commitments made in the County Plan, 2013. **Figure 8: County Plan, 2025 – Map 3 Managing Growth** differs from **Figure 9: County Plan, 2013 – Map 1 Managing Growth**. Highway Business Areas that were previously identified guiding development are absent, leaving the business community with uncertainty of County policy and commitment. A reasonable approach would be to consider other business proposals for the County Plan to remain flexible and supportive of new economic opportunities leading to strategic business growth outside of those identified in County Plan, 2025.

Proposals for other business development could include a rationale for why it cannot be located in an identified Business Hub and shall be evaluated in accordance with the following criteria:

a. Be 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.

- Davel Holdings is not able to locate a readily-developable parcel to support the construction of a new combined administrative office & warehouse facility within an identified business area as illustrated by **Figure 8: County Plan, 2025 - Map 3 Managing Growth**;
- The MSDP contemplates a small-scale development to occur which is limited in size, scale, intensity & scope and located outside the boundary of an adopted Area Structure Plan;
- The proposed business development area is already established in the quarter section and will be accessed by a paved County road serviced by an intersection with Highway 567.

Figure 11: County Plan, 2025 - Map 3 Managing Growth

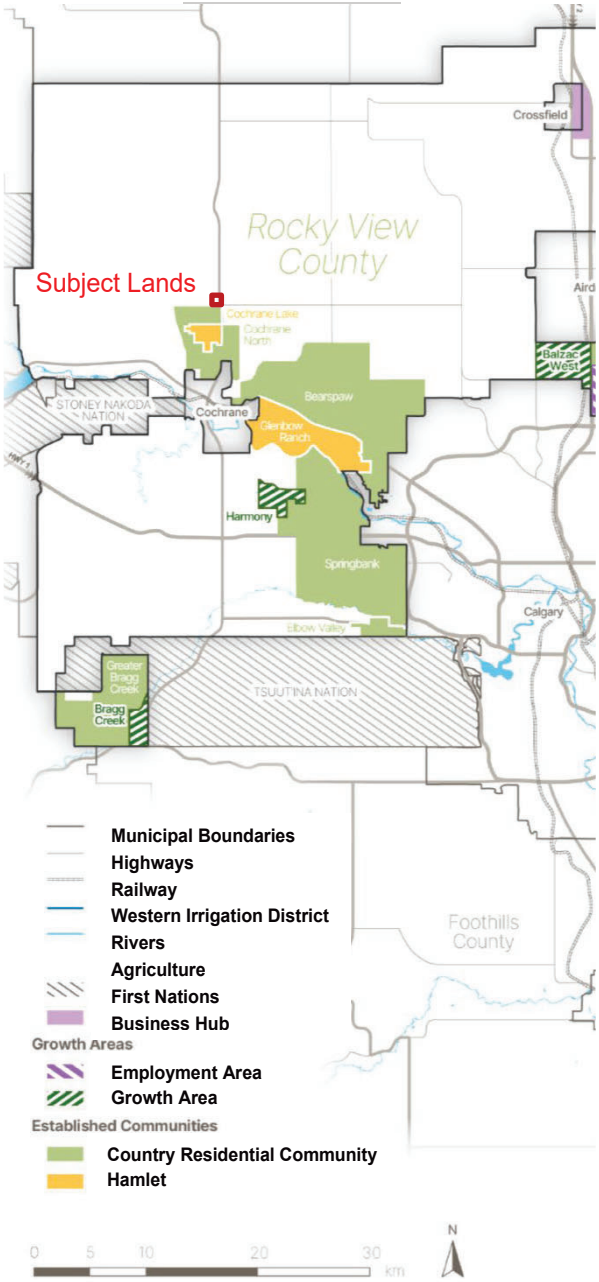
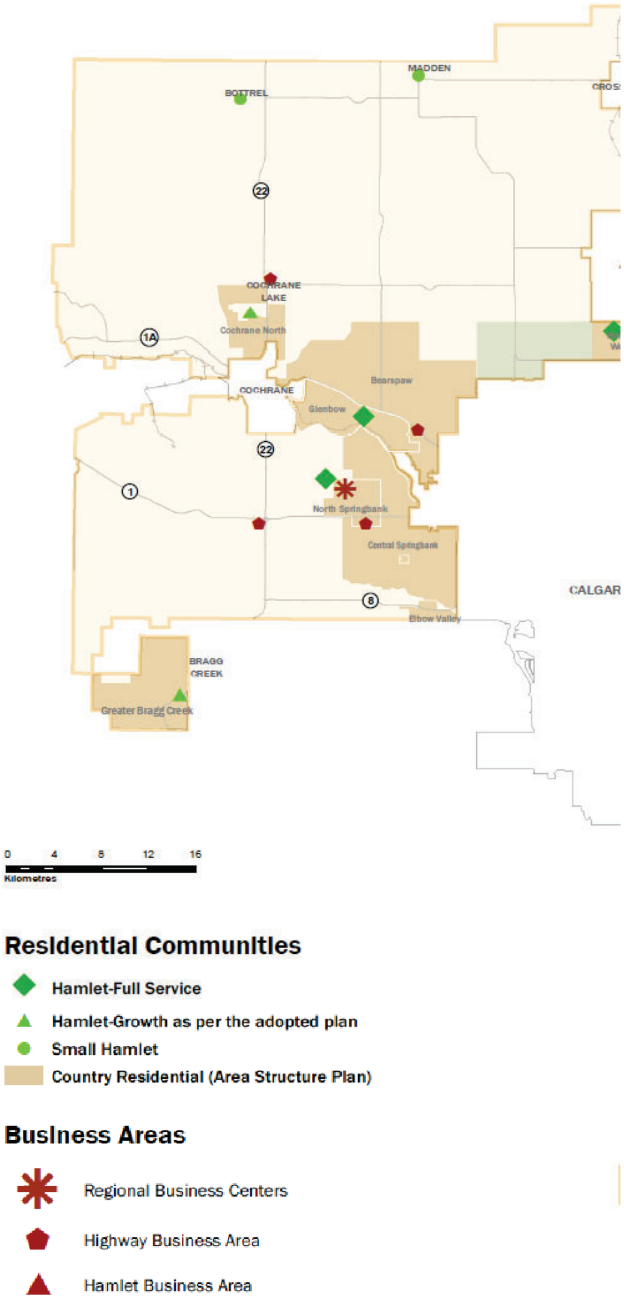


Figure 12: County Plan, 2013 - Map 1 Managing Growth



"Highway Business Hubs are employment nodes that locate along the provincial highway network. They are of limited size and provide County residents and the traveling public with access to goods and services, offer local employment opportunities, and contribute to the County's fiscal goals through tax revenue. Ensuring access to appropriate infrastructure and services is essential for approval" (County Plan, 2025, Managing Growth, p.28). It seems this proposal near the intersection of major Highways 22 and 567 would meet this definition, albeit on private water and sanitary waste services as per RVC Servicing Standards.

10.3 Master Site Development Plan Requirements

Development within the MSDP area will not create negative impact to the existing adjacent developments. Furthermore, specific considerations have been contemplated to accommodate potential for future development within the remainder parcel, while at the same time, respecting the continued use and enjoyment of the surrounding lands.

The County Plan provides a framework regarding specific design considerations that a Master Site Development Plan is expected to address (County Plan, 2025, Section B5.0 Master Site Development Plans, p.140). This Report addresses these matters.

SECTION

12.0

Implementation

12.1 Proposed Land Use Redesignation

As illustrated by **Figure 3: Local Area Context**, the MSDP area is expected to be redesignated from agricultural to business land use as follows:

- An application to redesignate portions of the subject land from Agriculture, General (A-GEN) to Industrial, Light (I-LHT) to facilitate creation of eight (8) business lots.

The redesignation application is expected to be considered concurrent with the MSDP proposal.

12.2 Proposed Subdivision

As illustrated by **Figure 7: Development Concept,** the MSDP area is expected to be subdivided into eight (8) lots.

12.3 The Development Permit Process

The majority of infrastructure required to support this project will be constructed by the developer in accordance with a development agreement process initiated as an approval of subdivision. However, the specific construction within each business lot will be evaluated in accordance with the development permit process to address matters such as:

- Site plan & building elevations
- Detailed engineering drawings for private utility infrastructure
- Access and Parking Plan
- Landscaping Plan
- Signage Plan
- Lighting Plan (in accordance with the County's LUB dark sky requirements)
- Confirmation of potable water supply
- Confirmation of wastewater supply
- Confirmation of wastewater supply
- Confirmation of stormwater management (including overland drainage ROW and easements);
- Confirmation of fire suppression
- 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.

SECTION

13.0

Community Consultation

Davel Holdings Inc. engaged adjacent landowners with in-person visits to discuss future plans for their lands and supplied neighbours with letters of support outlining a concept for industrial lots.

SUPPORTING TECHNICAL STUDIES

(SUBMITTED UNDER SEPARATE COVER)

1. Carswell Consulting Engineers Ltd., *Stormwater Management Report*, completed May 2025, File #6782
2. Lone Pine Geotechnical Ltd., *Geotechnical Investigation*, completed October 2024, File #1533
3. Pintail Environmental Consulting Inc., *Desktop Wetland and Biophysical Assessment Report for the Proposed 41041 Cook Road Development*, completed July 2024, File #PEC-24-701
4. Terramatic Technologies Inc., *Topographic Survey*, completed June 2024, File #2426911