

AGENDA

SUBDIVISION AND DEVELOPMENT APPEAL BOARD

Monday, January 27, 2025 – 10:00 a.m.
Council Chambers – 53109A Hwy 779, Parkland County, AB

Virtual attendance option available via Teams

Please email SDAB@parklandcounty.com no later than 9:00 a.m. on Monday, January 27, 2025 to register for attendance via Teams

- 1) Call to order
- 2) Members Present
- 3) Adoption of Agenda
- 4) Adoption of Minutes
- 5) 10:00 a.m. Appointment
 - I. The appeal of permit deemed refused located at:
Legal Location: SW-16-53-27-W4
Permit Number: PLDPC20240788
 - II. Applicant: Jonathan Bauer/Crossway Records Inc.
 - III. Appellant: Jonathan Bauser/Crossway Records Inc.
- 6) Adjournment

TABLE OF CONTENTS

APPEAL OF DEVELOPMENT PERMIT DEEMED REFUSED:

PERMIT APPLICATION PLDPC20240788

1. AGENDA.....PAGE 1

2. TABLE OF CONTENTS.....PAGE 2

3. ADOPTION OF MINUTESPAGE 3

4. NOTICE OF APPEAL..... PAGE 6

5. NOTICE OF PERMIT DEEMED REFUSED.....PAGE 11

6. HEARING NOTIFICATION..... PAGE13

7. SUBMISSION OF THE DEVELOPMENT AUTHORITY..... PAGE 15

8. SUBMISSION OF THE APPELLANT/APPLICANT..... PAGE 77

MINUTES OF THE PARKLAND COUNTY SUBDIVISION & DEVELOPMENT APPEAL BOARD (THE "BOARD") MEETING HELD AT PARKLAND COUNTY CENTRE AT 10:00 A.M., October 21, 2024

1. CALL TO ORDER/TERRITORIAL LAND ACKNOWLEDGEMENT

Chairperson, B. Bundt called the meeting to order at 10:00 a.m. and on behalf of the Board offered a territorial land acknowledgement.

2. PRESENT

Members: B. Bundt, W. Ekert, B. Jespersen, M. Morin, A. Tollenaar

Clerk: B. Williams

Recording Secretary: R. Coupal

Legal Counsel: M. Tran, Shores-Jardine LLP

3. ADOPTION OF AGENDA

Moved by W. Ekert that the 10:00 a.m., October 21, 2024 agenda be adopted, as presented.

Carried

4. ADOPTION OF MEETING MINUTES

- a. Board Member M. Morin moved that the June 27, 2024, 10:00 a.m., Subdivision and Development Appeal Board Meeting Minutes be adopted, as presented.

Carried

- b. Board Member B. Jespersen moved that the June 27, 2024, 2:00 p.m. Subdivision and Development Appeal Board Meeting Minutes be adopted, as presented.

Carried

- c. Board Member B. Jespersen moved that the July 29, 2024, 10:00 a.m. Subdivision and Development Appeal Board Meeting Minutes be adopted, as presented.

Carried

- d. Board Member W. Ekert moved that the August 12, 2024, 10:00 a.m. Subdivision and Development Appeal Board Meeting Minutes be adopted, as presented.

Carried

- e. Board Member B. Jespersen moved that the October 7, 2024, 10:00 a.m. Subdivision and Development Appeal Board Meeting Minutes be adopted, as presented.

Carried

5. NEW BUSINESS

10:00 a.m. Appointment

The appeal of Development Permit Approval located at:

Legal Location: SE-12-51-7-W5

Application Permit: PLDPC20230720

Appellant: Steven Kozak

Agent for Appellant: Shane Albers

Applicant: Matthew Chalmers

6. DEVELOPMENT AUTHORITY

Aman Jhaver, Senior Planner, Development Planning, Parkland County.

7. HEARING

The Chairperson, B. Bundt, asked if anyone affected by the appeal had any objection to the Board Members present. There were no objections.

The Chairperson asked if anyone in attendance had not received or reviewed the agenda package prior to the hearing. There were no persons present in the meeting that came forward.

The Chairperson asked those in attendance at the meeting if anyone wished to submit materials that were not included in the agenda package. S. Albers, Agent for the Appellant came forward to submit additional information.

RECESS – The Chairperson adjourned the hearing at 10:16 a.m. and reconvened the hearing at 10:26 a.m.

The Chairperson asked those in attendance if there were any objections to the current exhibits as shown in the agenda package presented for this hearing.

M. Chalmers, Applicant, came forward to present concerns with the new information being provided after the deadline. M. Chalmers does not want the third-party consultant report to be submitted as the credentials of the third-party consultant has not been verified.

Appellant's Agent, S. Albers came forward and stated the reason he has additional documents is that he has been busy with harvest season and did not have much time to prepare for the hearing. Secondly, he had to book an appointment with the third-party consultant, and that was the earliest they were available to attend.

RECESS – The Chairperson adjourned the hearing at 10:29 a.m. and reconvened the hearing at 10:32 a.m.

The Chairperson states that the Board will accept the additional information that was provided by the Appellant's Agent, S. Albers.

The Subdivision and Development Appeal Board asked the Clerk if there were jurisdictional items that the Board should be aware of regarding this appeal.

The Subdivision and Development Appeal Board Clerk stated that the Development Authority did approve the Development Permit, and the Decision was issued on August 30, 2024. The Decision states, if no Notice of Appeal is served, the permit will come into effect on September 21, 2024. Parkland County's Subdivision and Development Appeal Board received a Notice of Appeal by email on Saturday September 21, 2024. The payment for the appeal was received on the next business day, which was Monday September 23, 2024.

8. PRESENTATIONS

Development Authority

The Chairperson called on the Development Authority to make their presentation. A. Jhaver for Parkland County's Development Authority provided a verbal presentation and referred to materials within the agenda package.

Appellant/Appellant Agent

The Chairperson called on the Appellant's Agent to make their presentation. Appellant's Agent, S. Albers, provided a verbal presentation and referred to materials within the agenda package.

The Subdivision and Development Appeal Board asked questions of the Development Authority and the Appellant's Agent. The Development Authority and Appellant's Agent provided responses to the Board's questions.

Applicant

The Chairperson called on the Applicant to make their presentation. The Applicant provided a verbal presentation and referred to materials within the agenda package.

The Subdivision and Development Appeal Board asked questions of the Applicant. The Applicant provided responses to the Board's questions.

Registered Speakers

The Chairperson called upon Petra and Morgan Hynes to make their presentation. Morgan Hynes provided a verbal presentation.

The Subdivision and Development Appeal Board asked questions of Morgan Hynes. Morgan Hynes provided responses to the Board's questions.

The Chairperson called upon Heidi Mettler to make her presentation. Heidi Mettler provided a verbal presentation.

The Subdivision and Development Appeal Board asked questions of Heidi Mettler. Heidi Mettler provided responses to the Board's questions.

The Chairperson called upon Shane Albers to make his presentation. Shane Albers provided a verbal presentation.

The Chairperson called upon Scott Graham, who attended virtually, to make his presentation. Scott Graham provided a verbal presentation.

The Chairperson called upon Jessica Pylatuk, who attended virtually, to make her presentation. Jessica Pylatuk provided a verbal presentation.

RECESS – The Chairperson adjourned the hearing at 12:02 p.m. and reconvened the hearing at 12:28 p.m.

9. CLOSING REMARKS

The Subdivision and Development Appeal Board asked additional questions of the registered speakers and the Appellant's Agent. The registered speakers and Appellant's Agent provided responses to the Board's questions.

The Applicant provided closing remarks.

The Appellant's Agent, S. Albers, provided closing remarks.

10. ADJOURNMENT

At 12:38 p.m., the Chairperson declared the hearing closed. The Board will not hear any further information regarding this appeal. The Chair advised parties that a written decision will be issued within 15 days.

The Chairperson closed this October 21, 2024 Subdivision and Development Appeal Board meeting at 12:38 p.m.

Chairperson

Site and appellant information (fill out completely)			
Site Information			
Municipal address of site 53203 Range Road 274			Clerk Subdivision and Development Appeal Board Legislative Services 53109A Hwy 779 Parkland County, AB T7Z 1R1 Email: SDAB@parklandcounty.com Date Received: December 20, 2024
Legal land description of site ('plan, block, lot' and/or 'range-township-section-quarter') W4-27-53-16-SW			
Development permit number or subdivision application number PLDPC20240788			
Appellant Information			
Name of appellant Jonathan Bauer/Crossway Records Inc.		Agent name (if applicable) 	
		Appeal Fee: Development Permit \$200 Stop Order \$500 Subdivision Application \$250 Receipt No. 3551178	
Street Address 6-25015 Township Road 544A			
City Sturgeon County	Province AB	Postal Code T8T0B9	Day Phone Number 780-231-2800
Evening Phone Number 780-231-2800	Fax Number	Email Address crosswaydevelopments@gmail.com	

Appeal Against (check one box only)

Development Permit	Subdivision Application	Order
☐ Approval ☐ Conditions of approval ☒ Refusal	☐ Approval ☐ Conditions of approval ☐ Refusal	☐ Notice of order

Reasons for appeal

Sections 678 and 686 of the *Municipal Government Act* require that the written Notice of Appeal must contain specific reasons for the appeal.

The appeal is herein launched for the following reasons: (attach a separate page if required)

Please see attached page.

Collection and use of personal information

Personal Information is being collected under the authority of the *Municipal Government Act (MGA)* and the *Freedom of Information and Protection of Privacy Act (FOIP)* and is managed in accordance with the provisions of FOIP. This information will be used to process your request for a hearing before the Subdivision and Development Appeal Board. Your information will form part of a file available to the public. If you have any questions about the collection of your personal information, contact Odessa Bartel, FOIP Coordinator at 780-968-3229.

Signature of appellant/agent 	Date (YYYY/MM/DD) 2024/12/20
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The appeal is herein launched for the following 6 reasons:

1.) Lack of Thorough Review

I appeal this decision due to the lack of thorough analysis and review by the Development Authority officer(s). The Planning Officer reviewing my application confirmed that his interpretation of the policies was his own and not guided by supervising staff. Senior staff, who are familiar with RV Storage applications and approvals, should have recognized discrepancies in the policy analysis and provided proper guidance.

2.) Contradiction in Refusal Reason

I appeal this decision because the statement in the County's "Planning Review Corrections - November 21, 2024" letter, which reads, "Development planning has provided the policy analysis below, highlighting how the proposal is inconsistent with the statutory policies," accurately reflects the reason for their refusal. This was discussed and determined in our meeting on December 5, 2024. This, however, contradicts the reason given when the refusal decision was rendered.

3.) Lack of Understanding and Discretion in Policy Review

I appeal this decision due to lack of understanding during the application review and reluctance to exercise discretion in the examination of these policies concerning this application. In our final meeting on December 5, 2024, I was advised by the County that my options were to either:

- A.) Withdraw the application, seek an amendment to the policies, and then reapply at a later date, or
- B.) Appeal to the SDAB, which has more discretion in interpreting the policies which were outlined in the "Planning Review Corrections - November 21, 2024" letter.

4.) Misapplication/Misinterpretation of Policies

I appeal this decision because the policies cited by the County in their letter on November 21, 2024, which suggests that my application shows inconsistency with the statutory policies, preventing my application from moving forward, do not oppose my application. In fact, they support it, and/or have discretion to support it. These two statements made by county in their "Planning Review Corrections - November 21, 2024" letter in question include:

- 1.) **The proposed RV Storage Expansion for an additional 400 trailers/boats does not align with the Parkland County Statutory Plan Policies. To proceed with the further expansion of their site, the applicant must ensure the proposal aligns with the current policies. The development planning has provided the policy analysis below, highlighting how the proposal is inconsistent with the statutory policies. The applicant must address these policy concerns before proceeding with the proposed expansion. This may require an amendment to the ASP or creating a more site-specific area structure plan that explicitly permits the expansion of RV storage facilities in the Fringe Area.**

County interpretation referred to the following policies as justification for their analysis:

- i. PARKLAND MDP – Policy 4.1 including 4.1.1, 4.1.2, 4.1.3, 4.1.5
- ii. ATIM CREEK NORTH AREA STRUCTURE PLAN (ASP) – Policy 6.0 and including 6.4 and Policy 7.0 including 7.9.1 (b), and 7.3.5

2.) The proposed RV Storage Expansion use is located within Parkland County's AGR – Agricultural Restricted District. The purpose of this district is to:

...permit agricultural production and related farming activities while providing limited opportunity on a discretionary basis for compatible non-farm related land uses, and to prevent premature or scattered subdivision. **The proposed expansion does not align with the purpose of the AGR district for the following reasons:**

Non-Agricultural Use: The proposed expansion of the RV storage facility is fundamentally a non- agricultural use. It involves the storage of recreational vehicles, which is not related to agricultural production or farming activities.

Premature Subdivision: While the expansion itself may not involve subdivision, it could contribute to premature or scattered subdivision in the future. As the RV storage facility expands, it may create pressure for further non-agricultural development in the area, leading to fragmentation of agricultural land and potential conflicts with agricultural activities.

Moreover, other policies not listed by the County in the November 21, 2024 letter also support this application. This includes information, policies and direction from the Parkland Land Use Bylaw (LUB), Atim Creek Area Structure Plan (ACASP), and the Regional Agriculture Master Plan (RAMP), which will be presented at the hearing.

5.) Misleading Statement on Missing Documents and Reason for Application being Deemed Refused.

Last, I appeal this decision because the statement, *"The application is missing the following documents and information: The applicant didn't address the Development Planning concerns outlined in the revision letter sent on November 21, 2024,"* is misleading and does not accurately reflect the outcome of the December 5, 2024 meeting. During that meeting, we addressed the concerns raised in the November 21 letter. The Development Officer explained that, even with additional information, he could not proceed with the application due to his interpretation of the policies and his inability to exercise discretion. He outlined my options as either withdrawing the application to seek an amendment to the Structure Plan and then reapply, or appealing to the SDAB, which has more discretion in policy interpretation. Therefore, the application was deemed refused not due to missing documents or information on my part, but because the Development Officer could not proceed based on his policy analysis.

Closing Statement

I will have additional information to support each of these 6 reasons for my appeal and will bring copies to the scheduled hearing date. Please confirm number of copies required by the SDAB.



Parkland County
53109A HWY 779
Parkland County, AB T7Z 1R1
Phone: 780-968-8888 Fax: 780-968-3226

OFFICIAL RECEIPT

BAUER, JOHNATHAN
6-25015 TWP RD 544A
STURGEON COUNTY AB T8T 0B9

GST Reg. #: R106989189
Receipt #: 3551178
Receipt Date: 2024/12/20
Page: 1
Received by: KJ

Account #	Description	Opening Balance	Payment	Amount Due
1725	DEVELOP APPEAL FEE-NON RES	200.00	200.00	.00

Tender Type & Description	Reference	Amount
VS PLDPC20240788		200.00

Total Tax:	.00
Total Amount Paid:	200.00
- Tender Received:	200.00
= Change Given:	

THANK YOU FOR YOUR PAYMENT. THE MAYOR AND COUNCIL'S
COMMITMENT TO YOU IS TO SPEND YOUR TAX DOLLARS RESPONSIBLY.



Subdivision and Development Appeal Board Waiver Form

RE: File No.	PLDPC 20240788
Municipal or Legal Address:	53203 Range Road 274
I am requesting that this matter be heard on <u>January 26, 2025</u> or <u>January 27, 2025</u> for the following reason(s): Due to Christmas break to allow time to hear the appeal within the legislated time period.	
I hereby waive my right to be heard by the Board within thirty days.	
X  Signature	X Dec. 20/24 Date

The Board makes every reasonable effort to schedule hearings in accordance with the requests made by parties to the appeal but cannot guarantee that a particular request will be granted. Please call us at 780-968-8471 to confirm the date of your hearing.

Parkland County Subdivision and Development Appeal Board
53109A Hwy 779, Parkland County AB, T7Z 1R1
Ph: 780-968-8471
Email: sdab@parklandcounty.com
Website: www.parklandcounty.com

December 09, 2024

Applicant

Jonathan Bauer 6-25015 Township Road 544A
Sturgeon County, AB T8T 0B9
Crosswaydevelopments@gmail.com

RE: Development Permit Application No. - PLDPC20240788 - **DEEMED REFUSED**
Subject Property - W4-27-53-16-SW (the "Lands")

In accordance with Section 683.1(8) of the *Municipal Government Act* and Section 1.8 and 16.3(12) of the LUB, this Application is deemed to be refused because the information and documents required were not provided. The outstanding documents and information are necessary for the Development Authority to review the Application. The failure to provide outstanding information and documents means the Development Authority cannot properly assess and evaluate the Application to determine if the proposed development is suitable.

On October 03, 2024 you provided Parkland County Planning & Development Services (the "Development Authority") with a complete development permit application (the "Application") for a "Development Permit - Commercial / Industrial Institutional" on the Lands (the "Application"). On December 09, 2024 your application was deemed incomplete pursuant to section 683.1(6) of the *Municipal Government Act* and as the Applicant, you were notified by formal correspondence (on November 21, 2024) which outlined the information and documents missing from your application and required by Parkland County Land Use Bylaw 2017-18

The application revisions submission by the applicant included the following documents and information:

- Engineering Revisions
- Fire Services Revisions
- Dark Sky Compliant Lighting Details

I have reviewed the information and documents received by the Development Authority on 12/04/2024 and I have deemed the Application remains **incomplete**. Specifically, the Application is missing the following information and documents required by the LUB:

The Application is missing the following documents and information:

- The applicant didn't address the Development Planning concerns outlined in the revision letter sent on November 21, 2024 (see attached letter).

Pursuant to Section 684(4) of the *Municipal Government Act*, Section 640(5) of the *Municipal Government Act* does not apply. This means that you may make another application for the same or similar use on the same lands and the 12-month moratorium on applications does not apply. However, should you wish to appeal this decision or to make an inquiry regarding the appeal process, please contact the Subdivision and Development Appeal Board (SDAB) by **January 03, 2025** at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of \$200.00 must be paid for an appeal served on the SDAB by the applicant.

If I can provide any further information to you, please feel free to contact me at 780-968-8888 ext. 8212 or aman.jhawer@parklandcounty.com.

Thank-you,

Athawer

Aman Jhaver
Development Authority

January 6, 2025

Jonathan Bauer
6-25015 Township Road 544A
Sturgeon County, AB T8T 0B9

NOTICE OF SUBDIVISION AND DEVELOPMENT APPEAL BOARD HEARING

Appeal of:	Development Permit Refusal Permit Number: PLDPC20240788
Location:	Legal Address: SW-16-53-27-W4
Appeal Received:	December 20, 2024
Applicant:	Jonathan Bauer/Crossway Records Inc.
Appellant:	Jonathan Bauer/Crossway Records Inc.
Appeal Hearing Date:	Monday January 27, 2025 at 10:00 a.m.
Appeal Hearing Location:	Council Chambers – 53109A Hwy 779, Parkland County, AB <i>Virtual attendance also available</i>
Submissions Deadline:	Tuesday January 21, 2025

On October 3, 2024 Parkland County received your development permit application for a “Development Permit – Commercial/Industrial Institutional” on the lands. On December 9, 2024 your application was deemed incomplete.

Correspondence was received appealing the development permit refusal and in accordance with Section 686.2 of the *Municipal Government Act*, a hearing will be held at Parkland County Centre in Council Chambers on **Monday, January 27, 2025 at 10:00 a.m.**

All written submissions for the agenda package must be sent via email to sdab@parklandcounty.com , or dropped off at the Parkland County Centre building during regular business hours on or before Tuesday January 21, 2025.

The agenda package for this hearing will be available for viewing on our website: www.parklandcounty.com/sdab no later than January 22, 2025. Prior to the start of the hearing, a copy of the application and supporting documentation is available for inspection at Parkland County Centre, during regular business hours. Please contact Legislative Services at 780-968-8888 or by email at sdab@parklandcounty.com to schedule an appointment to view these documents.

Please Note:

This meeting will be conducted in person at the Parkland County Council Chambers. However, for those unable to attend in person the option to attend via Teams conferencing is available. Should you wish to attend via Teams conferencing please contact SDAB Clerk staff by email at SDAB@parklandcounty.com no later than 9:00 a.m. on Monday, January 27, 2025.

Please contact the Clerk's Office at the above should you require assistance or have any questions/concerns.

Yours truly,



Rachel Coupal
Clerk, Subdivision and Development Appeal Board
sdab@parklandcounty.com

Development Authority Report	
Appealed?	YES
Appeal Details	Appeal Hearing Date: Monday, January 27, 2025 at 10:00 a.m. Appellant(s): Jonathan Bauer/Crossway Records Inc.

1. Application Details

Applicant(s)	Jonathan Bauer
Landowner(s)	CROSSWAY RECORDS INC.,
Application Date	August 16, 2024
Deemed Complete Date	October 23, 2024
Decision Date	December 09, 2024
Description of Development	To expand existing RV Storage Facility for RV Storage to include an additional 400 units for trailers/boats.
Submittals	1. Planning Application Submittal 1.1. Land Title Certificate 1.2. Landowner Authorization Form 1.3. Adjacent Landowners Response Summary 1.4. Site Plan 1.5. Landscape Plan 1.6. SWEPT Analysis 1.7. Engineering Plans (Grading Plan, Erosion and Sediment Control Plan and Storm Pond Detail) 1.8. Desktop Biophysical Assessment 1.9. Integrated Weed Management Plan 1.10. Traffic Impact Brief 1.11. Transportation and Economic Corridors Permit 1.12. Stormwater Management Report 1.13. Dark Sky Lighting Details
Variance Requested?	No
Reasonings for Variance	N/A

(as provided by Applicant)

2. Site Information

Title Area	30.64 (ha)
Current Land Use District	Agricultural Restricted District
Use of Adjacent Parcels	Agricultural (east), Country Residential (north), Urban Residential (Spruce Grove to south)
Environmental Considerations	The site is within a High Priority Landscape and is immediately adjacent to the Regionally Significant Atim Creek Environmentally Significant Area (ESA), as per Parkland County's Environmental Conservation Master Plan. This ESA is considered to have a very high environmental sensitivity, largely due to high susceptibility to drainage alteration and loss of riparian vegetation. Parkland County's 2013 Current Wetland Inventory captured a wetland complex which consists of bog, fen and marsh and has a "very good" valuation. Atim Creek is adjacent to the parcel and encompassed within the wetland area from the Inventory.
Gas wells and pipelines abandoned and active within Title Area	No
Instruments Registered on Title	4949MI Utility ROW Grantee – Altalink Management Ltd. 772 034 003 Utility ROW Grantee – Atco Gas and Pipelines Ltd. 172 216 326 UTILITY RIGHT OF WAY - ALBERTA CAPITAL REGION WASTEWATER COMMISSION. 882 279 805 Caveat Re: Lease Interest 222 148 035 Caveat Re: Purchasers Interest

3. Legislative History and Higher Order Planning Documents

Regional Plan	None.
Edmonton Metropolitan Region Growth Plan	Identified within Rural Area of Metropolitan Region Structure.
Intermunicipal Development Plan	None.

In reference to Figures of the MDP (Exhibit E), the subject parcel is identified in the following classifications:

Figure 7 – Development Concept Designation Rural Agricultural Area

Figure 9 – Prime Agricultural Areas ☐Yes / ☒No

Figure 11 – Prime Recreation and Tourism Areas ☐Yes / ☒No

Figure 14 – High Priority Landscapes ☒Yes / ☐No

The proposed expansion is situated in the Rural Agriculture Area, as indicated on the MDP Map 9 Development Concept Designation (Exhibit E). The following policy analysis outlines how the proposed expansion is inconsistent with and does not align with the MDP Policies:

Policy	Proposed Development
Section 4.1 Rural Agricultural Area – General	
Policy 4.1.1 Right to Farm a. Agriculture shall have precedence over other land uses in the Rural Agricultural Area in accordance with the Agricultural Operation Practices Act.	The purpose of the Rural Agricultural Area is to support and promote agricultural uses. This policy clearly states that agriculture must be the primary use of the land in order to preserve the agricultural land base and support the long-term viability of the agricultural industry. An RV storage facility is not an agricultural use and would not support the agricultural industry. In fact, it would likely detract from it by taking up valuable agricultural land and potentially creating conflicts with neighboring agricultural operations.
Policy 4.1.2 Conservation of Farmland	Parkland County is committed to preserving its agricultural land base and supporting the long-term

c. The conversion of high capability agricultural lands to non-agricultural uses should be minimized to support continued agricultural production.	viability of the agricultural industry. This policy is in place to protect high-capability agricultural lands from being converted to non-agricultural uses. RV storage facility is a non-agricultural use. Developing an RV storage facility on high-capability agricultural land would convert that land to a non-agricultural use, which would detract from the County's agricultural land base and go against the intent of this policy.
Policy 4.1.3 Value-Added Initiatives a. Agricultural-based business, including agri-tourism, value-added initiatives and industrial agriculture, shall be supported throughout the Rural Agricultural Area.	The purpose of the Rural Agricultural Area is to support and promote agricultural uses. This policy encourages the diversification and expansion of existing agricultural operations into new and emerging agricultural sectors to strengthen the agricultural industry. An RV storage facility does not qualify as an agricultural-based business, agri-tourism, a value-added initiative, or industrial agriculture. It is not an agricultural use and does not directly support or enhance the agricultural industry. Therefore, the expansion of an RV storage facility would not align with the intent of this policy to diversify and strengthen the agricultural industry.
Policy 4.1.5 Growth Management a. The location and design of subdivision and development within the Rural Agricultural Area should minimize both the	This policy is in place to ensure that any new development in the Rural Agricultural Area minimizes the fragmentation of agricultural land. Fragmentation can occur when a large agricultural land is divided into smaller parcels, making it more

fragmentation of agricultural lands and the impact of development on County road infrastructure to the satisfaction of the County.	difficult to farm efficiently and leading to conflicts between neighbouring agricultural operations. While the expansion itself may not involve subdivision, it could contribute to premature or scattered subdivision in the future. As the RV storage facility expands, it may create pressure for further non-agricultural development in the area, leading to fragmentation of agricultural land and potential conflicts with agricultural activities.
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Atim Creek North
Area Structure Plan
(ASP)

The proposed expansion is situated in the Fringe Area, as indicated on the Atim Creek North ASP Map 5 Land Use Strategy (Exhibit D). The following policy analysis outlines how the proposed expansion is inconsistent with and does not align with the ASP Policies:

Policy	Proposed Development
6.0 LAND USE STRATEGY AND POLICIES	
6.4 Fringe Area Policy 6.4.1 The use of land within the Fringe Area will be for agriculture, unless otherwise specifically provided for by an amendment to this area structure plan or through a more site specific area structure plan that supercedes the provisions in the Atim Creek North Area Structure Plan.	The expansion of the existing RV Storage Use does not comply with Policy 6.4.1 for the following reasons: Non-Agricultural Use: The proposed RV storage use expansion is fundamentally a non-agricultural use. It involves the storage of recreational vehicles, which is not related to farming, dairy operations, or horticulture. No Amendment or Specific Area Structure Plan: The ASP, as it stands, designates the Fringe Area for agricultural uses. There is no provision within the ASP that explicitly permits RV storage facilities, nor is there a

	more site-specific area structure plan that supersedes this provision. Intermunicipal Interest: The Fringe Area is considered to be of intermunicipal interest to both Parkland County and the City of Spruce Grove. Any non-agricultural development within this area would require careful consideration and cooperation between the two municipalities. Therefore, the expansion of the RV Storage Use would require an amendment to the Atim Creek North ASP or the creation of a more site-specific area structure plan that explicitly allows for such a use. This process would involve public consultation and a thorough assessment of the potential impacts of the proposed development on the surrounding area.
7.0 GENERAL POLICIES	(a) Suitability of the Site: The ASP does not provide specific guidance on the suitability of sites for RV storage use. However, it emphasizes the importance of maintaining the rural character and agricultural nature of the Fringe Area. An RV storage facility does not align with this desired character. (b) Separation from Other Commercial Uses: The proximity of the proposed expansion to other commercial uses would need to be assessed to determine if it would create a commercial node. The ASP generally discourages the
7.3 Commercial and Industrial Development Policy 7.3.5 In the Country Residential Core Area, Manufactured Home Community Area and Fringe Area, the County may approve a commercial land use if: (a) the proposed site is suited for the proposed commercial use; (b) the proposed site is separated from other	

commercial uses to avoid the creation of a commercial node; (c) the proposed commercial use is compatible with land uses in the vicinity; (d) the subject parcel is designated with a land use district which accommodates the commercial land use; and (e) the proposed development is consistent with the provisions of this Plan.	concentration of commercial activities in the Fringe Area. (c) Compatibility with Surrounding Land Uses: The primary land use in the Fringe Area is agriculture. An RV storage facility is not compatible with the agricultural activities in the vicinity. (d) Land Use District: The Fringe Area is designated for agricultural uses. The ASP does not identify a specific land use district that accommodates RV storage facilities. (e) Consistency with the ASP: The proposed development does not align with the overall intent of the ASP, which is to preserve the Fringe Area for agricultural uses and maintain its rural character. Based on the analysis above, the expansion of the existing RV Storage Use does not fully meet the requirements of Policy 7.3.5. The proposal is not consistent with the ASP's vision for the Fringe Area, particularly regarding its emphasis on agricultural uses and the preservation of rural character.
7.9 Agriculture and Agricultural Land Policy 7.9.1 For the purposes of this plan, excepting land on which a non-agricultural use has been approved by the County, agricultural lands are all the lands within the:	The proposed expansion of the existing RV Storage Use does not comply with Policy 7.9.1(b) for the following reasons: Non-Agricultural Use: The proposed RV storage use expansion is fundamentally a non-agricultural use. It involves the storage of recreational vehicles, which is not related to

(b) Fringe Area, unless an area structure plan adopted by the County in accordance with the provisions of this Plan allocates some or all of the land for non-agricultural uses;	farming, dairy operations, or horticulture. Fringe Area Designated as Agricultural Land: Policy 7.9.1(b) explicitly designates all lands within the Fringe Area as agricultural lands. This designation is in line with the ASP's overall goal of protecting and promoting agricultural activities in the area. No Allocation for Non-Agricultural Uses: The ASP currently does not allocate any land within the Fringe Area for non-agricultural uses. This restriction is deliberate, as the ASP seeks to preserve the agricultural character and integrity of the Fringe Area. Therefore, the expansion of the RV Storage Use would require an amendment to the Atim Creek North ASP or the creation of a more site-specific area structure plan that explicitly allows for such a use. This process would involve public consultation and a thorough assessment of the potential impacts of the proposed development on the surrounding area.
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Additionally, the proposed development potentially conflicts with several community concerns highlighted in the Atim Creek North Area Structure Plan (ASP). These concerns, outlined in Section 4.9 of the ASP, include:

- **Considerable Development Pressure:** The development could contribute to increased pressure to convert agricultural land for non-agricultural uses. The ASP notes that marginal agricultural lands are often misinterpreted as having a high potential for non-agricultural development, which can lead to non-compatible development proposals.
- **Security of Agriculture:** Expanding non-agricultural uses, such as RV storage, can drive up land

values, making it difficult for farmers to expand their operations or potentially forcing them to sell their land for non-agricultural purposes.

- **Fragmentation of Agricultural Land:** The development could further fragment agricultural land, potentially disrupting farming operations and reducing the overall viability of agriculture in the area.
- **Conflict Between Farm and Non-Farm Traffic:** The development could increase traffic in the area, potentially leading to conflicts between farm vehicles and non-farm traffic, which can raise safety concerns.
- **Increasing Traffic and Maintenance Costs:** The development's increased traffic could lead to higher road maintenance costs for the County.
- **Environmental Impacts:** The development could impact Atim Creek, its floodplain, and tributary channels through increased runoff, pollution, or habitat disruption. The ASP highlights the importance of protecting these natural features.

4. Land Use Bylaw 2017-18 Regulation

Current Land Use District	Agricultural Restricted District, Atim Creek/Big Lake Overlay
Description of Development	To expand existing RV Storage Facility for RV Storage to include an additional 400 units for trailers/boats.
Determined Use Class	RECREATIONAL VEHICLE STORAGE
Use Class Definition (LUB s.20.3)	<i>...means development of a yard for the outdoor storage of more than five Recreational Vehicles or Recreational Equipment or combination thereof. This use does not include the sale, service, restoration, inspection and/or mechanical repair of the recreational units.</i>
Is Use Class a Listed Use in District?	Discretionary
Applicable Specific Use Regulations	Yes – Recreational Vehicle Storage

	Parkland County Land Use Bylaw 2017-18 Regulation	Proposed Development
s1.8.1(a)	Compliance with Other Legislation: A person applying for, or in possession of, a subdivision approval or development permit is not relieved from the	The proposed RV Storage Expansion does not align with the Parkland County Statutory Plan Policies. The policy analysis outlined in the Section 3: Legislative History and Higher Order Planning Documents of this report details how the proposal is inconsistent with these policies.

	responsibility of ascertaining and complying with, or carrying out development in accordance with: a) Statutory plan;	
s16.3.9	If the Development Authority determines that the application is incomplete, the Development Authority must issue to the applicant a notice in accordance with Section 16.13.9 that the application is incomplete.	On November 21, 2024, the development authority sent an email revisions letter (Exhibit F) requesting additional information to process the application.
s16.3.12	If the applicant fails to submit all the outstanding information and documentation on or before the date referred to in Section 16.3.9, the application is deemed to be refused.	On December 5, 2024, the applicant replied via email (Exhibit G), refusing to provide the information requested by the Development Authority on November 21, 2024 (Exhibit F). On December 9, 2024, the Development Authority sent the applicant a "Deemed Refused" letter (Exhibit H) via email.
s4.4.1	Purpose: to permit agricultural production and related farming activities while providing limited opportunity on a discretionary basis for compatible non-farm related land uses, and to prevent premature or scattered subdivision	The proposed expansion does not align with the purpose of the AGR district for the following reasons: Non-Agricultural Use: The proposed expansion of the RV storage facility is fundamentally a non-agricultural use. It involves the storage of recreational vehicles, which is not related to agricultural production or farming activities. Premature Subdivision: While the expansion itself may not involve subdivision, it could contribute to premature or scattered subdivision in the future. As the RV storage facility expands, it may create pressure for further non-agricultural development in the area, leading to fragmentation of agricultural land and potential conflicts with agricultural activities.

5. Comments Received from Internal/External Circulation

Public Pre-Consultation Comments

Was public pre-consultation required prior to development permit application? ☒Yes / ☐No

If yes, was Public Engagement Summary submitted as part of application submittals? ☒Yes / ☐No

Referral Agency Comments

Agency	Response Received	Comments
Parkland County Community Sustainability	☒ Yes / ☐ No	No comments.
Parkland County Engineering Services	☒ Yes / ☐ No	See Exhibit F
Parkland County Fire Prevention	☒ Yes / ☐ No	See Exhibit F

6. Development Authority Decision

Reasons for Decision

In the opinion of the Development Authority, the proposed RV Storage expansion on the 53203 RGE RD 274 do not meets the intent of Parkland County's Statutory Plan Policies and Land Use Bylaw Regulations.

The Development Authority took into consideration the following:

1. Parkland County's Statutory Plan Policies
 - The proposed RV Storage Expansion does not align with the Parkland County Statutory Plan Policies. The policy analysis outlined in the Section 3: Legislative History and Higher Order Planning Documents of this report details how the proposal is inconsistent with these policies.
2. Parkland Land Use Bylaw 2017-18 Regulations
 - The proposed development did not meet the Land Use Bylaw Regulations Sections 1.8.1(a), 4.4.1, 16.3.9, and 16.3.12 as outlined under Section 4: Land Use Bylaw 2017-18 Regulation of this report.

The proposed RV Storage Expansion for an additional 400 trailers/boats does not align with the Parkland County Statutory Plan Policies. To proceed with the further expansion, the applicant must ensure the proposal aligns with these policies described under Section 3 of this report. This may require an amendment to the ASP or creating a more site-specific area structure plan that explicitly permits the

expansion of RV storage facilities in the Fringe Area.

7. Closing Statement

The Development Authority submits that the SDAB uphold the decision of the Development Authority to refuse Recreational Vehicle Storage use expansion on the 53203 RGE RD 274.

EXHIBITS

- Exhibit A: Development Permit Refusal
- Exhibit B: Location Map
- Exhibit C: Land Use Bylaw 2017-18 Excerpts
- Exhibit D: Atim Creek North Area Structure Plan (ASP) Excerpts
- Exhibit E: Municipal Development Plan Bylaw 2017-14 Excerpts
- Exhibit F: Planning Review Corrections Email/Letter
- Exhibit G: Applicant Response
- Exhibit H: Deemed Refused Email/Letter Response

Prepared by: Parkland County Development Authority 1/16/2025

Exhibit A: Development Permit Refusal

December 09, 2024

Applicant

Jonathan Bauer 6-25015 Township Road 544A
Sturgeon County, AB T8T 0B9
Crosswaydevelopments@gmail.com

RE: Development Permit Application No. - PLDPC20240788 - **DEEMED REFUSED**
Subject Property - W4-27-53-16-SW (the "Lands")

In accordance with Section 683.1(8) of the *Municipal Government Act* and Section 1.8 and 16.3(12) of the LUB, this Application is deemed to be refused because the information and documents required were not provided. The outstanding documents and information are necessary for the Development Authority to review the Application. The failure to provide outstanding information and documents means the Development Authority cannot properly assess and evaluate the Application to determine if the proposed development is suitable.

On October 03, 2024 you provided Parkland County Planning & Development Services (the "Development Authority") with a complete development permit application (the "Application") for a "Development Permit - Commercial / Industrial Institutional" on the Lands (the "Application"). On December 09, 2024 your application was deemed incomplete pursuant to section 683.1(6) of the *Municipal Government Act* and as the Applicant, you were notified by formal correspondence (on November 21, 2024) which outlined the information and documents missing from your application and required by Parkland County Land Use Bylaw 2017-18

The application revisions submission by the applicant included the following documents and information:

- Engineering Revisions
- Fire Services Revisions
- Dark Sky Compliant Lighting Details

I have reviewed the information and documents received by the Development Authority on 12/04/2024 and I have deemed the Application remains **incomplete**. Specifically, the Application is missing the following information and documents required by the LUB:

The Application is missing the following documents and information:

- The applicant didn't address the Development Planning concerns outlined in the revision letter sent on November 21, 2024 (see attached letter).

Pursuant to Section 684(4) of the *Municipal Government Act*, Section 640(5) of the *Municipal Government Act* does not apply. This means that you may make another application for the same or similar use on the same lands and the 12-month moratorium on applications does not apply. However, should you wish to appeal this decision or to make an inquiry regarding the appeal process, please contact the Subdivision and Development Appeal Board (SDAB) by **January 03, 2025** at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of \$200.00 must be paid for an appeal served on the SDAB by the applicant.

If I can provide any further information to you, please feel free to contact me at 780-968-8888 ext. 8212 or aman.jhawer@parklandcounty.com.

Thank-you,



Aman Jhawer
Development Authority

Exhibit B: Location Map

Legend

- Provincial Highways
- Paved Surface Highway
- Gravel Surface Highway
- County Roads
- Paved Surface Road
- Gravel Surface Road
- Paved Surface Road - Under Developer War
- Gravel Surface Road - Under Developer War
- Non-County Roads
- Paved Surface Road
- Gravel Surface Road
- TWP and RGE Road Names
- Flagged Properties
- Parcels
- Parkland County Crown Lease
- Crown Land
- County Land
- Municipalities/Hamlets (Large Scale)
- Industrial Areas
- Provincial Boundaries
- Natural Area/Crown Reserve
- Grazing Reserve
- Provincial Park
- Indian Reserves
- Railways
- Rivers, Streams and Creeks
- Major
- Minor
- Lakes

Exhibit C: Land Use Bylaw 2017-18 Excerpts

1.8 Compliance with Other Legislation

1. A person applying for, or in possession of, a subdivision approval or development permit is not relieved from the responsibility of ascertaining and complying with, or carrying out development in accordance with:
 - a) Statutory plan;
 - b) Other Municipal Bylaws, including:
 - i) the Community Standards Bylaw;
 - ii) the Animal Control Bylaw;
 - c) The *Alberta Safety Codes Act* and its Regulations;
 - d) The *Environmental Protection Act*, RSA 2000, c. E-12;
 - e) The *Natural Resources Conservation Board Act*, RSA 2000, c. N-3;
 - f) Any other applicable federal, provincial or other municipal legislation; and
 - g) The conditions of any caveat, covenant, easement or other instrument affecting a building or land.

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1.9 Interpretation of this Bylaw

1. Unless otherwise stated, any reference to “the *Act*” in this Bylaw means the *Municipal Government Act*, RSA 2000 c. M-26. Any other Municipal bylaw referred to in this Bylaw means the current bylaw in effect, as amended, revised, consolidated, or replaced from time to time.
2. The headings given to sections, paragraphs and sub-sections in this Bylaw are for convenience of reference only; they do not form part of this Bylaw and shall not be used in the interpretation of this Bylaw.
3. The General Regulations, Section 11, apply to all Developments on all Sites except where the Specific Use regulations in Section 12 or the provisions of a District, Overlay, or Development Control Provision specifically modify the General Regulations;
4. In this Bylaw, notwithstanding the Land Use District labels in Part 2,
 - a) AGG, ANC, AGR, and AGI are Agricultural Districts;
 - b) CR, CRWL, CRR, CCR, CRE, LSR, RRH, MHR, and RC are Residential Districts;
 - c) LC and HR are Commercial Districts;
 - d) BI, MI, HI, and BIR are Industrial Districts;
 - e) Dwelling, Single Detached; Dwelling, Duplex; Dwelling, Triplex; Dwelling, Fourplex; Dwelling, Row Housing; Apartment; Group Home Limited; Group Home Major; Group Care Facility; Secondary Suite; Manufactured Home Park; and Manufactured Home are Residential Uses.
5. Where a Parcel contains more than one Land Use District, each districted area shall be treated as a separate entity for the purpose of determining compliance with the provisions of the Land Use District. Where districting does not follow a Property Line or a geographic feature, it is responsibility of the owner to provide the dimensions of each districted area on a site plan.

4.4 AGR – Agricultural Restricted District



1. Purpose

To permit agricultural production and related farming activities while providing limited opportunity on a discretionary basis for compatible non-farm related land uses, and to prevent premature or scattered subdivision.

2. Uses

a) Fundamental Use Provisions

The Fundamental Use Provisions as requisite qualifiers for Permitted and Discretionary Uses listed within Subsection 2 b) and c) shall ensure:

- i) That Natural Resource Extraction/Processing shall not be located within a Multi-Parcel Residential Subdivision;
- ii) That notwithstanding 4.4.2 b) and c), the following uses are neither Permitted nor Discretionary Uses within the Jackfish Lake Area Structure Plan and surrounding Osborne Acres:
 - (1) Agricultural Support Services
 - (2) Natural Resource Extraction/Processing
 - (3) Outdoor Participant Recreation Services
 - (4) Tourist Campground, Destination
 - (5) Tourist Campground, Enroute
- iii) That notwithstanding 4.4.2 a) and b) the following are neither Permitted nor Discretionary Uses within the AGR District surrounding Osborne Acres:
 - (1) Dwelling, Single Detached
 - (2) Manufactured Home, Single Wide
 - (3) Secondary Suite (on Parcels smaller than 28.3 ha (70 acres))
 - (4) Out-Buildings
- iv) That Recreational Vehicle Storage shall not be within 150.0 m of a Multi-Parcel Residential Subdivision;
- v) That a Wind Energy Converter System - Minor, as a Permitted Use, is limited to no more than one system; and
- vi) That Wind Energy Converter System(s) - Minor, as a Discretionary Use, are limited to no more than two systems.

b) PERMITTED USES	c) DISCRETIONARY USES
Apiary	Agricultural Support Services
Bed and Breakfast Home	Animal Health Care Services
Dwelling, Single Detached	Boarding House
Farm Vacation Home	Cemetery
Government Services	Community Recreation Services

b) PERMITTED USES	c) DISCRETIONARY USES
Home Day Care Manufactured Home, Single Wide <i>Not a Permitted or Discretionary Use surrounding Osborne Acres.</i> Wind Energy Converter System – Minor Accessory Uses for the uses listed in 4.4.2 b)	Cottage Industry Cultural Facilities Daycare Services Group Care Facility Group Home, Limited Group Home, Major Home Based Business Level 2 Horticultural Use Kennel Medical Treatment Services Natural Resource Extraction/Processing Natural Science Exhibits Out-Building Outdoor Participant Recreation Services Personal and Health Care Services <i>Only on Lot B, Plan 8421539 Pt. NE-28-52-27-W4M</i> Recreational Vehicle Storage Religious Assembly Riding Arena Secondary Suite Small Animal Breeding and/or Boarding Services Tourist Campground, Destination Tourist Campground, Enroute Wind Energy Converter Systems – Major Wind Energy Converter System – Minor Accessory Uses for the uses listed in 4.4.2 c)

Bylaw No. 2018-09

3. Subdivision

- a) Parcel Area Requirement (for purposes of new Parcel creation only)
 - i) Extensive Agriculture and Extensive Livestock shall have a minimum Parcel area of 60.0 ha, more or less.
 - ii) Manufactured Home (single wide) and Dwelling, Single Detached shall have a minimum Parcel area of 0.8 ha of developable land and a maximum Parcel area of 4.0 ha for a single Parcel residential subdivision, unless greater area is required to include shelterbelts, natural features, private on-site sewage disposal and water

services, buildings or other improvements related to the residential component of a farmstead and the applicant can demonstrate to the satisfaction of the County that existing farming operations will not be restricted. The maximum width:depth ratio for a residential Parcel shall be 1:4.

- iii) Horticultural Use shall have a minimum Parcel area of 16.0 ha more or less.
 - iv) For all other Permitted and Discretionary Uses the minimum and maximum Parcel area requirements shall be determined by the Subdivision Authority.
- b) Parcel Density Requirement (for purposes of new Parcel creation only)
- i) Manufactured home, single wide and dwelling, single detached shall have a maximum of one (1) single Parcel residential subdivision from an un-subdivided quarter section.
 - ii) For all other Permitted and Discretionary Uses, the minimum and maximum Parcel density requirements shall be determined by the Subdivision Authority.

4. Development

- a) **Setbacks for Principal Buildings**
 - i) A minimum Setback of 7.5 m shall be provided from the Property Line of an adjacent internal subdivision road.
 - ii) A minimum Setback of 23.0 m shall be provided from the Property Line of an adjacent municipal road right-of-way.
 - iii) A minimum Setback of 45.0 m shall be provided from the Property Line of an adjacent Arterial Road right-of-way.
 - iv) A minimum Setback shall be provided as determined by the Development Authority in consultation with Alberta Transportation for Parcels adjacent to a Highway.
 - v) A minimum Setback of 6.0 m shall be provided from the side edge of the Parcel, not adjacent to any roadway.
 - vi) A minimum Setback of 6.0 m shall be provided from the rear edge of the Parcel, not adjacent to any roadway.
- b) **Setbacks for Accessory Buildings**
 - i) A minimum Setback of 7.5 m shall be provided from the Property Line of an adjacent internal subdivision road.
 - ii) A minimum Setback of 13.0 m shall be provided from the Property Line of an adjacent municipal road right-of-way.
 - iii) A minimum Setback of 45.0 m shall be provided from the Property Line of an adjacent Arterial Road right-of-way.
 - iv) A minimum Setback shall be provided as determined by the Development Authority in consultation with Alberta Transportation for Parcels adjacent to a Highway.
 - v) A minimum Setback of 3.0 m shall be provided from the side edge of the Parcel, not adjacent to any roadway.
 - vi) A minimum Setback of 3.0 m shall be provided from the rear edge of the Parcel, not adjacent to any roadway.

- c) Proposed Development on substandard Parcels which do not meet the provisions of this Bylaw shall be considered by the Development Authority and development permits may be issued, having regard for the limitations of the Parcel.
- d) For all other Permitted and Discretionary Uses the minimum building Setback requirement shall be determined by the Development Authority.

5. Other Development Regulations

- a) Dugouts shall not be located within 30.0 m of any public road, or as otherwise approved by the Development Authority, shall not encroach upon, or affect, any watercourse or drainage easement, and shall meet the minimum Setback requirements of the applicable district.
- b) Pursuant to the MDP, a biophysical assessment shall be required for a site proposed for a multi-Parcel subdivision or a major development if all or part of the site is located within areas defined as environmentally significant in the Environmental Conservation Plan, and may be required within 0.8 km of areas defined as environmentally significant in the Environmental Conservation Plan, or if the site contains natural features such as sloughs or extensive tree cover.
 - i) The biophysical assessment shall identify and evaluate the environmental significance and sensitivity of existing vegetation, wetlands, other water features, wildlife habitat and unique physical features, and shall recommend appropriate measures for protecting significant features.
- c) Permitted and Discretionary Uses are subject to the appropriate provisions and requirements contained within PART 3 - DEVELOPMENT REGULATIONS.

6. Regulations for an Out-Building

- a) Applications for an Out-Building shall be considered at the discretion of the Development Authority based on the merits of the application and the context of the area. Consideration shall include, but not be limited to the size, scale, intensity, and intended use of the development; proximity to buildings on adjacent lands; established character within the area; Parcel size; and reasonable compatibility.
- b) An Out-Building shall:
 - i) Have a maximum floor area of 80 m²;
 - ii) Be finished with durable exterior building material such as siding, stucco, brick, brick veneer or similar; and
 - iii) Be screened to the satisfaction of the Development Authority.

- v) a temporary, non-illuminated sign or advertisement not exceeding 1.5 m² in size, relating to the sale or leasing of land, the sale of goods or livestock, the carrying out of the construction of a building or similar work or the announcement of any local event, provided that the advertisement is removed within fourteen (14) days of the completion of the event or works advertised;
- i) temporary/transient hawking and peddling of food products (fruit, vegetables, meat or fish), Christmas trees, flowers or other miscellaneous items;
- j) the erection/placement of an earthen berm in accordance with the following requirements or situations:
 - i) unless otherwise provided for in this Bylaw, the provision of an earthen berm in any district shall be as required by the Development Authority;
 - ii) a development permit application for an earthen berm shall require a lot grading plan; and
 - iii) the design of an earthen berm shall comply with the current Alberta Safety Codes.

16.3 Application for Development Permit

1. Except as provided for in Subsection 16.3.1, an application for a development permit shall be made to the Development Authority, in writing, using the development permit application form provided by Parkland County, and shall include the following:
 - a) the application must be signed by the applicant (registered owner of the land or his/her representative or agent certified as such) accompanied with a current copy of the Certificate of Title of the land, searched and dated not more than fourteen (14) days prior to the date on which the application is made;
 - b) a non-refundable application fee to cover administrative processing costs, as established in the development permit Application Fee Schedule, as adopted by resolution of Council. The Development Authority, upon request at the time of application, may waive the application fee when an application is made by a Parkland County community-based/related group;
 - c) a statement of the intended uses of the proposed development;
 - d) a statement of the estimated commencement and completion dates;
 - e) a Site Plan for the land to be developed, in duplicate when required, drawn to a scale of 1:2000 or such other scale as the Development Authority may require, showing such information deemed necessary by the Development Authority which may include the following:
 - i) legal description of subject property and all abutting properties;
 - ii) identification of all abutting roads and existing and/or proposed access to the development;
 - iii) identification of all rights-of-way and easements within and abutting the subject property;
 - iv) identification of all drainage courses and/or the proposed storm water drainage plan;
 - v) the location of any proposed development on the site;
 - vi) location and dimensions of existing and/or proposed buildings including front, rear and side yard Setbacks;

- vii) existing and proposed services;
 - viii) proposed off-street parking and loading facilities, showing the location and of all aisles and stalls, the dimensions of all aisles, the number of stalls, typical stall dimensions and the location of any lighting standards and curbing;
 - ix) landscape plan, in accordance with Section 13 of this Bylaw;
 - x) location and access to garbage pick-up;
 - xi) sign location and details;
 - xii) the design and location of sidewalks, patios, playgrounds, and other similar features;
 - xiii) north arrow, scale, and date of drawing; and
 - xiv) schedule showing area of site, building Floor Area, number of units, number of parking and Loading Spaces and a calculation of site coverage and Floor Area ratio;
- f) when required by the Development Authority, floor plans and elevations of the proposed development in duplicate, drawn to a scale of 1:100 or such other scale as the Development Authority may require;
- g) the Development Authority may require a Real Property Report to verify the location of an existing building that is subject of a development permit application;
- h) confirmation from the Alberta Energy Regulator (AER) for buildings larger than 47.0 m² or larger, identifying the presence or absence of abandoned wells; and
- i) Provide additional information as required by the Development Authority deems necessary in order to evaluate any application in accordance with this Bylaw.
2. In addition to the development permit application requirements stipulated in Subsection 16.3.1, with respect to land that is the subject of an application for a development permit, the Development Authority may request information regarding
- a) its topography;
 - b) its soil characteristics;
 - c) its potential for flooding, subsidence or erosion;
 - d) a Stormwater Management Study, prepared by a qualified professional, describing how storm water runoff will be managed, in terms of both runoff rates and volumes and water quality, its potential for flooding, subsidence and/or erosion;
 - e) its accessibility to a public roadway or Highway, constructed to appropriate municipal or provincial standards;
 - f) the availability and adequacy of municipal services which, without restricting the generality of the foregoing, may include fire protection, education services, student transportation, and police protection;
 - g) the need to maintain an adequate separation distance between different or incompatible land uses. A plan outlining a buffering or interface treatment to minimize impacts of commercial and industrial land uses on neighbouring land uses may be required. A noise attenuation study, conducted by a qualified professional, may be required. The separation distance shall be as prescribed by the Development Authority, recognizing the type and magnitude of both the proposed development and surrounding land uses;

- h) an Environmental Impact Assessment prepared by a qualified professional, for development proposed in or near an environmentally sensitive area or if the proposed development may, in the opinion of the Development Authority, results in potentially significant environmental impacts. The Environmental Impact Assessment must address all potential impacts of the development and the extent to which these impacts may be mitigated through the design of the development, construction procedures and operational (or management) practices;
 - i) the necessity/requirement of a Site Grading Plan or detailed Geotechnical Engineering study, prepared by a qualified professional, for development on lands that may be prone to flooding, erosion, slope stability or other hazard risk that confirms that the site is suitable for the proposed development and describing any measures to be taken to safeguard the proposed development; and
 - j) such other matters as the Development Authority deems appropriate.
- 3. In addition to the development permit application requirements stipulated in Subsections 16.3.1 and 16.3.2, the Development Authority may require any of the following additional information depending upon the nature of the application and other circumstances:
 - a) photographic prints or slides showing the site in its existing state;
 - b) a plan of survey prepared by an Alberta Land Surveyor;
 - c) a Phase I Environmental Site Assessment, conducted in accordance with the Canadian Standards Association, where the potential for prior contamination of a site exists. Follow-up assessments and remedies may be required based on the results of the Phase I Environmental Site Assessment;
 - d) a Reclamation Plan for a major surface disturbance;
 - e) a Traffic Impact Assessment, conducted by a qualified professional, may be required to determine the traffic impact of the development on external roadways and adjacent lands and any upgrading that would be required to these roadways as a result of the proposed development;
 - f) a Biophysical Site Assessment;
 - g) Floodplain Information
 - i) Floodplain Delineation Analysis Study;
 - ii) when an application for a Development Permit is submitted for the development of a Parcel of land partially or wholly contained within one of the Floodplain Overlay Schedules under this Bylaw, the Development Authority may require that the application contain information regarding the grade elevation of the proposed building site, the building and all openings, to be referenced to geodetic elevations. Geodetic elevation means the elevation of a point and its vertical distance determined by employing the principles of geodesy above or below an assumed level service of datum.
 - iii) prior to the issuance of Development Permit for the construction of any development within a Floodplain Overlay Schedule under this Bylaw, the Development Authority may require that the applicant submit a certificate from a qualified, registered Professional Engineer or Architect indicating that the following factors have been considered in the design of the building:

- (1) Canada Mortgage and Housing Corporation guidelines for building in flood-susceptible areas;
 - (2) the flood-proofing of habitable rooms, electrical panel and heating units, and openable windows;
 - (3) basement drainage; and
 - (4) site drainage.
- h) a Slope Stability Analysis Study;
 - i) a Groundwater Supply Study, conducted by a qualified professional, when potable water is to be provided through a private or communal water system. If a communal system is proposed, details must be provided as to how the system will be managed and operated;
 - j) percolation and near surface water table testing, conducted by a qualified professional, where an onsite wastewater system is proposed; and
 - k) any other information that is deemed necessary by the Development Authority.
4. In this Bylaw, there are specific use classes which require a separate set of regulations in order to control development. These use classes may be required to address specific development permit requirements and/or comply with supplementary development regulations, as the case may be. The following table provides a list of specific use classes and outline how they are regulated in this Bylaw:

Table 16.3-1: Specific Use Classes and Supplementary/Specific Regulations

Specific Use Class	Section Number of Supplementary and/or Specific Development Permit Requirements	Section Number of Specific Development Regulations
Aggregate Extraction	5	12.12
General Industrial Manufacturing / Processing and Industrial Storage and Warehousing	16.5	Section 13
Home Based Business	16.6	12.8
Wind Energy Converter Systems	16.7	12.23

- Bylaw No. 2018-09 5. The Development Authority must, within 20 days after receipt of an application for a development permit, make a determination whether the application is complete.
- Bylaw No. 2018-09 6. An application for development permit is complete if,
 - a) in the opinion of the Development Authority, the application contains the documents and information necessary to review the application and in accordance with this Section, or
 - b) the Development Authority does not make a determination within the time period referred to in Section 16.3.5 or Section 16.3.7.
- Bylaw No. 2018-09 7. The time period to determine if the application is complete referred to in Section 16.3.5 may be extended by an agreement in writing between the applicant and the Development Authority.

- Bylaw No. 2018-09 8. If the Development Authority determines the application is complete in accordance with Section 16.3.6(a), the Development Authority must issue to the applicant an acknowledgment in accordance with Section 16.13.8 that the application is complete.
- Bylaw No. 2018-09 9. If the Development Authority determines that the application is incomplete, the Development Authority must issue to the applicant a notice in accordance with Section 16.13.9 that the application is incomplete.
- Bylaw No. 2018-09 10. Notwithstanding the date set out in the notice referred to in Section 16.3.9, the Development Authority, and applicant may agree on a later date for the application to be considered complete.
- Bylaw No. 2018-09 11. If the Development Authority determines that the information and documentation submitted under Section 16.3.9 is complete, the Development Authority must issue to the applicant an acknowledgement in accordance with Section 16.13.8 that the application is complete.
- Bylaw No. 2018-09 12. If the applicant fails to submit all the outstanding information and documentation on or before the date referred to in Section 16.3.9, the application is deemed to be refused.
- Bylaw No. 2018-09 13. If an application is deemed to be refused under Section 16.3.12, the Development Authority must issue to the applicant a notice in accordance with Section 16.13.10.
- Bylaw No. 2018-09 14. Notwithstanding Sections 16.3.6 and 16.3.11, in the course of reviewing the application, the Development Authority may request additional information or documentation from the applicant that the Development Authority considers necessary to review the application.

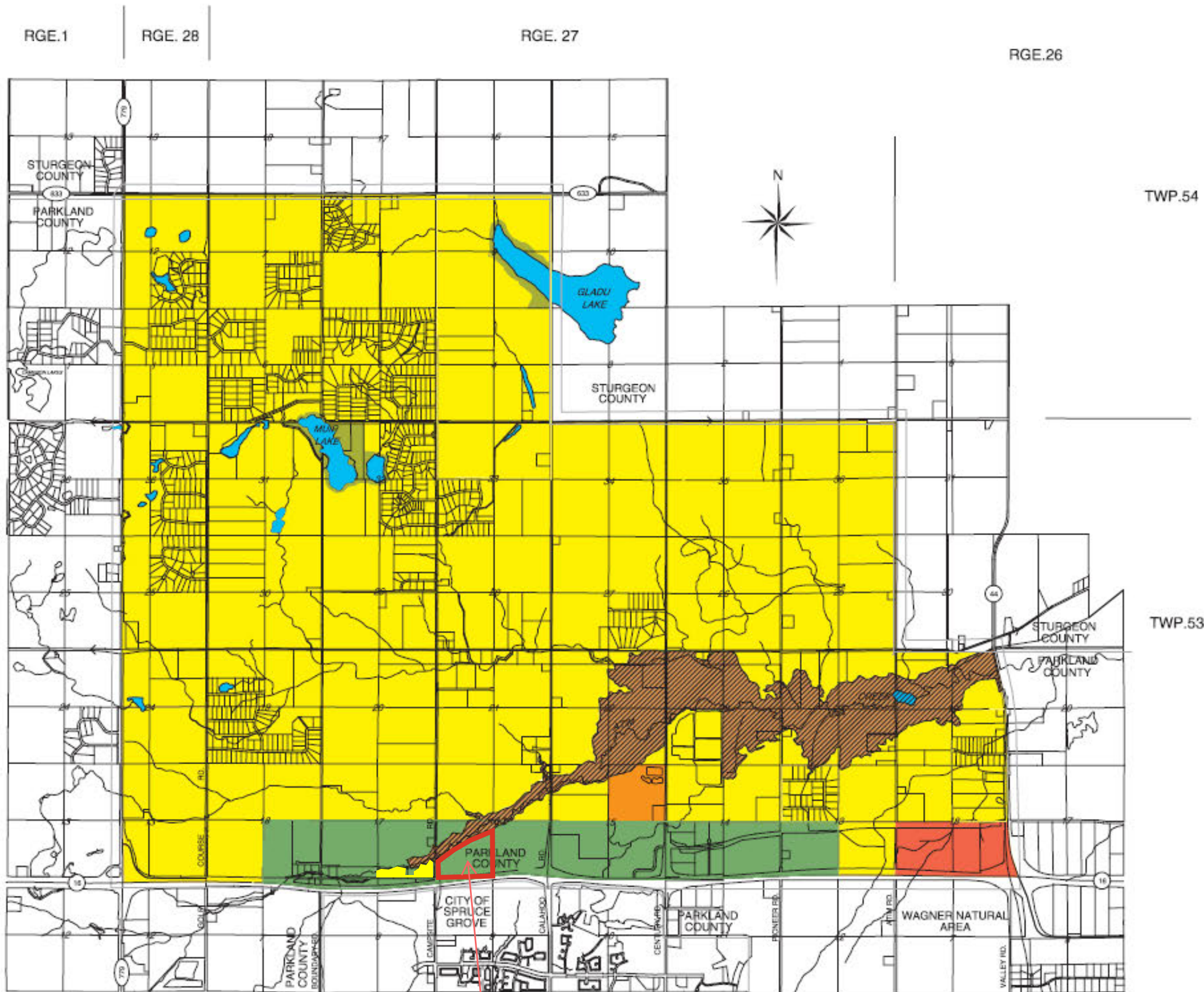
Bylaw No. 2018-09 **16.3(i) Application to Subdivide**

15. An application proposing to subdivide land shall be in accordance with the relevant sections of the Municipal Government Act.
16. The Subdivision Authority must, within 20 days after receipt of an application for subdivision approval, make a determination whether the application is complete.
17. An application to subdivide is complete if,
- a) in the opinion of the Subdivision Authority, the application contains the documents and information necessary to review the application, or
 - b) the Subdivision Authority does not make a determination within the time period referred to in Section 16.3 (1).1 or Section 16.3 (1).4.
18. The time period to determine if the application is complete referred to in Section 16.3 (1).1 may be extended by an agreement in writing between the applicant and the Subdivision Authority.
19. If the Subdivision Authority determines the application is complete in accordance with Section 16.3 (1).3(a), the Subdivision Authority must issue to the applicant an acknowledgment in accordance with Section 16.13 (1).1 that the application is complete.
20. If the Subdivision Authority determines that the application is incomplete, the Subdivision Authority must issue to the applicant a notice in accordance with Section 16.13 (1).2 that the application is incomplete.
21. Notwithstanding the date set out in the notice referred to in Section 16.3 (1).6, the Subdivision Authority, and applicant may agree on a later date for the application to be considered complete.

Exhibit D: Atim Creek North Area Structure Plan (ASP) Excerpts

Atim Creek North Area Structure Plan

MAP 5 LAND USE STRATEGY



-  PLAN AREA
-  MUNICIPAL BOUNDARY
-  HIGHWAY
-  EXISTING COLLECTOR ROAD
-  POTENTIAL COLLECTOR ROAD
-  LAKES AND SLOUGHS
-  COUNTRY RESIDENTIAL CORE AREA
-  HIGHWAY COMMERCIAL CLUSTER AREA
-  MANUFACTURED HOME COMMUNITY AREA
-  FRINGE AREA
-  ATIM CREEK FLOODPLAIN AREA
-  OPEN SPACE AREA

250m 0 500 1000 2000m

section boundaries one-half mile north of the highway. Also shown on Map 4 are major oil/gas pipelines (non-sour) running through the plan area.

4.7 Utility Services

Significant utility infrastructure is located within the plan area are shown on Map 4, one being a major fibre optic line that zigzags from the northeast corner of the plan area to Century Road.

The Capital Region Sewage Line, which serves Stony Plain, Spruce Grove, the Acheson Industrial Area and the Fifth Meridian development area. To date, other than the Parkland Village manufactured home community, there are no developments in the Atim Creek North plan area that utilize the regional line. A sewage transfer site is located where the line leaves the eastern boundary of the plan area.

Although still operational, the Spruce Grove's wastewater treatment site and related outfall line from Spruce Grove are not used except for back-up purposes.

4.8 Community Services

There are a number of community facilities within the plan area. An elementary school is located in Parkland Village, although the Muir Lake School is immediately adjacent to the west boundary of the plan area. Parkland Village also contains a community recreation centre and fire hall. There is a small County recreation facility on the northeast shore of Muir Lake. Health facilities, middle and senior schools, police and ambulance services are located nearby in Spruce Grove and Stony Plain.

4.9 Major Planning Issues

During the course of community consultation a number of land use and related planning issues were identified. The more significant are summarized below by general category.

Considerable development pressure

- proximity to cities and towns and accessibility via paved highways
- scenic rural amenities attractive for country residential development
- cost implications for the County regarding road upgrades and other infrastructure improvements
- for sites that have limitations for farming, but often similarly for development
- marginal agricultural lands interpreted as having high potential for non-agricultural development

Utilities

- adequacy of private sewage disposal systems
- future use of existing sewage lagoons; setback implications
- regional water and sewer lines have capacity for additional use
- sufficiency of groundwater supplies

Security of Agriculture

- increasing land value (inhibits farm expansion; promotes sale of land for non-farm uses)
- fragmentation of agricultural land
- encroachment by non-farm uses on farm operations and lands
- increasingly difficult for intensive livestock operations to expand and establish

Environmental impacts, including on:

- Atim Creek, its floodplain and tributary channels
- Big Lake drainage area
- Wagner Bog Natural Area
- Big Lake sensitive environments
- groundwater
- localized habitat and amenity areas

Transportation

- need to eliminate level crossings and accesses along Highway 16
- Highway 44 widening and access management
- conflict between farm and non-farm traffic
- increasing traffic and maintenance costs
- County road standards and maintenance

Services

- accessibility for emergency and protective services – police, fire, ambulance
- growth requires increase in emergency services
- school capacities and locations
- accessibility to health care facilities.

6.3 Country Residential Core Area

Of the approximate 36.5 square miles (94.5 km²) in the Atim Creek North plan area, all but approximately 5.5 square miles (14.25 km²) is allocated for country residential development.

6.3.1 The primary use of land in the Country Residential Core Area is country residential. Country residential development in the Atim Creek North plan area will be directed to the Country Residential Core Area.

6.3.2 Extensive farming operations and horticultural uses are compatible within this Area.

6.4 Fringe Area

The Fringe Area covers lands deemed to be of intermunicipal interest to the County and Spruce Grove. Unless otherwise specifically provided for by an amendment to this area structure plan or through a more site specific area structure plan that supercedes the provisions in the Atim Creek North Area Structure Plan, the lands in the Fringe Area are for agriculture, preferably extensive in nature, dairy operations or horticulture.

6.4.1 The use of land within the Fringe Area will be for agriculture, unless otherwise specifically provided for by an amendment to this area structure plan or through a more site specific area structure plan that supercedes the provisions in the Atim Creek North Area Structure Plan.

6.5 Atim Creek Floodplain Area

The Atim Creek Floodplain covers the 1:100 year flood plain of Atim Creek. Compatible forms of extensive agriculture and horticulture uses should prevail within these areas, although forms of recreation and/or tourism uses may also be compatible on appropriate lands.

6.5.1 The use of land within the Atim Creek Floodplain Area shall be for extensive agricultural purposes or habitat conservation.

6.5.2 Confined feeding operations are not compatible with the nature of the lands within the Atim Creek Floodplain.

6.6 Manufactured Home Community Area

The Manufactured Home Community Area recognizes that Parkland Village provides an optional form of rural residential living.

6.6.1 The Parkland Village manufactured home community may be allowed to expand to the full potential of the site presently districted Mobile Home Residential District.

Policies

- 7.3.1 In the Highway Commercial Cluster Area, the County will require a proposal for subdivision and development approval to include the submission of an outline plan and supporting planning, engineering and transportation studies, each prepared to a professional standard by a person qualified to do so, for consideration and approval by the County and Alberta Transportation. Normally the County will require the outline plan to cover the entire quarter section in which the land being proposed for subdivision is located, but may allow the outline plan to cover a smaller area if in the opinion of the County circumstances so warrant.
- 7.3.2 In the Highway Commercial Cluster Area, highway commercial and related land use development will need to be serviced to the satisfaction of the County by a common water distribution system and a common sewage collection system connected to the regional sanitary trunk sewer.
- 7.3.3 An outline plan must address those matters identified in the Municipal Development Plan and Land Use Bylaw and when required by the County be supported by geotechnical, engineering and other reports. Without restricting the requirements for information addressed elsewhere in this Plan and the Municipal Development Plan, the information and reports required by the County include:
- (a) the nature of the proposed use or uses;
 - (b) the suitability of the site for the proposed uses or uses;
 - (c) site design, including parcel sizes;
 - (d) impact on the site, adjacent lands and land uses thereon;
 - (e) impact on the environment;
 - (f) traffic impacts;
 - (g) provisions for road widening, road improvements and intersection improvements for access roads leading to the site;
 - (h) provisions for a common water distribution system and a common sewage collection system;
 - (i) provisions for stormwater management; and
 - (j) provisions for the dedication of municipal reserves or money-in-lieu of land.
- 7.3.4 The County will require commercial development to not exceed the capability of the site. In the opinion of the County, where site conditions are such that the standards in the Highway Commercial District or another appropriate commercial district created by the County provide for a total number of lots, lot sizes and/or density of lots that may exceed the capability of the site, the County may designate an overlay direct control district in order to apply specific standards and requirements to the area covered by the overlay direct control district.
- 7.3.5 In the Country Residential Core Area, Manufactured Home Community Area and Fringe Area, the County may approve a commercial land use if:

- (a) the proposed site is suited for the proposed commercial use;
- (b) the proposed site is separated from other commercial uses to avoid the creation of a commercial node;
- (c) the proposed commercial use is compatible with land uses in the vicinity;
- (d) the subject parcel is designated with a land use district which accommodates the commercial land use; and
- (e) the proposed development is consistent with the provisions of this Plan.

7.3.6 The only industrial use that may be allowed in the plan area is a natural resource extraction operation.

7.4 Highways and Roadways

Introduction

The plan area has excellent access from all directions, it being bounded on all sides by highways. Access management is especially important for Highway 16, which is an important interprovincial highway and international transport route. Highway 44 has become a major truck route for hauling sand and gravel from major nearby extraction operations in Sturgeon County. A series of collector and municipal roads provide access into the plan area. Country residential subdivisions are served internally by local roads, for which construction standards have increased such that new country residential areas now have paved roads.

Goals

The transportation infrastructure goals are:

- (1) To promote an effective and safe roadway network.
- (2) To encourage high development standards along major roadways.

Policies

7.4.1 Accesses to and setbacks from highways will be in accordance with the requirements of Alberta Transportation.

7.4.2 Access to Highway 16 will be limited to interchange locations as shown on Map 5. Upon completion of the Campsite Road interchange, the County encourages the closure as soon as possible of the remaining level accesses and crossings within the plan area, and the completion of the Highway 16 north service road network.

7.4.3 From time to time the County will review its roadway classifications and may consider adding to the collector road system in the Atim Creek North area, as outlined on Map 5. Notwithstanding the existing and potential collector road system shown on Map 5, based upon changes of traffic patterns and volumes in the plan area the County may designate other roadways as collectors or eliminate any existing collector road from designation as a collector road.

7.4.4 As a condition of subdivision approval the County may require:

- (1) To provide for development in a manner consistent with the sustainability of groundwater resources.

Policies

- 7.8.1 As part of an application for approval of a proposed subdivision or development that is to be served by groundwater, the County shall require a geotechnical report to be submitted outlining the intended method or methods of water supply and the availability of groundwater supplies. The report must be prepared by a person or persons qualified to do so in accordance with guidelines set out by Alberta Environment.
- 7.8.2 The County will not approve a subdivision or development if the intended supply of water, including where applicable the sufficiency of groundwater, does not meet the requirements of the *Water Act* or is not to the satisfaction of the County.
- 7.8.3 The County may require that water be supplied and/or be supplemented by the use of a cistern or cisterns, and where they do so will require the registration of a restrictive covenant against each parcel so affected.

7.9 Agriculture and Agricultural Land

Introduction

Agriculture is important to the economic base of the County and a desired way of life choice for many County residents. While the majority of the Atim Creek North plan area is allocated for country residential use, farming is viewed as a vital transition use.

Goals

Agriculture and agricultural land goals are:

- (1) To maintain farming as a transition land use, and thereby its contribution to the economic base of the County.
- (2) To provide for agriculture operations to continue on lands whose owners desire to retain farming as a source of income and way of life.
- (3) To provide for diversification of the agricultural industry.

Policies

7.9.1 For the purposes of this plan, excepting land on which a non-agricultural use has been approved by the County, agricultural lands are all the lands within the:

- (a) Atim Creek Floodplain Area, unless otherwise excluded by provisions in this Plan and the Municipal Development Plan;

(b) Fringe Area, unless an area structure plan adopted by the County in accordance with the provisions of this Plan allocates some or all of the land for non-agricultural uses;

(c) Highway Commercial Cluster Area, except any land allocated for highway commercial and related land uses in an outline plan approved by the County and Alberta Transportation;

(d) Country Residential Core Area, except any land allocated for country residential and related land uses in an outline plan approved by the County or land that is subdivided into parcels of 4.04 ha (10 acres) or less in size;

(e) Open Space Area, unless the land is public land.

7.9.2 A variety of agricultural uses are encouraged in the plan area, but agricultural operations should be consistent with the sustainable use of the lands on which they operate, and practiced in a manner compatible with surrounding land uses and the environment.

7.9.3 Where agricultural operations are in accordance with generally accepted agricultural practices, these operations should not be required to cease or significantly reduce their operation because of objections from other agricultural or non-agricultural uses in the vicinity.

7.9.4 In accordance with the Municipal Development Plan, the basic parcel size for agricultural land is the quarter section. Therefore, on land which is considered as agricultural land in Section 7.9.1 a subdivision to accommodate a non-agricultural use should not be approved except as otherwise provided for in the Municipal Development Plan and Land Use Bylaw, these exceptions including:

(a) a first residential parcel from an unsubdivided quarter section;

(b) a non-agricultural use approved in accordance with the provisions the Municipal Development Plan and Land Use Bylaw;

(c) a small farm pursuant to Section 7.9.5.

7.9.5 The subdivision of agricultural land into parcels of no smaller than 16.2 ha (40 acres) in size for smaller, more specialized farming operations (e.g. nurseries, greenhouses, specialty crops) may be allowed by the County if the following criteria are met to the satisfaction of the County:

(a) the soil, microclimatic and other conditions related to the proposed agricultural use are conducive to the proposed use;

(b) the submission of a business plan, or similar document acceptable to the County, which outlines the nature of the operation, including existing and proposed investments in facilities, infrastructure and equipment, and demonstrates the likely viability of the specialized farming operation;

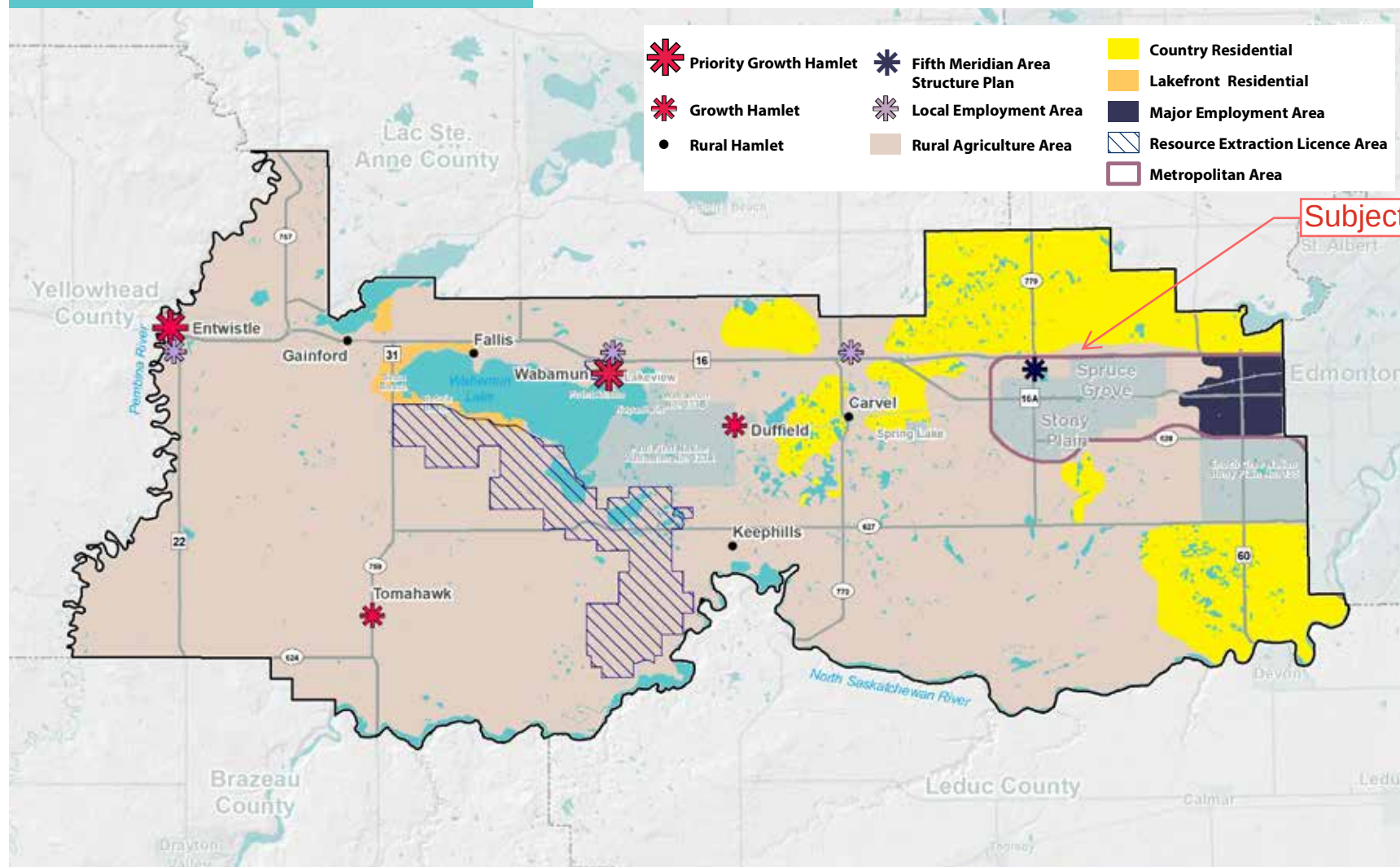
(c) the operation will not have adverse impacts on neighbouring land uses or the environment;

(d) the shape of the parcel is closer to square than rectangular.

Exhibit E: Municipal Development Plan Bylaw 2017-14 Excerpts



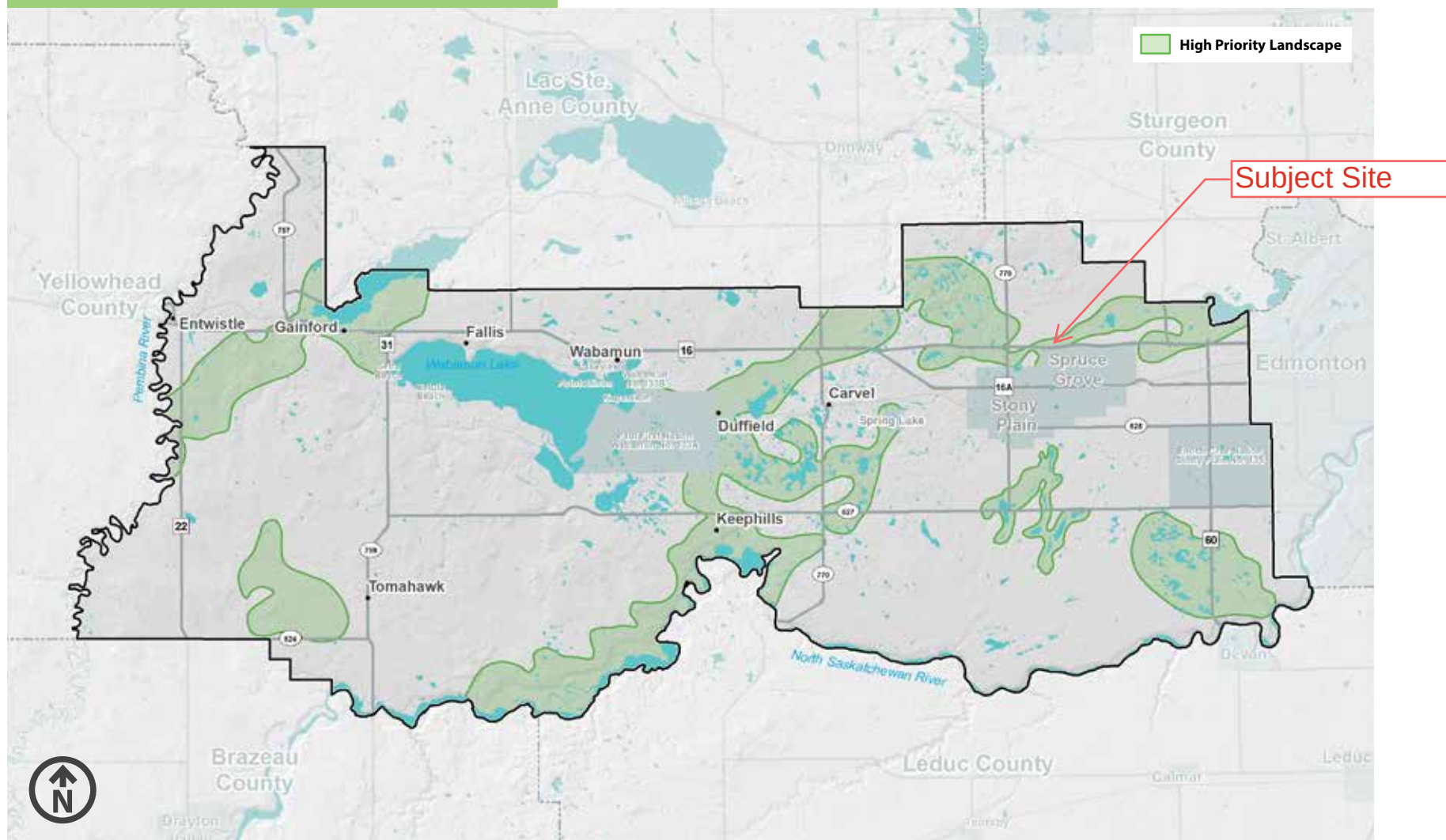
FIGURE 7 | DEVELOPMENT CONCEPT



*NOTE: Interpretation of **Figure 7: Development Concept** shall be considered in conjunction with policy overlay areas as depicted in **Figure 9: Prime Agriculture Areas**, **Figure 11: Prime Recreation and Tourism Areas**, and **Figure 14: High Priority Landscapes**.



FIGURE 14 | HIGH PRIORITY LANDSCAPES





4.0 AGRICULTURE

OBJECTIVE

To protect and enhance the County's valuable agricultural land base while supporting a strong rural economy and vibrant rural lifestyle.

Agriculture is an integral part of Parkland County's historic and future economic and community life. The agriculture industry in the County is highly innovative, with increasing diversification to ensure long-term viability and growing employment opportunities. The County maintains a strong commitment to being a leader in agricultural production in the Region; **One Parkland: Powerfully Connected.**

The County has completed a Future of Agriculture Study (Bouma and Stantec 2016) to understand the current state of agriculture within the County and how to support its continued success. The Study confirmed strong support for agriculture and agricultural practices amongst County residents, and identified key initiatives to make the agricultural industry more sustainable.

From the findings of the Agriculture Study comes a "Made in Parkland" approach to growth within the Rural Agricultural Area that recognizes the need to protect prime agricultural lands while being flexible to allow for new agricultural pursuits throughout the County. Prime Agricultural Areas are designed to reflect the unique characteristics of soils and the diversity of agricultural operations throughout the County. Parkland County is well positioned to diversify its primary agricultural base by promoting innovative agricultural opportunities in all agricultural areas.





DEVELOPMENT IN AGRICULTURAL AREAS

Rural Agricultural Area | The Rural Agricultural Area includes all of the Prime Agricultural Areas and is the primary land base of the County. It supports a range of agricultural activities and a rural farming lifestyle.

Value-Added Initiatives | Parkland County strives to enhance and provide opportunities for agricultural diversification and enhancement into the future. Part of broadening opportunities in agriculture is ensuring the ability to use agricultural property for more than traditional agricultural activities. Value-added pursuits could include on-site sales, stores, restaurants, agri-tourism or other supportive activities.

Rural Agricultural Subdivisions | Rural Agricultural Subdivisions maintain the opportunity for a rural country lifestyle and promote intergenerational family farming. In Parkland County, there are three (3) types of Rural Agricultural Subdivisions: Farmstead, Agriculture and Residential.

- Rural Agricultural Subdivision - Farmstead is the subdivision of a parcel of land (typically a quarter section in size) where there is an existing residence and associated improvements.
- Rural Agricultural Subdivision - Agriculture is the subdivision of a parcel of land that is 80 acres or greater for agricultural purposes.
- Rural Agricultural Subdivision - Residential is the subdivision of a single parcel of land for a new residential development.



4.1 Rural Agricultural Area – General

The Rural Agricultural Area hosts a wide range of agricultural operations, rural subdivisions, farmsteads, rural businesses, parks, environmental areas and other uses and amenities. In this area, the primary land use is agriculture. The preservation and protection of the agricultural area from fragmentation is a significant priority for Parkland County. The following policies are applicable to all agricultural areas, including Prime Agriculture Areas unless otherwise stated.

POLICIES

4.1.1 Right to Farm

- a. Agriculture shall have precedence over other land uses in the Rural Agricultural Area in accordance with the *Agricultural Operation Practices Act*.
- b. The County will endeavour to increase public awareness and understanding of agricultural operations and businesses by promoting the importance of the agricultural industry for food, jobs, trade, economics and the environment.

4.1.2 Conservation of High Capability Farm Land

- a. The County supports the completion of a Regional Agricultural Master Plan as identified in the Edmonton Metropolitan Region Growth Plan.
- b. The County supports and encourages agricultural production and diversification through implementation of the Future of Agriculture Study findings and associated amendments to the County's Land Use Bylaw.
- c. The conversion of high capability agricultural lands to non-agricultural uses should be minimized to support continued agricultural production.
- d. The County supports programs that transfer subdivision density or development credits from areas of higher capability agricultural land to areas of lower capability agricultural land to support the conservation of large tracts of agricultural land.



4.1.3	Value-Added Initiatives	a. Agricultural-based business, including agri-tourism, value-added initiatives and industrial agriculture, shall be supported throughout the Rural Agricultural Area. b. The diversification and expansion of existing agricultural operations into emerging agricultural sectors shall be supported throughout the Rural Agricultural Area. c. The County will support flexibility in subdivision and development practices within the Rural Agricultural Area to meet land and development requirements for emerging agricultural sectors.
4.1.4	Keeping the Family on the Farm	a. Rural farming lifestyles will be supported by promoting housing types and complementary uses that support multiple generations of families staying on the farm or in the agricultural sector. b. The County will support innovative and diverse housing forms (i.e. secondary suites, garden suites, tiny houses). Specific criteria for alternative housing forms will be regulated through the County's Land Use Bylaw.
4.1.5	Growth Management	a. The location and design of subdivision and development within the Rural Agricultural Area should minimize both the fragmentation of agricultural lands and the impact of development on County road infrastructure to the satisfaction of the County. b. New subdivisions should be clustered together and directed to the least agriculturally productive site on the quarter section whenever possible. c. Non-agricultural activities are encouraged to locate in hamlets and employment areas whenever possible. When this is not possible, non-agricultural activities should locate on land with lower capability soils and soil characteristics and where transportation and infrastructure needs can be met.
4.1.6	Rural Agricultural Area	a. Unless otherwise noted in the policies of Section 4.2 for Prime Agricultural Areas, a total of four (4) parcels per quarter section are supported throughout the Rural Agricultural Area.

Exhibit F: Planning Review Corrections Email/Letter

Revisions Required Notice for Development Permit Application (PLDPC20240788)

From Aman Jhaver <aman.jhaver@parklandcounty.com>

Date Thu 2024-11-21 10:06 AM

To Crosswaydevelopments@gmail.com <Crosswaydevelopments@gmail.com>

Bcc Karen Kormos <Karen.Kormos@parklandcounty.com>

 1 attachment (184 KB)

Planning Review Corrections PLDPC20240788.pdf;

Hello Crossway Records Inc.,

Following a detailed review, your development permit application PLDPC20240788 requires revisions as we do not have sufficient information to finish processing your application. Please review the attached letter outlining the required revisions and submit the items via PLANit Parkland. Visit PLANitHelp if you have any questions regarding how to resubmit your items.

If we do not hear back from you by **December 06 at 4:00 pm**, your application will be deemed refused.

What Happens Now? Once all revised documents are received, we will ensure all required information have been submitted as requested. If all issues have been addressed, a decision will be made and issued to you via email.

Please reach out if you have any questions.

Aman Jhaver (He/him/his), RPP, MCIP | Senior Planner, Planning and Development Services | Parkland County |
53109A HWY 779, Parkland County, Alberta T7Z 1R1
Office: 780-968-8888 ext. 8212 | aman.jhaver@parklandcounty.com | www.parklandcounty.com



One Parkland: Powerfully Connected.

Planning and Development Services is now paperless and has launched [PLANit Parkland](#), an online system where you can apply for building and development permits, subdivision, and redistricting for Your home, Your business, and Your land.



This communication is intended for use of the recipient to whom it is addressed and may contain confidential, personal and/or privileged information. Please contact me immediately if you are not the intended recipient of the communication and do not copy, distribute, or take action relying upon it. Any communication received in error, or subsequent reply, should be deleted or destroyed.

Jonathan Bauer
6-25015 Township Road 544A
Sturgeon County, AB T8T 0B9

Sent by email: Crosswaydevelopments@gmail.com

Dear CROSSWAY RECORDS INC.:

Re: Development Permit Application No. PLDPC20240788 – REVIEW COMMENTS
Subject Property - W4-27-53-16-SW; (the “Lands”)

A detailed review of your recent development permit application for “Expand existing RV Storage Facility on an existing parcel permitted for RV Storage to include an additional 400 units for trailers/boats.” on the above noted Lands has been completed. Based on the review of your submittals and applicable internal/external referral comments received, please provide the following requested items and/or complete the following revisions:

DEVELOPMENT PLANNING FEEDBACK:

1. The proposed RV Storage Expansion for an additional 400 trailers/boats does not align with the Parkland County Statutory Plan Policies. To proceed with the further expansion of their site, the applicant must ensure the proposal aligns with the current policies. The development planning has provided the policy analysis below, highlighting how the proposal is inconsistent with the statutory policies. The applicant must address these policy concerns before proceeding with the proposed expansion. This may require an amendment to the ASP or creating a more site-specific area structure plan that explicitly permits the expansion of RV storage facilities in the Fringe Area.

Parkland County Statutory Plans Policy Analysis:

Parkland Municipal Development Plan (MDP) bylaw 2017-14	
Policy	Proposed Development
Section 4.1 Rural Agricultural Area – General	
Policy 4.1.1 Right to Farm a. Agriculture shall have precedence over other land uses in the Rural Agricultural Area in accordance with the Agricultural Operation	The purpose of the Rural Agricultural Area is to support and promote agricultural uses. This policy clearly states that agriculture must be the primary use of the land in order to preserve the agricultural land base and support the long-term viability of the

Practices Act.	agricultural industry. An RV storage facility is not an agricultural use and would not support the agricultural industry. In fact, it would likely detract from it by taking up valuable agricultural land and potentially creating conflicts with neighboring agricultural operations.
Policy 4.1.2 Conservation of Farmland c. The conversion of high capability agricultural lands to non-agricultural uses should be minimized to support continued agricultural production.	Parkland County is committed to preserving its agricultural land base and supporting the long-term viability of the agricultural industry. This policy is in place to protect high-capability agricultural lands from being converted to non-agricultural uses. RV storage facility is a non-agricultural use. Developing an RV storage facility on high-capability agricultural land would convert that land to a non-agricultural use, which would detract from the County's agricultural land base and go against the intent of this policy.
Policy 4.1.3 Value-Added Initiatives a. Agricultural-based business, including agri-tourism, value-added initiatives and industrial agriculture, shall be supported throughout the Rural Agricultural Area.	The purpose of the Rural Agricultural Area is to support and promote agricultural uses. This policy encourages the diversification and expansion of existing agricultural operations into new and emerging agricultural sectors to strengthen the agricultural industry. An RV storage facility does not qualify as an agricultural-based business, agri-tourism, a value-added initiative, or industrial agriculture. It is not an agricultural use and does not directly support or enhance the agricultural industry. Therefore, the expansion of an RV storage facility would not align with the intent of this policy to diversify and strengthen the agricultural industry.
Policy 4.1.5 Growth Management a. The location and design of subdivision and development within the Rural Agricultural	This policy is in place to ensure that any new development in the Rural Agricultural Area minimizes the fragmentation of agricultural land. Fragmentation can occur when a large agricultural land is divided

Area should minimize both the fragmentation of agricultural lands and the impact of development on County road infrastructure to the satisfaction of the County.	into smaller parcels, making it more difficult to farm efficiently and leading to conflicts between neighbouring agricultural operations. While the expansion itself may not involve subdivision, it could contribute to premature or scattered subdivision in the future. As the RV storage facility expands, it may create pressure for further non-agricultural development in the area, leading to fragmentation of agricultural land and potential conflicts with agricultural activities.
Atim Creek North Area Structure Plan (ASP)	
Policy	Proposed Development
6.0 LAND USE STRATEGY AND POLICIES	
6.4 Fringe Area Policy 6.4.1 The use of land within the Fringe Area will be for agriculture, unless otherwise specifically provided for by an amendment to this area structure plan or through a more site specific area structure plan that supercedes the provisions in the Atim Creek North Area Structure Plan.	The expansion of the existing RV Storage Use does not comply with Policy 6.4.1 for the following reasons: Non-Agricultural Use: The proposed RV storage use expansion is fundamentally a non-agricultural use. It involves the storage of recreational vehicles, which is not related to farming, dairy operations, or horticulture. No Amendment or Specific Area Structure Plan: The ASP, as it stands, designates the Fringe Area for agricultural uses. There is no provision within the ASP that explicitly permits RV storage facilities, nor is there a more site-specific area structure plan that supersedes this provision. Intermunicipal Interest: The Fringe Area is considered to be of intermunicipal interest to both Parkland County and the City of Spruce Grove. Any non-agricultural development within this area would require careful consideration and cooperation between the two municipalities. Therefore, the expansion of the RV Storage Use would

	require an amendment to the Atim Creek North ASP or the creation of a more site-specific area structure plan that explicitly allows for such a use. This process would involve public consultation and a thorough assessment of the potential impacts of the proposed development on the surrounding area.
7.0 GENERAL POLICIES	The proposed expansion of the existing RV Storage Use does not comply with Policy 7.9.1(b) for the following reasons: Non-Agricultural Use: The proposed RV storage use expansion is fundamentally a non-agricultural use. It involves the storage of recreational vehicles, which is not related to farming, dairy operations, or horticulture. Fringe Area Designated as Agricultural Land: Policy 7.9.1(b) explicitly designates all lands within the Fringe Area as agricultural lands. This designation is in line with the ASP's overall goal of protecting and promoting agricultural activities in the area. No Allocation for Non-Agricultural Uses: The ASP currently does not allocate any land within the Fringe Area for non-agricultural uses. This restriction is deliberate, as the ASP seeks to preserve the agricultural character and integrity of the Fringe Area. Therefore, the expansion of the RV Storage Use would require an amendment to the Atim Creek North ASP or the creation of a more site-specific area structure plan that explicitly allows for such a use. This process would involve public consultation and a thorough assessment of the potential impacts of the proposed development on the surrounding area.
7.9 Agriculture and Agricultural Land Policy 7.9.1 For the purposes of this plan, excepting land on which a non-agricultural use has been approved by the County, agricultural lands are all the lands within the: (b) Fringe Area, unless an area structure plan adopted by the County in accordance with the provisions of this Plan allocates some or all of the land for non-agricultural uses;	

7.3 Commercial and Industrial Development Policy 7.3.5 In the Country Residential Core Area, Manufactured Home Community Area and Fringe Area, the County may approve a commercial land use if: (a) the proposed site is suited for the proposed commercial use; (b) the proposed site is separated from other commercial uses to avoid the creation of a commercial node; (c) the proposed commercial use is compatible with land uses in the vicinity; (d) the subject parcel is designated with a land use district which accommodates the commercial land use; and (e) the proposed development is consistent with the provisions of this Plan.	(a) Suitability of the Site: The ASP does not provide specific guidance on the suitability of sites for RV storage use. However, it emphasizes the importance of maintaining the rural character and agricultural nature of the Fringe Area. An RV storage facility does not align with this desired character. (b) Separation from Other Commercial Uses: The proximity of the proposed expansion to other commercial uses would need to be assessed to determine if it would create a commercial node. The ASP generally discourages the concentration of commercial activities in the Fringe Area. (c) Compatibility with Surrounding Land Uses: The primary land use in the Fringe Area is agriculture. An RV storage facility is not compatible with the agricultural activities in the vicinity. (d) Land Use District: The Fringe Area is designated for agricultural uses. The ASP does not identify a specific land use district that accommodates RV storage facilities. (e) Consistency with the ASP: The proposed development does not align with the overall intent of the ASP, which is to preserve the Fringe Area for agricultural uses and maintain its rural character. Based on the analysis above, the expansion of the existing RV Storage Use does not fully meet the requirements of Policy 7.3.5. The proposal is not consistent with the ASP's vision for the Fringe Area, particularly regarding its emphasis on agricultural uses and the preservation of rural character.
---	--

2. The proposed RV Storage Expansion use is located within Parkland County's AGR - Agricultural

Restricted District. The purpose of this district is to:

...permit agricultural production and related farming activities while providing limited opportunity on a discretionary basis for compatible non-farm related land uses, and to prevent premature or scattered subdivision.

The proposed expansion does not align with the purpose of the AGR district for the following reasons:

Non-Agricultural Use: The proposed expansion of the RV storage facility is fundamentally a non-agricultural use. It involves the storage of recreational vehicles, which is not related to agricultural production or farming activities.

Premature Subdivision: While the expansion itself may not involve subdivision, it could contribute to premature or scattered subdivision in the future. As the RV storage facility expands, it may create pressure for further non-agricultural development in the area, leading to fragmentation of agricultural land and potential conflicts with agricultural activities.

LAND DEVELOPMENT ENGINEERING FEEDBACK:

General Notes: Notes provide additional context of review considerations

1. All technical documents and papers must be authenticated by a Professional Engineer qualified to work in the Province of Alberta and registered in good standing with the Association of Professional Engineers and Geoscientists (APEGA).
2. All references made herein regarding Section # or Details, shall mean a reference to the Parkland County Engineering Design Standards (2015), unless otherwise specified.
3. References to proposed development shall mean a reference to DWG numbers 110-2470-C1 through 110-2470-C5(Rev 0), dated 09-27-24.

DEFICIENCIES:

1. Update all drawings to show the top of berm located a minimum of 5m inside the property line to ensure the berm will remain within property line should additional ROW be dedicated or negotiated for purchase in the future.
2. The storm pond discharge outlet and rip rap/erosion protection shown on Drawing C4 (Storm Pond Detail) is shown encroaching upon Parkland County's property. As per Bylaw 2023-02 –

Surface Drainage and Lot Grading, Section 7. Applicant shall provide an updated site plan with encroachments removed from these areas and placed within private property.

3. Provide documentation demonstrating that all proposed streetlights are Dark Sky Compliant luminary LEDs, as per Policy C-AD-19 Dark Sky Outdoor Lighting. All details must be included with the Engineering plans.

FIRE PREVENTION FEEDBACK:

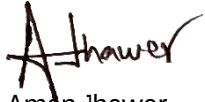
To ensure the safety and accessibility of the storage areas for Fire Apparatus, the following requirements must be met:

1. **Access for Fire Apparatus:** Storage areas must be readily accessible to responding Fire Apparatus.
2. **Swept Path Analysis:** A swept path analysis must be provided, clearly indicating dimensions and widths to ensure sufficient space for Fire Apparatus maneuvering.

If you have any questions, please feel free to contact me at (780) 968-8888 Ext. 8212 or aman.jhawer@parklandcounty.com.



Sincerely,



Aman Jhaver
Development Authority

How to submit revised or requested documents

1. Sign-in to PlanIt Parkland
2. Click on My Items
3. Find the applicable application with a status of Waiting on Revisions
4. Click "Upload Submittals"
5. In the Submittals screen, look for any items with a status of "Returned for Correction"
6. Click on the document to review the corrections
7. Along with this letter, use the markups to inform any changes to your documents.
8. Once you've made changes to the submittal, click "New Version" to browse to the location on your computer and select the file.
9. Click "Upload Documents"

The application will be returned to Parkland County staff for verification and re-review

Exhibit G: Applicant Response

Re: Revisions Required Notice for Development Permit Application (PLDPC20240788)

From Crossway Developments <crosswaydevelopments@gmail.com>

Date Thu 2024-12-05 3:57 PM

To Aman Jhaver <aman.jhaver@parklandcounty.com>

Cc Karen Kormos <Karen.Kormos@parklandcounty.com>

CAUTION: This email originated from outside of Parkland County. Do not click links or open attachments unless you recognize this sender and know the contents are safe.

Dear Aman,

Thank you for taking the time to discuss my application earlier today. I am writing to follow up on our meeting and your request for additional information regarding the "Comments to Planning Review Corrections Letter" dated 11/21/2024.

As confirmed during our meeting and via email, I have already submitted the necessary updates from Land Development Engineering and Fire Services, and I would appreciate you adding these to my file for review.

Regarding the feedback from Development Planning outlined in your letter, and as we discussed today, I must respectfully disagree with your interpretation of the policies as they relate to my RV Storage expansion application. Specifically:

1. That my application is inconsistent with the statutory policies.
2. That it does not align with the purpose of the AGR district.

Based on our discussion, I have provided all the information I can regarding the requested corrections (Land Development Engineering and Fire Services). Therefore, my only remaining option is to request that you proceed with rendering a decision. From that point, my family and I will consider our next steps.

I appreciate your continued work on my application.

Sincerely,
Jon Bauer

On Thu, Nov 21, 2024 at 9:06 AM Aman Jhaver <aman.jhaver@parklandcounty.com> wrote:

Hello Crossway Records Inc.,

Following a detailed review, your development permit application PLDPC20240788 requires revisions as we do not have sufficient information to finish processing your application. Please review the attached letter outlining the required revisions and submit the items via PLANit Parkland. Visit PLANitHelp if you have any questions regarding how to resubmit your items.

If we do not hear back from you by **December 06 at 4:00 pm**, your application will be deemed refused.

What Happens Now? Once all revised documents are received, we will ensure all required information have been submitted as requested. If all issues have been addressed, a decision will be made and issued to you via email.

Please reach out if you have any questions.

Aman Jhaver (He/him/his), RPP, MCIP | Senior Planner, Planning and Development Services | Parkland County |
53109A HWY 779, Parkland County, Alberta T7Z 1R1
Office: 780-968-8888 ext. 8212 | aman.jhaver@parklandcounty.com | www.parklandcounty.com



One Parkland: Powerfully Connected.

Planning and Development Services is now paperless and has launched [PLANit Parkland](#), an online system where you can apply for building and development permits, subdivision, and redistricting for Your home, Your business, and Your land.



This communication is intended for use of the recipient to whom it is addressed and may contain confidential, personal and/or privileged information. Please contact me immediately if you are not the intended recipient of the communication and do not copy, distribute, or take action relying upon it. Any communication received in error, or subsequent reply, should be deleted or destroyed.

Exhibit H: Deemed Refused Email/Letter Response

Deemed Refused Development Permit (PLDPC20240788)

From Aman Jhaver <aman.jhaver@parklandcounty.com>

Date Mon 2024-12-09 3:13 PM

To Crossway Developments <crosswaydevelopments@gmail.com>

Bcc Safety Codes <safetycodes@parklandcounty.com>

 2 attachments (320 KB)

Development Permit - Refused.pdf; Planning Review Corrections PLDPC20240788 (2).pdf;

Hello Jonathan Bauer,

The deadline for submitting the required supporting documentation for Development Permit Application **PLDPC20240788** for a **Recreational Vehicle Storage** located at 53203 RGE RD 274 **expired on December 06 at 4:00 pm**. As we did not receive the requested documents, the development permit application is **deemed refused**. Please refer to the attached letter for details.

If you intend to reapply for the development, please submit a new application through PLANit Parkland. To avoid the same results, please include all the mandatory documentation including those items previously outlined in the Planning Review Corrections for **PLDPC20240788 (see attached)**.

You have the right to appeal this decision to the Subdivision Development Appeal Board (SDAB) by January 03, 2025 pursuant to Section 686 of the Municipal Government Act, RSA 2000, CM-26. For inquiries regarding the appeal process or how to submit an appeal, please contact Parkland County Legislative Services at 780-968-8888 or SDAB@parklandcounty.com.

Best regards,

Aman Jhaver (He/him/his), RPP, MCIP | Senior Planner, Planning and Development Services | Parkland County |

53109A HWY 779, Parkland County, Alberta T7Z 1R1

Office: 780-968-8888 ext. 8212 | aman.jhaver@parklandcounty.com | www.parklandcounty.com



One Parkland: Powerfully Connected.

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December 09, 2024

Applicant

Jonathan Bauer 6-25015 Township Road 544A
Sturgeon County, AB T8T 0B9
Crosswaydevelopments@gmail.com

RE: Development Permit Application No. - PLDPC20240788 - **DEEMED REFUSED**
Subject Property - W4-27-53-16-SW (the "Lands")

In accordance with Section 683.1(8) of the *Municipal Government Act* and Section 1.8 and 16.3(12) of the LUB, this Application is deemed to be refused because the information and documents required were not provided. The outstanding documents and information are necessary for the Development Authority to review the Application. The failure to provide outstanding information and documents means the Development Authority cannot properly assess and evaluate the Application to determine if the proposed development is suitable.

On October 03, 2024 you provided Parkland County Planning & Development Services (the "Development Authority") with a complete development permit application (the "Application") for a "Development Permit - Commercial / Industrial Institutional" on the Lands (the "Application"). On December 09, 2024 your application was deemed incomplete pursuant to section 683.1(6) of the *Municipal Government Act* and as the Applicant, you were notified by formal correspondence (on November 21, 2024) which outlined the information and documents missing from your application and required by Parkland County Land Use Bylaw 2017-18

The application revisions submission by the applicant included the following documents and information:

- Engineering Revisions
- Fire Services Revisions
- Dark Sky Compliant Lighting Details

I have reviewed the information and documents received by the Development Authority on 12/04/2024 and I have deemed the Application remains **incomplete**. Specifically, the Application is missing the following information and documents required by the LUB:

The Application is missing the following documents and information:

- The applicant didn't address the Development Planning concerns outlined in the revision letter sent on November 21, 2024 (see attached letter).

Pursuant to Section 684(4) of the *Municipal Government Act*, Section 640(5) of the *Municipal Government Act* does not apply. This means that you may make another application for the same or similar use on the same lands and the 12-month moratorium on applications does not apply. However, should you wish to appeal this decision or to make an inquiry regarding the appeal process, please contact the Subdivision and Development Appeal Board (SDAB) by **January 03, 2025** at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of \$200.00 must be paid for an appeal served on the SDAB by the applicant.

If I can provide any further information to you, please feel free to contact me at 780-968-8888 ext. 8212 or aman.jhawer@parklandcounty.com.

Thank-you,



Aman Jhawer
Development Authority

Applicant/Appellant Submission for Jonathan Bauer/Crossway Records Inc.

Subdivision and Development Appeal Board Hearing – January 27, 2025

RE: PLDPC20240788

****Please note: Exhibits #1 through 7 will be discussed during the opening.**

The following policies and information provided include part of my request for the SDAB to grant approval for development application:

This includes excerpts from the following documents:

- Parkland County Land Use Bylaw, Bylaw 2017-18
- Parkland Municipal Development Plan (MPD), Bylaw 2022-17
- Regional Agriculture Master Plan (RAMP), Aug 2021
- Atim Creek North Area Structure Plan, Bylaw 26-2002

1.) Parkland County Land Use Bylaw, Bylaw 2017-18

RV Storage is a discretionary use on AGR lands. My parcel of land is zoned AGR under the current Parkland County LUB as can be seen in the following pages:

The current Land Use Bylaw as seen on Page 288 and 289 confirms that Recreational Vehicle Storage is an appropriate and permissible discretionary and commercial use within the AGR – Agriculture Restricted District. (see Exhibit # 8)

- The RV Storage Development Foodprint in both Phase 1 and now in Phase 2 is restricted to lands outside of the identified boundaries of the Atim Creek/Big Lake Floodplain Overlay.
- Moreover, the proposed development meets the requirements for Recreational Vehicle Storage as outlined in Section 12.14 of the Land Use Bylaw. **(See Exhibit # 9)**

2.)Parkland Municipal Development Plan (MPD), Bylaw 2022-17

- **Policy 4.1 Rural Agricultural Area – General says:**

“The Rural Agricultural Area hosts a wide range of agricultural operations, rural subdivisions, farmsteads, rural businesses, parks, environmental areas and other uses and amenities.”

If land in this area was to remain agricultural, “rural businesses” would not be included in this description. Moreover, this statement does not lead one to ascertain that the land in the Rural Agricultural Area must remain as farmland.

- **4.1.1 – Right to Farm**

“a. Agriculture shall have precedence over other land uses in the Rural Agricultural Area in accordance with the Agricultural Operation Practices Act.”

This policy ensures that a farmer has the right to use their land for agriculture. However, it doesn’t prohibit other land uses, especially if those uses are allowed under the Land Use Bylaw (LUB). If alternate uses weren’t allowed, then why would the LUB include them in the first place?

- **4.1.2 - Conservation of High Capability Farm Land**

“a. The County supports the completion of a Regional Agricultural Master Plan as identified in the Edmonton Metropolitan Region Growth Plan. “

As we will read shortly, the RAMP document recognizes that this land is not Prime Agricultural Land and that this parcel of land falls into a category **where “AGRICULTURE CO-EXISTS WITH OTHER LAND USES”**.

“c. The conversion of high capability agricultural lands to non-agricultural uses should be minimized to support continued agricultural production.”

This land is not Prime Agricultural land according to the MDP Plan map on page 38 of the Parkland MDP nor has it been used as an agricultural food source for roughly 10 years.

- **4.1.5 - Growth Management**

c. Non-agricultural activities are encouraged to locate in hamlets and employment areas whenever possible. When this is not possible, non-agricultural activities should locate on land with lower capability soils and soil characteristics and where transportation and infrastructure needs can be met.

Due to the repeated use of this land as a commercial sod farm the topsoil has been repeatedly stripped away leading to lower capacity soils. Moreover, the location of this fragmented parcel is in a location where it is an ideal location for RV Storage as the transportation and infrastructure are met being located right off the Yellowhead Highway and at a major intersection.

- **4.1.7 - Rural Agricultural Subdivision – Agriculture**

“a. Rural Agriculture Subdivision - Agriculture for agricultural purposes other than small holdings should typically be eighty (80) acres (32.37 ha) or greater in size.”

As we read in this policy – agriculture for agricultural purposes would typically be 80 acres or greater in size. This portion of the parcel South of the Creek is roughly 40 usable acres, 30 of which are already permitted for RV Storage. The remaining 10 acres of unutilized land according to this policy wouldn't even classify this small remnant of the parcel as Agricultural Land for agricultural purposes due to its small size.

In its letter on November 21, 2024 the Development Authority mentions numerous policies from the Parkland Municipal Development Plan Bylaw 2017-14 as to reasons why this expansion development application cannot be supported. However, it is important to note on Page 6 of the Parkland (MDP) it states the following:



1.3 Community Profile & Growth Trends

3 If a development is proposed within the plan area of a higher-order statutory plan, including the North Saskatchewan Regional Plan, the Edmonton Metropolitan Region Growth Plan and/or a relevant Intermunicipal Development Plan, the development must consider and conform to the policies of the higher-order statutory plan. If there is a conflict with a policy or regulation within a higher-order plan and the policies of this Municipal Development Plan, the higher-order plan shall prevail.

4 All provincial and federal policies and regulations in effect shall apply and shall prevail over the policies contained within this Municipal Development Plan.

5 This MDP does not assume or bear any jurisdictional authority over provincially owned lands, lands under another municipal jurisdiction, or any First Nation reserve lands.

Between 2011 and 2016 Parkland County grew from 30,586 people to 32,097 people, a total population growth of 5% (StatsCan 2016). The average age of Parkland County residents was 40 years old in 2016, with 90% of residents living in a single family home (StatsCan 2016). The Capital Region Board (the Board) has projected that Parkland County will continue to grow, and anticipates Parkland will be home to between 42,700 and 50,000 people by 2044. This Municipal Development Plan provides a framework that defines how this growth can be accommodated in ways that increase the quality of life for residents and visitors in areas throughout the County.

Parkland County maintains a strong position in the Capital Region. Parkland County offers excellent transportation and market access, affordable land prices, amongst the lowest non-residential taxes in the Capital Region, and over 10,000 acres of industrial land and strong agricultural opportunities. As noted in the ISL Engineering and Land Services Community Scan and Analysis (April 2015), the County's economic base is primarily focused on industrial pursuits such as manufacturing, mining, wholesale trade and construction. Recent changes in the economic climate of the province, policy changes around coal-fired transmission plants and lower rates of employment in traditional agricultural pursuits have modified the outlook on certain industries that are important to the County's economic base. To ensure the County's resiliency, Parkland County is aggressively pursuing opportunities for economic diversification and innovation throughout the County.

As part of a commitment to employment growth, Parkland County actively seeks to attract and retain employment. Parkland County's Community Economic Diversification department actively promotes business development and tourism in the County, supporting both existing businesses and those looking to locate in the County. Industrial and employment uses play an important role in the quality of life for residents by providing goods and services and employment. In turn, employment growth increases the demand for residential uses and community services that increase the vitality of the County. Promoting these types of synergies throughout the County is a foundational goal of this Plan.

Page 6 of the Parkland MDP says:

If a development is proposed within the plan area of a higher-order statutory plan, including the North Saskatchewan Regional Plan, the Edmonton Metropolitan Region Growth Plan and/or a relevant Intermunicipal Development Plan, the development must consider and conform to the policies of the higher-order statutory plan. If there is a conflict with a policy or regulation within a higher-order plan and the policies of this Municipal Development Plan, the higher-order plan shall prevail.

Because of this reason the Regional Agriculture Master Plan needs to be reviewed to see what it says about Agricultural Land, including which land is considered Prime Ag Land, and how Agricultural and non-Agricultural Uses should be considered.

3.) Regional Agriculture Master Plan (RAMP), Aug 2021



Message from the RAMP Chair

On behalf of the Task Force, I am pleased to present the Regional Agriculture Master Plan. Our work on RAMP began in 2018 and is the first agricultural plan of its kind in the prairie provinces. RAMP is a significant policy achievement for the Region and the 13 member municipalities of the EMRB. Through regional collaboration, we have created a policy framework that identifies prime agricultural land and the importance of the value-added sector to the agriculture industry.

As a core policy area in the growth plan, decisions on land use in the Region now need to consider impacts on agricultural land. RAMP provides certainty to producers, protecting valuable, productive agricultural lands throughout the Region, and secures these lands to ensure a local food source for future generations. As an agricultural region, RAMP is necessary to support the agriculture industry and to enable it to continue to grow and become an ever-more important part of our regional economy.

RAMP also recognizes that the greater goal is to take advantage of the Region's potential to become a major producer of food and other agricultural products, and to support the agri-food sector so that it may reach its full economic potential. RAMP is about creating the conditions for a sustainable and prosperous agricultural sector, because agriculture is economic development. By successfully implementing RAMP, we have the potential to increase the Region's economic prosperity by an estimated \$10 billion, supporting vibrant communities and economies.

RAMP is the first major policy initiative of the EMRB that involved a robust public engagement process. Task Force members realize that RAMP is a stronger document because of the diverse, thoughtful and constructive feedback received from all stakeholders, and in particular, the input received from the agricultural producers and rural landowners.

I would like to thank members of the Task Force, working group, stakeholders, and EMRB Administration for their collaborative expertise, vision, and leadership in building a truly regional plan for the future of agriculture in the Region.

ROD SHAI GEC
Mayor of Parkland County, RAMP Chair

- On PAGE 4 of the RAMP document our previous Mayor of Parkland County Says:

RAMP provides certainty to producers, protecting valuable, productive agricultural lands throughout the Region, and secures these lands to ensure a local food source for future generations.

While our family fully supports the principles of the MDP and RAMP, particularly those related to agriculture and farming, as we are one of the County's original farming families, this specific piece of land is an exception. It does not require protection or preservation for agricultural use for the following reasons:

The purpose of RAMP is to: “Secure these lands to ensure a local food source for future generations.”

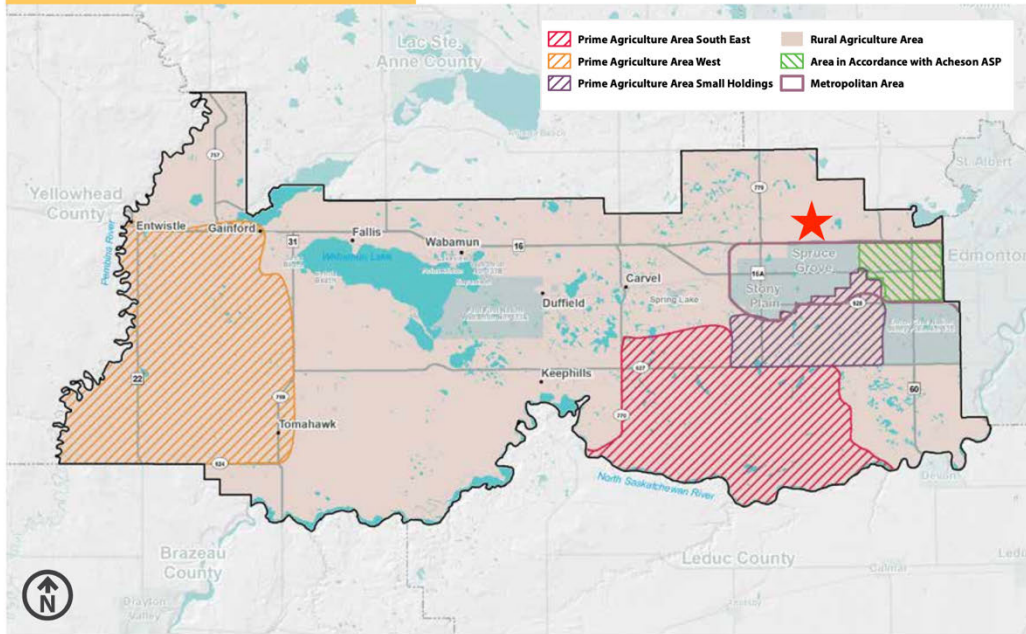
When reviewing this parcel of land for the proposed RV Storage Expansion, it's important to note:

- (a)** This land is not classified as Prime Agricultural Land. As shown in the maps below of Prime Agricultural Land, this parcel is not identified as such.
- (b)** The land is not currently in agricultural production, nor has it been for approximately the last 10 years. It was previously used for commercial sod production, which is categorized as a commercial use by Alberta Environment. As confirmed by two local sod farm operators, every time a crop of sod is harvested from the land it repeated strips topsoil in the process. Upon Its final sod removal in summer of 2023, some of the area could not even be harvested because there was little to no topsoil remaining in certain areas of this piece of land due to the repeated stripping of topsoil that occurs in the process of Sod production.
- (c)** The land is highly fragmented. Originally divided by Atim Creek, it was further fragmented when Alberta Transportation used the parcel for the overpass and created the stormwater pond, and service road.
- (d)** The size, shape, and access to the land make it unsuitable for agricultural use. Additionally, with modern farming technology, any land smaller than 80 acres is generally not conducive to agriculture.

This land hasn't had any significant agricultural value for years now and due to the fragmentation, size and shape it is not easily conducive to agricultural use. Lastly, for the last 10 years including present day this land has not been a local food source.

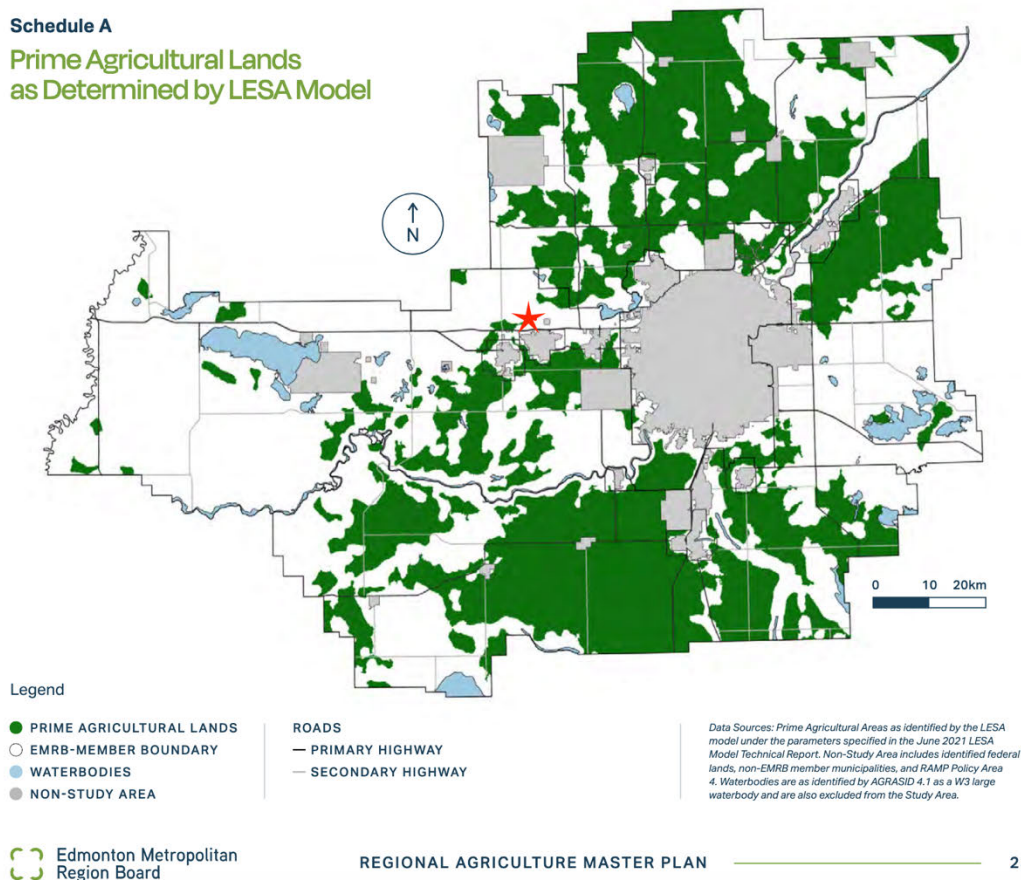
- **This land in question is not classified as Prime Agriculture Land. In both the Parkland MDP and the RAMP (Land Evaluation and Site Assessment Tool). See the maps below to show this piece of land is not within the recognized areas of Prime Agricultural Land Areas.**

FIGURE 9 | PRIME AGRICULTURE AREAS

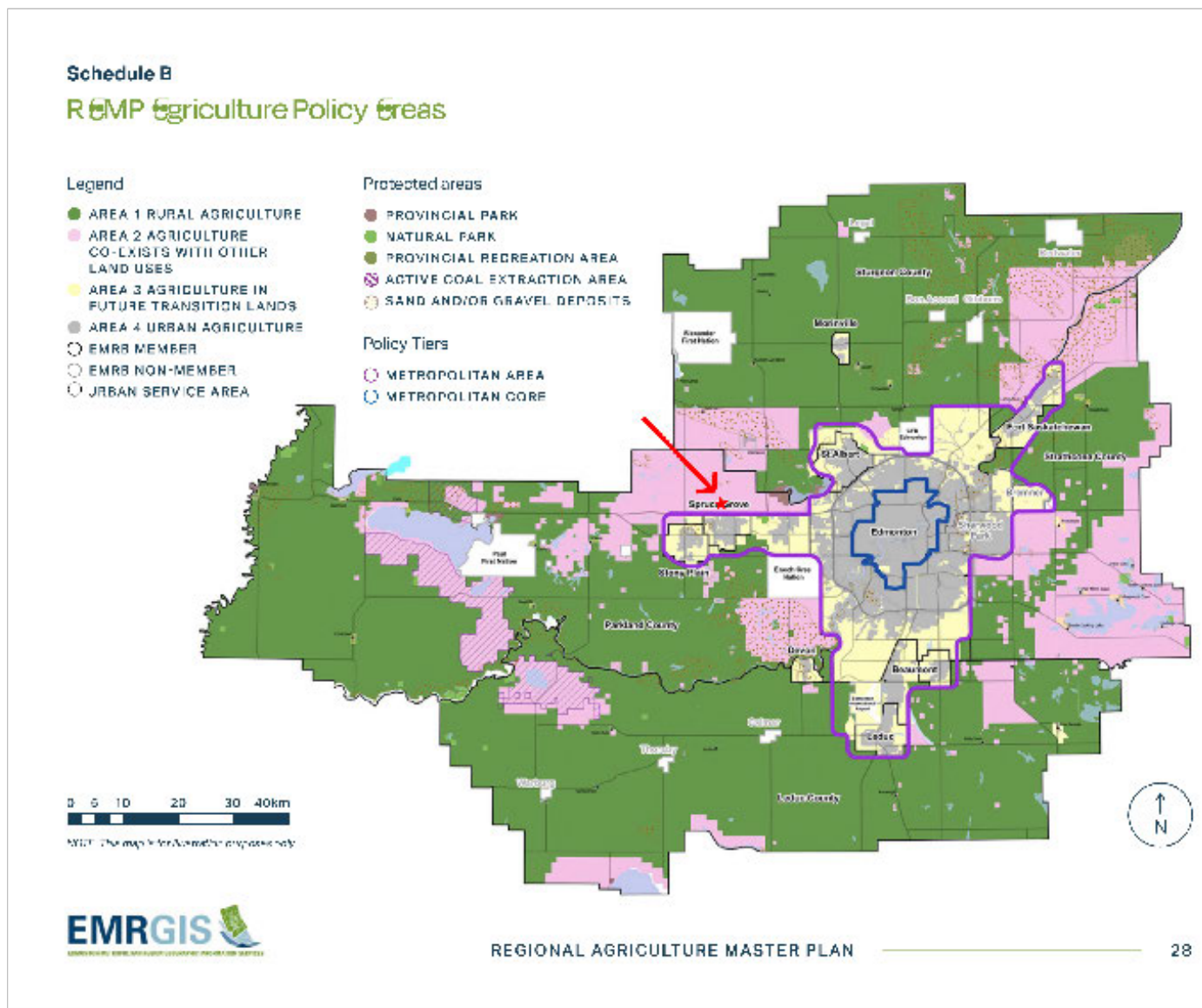


Schedule A

**Prime Agricultural Lands
as Determined by LESA Model**



- The Regional Agriculture Master Plan (RAMP) diagram below shows that my land falls into Policy Area #2. (Please see red arrow and red star labeled below).



Policy Area #2 is defined as an area where “AGRICULTURE CO-EXISTS WITH OTHER LAND USES”. More specifically this area is explained in the RAMP document on page 40 as follows:

A basic principle of RAMP is that agricultural lands have value for agriculture. RAMP also recognizes not all agricultural lands in the Region can be conserved for

agriculture, and some agricultural lands may need to be fragmented and converted to other land uses. While agriculture remains an important land use for Policy Area 2, this policy area includes a range of designated land uses from country residential, lakeshore residential uses, industrial, to resource- based extraction uses such as coal, sand and gravel.

Lands in Policy Area 2 comprise 22% of the regional land base, with a significant portion designated as agriculture use. These lands are recognized in statutory plans, Land Use Bylaws and districting.

Although this policy area recognizes various planned land uses, this does not mean that all of the land designated is currently in use for the designated land use and that agricultural uses can exist in the interim.

While our family supports agriculture, from the higher-level Regional Agricultural Master Plan (RAMP) document, we can conclude that:

- a) This land is not designated as Prime Agricultural Land to be protected or preserved as a food source.
- b) Not all agricultural lands in the region can be preserved for agriculture; some may need to be fragmented or repurposed for other land uses.
- c) While agricultural uses can occur temporarily, they are not prioritized over other land uses, especially when those uses are permitted and listed under the Land Use Bylaws. (ie RV Storage)

- **RV Storage is an acceptable Transitional Use of the Land**

The proposed RV Storage Yard is an acceptable long-term transitional use that **does not preclude** the possible future use of the lands for permanent residential or other commercial uses in the future.

If this Development prevented a possible future residential or other commercial use of this land the City of Spruce Grove would have commented on and would most likely appeal this development as this land may be important to Spruce Grove expansion in the future. The development Letter to Adjacent Landowners was shared with and question was raised with the Senior Long Range Planner at City of Spruce Grove -

Cristina Kortmeyer on December 9, 2024. The email shows that the City of Spruce Grove would not be in a position to appeal a development permit granted for an expansion of the existing RV Storage business. **(see email exhibit #10)**

4. Atim Creek North Area Structure Plan, Bylaw 26-2002

This application can also be further supported by language and policies found in the Atim Creek Area Structure Plan which is where my parcel of land is located.

- **These lands are considered transitional lands**

6.1 Key Elements of the ACASP land use strategy are:

- s. 2. to provide for a variety of agricultural operations until the lands they occupy are developed for residential or other non-agricultural uses.

The lands within the Atim Creek Area Structure Plan are never viewed in the Plan as Agriculture being the end and final use of these lands. We can read in a few portions of the plan that farming or agriculture is viewed only as a transitional use of these lands.

Examples of this are:

6.1 Key Elements – states that “Agriculture as a transition use.”

7.9 Agriculture and Agriculture Lands – “farming is viewed as a vital transition use”.

RV Storage in the Fringe Area

Please consider the wording of the language in the ASP:

6.4.1 The use of land within the Fringe area **will** be for agriculture, unless otherwise specifically provided for by an amendment to this area structure plan or through a more site-specific area structure plan that supersedes the provisions in the Atim Creek North Area Structure Plan.

However, 7.3.5 of the ASP authorizes the use of the Lands for a commercial use:

7.3.5 In the Country Residential Core Area, Manufactured Home Community Area and Fringe Area, the County may approve a commercial land use if:

- (a) the proposed site is suited for the proposed commercial use;
- (b) the proposed site is separated from other commercial uses to avoid the creation of a commercial node;
- (c) the proposed commercial use is compatible with land uses in the vicinity;
- (d) the subject parcel is designated with a land use district which accommodates the commercial land use; and
- (e) the proposed development is consistent with the provisions of this Plan.

In examining the ASP there are potential provisions dealing with the word “will”. In examining the interplay between section 6.4.1 and 7.3.5, 6.4.1 says the Lands “will be for agriculture”. The use of the words “will be” does not hold a mandatory intention. If a mandatory intention had been desired by Council, it could have used the words “must” or “shall” as it did in other sections, for example 7.10.5 of the ASP.

We must reconcile s. 6.4.1 and s. 7.3.5. While 6.4.1 shows an expression of the County’s intention to have agricultural use as the main use, the ASP however itself provides an “override” to that intention. S. 7.3.5 provides that the County may approve a commercial land use in the Fringe Area, provided that the 5 elements of s. 7.3.5 are met.

Now let’s examine each of the 5 elements of 7.3.5.

a.) Is the site suited for the proposed commercial use?

- The proposed use is “recreational vehicle storage”. The land was previously used for a commercial use “sod farm”.
- The land parcel already is permitted for a commercial use which is RV Storage.
- The land is suited for commercial use as it is close proximity to the City of Spruce Grove, easily accessed from the highway and there is no objection from the City of Spruce Grove for this land use.
- The land is not identified as being Prime Agricultural Land.
- There are 5 other operating Recreational Vehicle Storage Facilities in the area.

b.) Is the proposed site separated from other commercial uses to avoid the creation of a commercial node?

- The surrounding land is agricultural in nature. There is no other commercial land uses directly adjacent to this proposed development. This shows absence of any other commercial uses to avoid the creation of a commercial node.

c.) Is the proposed commercial use compatible with the land uses in the vicinity?

- The word “vicinity” is not defined in the ASP. It is may be important to look at this word in the context of not just the immediately adjacent properties. There are 5 other RV Storage facilities currently operation and newly built and approved Commercial Mini Storage located just down the road, all located within the Fringe Area of the ASP. The addition of the 400 spaces will have a negligible impact on traffic and there was no further upgrade requirements as a result required as per the Traffic Impact Assessment Report. **(see Exhibit #5 - TIA)** From this analysis - Recreational Vehicle Storage use is a compatible with the land uses in the vicinity.

d.) Is the subject parcel designated with a land use district which accommodates the commercial land use?

- The district is Agricultural Restricted District (AGR) and that the use of recreational vehicle storage is a discretionary use in the AGR District. Since the use is discretionary in the district, the lands are zoned to accommodate the commercial land use.

e.) Is the proposed development consistent with the provisions of the ASP?

- There is an express recognition in the ASP that the County can authorize a commercial use within the Fringe Area, provided that the conditions of s. 7.3.5 are met.

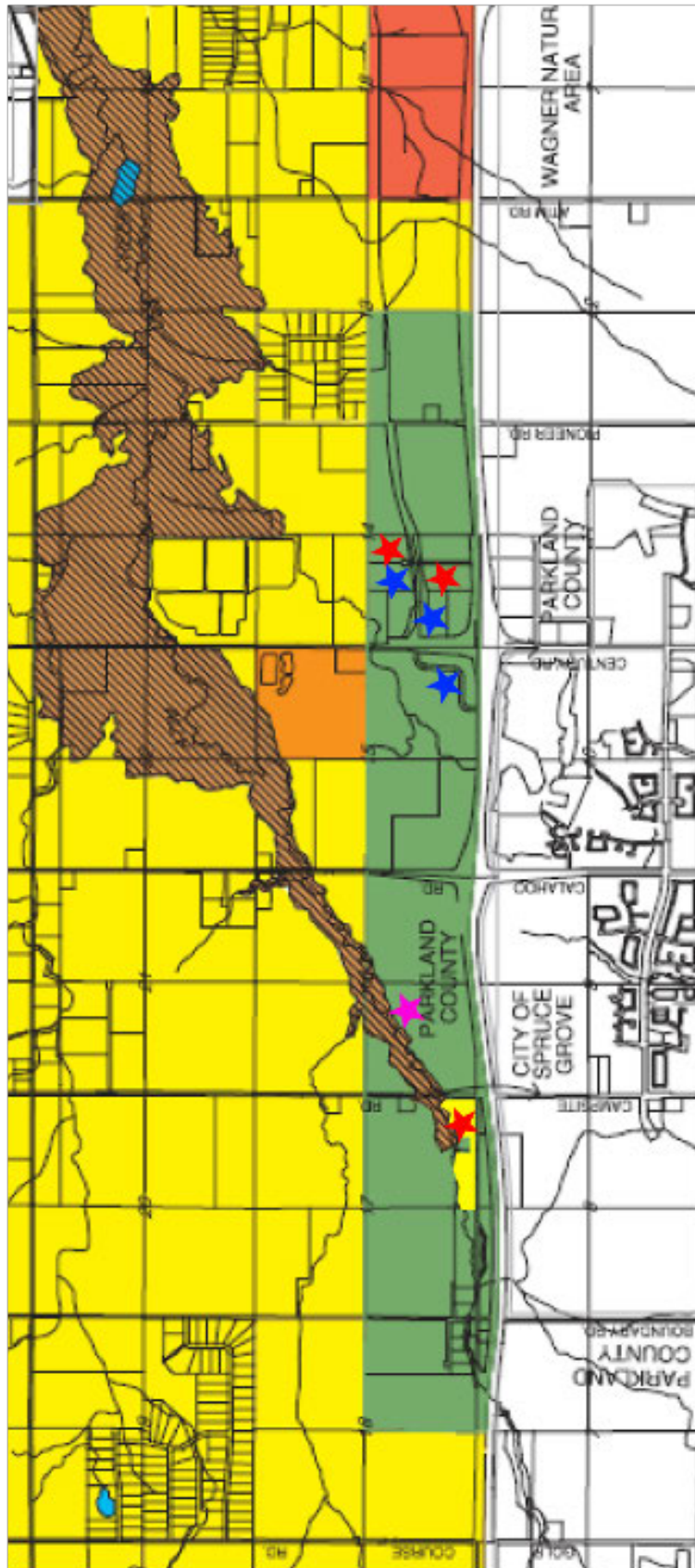
- **This land has already been approved for a non-agricultural use.**

Policy 7.9.1 states that “For the purposes of this plan, excepting land on which a non-agricultural use has been approved by the County.”

This parcel of land has already had a non-agricultural use approved by the County. So according to policy 7.9.1 it appears that some of the policies in this plan may be mute because a non-agricultural use has already been approved by the County on this land.

- **Lastly, while it may be obvious, it is important to make note - This is not the first time the Development Authority has had to review an application and issue a Development Permit for RV Storage within the Atim Creek ASP “Fringe Area.”**

Since the creation of the Atim Creek Area Structure Plan in 2002 and last amended in 2009, and the Parkland MDP bylaw 2017-14 there have been 3 RV Storage Facilities that have been applied for and permitted by the Development Authority in the Fringe Area of the ACASP since 2018. All of these application and subsequent permits have been issued without the requirement for an amendment to the ASP or the requirement of creating a more site-specific area structure plan. These facilities can be seen as follows:



- COUNTRY RESIDENTIAL CORE AREA
- HIGHWAY COMMERCIAL CLUSTER AREA
- MANUFACTURED HOME COMMUNITY AREA
- FRINGE AREA
- ATIM CREEK FLOODPLAIN AREA
- OPEN SPACE AREA

- ★ - SUBJECT LOCATION
- ★ - RV STORAGE FACILITIES PERMITTED IN THE LAST 20 YEARS APPROX.
- ★ - RV STORAGE FACILITIES PERMITTED IN THE LAST 5 YEARS

What's even more perplexing is that the same Land Use Bylaw, Parkland MDP, Atim Creek North Area Structure Plan, and Regional Agriculture Master Plan the County used to approve Phase 1 of my development on this land in 2022/23 are now being cited by Administration to reject my current application, claiming these policies do not support RV Storage.

EXHIBIT #1 - SW16-53-27-W4

EXHIBIT #1 – SW 16-53-27-W4

NORTH

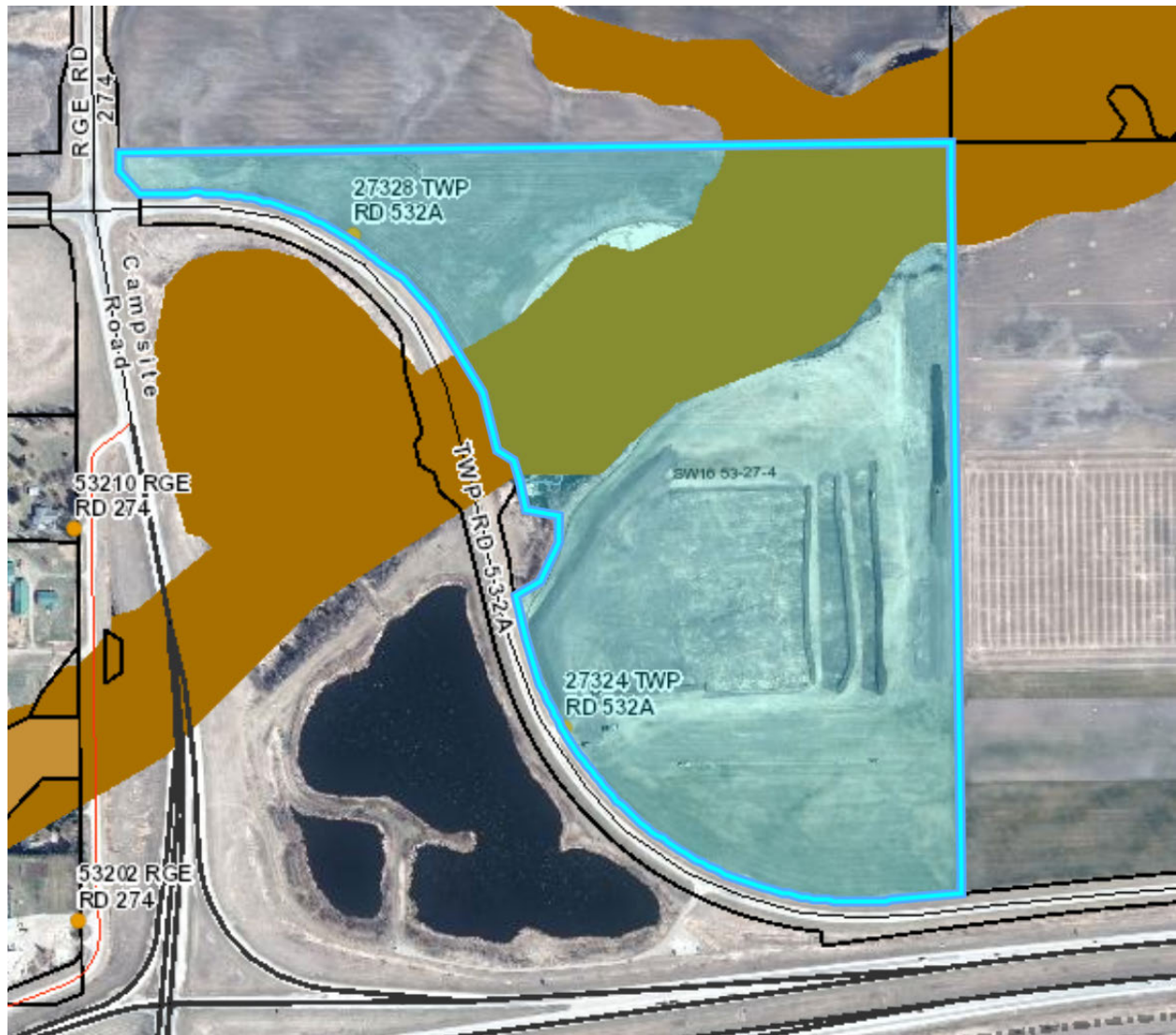




EXHIBIT #2 - DEVELOPMENT PERMIT



Planning & Development Services

DISCRETIONARY USE APPROVED DEVELOPMENT PERMIT

Application No: 22-D-388
Roll: 651000

Applicant(s)

Jonathan Bauer
6-25015 Township Road 544A
Sturgeon County, AB T8T 0B9

On October 31, 2022, the Development Authority deemed your application complete. In reviewing your application and associated submittals for the Development described as “RV/Boat/Trailer Storage Facility for 980 Units”, the Development Authority determined the use to be for RECREATIONAL VEHICLE STORAGE.

The subject property is located at 53203 RGE RD 274 , legally described as W4-27-53-16-SW, and is within the Agricultural Restricted District.

This Development Permit APPROVAL authorizes the RECREATIONAL VEHICLE STORAGE as a DISCRETIONARY USE in accordance with Section 4.4 of Parkland County Land Use Bylaw 2017-18. In accordance with Section 16.14.1 of Parkland County Land Use Bylaw 2017-18, this Development Permit is not valid unless and until:

- Any conditions, except those of a continuing nature, have been fulfilled; and,
- No notice of appeal has been served by the Applicant or adjacent landowners on the Subdivision and Development Appeal Board in accordance with the *Municipal Government Act* s.686(1).

This approval is subject to the following conditions:

CONDITIONS	
1.	The proposed development shall conform to the stamped approved plans and shall not be moved, altered or enlarged except where authorized or directed through this permit approval.
2.	The site shall be kept in a neat and orderly manner.
3.	As per Parkland County Policy all commercial and industrial outdoor lighting installations and outdoor luminary replacements requiring an electrical permit shall be Dark Sky compliant.
4.	The display or placement of signage on the premises shall be in accordance with Subsection 15.3 as per Parkland County's Land Use Bylaw 2017-18.
5.	The area of the approved development shall be landscaped in a manner to prevent any surface run-off onto adjacent properties.
6.	Storage shall be contained to the area as shown on the site plan submitted. This area shall be fenced with a minimum 6' chain link.
7.	The applicant is responsible to ensure the property is securely gated and locked when not in use.
8.	This permit approval is for RV units only and at no time is the storage of commercial vehicles permitted;
9.	There shall be no on-site sales, maintenance or repair of recreational vehicles (motor homes, travel trailers, tent trailers, boats, etc.)
10.	The applicant shall preserve all existing stands of trees and shrubbery outside the development area for environmental and sound attenuation purposes.
11.	The applicant must submit a Property Access Approach Application to LDE@parklandcounty.com for the proposed approach improvements to TWP RD 532A. The application must include turning movements to support the 12m width recommended in the August 20, 2022 Traffic Impact Brief.
12.	Both onsite and offsite drainage shall not have a negative impact or direct drainage flow onto adjacent properties, as per Parkland County Engineering Design Standards.
13.	All Erosion and Sediment Control (ESC) measures shall be in place prior to any site material disturbance and properly maintained during the life of the project. All measures shall be placed within the titled property.
14.	A Final Grading Certificate (Lot Grading Certificate) authenticated by a Professional Engineer or Alberta Land Surveyor shall be submitted for review and acceptance by Parkland County at the completion of work.
15.	No development shall occur within the Atim Creek / Big Lake Floodplain Overlay or the riparian setbacks determined through the application of the Riparian Setback Matrix Model.
16.	Any proposed changes shall first be submitted for review by the Development Authority. Any changes considered substantial or inconsistent with this approval, as determined by the Development Authority, may require separate development permit approval.
17.	Failure to comply with the conditions of this permit may result in the permit being cancelled and or revoked.

The applicant is advised of the following permit notes:

**DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT****Application No:** 22-D-388
Roll: 651000**PERMIT NOTES**

1.	Soil erosion and control measures should be implemented during construction activities to minimize any potential for soil sediments migrating off the subject property. Revegetate exposed soil areas as soon as practicable. All seed mixes must be certified weed free as per Canadian Standards.
2.	Implement weed control measures as outlined in the approved weed control plan to address noxious or prohibited noxious weeds if they are present on the subject property. Weed management for this site should follow the guidelines for weed management on industrial sites. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek.
3.	The applicant is responsible to ensure compliance with the Alberta Wildlife Act and the Migratory Birds Convention Act. The applicant should minimize the amount of undisturbed area required for vegetation clearing. Clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present.
4.	It is the applicant's responsibility to contact Alberta Utility Safety Partners (formerly Alberta One-Call) at 1-800-242-3447 or www.clickbeforeyoudig.com before any ground disturbance.
5.	The applicant is responsible to obtain a Haul Agreement from Parkland County Public Works at 780-968-8448.
6.	The applicant is responsible to ensure compliance with the National Fire Code (Alberta Edition).
7.	The applicant is responsible to obtain any Provincial approval which may be required. All improvements relating to or impacting overland drainage must be compliant with Alberta Environment and Parks (AEP) Regulations, Acts, and Guidelines. The applicant must provide a copy of AEP Water Act approval for any discharge from the stormwater pond into the wetland area north of the site.
8.	All fill material should be tested and free of deleterious material. All fill shall be free of contamination as defined in Table 1 of the Alberta Tier 1 Soil and Groundwater Remediation Guidelines. All fill shall be compacted to the geotechnical requirements and specifications of the Developers' Engineer. Quality control shall be the responsibility of the Developer.

This decision was issued on December 09, 2022

If no notice of appeal is served, **the permit will come into effect on :
January 4, 2023**Seghan MacDonald
Development Planner II
Development Authority

The development must be started and diligently pursued within **twelve (12) months** from the Date of Decision, unless otherwise specified on this development permit approval or in the conditions of the development permit approval. If the authorized development is not commenced, the approval ceases and this permit is deemed void, expired and without effect

DO YOU WISH TO APPEAL THIS DECISION?

This decision may be appealed to the Subdivision and Development Appeal Board within twenty-one (21) days after the Date of Decision pursuant to Section 686 of the *Municipal Government Act, RSA 2000, CM-26*.

For inquiries regarding the appeal process or to submit an appeal, please contact Parkland County Legislative Services at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of **\$200.00** must be paid for an appeal served on the Subdivision and Development Appeal Board by the applicant.

EXHIBIT #3 - SDAB NOTICE OF DECISION

SUBDIVISION AND DEVELOPMENT APPEAL BOARD PARKLAND COUNTY

Legislative Services, Parkland County Centre
53109A HWY 779
Parkland County, AB T7Z 1R1
Telephone: (780) 968-8471
Email: sdab@parklandcounty.com

HEARING DATE: January 30, 2023
FILE NO.: 22-D-388

Notice of Decision of Subdivision and Development Appeal Board

INTRODUCTION

[1] The Development Authority of Parkland County (the "Development Authority") issued a development permit for a Recreation Vehicle Storage (RV/Boat/Trailer/Storage Facility) for 980 Units for property located at 53203 Range Road 274, legally described as SW-16-53-27-W4 ("the Lands"). The applicant for the development permit was Jonathan Bauer as principal for Crossway Records Inc.

[2] On January 3, 2023, Corey Jespersen (the "Appellant") filed an appeal of the development permit.

[3] The Subdivision and Development Appeal Board (the "Board") held the appeal hearing on January 30, 2023, in person.

PRELIMINARY MATTERS

A. Board Members

[4] At the outset of the appeal the Chair requested confirmation from all parties in attendance that there was no opposition to the composition of the Board hearing the appeal. None of the persons in attendance had any objection to the members of the Board hearing the appeal.

B. Exhibits

[5] At the beginning of the hearing the Chair asked if everyone in attendance had the hearing package prepared for the hearing.

[6] In response to a Board question about whether any of the parties had any more information they wished to submit, the Applicant advised that he wished to submit his speaking notes. Following distribution of the document, none of the parties in attendance had any objection to the document and the Board marked the Applicant's speaking notes as exhibit 9.

C. Miscellaneous

- [7] There was no request for an adjournment of the hearing.
- [8] There were no objections to the proposed hearing process.

DECISION OF THE SUBDIVISION AND DEVELOPMENT APPEAL BOARD

[9] The Board denies the appeal. The Board varies the Development Permit by modifying the conditions. The Development Permit is subject to the following conditions and Permit Notes:

1. The proposed development shall conform to the stamped approved plans and shall not be moved, altered or enlarged except where authorized or directed through this permit approval.
2. The site shall be kept in a neat and orderly manner.
3. In accordance with Parkland County Policy all commercial and industrial outdoor lighting installations and outdoor luminary replacements requiring an electrical permit shall be Dark Sky compliant.
4. The display or placement of signage on the premises shall be in accordance with Subsection 15.3 in accordance with Parkland County's Land Use Bylaw 2017-18.
5. The area of the approved development shall be landscaped in a manner to prevent any surface run-off onto adjacent properties.
6. Storage shall be contained to the area as shown on the site plan submitted. This area shall be fenced with a minimum 6' chain link.
7. The applicant is responsible to ensure the property is securely gated and locked when not in use.
8. This permit approval is for RV units only and at no time is the storage of commercial vehicles permitted.
9. There shall be no on-site sales, maintenance or repair of recreational vehicles (motor homes, travel trailers, tent trailers, boats, etc.)
10. With the exception of trees required to be removed as set out in the traffic impact assessment, the applicant shall preserve all existing stands of trees and shrubbery outside the development area, for environmental and sound attenuation purposes.
11. The applicant must submit a Property Access Approach Application to LDE@parklandcounty.com for the proposed approach improvements to TWP RD 532A.

The application must include turning movements to support the 12m width recommended in the August 20, 2022 Traffic Impact Brief.

12. Both onsite and offsite drainage shall not have a negative impact or direct drainage flow onto adjacent properties, as per Parkland County Engineering Design Standards.
13. All Erosion and Sediment Control (ESC) measures shall be in place prior to any site material disturbance and properly maintained during the life of the project. All measures shall be placed within the titled property.
14. A Final Grading Certificate (Lot Grading Certificate) authenticated by a Professional Engineer or Alberta Land Surveyor shall be submitted for review and acceptance by Parkland County at the completion of work.
15. No development shall occur within the Atim Creek / Big Lake Floodplain Overlay or the riparian setbacks determined through the application of the Riparian Setback Matrix Model.
16. Any proposed changes shall first be submitted for review by the Development Authority. Any changes considered substantial or inconsistent with this approval, as determined by the Development Authority, may require separate development permit approval.
17. Failure to comply with the conditions of this permit may result in the permit being cancelled and or revoked.
18. Soil erosion and control measures should be implemented during construction activities to minimize any potential for soil sediments migrating off the subject property. Revegetate exposed soil areas as soon as practicable. All seed mixes must be certified weed free as per Canadian Standards.
19. The applicant is responsible to obtain a Haul Agreement from Parkland County Public Works at 780-968-8448.
20. The applicant is responsible to obtain any Provincial approval which may be required. All improvements relating to or impacting overland drainage must be compliant with Alberta Environment and Protected Areas (AEPA) Regulations, Acts, and Guidelines. The applicant must provide a copy of AEPA Water Act approval for any discharge from the stormwater pond into the wetland area north of the site.
21. All fill material should be tested and free of deleterious material. All fill shall be free of contamination as defined in Table 1 of the Alberta Tier 1 Soil and Groundwater Remediation Guidelines. All fill shall be compacted to the geotechnical requirements and specifications of the Developers' Engineer. Quality control shall be the responsibility of the Developer.

PERMIT NOTES

1. Implement weed control measures as outlined in the approved weed control plan to address noxious or prohibited noxious weeds if they are present on the subject property. Weed management for this site should follow the guidelines for weed management on industrial sites.
2. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek.
3. The applicant is responsible to ensure compliance with the Alberta Wildlife Act and the Migratory Birds Convention Act. The applicant should minimize the amount of undisturbed area required for vegetation clearing. Clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (generally April 14 to August 28) as per the Migratory Birds Convention Act.
4. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present.
5. It is the applicant's responsibility to contact Alberta Utility Safety Partners (formerly Alberta One-Call) at 1-800-242-3447 or www.clickbeforeyoudig.com before any ground disturbance.
6. The applicant is responsible to ensure compliance with the National Fire Code (Alberta Edition).

SUMMARY OF HEARING

[10] The following is a brief summary of the oral and written evidence submitted to the Board. At the beginning of the hearing, the Board indicated that it had reviewed all the written submissions filed in advance of the hearing.

Development Authority

[11] The subject Lands are legally described as SW-16-53-27-W4 and its municipal address is 53203 Range Road 274. The Lands are located within the AGR – Agriculture Restricted District of the Parkland County Land Use Bylaw No. 2017-18 (the "LUB"), and a portion of the lands are in the ABO – Atim Creek/Big Lake Floodplain Overlay as defined in the LUB.

[12] On September 7, 2022, the Development Authority received an application for a 980-unit RV/Boat/Trailer Storage Facility on the Lands. The Development Authority determined the Use Class to be Recreational Vehicle Storage, which is defined in the LUB as:

Recreational Vehicle Storage – means development of a yard for the outdoor storage of more than five Recreational Vehicles or Recreational Equipment or combination thereof.

This use does not include the sale, service, restoration, inspection and/or mechanical repair of the recreational units.

[13] The LUB categorizes Recreational Vehicle Storage as a discretionary use in the Agriculture Restricted District.

[14] In reviewing the application, the Development Authority considered the following:

- a. the proposed land use;
- b. the relevant planning documents; and
- c. compatibility with adjacent uses.

[15] With respect to proposed land use, Recreational Vehicle Storage is a discretionary use within the AGR – Agriculture Restricted District. The proposed development meets the requirements for Recreational Vehicle Storage as outlined in Section 12.14 of the LUB.

[16] A portion of the parcel is located within the ABO – Atim Creek/Big Lake Floodplain Overlay. The purpose of the Atim Creek/Big Lake Floodplain Overlay is to provide for the safe and efficient use of lands within the defined floodplain area through the regulation of future land use. Recreational Vehicle Storage is not a permitted or discretionary use within the Atim Creek/Big Lake Floodplain Overlay. However, all development was restricted to lands outside of the identified boundaries of the Atim Creek/Big Lake Floodplain Overlay.

[17] With respect to relevant planning documents, the Development Authority considered the Municipal Development Plan 2017-14 (the "MDP") and the Atim Creek Area Structure Plan (the "ASP").

[18] The Lands are in the Rural Area and immediately adjacent to the Metropolitan Area as identified in the MDP Development Concept. The Lands have low-capacity soil and are located along Highway 16.

[19] The Lands are within a High Priority Landscape. The Applicant submitted a Desktop Biophysical Assessment to support development within a High Priority Landscape as identified in the MDP. The results of the Desktop Biophysical Assessment indicate that the proposed development is anticipated to have a low to moderate impact on the environment. No development will occur within the Atim Creek/Big Lake Floodplain Overlay or the riparian setbacks determined through the application of the Riparian Setback Matrix Model, and erosion and sediment control measures shall be in place throughout the life of the project.

[20] The lands are considered agricultural lands and are located within the Fringe Area as identified in the ASP. Section 7.3.5 of the ASP provides that the County may approve a commercial use if the proposed commercial use is compatible with land uses in the vicinity and if the subject parcel is designated with a land use district which accommodates the commercial land use. Section 7.9.6 of the ASP provides that, when approving a development for a non-agricultural use, the County will seek to minimize the parcel size and area to be developed for non-agricultural use.

[21] With respect to compatibility with adjacent uses, the Development Authority is of the opinion that the proposed development is compatible with surrounding adjacent land uses. The adjacent lands are primarily used for agricultural purposes, the proposed development will have a 10-foot berm surrounding the development for visible screening and noise attenuation, and the Lands are in close proximity to a major highway. The use of the Lands is compatible due to the proposed screening measures, and there is no undue interference on adjacent surrounding parcels.

[22] On December 9, 2022, the Development Authority approved Development Permit 22-D-388. Under Section 16.9 of the LUB, the Development Authority may issue a Development Permit with or without conditions for a discretionary use if the application conforms to the LUB. For this application, the proposed use is a use that can be considered on the Lands, and the items submitted in support of the application met the listed regulations for Recreational Vehicle Storage under Section 12.14 of the LUB.

[23] In response to Board questions, the Development Authority stated:

- a. the Development Authority primarily based its compatibility assessment on the location of the parcel in relation to Highway 16 and the City of Spruce Grove and the fact that there would be no employees coming or going from the Lands;
- b. the Applicant had to reconfigure its site plan in order to accommodate the Atim Creek/Big Lake Floodplain Overlay and the riparian setbacks under the Riparian Setback Matrix Model;
- c. "maintenance" was not a defined term under the ASP or LUB, but it meant that there could only be storage of RV units on the Lands and no work, winterization or fixing up of RVs;
- d. the Development Authority used section 7.3.5 of the ASP to justify granting the Development Permit in the Fringe Area as the proposed site is separated from other commercial uses. Further, the Development Authority took sections 7.9.1 and 7.9.6 of the ASP into consideration by minimizing the parcel area to be developed for the non-agricultural use;
- e. the Development Authority reviewed the entire ASP in making its decision and was not limited to one section. The Development Authority identified section 6.4.1, but took the whole document into consideration, including the part regarding non-agricultural uses in section 7.3.5; and
- f. the Development Authority's consultation with the City of Spruce Grove was sufficient. The Development Authority notified the City of Spruce Grove about the Development Permit decision, and there was no response from the City of Spruce Grove.

Appellant – Corey Jespersen

[24] Mr. Corey Jespersen, the Appellant, made a presentation. The Appellant stated that his family farms the area immediately west of the proposed development.

[25] The Appellant stated that he believes the Development Authority missed key elements in its consideration of the Development Permit and that it must abide by the ASP.

[26] The Appellant believes that allowing recreational vehicle storage on agricultural lands was a mistake by the Development Authority. He believes an argument for recreational vehicle storage can be made for unproductive lands, and this was the intent of allowing a "discretionary use" of Recreational Vehicle Storage on agricultural lands. Otherwise, there would be a complete destruction of farmland for commercial development. He argued that there is no economic benefit if farmland is destroyed and there is little to no economic benefit if commercial development pushes up land values of agricultural land and creates tax inequalities.

[27] The Appellant raised section 3.2.1 of the ASP (Municipal Development Plan) as supporting his position. The Appellant noted that the Fringe Area is restricted to agricultural uses unless otherwise provided for in an amendment to the ASP or through another more site-specific area structure plan.

[28] The Appellant also noted that the Fringe Area is a half-mile-wide strip of land that is important to the County and to the City of Spruce Grove, and the development process requires extensive participation by the City of Spruce Grove. The Appellant doubts that there was extensive participation by the City of Spruce Grove in issuing the Development Permit.

[29] The Appellant cited section 3.3 of the ASP (Adjacent Municipalities) and especially the goal of the City of Spruce Grove MDP to "foster cooperation where mutual interests are at stake", "to encourage the protection of rural vistas outside the City's boundaries" and "to discourage incompatible land uses in the fringe areas". The Appellant noted that the proposed development does not conserve vistas and does not discourage incompatible uses. Rather, it creates the perception that productive agricultural lands are suitable for non-agricultural uses.

[30] The Appellant referenced section 4.9 of the ASP (Major Planning Issues). The Appellant noted that major planning issues identified include "marginal agricultural lands interpreted as having high potential for non-agricultural development". He summarized that concern as developmental pressure on productive agricultural land for non-agricultural uses, and he believes the Development Authority has intensified that planning issue through its decisions, and the Development Permit makes it worse.

[31] The Appellant also noted the major planning issue of "increasing land values", which makes farms less competitive. He believes that development approvals exacerbate this issue by driving land values up, more than is sustainable for agricultural use.

[32] The Appellant cited section 5.2 of the ASP (Key County Planning Strategies), and especially the MDP – Agriculture Strategy (to "encourage the enhancement of the viability of the agricultural industry through the conservation of productive farmlands and the diversification of the agricultural industry"). The Appellant stated that it was important to allow farmers to add value, and the conversion to commercial use was not compatible with agricultural uses and the ASP.

[33] The Appellant noted section 6.4 of the ASP (Fringe Area), and especially that "the lands in the Fringe Area are for agriculture, preferably extensive in nature, dairy operations or horticulture". The Appellant noted that recreational vehicle storage is not agriculture – there is no value to the agricultural community and the need to protect productive agricultural lands.

[34] The Appellant requested that the Board familiarize themselves with the Regional Agriculture Master Plan ("RAMP") as municipalities around Parkland County have identified the same issues that the Appellant raised. The Appellant concluded that, if agriculture is a priority to the County, its decisions need to reflect that.

[35] In response to Board questions, the Appellant stated:

- a. "productive agricultural land" is land that consistently produces and allows for a multitude of crops;
- b. the Lands were relisted for \$100,000/acre. The Appellant has 300 acres so there is no reason the Appellant should consider farming and investing in his lands if the perceived land values are so high;
- c. the Appellant was unsure of the soil classification of the Lands, but any crop in the County can be grown on the Lands;
- d. the Appellant clarified that he actually owns the two quarter sections east of the Lands;
- e. the proposed development will not directly impact agricultural production; however, if the Appellant were told that he could not spread manure or cultivate the soil, that may conflict with his operations. He advised that he could farm around it, but smaller pieces of land are less suitable for his use;
- f. the Appellant's lands are used for farming canola, wheat, barley, oat, corn for silage for the dairy farm and feed, seed potatoes for export and onions. These crops are suited to the sandy soil, and he can maintain production due to the access to water; and
- g. the Appellant's lands adjacent to the Lands are used for farming winter wheat, corn, oats and soybeans as the Appellant is trying to experiment with more lucrative crops than grain, which requires large tracts of land in order to be profitable. The Appellant stated that he could not compete with so many recreational vehicle storage facilities, which has forced him to grow higher value items because he cannot move. He believes that there are so many recreational vehicle storage facilities in the area because the taxes are significantly less than in Edmonton.

[36] The Appellant concluded his presentation by stating that discretionary uses are going to fall between agricultural uses and non-agricultural uses, but the Board should consider what the best use is for the Lands. He noted that he does produce sod, but he uses crop rotation and that sod is part of that rotation, but he also has alfalfa, corn, potatoes and other crops. He stated that there is lots of land suitable for commercial development, but the Lands are productive agricultural lands and have provided his family with generations of revenue and value. The idea that all agricultural lands will be converted to non-agricultural uses will only happen if it is allowed to happen. On the other hand, his having to move farther out for agricultural land is unsustainable. The County has said that agricultural land is valuable, so it should start protecting that land.

Those speaking in favour of the Appeal

Jason Vance

[37] Mr. Jason Vance spoke in favour of the Appeal. He lives to the northwest of the proposed development, and he is opposed to another recreational vehicle storage development using discretionary permits. Mr. Vance stated that there are seven recreational vehicle storage yards already along the highway, and he drives by two every day on Range Road 272. He believes both of those recreational vehicle storage yards are derelict junkyards, but they do have capacity for more recreational vehicles.

[38] Mr. Vance expressed his concern that the Development Permit will ensure that the Lands could not be used for agriculture again, and that the Lands will only satisfy this one use in the future. Mr. Vance argued that it provides no benefit to the County and offers no long-term jobs.

[39] Mr. Vance believes that the proposed development has more visibility than others in the area, even with the berm, which will change the landscape and put pressure on agricultural land.

Randy Jespersen

[40] Mr. Randy Jespersen spoke in favour of the Appeal. He lives to the east of the proposed development. He did not have any new issues to raise but agreed with the Appellant's and Mr. Vance's presentations.

Graham Jespersen

[41] Mr. Graham Jespersen spoke in favour of the Appeal. He is an adjacent landowner of a parcel northwest of the proposed development, and he further owns nine other quarter sections in the productive agricultural area. Although he shares the same surname as the Appellant, he is not associated with the Appellant.

[42] Mr. Graham Jespersen submitted that recreational vehicle storage yards directly impact agricultural operations because they create more flooding and runoff issues and more traffic. With the increase in traffic, people come onto the agricultural lands and take pictures and pick flowers. Although there is no direct impact on farming production, it does affect his ability to farm.

[43] Mr. Graham Jespersen was concerned that there was no consultation in respect of the impact to his operations as a result of the proposed development.

[44] Mr. Graham Jespersen stated that, if his nine quarter sections were worth as much as the Lands, perhaps he should sell his land and move away.

Nancy Goebel

[45] Ms. Nancy Goebel submitted an email to the Board. She attended the appeal by Zoom but did not speak. Ms. Goebel lives adjacent to the Lands.

[46] Ms. Goebel objects to the proposed development on the basis that:

- a. the Lands are prime farmland and a 980-unit RV storage facility adjacent to the highway makes any future residential development less desirable;
- b. there are many developments of this type in the immediate region and in view from the highway already;
- c. once farmland is converted to a commercial development, it cannot be farmland again; and
- d. Permit Notes #2 and #3 of the Development Permit should be mandatory conditions.

[47] Ms. Goebel submits that farmland should be protected so that farmers and the agri-food sector can continue to provide essential products and services.

Applicant – Jonathan Bauer

[48] Mr. Jonathan Bauer, the Applicant and one of the principals of the owner, Crossway Records Inc., made a presentation.

[49] The Applicant introduced his family as part of the community and noted that he is a fourth-generation Bauer in Parkland County. His grandfather homesteaded on the quarter section where the hearing was located and raised first-class No. 1 seed barley. His sister is and his parents were teachers in Parkland County.

[50] The Applicant stated that his family had a dream of developing a recreational vehicle storage facility, and this became Parkland RV Storage in the fall of 2018. His goal has been to have a clean, quiet and customer-focused business, and he has since achieved this goal. The Applicant informed the Board that Alberta has the highest per-capita rate of recreational vehicle owners and users, which is why there is a demand for recreational vehicle storage facilities.

[51] The Applicant noted that it was a ten-month process to attain the Development Permit due to the reviews and approvals required. His family has invested over \$30,000 into the Development Permit application alone to meet the required environmental assessments, traffic impact assessments and engineering reviews. He advised that he aims to meet all the conditions of approval under the Development Permit.

[52] The Applicant noted that section 4.4.2 of the LUB states that Recreational Vehicle Storage is an appropriate use in the AGR – Agricultural Restricted District as it is listed as a discretionary use. He noted that there are many use options for the Agricultural Restricted District, and that the Development Permit was carefully done with consideration for these uses. He further notes that the proposed development is restricted to lands outside of the Atim Creek/Big Lake Floodplain Overlay.

[53] The Applicant referenced section 5.2 of the ASP (Key County Planning Strategies) as saying that the ASP "provides for a variety of farming activities as a transition use until lands are developed for residential or other non-agricultural uses." Recreational Vehicle Storage is a non-

agricultural discretionary use allowed under the LUB, and the ASP does not say that all agricultural land "must" be agricultural – all land is agricultural land until it is used for something else.

[54] The Applicant noted that section 7.3.5 of the ASP states that the County may approve a commercial land use in the Fringe Area if:

- a. the proposed site is suited for the proposed commercial use;
- b. the proposed site is separated from other commercial uses to avoid the creation of a commercial node;
- c. the proposed commercial use is compatible with land uses in the vicinity;
- d. the subject parcel is designated with a land use district which accommodates the commercial land use; and
- e. the proposed development is consistent with the provisions of the ASP.

[55] In consideration of the Development Appeal, the Development Authority went through and confirmed that the proposed development met these five requirements. Further, this is not the first time the Development Authority has had to review whether Recreational Vehicle Storage is a compatible and appropriate use in the Fringe Area, as demonstrated by the map of other Recreational Vehicle Storage developments on page 284/289 of the Agenda Package.

[56] The Applicant believes Recreational Vehicle Storage is an acceptable long-term transitional use that does not preclude the possible future use of the Lands for residential or other commercial uses. The City of Spruce Grove agrees as the proposed development was referred to them twice and they provided no comments.

[57] The Applicant also argued that the Lands are not prime agricultural lands as determined by the "Prime Agriculture Areas" map in the MDP and by the RAMP in its "Prime Agricultural Lands as Determined by LESA Model" map.

[58] Further, RAMP supports the proposed development. In the Message from the RAMP Chair, the RAMP Chair stated that the purpose of RAMP is to "[secure] these [prime] lands to ensure a local food source for future generations." As shown by the "Prime Agricultural Lands as Determined by LESA Model" map, the Lands are not prime land to be secured. The Lands has been used for the last ten years by the Appellant for commercial sod production, which is considered a commercial use by Alberta Environment – growing sod on the land has not been providing a local food source to the community.

[59] Further, commercial sod production requires the significant use of fertilizers and herbicides, so there is no concern if the Applicant uses the same herbicides in lower quantities to control weeds. Noxious weeds are required to be controlled everywhere in the county no matter the use of the land. However, because the Applicant does not intend to use the Lands to grow commercial sod, the environment and the Atim Creek area will have a healthier ecosystem without extra chemicals added to the lands. The Applicant will use best practices, following all guidelines set by County Engineering and Alberta Environment.

[60] The Lands fall within the area designated as "Agriculture Co-Exists with Other Land Uses" by RAMP, which further acknowledges that "not agricultural lands in the Region can be conserved

for agriculture, and some agricultural lands may need to be fragmented and converted to other land uses.” The Applicant noted that the Lands are already fragmented.

[61] The Applicant understood that this matter is difficult for the Appellant but argued that this should not preclude him from using his land. The Appellant is not restricted to this area, and the Lands are not the only lands that can be used for agriculture.

[62] The Applicant argued that the Lands are ideal for recreational vehicle storage because it has little to no impact on surrounding properties and the use and enjoyment of those lands. The proposed development is a significant distance from any neighbour, house or structure. The Applicant has gone further and added a 10-foot-high grass berm around the perimeter of the proposed development to further screen the proposed development from view, even though it would be very beneficial to him to be highway-fronting.

[63] The Applicant noted that numerous traffic impact assessments in the County and by Alberta Transportation confirms that recreational vehicle storage generates very low traffic numbers, but he went a step further to ensure the proposed development would impact traffic as little as possible by including a turnaround in the proposed development so no RV traffic would back up onto Township Road 532A.

[64] Finally, the Applicant noted that he sent a letter to adjacent landowners on March 16, 2022, asking for their feedback on the proposed development, but the Appellant did not respond. However, from the feedback the Applicant received, he decided to relocate the proposed development on the Lands.

[65] In response to Board questions, the Applicant stated:

- a. he and his wife own Crossway Records Inc., which owns the Lands;
- b. there is no need for an amendment to the ASP under section 6.4 of the ASP because the use of Recreational Vehicle Storage is permitted under the ASP and the LUB. Section 5.2 of the ASP contemplates that the ASP “provides for a variety of farming activities as a transition use until lands are developed for residential or other non-agricultural uses”;
- c. the berm will be created from topsoil from the Lands, which will be seeded and made into a grass berm. Currently, the Lands are sod and will remain sod as a grass berm;
- d. there will be a storm pond that follows Alberta Environment guidelines. Outflow will drain from the north corner of the storm pond, going through natural vegetation before reaching Atim Creek; and
- e. the Development Authority told him in the pre-application process and after approval that his letter to adjacent landowners had been sent to the City of Spruce Grove, but that there were no comments. Rachelle Trovato, a senior planner, also reviewed the ASP.

[66] The Applicant concluded by stating that the Development Permit should be upheld, because Recreational Vehicle Storage was an appropriate use in the Fringe Area. The Lands are not prime agricultural lands, and not all lands can be used for agriculture. Agricultural lands

coexist with non-agricultural uses. He ended by reading a letter of support from adjacent owners of his other business, Parkland RV Storage.

Those speaking in favour of the Applicant

Paul Hanlan

[67] Mr. Paul Hanlan spoke in favour of the Applicant. He is the principal of SV Planning & Development, and he was previously a development manager for Spruce Grove and Parkland County. Mr. Hanlan noted that the work on the ASP and the Fringe Area was done in the early 2000s.

[68] Mr. Hanlan stated that out of Parkland County's 590,500 acres, a negligible amount is used for RV storage. He believes the County has done a great job balancing agricultural land protection with transition uses, but more importantly, there are no limits in the statutory plans regarding the amount of storage areas. It falls to the development staff to address what conditions should be imposed.

[69] Mr. Hanlan argued that whether the Appellant sells his land is not a planning matter, and that a price of \$100,000 for the Lands is speculative. Mr. Hanlan argued that the Board should not consider whether the Appellant will sell their land.

[70] Mr. Hanlan then provided a history of the Lands. He noted that the Lands are bisected by a creek, which naturally fragmented the Lands. When a road was later built, this further fragmented the Lands. Twenty years ago, a storm pond was added which again fragmented the Lands. Mr. Hanlan stated that the transition of the Lands to non-agricultural uses occurred ten years ago when the Lands became a sod farm. A sod farm is considered a commercial activity, not an agricultural activity.

[71] Mr. Hanlan also stated that he was told that anything less than 80 acres of land is fragmented and not suitable for agricultural production, although he admitted that he was not an agriculture expert.

[72] Mr. Hanlan noted that the Applicant agreed to all the conditions of approval of the Development Permit. In response to Mr. Graham Jespersen's concerns about flooding, Mr. Hanlan noted that that is why the conditions to the Development Permit exist, and he further noted that the County needs to ensure the satisfaction of the conditions on an ongoing basis. If there is an issue with respect to complying with conditions, that is an enforcement matter, and the County would follow up and investigate.

FINDINGS OF FACT

[73] In addition to the specific facts set out under the Board's reasons, the Board finds the following as facts.

[74] The Lands are located at SW-16-53-27-W4, municipally described as 53203 Range Road 274, Parkland County.

[75] The appeal was filed on January 3, 2023.

[76] The Appellant is the affected person.

[77] Those speaking in support of the appeal and those speaking in opposition to the appeal are affected persons.

REASONS

Affected Persons

[78] The Board must determine whether those appearing and speaking before the Board are affected persons. The Board notes that there was no objection made to those making submissions to the Board; however, the Board wishes to review this issue for completeness.

[79] The Appellant is the immediately adjacent land owner. Due to his proximity to the proposed development, the Board finds that he is affected by the proposed development.

[80] The Applicant is the applicant for the development permit. Since it is the Applicant's permit under appeal, the Board finds that the Applicant is affected by the proposed development.

[81] All of those speaking in favour of the appeal live in close proximity to the proposed development. The evidence was that they live in relatively close proximity to the proposed development. Due to their proximity, the Board finds that they are affected by the proposed development.

[82] Mr. Hanlan is the principal of SV Planning and Development. He worked with Mr. Bauer on the application for the development permit. Since he assisted Mr. Bauer, the Board was prepared to consider his evidence as it is relevant to the questions.

[83] The Board notes that the Appellant referred to a letter from neighbours to his existing RV storage facility. The Board is of the view that the persons listed in the letter (page 287/289) are not affected by the proposed development. The Board placed little to no weight on this letter for that reason and because their comments are predominantly in relation to the Applicant. The Board is tasked with determining whether the permit for the proposed development should be issued and is not tasked with any evaluation of the Applicant himself.

Jurisdiction and Issues to be decided

[84] The Board's jurisdiction is found in section 687(3) of the MGA.

687(3) In determining an appeal, the board hearing the appeal referred to in subsection (1)

(a) repealed 2020 c39 s10(52);

(a.1) must comply with any applicable land use policies;

(a.2) subject to section 638, must comply with any applicable statutory plans;

- (a.3) subject to clauses (a.4) and (d), must comply with any land use bylaw in effect;
- (a.4) . . .
- (b) . . .
- (c) may confirm, revoke or vary the order, decision or development permit or any condition attached to any of them or make or substitute an order, decision or permit of its own;
- (d) may make an order or decision or issue or confirm the issue of a development permit even though the proposed development does not comply with the land use bylaw if, in its opinion,
 - (i) the proposed development would not
 - (A) unduly interfere with the amenities of the neighbourhood, or
 - (B) materially interfere with or affect the use, enjoyment or value of neighbouring parcels of land,
 - and
 - (ii) the proposed development conforms with the use prescribed for that land or building in the land use bylaw.

[85] In its decision, the Board must determine:

- a. Does the proposed development comply with the applicable statutory plans?
- b. What is the nature of the use?
- c. Is the proposed development compatible with adjacent uses?

[86] In making this decision, the Board has examined the provisions of the MGA and has considered the oral and written submissions made by and on behalf of those who provided evidence: the Development Authority and the Appellant, and the witnesses who spoke on behalf of the Appellant, as well as the Applicant and those who spoke in opposition to the appeal.

Does the proposed development comply with the applicable statutory plans?

[87] The first question the Board must address is whether the proposed development complies with the applicable statutory plans.

[88] The Appellant argued that the proposed development was inconsistent with 2 of the County's statutory plans. First, the Appellant referenced provisions of the County's Municipal Development Plan as shown in the ASP:

The Fringe Area is a strip of land, one-half mile wide, along the north side of Highway 16 of intermunicipal importance to both the County and the City of Spruce Grove. The Fringe Area is restricted to agricultural uses unless otherwise provided for in an amendment to this area structure plan or through another more site specific area structure plan. In either case, the process will require extensive participation by the City of Spruce Grove. (page 152/289)

City of Spruce Grove

The City of Spruce Grove borders the plan area for three miles along Highway 16. Within the City, the Municipal Development Plan designates future residential development and environmental management areas. The latter category includes the environmentally significant Atim Creek, the terrain immediately adjacent to the creek and some upland areas along the stream course. A portion of the residential lands includes open space for the existing golf course. The City of Spruce Grove MDP contains policies that promote intermunicipal co-operation and communication on development matters. The goal is to foster cooperation where mutual interests are at stake. Some of the objectives include the conservation of shared natural environmental assets, to encourage the protection of rural vistas outside the City's boundary, to discourage incompatible land uses in the fringe areas and to ensure continuity in transportation systems. (page 153/189)

4.9 Major Planning Issues

During the course of community consultation a number of land use and related planning issues were identified. The more significant are summarized below by general category.

Considerable development pressure

- proximity to cities and towns and accessibility via paved highways
- scenic rural amenities attractive for country residential development
- cost implications for the County regarding road upgrades and other infrastructure improvements
- for sites that have limitations for farming, but often similarly for development
- *marginal agricultural lands interpreted as having high potential for nonagricultural development*

...

Security of Agriculture

- increasing land value (inhibits farm expansion; promotes sale of land for non-farm uses)
- *fragmentation of agricultural land*
- *encroachment by non-farm uses on farm operations and lands*
- increasingly difficult for intensive livestock operations to expand and establish

... (pages 156-157/289)

(emphasis added)

Parkland County's Municipal Development Plan (Bylaw #38-98) emphasizes the following strategic community planning intent for the County as a whole:

Parkland County intends to facilitate choices for rural residential living and beneficial economic development, including measures to promote the continued viability of agriculture, through the allocation of compatible land uses, the conservation of resources and the environment, and the effective provision of municipal services and infrastructure." (page 158/289)

5.2 Key County Planning Strategies

MDP – Agriculture Strategy: To maintain the significance of agriculture to the economy and way of life of the County, and therefore encourage the enhancement of the viability of the agricultural industry through the conservation of productive farmlands and the diversification of the agricultural industry.

Structure Plan: provides for a variety of farming activities as a transition use until lands are developed for residential or other non-agricultural uses. (page 158/289)

[89] The Appellant argued that the above references to the County's MDP illustrated that the overall intention was for the Lands to remain in agricultural production. The Appellant argued that the proposed development, which was commercial in nature, was contrary to the preservation of agricultural lands.

[90] In response, the Applicant argued that s. 6.1 of the ASP (page 160/289) evidenced the County's desire to have agriculture be preserved until other uses were implemented.

6.1 Key Elements

The key elements of the Atim Creek North Area Structure Plan land use strategy are:

- (1) to provide for country residential expansion in a manner compatible with the infrastructure and water resources of the area;
- (2) *to provide for a variety of agricultural operations until the lands they occupy are developed for residential or other non-agricultural uses;*
- (3) to conserve sensitive environmental features;
- (4) to protect major transportation and utility infrastructure from encroachment. While the key element of the Plan is to provide for the expansion of country residential areas, the elements reflect the diversity of the area's topography, amenities and sensitive features *while providing for agriculture as a transition use.* (emphasis added)

[91] The Board notes that the Development Authority has referred to County Bylaw 2017-14 as the County's current MDP and at page 12/289 has referenced that the Lands are in a Rural Agricultural Area, and are in a high priority Landscape, but are not in a Prime Agricultural Area or a Prime Recreation or Tourist Area. The Appellant also referred to the fact that the MDP does not identify the Lands as Prime Agricultural Area.

[92] The Board finds as a fact that the references to the MDP found in the ASP are to a previous version of the County's MDP, and not the most current version, which is bylaw 2017-14. The Board did not place much weight on the references to an outdated MDP shown in the ASP. The Board notes that it must apply current bylaws. The Board examined the current MDP, section 4 to determine if the proposed development was inconsistent with the MDP.

[93] The Board notes that, as stated by the Applicant, the Lands are not within the Prime Agricultural Areas identified in Figure 9. In making this observation, the Board recognizes that the Lands, as well as the lands farmed by the Appellant, are productive agricultural lands. The Board accepts the uncontradicted evidence of the Appellant and those speaking in favour of the appeal that the Appellants have a long history of successful agricultural use of their lands, including using it for a variety of crops. The point to be made with this observation is that the County has established policies to minimize the conversion of high capability agricultural lands. Even so, the language of the current MDP is not mandatory. Section 4.1.2.c uses the word

Page 17 of 23

"should" which the MDP defines as "SHOULD – a directive term that indicates a preferred outcome or course of action but one that is not mandatory". (see page 05 of the MDP¹). In the absence of mandatory language preventing the use of agricultural land for a non-agricultural use, the Board cannot find that the proposed development is contrary to the MDP.

4.1.2.c The conversion of high capability agricultural lands to non-agricultural uses should be minimized to support continued agricultural production.

[94] The Board then turned to an examination of the ASP. The Appellant referenced the above sections, as well as s. 6.4 (below), in support of his argument that the use of the Lands for a non-agricultural purpose is contrary to the ASP. The Appellant and the Applicant agree that the lands are in the Fringe Area identified in the ASP. There was no evidence that there has been an amendment to the ASP, or a more specific ASP superseding the ASP.

6.4 Fringe Area The Fringe Area covers lands deemed to be of intermunicipal interest to the County and Spruce Grove. Unless otherwise specifically provided for by an amendment to this area structure plan or through a more site specific area structure plan that supercedes the provisions in the Atim Creek North Area Structure Plan, the lands in the Fringe Area are for agriculture, preferably extensive in nature, dairy operations or horticulture.

6.4.1 The use of land within the Fringe Area will be for agriculture, unless otherwise specifically provided for by an amendment to this area structure plan or through a more site specific area structure plan that supercedes the provisions in the Atim Creek North Area Structure Plan. (page 161/289)

[95] In response, the Applicant argued that s. 7.3.5 of the ASP authorized the use of the Lands for a commercial use.

7.3.5 In the Country Residential Core Area, Manufactured Home Community Area and Fringe Area, the County may approve a commercial land use if:

- (a) the proposed site is suited for the proposed commercial use;
- (b) the proposed site is separated from other commercial uses to avoid the creation of a commercial node;
- (c) the proposed commercial use is compatible with land uses in the vicinity;
- (d) the subject parcel is designated with a land use district which accommodates the commercial land use; and
- (e) the proposed development is consistent with the provisions of this Plan. (page 167-168/289)

[96] In examining the ASP, the Board noted that there were provisions dealing with the interpretation of the word "will". In examining the interplay between section 6.4.1 and 7.3.5, the Board notes that s. 6.4.1 says the Lands "will be agricultural". The Board does not find the use of the words "will be" as importing a mandatory intention. If a mandatory intention had been desired by Council, it could have used the words "must" or "shall" as it did in other sections, for example see 7.10.5 of the ASP (page 176-289).

¹ <https://www.parklandcounty.com/en/county-office/resources/Documents/MDP/Bylaw-2017-14-Municipal-Development-Plan-high-resolution.pdf>.

[97] The Board must reconcile s. 6.4.1 and s. 7.3.5. The Board interprets s. 6.4.1 to be an expression of the County's intention to have agricultural use as the main use. However, the ASP itself provides an "override" to that intention. S. 7.3.5 provides that the County *may* approve a commercial land use in the Fringe Area, provided that the 5 elements of s. 7.3.5 are met. If all 5 elements are not met, then the Board could conclude that the "override" clause (s. 7.3.5) is not engaged and the proposed development is contrary to the ASP. However, if the 5 elements are met, then the Board can conclude that the proposed development is consistent with the ASP.

[98] The Board now turns to an examination of each of the 5 elements.

a. Is the proposed site suited for the proposed commercial use?

The proposed use is "recreational vehicle storage". The Appellant and the Applicant appeared to agree that the proposed use was commercial in nature. In regard to whether the Lands are suited for the use, the Applicant argued that the lands are suited for commercial use:

- due to their proximity to the City of Spruce Grove and the absence of objection from the City;
- their identification as not being prime agricultural land;
- the location of other Recreational Vehicle Storage facilities in the area.

The Board did not receive any evidence that the Lands are unsuited for recreational vehicle storage. The Board accepts the argument of the Applicant regarding the suitability of the Lands for a commercial use and based on the above, finds as a fact that the Lands are suitable for the proposed commercial use.

b. Is the proposed site separated from other commercial uses to avoid the creation of a commercial node?

The map at page 132/289 shows that the surrounding land uses appear to be agricultural in nature. There was no evidence before the Board that there were other commercial uses near the proposed development. Therefore, the Board finds as a fact that the proposed site is separated from other commercial uses to avoid the creation of a commercial node.

c. Is the proposed commercial use compatible with land uses in the vicinity?

In relation to the word "vicinity", the Board notes that this word is not defined in the ASP. The Board finds that "vicinity" in the context of this issue is broader than just the immediately adjacent properties. To limit the examination of compatibility to just immediately adjacent uses would be very limiting. The Board is of the view that it should be looking a bit more broadly at this issue and not with such a limited scope of only the properties immediately adjacent to the Lands.

For the reasons set out in more depth at paragraphs [100] to [108] below, the Board finds that the Recreational Vehicle Storage use is compatible with the land uses in the vicinity.

- d. Is the subject parcel designated with a land use district which accommodates the commercial land use?

The evidence of the Development Authority is that the district is Agricultural Restricted District (AGR) (see page 111/289) and that the use of recreational vehicle storage is a discretionary use in the AGR district (see page 112/289). Since the use is discretionary in the district, the Board finds that the Lands are zoned to accommodate the commercial land use.

- e. Is the proposed development consistent with the provisions of the ASP?

As set out above, the Board finds that there is an express recognition in the ASP that the County can authorize a commercial use within the Fringe Area, provided that the conditions of s. 7.3.5 are met.

What is the nature of the use?

[99] The Board must address the nature of the use. As set out above in paragraph [98]d, Recreational Vehicle Storage is a discretionary use in the AGR district.

Is the proposed development compatible with the adjacent uses?

[100] Having concluded that the use (Recreational Vehicle Storage) is a discretionary use, the Board must assess the compatibility of the proposed development with adjacent uses. This analysis of compatibility is also required for the Board's evaluation of s. 7.3.5.c of the ASP. The following analysis applies to the

[14] The object and purpose of a discretionary use is to allow the development authority to assess the particular type and character of the use involved, including its intensity and its compatibility with adjacent uses.²

[101] The first point to be addressed is that the above quote references "adjacent uses", while the ASP references uses in the "vicinity". The Board is of the view that the word "adjacent" set out in the above quote is meant to refer not just to uses immediately adjacent to a proposed development since there may be impacts of a development which extend beyond the immediate neighbours. In considering the impact of a proposed development, the Board is of the view that it can consider the impact in the vicinity. This provides the Board with the latitude to consider the immediately adjacent lands, and other lands which might or might not be impacted by the proposed development.

² Rosedale Community League (1974) v. Edmonton (Subdivision and Development Appeal Board), 2009 ABCA 261.

[102] The evidence before the Board is that there are 6 other Recreational Vehicle Storage facilities (see page 284/289). The Board heard no evidence about the impact that adding a 7th Recreational Vehicle Storage facility might have on the adjacent uses of lands (i.e., the additional density of an additional facility), nor did the Board hear any evidence of any negative impact that those existing 6 facilities have on their adjacent or neighbouring uses.

[103] The Appellant did not provide specific impacts of the proposed development on his lands, arguing about the preservation of agricultural lands and the impact of fragmentation of land on agriculture. The Board acknowledges the concerns raised by the Appellant and supported by those speaking in favour of the appeal. However, it is the County which makes the policy choices in its statutory plans to preserve agricultural land, prevent premature fragmentation of agricultural lands and to prevent certain kinds of development in specific areas.

[104] The Appellant did not indicate how having a recreational vehicle storage would negatively affect his ability to farm his land (located to the east of the Lands). However, those speaking in favour of the appeal did list some considerations suggesting possible incompatibility. The Board will address those concerns.

[105] The first concern identified was one of traffic impact arising from users of the proposed development coming to and from the Lands. The evidence before the Board was that the Applicant has provided a Traffic Impact Assessment (this TIA starts at page 68/289). The TIA does not identify any significant concerns regarding the proposed development. The Board prefers the more specific evidence contained in the TIA over the more general statements made by those speaking in support of the appeal. Further, the Board notes that the Applicant has indicated that he will be providing a turn around so that RV traffic would not back up onto Township Road 532A, with an aim to impact traffic as little as possible. Since the turn around area is identified at page 22/89 and is part of the approved plan, the Applicant will need to construct it and it should assist in alleviating any traffic impacts. The Board finds that there is insufficient evidence to establish that any traffic impacts would cause an incompatibility of the proposed use with the neighbouring uses.

[106] Those speaking in favour of the appeal mentioned concerns regarding run off from the proposed development. The Board accepts that this is a valid consideration in considering compatibility. However, the statements of those speaking in favour of the appeal was quite general. The Board has weighted those statements against the specific conditions and information contained in the package. At page 24/289, there are details of the storm pond and specific requirements to address storm water drainage. The Applicant provided a Stormwater Management Report prepared by an engineer (starting at page 50/289) which concludes that the storm pond should be sufficient to deal with storm water drainage. The Board prefers the specific evidence contained in the Stormwater Management Report to the generalized concerns expressed by those speaking in favour of the appeal and finds as a fact that the handling of storm water from the Lands arising from the proposed development will not cause any incompatibility with neighbouring uses.

[107] Those speaking in favour of the appeal also suggested that there may be some visual impacts from the proposed development. The Applicant advised that he would add a 10-foot-high grass berm around the perimeter of the proposed development to further screen the

proposed development from view. Further, the Board examined the photos submitted by the Applicant (see Exhibit 9). Those photographs show the view to the neighbouring residences. The Board finds that the distances, as well as the existence of the berm will minimize any visual impact from the proposed development.

[108] Those speaking in favour of the appeal also suggested that some of the people who use the proposed development may trespass onto their property, stating that he had had people come to his lands and pick his flowers. The Board notes that the concerns pre-existed the proposed development and cannot be tied specifically to the proposed development. The Board does not accept that this concern would result in the incompatibility of the proposed development with neighbouring uses.

[109] The Board noted that the Appellant commented specifically on the value of the Lands, and the tax inequalities between rates paid within the County and that paid within Edmonton (but without mentioning specifics or providing details of taxation rates). The Board placed no weight on these comments. The Board acknowledges that the Lands may have a significant purchase price and that there may be a tax rate differential. However, these factors are not related to whether there is compatibility of the proposed use of Recreational Vehicle Sales on the Lands, and the uses of neighbouring properties.

Conclusion

[110] For the above reasons, the Board dismisses the appeal and issues the development permit subject to the conditions set out at paragraph [9], above.

[111] Issued this 8th day of February, 2023 for the Parkland County Subdivision and Development Appeal Board.



B. Williams, Clerk of the SDAB, on behalf of D. Smith, Chair
SUBDIVISION AND DEVELOPMENT APPEAL BOARD

This decision may be appealed to the Court of Appeal of Alberta on a question of law or jurisdiction, pursuant to Section 688 of the Municipal Government Act, RSA 2000, c M-26.

APPENDIX "A" REPRESENTATIONS

PERSON APPEARING

- | | PERSON APPEARING |
|----|--|
| 1. | Karen Kormos, Manager, Development Planning & Safety Codes |
| 2. | Corey Jespersen, Appellant |
| 3. | Jason Vance |
| 4. | Randy Jespersen |
| 5. | Graham Jespersen |
| 6. | Jonathan Bauer, Applicant |
| 7. | Paul Hanlan, SV Planning & Development |

APPENDIX "B"
DOCUMENTS RECEIVED AND CONSIDERED BY THE SDAB:

January 30, 2023 Agenda Package			
Exhibit	Description	Date	Pages
1.	Agenda Coversheet	January 26, 2023	1
2.	Table of Contents	January 26, 2023	2
3.	Notice of Appeal	January 3, 2023	8
4.	Hearing Notification	January 12, 2023	9-10
5.	Submission of the Development Authority	January 24, 2023	11-141
6.	Submission of the Appellant	January 23, 2023	142-265
7.	Submission in Support of the Appeal	January 17, 2023	266-268
8.	Submission of the Applicant	January 24, 2023	269-289

EXHIBIT #4 - Adjacent Landowner Letter

Hello Parkland County Planning and Development Team,

This document provides a summary of the responses received to the Adjacent Landowner Mailout, which was delivered to the Parkland Office on July 24, 2024. Over the period from the delivery of the mailout on July 24, 2024, to August 16, 2024—24 days later—there has been one phone call and one email response from the 19 adjacent landowners who were contacted.

Included in this document are the following:

1. A copy of the letter that was sent to the adjacent landowners.
2. A summary of the phone call received.
3. A summary of the email correspondence, including the reply sent.

Sincerely,
Jonathan Bauer

1. A copy of the letter that was sent to the adjacent landowners.

July 24 2024

Dear Adjacent Landowners,

I'd like to take a moment to connect with neighboring landowners and express my gratitude in advance for reviewing this letter outlining a planned development. I am seeking to expand my current RV Storage Facility to serve Parkland County and surrounding municipalities as our communities continued to expand and as older facilities close their doors. The aim of this correspondence is to gather feedback on the proposed development prior to seeking a development permit from Parkland County.

Site Background

The site of this proposed development is on a portion of the parcel at SW-16-53-27-W4. Most of this parcel is currently being utilized as an RV Storage Facility with 980 stalls. A smaller 8 acre portion of land to the south of this existing RV Storage Facility is currently sitting vacant. Previously used as a commercial sod farm, this land is not in the Prime Agriculture Land Area as per the Municipal Development Plan.

The proximity of this land to the highway corridor and an irregular shape makes it an excellent candidate to serve Parkland and surrounding communities in a commercial nature due to the quick access to and from the highway. There is a capital wastewater line that runs on the border of the property which limits some of the uses of this land as well as what is allowed to be done in this Right of Way.

Project Scope

This purpose of this proposed development is an application to expand the current facility by an additional 400 units. The goal of this business and application is to serve our community and surrounding communities by encouraging RV and Boat storage in one easy to access location off

the Yellowhead, rather than numerous small developments throughout the county. The hours of operation will remain as 7AM-10PM daily. The number of employees will include one daily employee onsite as required and one or two seasonal workers to help with maintenance occasionally. The design and layout of the facility can be seen in the attachments. The timeline of the project is to commence with construction to begin Fall of 2024/Spring 2025. There will be no new entrances required for this addition. There are no new buildings/office spaces/or structures proposed in this addition.

Considerations That Will Be Taken in the Development will include:

Environmental Conservation: The section of the parcel designated for development does not contain any environmentally significant features, wetlands, or natural areas. A grassed berm and trees will be added to the South Portion of the land where safety allows to help screen this development where possible. A stormwater pond feature will border the highway.

Stormwater Management: A tailored drainage strategy will be formulated to ensure effective on-site storm management, incorporating measures for stormwater retention, erosion control, and sediment management.

Services: No new services will be introduced to the expansion of the development that are not already operating on the existing development.

Facility: The regular facility hours will be 7 AM-10 PM. The development will have design standards, hard-packed surface, Dark Sky Compliant Lighting, fencing, landscaping, secured gated access. No additional entrance or exist to the county road will be required but only current ones will be utilized. The same hard packed gravel surface will be used as in the first RV Storage facility to allow for property drainage and ground stability for RV storage to ensure a clean and tidy facility.

Safety and Site Accessibility: Consultation is ongoing with Parkland County Engineering and Alberta Transportation to ensure that the Traffic Impact as a result of this proposed development is assessed to ensure traffic safety is maintained.

Land Use Bylaw Compliance – this proposed development meets the land use bylaw regulations which includes the setback regulations.

Moreover, in section 12.14 of the specific use regulations pertaining to RV Storage, this development will meet all requirements including:

- a) a minimum Setback of 6.0 m shall be required from any Property Line;
- b) storage shall be as required under the Alberta Fire Code pertaining to water for fire suppression, fencing and access, etc.;
- c) vehicle entrances and exits, as well as internal vehicle routes shall be designed in a manner that provides a safe and clearly defined circulation pattern;
- d) all on-site roadways, parking, loading and storage areas shall have a durable hard surface of asphalt, gravel or similar material and the same shall be drained, developed to the satisfaction of the Development officer and the Parkland County Engineering Department;
- e) where on-site parking or storage is illuminated, all lighting shall be positioned in such a manner that lighting falling onto abutting properties is minimized;

f) any developed portion of the site must be graded, contoured and seeded and shall provide for a satisfactory disposal of surface water by grading and drainage in such a PARKLAND COUNTY LAND USE BYLAW

BYLAW NO. 2017-18

CONSOLIDATED JUNE 19, 2020

Development Regulations Section 12 - Specific Use Regulations 151

manner that no surface water shall drain onto public roadway or other neighbouring property;

g) there shall be no storage of hazardous materials or goods on site;

h) no day use or over-night accommodation shall be allowed on site;

i) the storage of Recreational Vehicles shall not include storage for the salvage of, or for derelict Recreational Vehicles;

j) the Recreational Vehicle compound shall be fenced with a minimum 1.83 m high chain link fence around the periphery of the storage area;

k) any proposed sanitation dump shall be in accordance with the Alberta Safety Code;

l) landscaping, if required by the Development Authority, shall be as follows:

i) on sites smaller than 1.0 ha a minimum of 10%, or as otherwise required by the Development Authority, of the site shall be landscaped. On sites larger than 1.0 ha, a minimum of 60%, or as otherwise required by the Development Authority, of the required front and side yard Setbacks of the site shall be landscaped;

ii) one tree for every 40.0 m² of landscaped area, to a minimum of four trees, at a proportion of approximately 1:1 deciduous and coniferous trees, provided that where new tree plantings are otherwise required, existing trees that comply with the Minimum Tree Sizes can be used;

iii) one shrub for every 60.0 m² of landscaped area shall be provided to a minimum of six shrubs, at a proportion of approximately 2:1 of deciduous and coniferous shrubs;

iv) deciduous trees shall be a minimum of 63.0 mm caliper measured 450.0 mm from ground level. Coniferous trees shall be 2.5 m in height.

The Subdivision and Appeal Board has also ruled previously that the use of this portion of land for RV Storage meets the criteria for RV Storage in the Atim Creek North Area Structure Plan as a permitted commercial use of this land.

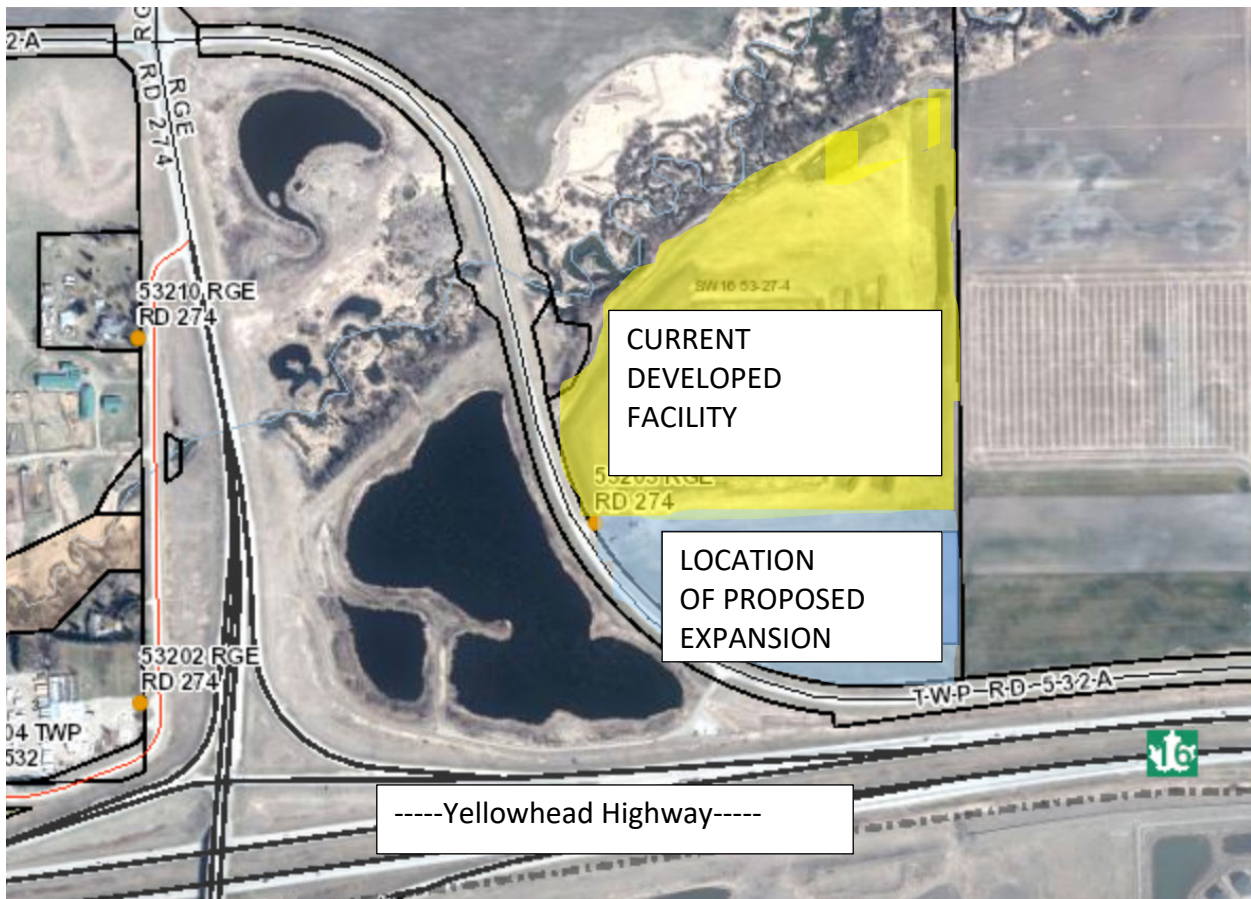
My goal is to utilize this land for RV Storage until such time that a greater and higher use of the land is recognized as the county and city of Spruce Grove expands in the coming years.

Your feedback will contribute to refining the development concept and will be included in a future development permit application to the County.

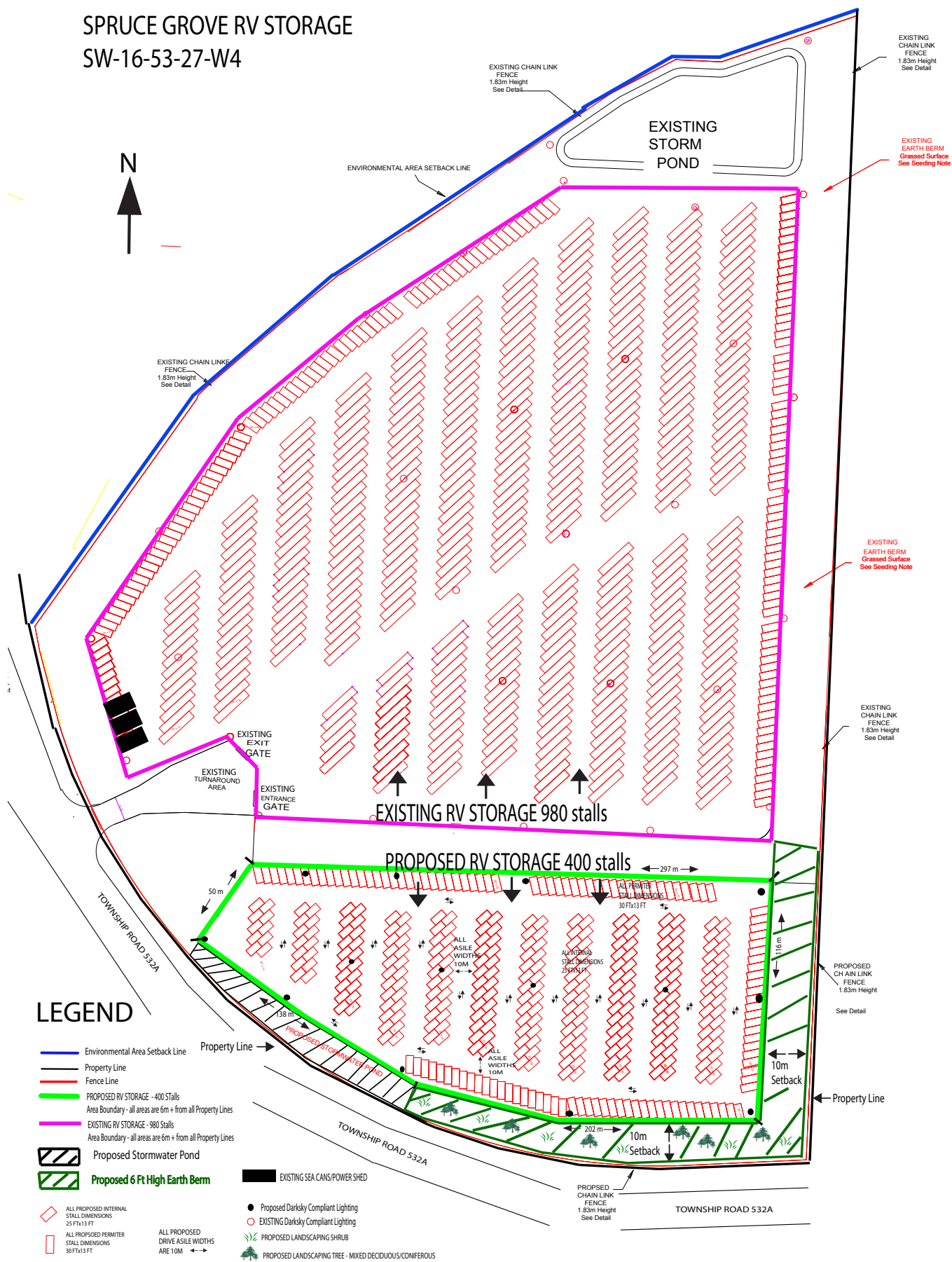
Kindly share your comments on the proposed development by August 14, 2024, via email at crosswaydevelopmentsspruce@gmail.com.

Sincerely,

Jonathan Bauer



SPRUCE GROVE RV STORAGE
SW-16-53-27-W4



2. A summary of the phone call received.

PHONE CALLS

Phone Call Received on Aug 6, 2024 at 4:44pm from Directly Adjacent Landowners

Names: [REDACTED] – Phone [REDACTED]

Summary of Phone Call: [REDACTED] wanted to call me directly as they are not use to using technology. It was a very positive phone from adjacent neighbor. They were calling to voice their support of my development and glad to see such developments in the area. [REDACTED] explained that she was looking at the trailers stored on sight across from her adjacent land as we spoke. They expressed that they had meant to contact me during my first development to voice their support when they received my first letter a couple of years ago. She wanted to make sure she called me this time to express her support and encouragement of what I am doing.

Follow-up: I have booked a follow-up meeting to go and meet them at their property.

3. A summary of the email correspondence, including the reply sent.

EMAILS RESPONES RECEIVED



Crossway DevelopmentsSpruce <crosswaydevelopmentspruce@gmail.com>

Spruce Grove RV Storage Plan

Jay Mason <JMason@arrowutilities.ca>

Fri, Aug 2, 2024 at 10:39 AM

To: "crosswaydevelopmentspruce@gmail.com" <crosswaydevelopmentspruce@gmail.com>

Cc: Matthew Gover <MGover@arrowutilities.ca>, Jerry Yang <jyang@arrowutilities.ca>

Hello Jonathan, in reviewing your letter on the proposed development of SW 16 53 27 W4, we would just have a couple questions to confirm –

1. The 10 m set back off the property line along the southern border, does this then ensure that no vehicles will be stored within 5 m of the sanitary transmission line?
2. The stormwater pond would be a safe distance away from the most westerly manhole on the property in an event that if repairs were required, the pond would not be impacted by construction (loss of bank etc)

Thanks,

Jay Mason P.Eng. (He/Him)

Director of Engineering

jmason@arrowutilities.ca

(p) 780.416.6804

www.arrowutilities.ca



Crossway DevelopmentsSpruce <crosswaydevelopmentsspruce@gmail.com>

Spruce Grove RV Storage Plan

Jay Mason <JMason@arrowutilities.ca>

Fri, Aug 2, 2024 at 11:03 AM

To: "crosswaydevelopmentsspruce@gmail.com" <crosswaydevelopmentsspruce@gmail.com>

Cc: Matthew Gover <MGover@arrowutilities.ca>, Jerry Yang <jyang@arrowutilities.ca>

Hi Jonathan, just to amend my point 1 above, would need the proposed distance of the vehicles from our line as we would need to review against possible future twinning of our line within the right of way.

Get [Outlook for iOS](#)

From: Jay Mason

Sent: Friday, August 2, 2024 11:39:11 AM

To: crosswaydevelopmentsspruce@gmail.com <crosswaydevelopmentsspruce@gmail.com>

Cc: Matthew Gover <MGover@arrowutilities.ca>; Jerry Yang <jyang@arrowutilities.ca>

Subject: Spruce Grove RV Storage Plan

[Quoted text hidden]

I RESPONDED WITH A PHONE CALL TO JAY AS WELL AS THIS EMAIL AFTER THE PHONE CALL:



Crossway DevelopmentsSpruce <crosswaydevelopmentsspruce@gmail.com>

Spruce Grove RV Storage Plan

Crossway DevelopmentsSpruce <crosswaydevelopmentsspruce@gmail.com>

Wed, Aug 7, 2024 at 11:07 AM

To: Jay Mason <JMason@arrowutilities.ca>

Cc: Matthew Gover <MGover@arrowutilities.ca>, Jerry Yang <jyang@arrowutilities.ca>

Hi Jason,

It was good speaking with you the phone this AM to make sure that we meet your needs to work together around the ROW.

As discussed we will send you our plans to review once they are drafted but will ensure that we do not have units parked in the ROW in case of work needed to be done in your end in the future. Secondly we will make sure the stormwater pond is a safe distance from the Western Manhole to ensure the same.

As discussed, we are planning on having an earth Berm on a portion of ROW for visual screening purposes and will address this in our plans that will be sent to you for review. We will also have a fence which would be in our property line that will also be viewed on our plans that will be sent over to you.

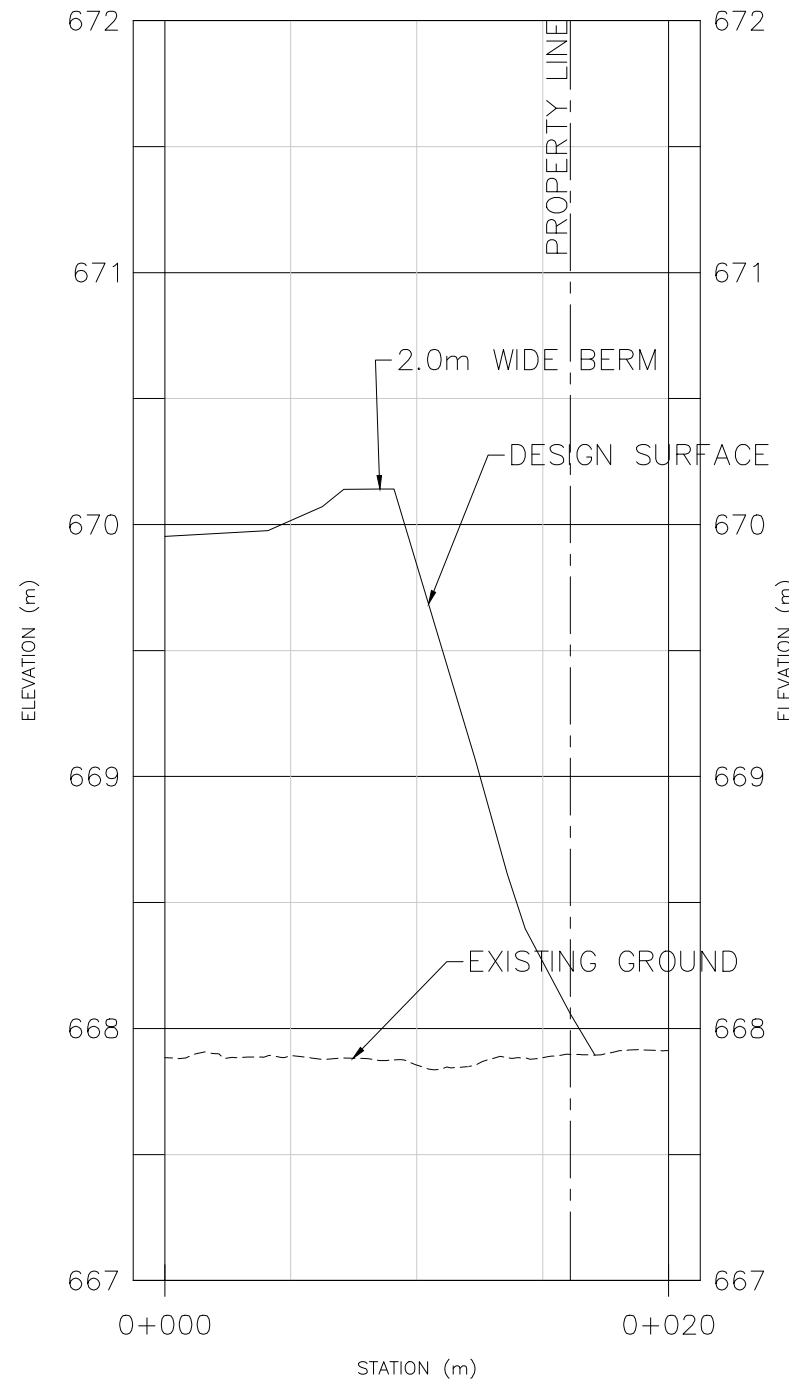
I look forward to working with you in the coming days to meet your ROW needs in our development process.

Thanks and talk soon.

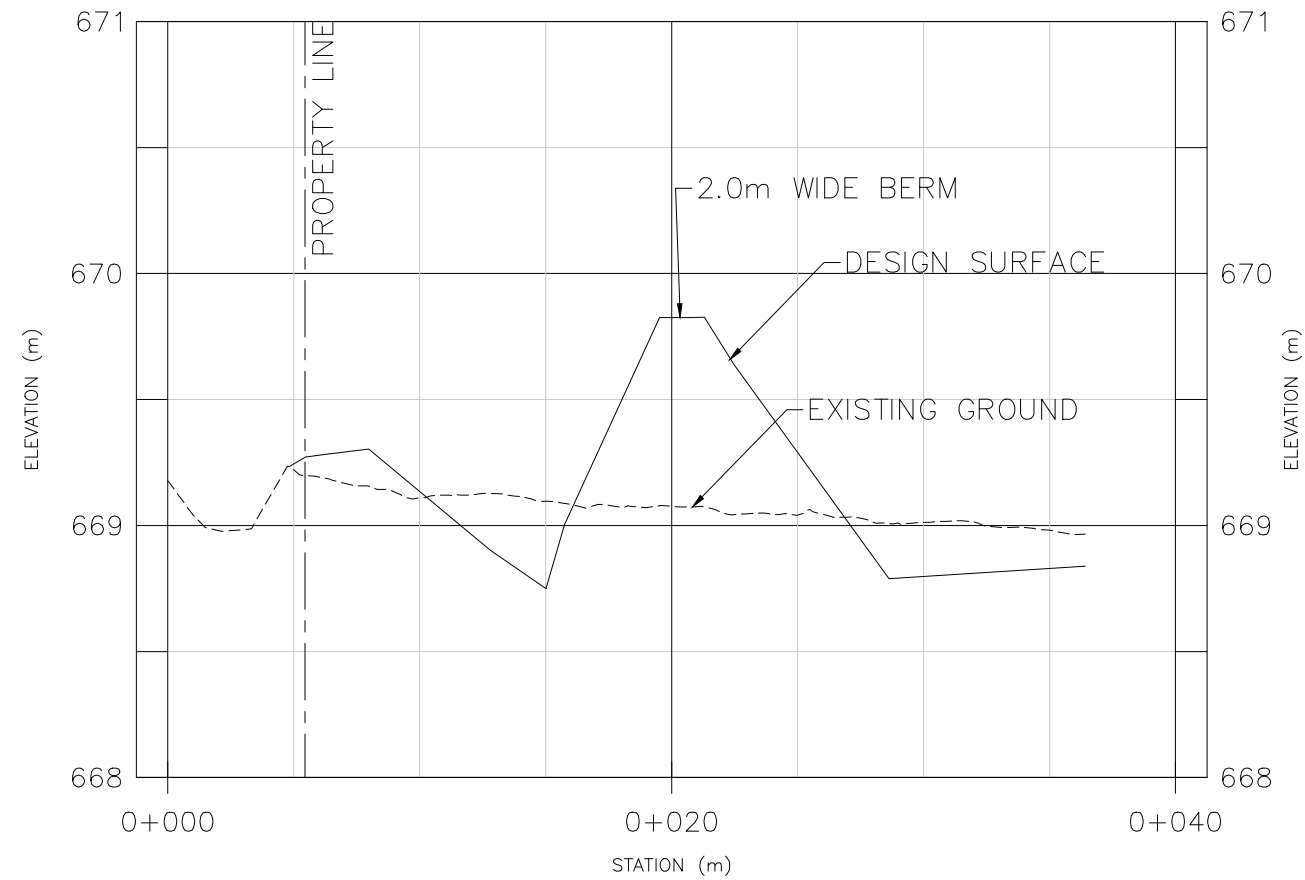
Jon Bauer

7802312800

[Quoted text hidden]



CROSS-SECTION A-A
SCALE 1:300



CROSS-SECTION B-B
SCALE 1:300

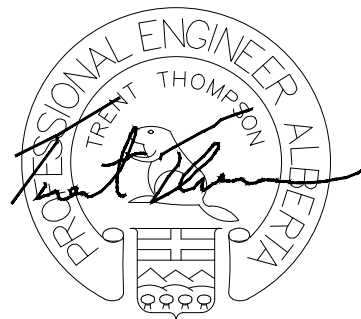
NOTES

1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
2. ALL ELEVATIONS ARE GEODETIC.
3. CONTRACTOR TO CONFIRM EXISTING GRADES AND LOCATIONS MATCH.
4. ALL DISTANCES ARE IN METERS.
5. NO CROSS LOT DRAINAGE PERMITTED.

LEGEND

- LEGEND
- PROPERTY BOUNDARY
 - 18'X13' PARKING STALL
 - PROPOSED FINISHED ELEVATION
 - EXISTING ELEVATION
 - PROPOSED SLOPE
 - LIGHT POLE
 - CHAIN LINK FENCE
 - DITCH FLOW DIRECTION
 - MAJOR DRAINAGE DIRECTION

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *Paul Thompson*
Date: SEPT. 27, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

NO.	DATE	ISSUED FOR DP APPROVAL	DESCRIPTION	HV	MB	TT	MB
1	09-27-24	ISSUED FOR DP APPROVAL					
REVISIONS				BY [CHE] ENG APP			
DRAWN BY:		DATE:	CHECKED BY:	DATE:		DATE:	
HV		08-16-24	MB	09-27-24		09-27-24	
ENGINEER:		DATE:	APPROVED:	DATE:		DATE:	
TT		08-16-24	TT	09-27-24		09-27-24	

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M

GRADING PLAN

SCALE:
1:700

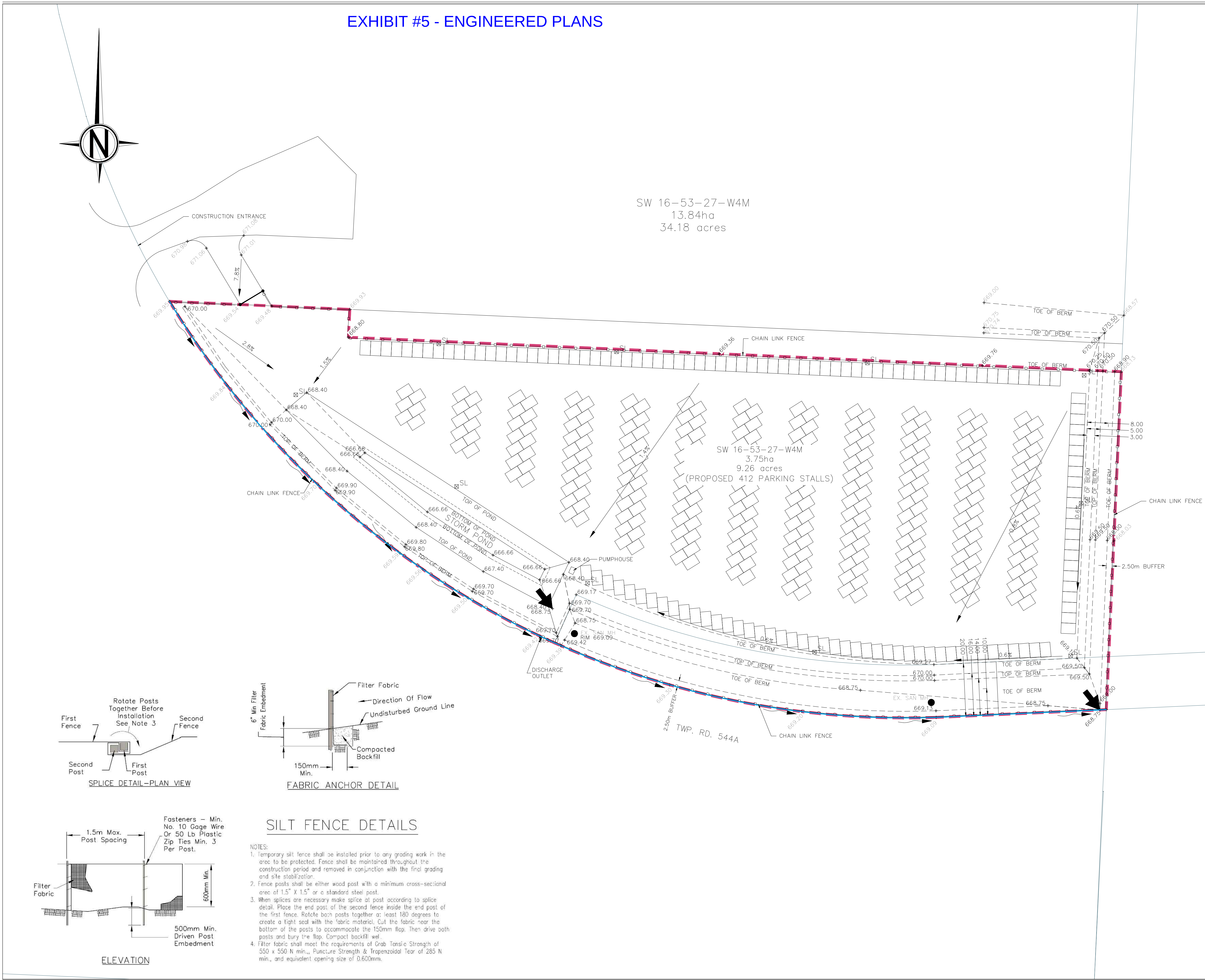
CLIENT:
CROSSWAY RECORDS INC.

BOLSON
ENGINEERING
ENVIRONMENTAL SERVICES

9703-199 St.
EDMONTON, AB
T5T-6E8
www.bolson.ca
PH: 780-668-8571
FAX: 780-413-8879

JOB NUMBER:	DWG NUMBER:	REV:
110-2470	110-2470-C2	0

EXHIBIT #5 - ENGINEERED PLANS



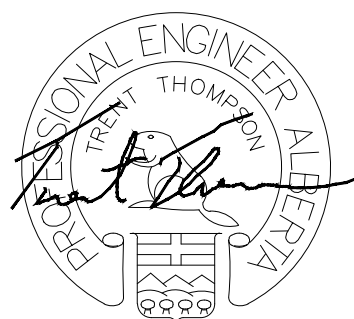
NOTES

1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
2. THE OWNER, SITE DEVELOPER, CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL PREVENT SEDIMENT, DEBRIS, AND ALL OTHER POLLUTANTS FROM ENTERING ANY ADJACENT WATERWAYS, WETLANDS, OTHER PROPERTIES, ETC. DURING ALL DEMOLITION, EXCAVATION, TRENCHING, BORING, OR OTHER CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT. THE OWNER, SITE DEVELOPER, CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL BE RESPONSIBLE FOR THE REMEDIATION OF ANY ADVERSE IMPACTS TO ADJACENT WATERWAYS, WETLANDS, OTHER PROPERTIES, ETC. RESULTING FROM WORK DONE AS PART OF THIS PROJECT.
3. APPROVED EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHALL BE MAINTAINED AND FULLY FUNCTIONAL FOR THE ENTIRE DURATION OF THE PROJECT. INSPECTION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES ARE THE CONTINUOUS OBLIGATIONS OF THE CONTRACTOR.
4. INSPECTIONS OF ALL THE ESC PRACTICES MUST BE COMPLETED AND DOCUMENTED AT LEAST EVERY 7 DAYS AND AT CRITICAL TIMES WHEN EROSION AND SEDIMENT RELEASES COULD OCCUR.
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THE REMOVAL OF ALL SEDIMENT, MUD, AND CONSTRUCTION DEBRIS THAT MAY ACCUMULATE IN THE FLOW LINES, PRIVATE PROPERTY, AND PUBLIC ROW'S AS A RESULT OF THIS CONSTRUCTION PROJECT. REMOVAL SHALL OCCUR WITHIN 48 HOURS.
6. ALL MUD AND SEDIMENT TRACKED ONTO PUBLIC STREETS SHALL BE CLEANED BY THE CONTRACTOR.
7. THE CONTRACTOR SHALL ENSURE A WATER TRUCK WILL BE ONSITE OR WITHIN CLOSE PROXIMITY FOR DUST CONTROL AT ALL TIMES DURING CONSTRUCTION.
8. DO NOT DISTURB TOPSOIL WITHIN 10m OF PROPERTY LINE OR WETLAND, IF WORKING WITHIN 10.0m OF A DRAINAGE DITCH OR WETLAND, SILT FENCE MUST BE PLACED AROUND PERIMETER.

LEGEND

- LEGEND
- PROPERTY BOUNDARY
 - 18'X13' PARKING STALL
 - PROPOSED FINISHED ELEVATION
 - EXISTING ELEVATION
 - PROPOSED SLOPE
 - FENCE
 - SILT FENCING
 - MAJOR DRAINAGE DIRECTION

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *Paul Thompson*
Date: SEPT. 27, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

NO.	DATE	ISSUED FOR DP APPROVAL	DESCRIPTION	HV	MB	TT	MB
1	09-27-24	ISSUED FOR DP APPROVAL					
REVISIONS				BY [CHE/ENG/APP]			
DRAWN BY:		DATE:	CHECKED BY:	DATE:		DATE:	
HV		08-16-24	MB	09-27-24		09-27-24	
ENGINEER:		DATE:	APPROVED:	DATE:		DATE:	
TT		08-16-24	TT	09-27-24		09-27-24	

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M

EROSION AND SEDIMENT CONTROL PLAN

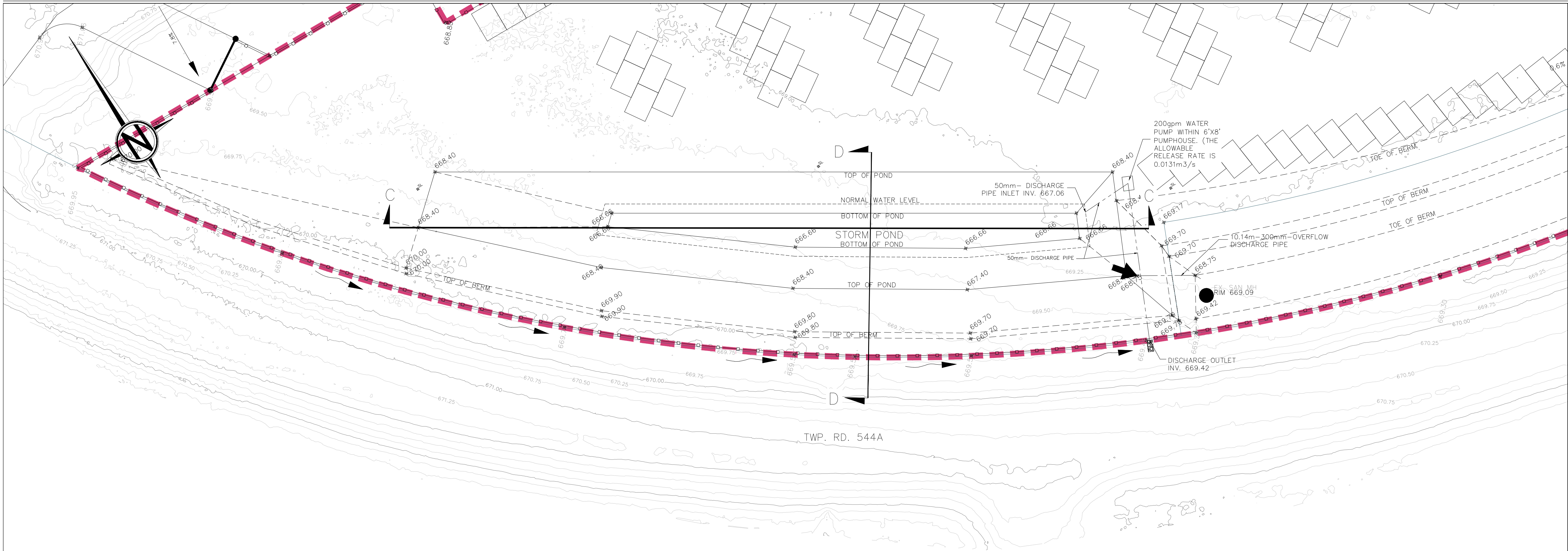
SCALE:
1:700

CLIENT:
CROSSWAY RECORDS INC.

BOLSON
ENGINEERING
ENVIRONMENTAL SERVICES

9703-199 St.
EDMONTON, AB
T5T-6E8
www.bolson.ca
PH:780-668-8571
FAX:780-413-8879

JOB NUMBER: 110-2470
DWG NUMBER: 110-2470-C3
REV: 0



NOTES

1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.

LEGEND	
	PROPERTY BOUNDARY
	PROPOSED FINISHED ELEVATION
	EXISTING ELEVATION
	PROPOSED SLOPE
	FENCE
	DITCH FLOW DIRECTION
	MAJOR DRAINAGE DIRECTION

ENGINEER'S STAMP	PERMIT STAMP
	PERMIT TO PRACTICE Bolson Engineering and Environmental Services Signature: <i>Paul Thompson</i> Date: SEPT. 27, 2024 PERMIT NUMBER: P11382 The Association of Professional Engineers, Geologists and Geophysicists of Alberta

NO.	DATE	DESCRIPTION	BY	CHK	ENG	APP
1	09-27-24	ISSUED FOR DP APPROVAL	HV	MB	TT	MB
REVISIONS						
DRAWN BY:	DATE:	CHECKED BY:	DATE:			
HV	08-16-24	MB	09-27-24			
ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	09-27-24			

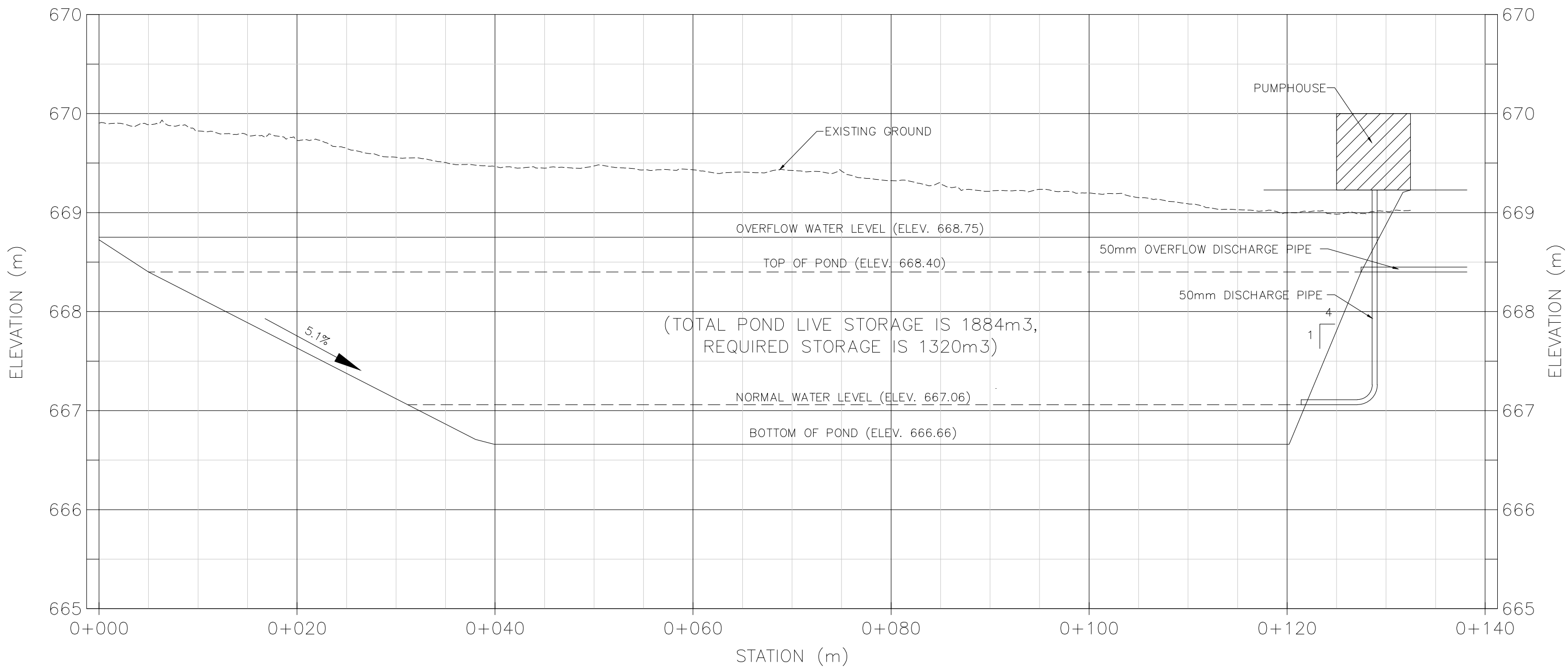
PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
STORM POND DETAIL

SCALE: 1:400	CUSTOMER: CROSSWAY RECORDS INC.
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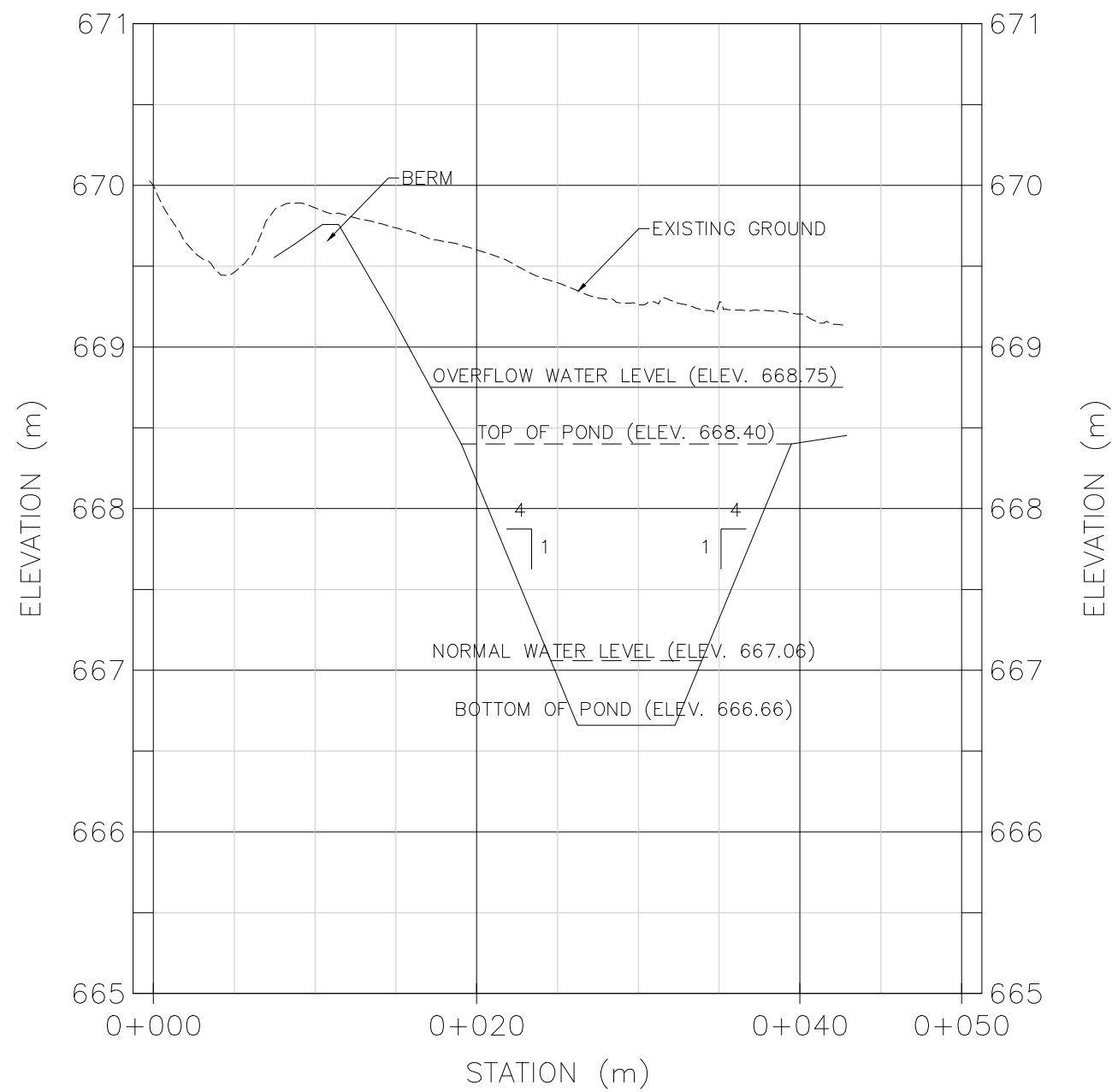
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www.bolson.ca
PH:780-668-8571
FAX:780-413-8879

JOB NUMBER: 110-2470	DWG NUMBER: 110-2470-C4	REV: 0
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CROSS-SECTION C-C



CROSS-SECTION D-D



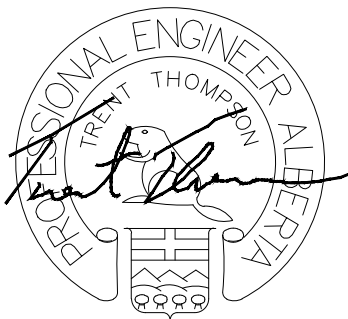
NOTES

1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.

LEGEND

- LEGEND
- PROPERTY BOUNDARY
 - 18'X13' PARKING STALL
 - GRAVEL SURFACE
 - TOP SOIL AND SEEDED
 - LIGHT POLE
 - FENCE

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *Paul Thompson*
Date: Sept. 27, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

1	09-27-24	ISSUED FOR DP APPROVAL	HV	MB	TT	MB
NO.	DATE	DESCRIPTION	BY	CHE	ENG	APP
REVISIONS						
DRAWN BY:	DATE:	CHECKED BY:	DATE:			
HV	08-16-24	MB	09-XX-24			
ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	09-XX-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M

LANDSCAPING PLAN

SCALE:
1:700

CLIENT:
CROSSWAY RECORDS INC.

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PH:780-668-8571
FAX:780-413-8879

JOB NUMBER:	DWG NUMBER:	REV:
110-2470	110-2470-C5	0

September 2nd, 2024

File No.: 110-2470.SWM REPORT

Parkland County
Planning and Development Services
53109A HWY 779
Parkland County, AB
T7Z 1R1

EXHIBIT #5 - STORMWATER DESIGN REPORT

Attention: To Whom it may Concern

Stormwater Design Parameters for property located at SW ¼ Sec. 16 53-27-W4M

The new RV storage yard that is being proposed for the property located at SE ¼ Sec. 16 53-27-W4M has been analysed with regards to the Storm Water Management requirements for the site.

The existing site contours were reviewed and they indicate that the general existing drainage course of the proposed developed area is in a south-westerly direction towards the southern middle of the property. This is where the storm pond is designed to be constructed for the RV storage yard development.

The entire property is approximately 3.75 Ha in size and the proposed developed phase of the storage site will utilize the entire area (including storm pond, perimeter berms, storage areas and access). All the water within the developable area will remain within the boundaries of the property and drain through a controlled overland drainage system to the storm pond and then ultimately be released through a pump out system to a drainage ditch along the south edge of the property. The overflow discharge will be at the southeast corner of the property. The storage on site is designed for a total storage volume of 1,320 m³ which is adequate storage for a 1-in-100 year storm event for the additional stormwater that is generated by the newly developed area relative to the allowable release rate for the property. The required storage volume was calculated using the following criteria:

Post-Development Release Rate (1:100 Storm Event) = 3.5 L/s/Ha

Developed Area = 3.75 Ha

$$Q_{\text{POST}} = (3.5 \text{ L/s/Ha}) * (3.75 \text{ Ha}) = 0.0131 \text{ m}^3/\text{s}$$

Post Development Storage Requirements (1:100 Storm Event):

C = 0.45 (Gravel Storage Yard; Landscaping; Pond)

$$Q_{\text{ALLOWABLE}} = 0.00131 \text{ m}^3/\text{s}$$

A = 3.75 Ha

$$24 \text{ hour storage requirement} = 1,320 \text{ m}^3$$

Based on the Rational Method, 1,320 m³ of total storage is required to handle the 1:100 year storm event for the additional stormwater created from the proposed development for a 24 hour return storm. The actual storage provided on the site is 1,845 m³ within the proposed pond system with an additional 0.35m freeboard allowance.

Release rate from the pond will be restricted by the outlet pump and pipe system to the allowable discharge requirements (3.5 L/s/Ha = 0.0131 m³/s) and released to the discharge point directly south of the pond as indicated on plan 110-2470-C4. This release rate is based on the max allowable discharge rate as per the Alberta Environment and Parks isochart and is lower than the pre development flows for the 1:5, 1:25 and 1:100 year storm events.

The proposed pump and pipe system will consist of a 50mm buried PVC pipe that connects to a Pacer SE2RL or equivalent pump located at the pond and extends to the discharge point (directly adjacent to the pond). The pump will be set to operate at 200 gpm (0.0131 m³/s) and the proposed pump has been chosen as it will not exceed the required discharge flow rate. The pump curve and specification sheet for the proposed pump system is appended to this report and the TDH of the pump is:

- Vertical Rise = 2.44m
- Friction Loss = 1.03m
- TDH = 2.44 + 1.03 = 3.47m

Once the water is discharged to the north ditch, it will flow south and east through the existing roadside ditch along TWP Road 522A.

The storm pond overflow is designed to discharge through the same ditch as the main pumpout of the pond.

We trust that this is the information you require. Please do not hesitate to contact us should you require further assistance on this matter.

Yours truly,

Bolson Engineering and Environmental Services



Trent Thompson, P. Eng.

PACER

SERIES 'S' SELF-PRIMING CENTRIFUGAL PUMPS

HORIZONTAL . . . LONG or CLOSE COUPLED
for industrial, agricultural and marine use

**CLOSE-COUPLED
ELECTRIC**



GASOLINE ENGINE

**PEDESTAL MOUNTED
for flexible coupling**



HYDRAULIC

PNEUMATIC



LONG COUPLED

- **CHOICE OF MATERIALS -**

Glass reinforced — polyester, polypropylene or Ryton® EPDM, Buna-N or Viton® elastomers, and stainless steel or non-metallic fasteners for resistance from chemical attack

(See Chemical Resistance Chart)

- **FLOW RATES (electric driven)**

To 280 U.S. GPM or 120 ft. TDH @ 60 Hz
(To 883 LPM or 25.4m TDH @ 50 Hz)

- **FLOW RATES (Engine driven)**

To 290 U.S. GPM or 126 ft. TDH
(To 1060 LPM or 38.4m TDH)

- **Suction lift to 25 ft. (7.6m) VERTICAL***

- **1-1/2", 2" or 3" NPT ports. All polyester and 2" polypropylene also available with BSP threads.**

- **ELECTRIC MOTOR, GASOLINE ENGINE, DIESEL ENGINE, HYDRAULIC or PNEUMATIC DRIVEN**

- **CLOSE-COUPLED, LONG-COUPLED or PEDESTAL MOUNTED**

- **BUILT-IN CHECK VALVE FOR QUICK PRIMING**

* Based on water-like liquids at 70°F and at 3450 RPM after initial priming of pump housing.



AQUACULTURE



AGRICULTURE



MARINE



**IRRIGATION AND
SOLUTION TRANSFER**



OIL FIELD



**INDUSTRIAL AND
WASTE TREATMENT**



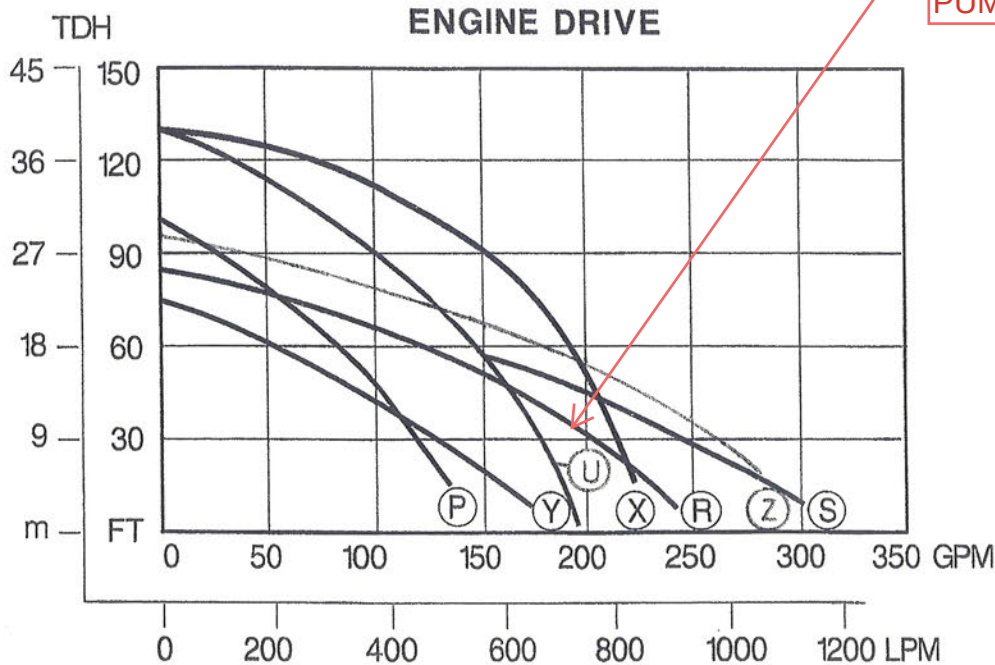
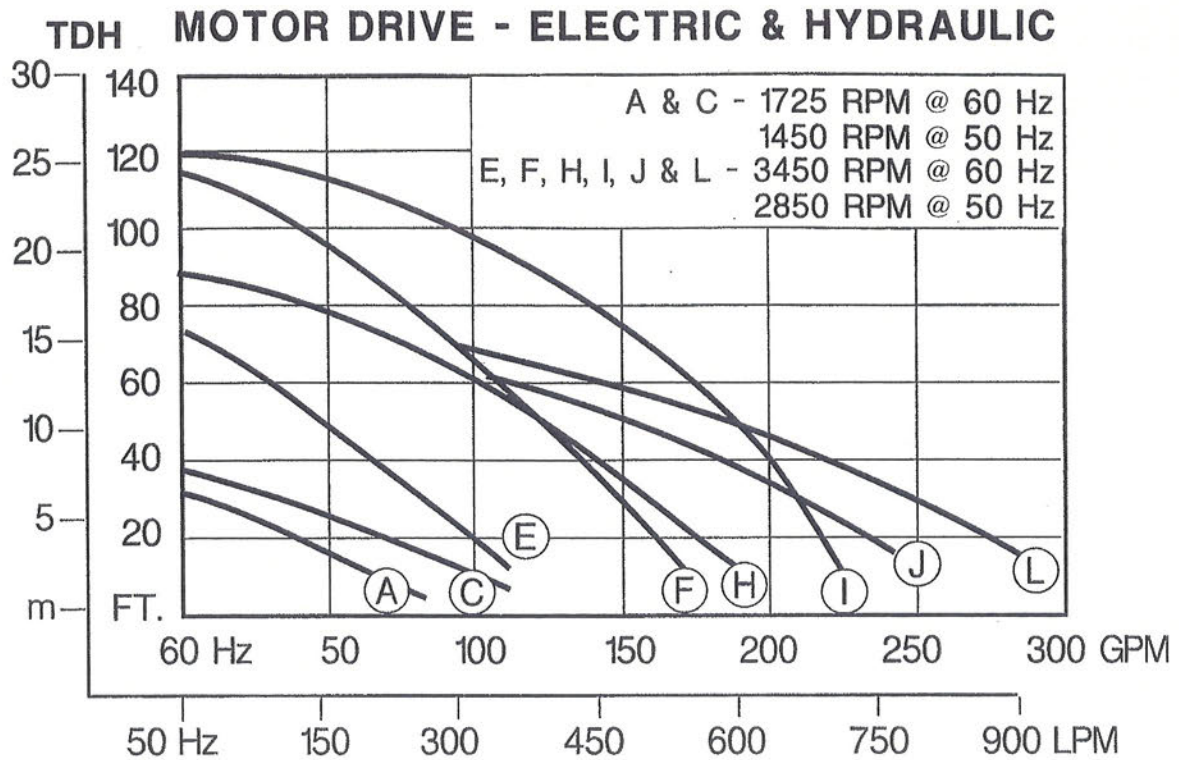
**CHEMICAL
APPLICATIONS**



SPRAY RIG

www.pacerpumps.com

'S' PUMP FLOW CURVES



Curve	Impeller	HP *
A 1 1/2"	704	.75
C 1 1/2"	706	1.5
E 2"	667	2
F 2"	704	3
H 2"	974	3
I 2"	706	5
J 2"	975	5
L 3"	975	5
P 2"	704	3.5
R 2"	975	5.5
S 3"	975	5.5
U 2"	706	5.5
X 3"	8706	8
Y 2"	974	4
Z 3"	8975	8

* HP Based on specific gravity of 1.0

POLYESTER PUMPS

PP-630C
Page 3



CLOSE-COUPLED
ELECTRIC

PUMP CLOSE-COUPLED TO ELECTRIC MOTOR

FLOW CURVE LETTER	PORT SIZE IN.	MAXIMUM FLOW RATE		MAX. TDH		HP REQ'D		MODEL NUMBER	PRICE CODE NUMBER	ELECTRIC MOTOR 60 Hz ADD TO MODEL & PRICE CODE NO. . . .	
		GPM @ 60 Hz	LPM @ 50 Hz	FT. @ 60 Hz	m @ 50 Hz	60 Hz /RPM	50 Hz 2850 RPM			115/230V 1/60 TEFC	230/460V 3/60 TEFC
A	1½	80	252	30	6.4	.5/1750	.25/1450	SE1½AL-	58-11A4-	G.5C	H.5C
C	1½	120	378	32	6.8	1.0/1750	.5/1450	SE1½CL-	58-11C4-	G1.0C	H1.0C
E	2	110	346	70	14.8	2/3450	1.1	SE2EL-	58-12E4-	C2.0C	D2.0C
H	2	180	567	85	18	3/3450	1.7	SE2HL-	58-12H4-	C3.0C	D3.0C
*F	2	160	504	115	24.3	3/3450	2.2	SE2FL-	58-12F4-	C3.0C	D3.0C
J	2	240	756	75	15.9	5/3450	3	SE2JL-	58-12J4-	C5.0C *	D5.0C
*I	2	230	725	120	25.4	5/3450	4	SE2IL-	58-12I4-	C5.0C *	D5.0C
L	3	280	883	75	15.9	5/3450	4.2	SE3LL-	58-13L4-	C5.0C *	D5.0C

Pump molded of glass reinforced polyester with 316 stainless steel internal fasteners, 304 SS external fasteners, EPDM "O"-rings and gasket, check valve. (Viton® available) Polypropylene baseplate, close-coupled electric motor. Also available in polypropylene & Ryton. * 230 Volt only.

HP requirements based on specific gravity of 1.0.

* 'F' and 'I' curves limited to 1.0 SG (water). Exceeding 1.0 SG requires next highest horsepower.

PUMP CLOSE-COUPLED TO 12 & 24 VOLT DC MOTORS

FLOW CURVE LETTER	PORT SIZE IN.	MAXIMUM FLOW RATE		MAX. TDH		HP	MODEL NUMBER	PRICE CODE NUMBER	DC MOTOR ADD TO MODEL & PRICE CODE NO. . . .	
		GPM @ 60 Hz	LPM @ 50 Hz	FT. @ 60 Hz	m @ 50 Hz				12V	24V
A	2	80	252	30	6.4	.5	SE2AB-	58-12A2-	DC.5C-12	
A	2	80	252	30	6.4	.5	SE2AB-	58-12A2-		DC.5C-24
C	2	120	378	32	6.8	1.0	SE2CB-	58-12C2-	DC1.0C-12	
C	2	120	378	32	6.8	1.0	SE2CB-	58-12C2-		DC1.0C-24

Pumps close-coupled to DC motors are fitted with Buna-N elastomers only. These pumps are suitable for fresh or saltwater applications. All specifications are based on a specific gravity of 1.0.

PUMP with GASOLINE ENGINE DRIVE

* See page 6 for engines available with electric start option



GASOLINE ENGINE
DRIVE

FLOW CURVE LETTER	PORT SIZE IN.	MAX. FLOW RATE		MAX. TDH		SHIPPING WEIGHT		MODEL NUMBER	PRICE CODE NO.	GASOLINE ENGINE ADD TO MODEL & PRICE CODE NO. . . .	
		GPM	LPM	FT.	m	LBS.	kg.			STANDARD	HEAVY DUTY
Y	2	170	643	76	23	40	19	SE1½YL-	58-11Y4-	-E4CP	
P	2	150	568	100	30	40	19	SE2PL-	58-12P4-		
R	2	230	871	83	25	46	23	SE2RL-	58-12R4-	E5IC B&S E5HOC Honda	E6VCP B&S E5HCP Honda
U	2	200	757	130	40	46	23	SE2UL-	58-12U4-		
S	3	280	1060	83	25	50	24	SE3SL-	58-13S4-		same as above
X	3	230	871	126	38	70	32	SE3XL-	58-13X4-	N/A	
Z	3	290	1102	90	27	70	32	SE3ZL-	58-13Z4-	N/A	E8VCP

Molded of glass reinforced polyester with carrying handle, 316 stainless steel internal and external fasteners. EPDM O-rings and gasket, check valve. (Viton® available) See motor table on page 6 for diesel engine drive. 'S' pumps are also available with 305cc LCT Diesel engine.



HYDRAULIC



PNEUMATIC

PUMP with HYDRAULIC or PNEUMATIC DRIVE

FLOW CURVE LETTER	PORT SIZE	HYDRAULIC @ 3450 RPM					PNEUMATIC @ 2900 RPM					SHIP. WT LBS.		MODEL NUMBER	PRICE CODE NUMBER	ADD TO	
		FLOW RATE		MAX. TDH		REQ. HP	FLOW RATE		MAX. TDH		REQ. HP					MODEL & PRICE CODE NO.	
		IN.	GPM LPM	FT. m			GPM LPM	FT. m		HY		PN	HYD.				PNEU
E	2	110	416	71	22	2.0	90	340	49	15	1.0	18	44	SE2EL-	58-12E4-	-HYC	-PNC
F	2	160	605	115	35	5.0	133	503	80	24	2.0	18	44	SE2FL-	58-12F4-		
I	2	230	870	120	37	5.0	190	719	83	25	3.0	18	44	SE2IL-	58-12I4-		
J	2	240	908	75	23	5.0	200	757	52	16	3.0	18	44	SE2JL-	58-12J4-		
L	3	280	1060	75	23	5.0	242	915	52	16	3.0	21	47	SE3LL-	58-13L4-		

Pump molded of glass reinforced polyester with 316 stainless steel internal fasteners, 304 SS external fasteners, EPDM "O"-rings, gasket and check valve. (Viton® available) Pneumatic driven includes a steel baseplate. Motor shaft is a 316 stainless steel stubshaft. Also available in polypropylene & Ryton. • 'I' curve is limited to 1.0 SG (water). Exceeding 1.0 SG requires next highest HP.

CLOSE COUPLED ELECTRIC POLYPROPYLENE PUMPS

POLYPROPYLENE / VITON®

FLOW CURVE LETTER	PORT SIZE	MAXIMUM FLOW RATE		MAX. TDH		HP REQUIRED		MODEL NUMBER	PRICE CODE NUMBER	ELECTRIC MOTOR 60 Hz		
										ADD TO MODEL & PRICE CODE NO. . . .		
		IN.	GPM @	60 Hz LPM @	FT. @ 60 Hz	m @ 60 Hz	60 Hz /RPM			50 Hz /2850 RPM	115/230V/1/60	230/460V/3/60
											TEFC	TEFC
A	1½	80	252	30	6.4	.5/1750	.25/1450	SPRY1½AV-	58-21A1-	G.5C	H.5C	
C	1½	120	378	32	6.8	1.5/1750	.5/1450	SPRY1½CV-	58-22C1-	G1.OC	H1.OC	
E	2	110	346	70	14.8	2/3450	1.1	SPRY2EV-	58-22E1-	C2.OC	D2.OC	
H	2	180	567	85	18	3/3450	1.7	SPRY2HV-	58-22H1-	C3.OC	D3.OC	
•F	2	160	504	115	24.3	3/3450	2.2	SPRY2FV-	58-22F1-	C3.OC	D3.OC	
J	2	240	756	75	15.9	5/3450	3	SPRY2JV-	58-22J1-	C5.OC	D5.OC	
L	3	280	883	75	15.9	5/3450	4.2	SPRY3LV-	58-23L1-	C5.OC	D5.OC	

Pump molded of glass-filled polypropylene with glass-filled Ryton® volute, 304 SS external fasteners, Viton® "O"-rings, gasket, check valve, (EPDM available) polypropylene baseplate, close coupled electric motor. • 'F' curve is limited to 1.0 SG (water). Exceeding 1.0 SG requires next highest horsepower.

RYTON PUMPS

RYTON / VITON

FLOW CURVE LETTER	PORT SIZE	MAXIMUM FLOW RATE		MAX. TDH		HP REQUIRED		MODEL NUMBER	PRICE CODE NUMBER	ELECTRIC MOTOR 60 Hz ADD TO MODEL & PRICE CODE NO. . . .	
						60 Hz /RPM	50 Hz /2850 RPM			115/230V/1/60	230/460V/3/60
	IN.	GPM @	60 Hz LPM @	FT. @ 60 Hz	m @ 60 Hz	TEFC	TEFC				
A	1½	80	252	30	6.4	.5/1750	.25/1450	SY1½AV-	58-31A1-	G.5C	H.5C
C	1½	120	378	32	6.8	1.5/1750	.5/1450	SY1½CV-	58-32C1-	G1.OC	H1.OC
E	2	110	346	70	14.8	2/3450	1.1	SY2EV-	58-32E1-	C2.OC	D2.OC
H	2	180	567	85	18	3/3450	1.7	SY2HV-	58-32H1-	C3.OC	D3.OC
•F	2	160	504	115	24.3	3/3450	2.2	SY2FV-	58-32F1-	C3.OC	D3.OC
J	2	240	756	75	15.9	5/3450	3	SY2JV-	58-32J1-	C5.OC	D5.OC
L	3	280	883	75	15.9	5/3450	4.2	SY3LV-	58-33L1-	C5.OC	D5.OC

Pump molded of glass-filled Ryton® with 304 SS external fasteners, Viton® "O"-rings and Ryton gasket, check valve, (EPDM available) polypropylene baseplate, close coupled electric motor. • 'F' curve is limited to 1.0 SG (water). Exceeding 1.0 SG requires next highest horsepower.

www.pacerpumps.com

'S' PUMP CONSTRUCTION GUIDE (Build a pump for your application)

I. Close coupled pump

- Select flow curve
- Determine HP required.
- Determine materials of construction (consult chemical resistance guide)
- Construct pump model and price code numbers using pump table below
- Add drive model and price code number suffix from motor table
- Order as 1 item.



(Ordering example: close coupled pump)

ITEM	QUANTITY	DESCRIPTION/ MODEL	MODEL NUMBER
1	1	'S' pump, polyester, 2" ports, 'E' impeller, EPDM elastomers. 2.0 HP, 3450 RPM, 230/460/3/60 TEFC motor.	SE2EL D2.0C

II. Long coupled pumps

Pacer 'S' series pumps are also available in a long coupled configuration. The complete unit consists of the pump mounted to a bearing pedestal, flexible coupling and coupling guard and electric motor or gasoline engine, assembled and mounted on an epoxy coated steel base plate.



CONSULT FACTORY FOR
CONFIGURATION AND
PRICING ASSISTANCE

PUMP TABLE

PUMP MATERIAL			+ PORT SIZE (NPT)		+ IMPELLER		+ ELASTOMERS, SEAL, INTERNAL FASTENERS		
Series 'S'	Model	PCN	Model	PCN	Model & PCN		Description: Internals	Model	PCN
Polyester	SE	58-1	1½	1	A, C		Viton® - carbon/ceramic 316SS fasteners, (unlined volute)	V	1
Polypro.	SPRY	58-2	2	2	E, F, H, I, J, P, R, U, Y		Buna - carbon/ceramic 316SS fasteners, (unlined volute)	B	2
Ryton®	SY	58-3	3	3	L, N, S, X, Z		Buna - carbon/ceramic, 316SS fasteners, (Buna lined volute)	BL	3
External fasteners are 304SS							EPDM - carbon/ceramic 316SS fasteners, (unlined volute)	L	4
							EPDM - carbon/ceramic, 316SS fasteners, (EPDM lined volute)	LL	5
							EPDM SiC Non- metallic, (unlined volute)	LN	88
							Viton® - SiC non-metallic, (unlined volute)	VN	99

+ MOTOR (see Motor Table on next page)

NOTE:

All 'S' pumps are glass reinforced.
Polypropylene pump includes Ryton® volute. (SPRY)
Volute lining is same as gasket material.
Polypropylene baseplate furnished with close-coupled models
and epoxy painted steel with 5 HP close coupled models.
For BSP threads, add B in 4th digit of Model No. and change
Price Code No. from 1 to 4, 2 to 5, 3 to 6. Note: Impeller
designation now becomes the 5th digit of model number
only for BSP pumps. (Available with polyester pumps, and
limited polypropylene pumps).

www.pacerpumps.com

MOTOR TABLE

Electric Motors Close Coupled

TEFC (60 Hz)	TEFC (50 Hz)
HP Model	HP Model
G.5C	A.5C
G.75C	A.75C
G1.0C	A1.0C
G1.5C	A1.5C
C2.0C	B2.0C
C3.0C	
C5.0C	E.5C
H.5C	E.75C
H.75C	E1.0C
H1.0C	E1.5C
H1.5C	F1.5C
D2.0C	F2.0C
D3.0C	F3.0C

Electric Motor Key

60 Hz
G = 1750 RPM 1φ C = 3450 RPM 1φ H = 1750 RPM 3φ D = 3450 RPM 3φ
50 Hz
A = 1450 RPM 1φ B = 2850 RPM 1φ E = 1450 RPM 3φ F = 2850 RPM 3φ
60 Hz 1φ 115/230 50 Hz 1φ 208- 230/50 60 Hz 3φ 208/230/460

Gasoline/Diesel Engines

DESCRIPTION	MODEL	PRICE CODE
Briggs & Stratton series 550	E4C	58-0634
Briggs & Stratton series 900	E5IC	58-0644
Honda 5hp GC 160 OHC residential	E5HOC	58-0635GC
* Honda 5.5hp GX 160 OHV commercial	E5HCP	58-0635H
* Briggs & Stratton 6.5hp Vanguard	E6VCP	58-0646V
Briggs & Stratton Vanguard 8 HP.	E8VCP	58-0967
* LCT 305 cc Diesel	E5DLCP	58-0635L

* AVAILABLE WITH ELECTRIC START OPTION

Pneumatic Motor

HP	RPM	Req'd PSI	Req'd SCFM	Model & PCN
.5	1750	30	25	PNC
1	1750	37	38	
1	2900	27	45	
2	2900	49	70	
3	2900	74	100	
4	2900	102	130	
To approximate flow at 2900 RPM, reduce flow by 20%, head by 29% and HP by 40%				

Hydraulic Motor

HP	RPM	Req'd PSI	Req'd GPM	Model & PCN
2	3450	500	9	- HYC
3	3450	750	9	
5	3450	1200	9.2	

www.pacerpumps.com

SERIES 'S' PEDESTAL MOUNTED PUMPS



'PE' - plastic pedestal
with carbon steel shaft

GENERAL INFORMATION AND POWER REQUIREMENTS



'CSS' - cast iron pedestal
with stainless steel shaft

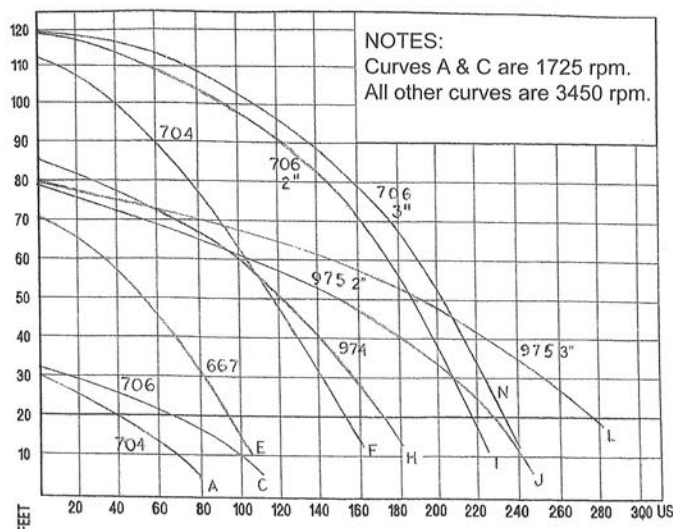
Pacer 'S' series pumps are manufactured in port sizes 1 1/2", 2" and 3" from engineered thermoplastics. These thermoplastics are Poloyester, Polypropylene and Ryton® for pumping water, saltwater, agricultural chemicals and many industrial chemicals.

The power source can be supplied from the factory in the form of electric motors or gasoline and diesel engines. The same power sources may also be supplied and installed by the customer.

All internal and external fasteners are stainless steel. Buna-N, EPDM or Viton® elastomers are available from stock. As pictured above, the Pacer Pedestal Pump is coupled to either a plastic pedestal with carbon steel shaft or a cast iron pedestal with stainless steel shaft.

Pacer pedestal mounted pumps are available with five different impellers, each having different flow characteristics. The chart at left below shows the flow curves for the five impellers operated by 1725 RPM or 3450 RPM, 60Hz electric motors. The curve letters A, C, E, etc. also become part of the model number shown on the chart at right below.

For example, the third model listed, SE2EL has the number 667 impeller and will perform to flow curve E (E is fourth character in model number). The horsepower required is 2.0 at 3450 RPM. Therefore, this pump can be operated efficiently by coupling to a 2 Hp or greater electric motor (3450 RPM) or it can be driven by a 2Hp or larger gasoline engine. The flow curves can be achieved by gas engines operating at typically 3600 RPM. The suction and discharge port size for the first model listed below right is 1 1/2" and the last is 3". The balance of models shown have 2" ports.



PUMP MODEL	CAST IRON PEDESTAL	PLASTIC PEDESTAL	CURVE	IMPELLER	RPM	REQUIRED HP
SE11/2AL	CSS	PE	A	704	1725	.5
SE2CL	CSS	PE	B	706	1725	1.0
SE2EL	CSS	PE	E	667	3450	2.0
SE2FL	CSS	PE	F	704	3450	3.0
SE2HL	CSS	PE	H	974	3450	3.0
SE2IL	CSS	PE	I	706	3450	5.0
SE2JL	CSS	PE	J	975	3450	5.0
SE3LL	CSS	PE	L	975	3450	5.0
SE3NL	CSS	PE	N	706	3450	5.0

- For a complete model number add pump model and desired pedestal.
- Example: SE2EL CSS
- Plastic pedestal (PE) not recommended for side loading



Division of ASM Industries, Inc.

IMPROVED 'S' SERIES

Series S Self-Priming Centrifugal Pumps

Series "S" Self-Priming Centrifugal Pumps are lightweight, corrosion resistant pumps for general service on water, salt water, and many agricultural chemicals. They feature stainless steel internal fasteners, or non-metallic solution contact Viton, EPDM or Buna-N "O"-rings and gasket, with stainless steel external fasteners. The pumps are molded of tough, glass reinforced polyester, polypropylene or Ryton. Polyester models are available with or without lined volute for abrasion resistance.

All pumps include a built-in check valve, feature easy servicing, and during pumping, a self-cleaning double volute keeps pump free of settled solids.

Mechanical Shaft Seal: Self-lubricating ceramic and carbon faces (silicon carbide optional) with stainless steel case and spring. (Hastelloy C and non-metallics available.)

Horizontal...Long or close-coupled

For industrial, agricultural and marine use

- Choice of materials —
Pump constructed of: Polyester polypropylene—or Ryton
- Optional elastomers and stainless steel or non-metallic fasteners available for chemical applications.
(Refer to our chemical resistance chart)
- Flow rates (electric driven)
To 280 U.S. GPM or 120 ft. TDH
(To 883 LPM or 25.4 TDH)
- Flow rates (fuel driven)
To 280 U.S. GPM or 126 ft. TDH
(To 1060 LPM or 38.4m TDH)
- Suction lift to 25 ft. (7.6m) vertical
- 1½", 2" or 3" ports, NPT and BSP (polyester)
- Electric motor, gasoline engine, hydraulic or pneumatic driven
- Close-coupled, long-coupled or pedestal mounted
- Built-in check valve: Prevents backflow and siphoning and allows for faster priming



PACER® PUMPS

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TRAFFIC IMPACT BRIEF

Project Number: H5391-2022

Date: May 18, 2024

Project: SPRUCE GROVE RV STORAGE SITE
SW 16-53-27-W4M

Overview: The Owner is proposing to expand the existing 1,000 stall Recreation Vehicle Storage site to a total of 1,400 stall by adding the parcel to the south onto the existing RV Storage Site.

1. PROPOSED DEVELOPMENT

Previously in 2022 - 2023, a 1000 RV Stall Storage development was constructed within the red outlined parcel shown below. Access was made via to the south on Township Road 532A east of Range Road 274 and north of Highway 16:14. Proposed now is a 400 RV stall expansion to the south in the blue outlined parcel shown below. Access to the expansion will be made at the same access.



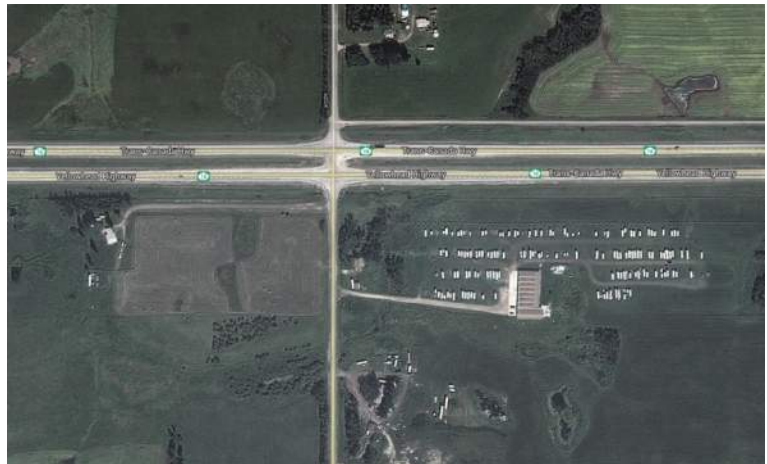
The blue outline parcel is approximately 10.0 acres (4.048 ha).

2. DEVELOPMENT TRIP GENERATION

2.1 Trip Generation Determination

The proposed development will be comprised of 1,000 RV Storage stalls. For the RV Storage, it will be a business that will run year around but the traffic impact is minimal during the winter months. In order to estimate the traffic generated by this type of development, four existing RV Storage facilities were contacted:

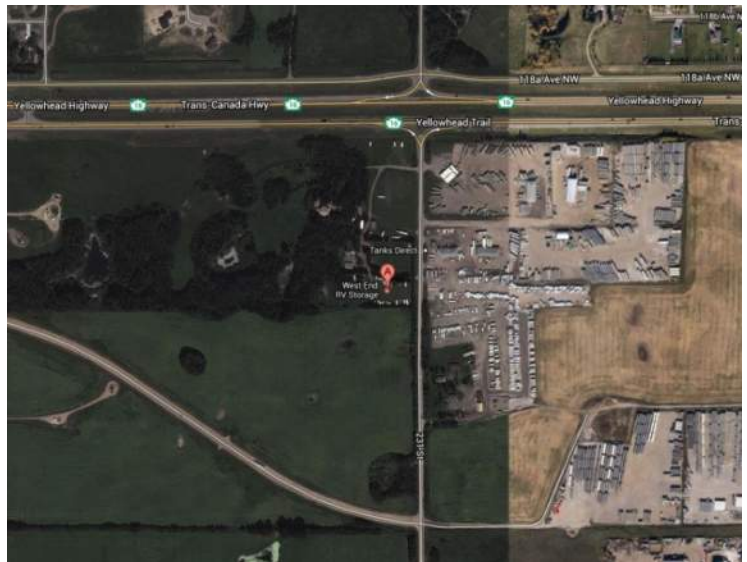
Hwy. 16 & Range Road 213
(NW 10-53-21-W4)
www.rvstorage-ca.com
(780) 467-6055
Mr. Jack Barzilay
Capacity: 600 Units



No movement from Oct. 1 to May 20. Have only 20 units that go to Arizona during winter months. Some RV's move every weekend. Some RV's don't move for 2 years. Average RV moves 2 - 3 times a year from the storage site. No employees; works on a key code system.

West End RV Storage

Hwy. 16 and 231 Street
(NW 12-53-26-W4)
www.westendrv.com
(780) 451-9064
Capacity: 300 Units



Some days there are 0 movements. The busier days have 4 - 5 RV movements.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

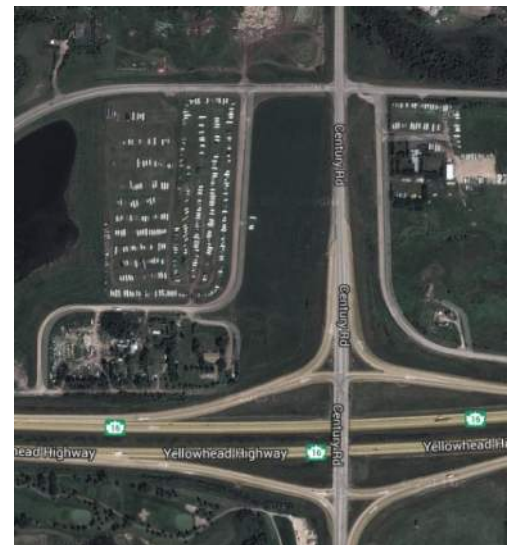
Boundary RV & Auto Storage Ltd.

Hwy. 628 and Boundary Road
 (Range Road 275)
 (SE 30-52-27-W4)
 52404 Alberta 628 Stony Plain
 (780) 405-0700
www.boundaryrv.com
 Capacity: 500 RV Stalls, 60 Storage Building Bays
 Average 25 RV units move per day.



Century Road RV Storage

Hwy. 16 and Century Road
 (Range Road 10)
 (SE 15-53-27-W4)
 Orville Eidick
 Manager at Century Road RV Storage
 (780) 940-5919
info@centuryroadrv.com
 Capacity: 600 Units



Average 10 - 20 RV units move per day.

The information provided by the four operating RV storage facilities is summarized as follows:

Location	No. of Units	RV Units Moved per day	Support Vehicle Trips per day	Generation Rate RV (trips/stall)	Generation Rate Support Vehicle (trips/stall)
Double Dutch RV Storage	600	35	$70/2 = 35$	0.05833	0.05833
West End RV Storage	300	5	$10/2 = 5$	0.01667	0.01667
Boundary RV & Auto Storage	560	25	$50/2 = 25$	0.04464	0.04464
Century Road RV Storage	600	20	$40 / 2 = 20$	0.03333	0.03333
Average:				0.03824	0.03824

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

Note: The trip generation includes an additional vehicle that will come to the site for pickup and drop off for the driver of the RV trip when the RV is self-propelled. With trailer type RV's, there is no support vehicle since the same truck/car is used to come and go. There is only one RV trip per day, as the RV either leaves or comes in on a day. It is assumed that there is only 50% self-propelled RV's that require two vehicle trips for every RV trip.

Note 2: The previous report for this site used the following trip generation table which has now been revised:

Location	No. of Units	RV Units Moved per day	Support Vehicle Trips per day	Generation Rate RV (trips/stall)	Generation Rate Support Vehicle (trips/stall)
Double Dutch RV Storage	600	35	70	0.05833	0.11667
West End RV Storage	300	5	10	0.01667	0.03333
Boundary RV & Auto Storage	560	25	50	0.04464	0.08929
Century Road RV Storage	600	20	40	0.03333	0.06667
Average:				0.03824	0.07649

The previous trip generation rates assumed that all RVs were self-propelled and hence needed a support ride to or from the site. In review of the actual site use, less than 5% of RVs are self-propelled and hence no support ride is required since there is already a vehicle there that pulls the RV. This results in a reduction of Support Vehicle Trips as show below.

Double Dutch RV Storage:

- 600 Units move 2.5 times per year = 3000 trips per year
- 3000 trips over 15 weeks = 200 trips per week
- Trip Distribution per Week: Tues: 10, Wed: 20 Thurs: 30 Fri: 35 Sat: 35 Sun: 35, Mon. 35, Total = 200 trips per week
 = Trip Generation Rate = 0.05833 trips/stall (using 35 RV trips/day)

Using the above trip generation rates and phasing plan, the following table provides an estimation of trip generation for the development.

Phase (Year) All	No. Stalls	Traffic Generation RV's (trips/day)	Traffic Generation Support Vehicle (trips/day)	TOTAL Traffic Generation (trips/day)
1	1400	54	54	108

The proposed development will not have any regular employees and a key lock system will be used to let customers in and out of the site. Hours of operation of the proposed development is 7 am to 9 pm daily, April 1 to September 30, and 9 am to 6 pm October 1 to March 31. **In summary, the development is anticipated to generate 108 trips per day (54 in and 54 out). This is rounded up to 120 trips per day (60 in and 60 out) for analysis purposes.**

2.2 Peak Hour for RV Storage Facilities

The peak hour for the proposed development does not occur at the same times as the adjacent roadways and highways.

Roads and highways exhibit an AM Peak Hour spike in traffic usually associated with people going to work and children going to school and occurs usually between 7:30 – 8:30am. See traffic count taken for this report at Rge. Rd. 274 & Twp. Rd. 532A on Aug. 18, 2021.

Later in the day, there is then a spike in traffic volume called a PM Peak Hour basically associated with people leaving work and going home and occurs usually between 4:30 – 6:00pm.

These two peaks in traffic volumes occur during the week days on our roads and highways. Saturdays and Sundays usually have one peak hour and occurs during the mid-day, but have overall less traffic on weekends.

People that are planning a trip with their RV's will pickup their RV's early during a week day in order to prepare for the weekend travel. Since people do not want to be late for work in the morning, they usually will pickup or drop off their RV's early in the morning, between 6:30 and 7:30am, which is just before the AM Peak Hour. Vice versa, people will pickup or drop off their RV's after getting home from work and having supper. Trips to and from the RV Storage site will always be accompanied by a support vehicle thus both husband and wife both need to be home to make this trip. The majority of the trips to the RV Storage Site are made during the evenings since most have children and need to get them to school in the morning. Some will take the day off and prepare for their trip, but this is minimal and occurs during mid-day. For this reason, the peak hours of use for RV Storage sites are between 6:00 – 8:00 pm. This is outside of the roads and highway peak hours of use.

The projected peak hour of traffic use at a RV Storage site can best be illustrated for this proposed development as follows:

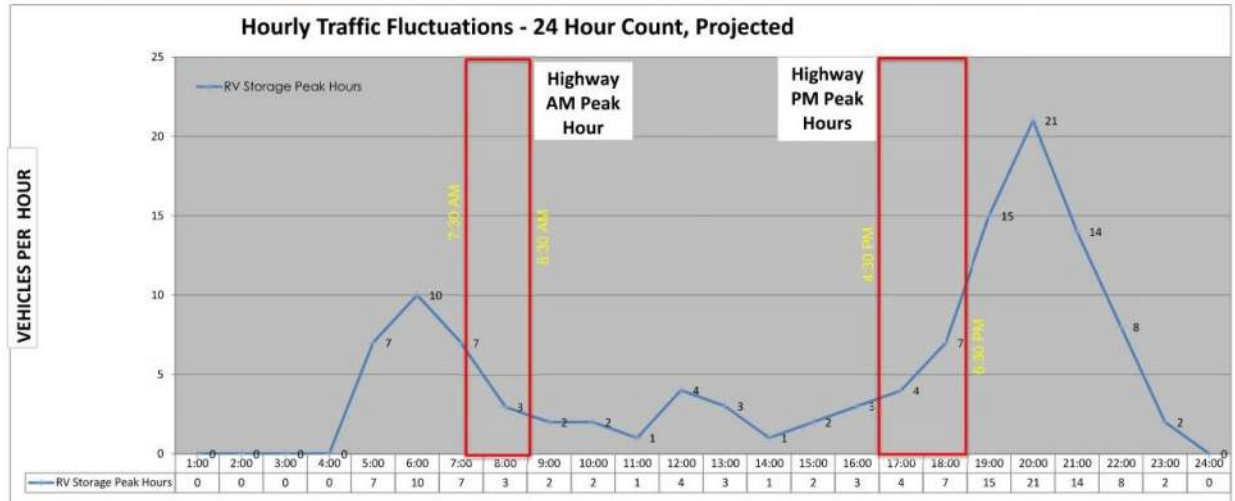
TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County



RV STORAGE SITE

Projected AM & PM Peak Hour Traffic Volumes



For analysis purposes during the highway peak hours, an hourly value of 10 will be used for the proposed development AM Peak Hour and an hourly value of 12 will be used for the proposed development PM Peak Hour. This is approximately 8.0 - 10% of the Daily Traffic Volume of the proposed development. This is considered to be conservative for analysis purposes.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

2.3 Trip Distribution

The trip distribution schematic for the proposed development with the surrounding roadways is shown below. It is assumed that the traffic generated from the development will have 75% of the traffic go west on Twp. Rd. 532A to Rge. Rd. 274 and 25% to the east on Twp. Rd. 532A to Rge. Rd. 272.



Note 2: The previous report for this site assumed a low trip distribution from the north on Twp. Rd. 532A. Upon review of the operation of the 1,000 RV unit development, less than 5% of the customers come from the north. A trip distribution of 5% from the north will continue to be used.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

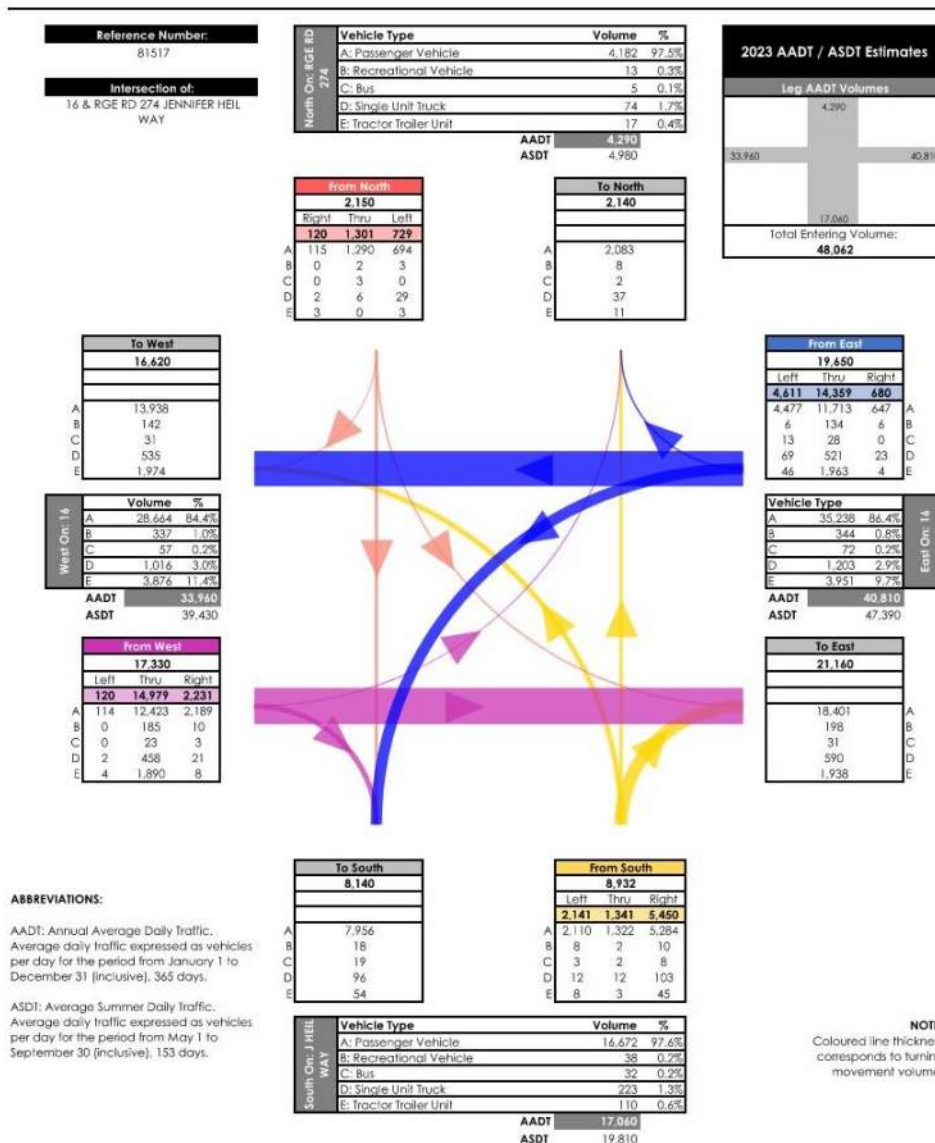
3. TRAFFIC ANALYSIS – Rge. Rd. 274 & Twp. Rd. 532A Intersection

3.1 Design Speed

The posted speed on Twp. Rd. 532A at this location is 60 km/hr. It is therefore reasonable to conclude that a design speed of 70 km/h is suitable.

3.2 Highway Traffic Volumes

There are no existing traffic volumes on Twp. Rd. 532A. There are traffic volumes available on Rge. Rd. 274 and can be obtained from Alberta Transportation's website at: <http://www.transportation.alberta.ca/mapping/>. The nearest traffic count is found at the junction of Highway 16 and Rge. Rd. 274:



3.3 Traffic Counts

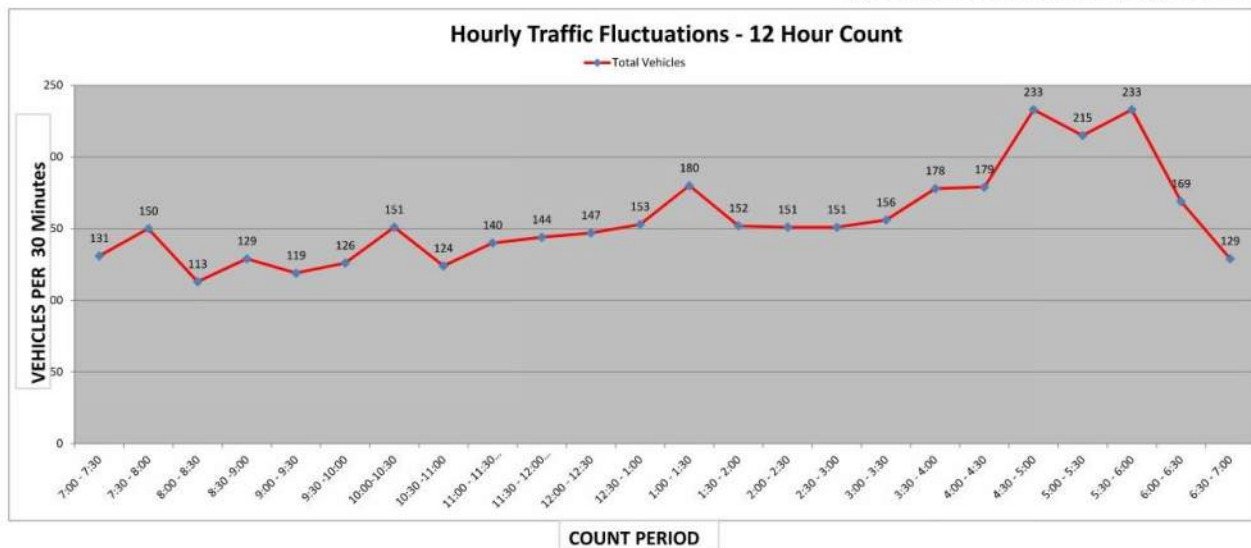
In order to better understand the existing traffic volumes at the development location, a traffic count was conducted at the Range Road 274 & Township Road 532A intersection on August 18, 2021, as shown below.



The raw data collected, the 12-Hour Turning Movement Diagrams, the 12-Hour count graph and converted Turning Movement Diagram are shown below. The conversion from the 12-Hour counts were made from nearby permanent traffic counters located on Highway 37 and Highway 2. The conversion process used the same procedure and consultant that Alberta Transportation uses for all of their traffic count conversions.



Rge. Rd. 274 & Twp. Rd. 532A, Aug. 18, 2021



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County



DIRECTIONAL TRAFFIC COUNT SUMMARY

HIGHWAY: Hwy. 37 INTERSECTION OF: Hwy. 37 & RR 251
 REFERENCE NO.: LEGAL DESCRIPTION: Sturgeon County
 DAY & DATE OF COUNT: May 12, 2022 COUNT DURATION: 12 Hours

INTERVAL VEH CLASS		APPROACHING INTERSECTION																								TOTALS						
		FROM THE EAST ON												FROM THE WEST ON																		
		Hwy. 37												Hwy. 37																		
		LEFT				THROUGH				RIGHT				LEFT				THROUGH				RIGHT										
A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E								
7:00 - 7:30	2	0	0	0	0	88	0	0	1	14	3	0	0	0	0	1	0	0	0	0	129	0	1	4	4	1	0	0	0	1	248	
7:30 - 8:00	3	0	0	0	0	108	0	0	5	16	4	0	0	0	0	1	0	0	0	0	107	0	1	1	8	3	0	0	1	0	258	
8:00 - 8:30	1	0	0	0	0	121	0	2	3	15	1	0	0	0	0	0	0	0	0	0	108	0	3	3	8	4	0	0	0	0	269	
8:30 - 9:00	2	0	0	0	0	94	0	5	5	15	2	0	0	0	0	1	0	0	0	0	63	0	0	3	10	5	0	0	1	0	206	
9:00 - 9:30	1	0	0	0	1	73	2	0	3	17	3	0	0	0	0	0	0	0	0	0	77	5	0	8	23	1	0	0	0	1	215	
9:30 - 10:00	1	0	0	0	0	93	0	2	5	22	4	0	0	0	0	2	0	0	0	0	98	0	0	5	17	1	0	0	0	0	250	
10:00 - 10:30	2	0	0	0	0	88	0	0	3	16	4	0	0	0	1	3	0	0	0	0	84	0	0	4	24	4	0	0	0	0	233	
10:30 - 11:00	1	0	0	0	0	80	0	0	3	14	2	0	0	0	0	2	0	0	0	0	83	0	0	4	19	4	0	1	0	0	213	
11:00 - 11:30 pm	1	0	0	0	0	88	0	0	5	13	9	0	0	0	0	2	0	0	0	0	83	0	1	4	19	2	0	0	0	0	227	
11:30 - 12:00	1	0	0	0	0	76	0	0	6	28	6	0	0	0	0	2	0	0	0	0	80	3	1	4	19	2	0	0	0	0	228	
12:00 - 12:30	2	0	0	0	0	74	0	0	5	17	4	0	0	0	0	2	0	0	0	0	78	0	0	3	13	0	0	0	0	1	199	
12:30 - 1:00	2	0	0	0	0	64	0	0	6	14	3	0	0	0	0	1	0	0	0	0	72	0	0	4	15	2	0	0	0	0	183	
1:00 - 1:30	3	0	0	0	0	74	0	0	6	23	4	0	0	0	0	1	0	0	0	0	83	0	0	4	18	1	0	0	1	0	218	
1:30 - 2:00	2	0	0	0	0	84	0	0	6	17	3	0	0	0	0	5	0	0	0	0	87	0	3	7	19	0	0	0	1	0	234	
2:00 - 2:30	2	0	0	0	0	87	0	0	6	18	4	0	0	0	0	3	0	0	0	0	87	0	4	8	19	2	0	0	0	0	242	
2:30 - 3:00	1	0	0	0	0	93	0	1	7	24	4	0	0	0	1	2	0	0	0	0	80	0	2	8	19	0	0	0	0	0	242	
3:00 - 3:30	2	0	1	0	0	109	0	2	5	28	4	0	3	0	0	2	0	0	1	0	100	0	2	9	19	3	0	0	0	0	290	
3:30 - 4:00	1	0	0	0	0	115	0	1	7	23	6	0	0	2	0	3	0	0	0	0	114	0	0	8	24	2	0	0	1	0	307	
4:00 - 4:30	3	0	0	0	0	130	0	2	7	17	7	0	0	0	0	1	0	0	0	0	124	0	0	8	22	2	0	0	0	0	323	
4:30 - 5:00	2	0	0	1	0	116	0	0	4	15	4	0	0	0	0	2	0	0	0	0	97	0	0	4	12	0	0	0	2	0	259	
5:00 - 5:30	2	0	0	0	0	92	2	0	5	10	2	0	0	0	0	4	0	0	2	0	85	0	0	6	14	1	0	0	0	0	225	
5:30 - 6:00	1	0	0	0	1	84	0	0	8	20	3	0	0	0	0	2	0	0	0	0	87	3	0	6	17	1	0	0	0	0	233	
6:00 - 6:30	1	0	0	0	0	108	0	0	1	11	3	0	0	0	0	1	0	0	0	0	107	0	0	5	10	0	0	0	0	0	247	
6:30 - 7:00	2	0	0	0	0	93	2	0	4	15	1	0	0	0	0	1	0	0	0	0	74	0	0	3	15	0	0	0	1	0	211	
VEH CLASS	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		
TOTALS	41	0	1	1	2	2232	6	15	118	422	90	8	3	3	1	44	0	0	3	0	2187	11	18	123	387	41	0	1	8	2		5760
		EL				ET				ER				WL				WT				WR										

LOCATION DIAGRAM ENCLOSED (Y/N):
 WEATHER CONDITIONS:
 RECORDER(S):
 COMMENTS:

VEHICLE CLASSES
 A: PASSENGER VEHICLES B: RECREATION VEHICLES C: BUSES
 D: SINGLE UNIT TRUCKS E: TRACTOR TRAILER COMBINATIONS

INTERVAL	APPROACHING INTERSECTION																								TOTALS	GRAND TOTALS						
	FROM THE NORTH ON										FROM THE SOUTH ON										RR 251											
	LEFT					THROUGH					RIGHT					LEFT					THROUGH						RIGHT					
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D			E	A	B	C	D	E
VEH CLASS	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		
7:00 - 7:30	0	0	0	1	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	9	257
7:30 - 8:00	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	262
8:00 - 8:30	4	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	13	282	
8:30 -9:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	7	213	
9:00 - 9:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	9	224	
9:30 -10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	1	1	1	0	0	0	0	0	0	0	0	8	258	
10:00-10:30	4	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10	243	
10:30 -11:00	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	7	220	
11:00 - 11:30 pm	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0	1	0	0	1	10	237	
11:30 - 12:00 pm	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	236	
12:00 - 12:30	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	0	1	0	0	0	0	0	1	0	0	0	11	210	
12:30 - 1:00	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	10	193	
1:00 - 1:30	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	223	
1:30 - 2:00	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	240	
2:00 - 2:30	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	1	0	0	0	0	1	0	0	0	9	251	
2:30 - 3:00	3	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9	251	
3:00 - 3:30	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	9	299	
3:30 - 4:00	3	0	0	1	0	1	0	0	0	0	6	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	17	324	
4:00 - 4:30	6	0	0	1	0	1	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	15	338	
4:30 - 5:00	6	0	0	0	0	1	0	0	0	0	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	1	18	277	
5:00 - 5:30	3	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	9	234	
5:30 - 6:00	3	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	12	245	
6:00 - 6:30	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	8	255	
6:30 - 7:00	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	8	219	
VEH CLASS	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		
TOTALS	65	0	1	3	0	5	0	0	2	0	52	0	0	4	0	49	2	0	4	2	10	0	0	0	0	25	0	1	6	0	231	5991
			NL					NT					NR					SL			ST							SR				

TRAFFIC IMPACT BRIEF

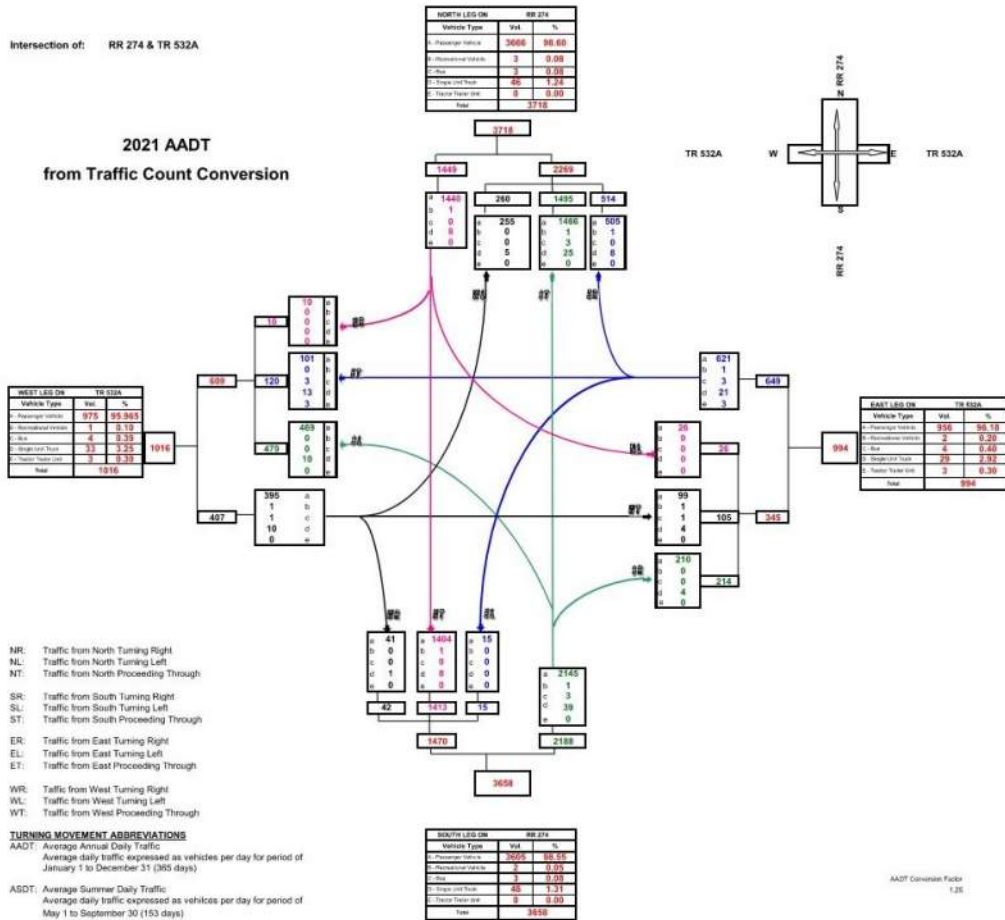
SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram

Intersection of: RR 274 & TR 532A

2021 AADT
 from Traffic Count Conversion

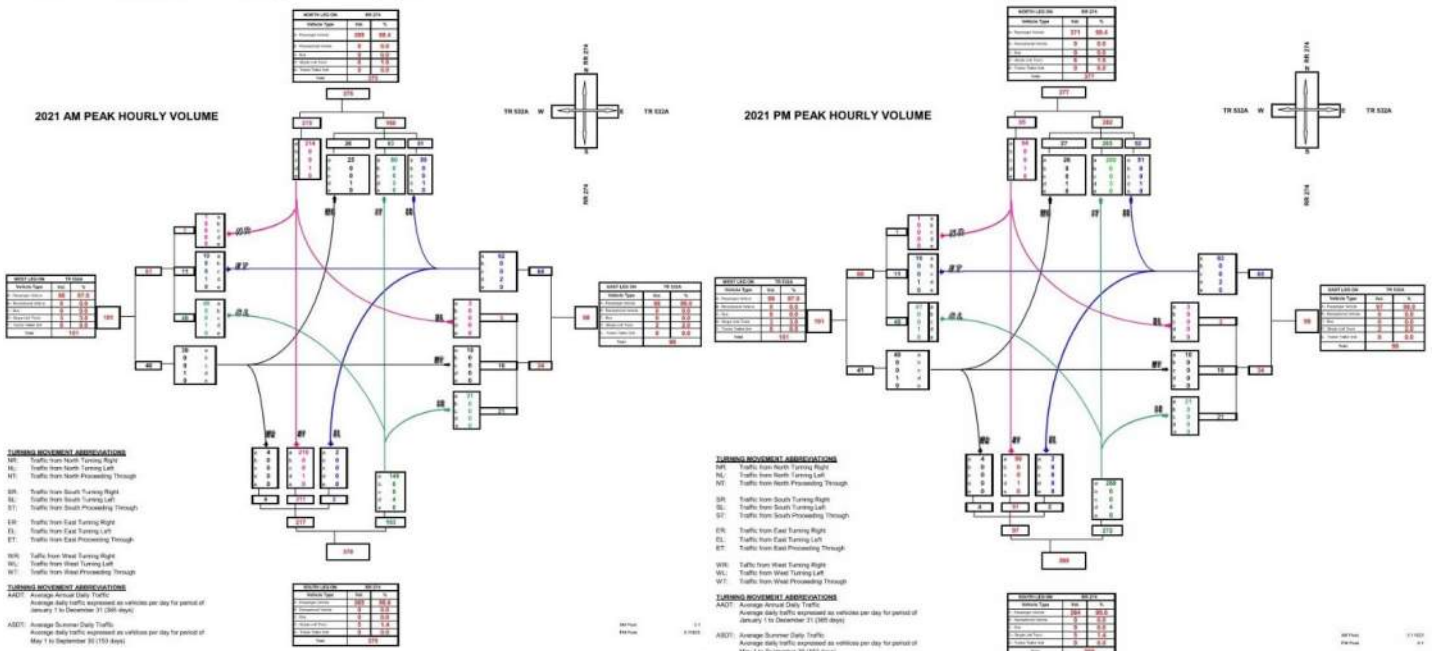


D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram

D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram



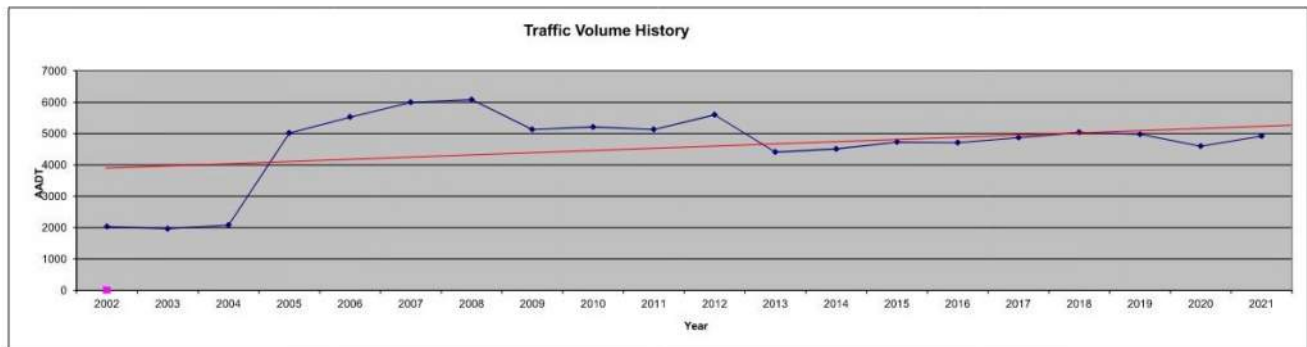
3.4 Roadway Traffic Growth & Projections

The following historical traffic data for Rge. Rd. 274 at the junction of Highway 16 is available from the Alberta Transportation's website. The traffic volumes drop significantly in 2020 and 2021. In 2020 and 2021, the COVID-19 pandemic restrictions caused substantial drops in movements throughout the province. For assessment purposes, the data from 2020 and 2021 will not be used. The growth rate is 8.55% from 2002 to 2019 (17 years), -0.29% from 2009 to 2019 (10 years), and 2.08% from 2014 to 2019 (5 years).

Historical Traffic Volumes – Highway 16 & Rge. Rd. 274

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
AADT	5210	5130	5600	4410	4510	4730	4710	4870	5040	4980	4600	4920

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
AADT					2030	1960	2080	5020	5530	6000	6080	5130



In review of the above information, the calculations above are suggesting significant changes in growth rates over the last 17 years. It is reasonable to use a growth rate near the Alberta Provincial average for highways which is in the range of 2.0 – 2.5%. A rate of **2.25% non-compounded annually will used on all local roads in this area** for analysis purposes.

Projected AADT values for Range Road 274 and Township Road 532A and are presented in the table below for key times:

Existing Roadway Traffic Forecast, Daily Volumes

Year	Rge. Rd. 274 North AADT	Twp. Rd. 532A East AADT
2022	3802	1015
2032 (10 Year)	4555	1218
2042 (20 Year)	5556	1483

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

Peak hour traffic loading (100th highest hour) is shown below for am/pm volumes:

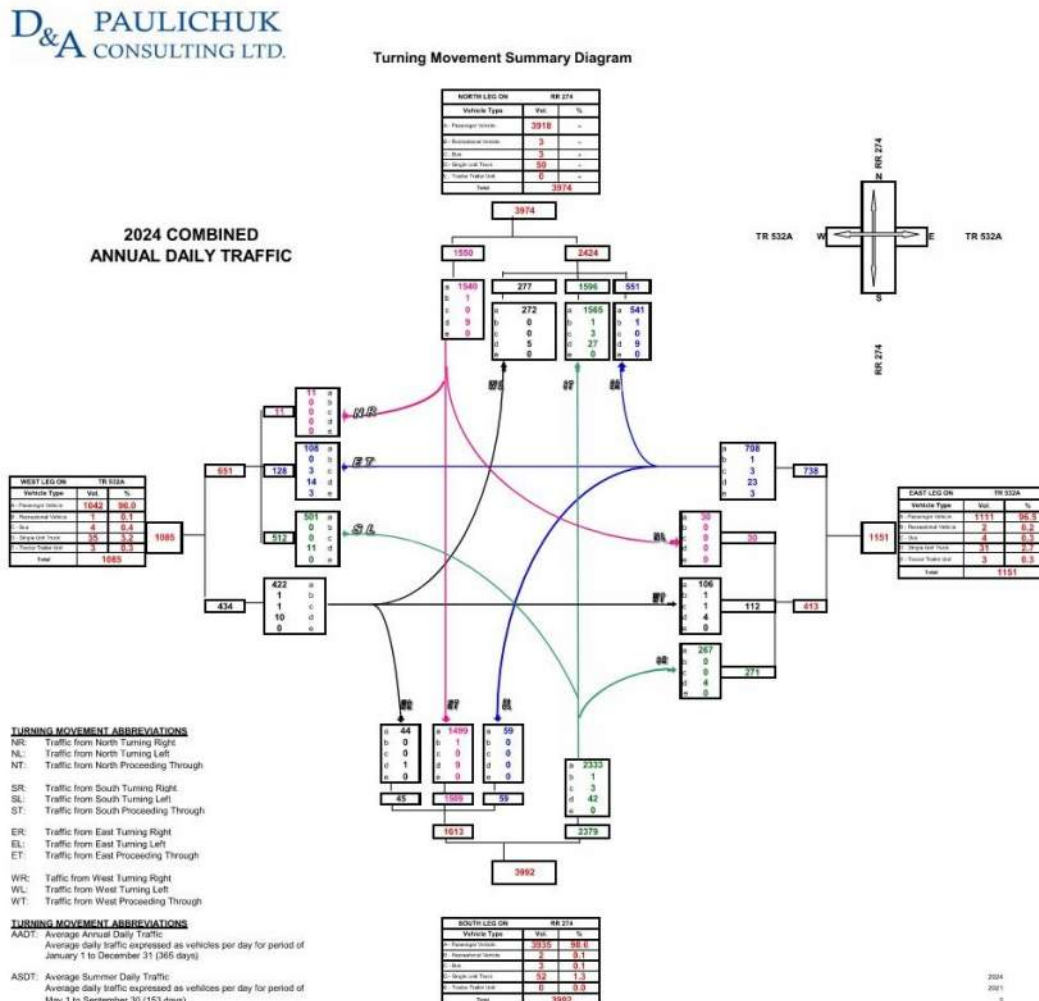
Existing Highway Traffic Forecast, Peak Hour Volumes

Year	Rge. Rd. 274 North a.m. & p.m.	Twp. Rd. 532A East a.m. & p.m.
2022	384 / 386	99 / 100
2032 (10 Year)	459 / 470	119 / 122
2042 (20 Year)	558 / 561	145 / 146

The traffic movement diagram from the Traffic Count taken on Aug. 18, 2021 with 2.25% growth, will be used to for analysis and to project future traffic volumes.

3.5 Combined Traffic Volumes

The 2022 combined traffic volumes for the Range Road 274 and Township Road 532A intersection are shown below:

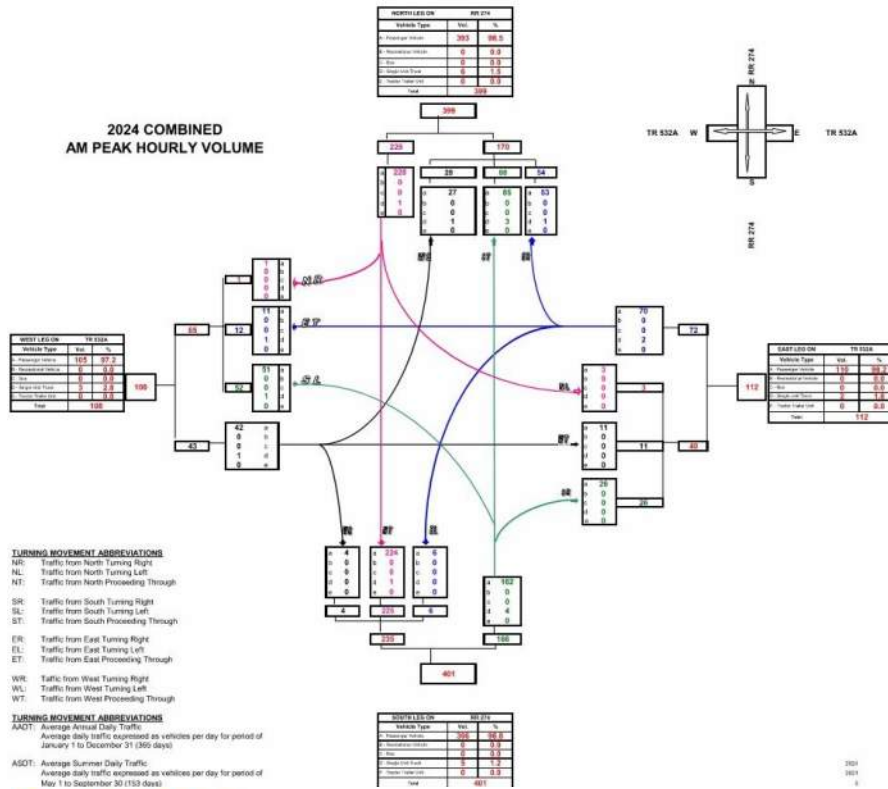


TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

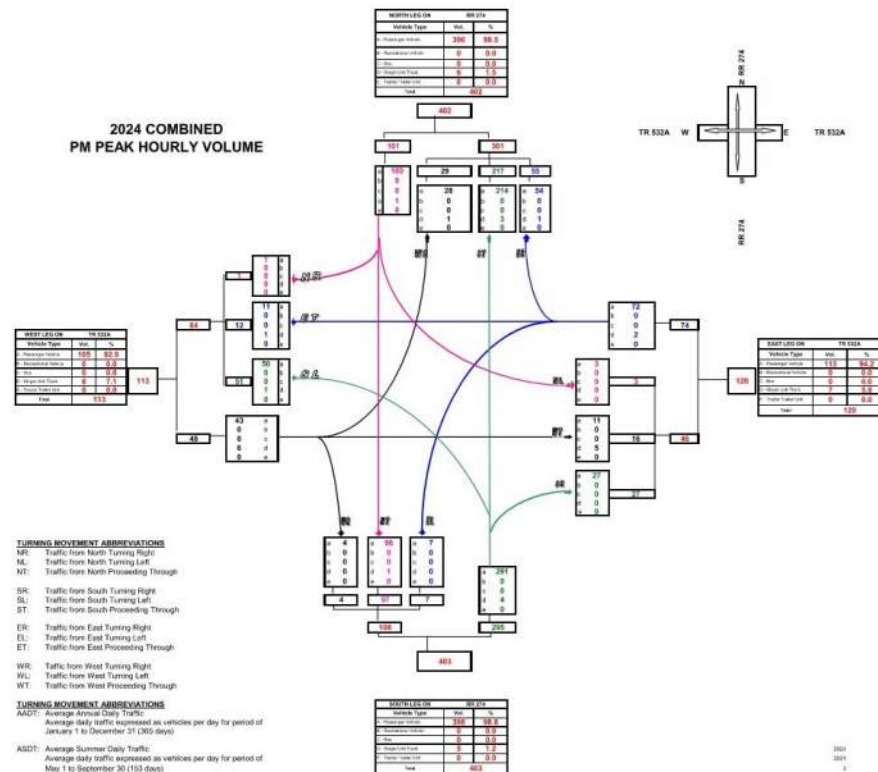
D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram



D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram



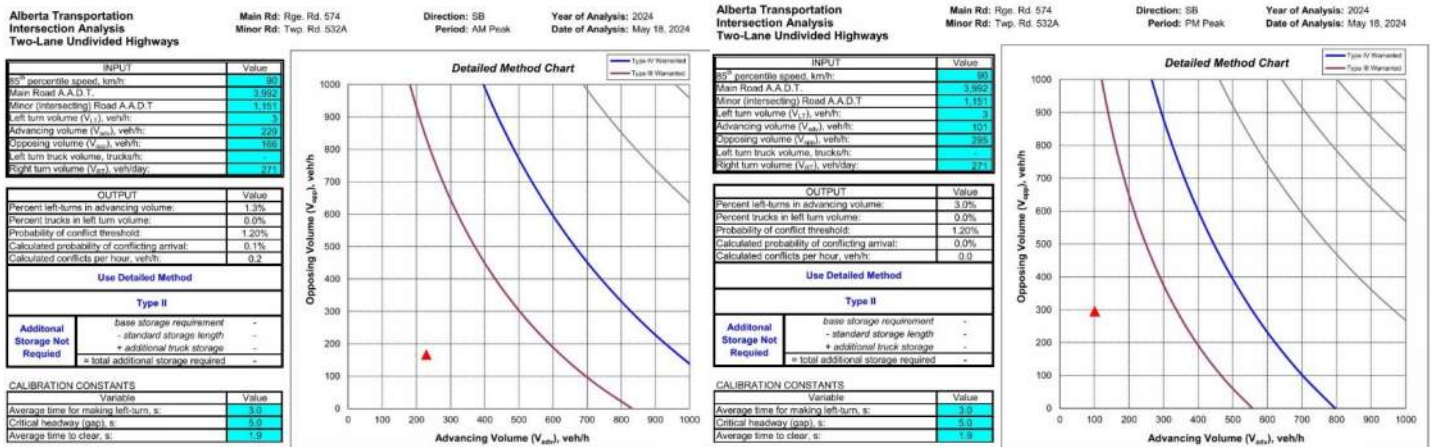
TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

3.6 Intersection Analysis

The combined 2024 turning movements for the Range Road 274 and Township Road 532A intersection were assessed for intersection treatment requirements in accordance to Alberta Transportation Guidelines as shown below:

Year 2024



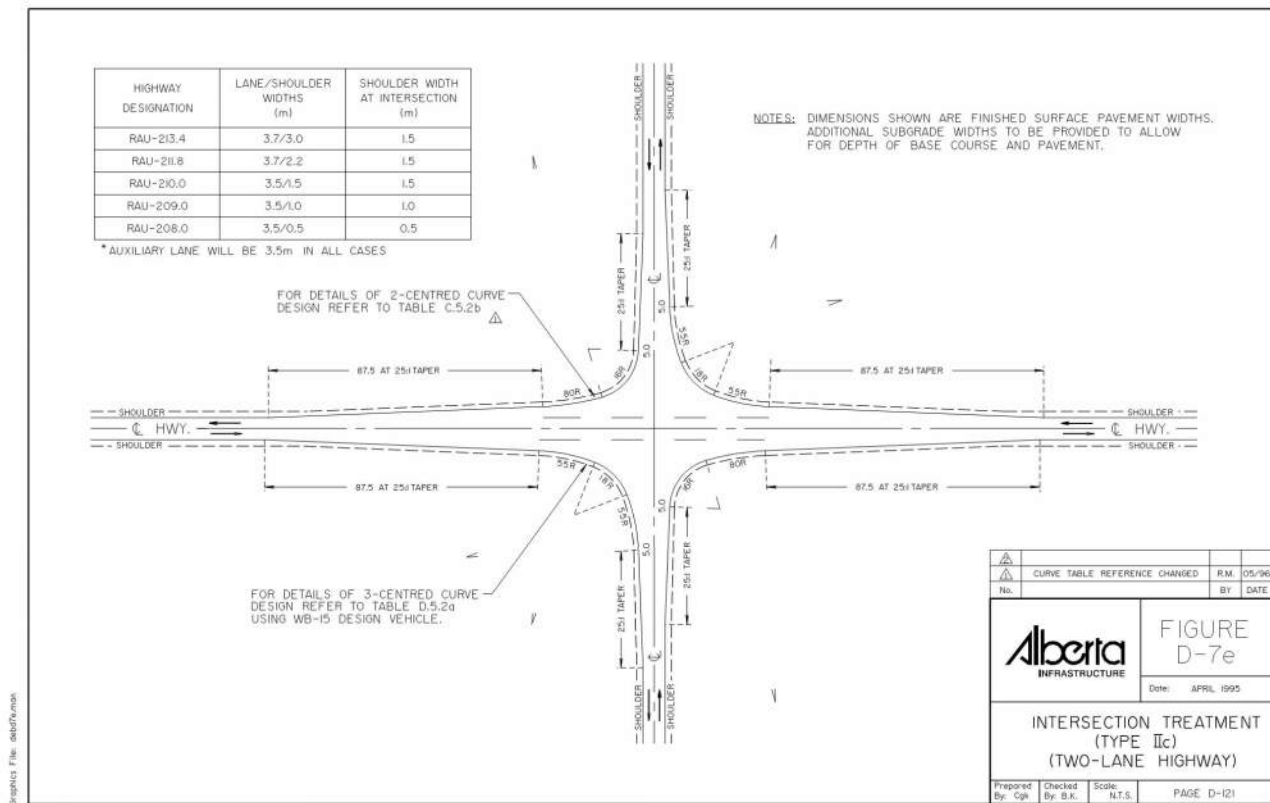
The above analysis indicates that a Type II intersection treatment is warranted for Year 2024.

The existing treatment at this location is presently a Type IIc treatment as shown below:



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

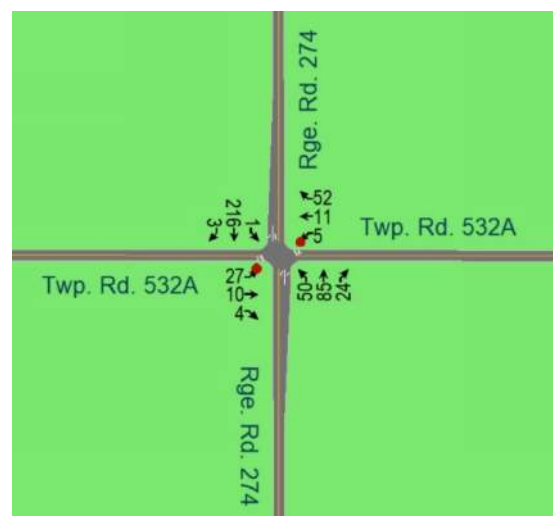


In review of these warrant results, it is important to note that the proposed RV Storage Site development adds **0 left turns from SB to EB for both AM and PM Peak Hours of Range Road 274 traffic.** The RV Storage Site development does not trigger any improvements to this existing intersection in Year 2024. No improvements are warranted for Year 2024 with the added development traffic.

3.7 Highway Capacity Analysis

The capacity analysis was performed for the intersection for the 100th highest hour for the AM Peak Hour and PM Peak Hour traffic volumes for Years 2024.

The traffic analysis was completed using **Synchro 10** software based on HCM 2010 methodology. A saturation flow of 1700 vpl was used in this analysis. See the tables below for the results.



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

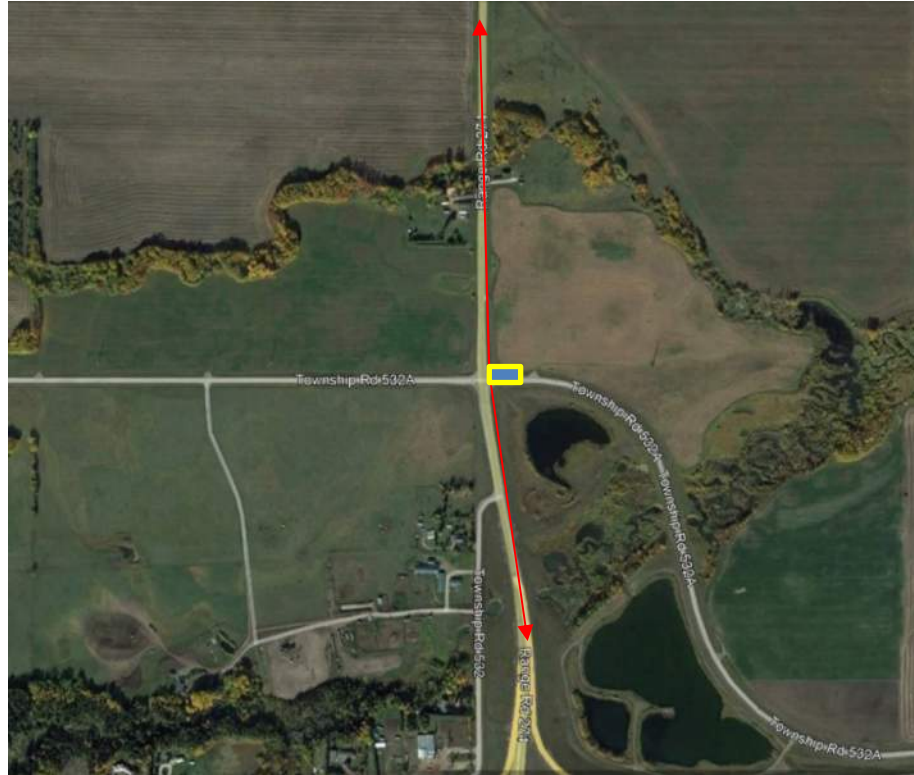
YEAR			Twp. Rd. 532A	Twp. Rd. 532A	Rge. Rd. 274		Rge. Rd. 274	
TIME PERIOD PARAMETERS			EB All Turns	WB All Turns	NB Left Turns	NB Thru & Rt. Turns	SB Left Turns	SB Thru & Rt. Turns
Year 2022	AM Peak	LOS	B	B	A	A	A	A
		Delay (s)	13.8	10.2	7.9	7.9	7.5	7.5
		v/c Ratio	0.10	0.10	0.04	0.04	0.00	0.00
		95 th Que						
	PM Peak	LOS	B	B	A	A	A	A
		Delay (s)	14.1	11.0	7.6	7.6	7.8	7.8
		v/c Ratio	0.12	0.11	0.04	0.04	0.00	0.00
		95 th Que						

In summary, the intersection will perform with a Level of Service of A to B for 2024. No intersection improvements are warranted to improve the Level of Service.

The above results indicate that the intersection will operate with sufficient capacity for the Year 2024.

3.8 Intersectional Sight Distance

The proposed development will be generating RVs turning from the east approach and sight distance from this location is to be reviewed as shown below:



Viewing to the south from the Twp. Rd. 532A East approach.



Viewing to the north from the Twp. Rd. 532A East approach.

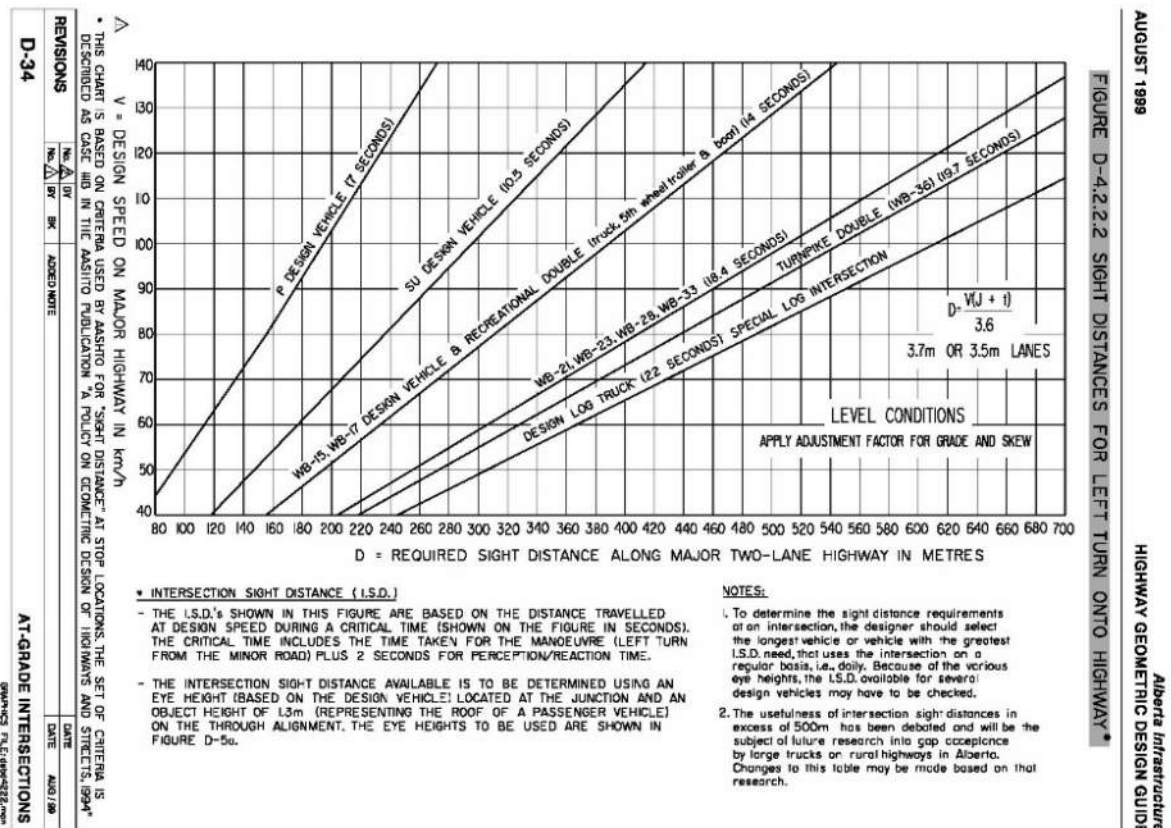
TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

The available site distance on Rge. Rd. 274 from the Twp. Rd. 532A access exceeds 450m in both east and west directions.

In accordance with section D.4 of Alberta Transportation's Highway Geometric Design Guide, "Sight Distances at Intersections", the sight distance for left turning vehicles from the approach, without interfering with vehicles nearing the approach, is used for determination of minimum sight distance requirements. Using Fig. D-4.2.2.2 below, the required sight distances for various vehicle types with a 70 km/hr design speed (posted 60 km/hr) are as follows:

Vehicle Type	Req'd Sight Distance – 70 kph
Passenger Vehicle (P)	135 m
Single Unit or Bus (SU)	210 m
Semi-Trailer Combination (WB15)	270 m
Semi-Trailer Comb. (WB21, WB23, WB28, WB33)	360 m



The available site distance at this intersection is sufficient for this development. The design vehicle used is a SU vehicle type.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

4. TRAFFIC ANALYSIS – Twp. Rd. 532A & RV Storage Approach Int.

4.1 Design Speed

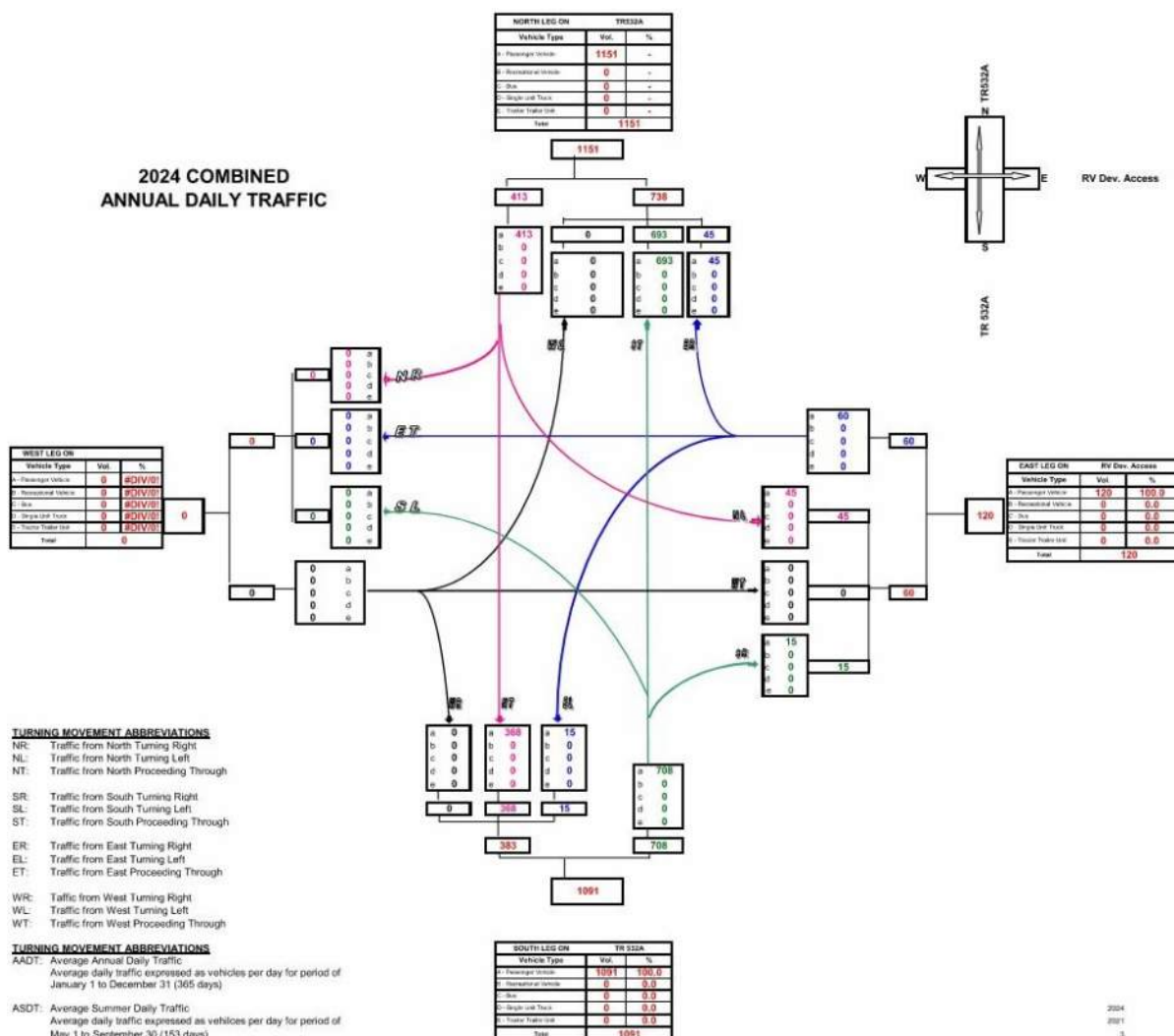
The posted speed on Twp. Rd. 532A at this location is 80 km/hr. It is therefore reasonable to conclude that a design speed of 90 km/h is suitable.

4.2 Highway Traffic Volumes

There are no existing traffic volumes on Twp. Rd. 532A. A traffic count was conducted on Aug. 18, 2021, and the results are shown in Section 3 of this report. The 2024 combined traffic volumes for Township Road 532A and RV Development access intersection are shown below:

D&A PAULICHUK
CONSULTING LTD.

Turning Movement Summary Diagram

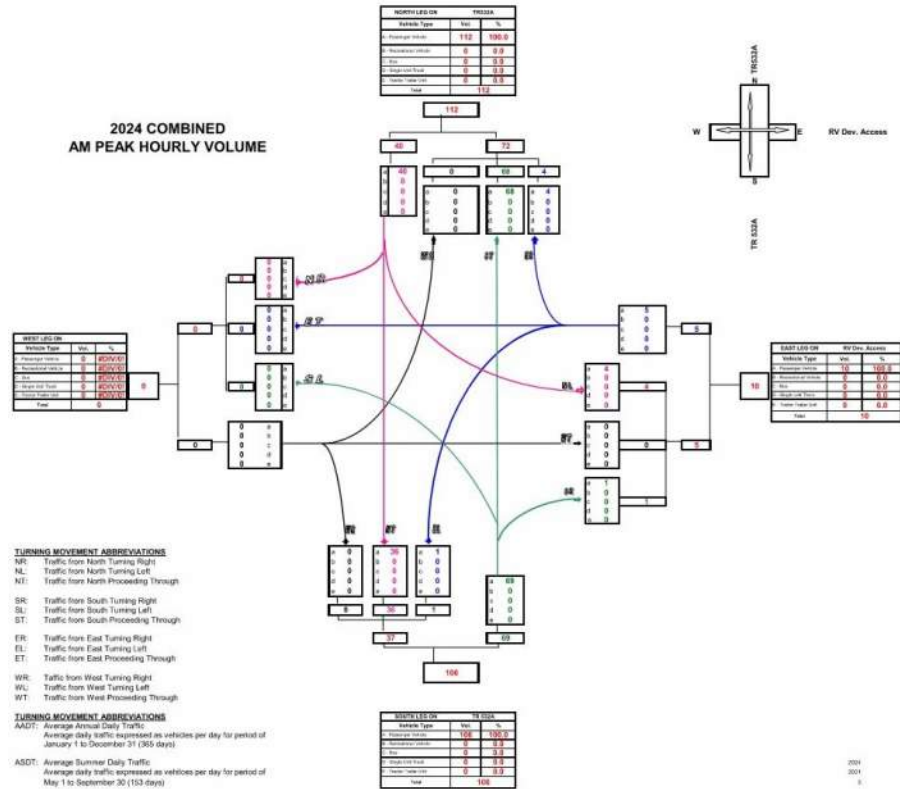


TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

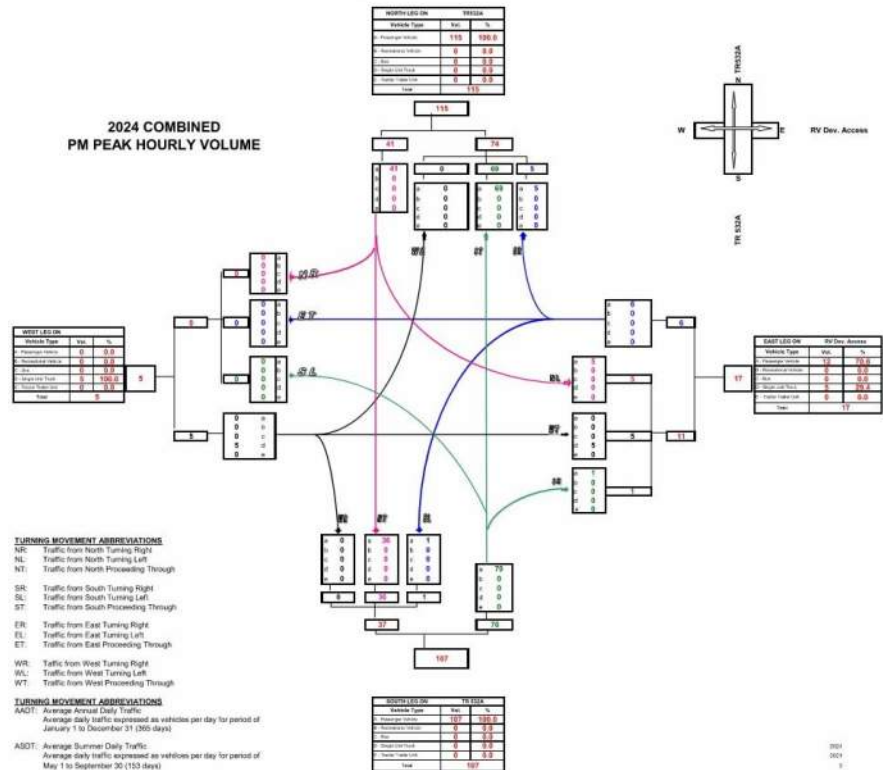
D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram



D&A PAULICHUK
 CONSULTING LTD.

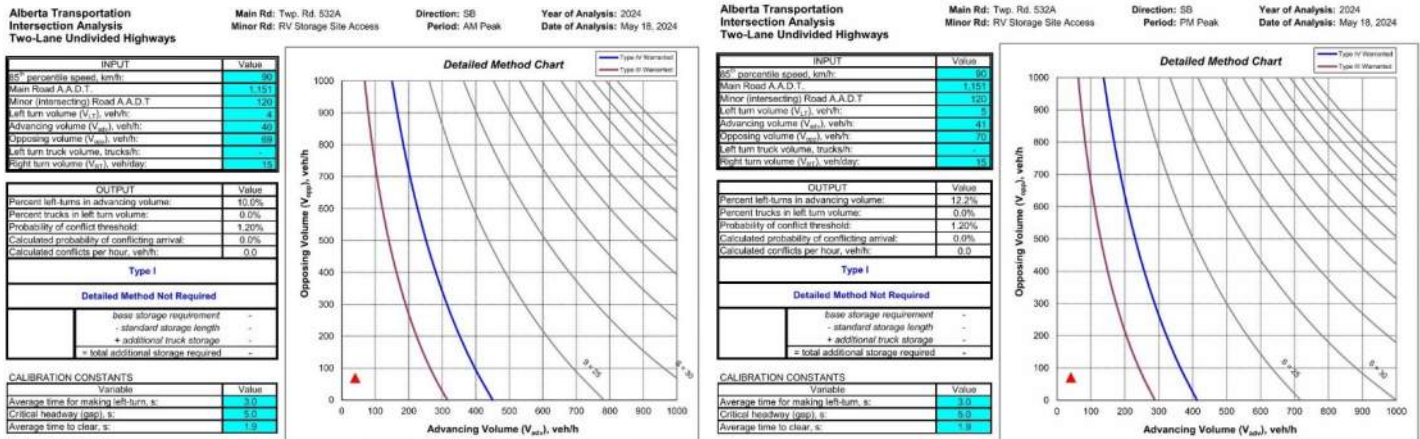
Turning Movement Summary Diagram



3.6 Intersection Analysis

The combined 2024 turning movements for the Township Road 532A and RV Storage Site Access intersection were assessed for intersection treatment requirements in accordance to Alberta Transportation Guidelines as shown below:

Year 2022

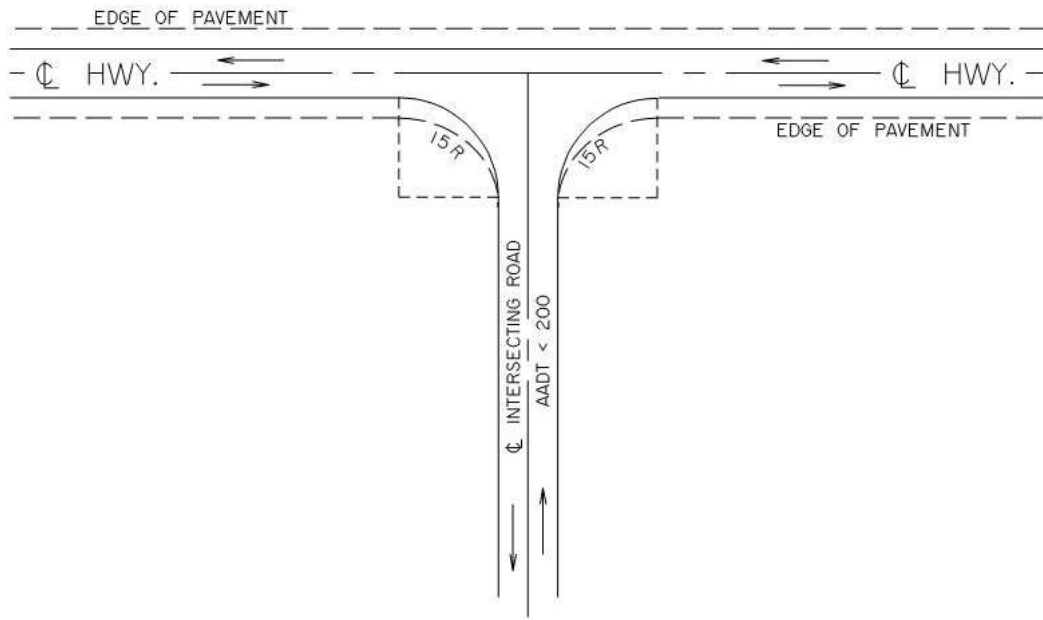


The above analysis indicates that a Type I intersection treatment is warranted for Year 2024.

The existing treatment at this location is presently a Type I treatment as shown below:



FIGURE D-7a INTERSECTION TREATMENT (TYPE Ia)
 (Two-Lane Highway)



The RV Storage Site development does not trigger any improvements to this existing intersection in Year 2024. No improvements are warranted for Year 2024 with the added development traffic.

3.8 Intersectional Sight Distance

The proposed development will be generating RVs turning from the existing approach and sight distance from this location is to be reviewed as shown below:



Viewing to the north onto Twp. Rd. 532A from the proposed RV Storage Site Access approach.



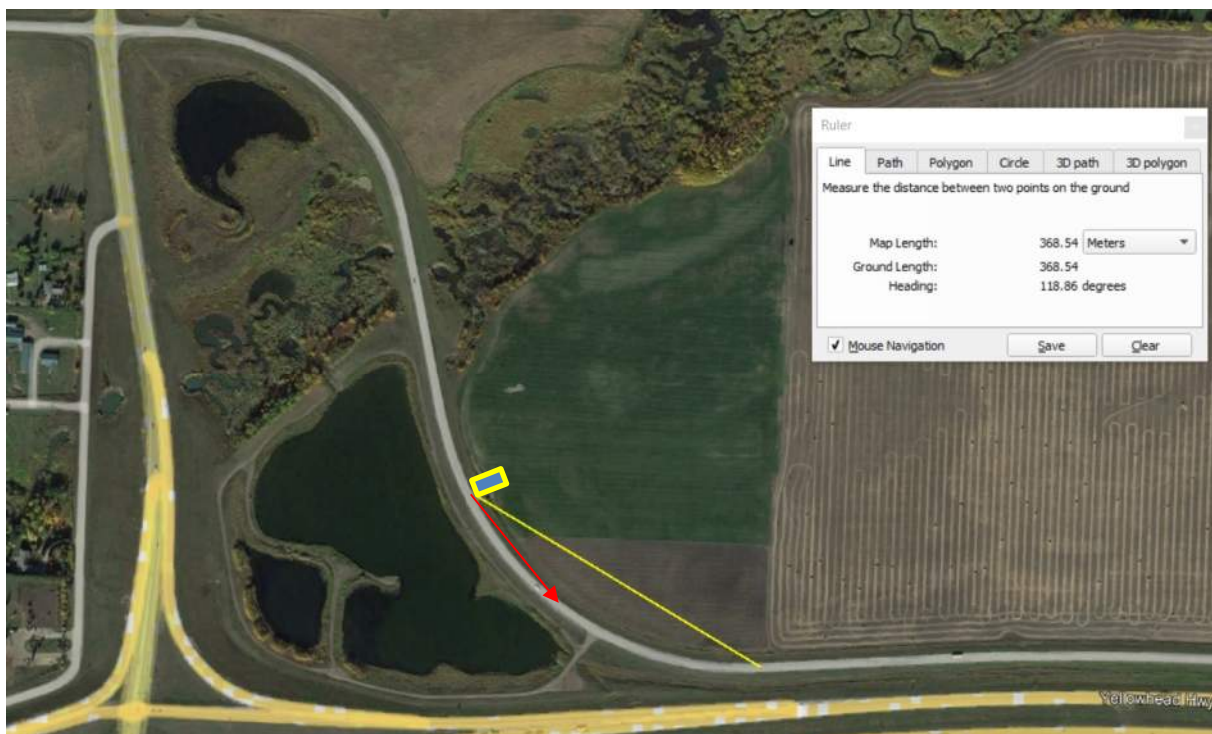
Viewing to the south onto Twp. Rd. 532A from the proposed RV Storage Site Access approach.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County



The available site distance on Twp. Rd. 532A to the north from the development access is 450m as show above.



The available site distance on Twp. Rd. 532A to the south from the development is over 350m without any brush/tree sight restrictions. Presently the brush/trees reduce sight distance to the south to only 170m. See photos below.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County



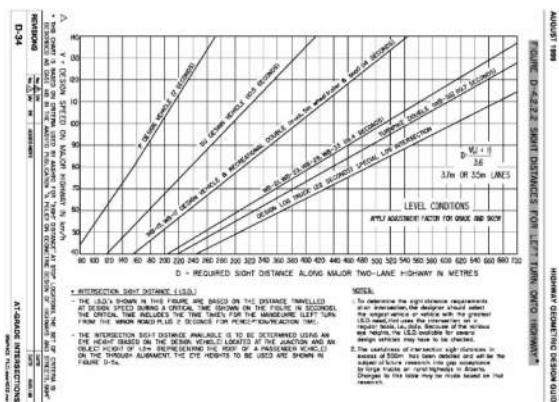
Viewing to the south onto Twp. Rd. 532A from the proposed RV Storage Site Access approach. Small trees/brush is blocking view to the south from the approach.



Viewing to the north from the Twp. Rd. 532A East approach. If these trees/brush could be removed along the perimeter of the property, the sight distance could be improved to the beginning of the curve to the east, achieving >350m.

In accordance with section D.4 of Alberta Transportation's Highway Geometric Design Guide, "Sight Distances at Intersections", the sight distance for left turning vehicles from the approach, without interfering with vehicles nearing the approach, is used for determination of minimum sight distance requirements. Using Fig. D-4.2.2.2 below, the required sight distances for various vehicle types with a 90 km/hr design speed (posted 80 km/hr) are as follows:

Vehicle Type	Req'd Sight Distance – 90 kph
Passenger Vehicle (P)	175 m
Single Unit or Bus (SU)	267 m
Semi-Trailer Combination (WB15)	350 m
Semi-Trailer Comb. (WB21, WB23, WB28, WB33)	460 m



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

It is recommended that the pockets of small trees and brush be removed along the curve to Twp. Rd. 532A to the south of the proposed RV Storage Site Access approach in order to gain over 350m of intersectional sight distance as shown below.



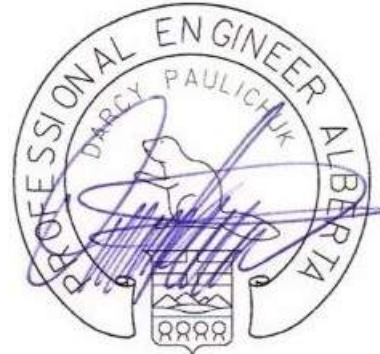
Upon this recommended clearing, the available site distance at this intersection is sufficient for this development. The design vehicle used is a SU vehicle type.

5. CLOSURE

We trust the information provided meets your present requirements. Should any questions arise, please contact our office at your convenience.



Darcy O. Paulichuk, P. Eng.



May 18, 2024

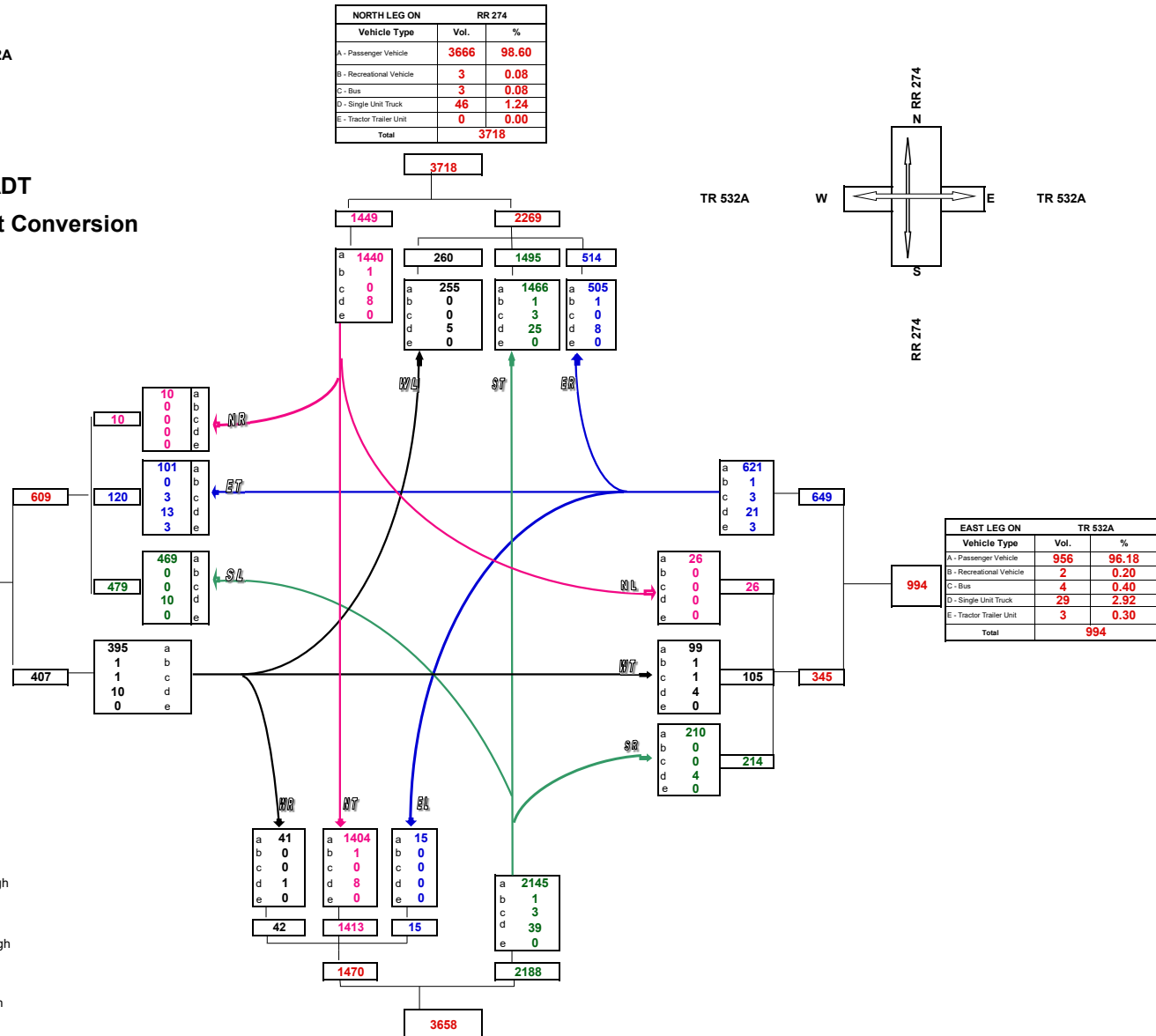
APEGGA Permit to Practice Number: P12132
D&A Paulichuk Consulting Ltd.

Turning Movement Summary Diagram

Intersection of: RR 274 & TR 532A

2021 AADT
from Traffic Count Conversion

WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	975	95.965
B - Recreational Vehicle	1	0.10
C - Bus	4	0.39
D - Single Unit Truck	33	3.25
E - Tractor Trailer Unit	3	0.30
Total	1016	



TURNING MOVEMENT ABBREVIATIONS

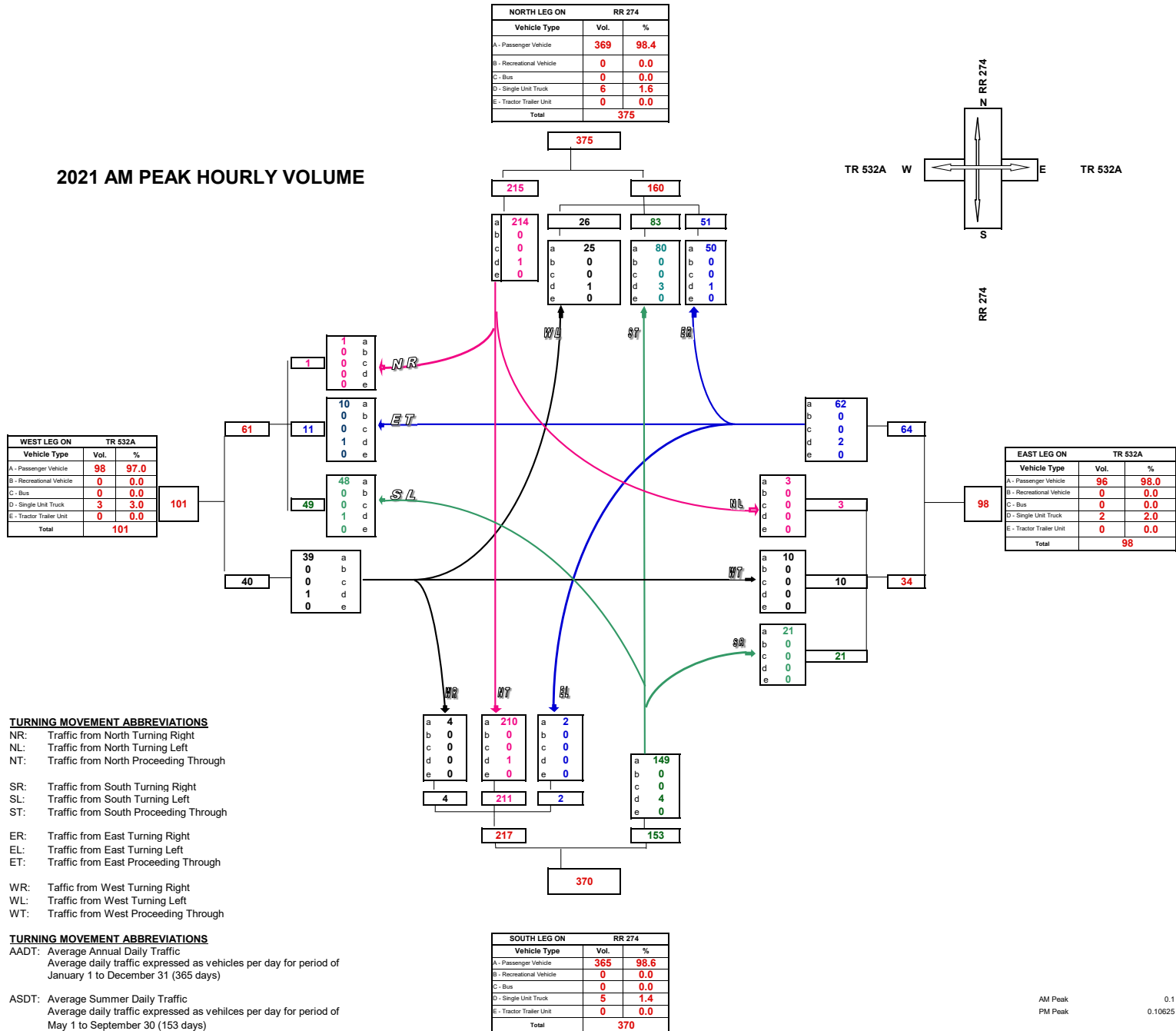
AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

AADT Conversion Factor
1.25

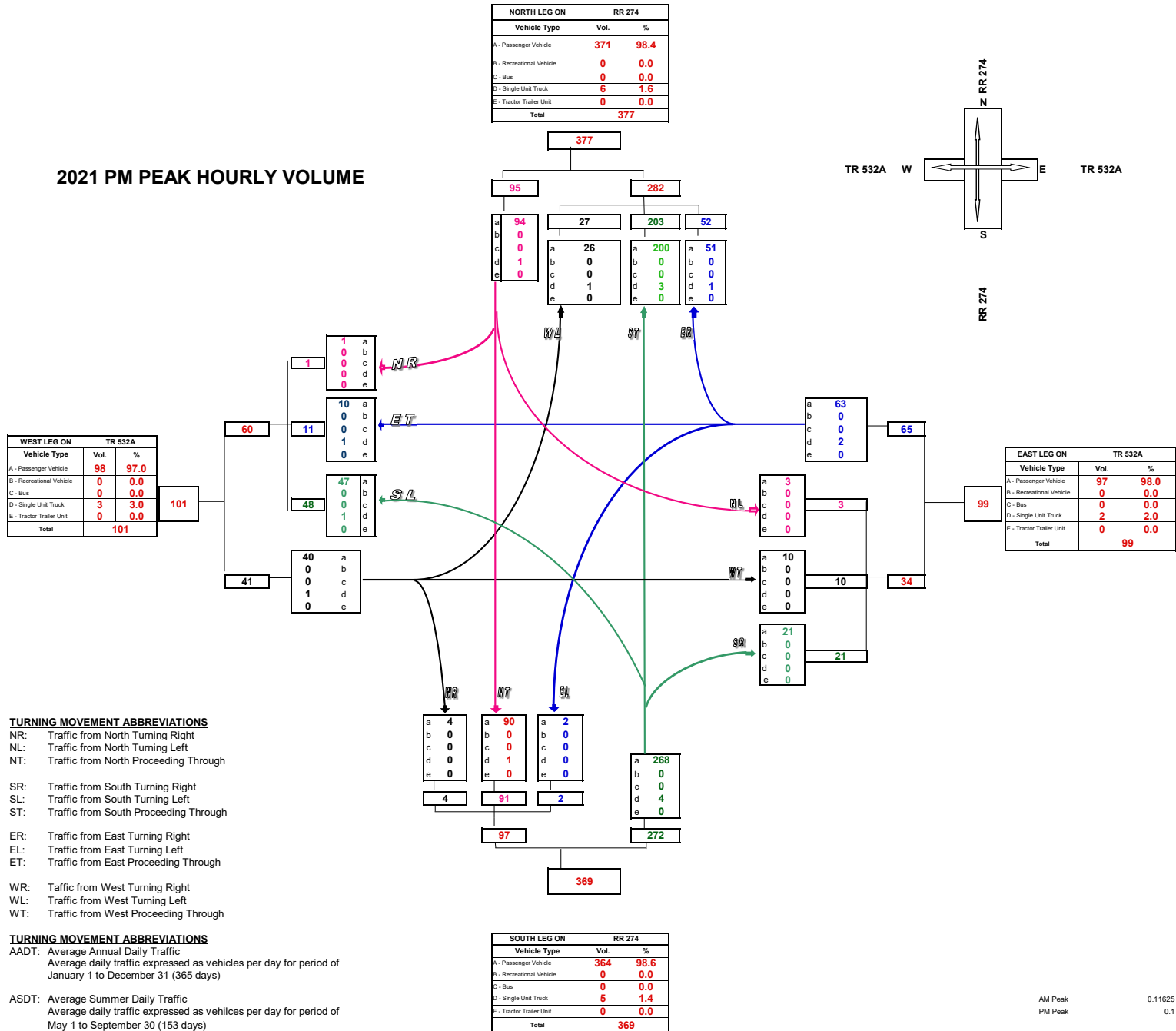
Turning Movement Summary Diagram

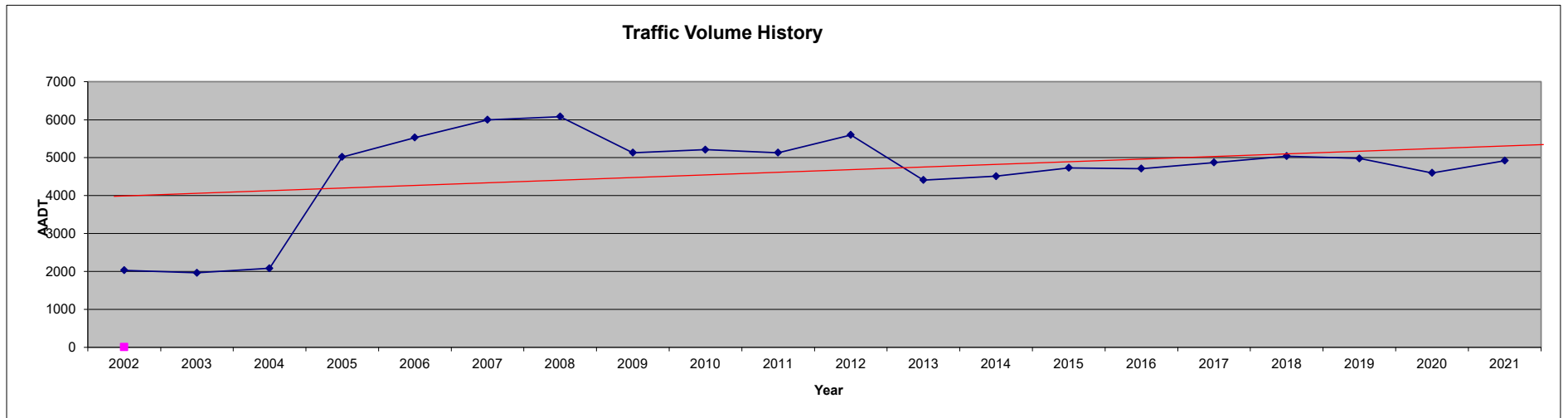
2021 AM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

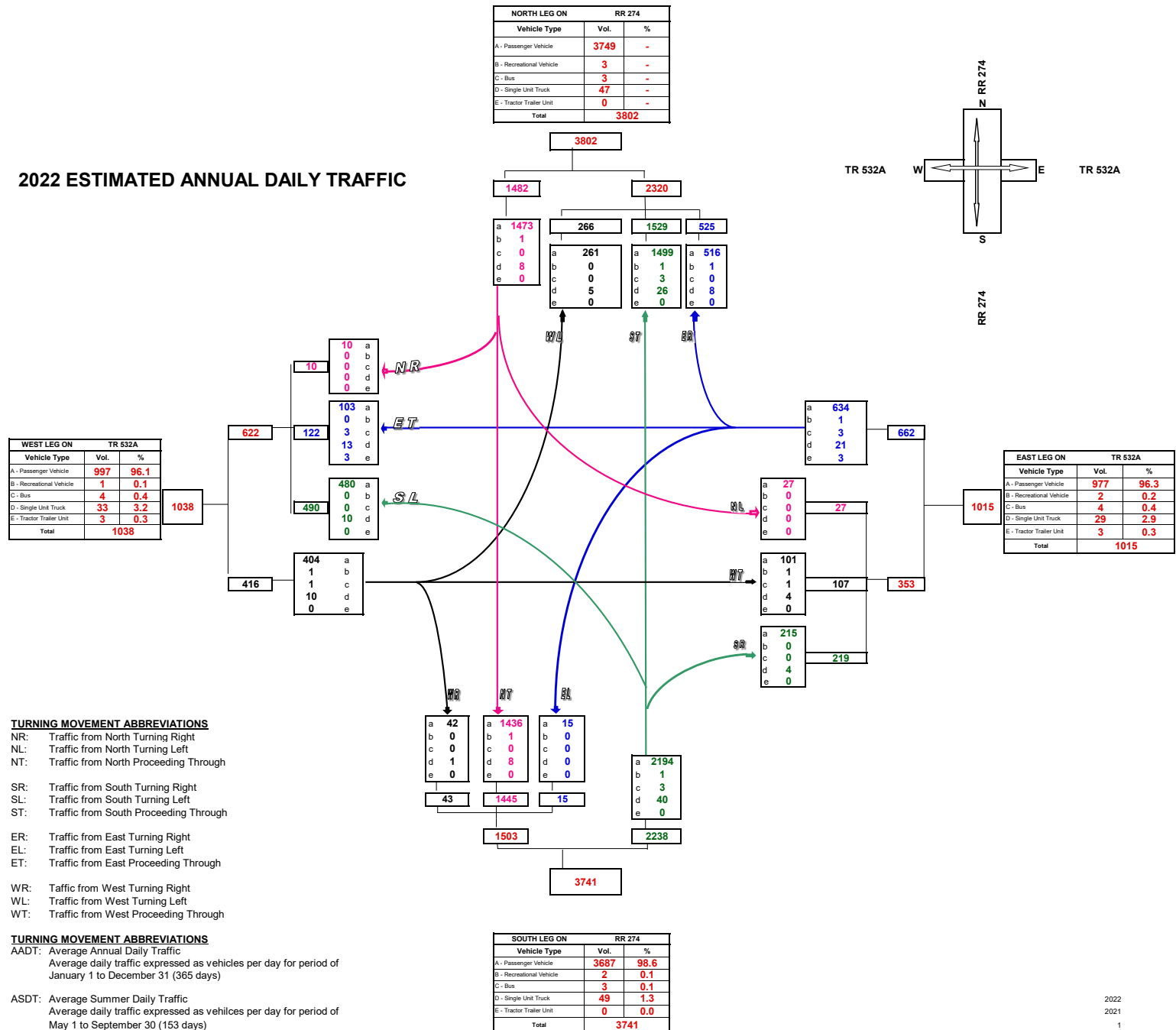
2021 PM PEAK HOURLY VOLUME





Turning Movement Summary Diagram

2022 ESTIMATED ANNUAL DAILY TRAFFIC



Turning Movement Summary Diagram

2022 ESTIMATED AM PEAK HOURLY VOLUME

WEST LEG ON		TR 532A	
Vehicle Type	Vol.		%
A - Passenger Vehicle	100		97.1
B - Recreational Vehicle	0		0.0
C - Bus	0		0.0
D - Single Unit Truck	3		2.9
E - Tractor Trailer Unit	0		0.0
Total	103		

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

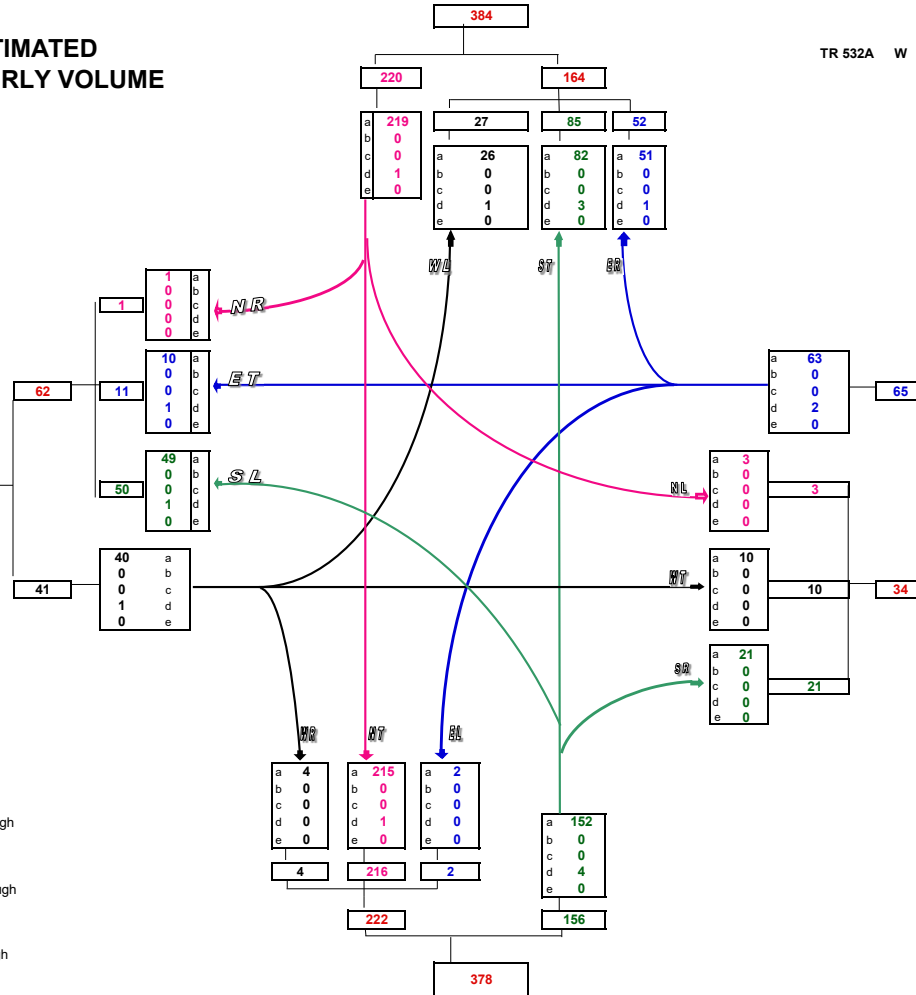
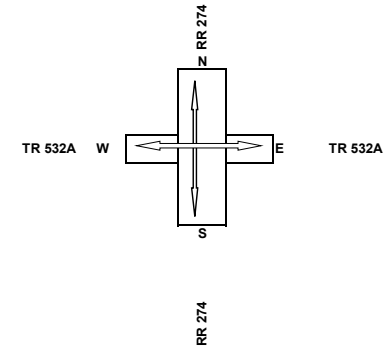
WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

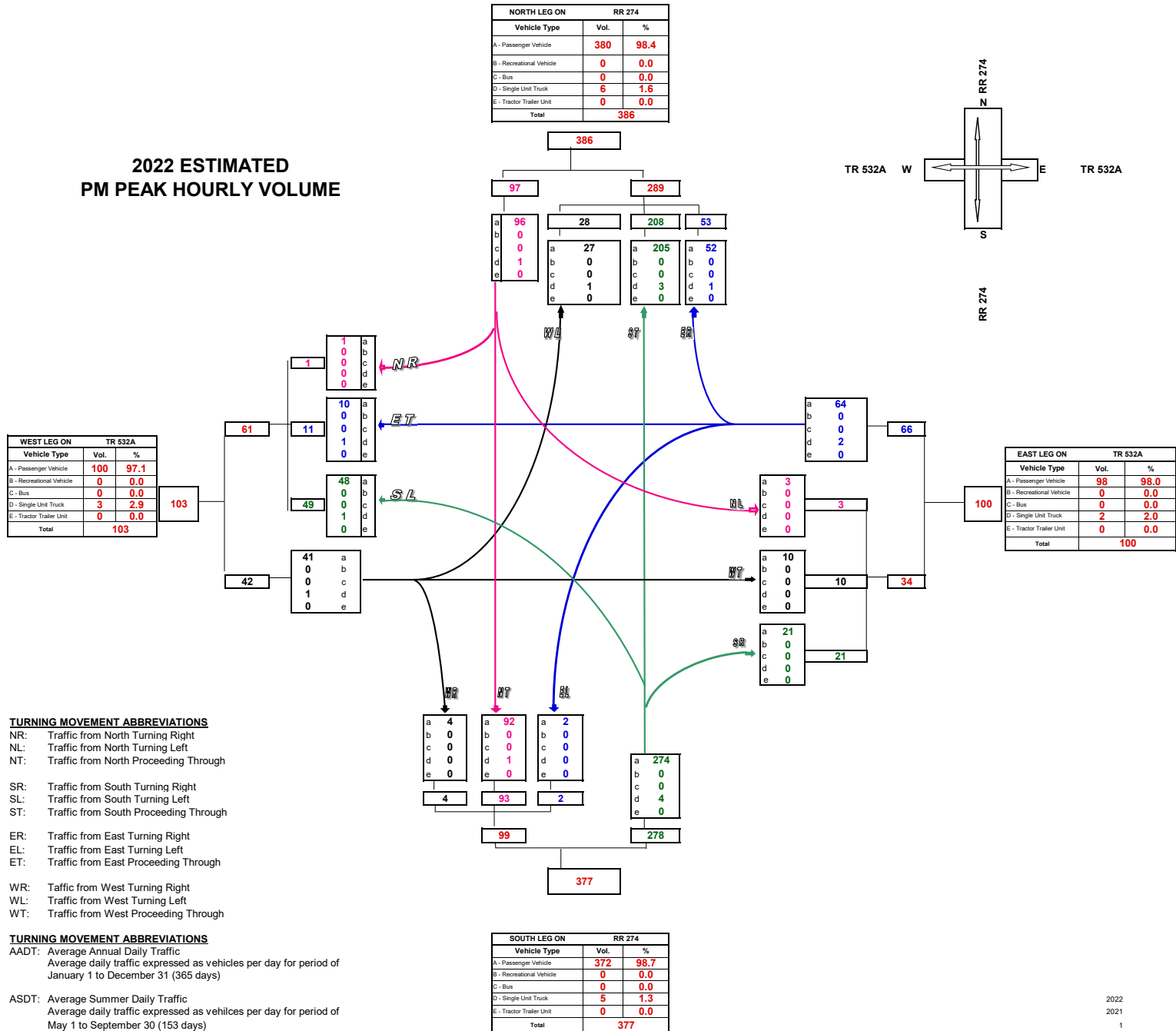
NORTH LEG ON		RR 274	
Vehicle Type	Vol.		%
A - Passenger Vehicle	378		98.4
B - Recreational Vehicle	0		0.0
C - Bus	0		0.0
D - Single Unit Truck	6		1.6
E - Tractor Trailer Unit	0		0.0
Total	384		



SOUTH LEG ON		RR 274	
Vehicle Type	Vol.		%
A - Passenger Vehicle	373		98.7
B - Recreational Vehicle	0		0.0
C - Bus	0		0.0
D - Single Unit Truck	5		1.3
E - Tractor Trailer Unit	0		0.0
Total	378		

EAST LEG ON		TR 532A	
Vehicle Type	Vol.		%
A - Passenger Vehicle	97		98.0
B - Recreational Vehicle	0		0.0
C - Bus	0		0.0
D - Single Unit Truck	2		2.0
E - Tractor Trailer Unit	0		0.0
Total	99		

Turning Movement Summary Diagram



Turning Movement Summary Diagram

2024 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

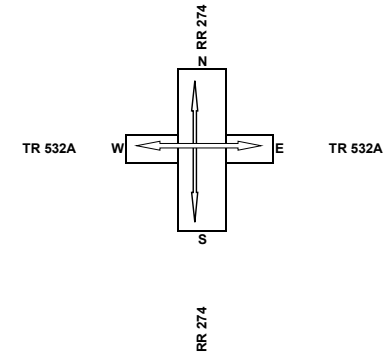
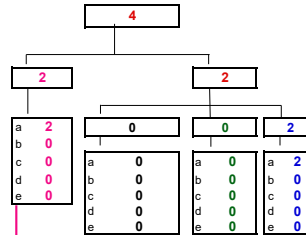
WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0%
B - Recreational Vehicle	0	0.0%
C - Bus	0	0.0%
D - Single Unit Truck	0	0.0%
E - Tractor Trailer Unit	0	0.0%
Total	4	

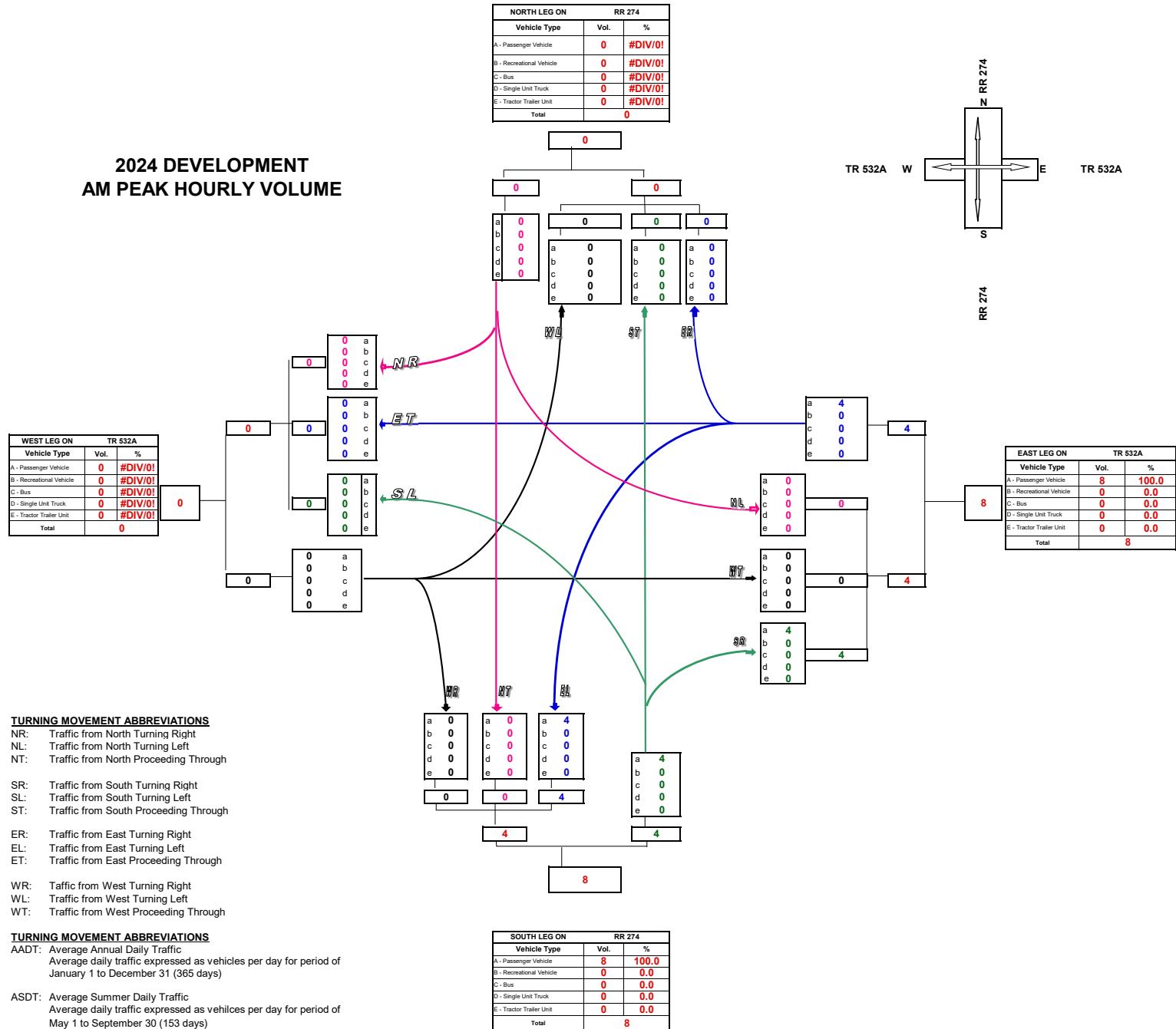


EAST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	90	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	90	

SOUTH LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	86	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	86	

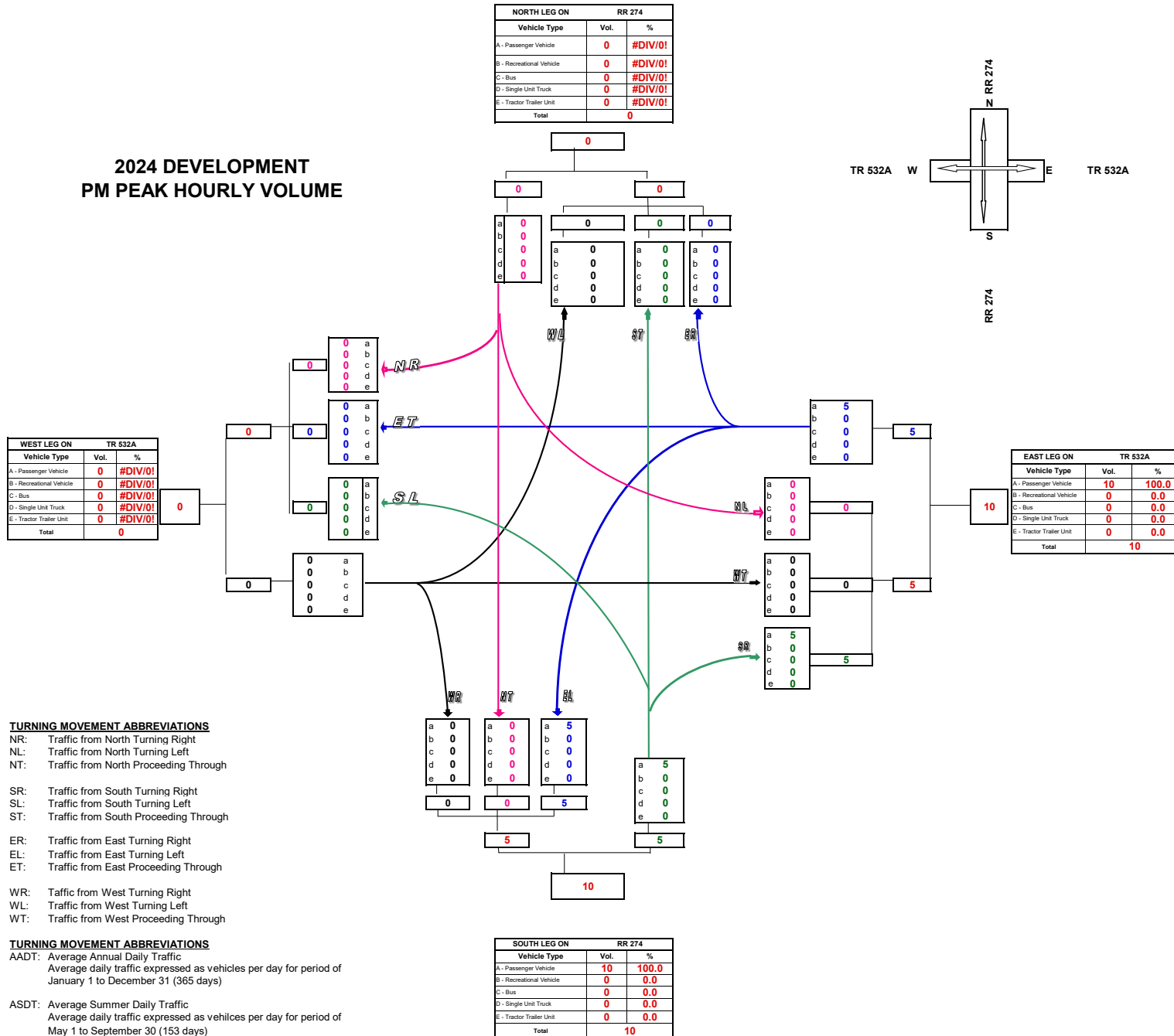
Turning Movement Summary Diagram

2024 DEVELOPMENT AM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

2024 DEVELOPMENT PM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

2024 COMBINED ANNUAL DAILY TRAFFIC

WEST LEG ON			TR 532A		
Vehicle Type	Vol.	%			
A - Passenger Vehicle	1042	96.0			
B - Recreational Vehicle	1	0.1			
C - Bus	4	0.4			
D - Single Unit Truck	35	3.2			
E - Tractor Trailer Unit	3	0.3			
Total	1085				

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

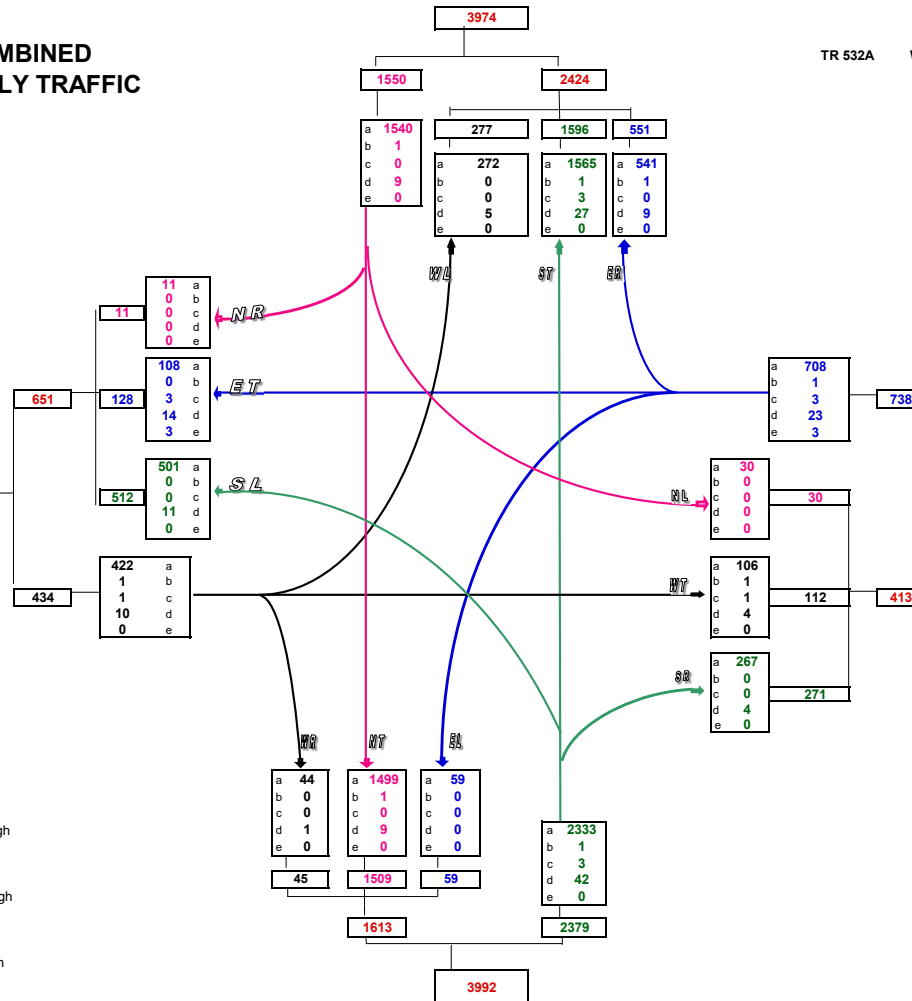
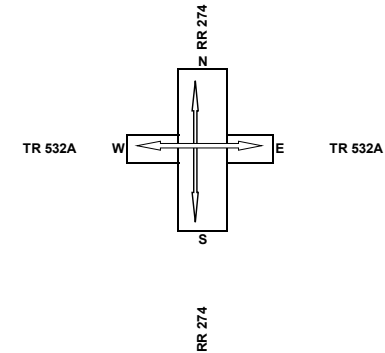
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON			RR 274		
Vehicle Type	Vol.	%			
A - Passenger Vehicle	3918	-			
B - Recreational Vehicle	3	-			
C - Bus	3	-			
D - Single Unit Truck	50	-			
E - Tractor Trailer Unit	0	-			
Total	3974				



SOUTH LEG ON			RR 274		
Vehicle Type	Vol.	%			
A - Passenger Vehicle	3935	98.6			
B - Recreational Vehicle	2	0.1			
C - Bus	3	0.1			
D - Single Unit Truck	52	1.3			
E - Tractor Trailer Unit	0	0.0			
Total	3992				

EAST LEG ON			TR 532A		
Vehicle Type	Vol.	%			
A - Passenger Vehicle	1111	96.5			
B - Recreational Vehicle	2	0.2			
C - Bus	4	0.3			
D - Single Unit Truck	31	2.7			
E - Tractor Trailer Unit	3	0.3			
Total	1151				

Turning Movement Summary Diagram

2024 COMBINED AM PEAK HOURLY VOLUME

WEST LEG ON		TR 532A	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	105	97.2	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	3	2.8	
E - Tractor Trailer Unit	0	0.0	
Total	108		

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

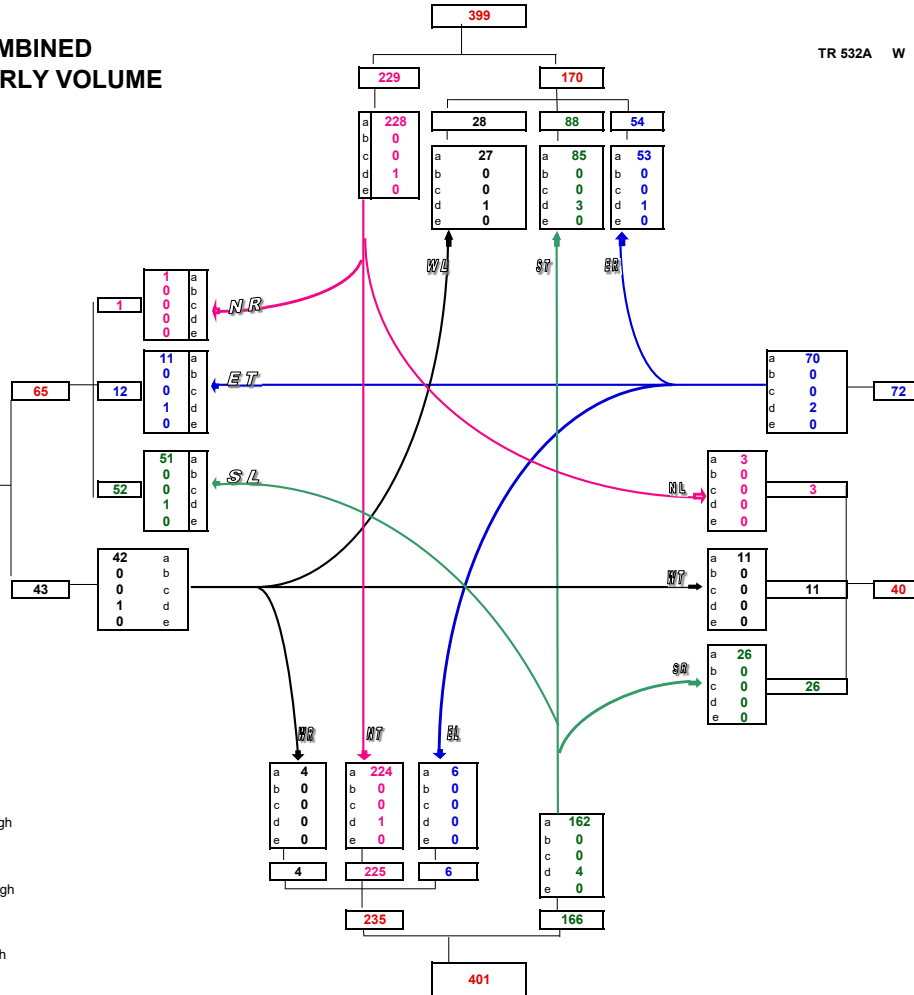
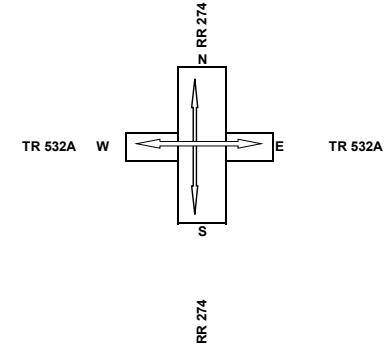
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON		RR 274	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	393	98.5	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	6	1.5	
E - Tractor Trailer Unit	0	0.0	
Total	399		

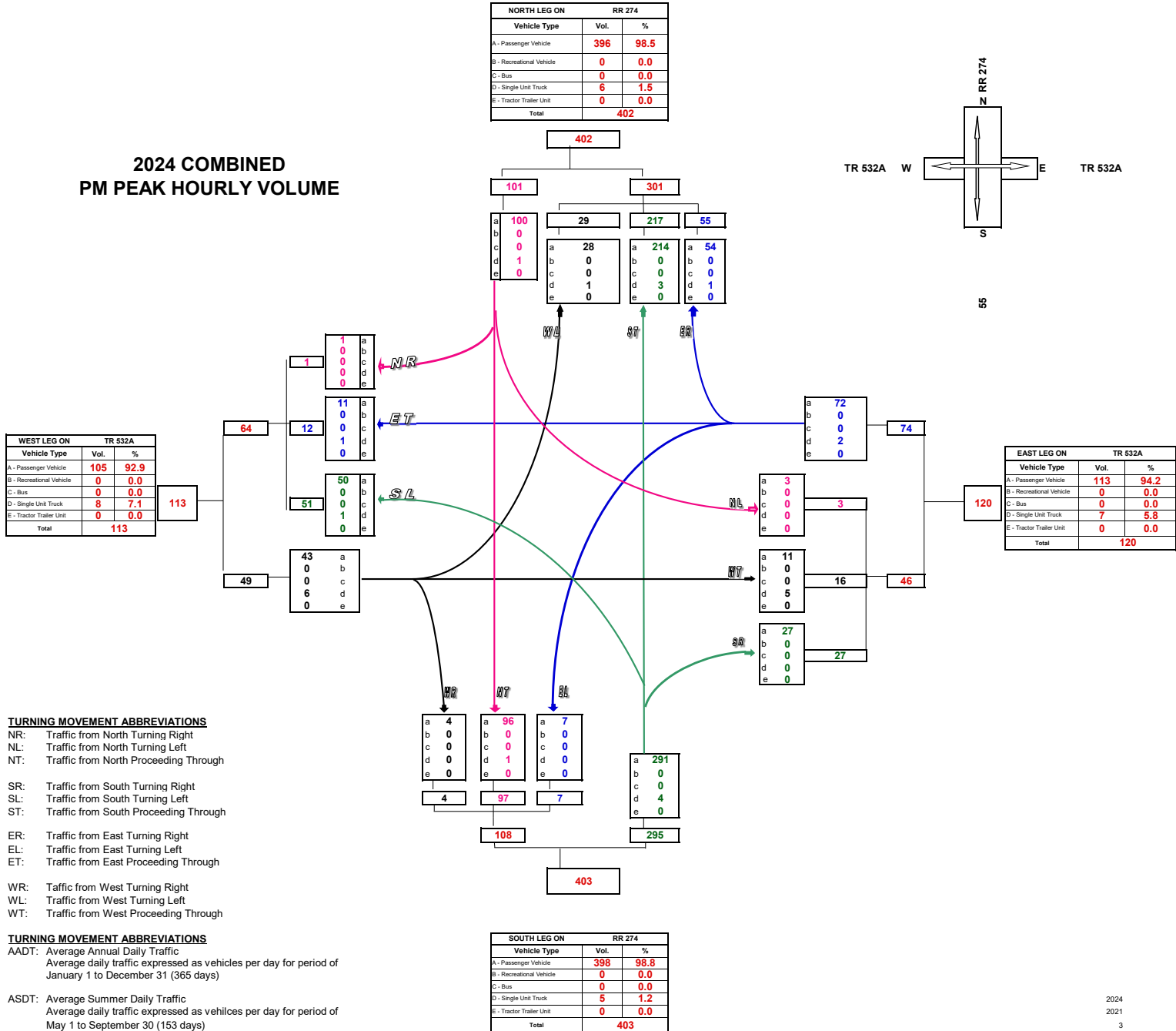


SOUTH LEG ON		RR 274	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	396	98.8	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	5	1.2	
E - Tractor Trailer Unit	0	0.0	
Total	401		

EAST LEG ON		TR 532A	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	110	98.2	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	2	1.8	
E - Tractor Trailer Unit	0	0.0	
Total	112		

2024
2021
3

Turning Movement Summary Diagram



Turning Movement Summary Diagram

2024 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

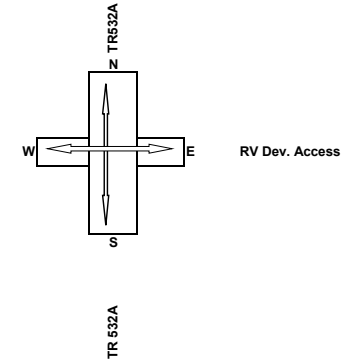
AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	90	100.0%
B - Recreational Vehicle	0	0.0%
C - Bus	0	0.0%
D - Single Unit Truck	0	0.0%
E - Tractor Trailer Unit	0	0.0%
Total	90	

90

45	45	0	0	45
a	b	c	d	e
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	120	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	120	

120

0	0	15
a	b	c
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

15

SOUTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	30	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	30	

30

Turning Movement Summary Diagram

2024 DEVELOPMENT AM PEAK HOURLY VOLUME

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

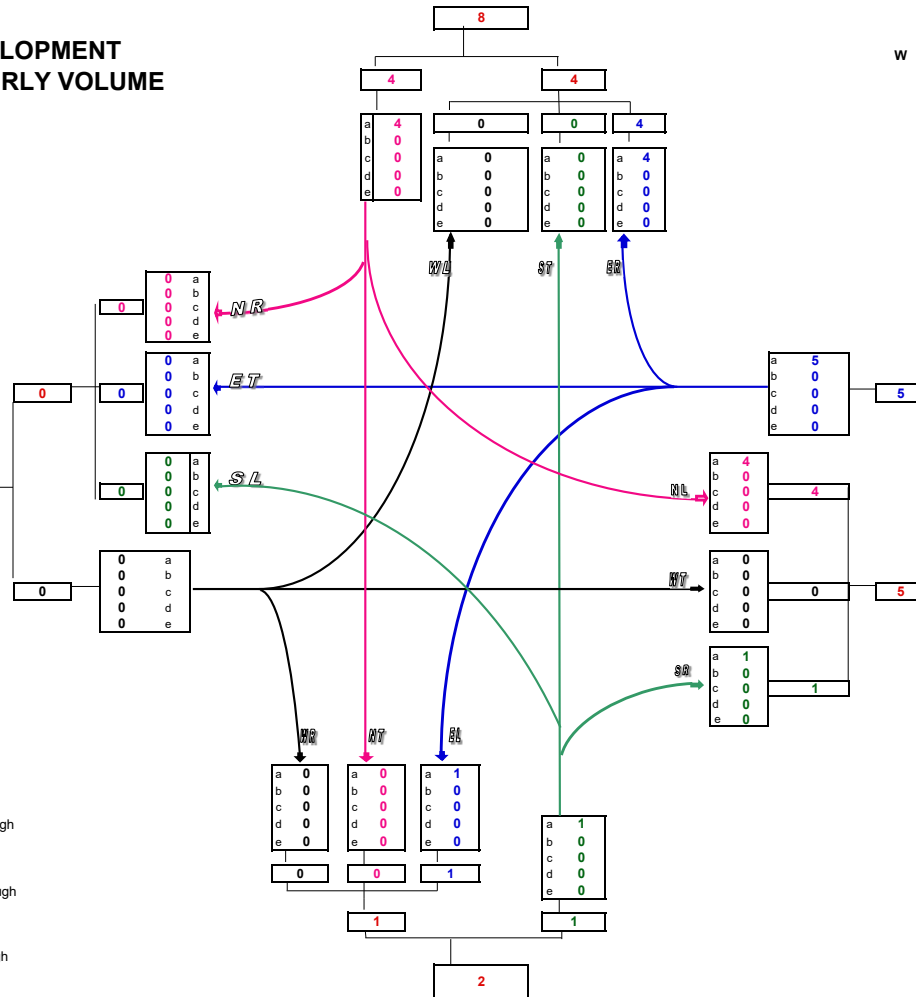
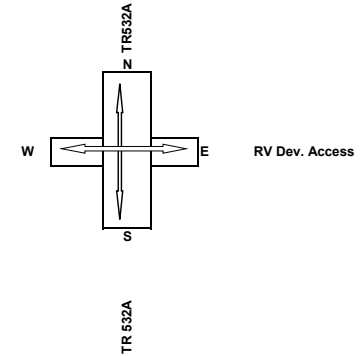
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	8	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	8	

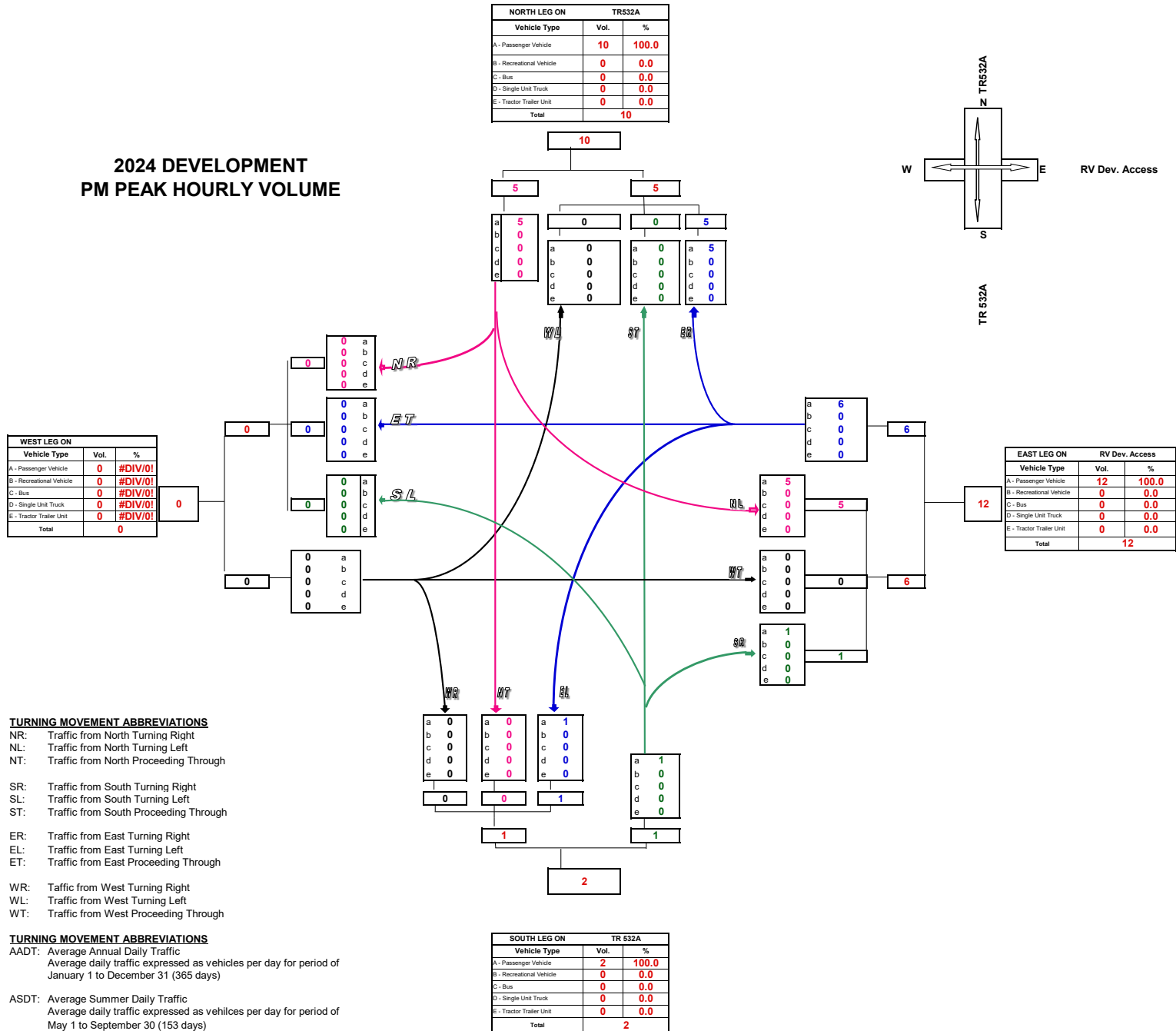


SOUTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	2	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	2	

EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	10	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	10	

Turning Movement Summary Diagram

2024 DEVELOPMENT PM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

2024 COMBINED ANNUAL DAILY TRAFFIC

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

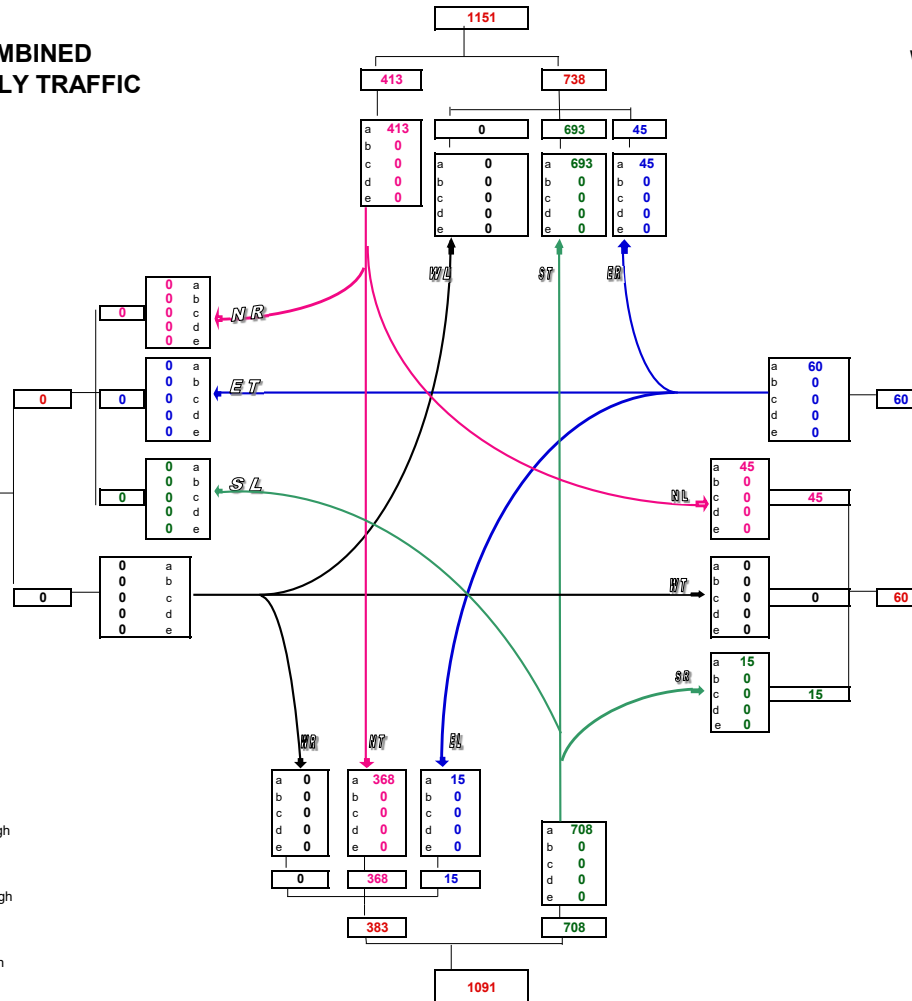
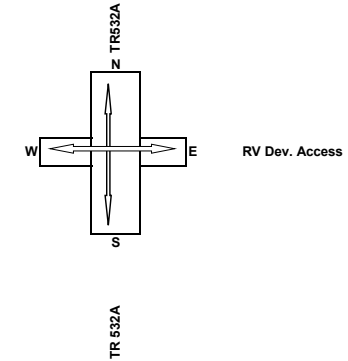
WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1151	-
B - Recreational Vehicle	0	-
C - Bus	0	-
D - Single Unit Truck	0	-
E - Tractor Trailer Unit	0	-
Total	1151	



SOUTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1091	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1091	

EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	120	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	120	

Turning Movement Summary Diagram

2024 COMBINED AM PEAK HOURLY VOLUME

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

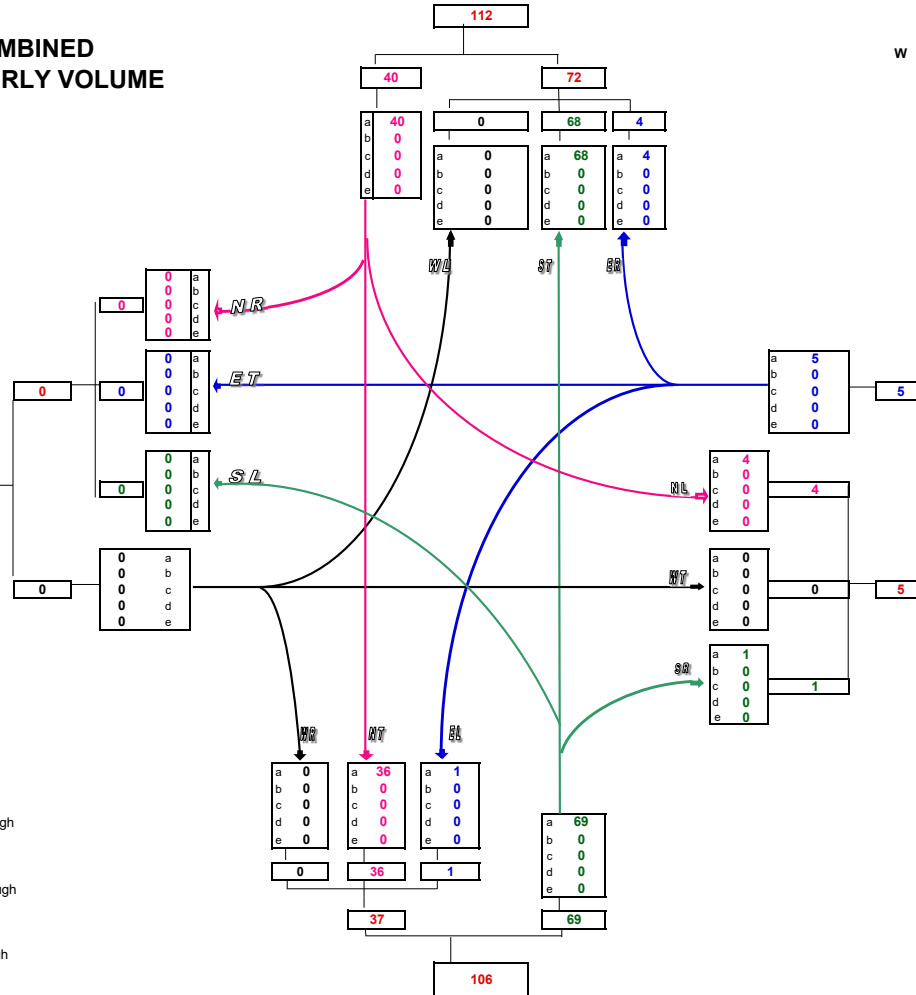
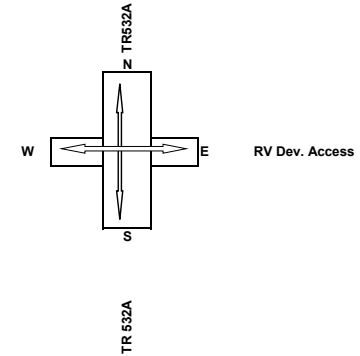
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	112	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	112	



SOUTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	106	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	106	

EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	10	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	10	

2024
2021
3

Turning Movement Summary Diagram

2024 COMBINED PM PEAK HOURLY VOLUME

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	0.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	100.0
E - Tractor Trailer Unit	0	0.0
Total	5	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

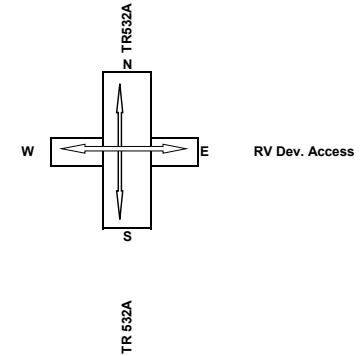
TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

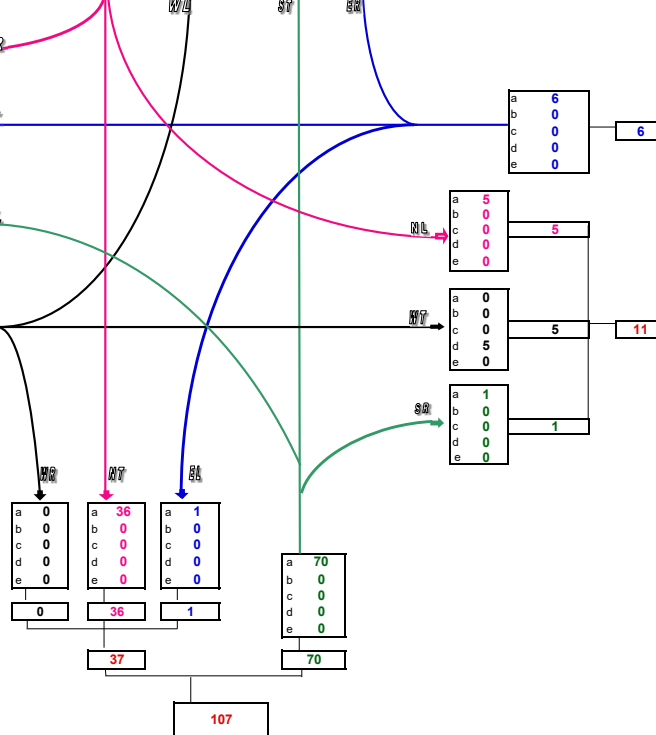
ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	115	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	115	

115		
41		
a	41	
b	0	
c	0	
d	0	
e	0	
0		
a	0	
b	0	
c	0	
d	0	
e	0	
69		
a	69	
b	0	
c	0	
d	0	
e	0	
5		
a	5	
b	0	
c	0	
d	0	
e	0	



EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	12	70.6
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	29.4
E - Tractor Trailer Unit	0	0.0
Total	17	



SOUTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	107	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	107	

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔		↔	↔
Traffic Vol, veh/h	28	11	4	6	12	54	52	88	26	3	225	1
Future Vol, veh/h	28	11	4	6	12	54	52	88	26	3	225	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	29	12	4	6	13	57	55	93	27	3	237	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	495	473	237	455	447	93	238	0	0	120	0	0
Stage 1	243	243	-	203	203	-	-	-	-	-	-	-
Stage 2	252	230	-	252	244	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	480	485	795	510	502	956	1311	-	-	1449	-	-
Stage 1	754	699	-	792	728	-	-	-	-	-	-	-
Stage 2	746	708	-	746	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	427	462	795	480	478	956	1311	-	-	1449	-	-
Mov Cap-2 Maneuver	427	462	-	480	478	-	-	-	-	-	-	-
Stage 1	720	698	-	756	695	-	-	-	-	-	-	-
Stage 2	658	676	-	728	698	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.8		10.2		2.5		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1311	-	-	455	765	1449	-
HCM Lane V/C Ratio	0.042	-	-	0.099	0.099	0.002	-
HCM Control Delay (s)	7.9	0	-	13.8	10.2	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0	-

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔		↔	↔
Traffic Vol, veh/h	29	16	4	7	12	55	51	217	27	3	108	1
Future Vol, veh/h	29	16	4	7	12	55	51	217	27	3	108	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	31	17	4	7	13	58	54	228	28	3	114	1

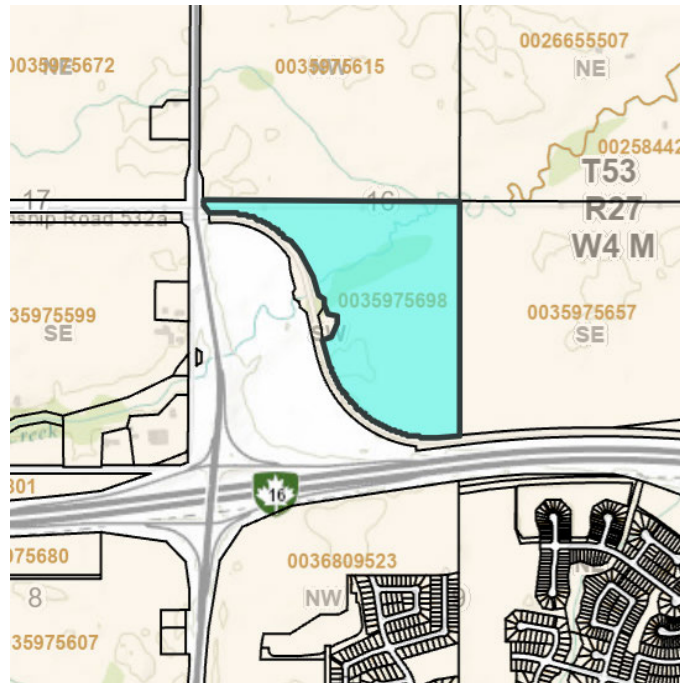
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	506	484	114	467	457	228	115	0	0	256	0	0
Stage 1	120	120	-	336	336	-	-	-	-	-	-	-
Stage 2	386	364	-	131	121	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	472	478	931	501	495	804	1455	-	-	1292	-	-
Stage 1	877	791	-	672	637	-	-	-	-	-	-	-
Stage 2	631	619	-	865	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	414	456	931	468	473	804	1455	-	-	1292	-	-
Mov Cap-2 Maneuver	414	456	-	468	473	-	-	-	-	-	-	-
Stage 1	839	789	-	643	610	-	-	-	-	-	-	-
Stage 2	549	592	-	841	788	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.1		11		1.3		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	448	681	1292	-
HCM Lane V/C Ratio	0.037	-	-	0.115	0.114	0.002	-
HCM Control Delay (s)	7.6	0	-	14.1	11	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.4	0	-

100

Permit Number:	2022-0005728	Highway(s):	16
Issued to (Permittee):	Crossway Records Inc. Sturgeon County Alberta T8T 0B9 crosswayrecords@gmail.com		
Legal Land Location:	QS-SW SEC-16 TWP-053 RGE-27 MER-4	Municipality:	Parkland County
Approved By:	Robert Lindsay	Issuing Office:	North Central Region / Stony Plain
Issued Date:	September 9, 2024		
Description of Development:	Construct and operate an RV storage facility with up to 1,400 stalls. SW16-053-27-W4M; North of Highway 16		



Transportation and Economic Corridors Permit No. **2022-0005728** is issued to the above named Permittee under authority of Section 14 of the *Highways Development and Protection Act* (the Act) authorizing the development(s) listed herein, and a further application is required for any changes or additions.

The approved site plan forms a part of this permit and any changes to the approved site plan will require an amendment or a new permit application.

This permit is subject to the following terms and conditions, which should be carefully reviewed:

1. This permit is subject to the provisions of Section 11-19 inclusive of the Highways Development and Protection Act (Chapter H-8.5 2004), amendments thereto, and Highways Development and Protection Regulation (Alberta Regulation 326/2009) and amendments thereto.
2. This permit is issued subject to any other municipal, provincial, or federal approvals that may be required. Issuance of a permit by Transportation and Economic Corridors does not guarantee the permittee will be able to obtain other required approvals and does not excuse violation of any regulation, bylaw, or Act that may affect the proposed development.
3. The Permittee consents to a person designated by Transportation and Economic Corridors to enter upon land during construction and again upon completion of construction for the purpose of inspection to ensure the terms and conditions of this permit are met.
4. All works authorized by this permit shall be constructed, altered, maintained or operated at the sole expense of the Permittee. The permittee expressly waives any right to claim damages or compensation (including injurious affection) for development, signs or other encumbrances that are placed in an area required for future widening of the highway right of way for highway improvement purposes
5. In consideration of the permit issued in respect to this development, the Permittee shall indemnify and hold harmless Transportation and Economic Corridors, its employees and agents from any and all claims, demands, actions and costs whatsoever that may arise, directly or indirectly from anything done or omitted to be done in the construction, maintenance, alteration or operation of the works authorized.
6. The Permittee shall conform to the approved site plan. Failure to conform to the approved site plan without an approved amendment may result in enforcement measures as laid out in the Act
7. The Permittee must undertake the development in accordance with the design, standards and construction/placement process attached to this permit as permitted.
8. The Department accepts no responsibility for the noise impact of highway traffic upon any development or occupants thereof.
9. This permit approves only the development contained herein. Any proposed addition and / or change to the design, standards and / or construction/placement process attached to this permit requires a separate approval from Alberta Transportation prior to commencing the addition and / or change.
10. The Permittee must not place any signs contrary to Alberta Regulation 326/2009. The separate "SIGN APPLICATION" form must be submitted for any proposed sign. A permit is not required for a sign to identify this business if the sign is located no closer to the highway than the building in which the business activity is being or will be carried on, and not farther than 30 metres from either side of that building. (Highways Development Protection Regulation section 11). Also, Alberta Transportation has preapproved the installation

of a single static, non-electronic rural business directional sign per parcel of land, that is smaller than 3 square metres in size subject to certain conditions contained in the Pre-approval of Signs Adjacent to a Provincial Highway (Permit Exemption) Oct 28, 2021 to Dec 31 2026.

11. Wherever herein the "Permittee" is referred to, the same shall extend to include their heirs, executors, administrators, or assigns, and the successors and assigns of the Permittee.

12. All highway accesses are to be considered temporary. No compensation shall be payable to the Permittee or their assigns or successors when the Department removes or relocates the temporary access or if highway access is removed and access provided via service road.

13. Direct highway access is not permitted. Access must be via the local municipal road.

Failure to comply with the terms and conditions of this permit is an offense pursuant to Section 35 of the Highways Development and Protection Regulation (the Regulation), and may result in enforcement or penalties as described in Section 55 of the Act and Section 35-36 of the Regulation.

This permit is valid for a period of **two years from the date of issuance**. If the works authorized by this permit have not commenced within this timeframe, the permit expires and the Permittee must submit a request for an extension, or reapply for a new permit, if they wish to proceed. Transportation and Economic Corridors is under no obligation to reissue a permit if the development is not commenced before expiry of this permit.

Please contact Transportation and Economic Corridors through [RPATH application](#) if you have any questions, updates, additions, or require additional information.



Issued by **Robert Lindsay, Dev and Planning Technologist**, on **September 9, 2024** on behalf of the Minister of Transportation and Economic Corridors pursuant to *Ministerial Order 52/20 – Department of Transportation and Economic Corridors Delegation of Authority*

Robert Lindsay

From: Crossway Records <crosswayrecords@gmail.com>
Sent: Wednesday, June 26, 2024 8:34 PM
To: Robert Lindsay
Subject: Updated TIA for RSDP039448 - RV Storage Lot from 1200 to 1400 stalls
Attachments: RSDP039448.pdf; Traffic Review Brief_Spruce Grove RV Site_SW 16_53_27_W4M_May 18_24r.pdf

CAUTION: This email has been sent from an external source. Treat hyperlinks and attachments in this email with care.

Hello Robert,

As we discussed today, thank you for updating my RDP from 1200 stalls, to 1400 stalls according to the updated TIA completed by Darcy last month.

If you need anything else from me, please don't hesitate to let me know.

Sincerely,
Jon Bauer
780-231-2800



TRAFFIC IMPACT BRIEF

Project Number: H5391-2022

Date: May 18, 2024

Project: SPRUCE GROVE RV STORAGE SITE
SW 16-53-27-W4M

Overview: The Owner is proposing to expand the existing 1,000 stall Recreation Vehicle Storage site to a total of 1,400 stall by adding the parcel to the south onto the existing RV Storage Site.

1. PROPOSED DEVELOPMENT

Previously in 2022 - 2023, a 1000 RV Stall Storage development was constructed within the red outlined parcel shown below. Access was made via to the south on Township Road 532A east of Range Road 274 and north of Highway 16:14. Proposed now is a 400 RV stall expansion to the south in the blue outlined parcel shown below. Access to the expansion will be made at the same access.



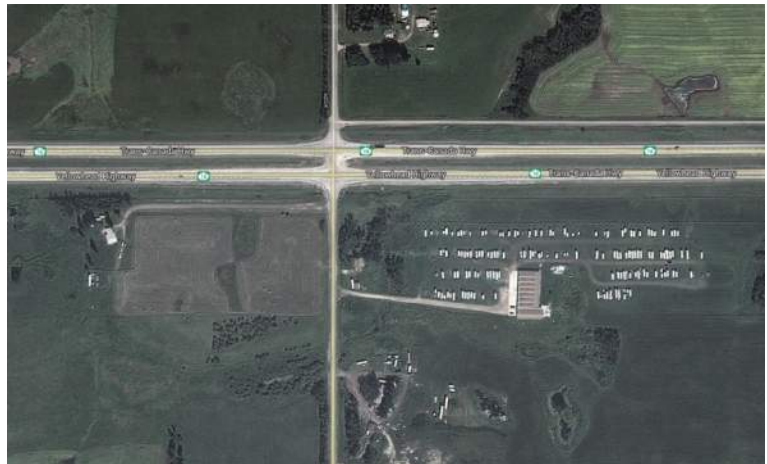
The blue outline parcel is approximately 10.0 acres (4.048 ha).

2. DEVELOPMENT TRIP GENERATION

2.1 Trip Generation Determination

The proposed development will be comprised of 1,000 RV Storage stalls. For the RV Storage, it will be a business that will run year around but the traffic impact is minimal during the winter months. In order to estimate the traffic generated by this type of development, four existing RV Storage facilities were contacted:

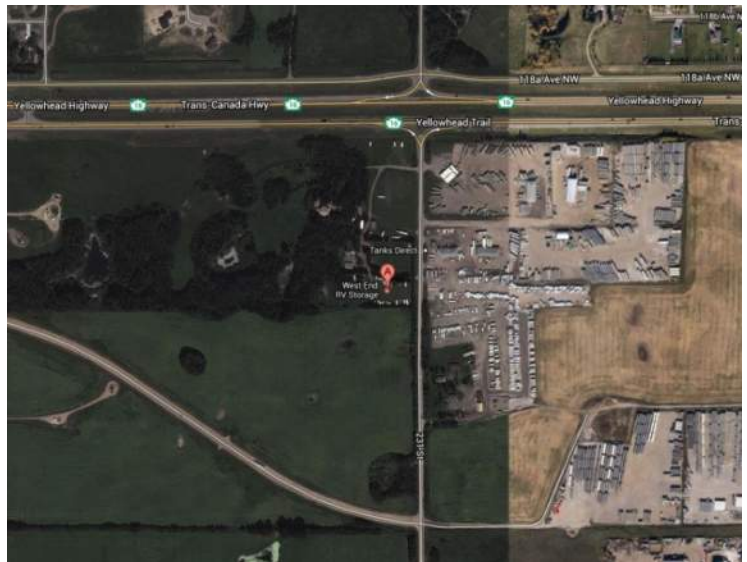
Hwy. 16 & Range Road 213
(NW 10-53-21-W4)
www.rvstorage-ca.com
(780) 467-6055
Mr. Jack Barzilai
Capacity: 600 Units



No movement from Oct. 1 to May 20. Have only 20 units that go to Arizona during winter months. Some RV's move every weekend. Some RV's don't move for 2 years. Average RV moves 2 - 3 times a year from the storage site. No employees; works on a key code system.

West End RV Storage

Hwy. 16 and 231 Street
(NW 12-53-26-W4)
www.westendrv.com
(780) 451-9064
Capacity: 300 Units



Some days there are 0 movements. The busier days have 4 - 5 RV movements.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

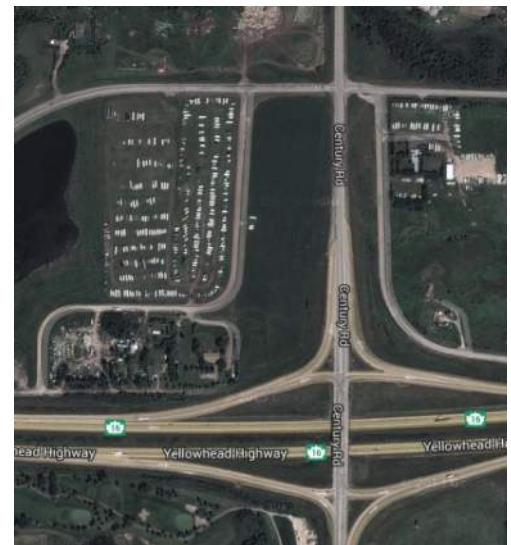
Boundary RV & Auto Storage Ltd.

Hwy. 628 and Boundary Road
 (Range Road 275)
 (SE 30-52-27-W4)
 52404 Alberta 628 Stony Plain
 (780) 405-0700
www.boundaryrv.com
 Capacity: 500 RV Stalls, 60 Storage Building Bays
 Average 25 RV units move per day.



Century Road RV Storage

Hwy. 16 and Century Road
 (Range Road 10)
 (SE 15-53-27-W4)
 Orville Eidick
 Manager at Century Road RV Storage
 (780) 940-5919
info@centuryroadrv.com
 Capacity: 600 Units



Average 10 - 20 RV units move per day.

The information provided by the four operating RV storage facilities is summarized as follows:

Location	No. of Units	RV Units Moved per day	Support Vehicle Trips per day	Generation Rate RV (trips/stall)	Generation Rate Support Vehicle (trips/stall)
Double Dutch RV Storage	600	35	$70/2 = 35$	0.05833	0.05833
West End RV Storage	300	5	$10/2 = 5$	0.01667	0.01667
Boundary RV & Auto Storage	560	25	$50/2 = 25$	0.04464	0.04464
Century Road RV Storage	600	20	$40 / 2 = 20$	0.03333	0.03333
Average:				0.03824	0.03824

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

Note: The trip generation includes an additional vehicle that will come to the site for pickup and drop off for the driver of the RV trip when the RV is self-propelled. With trailer type RV's, there is no support vehicle since the same truck/car is used to come and go. There is only one RV trip per day, as the RV either leaves or comes in on a day. It is assumed that there is only 50% self-propelled RV's that require two vehicle trips for every RV trip.

Note 2: The previous report for this site used the following trip generation table which has now been revised:

Location	No. of Units	RV Units Moved per day	Support Vehicle Trips per day	Generation Rate RV (trips/stall)	Generation Rate Support Vehicle (trips/stall)
Double Dutch RV Storage	600	35	70	0.05833	0.11667
West End RV Storage	300	5	10	0.01667	0.03333
Boundary RV & Auto Storage	560	25	50	0.04464	0.08929
Century Road RV Storage	600	20	40	0.03333	0.06667
Average:				0.03824	0.07649

The previous trip generation rates assumed that all RVs were self-propelled and hence needed a support ride to or from the site. In review of the actual site use, less than 5% of RVs are self-propelled and hence no support ride is required since there is already a vehicle there that pulls the RV. This results in a reduction of Support Vehicle Trips as show below.

Double Dutch RV Storage:

- 600 Units move 2.5 times per year = 3000 trips per year
- 3000 trips over 15 weeks = 200 trips per week
- Trip Distribution per Week: Tues: 10, Wed: 20 Thurs: 30 Fri: 35 Sat: 35 Sun: 35, Mon. 35, Total = 200 trips per week
 = Trip Generation Rate = 0.05833 trips/stall (using 35 RV trips/day)

Using the above trip generation rates and phasing plan, the following table provides an estimation of trip generation for the development.

Phase (Year) All	No. Stalls	Traffic Generation RV's (trips/day)	Traffic Generation Support Vehicle (trips/day)	TOTAL Traffic Generation (trips/day)
1	1400	54	54	108

The proposed development will not have any regular employees and a key lock system will be used to let customers in and out of the site. Hours of operation of the proposed development is 7 am to 9 pm daily, April 1 to September 30, and 9 am to 6 pm October 1 to March 31. **In summary, the development is anticipated to generate 108 trips per day (54 in and 54 out). This is rounded up to 120 trips per day (60 in and 60 out) for analysis purposes.**

2.2 Peak Hour for RV Storage Facilities

The peak hour for the proposed development does not occur at the same times as the adjacent roadways and highways.

Roads and highways exhibit an AM Peak Hour spike in traffic usually associated with people going to work and children going to school and occurs usually between 7:30 – 8:30am. See traffic count taken for this report at Rge. Rd. 274 & Twp. Rd. 532A on Aug. 18, 2021.

Later in the day, there is then a spike in traffic volume called a PM Peak Hour basically associated with people leaving work and going home and occurs usually between 4:30 – 6:00pm.

These two peaks in traffic volumes occur during the week days on our roads and highways. Saturdays and Sundays usually have one peak hour and occurs during the mid-day, but have overall less traffic on weekends.

People that are planning a trip with their RV's will pickup their RV's early during a week day in order to prepare for the weekend travel. Since people do not want to be late for work in the morning, they usually will pickup or drop off their RV's early in the morning, between 6:30 and 7:30am, which is just before the AM Peak Hour. Vice versa, people will pickup or drop off their RV's after getting home from work and having supper. Trips to and from the RV Storage site will always be accompanied by a support vehicle thus both husband and wife both need to be home to make this trip. The majority of the trips to the RV Storage Site are made during the evenings since most have children and need to get them to school in the morning. Some will take the day off and prepare for their trip, but this is minimal and occurs during mid-day. For this reason, the peak hours of use for RV Storage sites are between 6:00 – 8:00 pm. This is outside of the roads and highway peak hours of use.

The projected peak hour of traffic use at a RV Storage site can best be illustrated for this proposed development as follows:

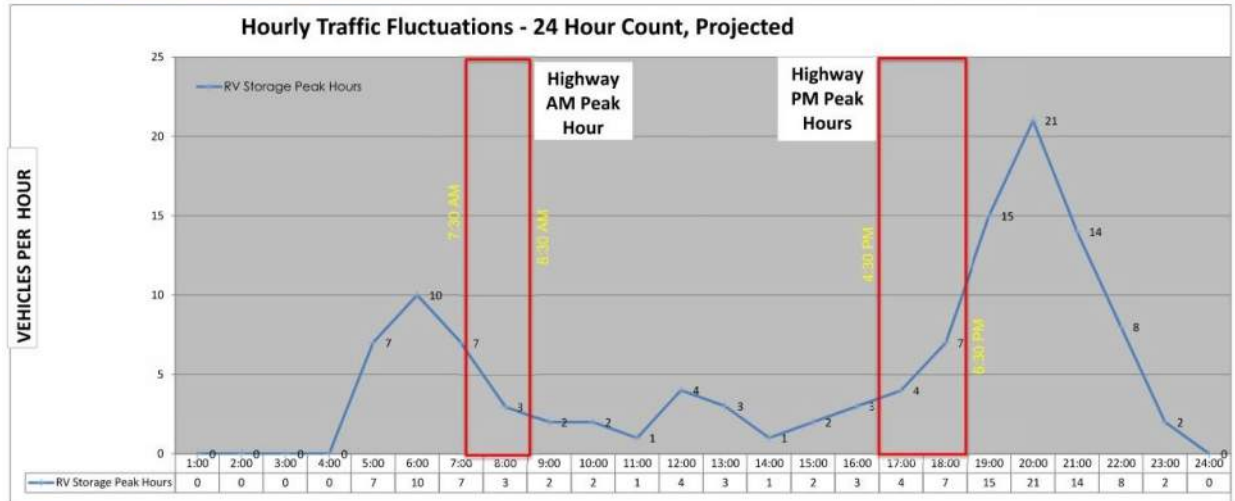
TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County



RV STORAGE SITE

Projected AM & PM Peak Hour Traffic Volumes



For analysis purposes during the highway peak hours, an hourly value of 10 will be used for the proposed development AM Peak Hour and an hourly value of 12 will be used for the proposed development PM Peak Hour. This is approximately 8.0 - 10% of the Daily Traffic Volume of the proposed development. This is considered to be conservative for analysis purposes.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

2.3 Trip Distribution

The trip distribution schematic for the proposed development with the surrounding roadways is shown below. It is assumed that the traffic generated from the development will have 75% of the traffic go west on Twp. Rd. 532A to Rge. Rd. 274 and 25% to the east on Twp. Rd. 532A to Rge. Rd. 272.



Note 2: The previous report for this site assumed a low trip distribution from the north on Twp. Rd. 532A. Upon review of the operation of the 1,000 RV unit development, less than 5% of the customers come from the north. A trip distribution of 5% from the north will continue to be used.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

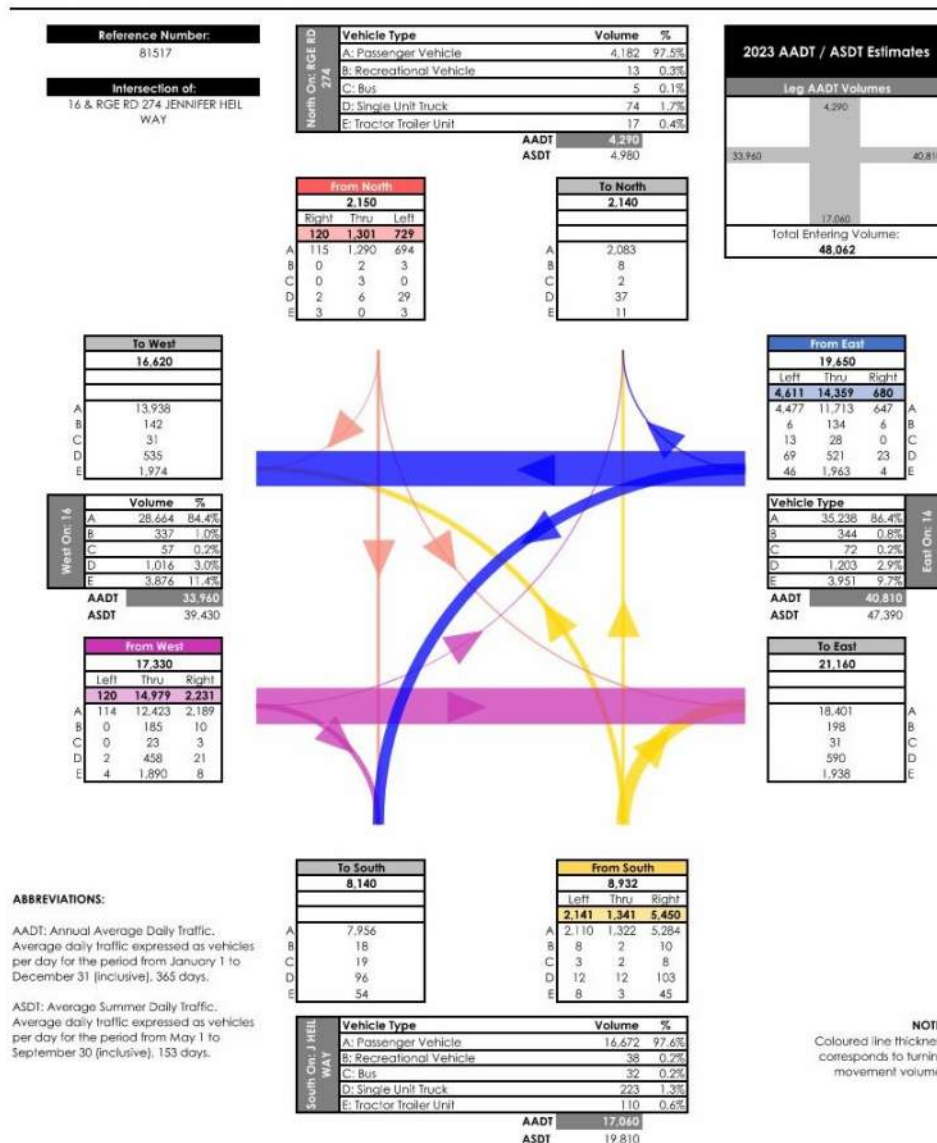
3. TRAFFIC ANALYSIS – Rge. Rd. 274 & Twp. Rd. 532A Intersection

3.1 Design Speed

The posted speed on Twp. Rd. 532A at this location is 60 km/hr. It is therefore reasonable to conclude that a design speed of 70 km/h is suitable.

3.2 Highway Traffic Volumes

There are no existing traffic volumes on Twp. Rd. 532A. There are traffic volumes available on Rge. Rd. 274 and can be obtained from Alberta Transportation's website at: <http://www.transportation.alberta.ca/mapping/>. The nearest traffic count is found at the junction of Highway 16 and Rge. Rd. 274:



3.3 Traffic Counts

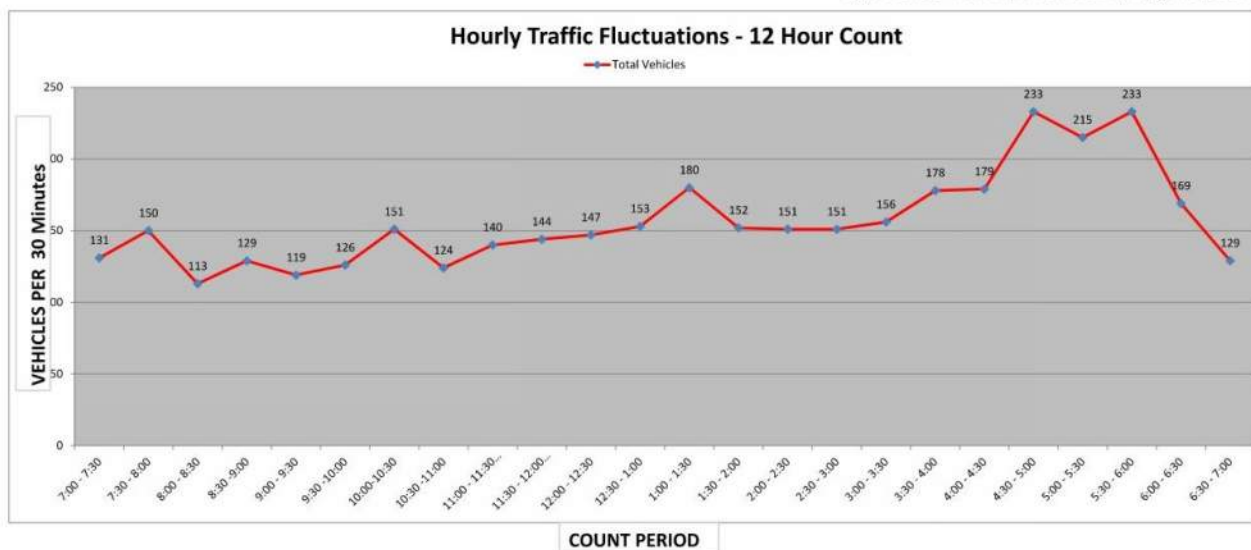
In order to better understand the existing traffic volumes at the development location, a traffic count was conducted at the Range Road 274 & Township Road 532A intersection on August 18, 2021, as shown below.



The raw data collected, the 12-Hour Turning Movement Diagrams, the 12-Hour count graph and converted Turning Movement Diagram are shown below. The conversion from the 12-Hour counts were made from nearby permanent traffic counters located on Highway 37 and Highway 2. The conversion process used the same procedure and consultant that Alberta Transportation uses for all of their traffic count conversions.



Rge. Rd. 274 & Twp. Rd. 532A, Aug. 18, 2021



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County



DIRECTIONAL TRAFFIC COUNT SUMMARY

HIGHWAY: Hwy. 37
 REFERENCE NO.:
 DAY & DATE OF COUNT: May 12, 2022

INTERSECTION OF: Hwy. 37 & RR 251
 LEGAL DESCRIPTION: Sturgeon County
 COUNT DURATION: 12 Hours

INTERVAL VEH CLASS		APPROACHING INTERSECTION																								TOTALS						
		FROM THE EAST ON												FROM THE WEST ON																		
		Hwy. 37					Hwy. 37					Hwy. 37					Hwy. 37															
		LEFT				THROUGH				RIGHT				LEFT				THROUGH				RIGHT										
A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E			
7:00 - 7:30	2	0	0	0	0	88	0	0	1	14	3	0	0	0	0	1	0	0	0	0	129	0	1	4	4	1	0	0	0	1	248	
7:30 - 8:00	3	0	0	0	0	108	0	0	5	16	4	0	0	0	0	1	0	0	0	0	107	0	1	1	8	3	0	0	1	0	258	
8:00 - 8:30	1	0	0	0	0	121	0	2	3	15	1	0	0	0	0	0	0	0	0	0	108	0	3	3	8	4	0	0	0	0	269	
8:30 - 9:00	2	0	0	0	0	94	0	5	5	15	2	0	0	0	0	1	0	0	0	0	63	0	0	3	10	5	0	0	1	0	206	
9:00 - 9:30	1	0	0	0	1	73	2	0	3	17	3	0	0	0	0	0	0	0	0	0	77	5	0	8	23	1	0	0	0	1	215	
9:30 - 10:00	1	0	0	0	0	93	0	2	5	22	4	0	0	0	0	2	0	0	0	0	98	0	0	5	17	1	0	0	0	0	250	
10:00 - 10:30	2	0	0	0	0	88	0	0	3	16	4	0	0	0	1	3	0	0	0	0	84	0	0	4	24	4	0	0	0	0	233	
10:30 - 11:00	1	0	0	0	0	80	0	0	3	14	2	0	0	0	0	2	0	0	0	0	83	0	0	4	19	4	0	1	0	0	213	
11:00 - 11:30 pm	1	0	0	0	0	88	0	0	5	13	9	0	0	0	0	2	0	0	0	0	83	0	1	4	19	2	0	0	0	0	227	
11:30 - 12:00	1	0	0	0	0	76	0	0	6	28	6	0	0	0	0	2	0	0	0	0	80	3	1	4	19	2	0	0	0	0	228	
12:00 - 12:30	2	0	0	0	0	74	0	0	5	17	4	0	0	0	0	2	0	0	0	0	78	0	0	3	13	0	0	0	0	1	199	
12:30 - 1:00	2	0	0	0	0	64	0	0	6	14	3	0	0	0	0	1	0	0	0	0	72	0	0	4	15	2	0	0	0	0	183	
1:00 - 1:30	3	0	0	0	0	74	0	0	6	23	4	0	0	0	0	1	0	0	0	0	83	0	0	4	18	1	0	0	1	0	218	
1:30 - 2:00	2	0	0	0	0	84	0	0	6	17	3	0	0	0	0	5	0	0	0	0	87	0	3	7	19	0	0	0	1	0	234	
2:00 - 2:30	2	0	0	0	0	87	0	0	6	18	4	0	0	0	0	3	0	0	0	0	87	0	4	8	19	2	0	0	0	0	242	
2:30 - 3:00	1	0	0	0	0	93	0	1	7	24	4	0	0	1	0	2	0	0	0	0	80	0	2	8	19	0	0	0	0	0	242	
3:00 - 3:30	2	0	1	0	0	109	0	2	5	28	4	0	3	0	0	2	0	0	1	0	100	0	2	9	19	3	0	0	0	0	290	
3:30 - 4:00	1	0	0	0	0	115	0	1	7	23	6	0	0	2	0	3	0	0	0	0	114	0	0	8	24	2	0	0	1	0	307	
4:00 - 4:30	3	0	0	0	0	130	0	2	7	17	7	0	0	0	0	1	0	0	0	0	124	0	0	8	22	2	0	0	0	0	323	
4:30 - 5:00	2	0	0	1	0	116	0	0	4	15	4	0	0	0	0	2	0	0	0	0	97	0	0	4	12	0	0	0	2	0	259	
5:00 - 5:30	2	0	0	0	0	92	2	0	5	10	2	0	0	0	0	4	0	0	2	0	85	0	0	6	14	1	0	0	0	0	225	
5:30 - 6:00	1	0	0	0	1	84	0	0	8	20	3	0	0	0	0	2	0	0	0	0	87	3	0	6	17	1	0	0	0	0	233	
6:00 - 6:30	1	0	0	0	0	108	0	0	1	11	3	0	0	0	0	1	0	0	0	0	107	0	0	5	10	0	0	0	0	0	247	
6:30 - 7:00	2	0	0	0	0	93	2	0	4	15	1	0	0	0	0	1	0	0	0	0	74	0	0	3	15	0	0	0	1	0	211	
VEH CLASS	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		
TOTALS	41	0	1	1	2	2232	6	15	118	422	90	0	3	3	1	44	0	0	3	0	2187	11	18	123	387	41	0	1	8	2		5760
		EL				ET				ER				WL				WT				WR										

LOCATION DIAGRAM ENCLOSED (Y/N):
 WEATHER CONDITIONS:
 RECORDER(S):
 COMMENTS:

VEHICLE CLASSES
 A: PASSENGER VEHICLES B: RECREATION VEHICLES C: BUSES
 D: SINGLE UNIT TRUCKS E: TRACTOR TRAILER COMBINATIONS

INTERVAL	APPROACHING INTERSECTION																								TOTALS	GRAND TOTALS						
	FROM THE NORTH ON										FROM THE SOUTH ON										RR 251											
	LEFT					THROUGH					RIGHT					LEFT						THROUGH					RIGHT					
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		A	B	C	D	E	
VEH CLASS	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		
7:00 - 7:30	0	0	0	1	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	9	257
7:30 - 8:00	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	262
8:00 - 8:30	4	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	13	282	
8:30 -9:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	7	213	
9:00 - 9:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	9	224	
9:30 -10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	1	1	1	0	0	0	0	0	0	0	0	8	258	
10:00-10:30	4	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	243
10:30 -11:00	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	7	220	
11:00 - 11:30 pm	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	1	0	0	10	237	
11:30 - 12:00 pm	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	236	
12:00 - 12:30	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0	11	210	
12:30 - 1:00	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	10	193	
1:00 - 1:30	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	223	
1:30 - 2:00	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	240	
2:00 - 2:30	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	1	0	0	0	0	1	0	0	0	9	251	
2:30 - 3:00	3	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9	251	
3:00 - 3:30	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	9	299	
3:30 - 4:00	3	0	0	1	0	1	0	0	0	0	6	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	17	324	
4:00 - 4:30	6	0	0	1	0	1	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	15	338	
4:30 - 5:00	6	0	0	0	0	1	0	0	0	0	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	0	0	1	18	277	
5:00 - 5:30	3	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	9	234	
5:30 - 6:00	3	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	12	245	
6:00 - 6:30	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	8	255	
6:30 - 7:00	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	8	219	
VEH CLASS	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E		
TOTALS	65	0	1	3	0	5	0	0	2	0	52	0	0	4	0	49	2	0	4	2	10	0	0	0	0	25	0	1	6	0	231	5991
	NL					NT					NR					SL					ST					SR						

LOCATION DIAGRAM ENCLOSED (Y/N):
 WEATHER CONDITIONS:
 RECORDER(S):

TRAFFIC IMPACT BRIEF

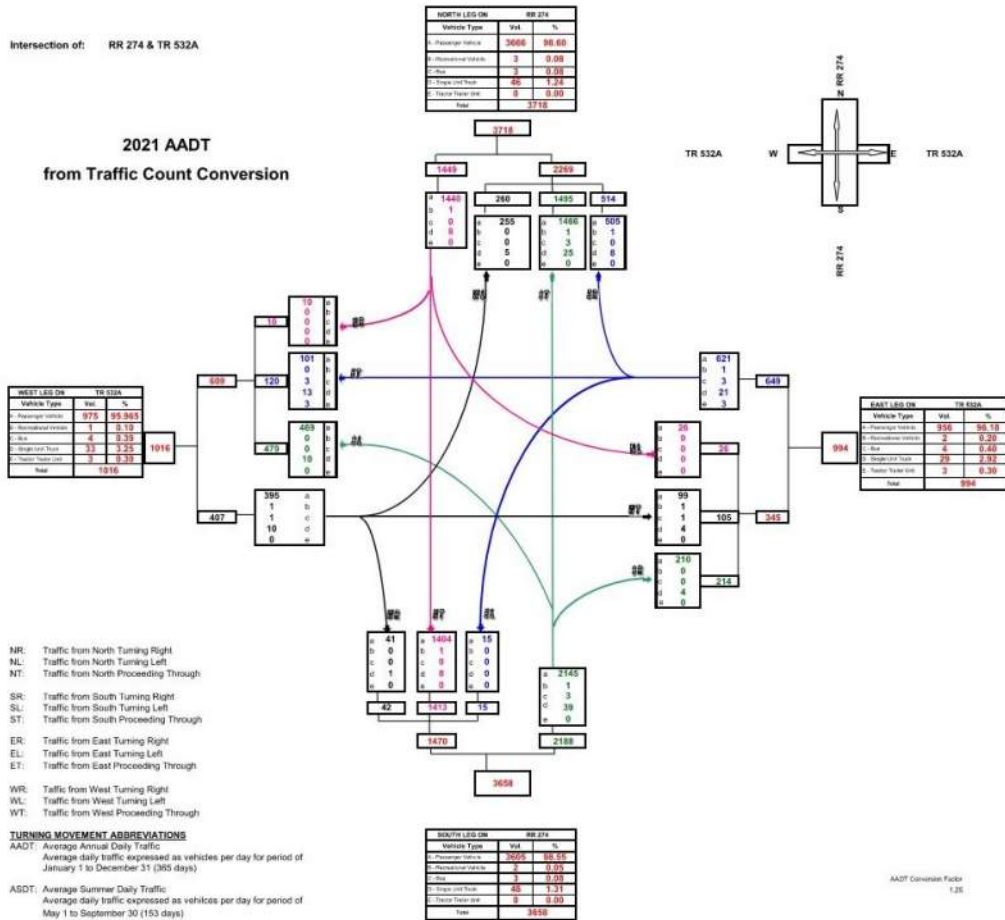
SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram

Intersection of: RR 274 & TR 532A

2021 AADT
 from Traffic Count Conversion

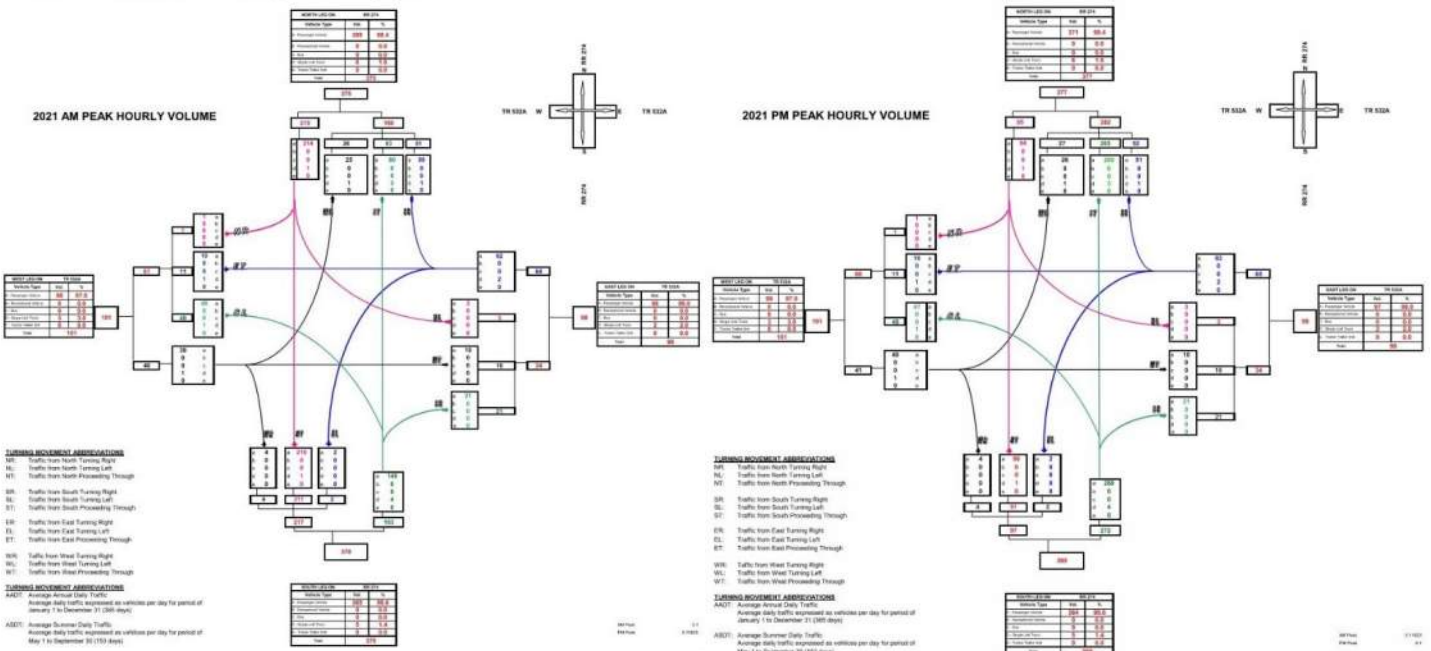


D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram

D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram



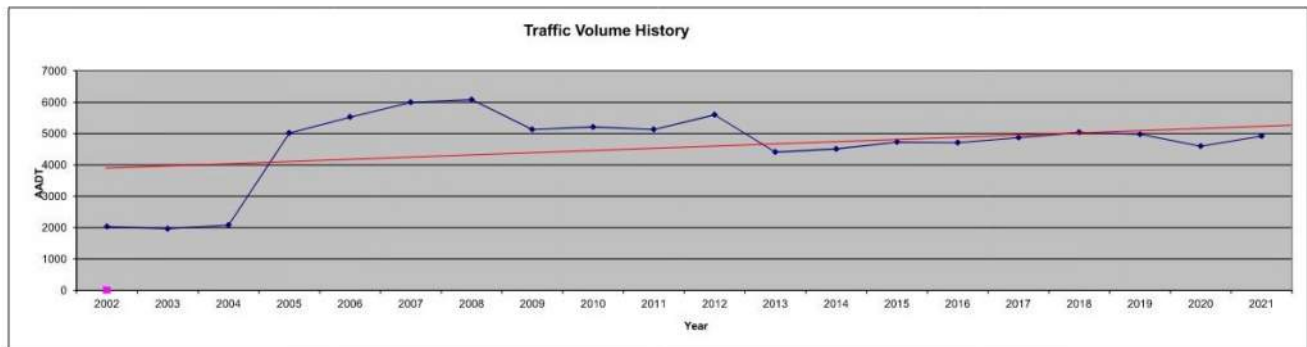
3.4 Roadway Traffic Growth & Projections

The following historical traffic data for Rge. Rd. 274 at the junction of Highway 16 is available from the Alberta Transportation's website. The traffic volumes drop significantly in 2020 and 2021. In 2020 and 2021, the COVID-19 pandemic restrictions caused substantial drops in movements throughout the province. For assessment purposes, the data from 2020 and 2021 will not be used. The growth rate is 8.55% from 2002 to 2019 (17 years), -0.29% from 2009 to 2019 (10 years), and 2.08% from 2014 to 2019 (5 years).

Historical Traffic Volumes – Highway 16 & Rge. Rd. 274

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
AADT	5210	5130	5600	4410	4510	4730	4710	4870	5040	4980	4600	4920

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
AADT					2030	1960	2080	5020	5530	6000	6080	5130



In review of the above information, the calculations above are suggesting significant changes in growth rates over the last 17 years. It is reasonable to use a growth rate near the Alberta Provincial average for highways which is in the range of 2.0 – 2.5%. A rate of **2.25% non-compounded annually will used on all local roads in this area** for analysis purposes.

Projected AADT values for Range Road 274 and Township Road 532A and are presented in the table below for key times:

Existing Roadway Traffic Forecast, Daily Volumes

Year	Rge. Rd. 274 North AADT	Twp. Rd. 532A East AADT
2022	3802	1015
2032 (10 Year)	4555	1218
2042 (20 Year)	5556	1483

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

Peak hour traffic loading (100th highest hour) is shown below for am/pm volumes:

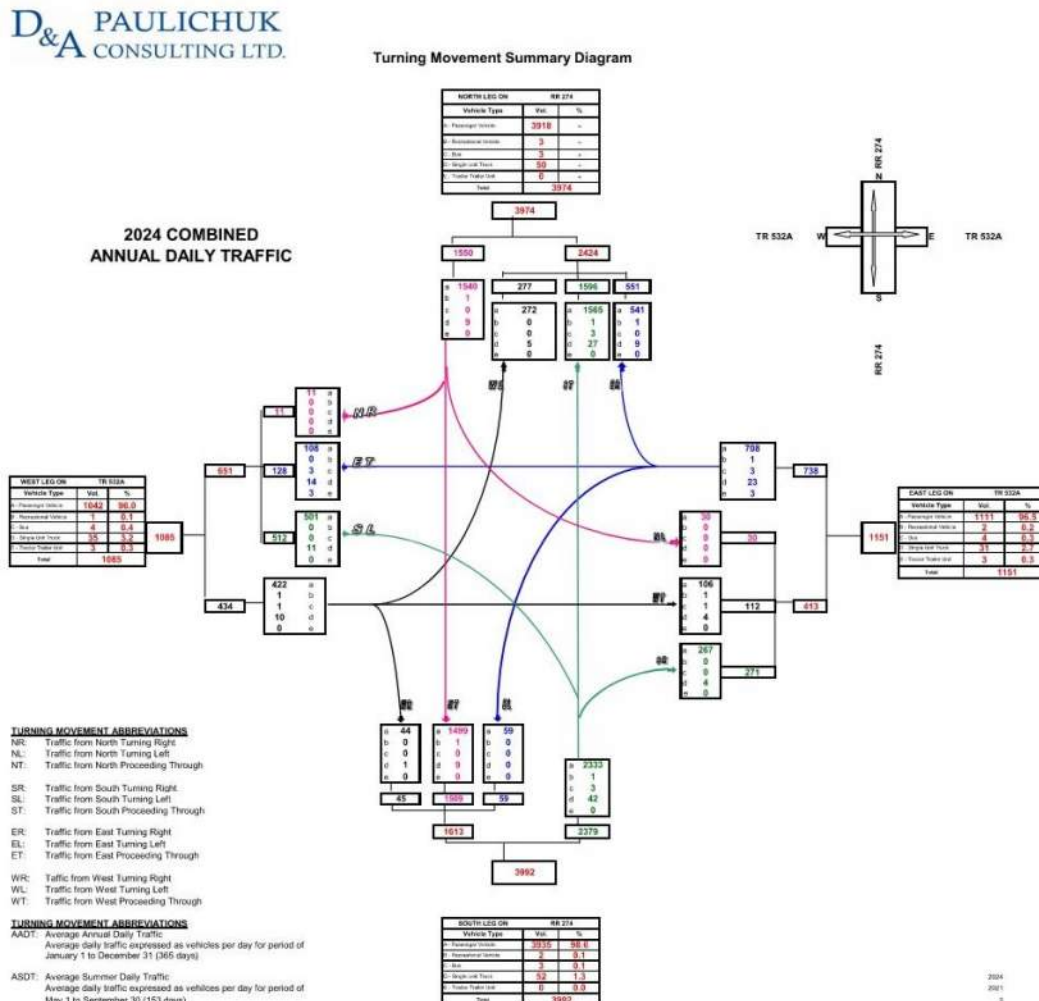
Existing Highway Traffic Forecast, Peak Hour Volumes

Year	Rge. Rd. 274 North a.m. & p.m.	Twp. Rd. 532A East a.m. & p.m.
2022	384 / 386	99 / 100
2032 (10 Year)	459 / 470	119 / 122
2042 (20 Year)	558 / 561	145 / 146

The traffic movement diagram from the Traffic Count taken on Aug. 18, 2021 with 2.25% growth, will be used to for analysis and to project future traffic volumes.

3.5 Combined Traffic Volumes

The 2022 combined traffic volumes for the Range Road 274 and Township Road 532A intersection are shown below:

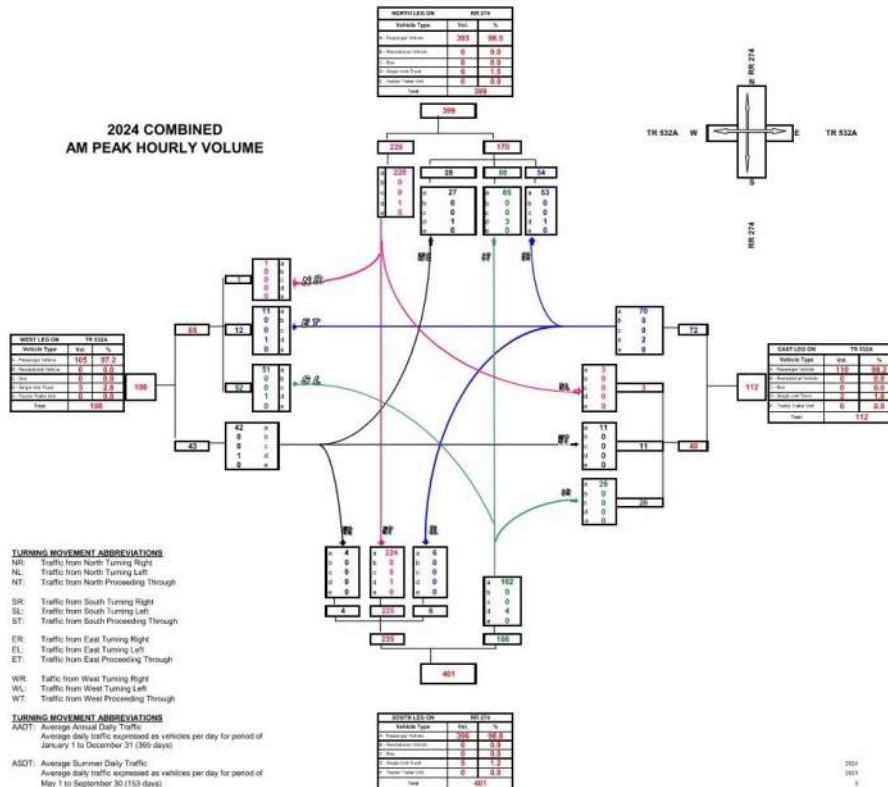


TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

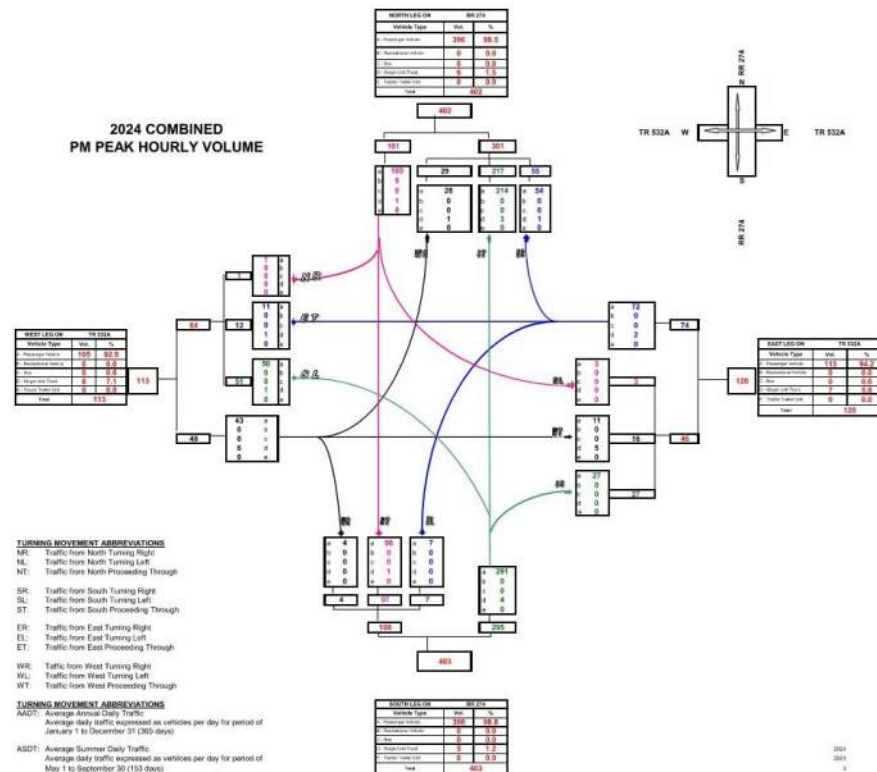
D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram



D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram



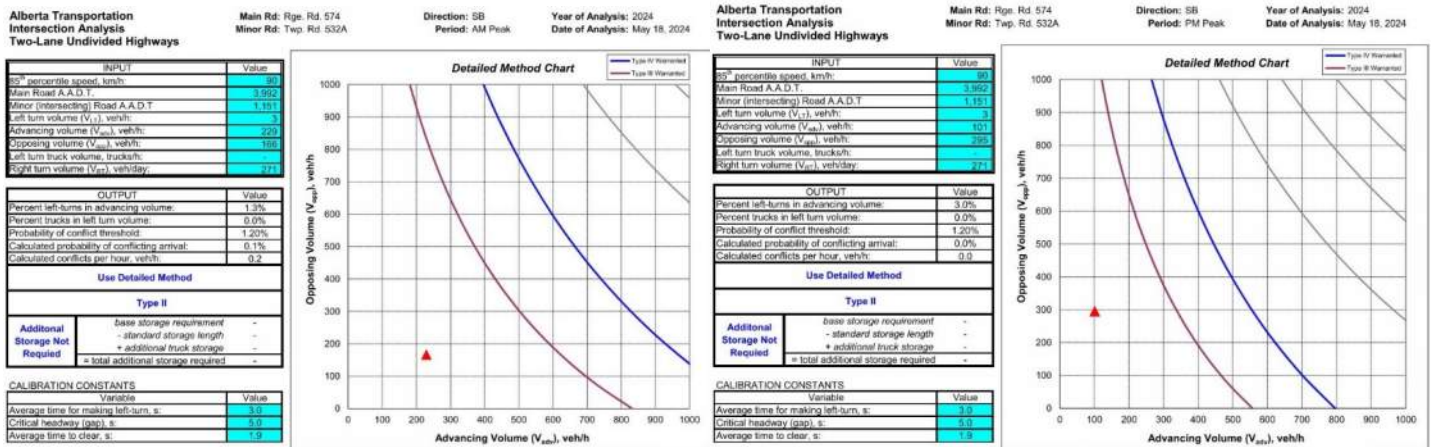
TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

3.6 Intersection Analysis

The combined 2024 turning movements for the Range Road 274 and Township Road 532A intersection were assessed for intersection treatment requirements in accordance to Alberta Transportation Guidelines as shown below:

Year 2024



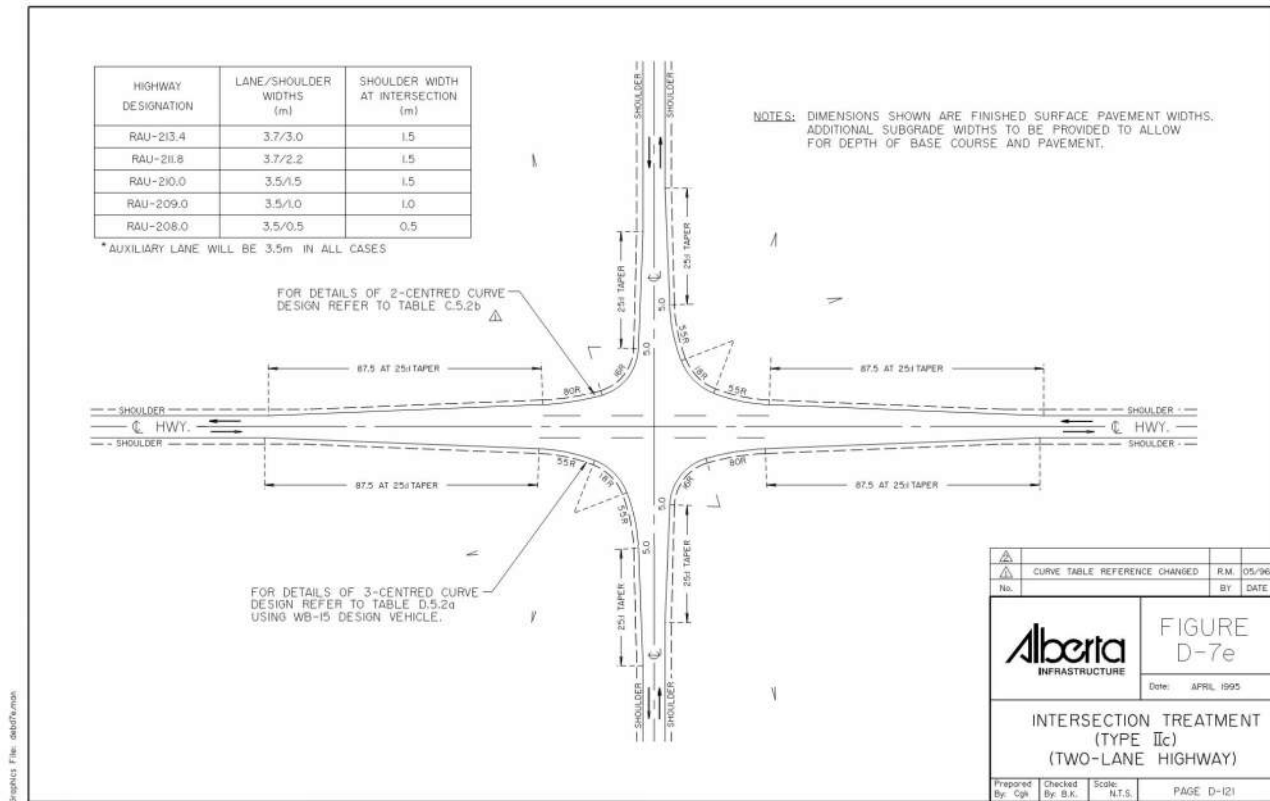
The above analysis indicates that a Type II intersection treatment is warranted for Year 2024.

The existing treatment at this location is presently a Type IIc treatment as shown below:



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

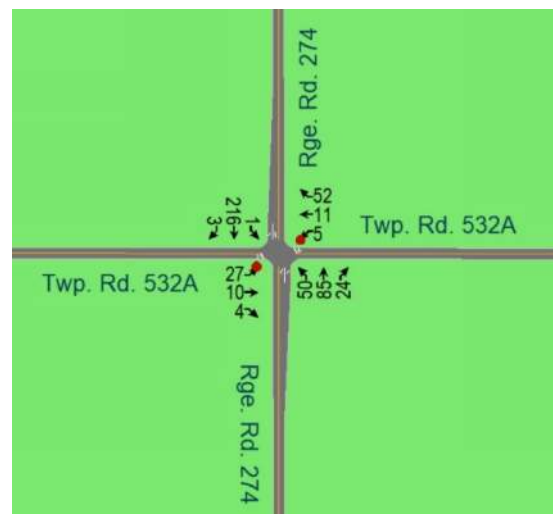


In review of these warrant results, it is important to note that the proposed RV Storage Site development adds **0 left turns from SB to EB for both AM and PM Peak Hours of Range Road 274 traffic.** The RV Storage Site development does not trigger any improvements to this existing intersection in Year 2024. No improvements are warranted for Year 2024 with the added development traffic.

3.7 Highway Capacity Analysis

The capacity analysis was performed for the intersection for the 100th highest hour for the AM Peak Hour and PM Peak Hour traffic volumes for Years 2024.

The traffic analysis was completed using **Synchro 10** software based on HCM 2010 methodology. A saturation flow of 1700 vpl was used in this analysis. See the tables below for the results.



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

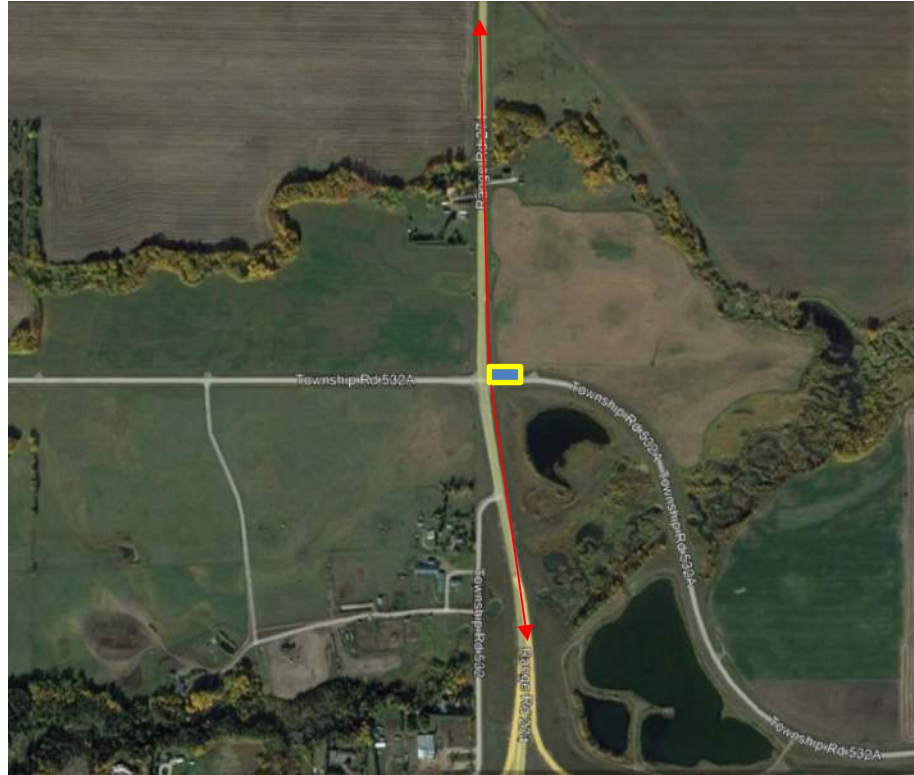
YEAR			Twp. Rd. 532A	Twp. Rd. 532A	Rge. Rd. 274		Rge. Rd. 274	
TIME PERIOD PARAMETERS			EB All Turns	WB All Turns	NB Left Turns	NB Thru & Rt. Turns	SB Left Turns	SB Thru & Rt. Turns
Year 2022	AM Peak	LOS	B	B	A	A	A	A
		Delay (s)	13.8	10.2	7.9	7.9	7.5	7.5
		v/c Ratio	0.10	0.10	0.04	0.04	0.00	0.00
		95 th Que						
	PM Peak	LOS	B	B	A	A	A	A
		Delay (s)	14.1	11.0	7.6	7.6	7.8	7.8
		v/c Ratio	0.12	0.11	0.04	0.04	0.00	0.00
		95 th Que						

In summary, the intersection will perform with a Level of Service of A to B for 2024. No intersection improvements are warranted to improve the Level of Service.

The above results indicate that the intersection will operate with sufficient capacity for the Year 2024.

3.8 Intersectional Sight Distance

The proposed development will be generating RVs turning from the east approach and sight distance from this location is to be reviewed as shown below:



Viewing to the south from the Twp. Rd. 532A East approach.



Viewing to the north from the Twp. Rd. 532A East approach.

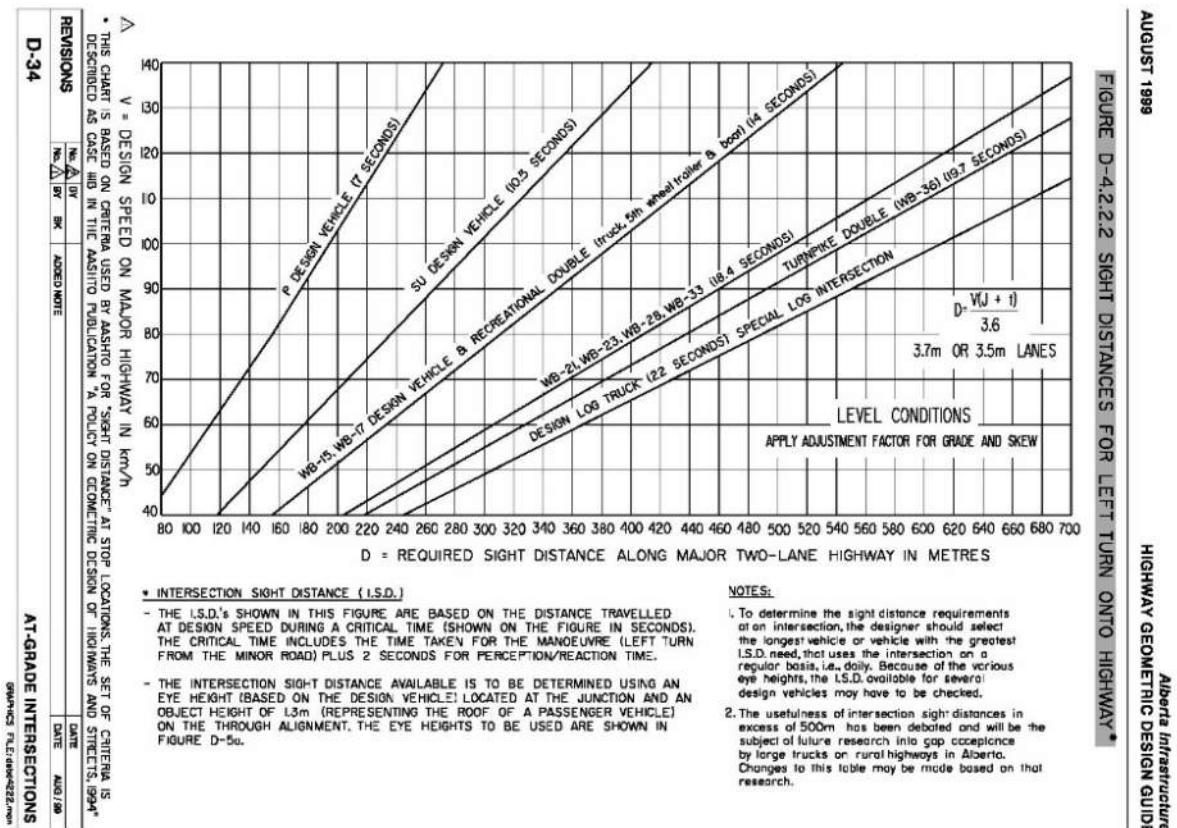
TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

The available site distance on Rge. Rd. 274 from the Twp. Rd. 532A access exceeds 450m in both east and west directions.

In accordance with section D.4 of Alberta Transportation's Highway Geometric Design Guide, "Sight Distances at Intersections", the sight distance for left turning vehicles from the approach, without interfering with vehicles nearing the approach, is used for determination of minimum sight distance requirements. Using Fig. D-4.2.2.2 below, the required sight distances for various vehicle types with a 70 km/hr design speed (posted 60 km/hr) are as follows:

Vehicle Type	Req'd Sight Distance – 70 kph
Passenger Vehicle (P)	135 m
Single Unit or Bus (SU)	210 m
Semi-Trailer Combination (WB15)	270 m
Semi-Trailer Comb. (WB21, WB23, WB28, WB33)	360 m



The available site distance at this intersection is sufficient for this development. The design vehicle used is a SU vehicle type.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

4. TRAFFIC ANALYSIS – Twp. Rd. 532A & RV Storage Approach Int.

4.1 Design Speed

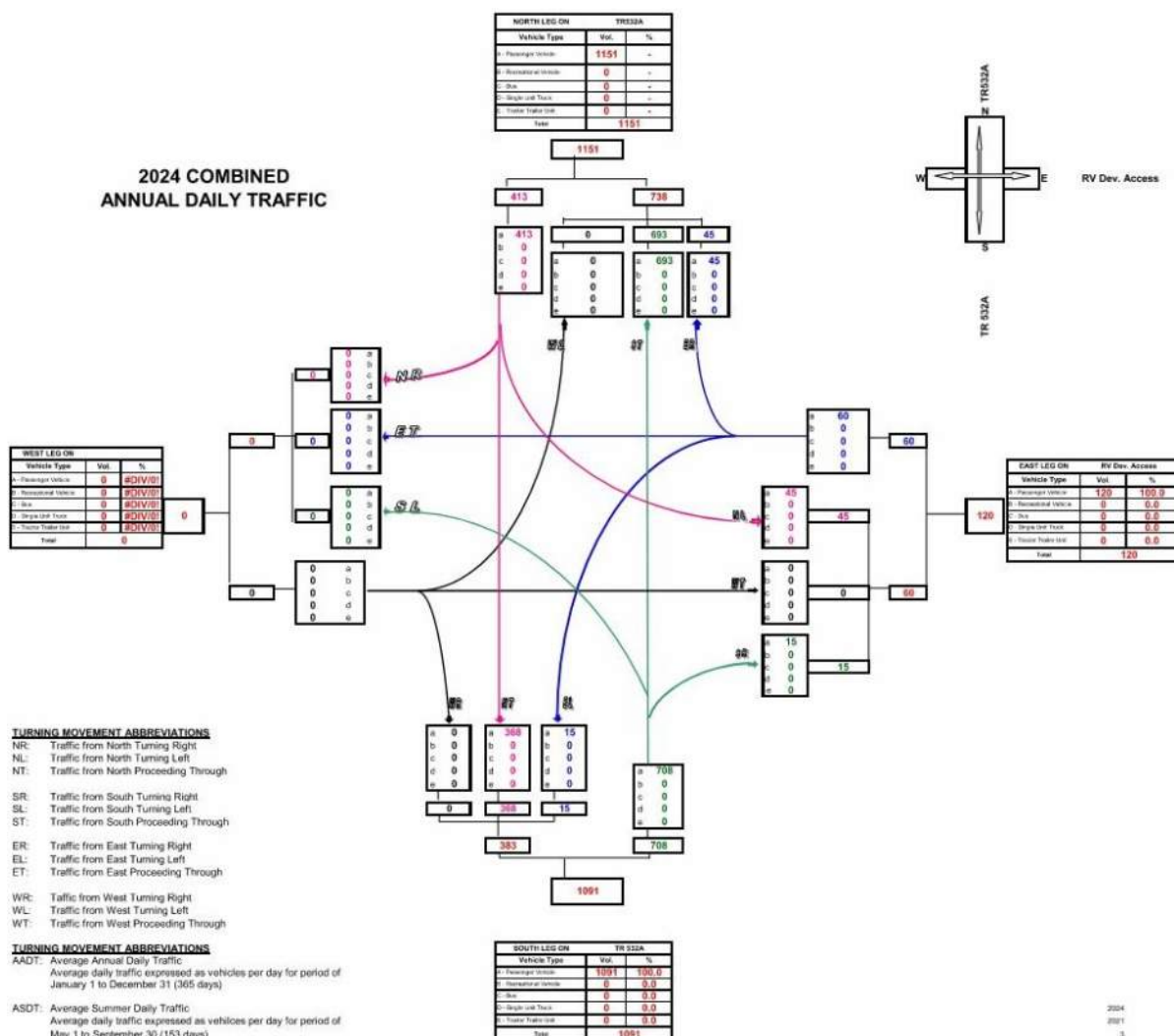
The posted speed on Twp. Rd. 532A at this location is 80 km/hr. It is therefore reasonable to conclude that a design speed of 90 km/h is suitable.

4.2 Highway Traffic Volumes

There are no existing traffic volumes on Twp. Rd. 532A. A traffic count was conducted on Aug. 18, 2021, and the results are shown in Section 3 of this report. The 2024 combined traffic volumes for Township Road 532A and RV Development access intersection are shown below:

D&A PAULICHUK
CONSULTING LTD.

Turning Movement Summary Diagram

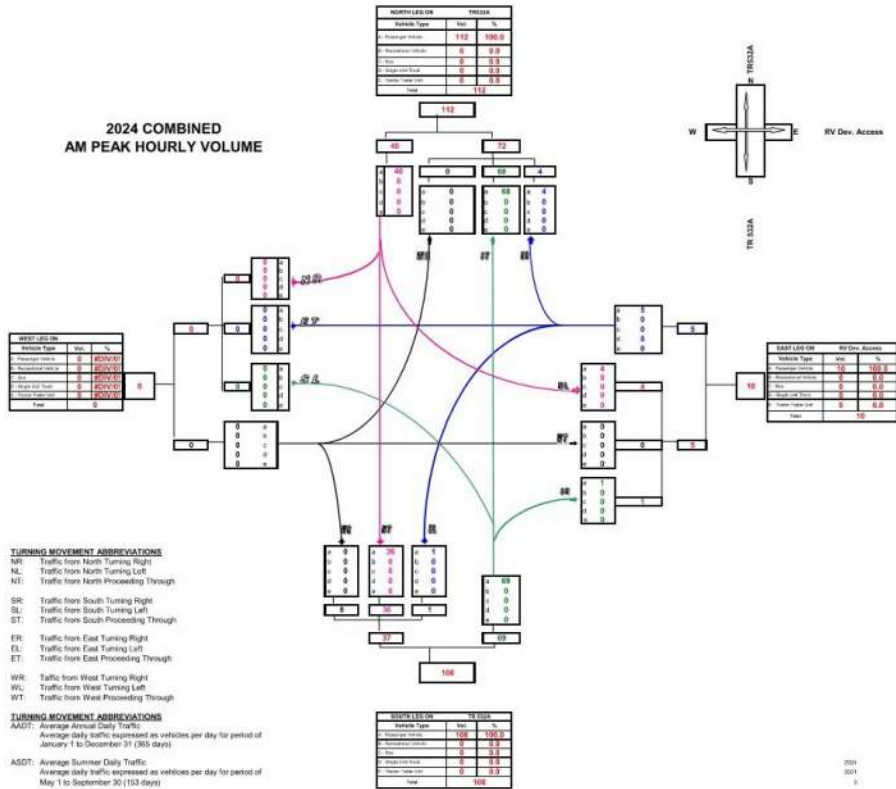


TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

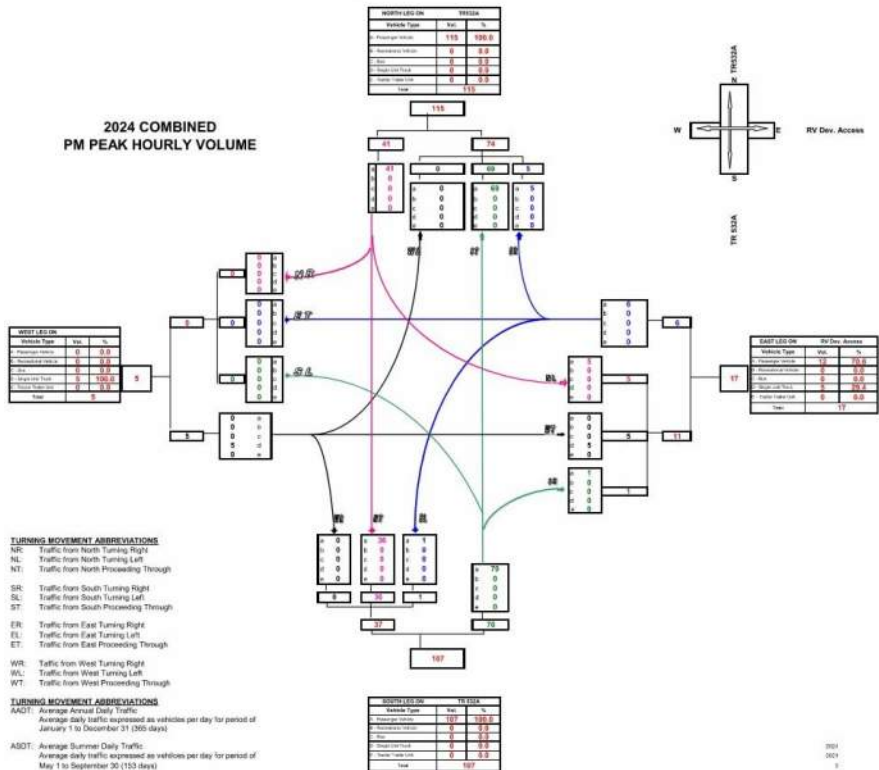
D&A PAULICHUK
 CONSULTING LTD.

Turning Movement Summary Diagram



D&A PAULICHUK
 CONSULTING LTD.

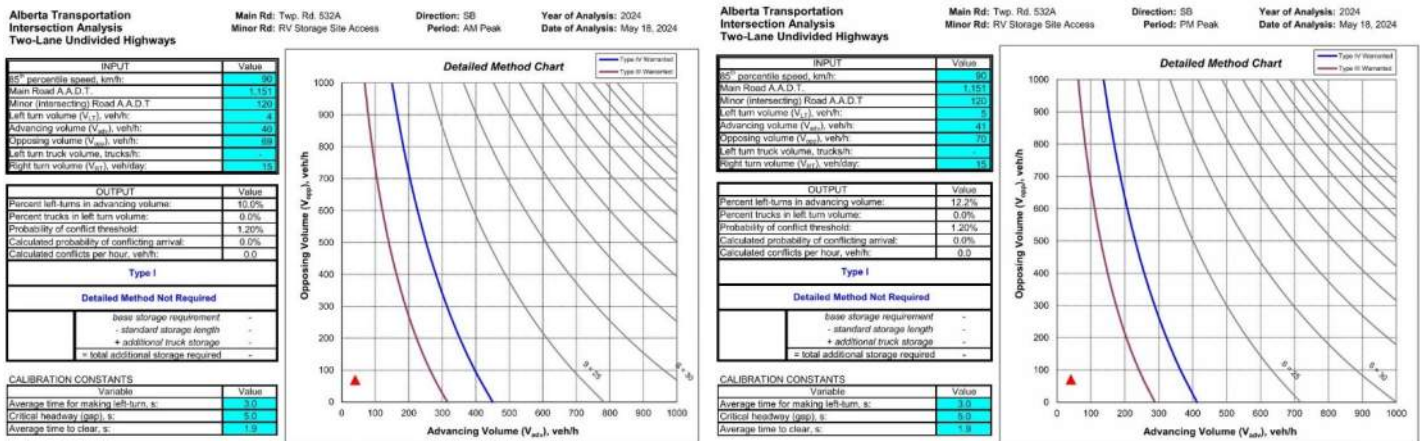
Turning Movement Summary Diagram



3.6 Intersection Analysis

The combined 2024 turning movements for the Township Road 532A and RV Storage Site Access intersection were assessed for intersection treatment requirements in accordance to Alberta Transportation Guidelines as shown below:

Year 2022

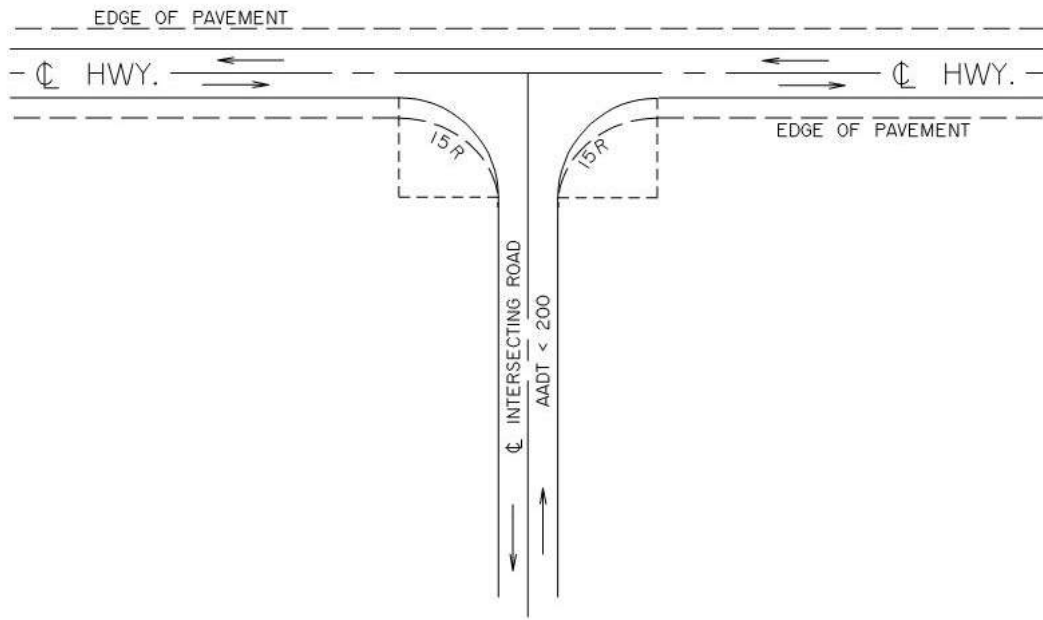


The above analysis indicates that a Type I intersection treatment is warranted for Year 2024.

The existing treatment at this location is presently a Type I treatment as shown below:



FIGURE D-7a INTERSECTION TREATMENT (TYPE Ia)
 (Two-Lane Highway)



The RV Storage Site development does not trigger any improvements to this existing intersection in Year 2024. No improvements are warranted for Year 2024 with the added development traffic.

3.8 Intersectional Sight Distance

The proposed development will be generating RVs turning from the existing approach and sight distance from this location is to be reviewed as shown below:



Viewing to the north onto Twp. Rd. 532A from the proposed RV Storage Site Access approach.



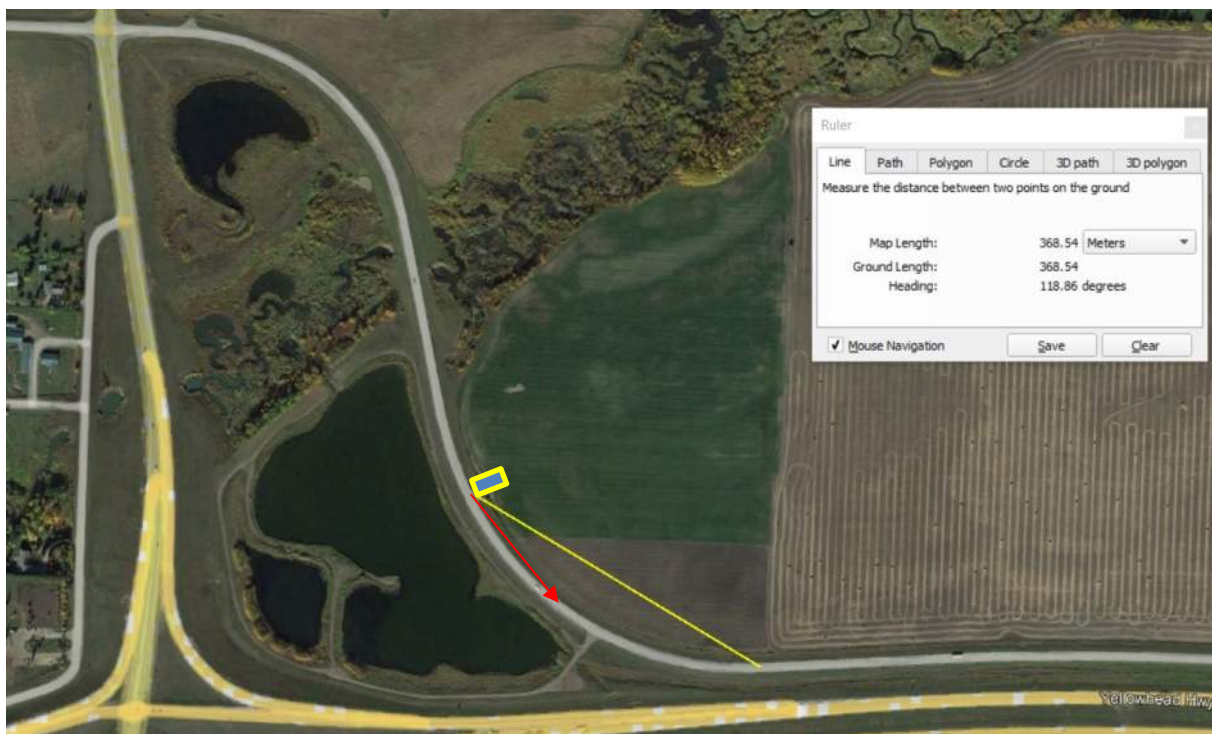
Viewing to the south onto Twp. Rd. 532A from the proposed RV Storage Site Access approach.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County



The available site distance on Twp. Rd. 532A to the north from the development access is 450m as show above.



The available site distance on Twp. Rd. 532A to the south from the development is over 350m without any brush/tree sight restrictions. Presently the brush/trees reduce sight distance to the south to only 170m. See photos below.

TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County



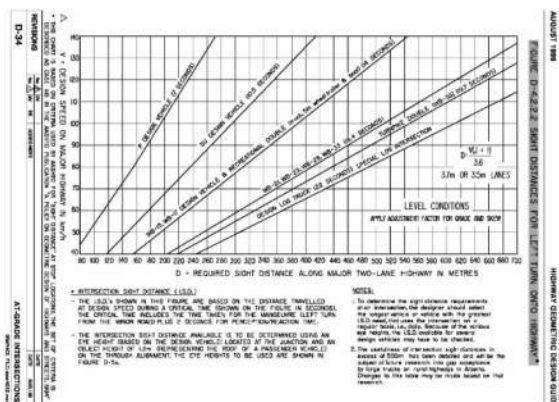
Viewing to the south onto Twp. Rd. 532A from the proposed RV Storage Site Access approach. Small trees/brush is blocking view to the south from the approach.



Viewing to the north from the Twp. Rd. 532A East approach. If these trees/brush could be removed along the perimeter of the property, the sight distance could be improved to the beginning of the curve to the east, achieving >350m.

In accordance with section D.4 of Alberta Transportation's Highway Geometric Design Guide, "Sight Distances at Intersections", the sight distance for left turning vehicles from the approach, without interfering with vehicles nearing the approach, is used for determination of minimum sight distance requirements. Using Fig. D-4.2.2.2 below, the required sight distances for various vehicle types with a 90 km/hr design speed (posted 80 km/hr) are as follows:

<u>Vehicle Type</u>	<u>Req'd Sight Distance – 90 kph</u>
Passenger Vehicle (P)	175 m
Single Unit or Bus (SU)	267 m
Semi-Trailer Combination (WB15)	350 m
Semi-Trailer Comb. (WB21, WB23, WB28, WB33)	460 m



TRAFFIC IMPACT BRIEF

SPRUCE GROVE RV Storage Site
Township Road 532A, E. of Rge. Rd. 274
SW 16 of 53-27-W4M
Parkland County

It is recommended that the pockets of small trees and brush be removed along the curve to Twp. Rd. 532A to the south of the proposed RV Storage Site Access approach in order to gain over 350m of intersectional sight distance as shown below.



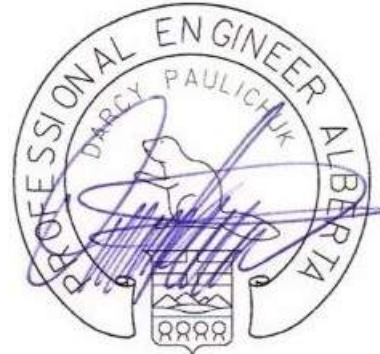
Upon this recommended clearing, the available site distance at this intersection is sufficient for this development. The design vehicle used is a SU vehicle type.

5. CLOSURE

We trust the information provided meets your present requirements. Should any questions arise, please contact our office at your convenience.



Darcy O. Paulichuk, P. Eng.



May 18, 2024

APEGGA Permit to Practice Number: P12132
D&A Paulichuk Consulting Ltd.

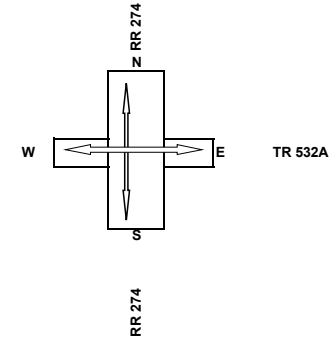
Turning Movement Summary Diagram

Intersection of: RR 274 & TR 532A

2021 AADT
from Traffic Count Conversion

WEST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	975	95.965
B - Recreational Vehicle	1	0.10
C - Bus	4	0.39
D - Single Unit Truck	33	3.25
E - Tractor Trailer Unit	3	0.30
Total	1016	

NORTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	3666	98.60
B - Recreational Vehicle	3	0.08
C - Bus	3	0.08
D - Single Unit Truck	46	1.24
E - Tractor Trailer Unit	0	0.00
Total	3718	



NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

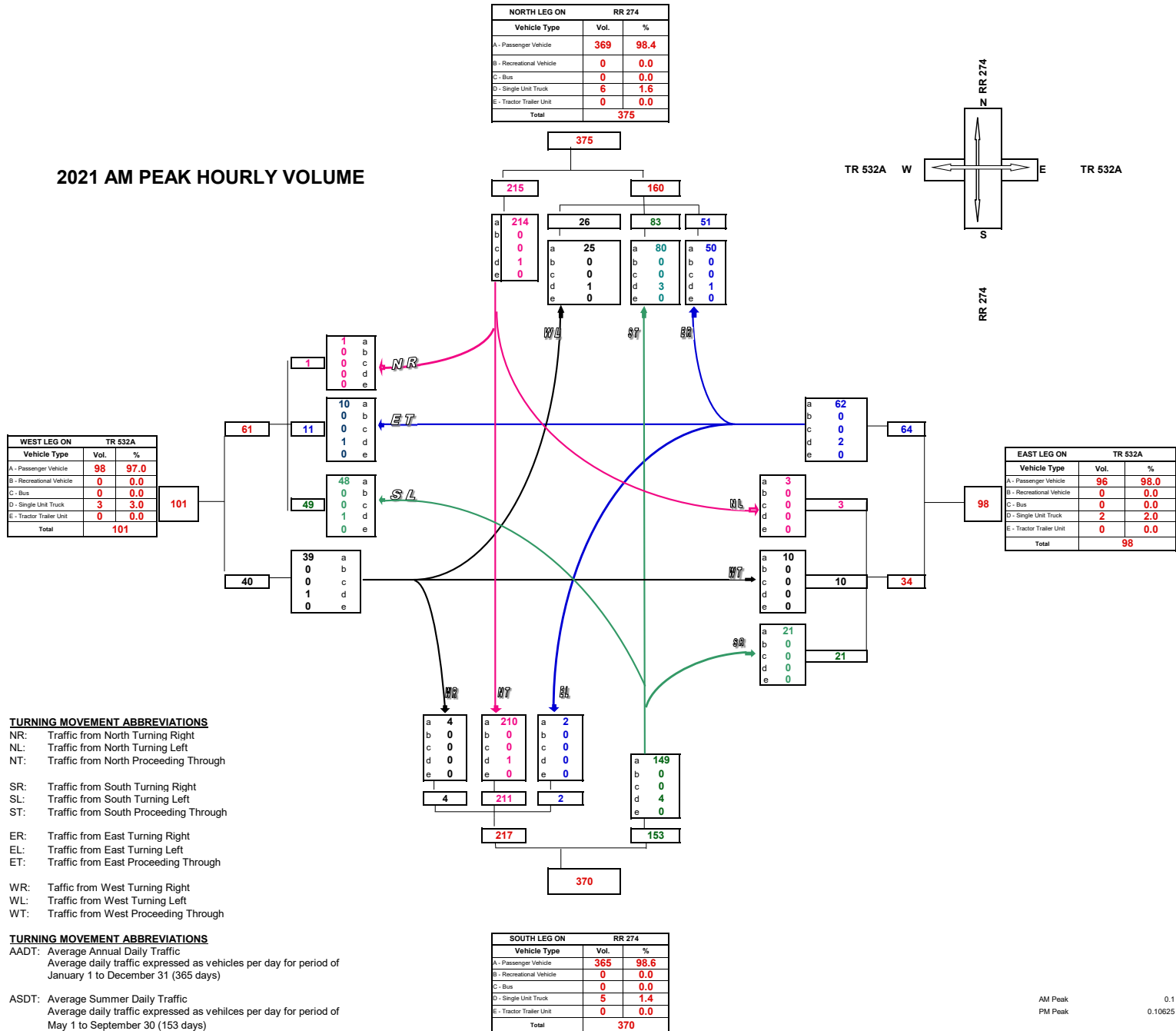
ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

SOUTH LEG ON RR 274		
Vehicle Type	Vol.	%
A - Passenger Vehicle	3605	98.55
B - Recreational Vehicle	2	0.05
C - Bus	3	0.08
D - Single Unit Truck	48	1.31
E - Tractor Trailer Unit	0	0.00
Total	3658	

EAST LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	956	96.18
B - Recreational Vehicle	2	0.20
C - Bus	4	0.40
D - Single Unit Truck	29	2.92
E - Tractor Trailer Unit	3	0.30
Total	994	

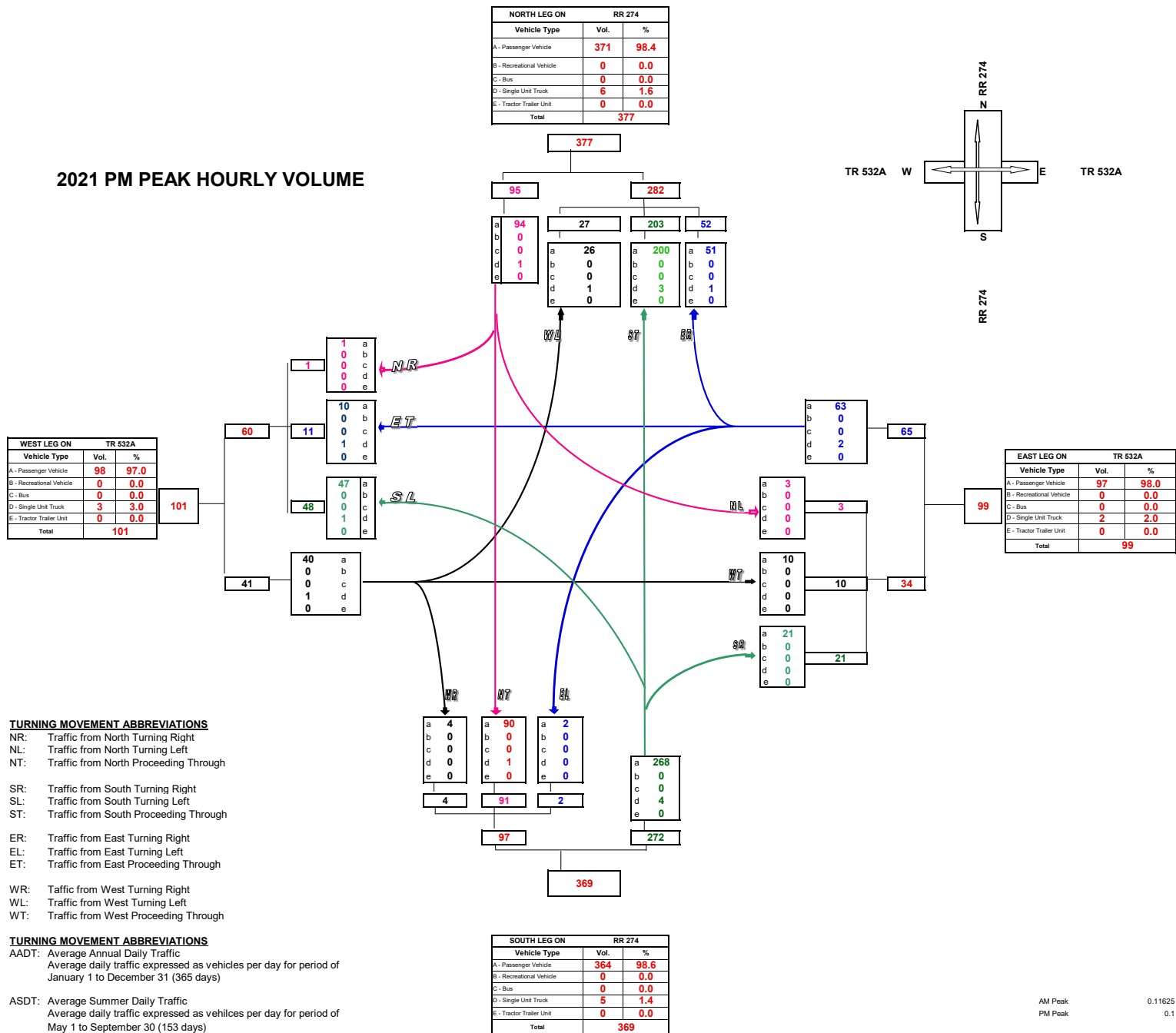
Turning Movement Summary Diagram

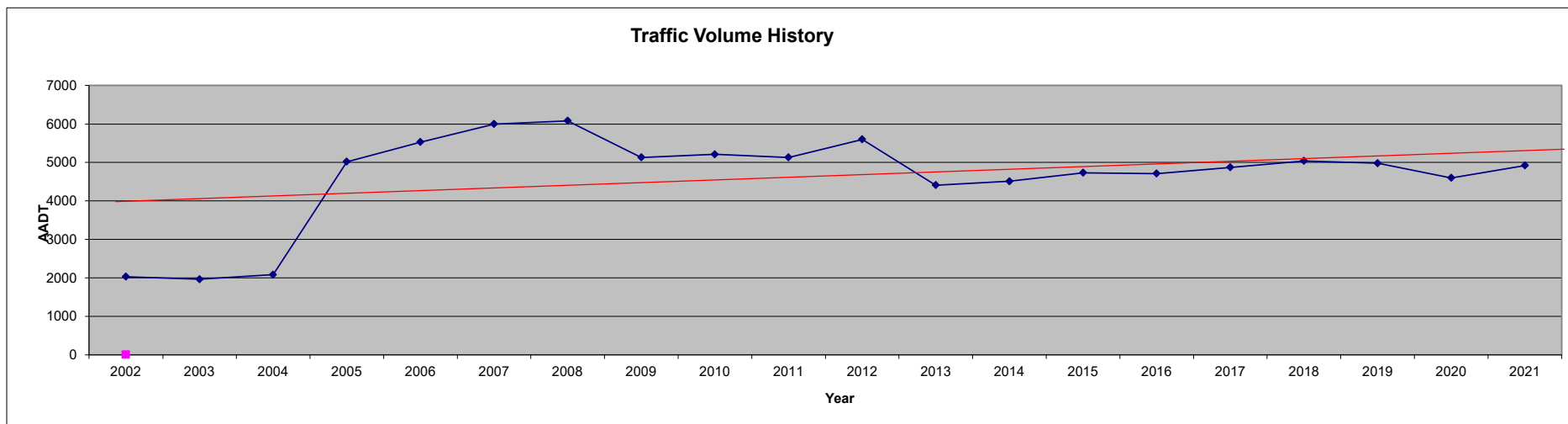
2021 AM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

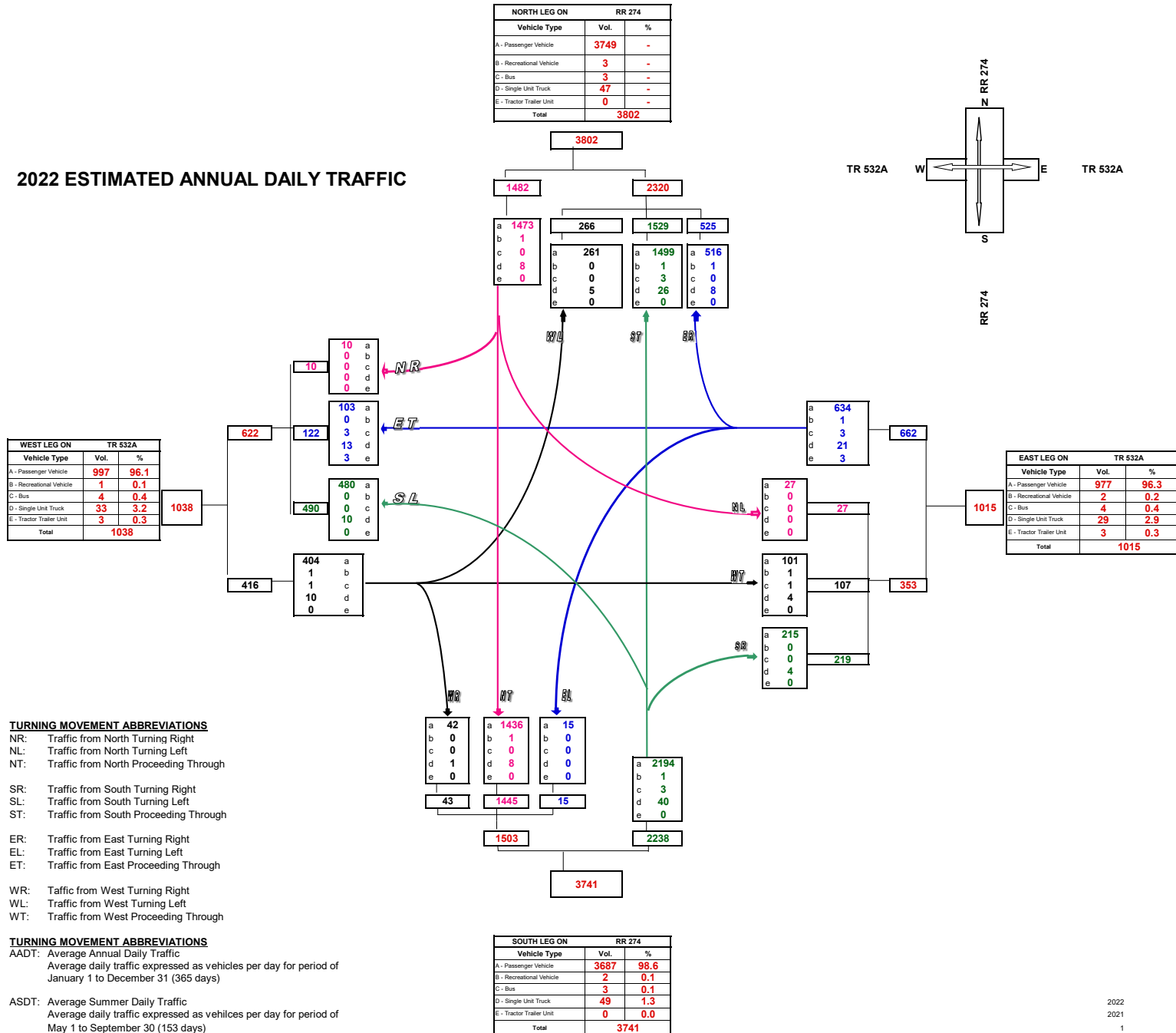
2021 PM PEAK HOURLY VOLUME





Turning Movement Summary Diagram

2022 ESTIMATED ANNUAL DAILY TRAFFIC



Turning Movement Summary Diagram

2022 ESTIMATED AM PEAK HOURLY VOLUME

WEST LEG ON		TR 532A	
Vehicle Type	Vol.		%
A - Passenger Vehicle	100		97.1
B - Recreational Vehicle	0		0.0
C - Bus	0		0.0
D - Single Unit Truck	3		2.9
E - Tractor Trailer Unit	0		0.0
Total	103		

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

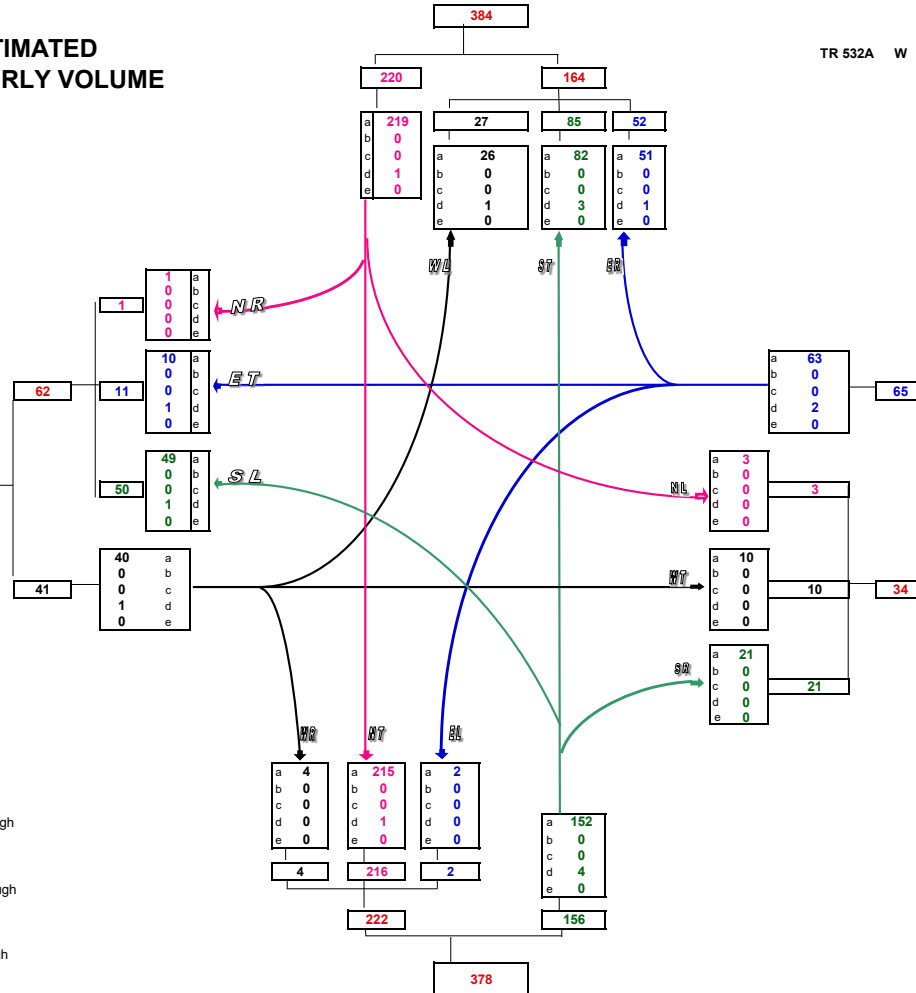
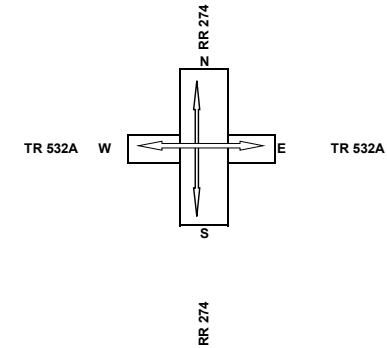
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON		RR 274	
Vehicle Type	Vol.		%
A - Passenger Vehicle	378		98.4
B - Recreational Vehicle	0		0.0
C - Bus	0		0.0
D - Single Unit Truck	6		1.6
E - Tractor Trailer Unit	0		0.0
Total	384		



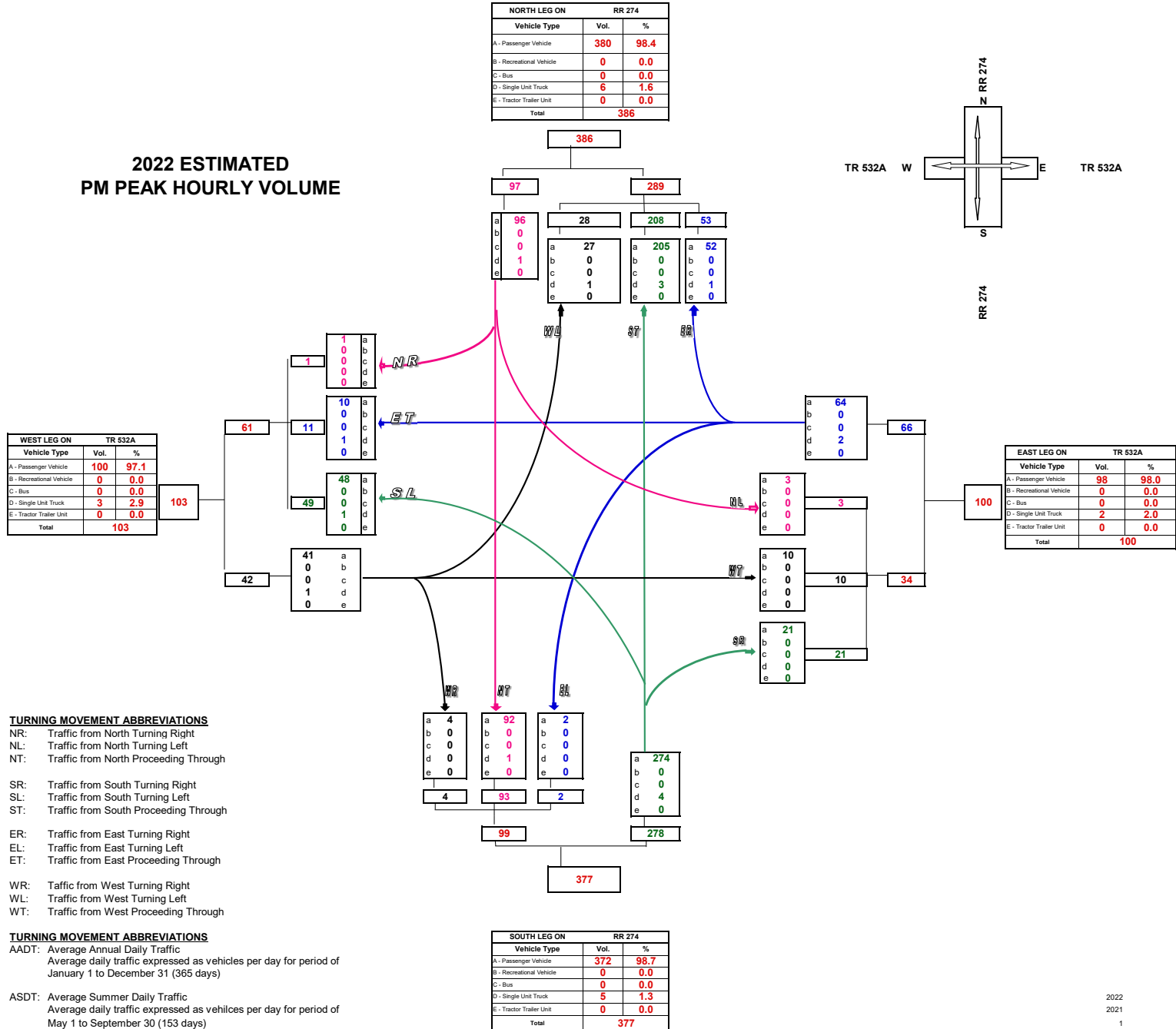
EAST LEG ON		TR 532A	
Vehicle Type	Vol.		%
A - Passenger Vehicle	97		98.0
B - Recreational Vehicle	0		0.0
C - Bus	0		0.0
D - Single Unit Truck	2		2.0
E - Tractor Trailer Unit	0		0.0
Total	99		

SOUTH LEG ON		RR 274	
Vehicle Type	Vol.		%
A - Passenger Vehicle	373		98.7
B - Recreational Vehicle	0		0.0
C - Bus	0		0.0
D - Single Unit Truck	5		1.3
E - Tractor Trailer Unit	0		0.0
Total	378		

2022
2021
1

Turning Movement Summary Diagram

2022 ESTIMATED PM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

2024 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

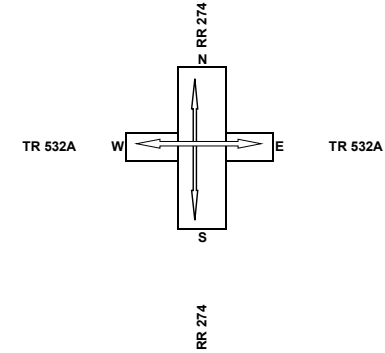
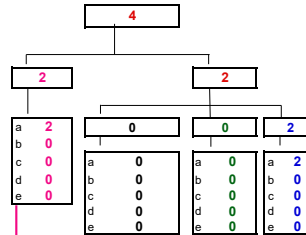
WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0%
B - Recreational Vehicle	0	0.0%
C - Bus	0	0.0%
D - Single Unit Truck	0	0.0%
E - Tractor Trailer Unit	0	0.0%
Total	4	

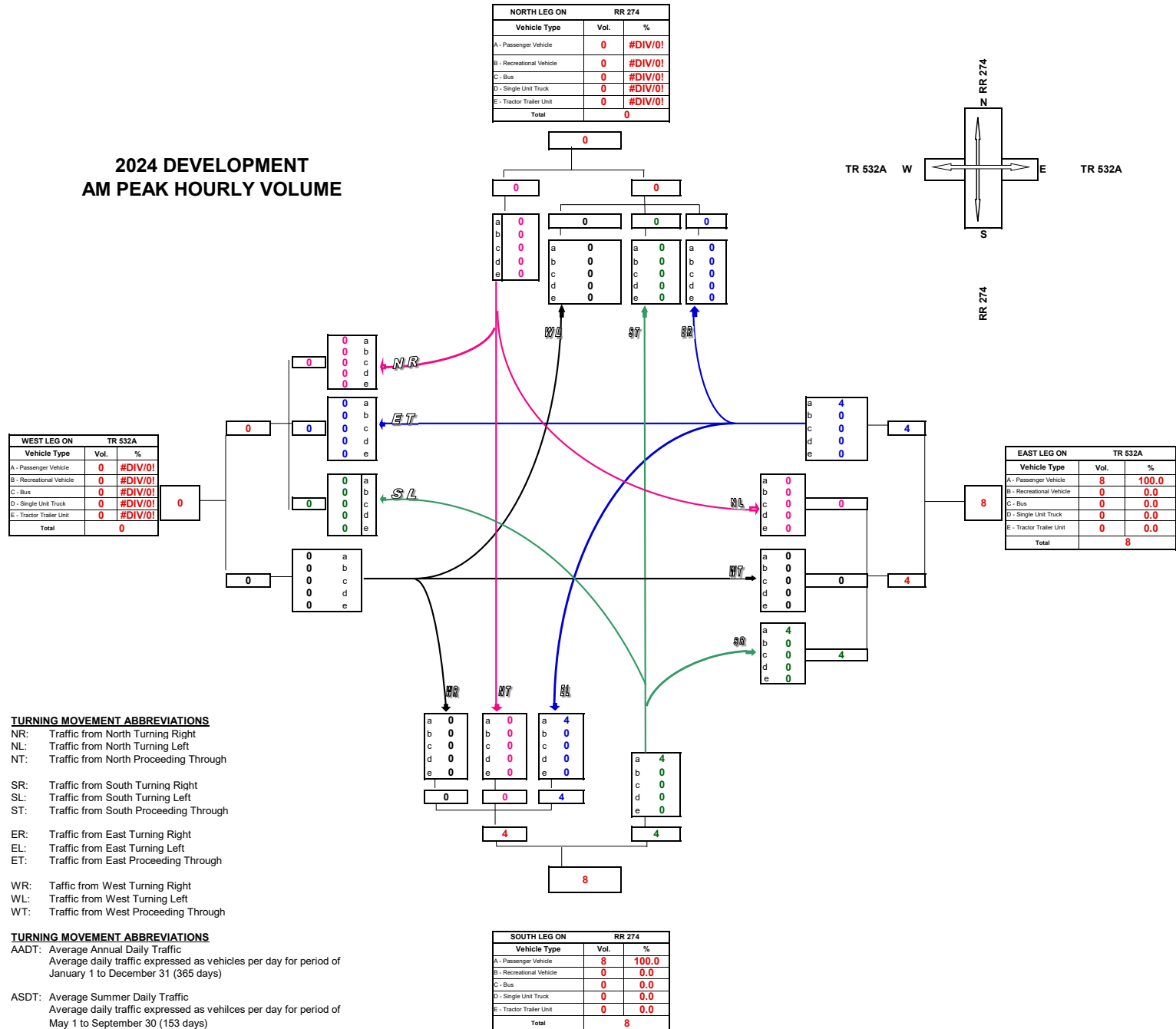


EAST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	90	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	90	

SOUTH LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	86	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	86	

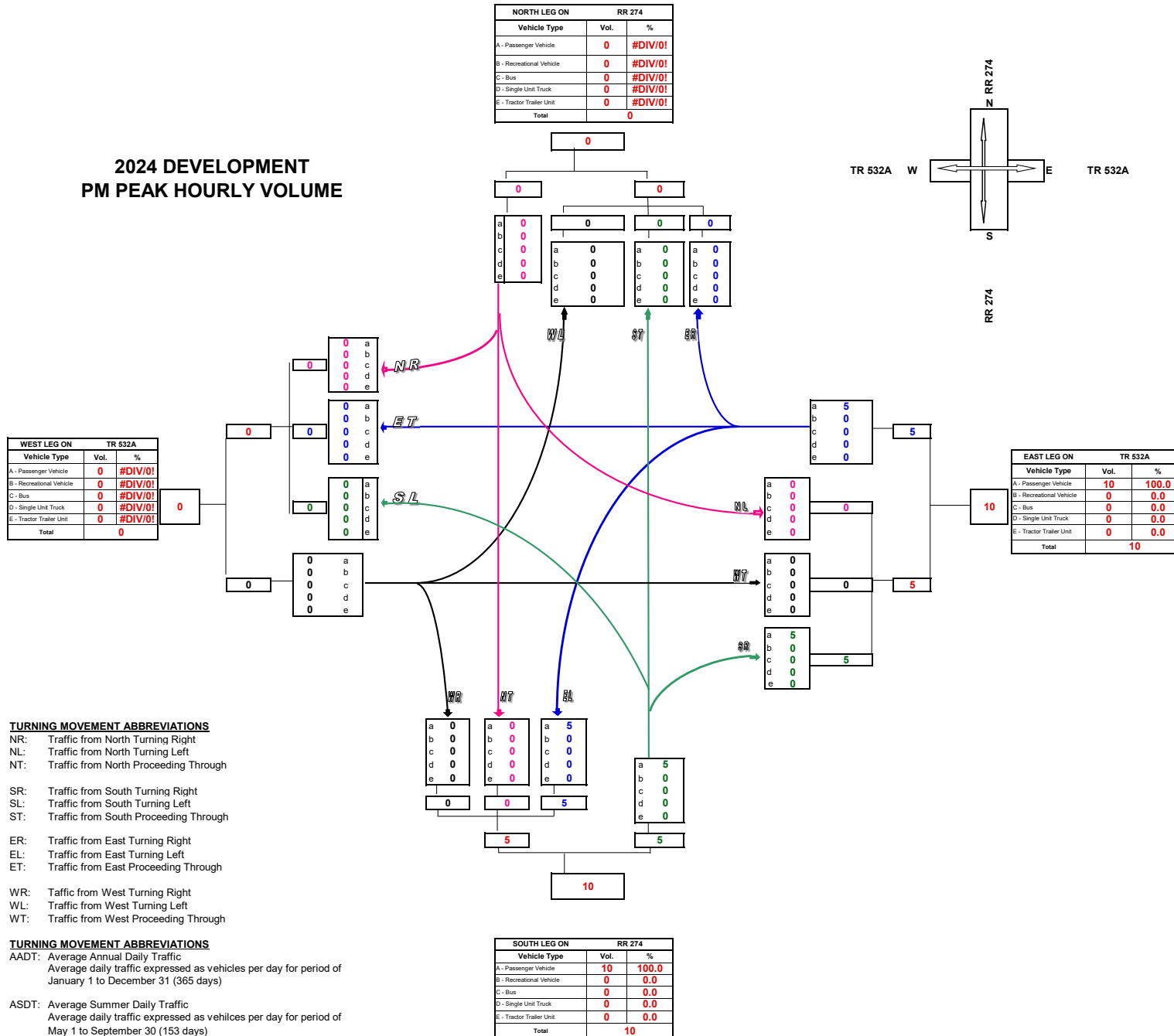
Turning Movement Summary Diagram

2024 DEVELOPMENT AM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

2024 DEVELOPMENT PM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

2024 COMBINED ANNUAL DAILY TRAFFIC

WEST LEG ON			TR 532A		
Vehicle Type	Vol.	%			
A - Passenger Vehicle	1042	96.0			
B - Recreational Vehicle	1	0.1			
C - Bus	4	0.4			
D - Single Unit Truck	35	3.2			
E - Tractor Trailer Unit	3	0.3			
Total	1085				

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

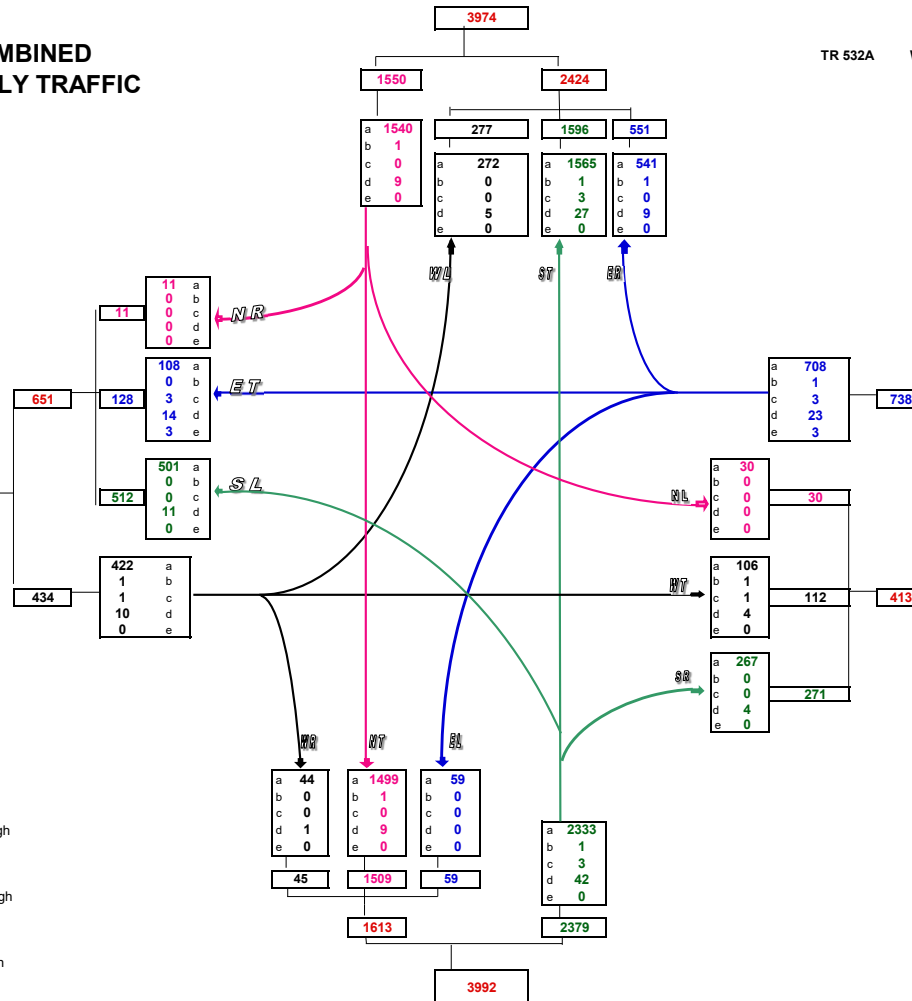
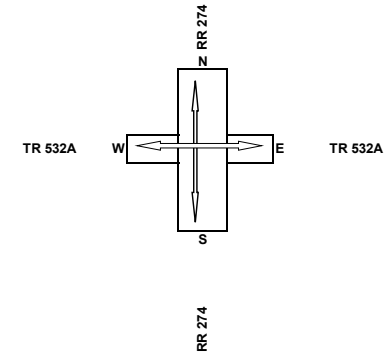
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

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Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON			RR 274		
Vehicle Type	Vol.	%			
A - Passenger Vehicle	3918	-			
B - Recreational Vehicle	3	-			
C - Bus	3	-			
D - Single Unit Truck	50	-			
E - Tractor Trailer Unit	0	-			
Total	3974				



SOUTH LEG ON			RR 274		
Vehicle Type	Vol.	%			
A - Passenger Vehicle	3935	98.6			
B - Recreational Vehicle	2	0.1			
C - Bus	3	0.1			
D - Single Unit Truck	52	1.3			
E - Tractor Trailer Unit	0	0.0			
Total	3992				

Turning Movement Summary Diagram

2024 COMBINED AM PEAK HOURLY VOLUME

WEST LEG ON		TR 532A	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	105	97.2	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	3	2.8	
E - Tractor Trailer Unit	0	0.0	
Total	108		

TURNING MOVEMENT ABBREVIATIONS

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NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
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ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

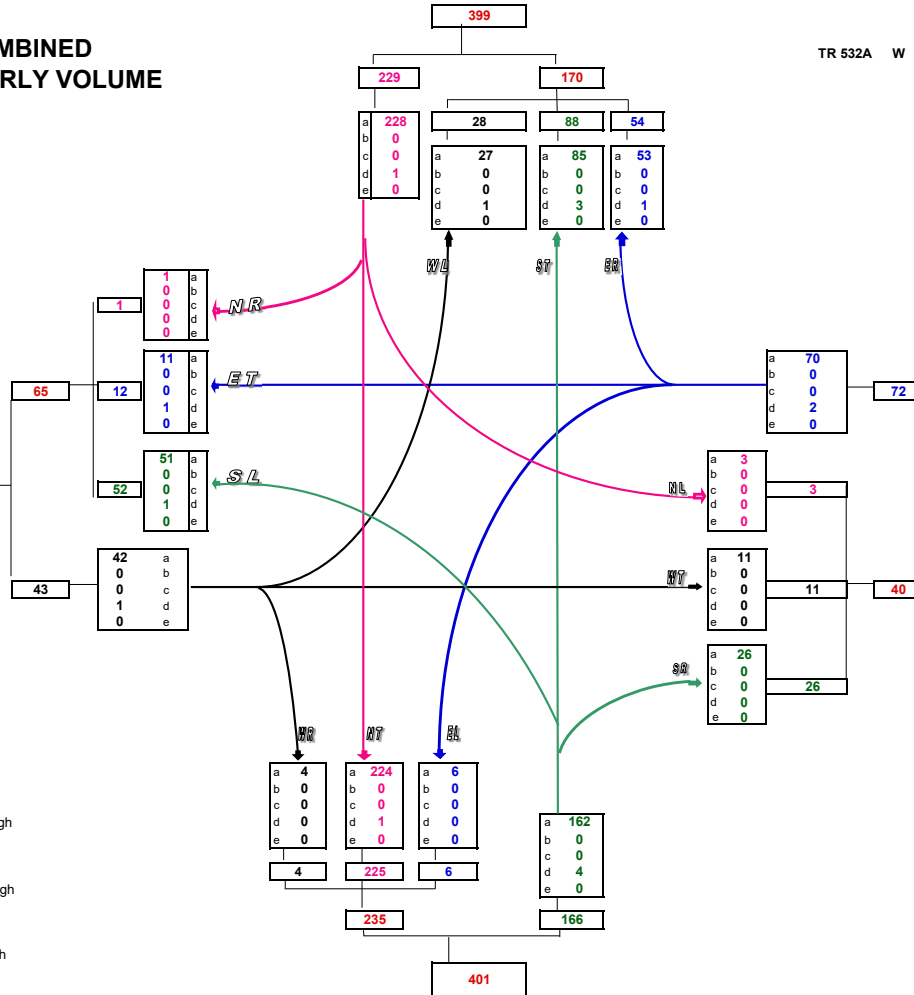
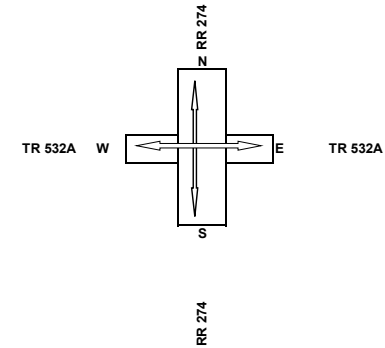
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

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Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

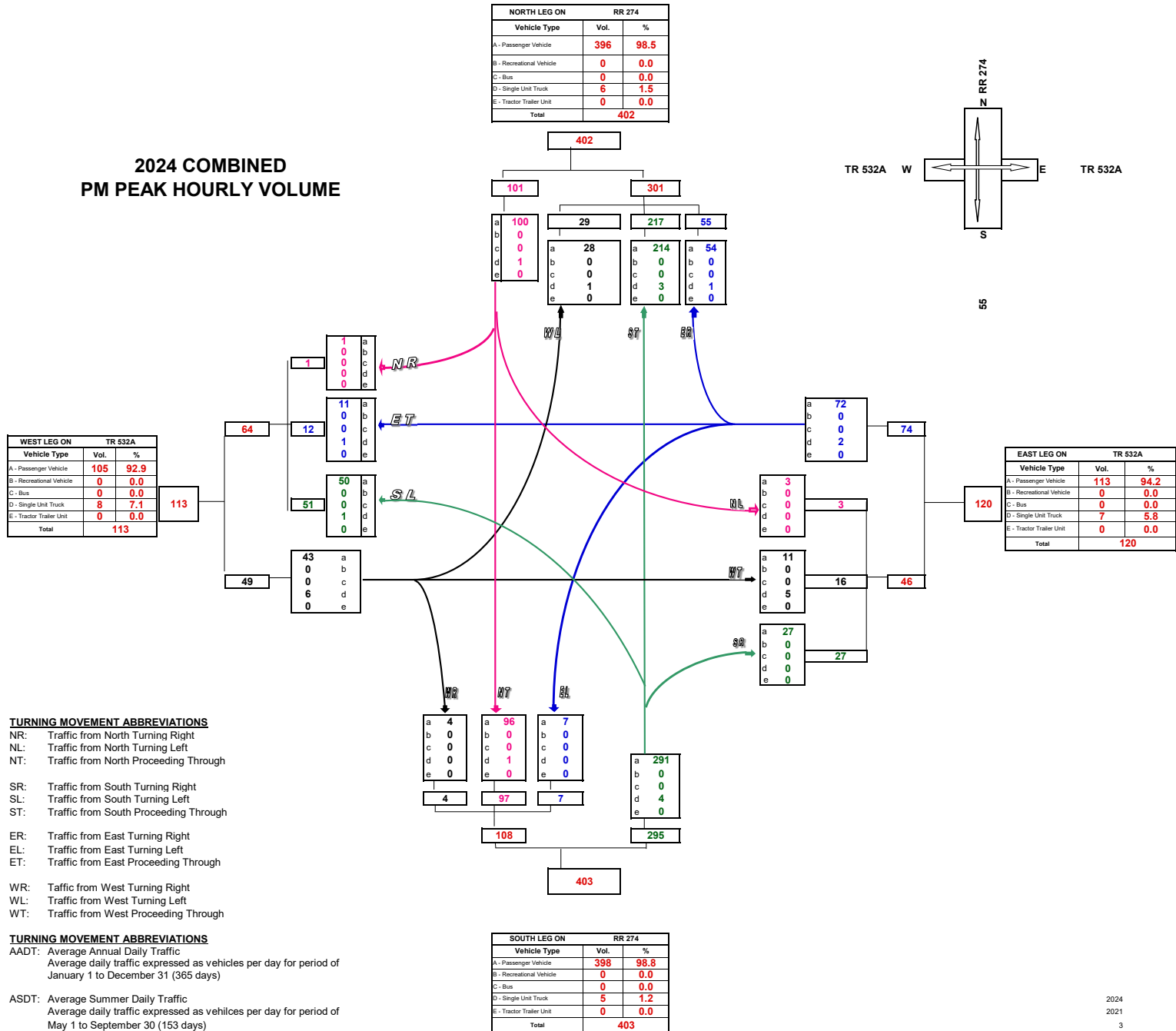
NORTH LEG ON		RR 274	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	393	98.5	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	6	1.5	
E - Tractor Trailer Unit	0	0.0	
Total	399		



SOUTH LEG ON		RR 274	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	396	98.8	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	5	1.2	
E - Tractor Trailer Unit	0	0.0	
Total	401		

Turning Movement Summary Diagram

2024 COMBINED PM PEAK HOURLY VOLUME



Turning Movement Summary Diagram

2024 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

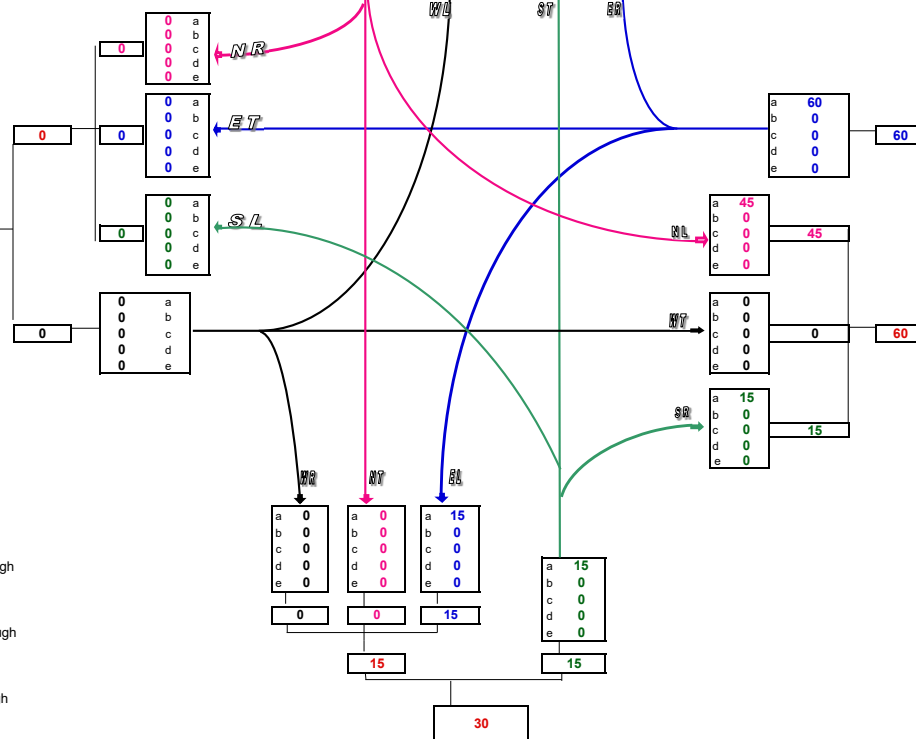
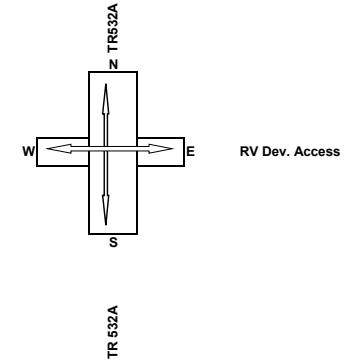
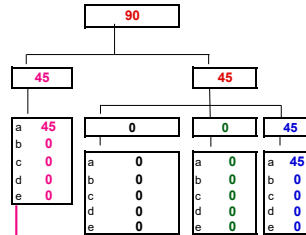
WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	90	100.0%
B - Recreational Vehicle	0	0.0%
C - Bus	0	0.0%
D - Single Unit Truck	0	0.0%
E - Tractor Trailer Unit	0	0.0%
Total	90	



EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	120	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	120	

SOUTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	30	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	30	

Turning Movement Summary Diagram

2024 DEVELOPMENT AM PEAK HOURLY VOLUME

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

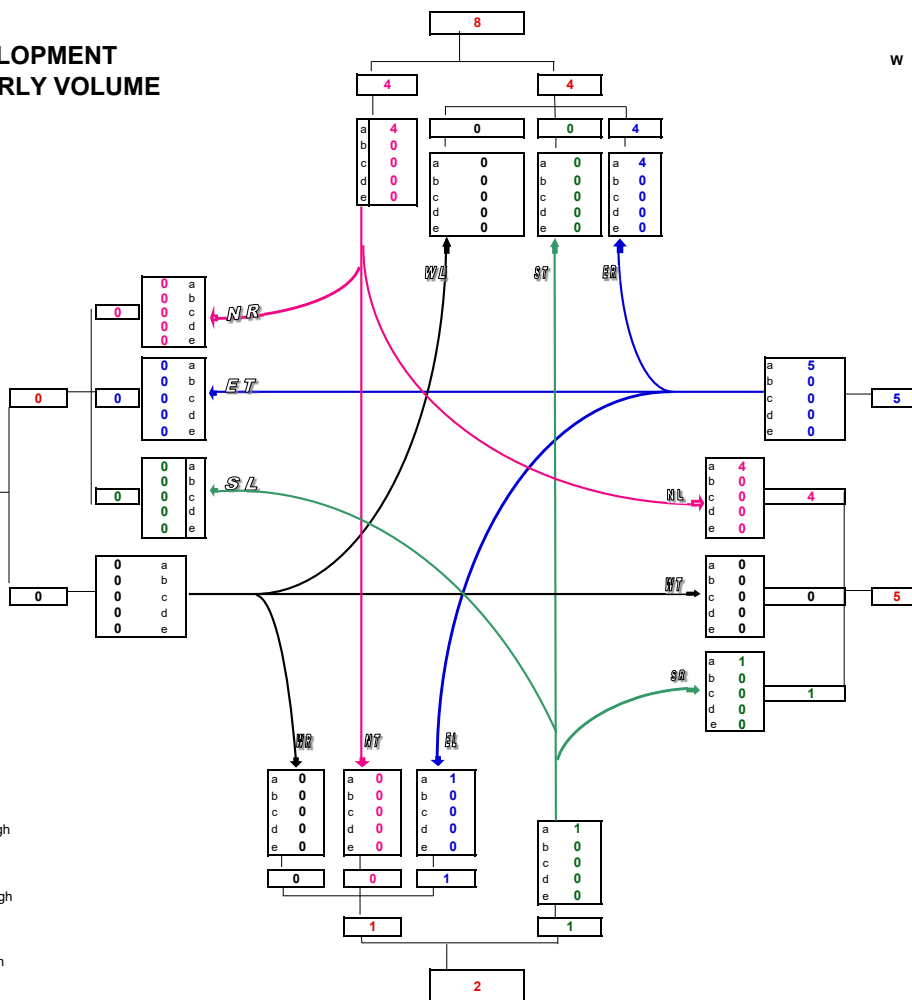
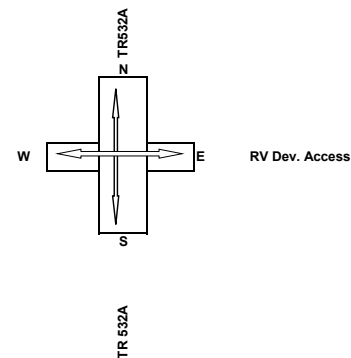
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	8	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	8	

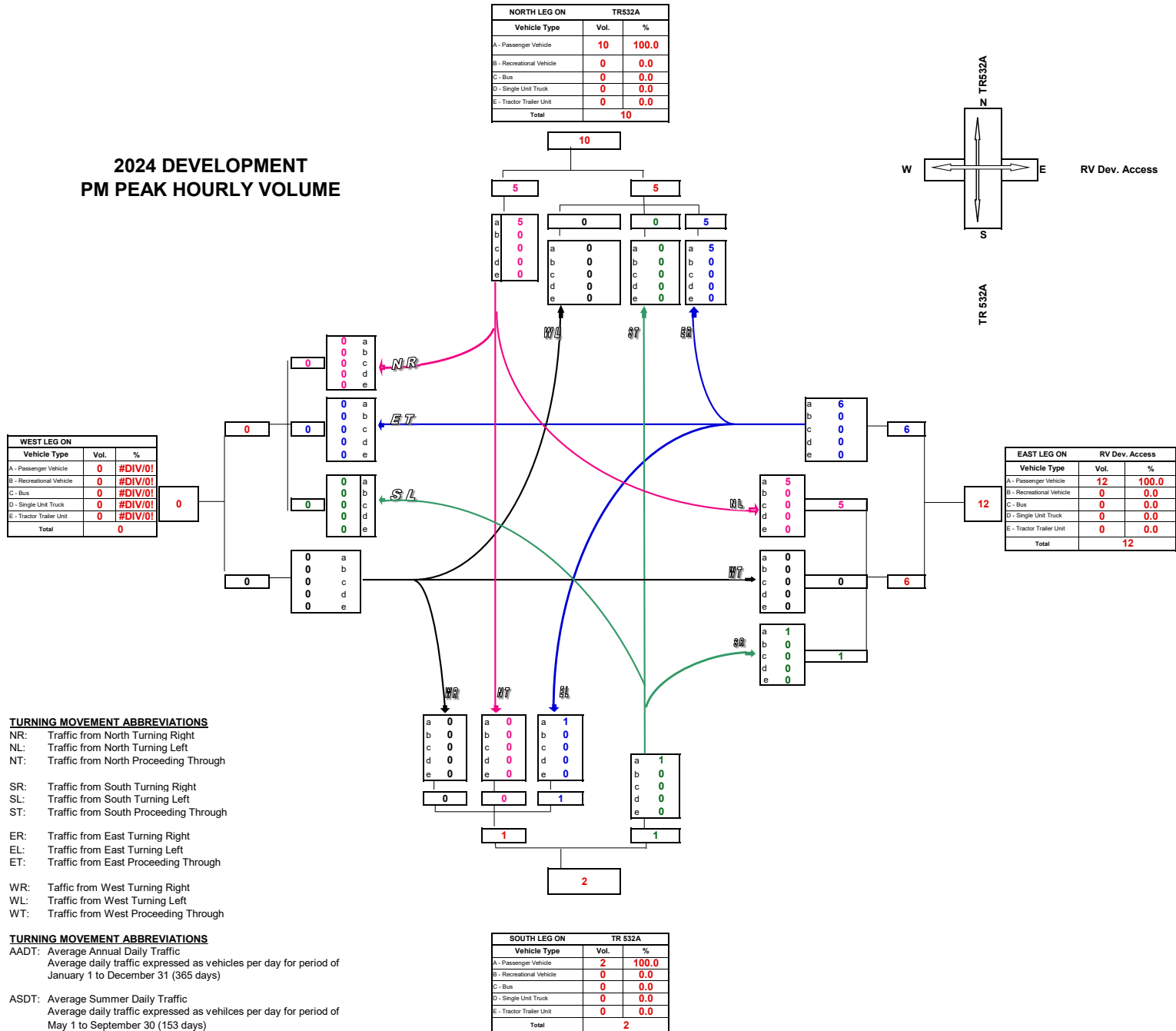


SOUTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	2	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	2	

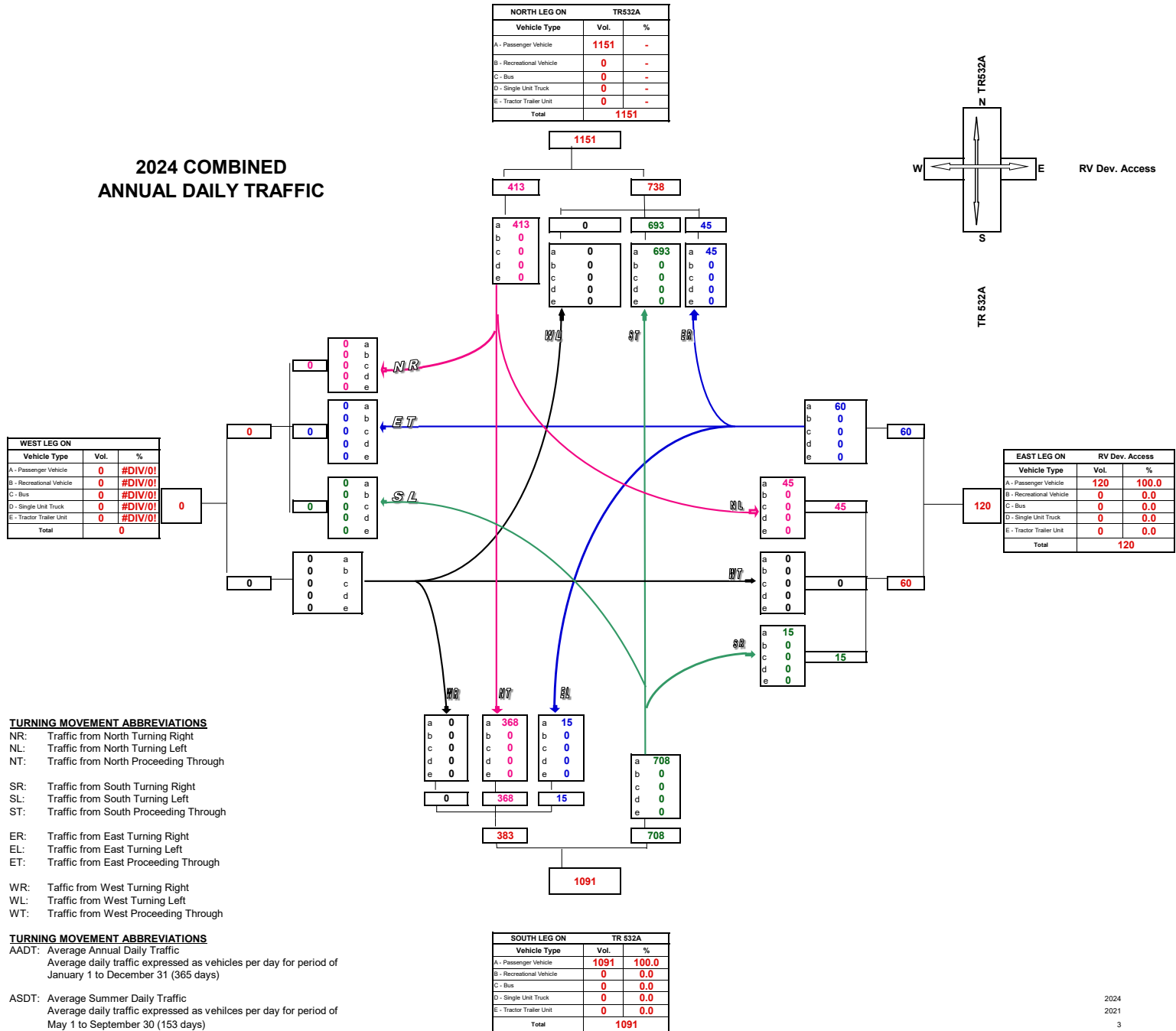
EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	10	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	10	

Turning Movement Summary Diagram

2024 DEVELOPMENT PM PEAK HOURLY VOLUME



Turning Movement Summary Diagram



Turning Movement Summary Diagram

2024 COMBINED AM PEAK HOURLY VOLUME

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

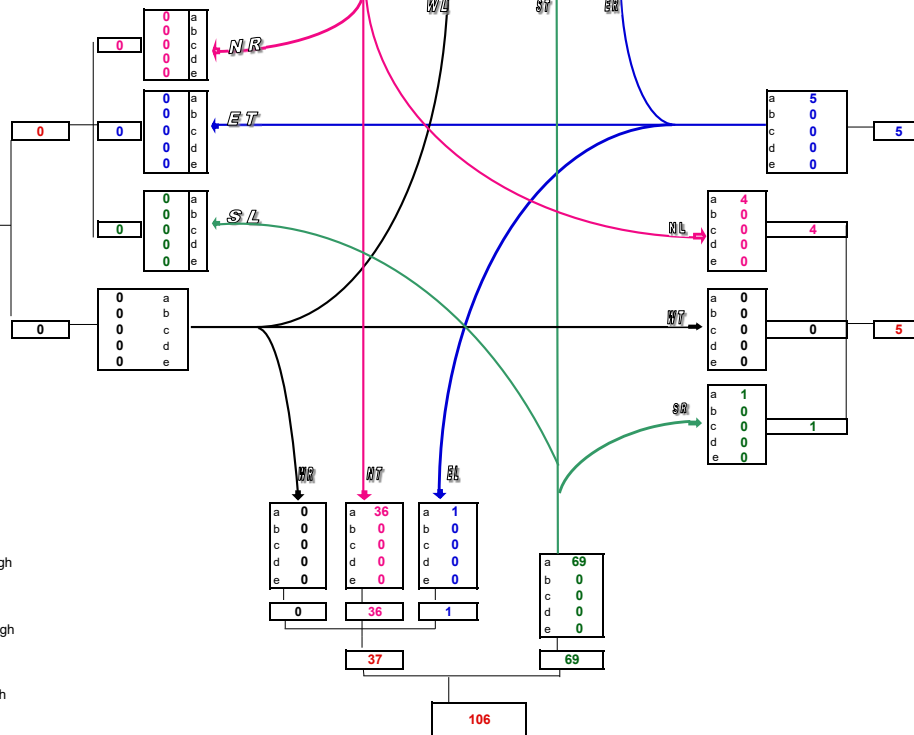
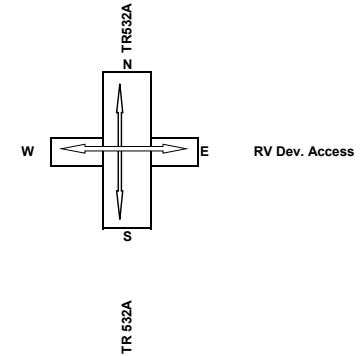
TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	112	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	112	

112	40	72
a 40	0	68
b 0	0	4
c 0	0	0
d 0	0	0
e 0	0	0



EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	10	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	10	

SOUTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	106	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	106	

2024
2021
3

Turning Movement Summary Diagram

2024 COMBINED PM PEAK HOURLY VOLUME

WEST LEG ON		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	0.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	100.0
E - Tractor Trailer Unit	0	0.0
Total	5	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

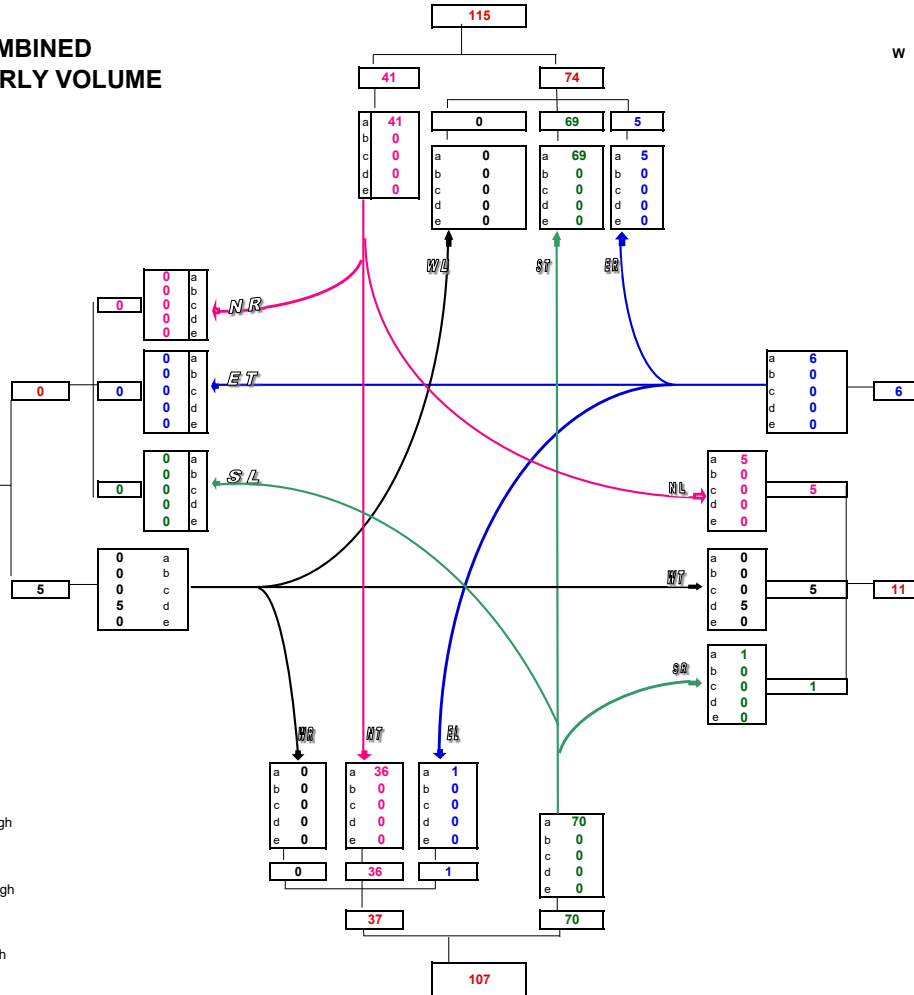
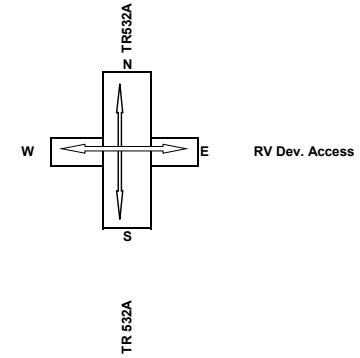
WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON TR532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	115	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	115	



SOUTH LEG ON TR 532A		
Vehicle Type	Vol.	%
A - Passenger Vehicle	107	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	107	

EAST LEG ON RV Dev. Access		
Vehicle Type	Vol.	%
A - Passenger Vehicle	12	70.6
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	5	29.4
E - Tractor Trailer Unit	0	0.0
Total	17	

2024
2021
3

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔		↔	↔
Traffic Vol, veh/h	28	11	4	6	12	54	52	88	26	3	225	1
Future Vol, veh/h	28	11	4	6	12	54	52	88	26	3	225	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	29	12	4	6	13	57	55	93	27	3	237	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	495	473	237	455	447	93	238	0	0	120	0	0
Stage 1	243	243	-	203	203	-	-	-	-	-	-	-
Stage 2	252	230	-	252	244	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	480	485	795	510	502	956	1311	-	-	1449	-	-
Stage 1	754	699	-	792	728	-	-	-	-	-	-	-
Stage 2	746	708	-	746	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	427	462	795	480	478	956	1311	-	-	1449	-	-
Mov Cap-2 Maneuver	427	462	-	480	478	-	-	-	-	-	-	-
Stage 1	720	698	-	756	695	-	-	-	-	-	-	-
Stage 2	658	676	-	728	698	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.8		10.2		2.5		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1311	-	-	455	765	1449	-
HCM Lane V/C Ratio	0.042	-	-	0.099	0.099	0.002	-
HCM Control Delay (s)	7.9	0	-	13.8	10.2	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0	-

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	29	16	4	7	12	55	51	217	27	3	108	1
Future Vol, veh/h	29	16	4	7	12	55	51	217	27	3	108	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	31	17	4	7	13	58	54	228	28	3	114	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	506	484	114	467	457	228	115	0	0	256	0	0
Stage 1	120	120	-	336	336	-	-	-	-	-	-	-
Stage 2	386	364	-	131	121	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	472	478	931	501	495	804	1455	-	-	1292	-	-
Stage 1	877	791	-	672	637	-	-	-	-	-	-	-
Stage 2	631	619	-	865	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	414	456	931	468	473	804	1455	-	-	1292	-	-
Mov Cap-2 Maneuver	414	456	-	468	473	-	-	-	-	-	-	-
Stage 1	839	789	-	643	610	-	-	-	-	-	-	-
Stage 2	549	592	-	841	788	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.1		11		1.3		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	448	681	1292	-
HCM Lane V/C Ratio	0.037	-	-	0.115	0.114	0.002	-
HCM Control Delay (s)	7.6	0	-	14.1	11	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.4	0	-

EXHIBIT #5 - Biophysical Study



INTEGRATED WEED MANAGEMENT PLAN

SPRUCE GROVE RV STORAGE

Prepared for:

Crossway Developments

Attention: Jon Bauer

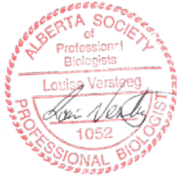
crosswaydevelopments@gmail.com

10714 - 124 Street NW, Edmonton, AB, Canada, T5M 0H1

October 31, 2022

SIGNATURES

Prepared by:



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TABLE OF CONTENTS

Signatures	i
Disclaimer.....	i
1. Overview	1
2. Integrated Weed Management Plan	1
2.1. Legal Requirements	1
2.1. General Mitigation	2
2.1.1. Pre-Construction/Planning Phase	2
2.1.2. Construction Phase	2
2.1.3. Operations Phase.....	2
2.2. Required Weed Control Measures.....	3
2.3. Monitoring and Follow- Up	3
3. References	4

LIST OF TABLES

TABLE 1. Common Noxious and Prohibited Noxious Weed Species Found in Parkland County	1
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LIST OF APPENDICES

APPENDIX A. Herbicides Registered for Industrial Sites

1. OVERVIEW

Invasive plant species, or weeds, are a concern for any development property or site, as the presence of weed species on-site can lead to off-site migration or spread to adjacent lands resulting in potential impacts to native plant species and biodiversity, or productivity of adjacent agricultural cropland. However, simple precautions taken during the planning, construction and operation of Spruce Grove RV Storage can mitigate the potential for weed species establishment on the property.

The key to effective weed management is the early detection and immediate control or eradication of known weed infestations before weeds become fully established on a site. Implementation of this Integrated Weed Management Plan will serve to provide an effective means of identifying and controlling weeds on the Spruce Grove RV Storage site.

2. INTEGRATED WEED MANAGEMENT PLAN

2.1. LEGAL REQUIREMENTS

Weed management is a legislated requirement under the *Weed Control Act and Regulations*, which prohibits activities that would promote the spread of invasive noxious and prohibited noxious species as defined under the *Act*. A list of all noxious and prohibited noxious weed species in Alberta can be found in the *Weed Control Regulation*. Table 1 provides a summary of some of the common noxious and prohibited noxious weed species that are found in Parkland County. Please note that this list is not exhaustive and other noxious or prohibited noxious weed species could establish on the site. As such, Spruce Grove RV Storage staff should familiarize themselves with all noxious or prohibited noxious weed species in Alberta.

TABLE 1. Common Noxious and Prohibited Noxious Weed Species in Parkland County

Common Name	Scientific Name	Weed Designation
Bighead Knapweed	<i>Centaurea macrocephala</i>	Prohibited Noxious
Flowering Rush	<i>Butomus umbellatu</i>	Prohibited Noxious
Himalayan Balsam	<i>Impatiens glandulifera</i>	Prohibited Noxious
Meadow Hawkweed	<i>Pilosella caespitosa</i>	Prohibited Noxious
Orange Hawkweed	<i>Pilosella aurantiaca</i>	Prohibited Noxious
Pale Yellow Iris	<i>Iris pseudacorus</i>	Prohibited Noxious
Purple Loosestrife	<i>Lythrum salicaria</i>	Prohibited Noxious
Black Henbane	<i>Hyoscyamus niger</i>	Noxious
Canada Thistle	<i>Cirsium arvense</i>	Noxious
Baby's Breath	<i>Gypsophila paniculata</i>	Noxious
Common Mullein	<i>Verbascum thapsus</i>	Noxious
Common Tansy	<i>Tanacetum vulgare</i>	Noxious
Creeping Bellflower	<i>Campanula rapunculoides</i>	Noxious
Dame's Rocket	<i>Hesperis matronalis</i>	Noxious
Field Bindweed	<i>Convolvulus arvensis</i>	Noxious
Field Scabious	<i>Knautia arvensi</i>	Noxious
Great Burdock	<i>Arctium lappa</i>	Noxious
Leafy Spurge	<i>Euphorbia esula</i>	Noxious
Lesser/Common Burdock	<i>Arctium minus</i>	Noxious

Common Name	Scientific Name	Weed Designation
Oxeye Daisy	<i>Leucanthemum vulgare</i>	Noxious
Perennial Sow Thistle	<i>Sonchus arvensis</i>	Noxious
Scentless Chamomile	<i>Tripleurospermum inodorum</i>	Noxious
Tall Buttercup	<i>Ranunculus acris</i>	Noxious
White Cockle	<i>Silene latifolia Poir. ssp. alba</i>	Noxious
Woolly Burdock	<i>Arctium tomentosum</i>	Noxious
Yellow Clematis	<i>Clematis tangutica</i>	Noxious
Yellow Toadflax	<i>Linaria vulgaris</i>	Noxious

2.1. GENERAL MITIGATION

General mitigation measures that need to be considered as part of the construction and operation of the Spruce Grove RV Storage site are listed below.

2.1.1. Pre-Construction/Planning Phase

- Undertake a pre-construction weed survey to provide a baseline assessment of weed presence on site. While the site is currently planted to turf grass, conditions may change and weed species could ingress into the site from adjacent agricultural lands and roadside ditches.

2.1.2. Construction Phase

- Any berms to be constructed on site should be sloped appropriate (minimum 2.5:1 is recommended) to allow equipment to be used on the slopes (to cultivate, seed, mow or conduct weed control activities).
- Berms and any other exposed soil areas shall be revegetated as soon as possible with certified weed-free seed mixes that will serve as vegetation cover to provide erosion control and to compete with weeds and/or problem plants.
- No topsoil will be imported to site as only existing topsoil shall be used on site to construct the berms. This will ensure no new weeds or seeds will be introduced to the site.
- Any construction materials (e.g., gravel) shall come from weed free sources to the extent possible.

2.1.3. Operations Phase

- All stored RVs or any other stored vehicles shall arrive in clean condition, free from mud, soil buildup, vegetative material or debris that may contain weed seeds. The agreement between clients and Spruce Grove RV Storage shall contain a statement signed by clients agreeing to deliver stored vehicles in such condition. Violators may lose their storage privileges.
- Spruce Grove RV Storage staff shall inspect their site regularly (late spring and mid-summer) for weeds and ensure that all equipment entering the site for maintenance activities have been cleaned to remove weeds, soil and seeds.
- All berms shall be mowed regularly and where weed seedlings are discovered, the operator shall implement the weed control measures outlined in Section 2.2 to control the weeds while they are seedlings.

2.2. REQUIRED WEED CONTROL MEASURES

Spruce Grove RV Storage shall control noxious or prohibited weeds on site as required to comply with the *Alberta Weed Control Act* and its regulations. Weed control will include but is not limited to:

- Regular inspection of the site for weeds during the growing season.
- Eradication of prohibited noxious weeds and control of noxious weeds pursuant to *Alberta Weed Control Act*.

Weed control shall be completed when/as needed, by a range of methods that include mechanical (hand pulling, mowing) or chemical treatment, depending on the type and severity of the weed infestation. The preference is for weeds to be managed through non-chemical means first, though regular mowing of managed vegetation areas (i.e., berms). However, depending on the weed species that is present chemical control may be required. Should chemical control be carried out, approved herbicides on Schedule 3 and 4 of the *Pesticide Ministerial Regulation* can be used by Spruce Grove RV Storage without an applicator certificate. However, only provincially licensed individuals can apply approved herbicides that are on Schedule 1 and 2 of the *Pesticide Ministerial Regulation* and will follow all containment and removal methods pursuant to the *Environmental Code of Practice for Pesticides* and as defined by Alberta Regulation 43/1997.

In general, chemical control should adhere to the following:

- Control when the infestation is small and spot spray to control weeds, wherever possible.
- Choose the least toxic herbicide as herbicides vary in their inherent toxicity to the applicator and the environment.
- Use a selective herbicide (herbicide that controls broadleaf weeds and does not harm grasses) wherever possible.
- Use of herbicides/pesticides on, in, or within 30 m of an open body of water requires a Special Use Approval under EPEA, unless the application can be conducted in accordance with the *Environmental Code of Practice for Pesticides (2010)*.

Appendix A identifies selective herbicides most commonly used on industrial facilities, including an overview of the toxic properties to humans and the potential for leaching and runoff.

2.3. MONITORING AND FOLLOW-UP

Regular weed monitoring will be required during construction and operation of the RV storage site as follows:

- During construction, monitoring for weeds shall be a part of regular weekly environmental monitoring of the site. All disturbed and revegetated areas will be assessed for the presence of weeds.
- Once operational, weeds will be monitored as a part of the weed management plan. Annual weed monitoring will be completed twice during the growing season. If weeds are noted, weed management will be completed until noxious, prohibited noxious, and invasive species have been controlled or destroyed.
- Documentation of weed presence and control activities will be completed.

3. REFERENCES

Environmental Code of Practice for Pesticides, 2010, Made under the Environmental Protection and Enhancement Act, RSA 2000, c E-12.

GOA [Government of Alberta]. ND. Weed Management on Industrial Sites. Alberta Environment and Sustainable Resource Development R&R/12-01

Pesticide Ministerial Regulation, Alberta Regulation 43/1997

Weed Control Act, SA 2008, c W-5.1.

Weed Control Act, Weed Control Regulation AR 19/2010.

APPENDIX A. HERBICIDES REGISTERED FOR INDUSTRIAL SITES

Appendix B: Herbicides Registered for Industrial Sites				
Note: Herbicides with more than one active ingredient are not identified unless the active ingredient is not registered as a single active herbicide.				
Selective (controls most broadleaf plants and native broadleaf species but does not affect grasses) AND Non-Residual Herbicides				
HERBICIDE ACTIVE INGREDIENT (PRODUCT NAME)	LABEL IDENTIFIED ENVIRONMENTAL PRECAUTIONS			TYPE OF AGRICULTURAL USES AUTHORIZED
	LEACHING RISK*	RUNOFF RISK**	HEALTH & SAFETY***	
2,4-D (various products)	Yes	Yes	Warning Poison Warning Skin Irritant	Crop (wheat, oats, barley, forage & seed grasses), pastures
2,4-D/2,4-DP (Desormone)	Yes	Yes	Warning Poison Caution Skin Irritant	None
MCPA (various products)	Yes	Yes	Warning Poison	Crop (wheat, barley, oats), pasture
Selective (controls most broadleaf plants, clover and native broadleaf species but does not affect grasses) AND Residual Herbicides (residues can remain in the soil for several years thereby affecting growth of sensitive plants). Residual effects vary based on environmental conditions, application rates and soil types and conditions.				
Aminopyralid (Milestone)	Yes	Yes	No	Pastures
Clpyralid (Lontrel)	No	Yes	Caution Poison Danger Eye Irritant	Crop (wheat, oats, barley, canola, grasses) pastures
Dicamba (Banvel, Hawkeye)	Yes	Yes	Caution Poison Warning Eye Irritant	Crop (cereals, seedling grasses) pastures
Metsulfuron (Escort)	Yes	Yes	Caution Poison Caution Eye Irritant	Pastures
Triclopyr (Garlon 4)	Yes	Yes	Caution Poison	Pastures
Dicamba & Diflufenzopyr (Overdrive)	Yes	Yes	Caution Poison Warning Eye Irritant	Pastures
Picloram and 2,4-D (Grazon)	Yes	Yes	Caution Poison May Cause Skin/Eye Irritation	Pastures
Non-selective (controls most vegetation) AND Non-residual (at normal application rates and environmental conditions)				
Amitrole (Amitrol 240)	No	Yes	Caution Poison Warning Eye Irritant	Pre-plant crops (cereals, peas, corn)
Glyphosate (various – Roundup, etc)	No	No	Caution Eye & Skin Irritant	Pre-plant, Pre-harvest (crops)
Paraquat (Gramoxone)	No	No	Danger Poison Fatal if inhaled	Pre-plant crops
Non-selective (controls most vegetation) AND Residual (residues can remain in the soil for several years and up to 5 years and affect growth of sensitive plants). Residual effects vary based on environmental conditions, rates of application and soil conditions.				
Bromacil (Hyvar)	Yes	Yes	None	none
Chlorsulfuron (Telar)	No	Yes	Caution Poison	none
Diuron (Karmex/Krovar)	Yes	Yes	Warning Eye Irritant	none
Hexazinone (Velpar)	Yes	Yes	Danger Irritates Eyes	none
Imazapyr (Arsenal)	No	Yes	Caution Eye Irritant	none

* Label indicates: Leaching risk when applied to areas where the soil is sandy or gravelly in nature.

**Label indicates: Site characteristics and conditions that may lead to runoff include, but are not limited to: heavy rainfall, moderate to steep slope, bare soil, poorly draining soil (e.g., soils that are compacted, fine textured or low in organic matter and clay).

*** From the warning symbol/words on the pesticide label

Registered products list current as of May, 2012

Excerpt from GOA. ND. Weed Management on Industrial Sites. Alberta Environment and Sustainable Resource Development R&R/12-01

Jon Bauer
Crossway Developments
By email: crosswaydevelopments@gmail.com

October 17, 2022

Dear Mr. Jon Bauer,

RE: Desktop Biophysical Assessment for Proposed RV Storage Development in SW-16-53-27-W4M

Please find attached the desktop biophysical assessment for a proposed RV storage development in SW-16-53-27-W4M in Parkland County, AB. The desktop assessment provides a summary of the potential environmental sensitivities and associated mitigation measures that should be implemented to minimize potential impacts.

As noted in the desktop biophysical assessment, the proposed development is for an RV storage lot (~980 stalls) with on-site storm pond. The proposed lot will be surrounded by a grassed berm constructed for screening purposes as indicated in the landscaping plan. As the berm is anticipated to be 3.0 m in height it should be sufficient to meet the screening requirements set out by Parkland County. The berm will be seeded with DuraGreen Turf seed mix that will provide soil stability and limit weed growth. Weed control measures will follow the guidelines for weed management on industrial sites.

We trust this provides the necessary information to facilitate land use planning and related subdivision approval processes. Please contact the undersigned if you have any questions or concerns.

Sincerely,

SOLSTICE CANADA CORP.



Louise Versteeg, B.Sc., P.Biol.
Senior Terrestrial and Wetland Ecologist

ATTACHMENTS:

- Parkland County Desktop Biophysical Assessment SW-16-53-27-W4M
- Proposed Lot Development and Landscaping Plan

Desktop Biophysical Assessment TOR

Project Description Information

Project Overview	Project Name	Development Permit for RV storage.	Proponent Name	Crossway Developments (Jon Bauer)	
	Location (Please provide figure illustrating location and proposed plan)	SW-16-53-27-W4M in Parkland County, AB. proposed development plan is attached.	Proponent Contact Information	crosswaydevelopments@gmail.com	
	Project Size	Proposed lot to be developed is 13.54 ha (32.456 ac).	Proponent Address	n/a	
	Project Purpose and Description	Develop proposed lot into an RV storage (~980 stalls) with on-site storm pond in AGR- Agriculture Restricted District. Lot will be surrounded by a grassed berm for screening purposes.			
	Proposed Construction Start Date:	n/a	Proposed Construction End Date:	n/a	
Biophysical Assessment	Completed by:	Louise Versteeg, P.Biol.	Company:	Solstice Environmental Management	
	Date:	15-Jun-22			
	Description of Biophysical Elements				
	Is the proposed project located in a previously disturbed area? Please explain. ☒ Yes ☒ No		The subject property to be developed is located in an area that is disturbed and has been historically cultivated for decades and is currently composed of turf grass. The west and south perimeter of the subject property are bounded by Range Road 274 and Highway 16, respectively, while to the north is Atim Creek and to the east is cultivated land. The floodplain surrounding Atim Creek is comprised of a wetland floodplain area to the north of the creek and shrubby riparian creek banks along the south edge of the creek that transition to upland forest on the eastern edge of the subject property.		
	Is the proposed project within an area where an ASP, outline plan or multiparcel subdivision has taken place? ☒ Yes ☐ No		Atim Creek Area Structure Plan		
	Has a biophysical assessment been previously completed? ☐ Yes ☒ No		Unknown.		
	Is the proposed project located in or adjacent to:		Distance to feature (m)	Description of Potential Impacts	Proposed Mitigation
	an ESA (and/or High Priority Landscape) ^(a) ☒ Yes ☐ No ?		0 m	The subject property to be developed is located within a designated High Priority Landscape as identified in Figure 14 of the MDP and is adjacent to the Atim Creek Environmentally Significant Area (ESA), which is designated as having regional significance. The Atim Creek ESA has a very high environmental sensitivity, which is primarily attributed to being very susceptible to drainage alteration and loss of riparian vegetation leading to increased erosion and diminished water quality. This ESA also has a moderate susceptibility to groundwater contamination and is known to have lower water quality in the vicinity of Spruce Grove and in downstream reaches of the creek.	Given the sensitive nature of the landscape in this area application of the Riparian Setback Matrix Model (RSMM) to determine riparian setbacks for designating Environmental Reserve (ER) will serve to address the environmental sensitivities in this area. Results of the RSMM setback have been incorporated into the lot development plan.
	a watercourse ☒ Yes ☐ No ? <i>(May require Water Act/Public Lands Act approvals if wetland or waterbody is impacted)</i>		0 m	Atim Creek, which is a permanent watercourse with a defined bed and banks, is located on the northern boundary of the subject property to be developed. As Atim Creek is a watercourse that is prone to flooding, particularly in downstream reaches, the Atim Creek/Big Lake Overlay has been developed by Parkland County to provide an indication of where the 1:100 year floodplain limits may extend to. Construction and operation of the proposed RV storage lot will result in conversion of land from agriculture to a gravel based substrate. In addition, as the site will be bermed and all site water will be directed to an on-site storm pond, alteration of surface water drainage patterns will occur. However, it is anticipated impacts to the hydrology of Atim Creek will be minimized as water flow from upstream will not be impeded by this development and post development outflow from the storm pond will be similar to pre-development flows. Additionally, any water flow off the berms not captured within the site will eventually flow back into the Atim Creek via overland drainage from the north and east.	To reduce any potential direct impacts to Atim Creek, application of the Riparian Setback Matrix Model (RSMM) to determine riparian setbacks for designating Environmental Reserve (ER) has been completed through a field visit. Results of the RSMM setback have been incorporated into the lot development plan. To address indirect impacts, a storm water management plan has been developed for this site that takes into consideration pre and post-development flows and has been designed to accommodate 1:100 year floods and follows the Alberta Environment and Park Stormwater Management Guidelines (1999). Additionally, the RSMM setback encompasses the limits of the Atim Creek 1:100 year floodplain with the exception of two small areas in the northeast corner. To mitigate potential issues, the storm pond design should be designed to take into consideration the 1:100 year floodplain boundary of Atim Creek so that it does not encroach into the floodplain.
	a water body or wetland ^(b) ☒ Yes ☐ No ? <i>(May require Water Act/Public Lands Act approvals if wetland or waterbody is impacted)</i>		0 m	The proposed development does not intersect with any high value wetlands according to the Parkland County Wetland Inventory (2013). A review of the Parkland County Wetland Inventory (2013) also did not indicate any wetlands on the subject property, other than the wetland features associated with the Atim Creek floodplain. While a review of recent and historic imagery from Google Earth does indicate a number of areas that appear to have a wetland signature, a site visit completed on May 30, 2022 has confirmed that these areas are not wetlands as defined under the Alberta Wetland Policy and are likely ephemeral wetland features that only hold water for a few days in early spring after snowmelt or after a heavy rainfall event. There was no indication of hydrophytic soils (e.g. distinct mottling within 30 cm of surface) or a dominance of wetland vegetation. The vegetation associated with property to be subdivided south of Atim Creek was comprised entirely of non-native turf grass.	None required. Any wetlands associated with the Atim Creek floodplain will be protected through the application of the Riparian Setback Matrix Model (RSMM) to determine riparian setbacks for designating Environmental Reserve (ER).
a spatially contiguous wildlife corridor ☒ Yes ☐ No ?		0 m	No anticipated impacts as the Atim Creek and associated floodplain area will be designated as Environmental Reserve thus protecting the existing wildlife movement corridor through this area. All other areas of the subject property to be developed are completely cleared for agricultural production with limited wildlife habitat value.	No additional mitigation is required. Application of the Riparian Setback Matrix Model (RSMM) to determine riparian setbacks for designating Environmental Reserve (ER) will serve to address the environmental sensitivities in this area.	

Description of Biophysical Elements		
Do any of the following occur within the Proposed Project area:	Description of Potential Impacts	Proposed Mitigation
Presence of historically listed plant species ^(c1) ? ☐ Yes ☒ No	No historically listed plant species were noted in the vicinity of the subject property to be developed but that does not preclude the potential for listed plant species to be present within Atim Creek and associated riparian areas.	None required.
Presence of noxious/prohibited noxious weed species ^(c2) ? ☒ Yes ☐ No	Moderate to high likelihood as majority of the subject property is under agricultural production so potential for weeds to be present is moderate to high.	Implement weed control measures as required to address noxious or prohibited noxious weeds if they are present on the property. Weed management for this site should follow the guidelines for weed management on industrial sites. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek.
Presence of (or potential for) provincially/federally listed wildlife species ^(c3) to occur based on availability of suitable habitat? ☐ Yes ☒ No	Subject property to be developed is located within the sharp-tailed grouse and bald eagle sensitive wildlife species ranges. No historical occurrences of listed wildlife species were identified through a FWMIS search within a 1 km radius of the proposed subdivision. Given that the proposed lots to be subdivided are highly disturbed as a result of continuous agricultural cultivation, no suitable habitat for the sharp-tailed grouse or bald eagle is present. Wildlife species observed during the field survey of Atim Creek included red winged blackbird, yellow warbler, an unknown warbler species and an unknown flycatcher species, as well as evidence of recent beaver activity. Canada geese were also observed foraging in the parcel to the south of Atim Creek.	No additional mitigation aside from designating Atim Creek as an Environmental Reserve is required, as no suitable habitat is present in the subject property.
Presence of sensitive terrain or soil features (e.g., steep or unstable slopes, saline soils)? ☒ Yes ☐ No	The subject property to be developed is located in undulating low relief terrain that is relatively flat. Upland soils are generally underlain by well-drained, moderately coarse textured sandy loams to medium textured loams and silt loams. Given the presence of sand and silt loam in surficial materials, wind and water erosion of exposed soil leading to sedimentation is a risk.	Implement soil erosion and control measures, such as silt fencing/wattles during construction activities to minimize any potential for soil sediments migrating offsite. Revegetate exposed soil areas as soon as practicable.
Presence of potential fish habitat? ☒ Yes ☐ No	Atim Creek is a fish bearing watercourse and has known occurrences of fish species and suitable fish habitat. Several fish species were identified through the FWMIS search within a 1 km radius of the proposed development, including brook stickleback, fathead minnow, lake chub and northern pike. Construction and operation of the proposed RV storage lot have the potential to increase the risk of the release of deleterious substances, including hazardous materials (e.g., fuel, oil, lubricant) or sediment into aquatic environments.	To reduce any potential impacts to fish and fish habitat within Atim Creek, application of the Riparian Setback Matrix Model (RSMM) to determine riparian setbacks for designating Environmental Reserve (ER) has been completed through a field visit. Results of the RSMM setback have been incorporated into the lot development plan. Additionally, to minimize the potential for release of deleterious substances (e.g., sediments, oil, grease, etc.) into the Atim Creek basin, all water from the site will directed to an on-site storm pond for settling prior to release. Storm pond design and storm water management plan considerations will follow the Alberta Environment and Park Stormwater Management Guidelines (1999).
Is clearing of vegetation required? ☒ Yes ☐ No	While the majority of the subject property to be developed is currently managed vegetation (i.e., turf grass) that will not require vegetation clearing, undisturbed upland vegetation that does not fall within the area designated as ER may be cleared at a future date.	Limit vegetation clearing to the extent possible and no vegetation clearing should take place within any areas designated as Environmental Reserve. Any vegetation clearing unmanaged vegetation should be timed to occur outside of the timing window for nesting/breeding birds (which is generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present.
To Be Completed by Parkland County		
Summary /Conclusion	The proposed development is anticipated to have a low to moderate impact to the environment. While this is a previously disturbed parcel that has been under agricultural production for decades, the conversion of agricultural land to a gravel lot with a storm pond will alter surface water drainage. However, impacts will be minimized as water flow from upstream will not be impeded by this development and post development outflow from the storm pond will be similar to pre-development flows. Additionally, given the proximity of the proposed subdivision to Atim Creek, application of the Riparian Setback Matrix Model (RSMM) to determine riparian setbacks for designating Environmental Reserve (ER) has been completed, the results of which have been incorporated into the lot development plan. Additional mitigation measures that should be implemented include the following: 1) Storm pond design and storm water management plan considerations will follow the Alberta Environment and Park Stormwater Management Guidelines (1999) and will take into consideration the 1:100 year floodplain boundary of Atim Creek, such that no development takes place within the floodplain boundary. 2) Implement soil erosion and control measures such as silt fencing/wattles during construction activities to minimize any potential for soil sediments migrating off the subject property. Revegetate exposed soil areas as soon as practicable. 3) Implement weed control measures as required to address noxious or prohibited noxious weeds if they are present on the subject property. Weed management for this site should follow the guidelines for weed management on industrial sites. Where feasible, minimize use of herbicide application in berm areas adjacent to Atim Creek. 4) Minimize the amount of undisturbed area required for vegetation clearing and no vegetation clearing should take place within any areas designated as Environmental Reserve. Any clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (which is generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist within seven days of construction for all areas to be cleared to confirm that no active nests or breeding birds are present.	
1) Is more information required to assess potential impacts/proposed mitigation? ☐ Yes ☒ No		
2) What type of additional information is required for further assessment? ☐ Comprehensive Biophysical Assessment ☐ Wetland Assessment and Impact Report ☐ Species Specific Survey (Please specify) ☐ Other? (Please specify)		
3) Can approval be issued? ☒ Yes ☐ No		
4) Are there any conditional requirements for the approval ? ☒ Yes ☐ No <i>Please see conclusion section.</i>		

^(c1) Please refer to Parkland County Environmentally Significant Areas (available at <http://maps.parklandcounty.com/discoverparkland/>)

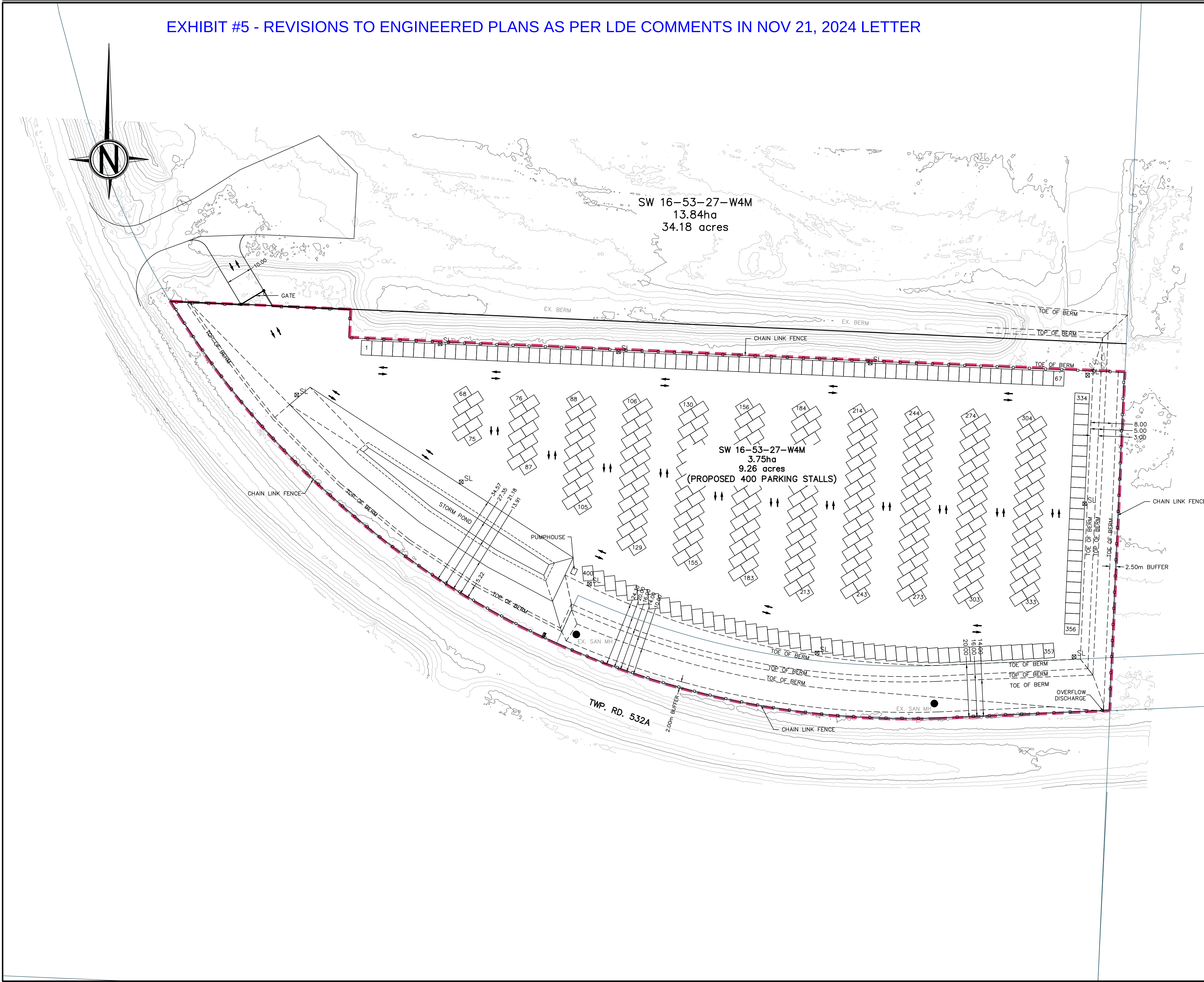
^(c2) Please refer to Parkland County Current Wetland Inventory (available at <http://maps.parklandcounty.com/discoverparkland/>)

^(c3) Refer to Alberta Conservation Information Management System (ACIMS) for plant species information.

^(c4) Refer to Alberta Weed Act for provincially regulated weeds.

^(c5) Refer to Alberta Wild Species General Status Listing and the federal Species at Risk Act for species specific information.

EXHIBIT #5 - REVISIONS TO ENGINEERED PLANS AS PER LDE COMMENTS IN NOV 21, 2024 LETTER

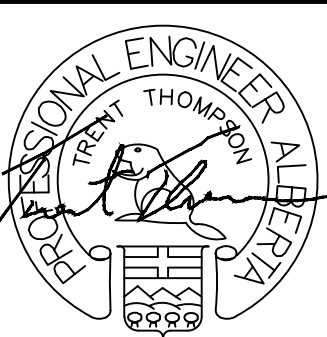


NOTES

LEGEND

- LEGEND
- PROPERTY BOUNDARY
 - 18'x13' PARKING STALL
 - LIGHT POLE
 - CHAIN LINK FENCE
 - TRAFFIC FLOW DIRECTION

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *T. Thompson*
Date: DEC. 04, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

1	09-27-24	ISSUED FOR DP APPROVAL	HV	MB	TT	MB
NO.	DATE	DESCRIPTION	BY	CHK	ENG	APP
REVISIONS						
DRAWN BY:	DATE:	CHECKED BY:	DATE:			
HV	08-16-24	MB	12-03-24			
ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	12-03-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
SITE PLAN

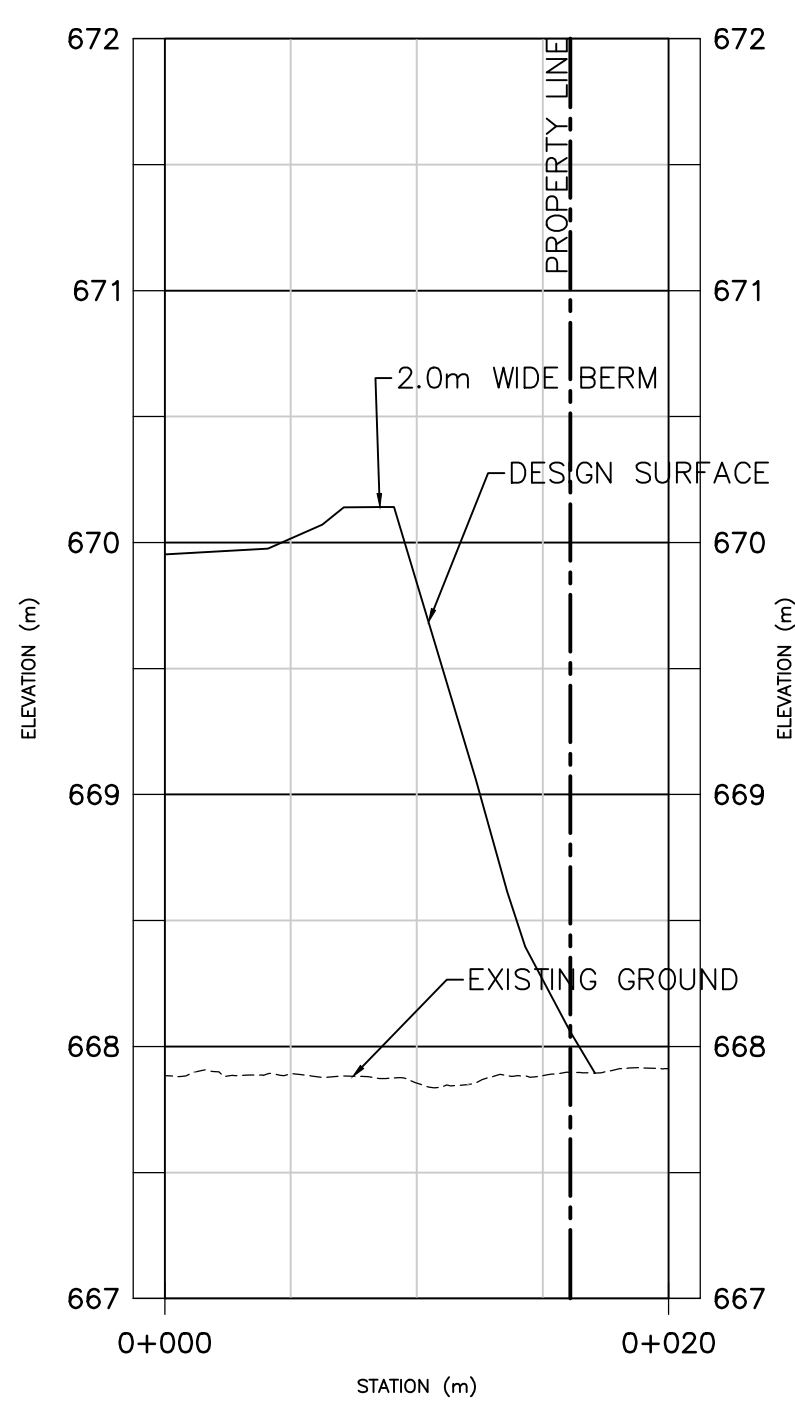
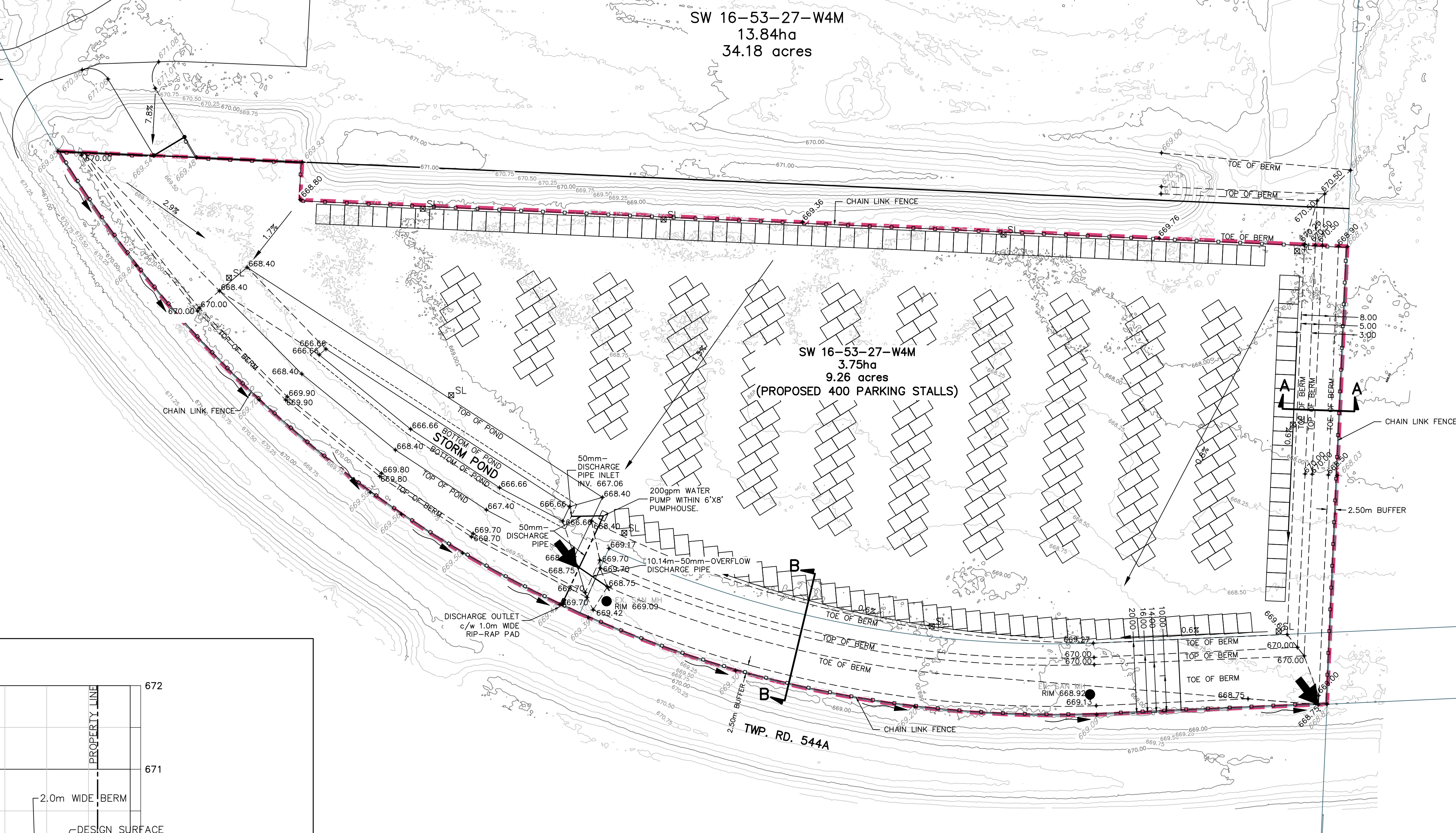
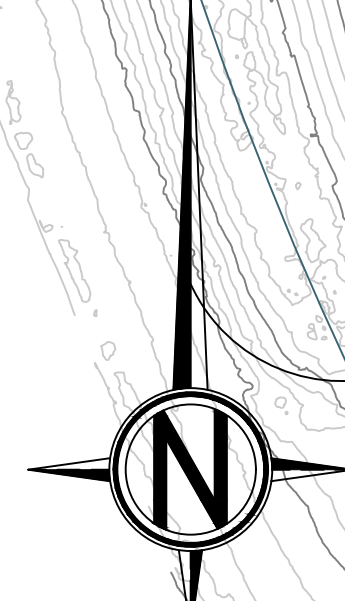
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CLIENT:
CROSSWAY RECORDS INC.

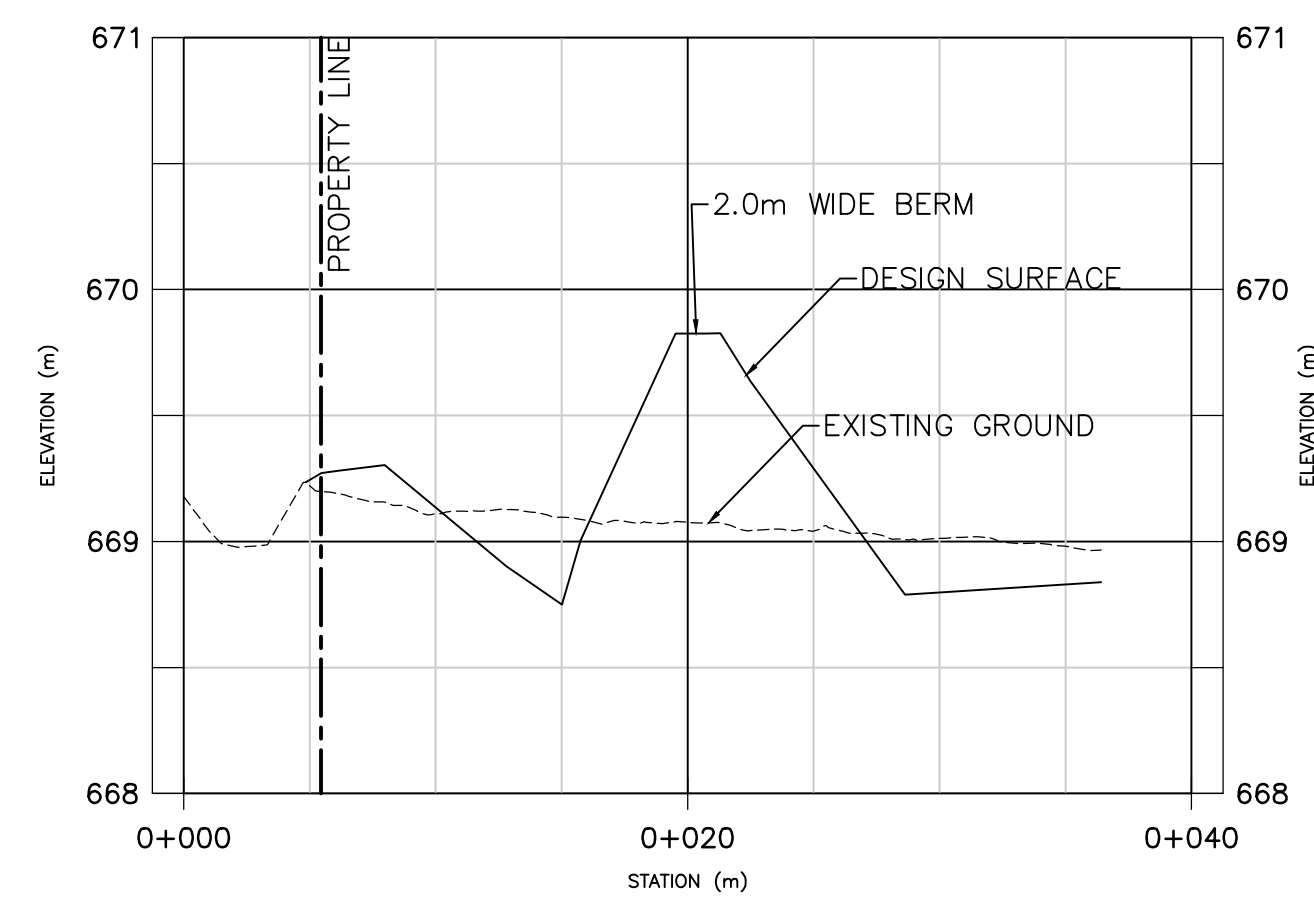
BOLSON
ENGINEERING
ENVIRONMENTAL SERVICES

9703-199 St.
EDMONTON, AB
T5T-6E8
www.bolson.ca
PH:780-668-8571
FAX:780-413-8879

JOB NUMBER: 110-2470
DWG NUMBER: 110-2470-C1
REV: 1



CROSS-SECTION A-A
SCALE 1:300



CROSS-SECTION B-B
SCALE 1:300

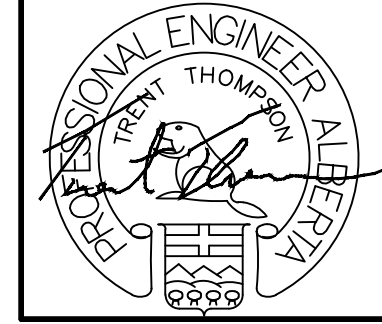
NOTES

1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
2. ALL ELEVATIONS ARE GEODETIC.
3. CONTRACTOR TO CONFIRM EXISTING GRADES AND LOCATIONS MATCH.
4. ALL DISTANCES ARE IN METERS.
5. NO CROSS LOT DRAINAGE PERMITTED.

LEGEND

- LEGEND
- PROPERTY BOUNDARY
 - 18'X13' PARKING STALL
 - PROPOSED FINISHED ELEVATION
 - EXISTING ELEVATION
 - PROPOSED SLOPE
 - LIGHT POLE
 - CHAIN LINK FENCE
 - DITCH FLOW DIRECTION
 - MAJOR DRAINAGE DIRECTION

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
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ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	12-03-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M

GRADING PLAN

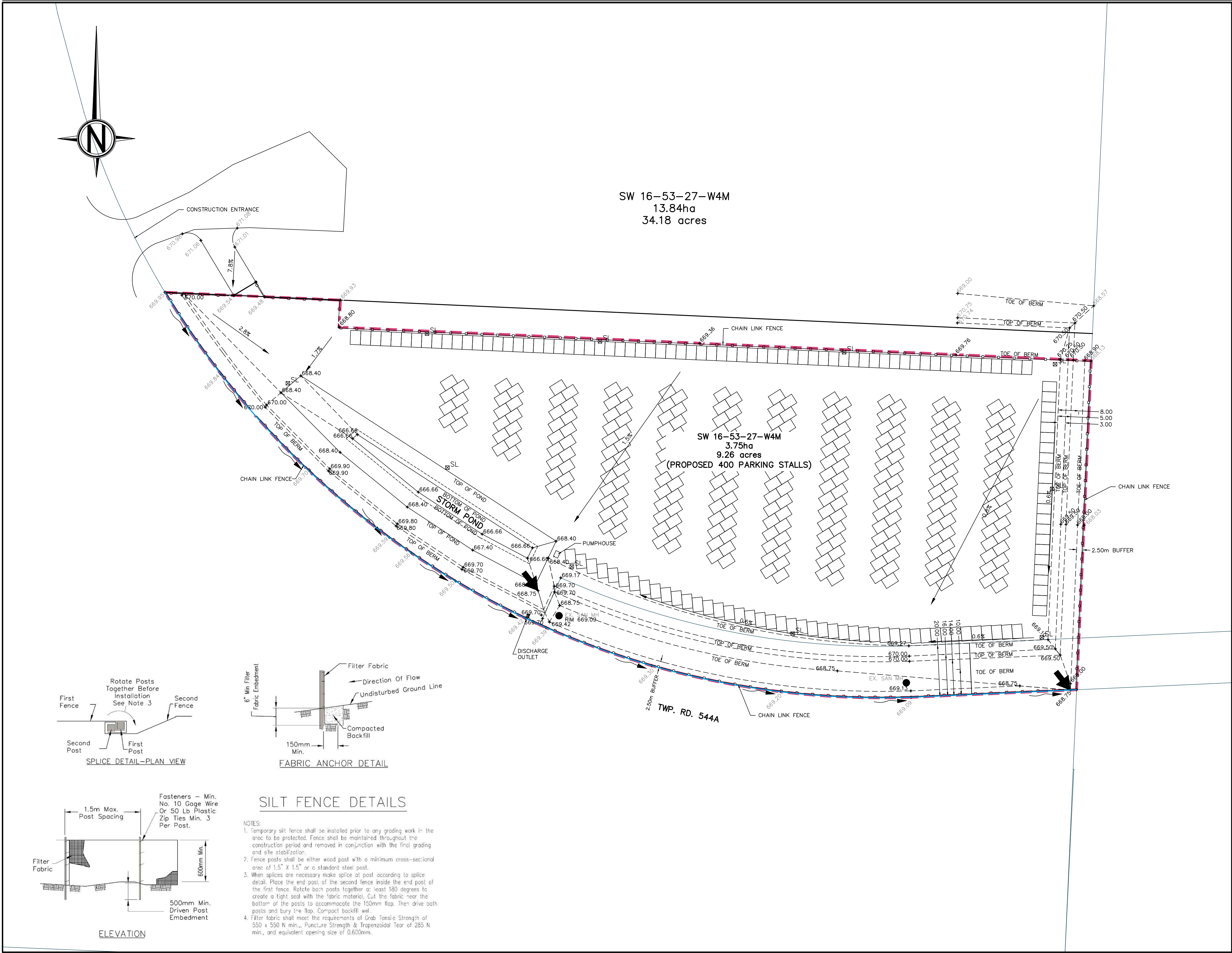
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JOB NUMBER:	DWG NUMBER:	REV:
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NOTES

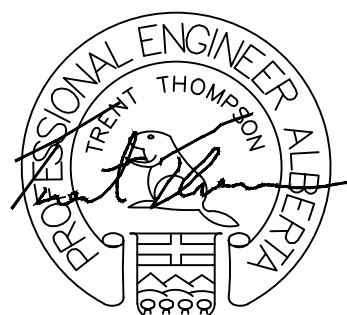
1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
2. THE OWNER, SITE DEVELOPER, CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL PREVENT SEDIMENT, DEBRIS, AND ALL OTHER POLLUTANTS FROM ENTERING ANY ADJACENT WATERWAYS, WETLANDS, OTHER PROPERTIES, ETC. DURING ALL DEMOLITION, EXCAVATION, TRENCHING, BORING, OR OTHER CONSTRUCTION OPERATIONS THAT ARE PART OF THIS PROJECT. THE OWNER, SITE DEVELOPER, CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL BE RESPONSIBLE FOR THE REMEDIATION OF ANY ADVERSE IMPACTS TO ADJACENT WATERWAYS, WETLANDS, OTHER PROPERTIES, ETC. RESULTING FROM WORK DONE AS PART OF THIS PROJECT.
3. APPROVED EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHALL BE MAINTAINED AND FULLY FUNCTIONAL FOR THE ENTIRE DURATION OF THE PROJECT. INSPECTION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES ARE THE CONTINUOUS OBLIGATIONS OF THE CONTRACTOR.
4. INSPECTIONS OF ALL THE ESC PRACTICES MUST BE COMPLETED AND DOCUMENTED AT LEAST EVERY 7 DAYS AND AT CRITICAL TIMES WHEN EROSION AND SEDIMENT RELEASES COULD OCCUR.
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THE REMOVAL OF ALL SEDIMENT, MUD, AND CONSTRUCTION DEBRIS THAT MAY ACCUMULATE IN THE FLOW LINES, PRIVATE PROPERTY, AND PUBLIC ROW'S AS A RESULT OF THIS CONSTRUCTION PROJECT. REMOVAL SHALL OCCUR WITHIN 48 HOURS.
6. ALL MUD AND SEDIMENT TRACKED ONTO PUBLIC STREETS SHALL BE CLEANED BY THE CONTRACTOR.
7. THE CONTRACTOR SHALL ENSURE A WATER TRUCK WILL BE ONSITE OR WITHIN CLOSE PROXIMITY FOR DUST CONTROL AT ALL TIMES DURING CONSTRUCTION.
8. DO NOT DISTURB TOPSOIL WITHIN 10m OF PROPERTY LINE OR WETLAND. IF WORKING WITHIN 10.0m OF A DRAINAGE DITCH OR WETLAND, SILT FENCE MUST BE PLACED AROUND PERIMETER.

LEGEND

LEGEND

- PROPERTY BOUNDARY
- 18'X13' PARKING STALL
- PROPOSED FINISHED ELEVATION
- EXISTING ELEVATION
- PROPOSED SLOPE
- FENCE
- SILT FENCING
- MAJOR DRAINAGE DIRECTION

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolton Engineering and Environmental Services
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Date: DEC. 04, 2024
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TT	08-16-24	TT	12-03-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M

EROSION AND SEDIMENT CONTROL PLAN

SCALE:
1:700

CLIENT:
CROSSWAY RECORDS INC.

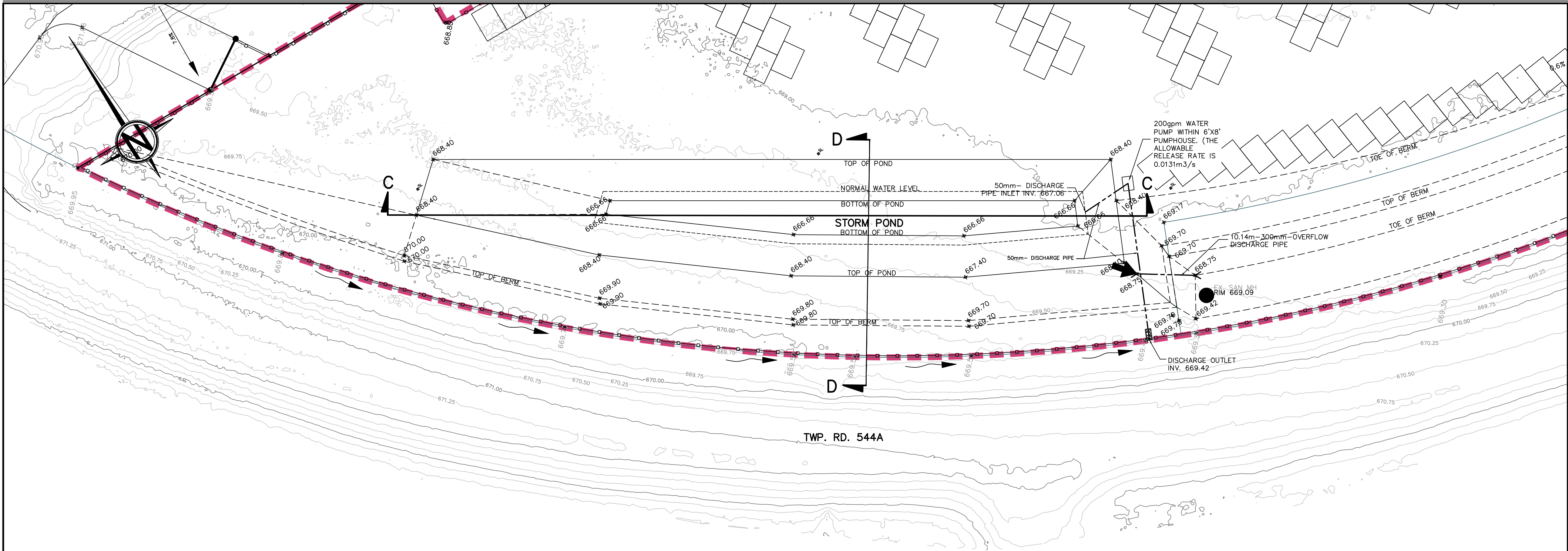
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JOB NUMBER:
110-2470

DWG NUMBER:
110-2470-C3

REV:
1



NOTES

1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.

LEGEND

---	PROPERTY BOUNDARY
◆ 695.25	PROPOSED FINISHED ELEVATION
◆ 695.25	EXISTING ELEVATION
2.2%	PROPOSED SLOPE
—○—○—	FENCE
→	DITCH FLOW DIRECTION
➔	MAJOR DRAINAGE DIRECTION

ENGINEER'S STAMP	PERMIT STAMP
	PERMIT TO PRACTICE Bolson Engineering and Environmental Services Signature: <i>T. Thompson</i> Date: DEC. 04, 2024 PERMIT NUMBER: P11382 The Association of Professional Engineers, Geologists and Geophysicists of Alberta

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ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	12-03-24			

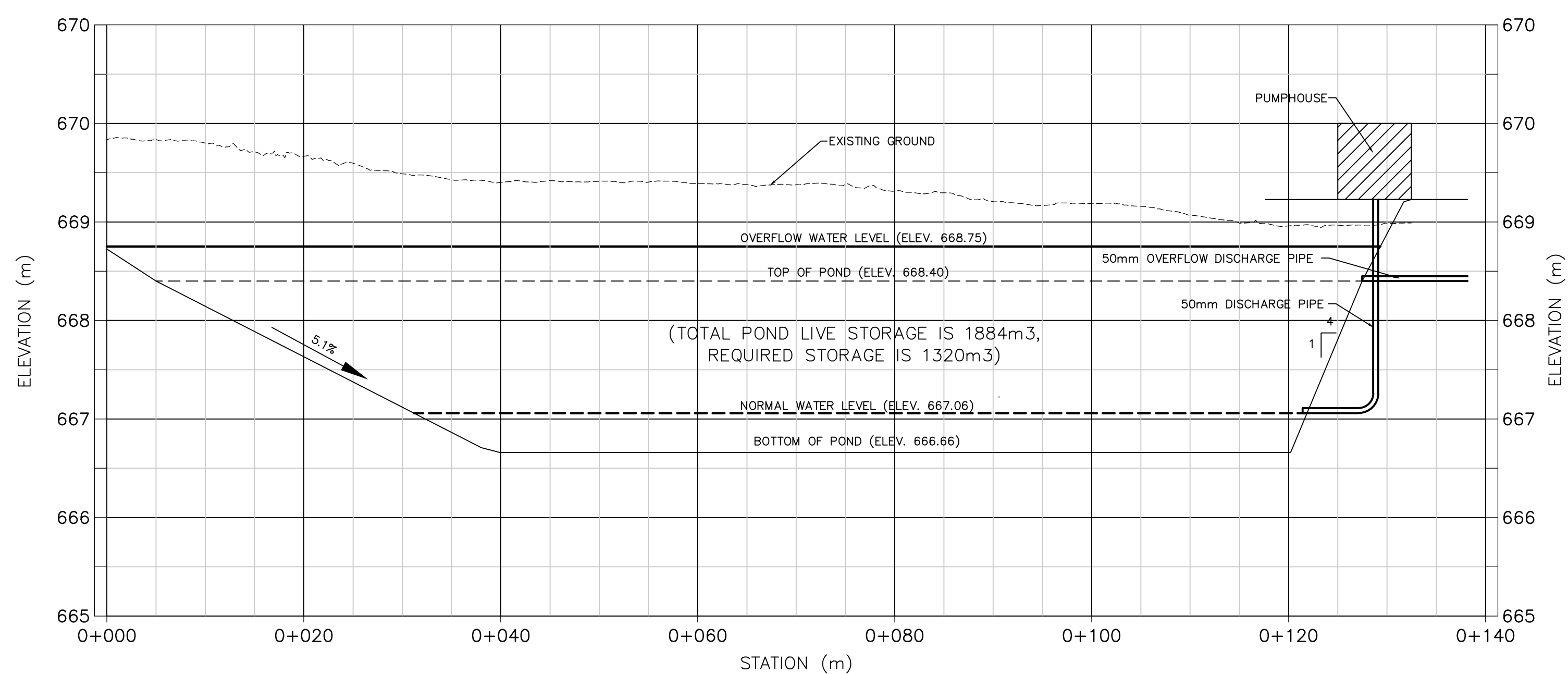
PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M
STORM POND DETAIL

SCALE: 1:400	CLIENT: CROSSWAY RECORDS INC.
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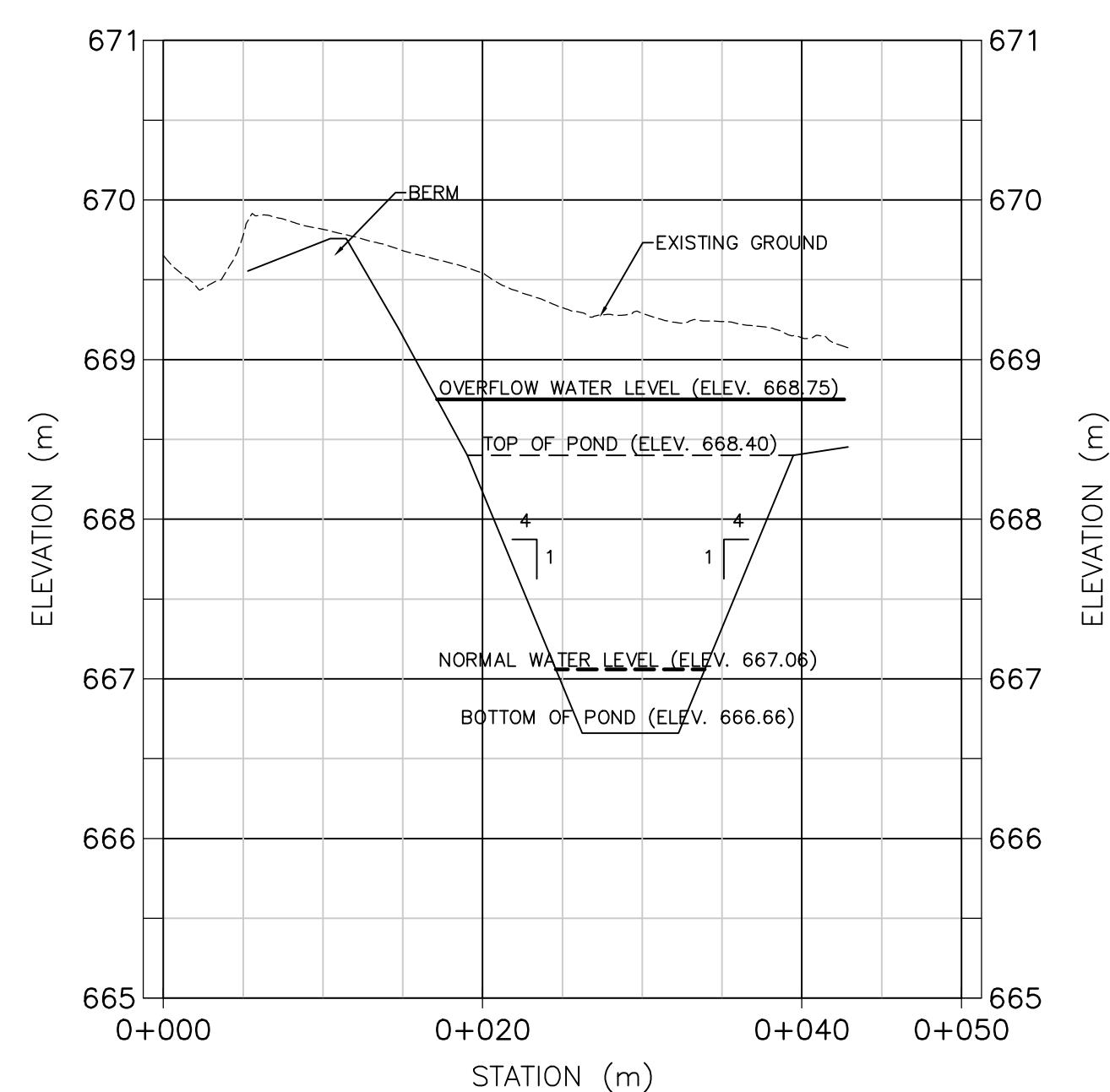
BOLSON
ENGINEERING
ENVIRONMENTAL SERVICES

9703-199 St.
EDMONTON, AB
T5T-6E8
www.bolson.ca
PH:780-668-8571
FAX:780-413-8879

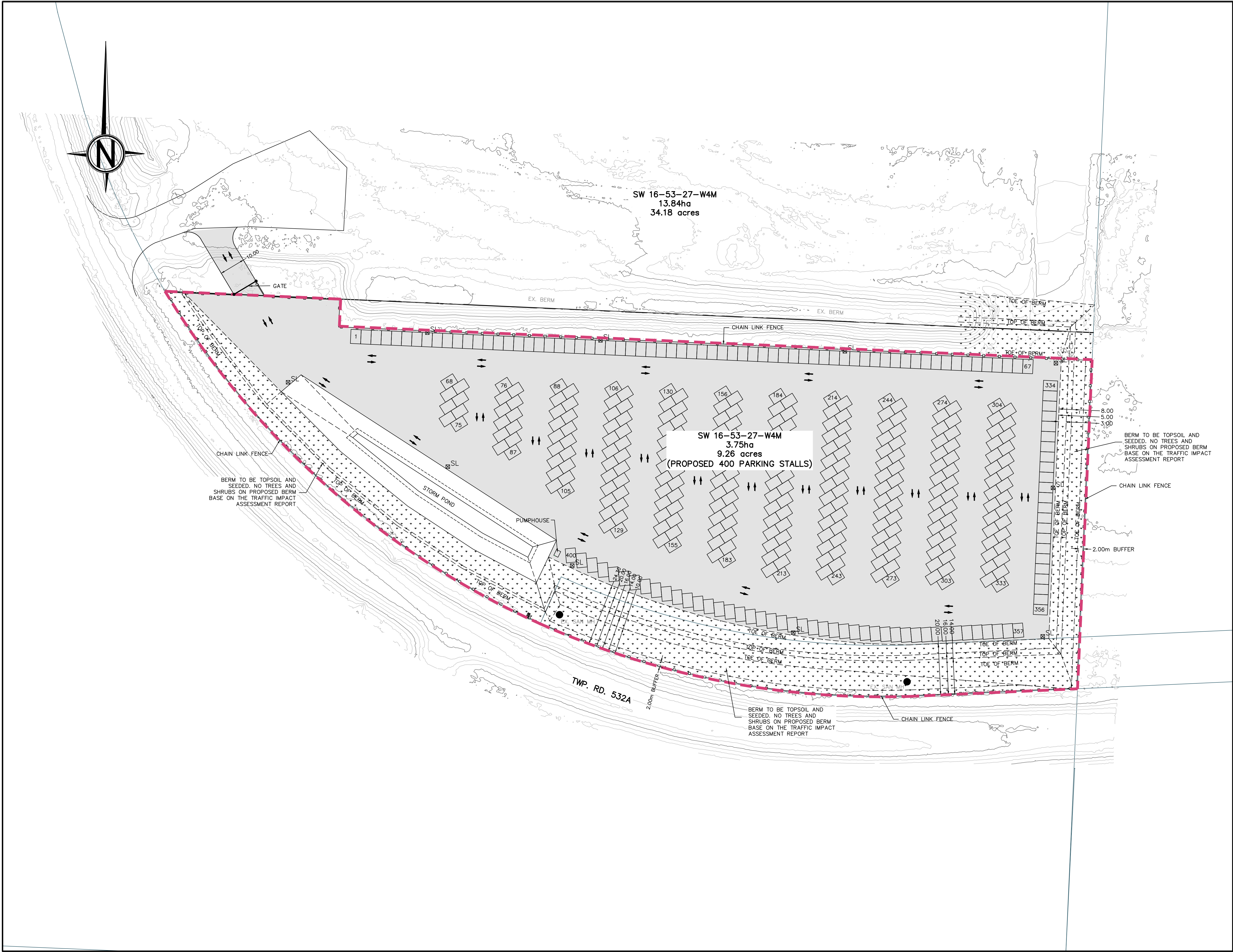
JOB NUMBER: 110-2470	DWG NUMBER: 110-2470-C4	REV: 1
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CROSS-SECTION C-C



CROSS-SECTION D-D



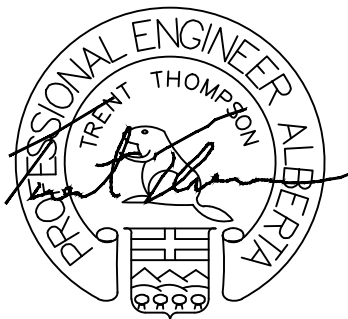
NOTES

1. THE CONTRACTOR SHALL ENSURE THAT ALL WORK IS COMPLETED IN ACCORDANCE WITH THE MOST CURRENT PARKLAND COUNTY GUIDELINES FOR EROSION AND SEDIMENT CONTROL.

LEGEND

- LEGEND
- PROPERTY BOUNDARY
 - 18'X13' PARKING STALL
 - GRAVEL SURFACE
 - TOP SOIL AND SEEDED
 - LIGHT POLE
 - FENCE

ENGINEER'S STAMP



PERMIT STAMP

PERMIT TO PRACTICE
Bolson Engineering and Environmental Services
Signature: *[Signature]*
Date: DEC. 04, 2024
PERMIT NUMBER: P11382
The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

1	09-27-24	ISSUED FOR DP APPROVAL	HV	MB	TT	MB
NO.	DATE	DESCRIPTION	BY	CHK	ENG	APP
REVISIONS						
DRAWN BY:	DATE:	CHECKED BY:	DATE:			
HV	08-16-24	MB	12-03-24			
ENGINEER:	DATE:	APPROVED:	DATE:			
TT	08-16-24	TT	12-03-24			

PARKLAND COUNTY, AB.
SPRUCE GROVE
RV STORAGE SITE
SW 16-53-27-W4M

LANDSCAPING PLAN

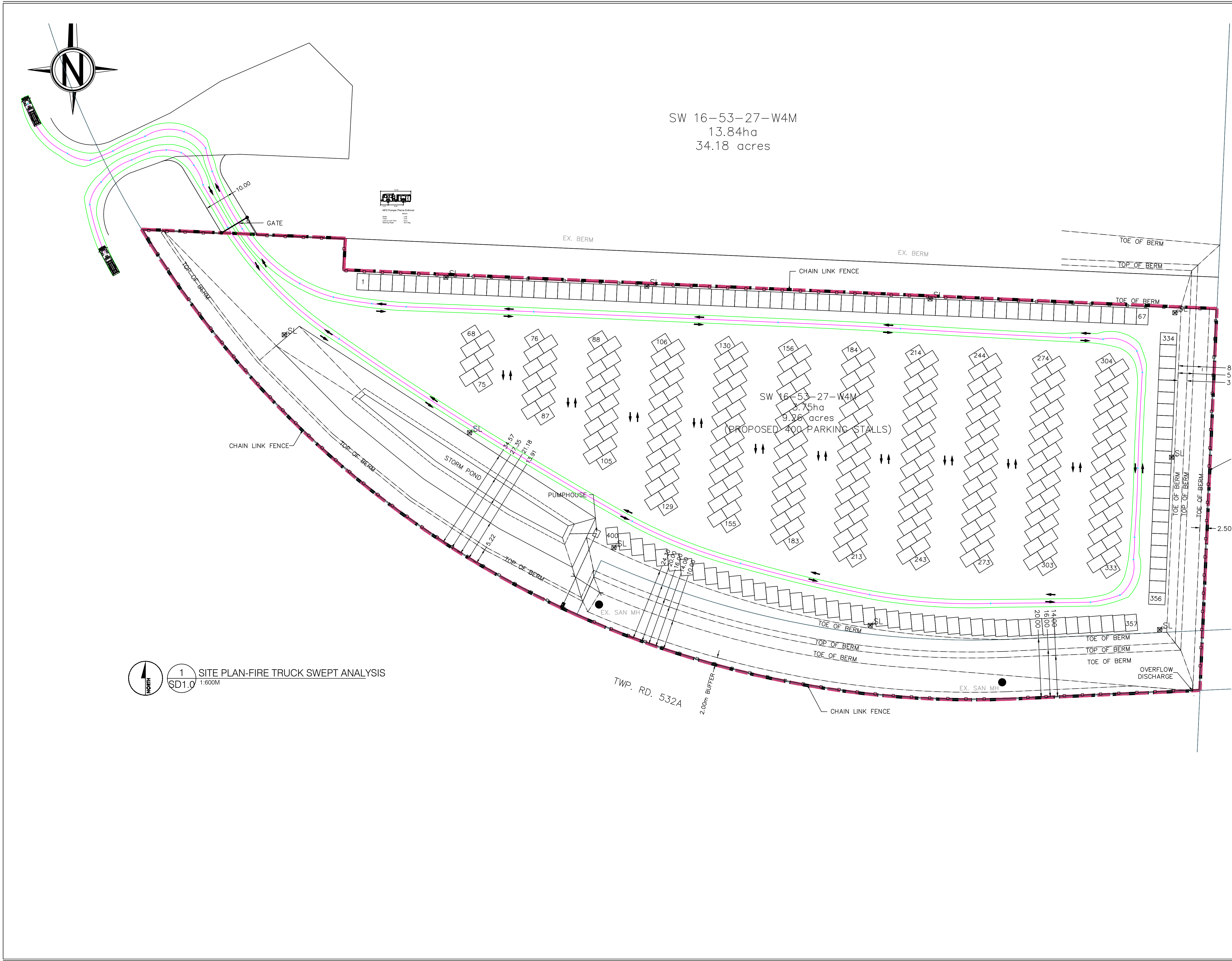
SCALE:
1:700

CLIENT:
CROSSWAY RECORDS INC.

BOLSON
ENGINEERING
ENVIRONMENTAL SERVICES

9703-199 St.
EDMONTON, AB
T5T-6E8
www.bolson.ca
PH:780-668-8571
FAX:780-413-8879

JOB NUMBER:	DWG NUMBER:	REV:
110-2470	110-2470-C5	1



NOTES

10.44

2.31 5.54

NFD Pumper Pierce Enforcer

Meters

Width : 2.60

Track : 2.44

Lock to Lock Time : 6.0 s

Steering Angle : 50.0 deg

ACCESS TO FIRE APARATUS:
STORAGE AREAS WILL BE READILY
ACCESSIBLE TO RESPONDING
FIRE APARATUS.

LEGEND

ENGINEER'S STAMP

PERMIT STAMP

PERMIT TO PRACTICE

Bolson Engineering and Environmental Services

Signature: *[Signature]*

Date: DECEMBER 04, 2024

PERMIT NUMBER: P11382

The Association of Professional Engineers,
Geologists and Geophysicists of Alberta

NO.	DATE	DESCRIPTION	BY	CHE	ENG	APP
A						

PARKLAND COUNTY

SPRUCE GROVE

RV STORAGE YARD

SWEPT PATH ANALYSIS

SW 16-53-27-W4M

SPRUCE GROVE, ALBERTA

SCALE:

AS SHOWN

CLIENT:

CROSSWAY RECORDS INC

21707-80 Ave.
EDMONTON, AB
T5T-4S2
www.bolson.ca
PH:780-668-8571

JOB NUMBER:

110-2470

DWG NUMBER:

SD1.0

REV:

A

EXHIBIT #6 - REVISIONS CONFIRMATION



Crossway Developments <crosswaydevelopments@gmail.com>

Revisions/Corrections for LDE and Fire Services

3 messages

Crossway Developments <crosswaydevelopments@gmail.com>

Wed, Dec 4, 2024 at 4:27 PM

To: Aman Jhawer <aman.jhawer@parklandcounty.com>

Cc: Chad Fremmerlid <chad.fremmerlid@parklandcounty.com>

Hello Aman,,

Please find the revisions which were just uploaded to PlanIt for all comments/corrections requested by LDE and Fire Services in **Planning Review Corrections Letter Dated 11/21/2024**.

These include:

LAND DEVELOPMENT ENGINEERING FEEDBACK: (revisions as per my discussion with Chad on phone)

DEFICIENCIES: (CORRECTED)

1. Update all drawings to show the top of berm located a minimum of 5m inside the property line to ensure the berm will remain within property line should additional ROW be dedicated or negotiated for purchase in the future. **This has been completed as per discussion with Chad Nov. 29/24. Stormwater pond shifted 5m inside property line. (see updated engineered drawings attached & uploaded to PlanIt)**
2. The storm pond discharge outlet and rip rap/erosion protection shown on Drawing C4 (Storm Pond Detail) is shown encroaching upon Parkland County's property. As per Bylaw 2023-02 – Surface Drainage and Lot Grading, Section 7. Applicant shall provide an updated site plan with encroachments removed from these areas and placed within private property. **This has been completed. (see updated engineered drawings attached & uploaded to PlanIt)**
3. Provide documentation demonstrating that all proposed streetlights are Dark Sky Compliant luminary LEDs, as per Policy C-AD-19 Dark Sky Outdoor Lighting. All details must be included with the Engineering plans. **This has been completed and attached and uploaded to PlanIt. (see uploaded file called "Dark Sky Lighting Details")**

FIRE PREVENTION FEEDBACK:

To ensure the safety and accessibility of the storage areas for Fire Apparatus, the following requirements must be met:

1. Access for Fire Apparatus: Storage areas must be readily accessible to responding Fire Apparatus. **This has been noted.**
2. Swept Path Analysis: A swept path analysis must be provided, clearly indicating dimensions and widths to ensure sufficient space for Fire Apparatus maneuvering. **This has been completed and included in the revised Engineered Drawings (See uploaded Engineered Files attached & Sent to PlanIt)**

I will send back further comments regarding comments made by Planning Development Feedback after our meeting tomorrow.

Thank you Aman,

Jon Bauer

3 attachments



**Comments to Planning Review Corrections Letter Dated 11 - ENGINEERING:FIRE SERVICES
CORRECTIONS.pdf**

52K

**DARK SKY COMPLIANT LIGHTING DETAILS.pdf**

1567K

**110-2470-IFA REVB.pdf**

3746K

Chad Fremmerlid <chad.fremmerlid@parklandcounty.com>
To: Aman Jhaver <aman.jhaver@parklandcounty.com>
Cc: Crossway Developments <crosswaydevelopments@gmail.com>

Thu, Dec 5, 2024 at 3:46 PM

Hi Aman,

Jon asked me to look at this today. From an initial review, it looks like LDE's requested corrections have been made. I can complete my review with finalized engineering comments when requested.

Thank you,

Chad Fremmerlid, P.Eng. | Engineering Officer | Parkland County | 53109A HWY 779, Parkland County, Alberta T7Z 1R1 | Office: 780-968-8888 ext. 8546 | Cell: 780-910-2801 | chad.fremmerlid@parklandcounty.com | www.parklandcounty.com

**One Parkland: Powerfully Connected.**

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From: Crossway Developments <crosswaydevelopments@gmail.com>
Sent: Wednesday, December 4, 2024 4:27 PM
To: Aman Jhaver <aman.jhaver@parklandcounty.com>
Cc: Chad Fremmerlid <chad.fremmerlid@parklandcounty.com>
Subject: Revisions/Corrections for LDE and Fire Services

CAUTION: This email originated from outside of Parkland County. Do not click links or open attachments unless you recognize this sender and know the contents are safe.

[Quoted text hidden]

Crossway Developments <crosswaydevelopments@gmail.com>
To: Chad Fremmerlid <chad.fremmerlid@parklandcounty.com>
Cc: Aman Jhaver <aman.jhaver@parklandcounty.com>

Thu, Dec 5, 2024 at 3:59 PM

Hi Chad,

Thank you for confirming all the requested changes have been made to the Land Development Engineering and Fire Safety Services in the **Planning Review Corrections Letter Dated 11/21/2024**.

Thank you again for all your work on my applications.

SDAB Hearing - January 27, 2025 at 10:00 a.m. - PLDPC20240788

Page 262 of 274

Sincerely,
Jon Bauer
[Quoted text hidden]



EXHIBIT #7 - DEEMED REFUSED

Planning & Development Services

December 09, 2024

Applicant

Jonathan Bauer 6-25015 Township Road 544A
Sturgeon County, AB T8T 0B9
Crosswaydevelopments@gmail.com

RE: Development Permit Application No. - PLDPC20240788 - **DEEMED REFUSED**
Subject Property - W4-27-53-16-SW (the "Lands")

In accordance with Section 683.1(8) of the *Municipal Government Act* and Section 1.8 and 16.3(12) of the LUB, this Application is deemed to be refused because the information and documents required were not provided. The outstanding documents and information are necessary for the Development Authority to review the Application. The failure to provide outstanding information and documents means the Development Authority cannot properly assess and evaluate the Application to determine if the proposed development is suitable.

On October 03, 2024 you provided Parkland County Planning & Development Services (the "Development Authority") with a complete development permit application (the "Application") for a "Development Permit - Commercial / Industrial Institutional" on the Lands (the "Application"). On December 09, 2024 your application was deemed incomplete pursuant to section 683.1(6) of the *Municipal Government Act* and as the Applicant, you were notified by formal correspondence (on November 21, 2024) which outlined the information and documents missing from your application and required by Parkland County Land Use Bylaw 2017-18

The application revisions submission by the applicant included the following documents and information:

- Engineering Revisions
- Fire Services Revisions
- Dark Sky Compliant Lighting Details

I have reviewed the information and documents received by the Development Authority on 12/04/2024 and I have deemed the Application remains **incomplete**. Specifically, the Application is missing the following information and documents required by the LUB:

The Application is missing the following documents and information:

- The applicant didn't address the Development Planning concerns outlined in the revision letter sent on November 21, 2024 (see attached letter).

Pursuant to Section 684(4) of the *Municipal Government Act*, Section 640(5) of the *Municipal Government Act* does not apply. This means that you may make another application for the same or similar use on the same lands and the 12-month moratorium on applications does not apply. However, should you wish to appeal this decision or to make an inquiry regarding the appeal process, please contact the Subdivision and Development Appeal Board (SDAB) by **January 03, 2025** at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of \$200.00 must be paid for an appeal served on the SDAB by the applicant.

If I can provide any further information to you, please feel free to contact me at 780-968-8888 ext. 8212 or aman.jhawer@parklandcounty.com.

Thank-you,



Aman Jhawer
Development Authority

EXHIBIT #8 - LUB 4.4

4.4 AGR – Agricultural Restricted District



1. Purpose

To permit agricultural production and related farming activities while providing limited opportunity on a discretionary basis for compatible non-farm related land uses, and to prevent premature or scattered subdivision.

2. Uses

a) Fundamental Use Provisions

The Fundamental Use Provisions as requisite qualifiers for Permitted and Discretionary Uses listed within Subsection 2 b) and c) shall ensure:

- i) That Natural Resource Extraction/Processing shall not be located within a Multi-Parcel Residential Subdivision;
- ii) That notwithstanding 4.4.2 b) and c), the following uses are neither Permitted nor Discretionary Uses within the Jackfish Lake Area Structure Plan and surrounding Osborne Acres:
 - (1) Agricultural Support Services
 - (2) Natural Resource Extraction/Processing
 - (3) Outdoor Participant Recreation Services
 - (4) Tourist Campground, Destination
 - (5) Tourist Campground, Enroute
- iii) That notwithstanding 4.4.2 a) and b) the following are neither Permitted nor Discretionary Uses within the AGR District surrounding Osborne Acres:
 - (1) Dwelling, Single Detached
 - (2) Manufactured Home, Single Wide
 - (3) Secondary Suite (on Parcels smaller than 28.3 ha (70 acres))
 - (4) Out-Buildings
- iv) That Recreational Vehicle Storage shall not be within 150.0 m of a Multi-Parcel Residential Subdivision;
- v) That a Wind Energy Converter System - Minor, as a Permitted Use, is limited to no more than one system; and
- vi) That Wind Energy Converter System(s) - Minor, as a Discretionary Use, are limited to no more than two systems.

b) PERMITTED USES	c) DISCRETIONARY USES
Apiary	Agricultural Support Services
Bed and Breakfast Home	Animal Health Care Services
Dwelling, Single Detached	Boarding House
Farm Vacation Home	Cemetery
Government Services	Community Recreation Services

b) PERMITTED USES	c) DISCRETIONARY USES
Home Day Care Manufactured Home, Single Wide <i>Not a Permitted or Discretionary Use surrounding Osborne Acres.</i> Wind Energy Converter System – Minor Accessory Uses for the uses listed in 4.4.2 b)	Cottage Industry Cultural Facilities Daycare Services Group Care Facility Group Home, Limited Group Home, Major Home Based Business Level 2 Horticultural Use Kennel Medical Treatment Services Natural Resource Extraction/Processing Natural Science Exhibits Out-Building Outdoor Participant Recreation Services Personal and Health Care Services <i>Only on Lot B, Plan 8421539 Pt. NE-28-52-27-W4M</i> Recreational Vehicle Storage Religious Assembly Riding Arena Secondary Suite Small Animal Breeding and/or Boarding Services Tourist Campground, Destination Tourist Campground, Enroute Wind Energy Converter Systems – Major Wind Energy Converter System – Minor Accessory Uses for the uses listed in 4.4.2 c)

Bylaw No. 2018-09

3. Subdivision

- a) Parcel Area Requirement (for purposes of new Parcel creation only)
 - i) Extensive Agriculture and Extensive Livestock shall have a minimum Parcel area of 60.0 ha, more or less.
 - ii) Manufactured Home (single wide) and Dwelling, Single Detached shall have a minimum Parcel area of 0.8 ha of developable land and a maximum Parcel area of 4.0 ha for a single Parcel residential subdivision, unless greater area is required to include shelterbelts, natural features, private on-site sewage disposal and water

services, buildings or other improvements related to the residential component of a farmstead and the applicant can demonstrate to the satisfaction of the County that existing farming operations will not be restricted. The maximum width:depth ratio for a residential Parcel shall be 1:4.

- iii) Horticultural Use shall have a minimum Parcel area of 16.0 ha more or less.
- iv) For all other Permitted and Discretionary Uses the minimum and maximum Parcel area requirements shall be determined by the Subdivision Authority.
- b) Parcel Density Requirement (for purposes of new Parcel creation only)
 - i) Manufactured home, single wide and dwelling, single detached shall have a maximum of one (1) single Parcel residential subdivision from an un-subdivided quarter section.
 - ii) For all other Permitted and Discretionary Uses, the minimum and maximum Parcel density requirements shall be determined by the Subdivision Authority.

4. Development

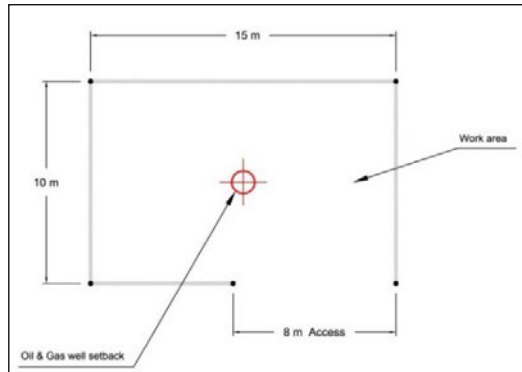
- a) Setbacks for Principal Buildings
 - i) A minimum Setback of 7.5 m shall be provided from the Property Line of an adjacent internal subdivision road.
 - ii) A minimum Setback of 23.0 m shall be provided from the Property Line of an adjacent municipal road right-of-way.
 - iii) A minimum Setback of 45.0 m shall be provided from the Property Line of an adjacent Arterial Road right-of-way.
 - iv) A minimum Setback shall be provided as determined by the Development Authority in consultation with Alberta Transportation for Parcels adjacent to a Highway.
 - v) A minimum Setback of 6.0 m shall be provided from the side edge of the Parcel, not adjacent to any roadway.
 - vi) A minimum Setback of 6.0 m shall be provided from the rear edge of the Parcel, not adjacent to any roadway.
- b) Setbacks for Accessory Buildings
 - i) A minimum Setback of 7.5 m shall be provided from the Property Line of an adjacent internal subdivision road.
 - ii) A minimum Setback of 13.0 m shall be provided from the Property Line of an adjacent municipal road right-of-way.
 - iii) A minimum Setback of 45.0 m shall be provided from the Property Line of an adjacent Arterial Road right-of-way.
 - iv) A minimum Setback shall be provided as determined by the Development Authority in consultation with Alberta Transportation for Parcels adjacent to a Highway.
 - v) A minimum Setback of 3.0 m shall be provided from the side edge of the Parcel, not adjacent to any roadway.
 - vi) A minimum Setback of 3.0 m shall be provided from the rear edge of the Parcel, not adjacent to any roadway.

EXHIBIT #9 - LUB 12.14

PARKLAND COUNTY LAND USE BYLAW
BYLAW NO. 2017-18
CONSOLIDATED JUNE 19, 2020

12.13 Reclaimed Gas and Oil Wells

1. The purpose of establishing Setbacks around well sites is to allow for the maintenance of the well site to occur, to protect the well site and to avoid damage to any construction or excavation equipment that may be used in construction of buildings or utilities on the site. Incorporating the Setbacks and access area associated with a well site, into a subdivision and development proposals may help in determining an effective subdivision design, the location of building sites, siting of underground utilities and grading of land.
2. Setbacks from an abandoned well shall be established in accordance with the Subdivision and Development Regulations and the most current Directive as adopted by the Alberta Energy Regulator.
3. Both the subdivision application and development permit application may require the registration of a Restrictive Covenant, against the title of the property that contains a reclaimed well identifying the Setback requirements identified in Section 12.13.2.
4. For all other gas and oil wells, all applicable provisions under Section 11 of the Subdivision and Development Regulation shall be complied with.



12.14 Recreational Vehicle Storage

1. The following provisions shall apply to Recreational Vehicle Storage where allowed for in this Bylaw:
 - a) a minimum Setback of 6.0 m shall be required from any Property Line;
 - b) storage shall be as required under the Alberta Fire Code pertaining to water for fire suppression, fencing and access, etc.;
 - c) vehicle entrances and exits, as well as internal vehicle routes shall be designed in a manner that provides a safe and clearly defined circulation pattern;
 - d) all on-site roadways, parking, loading and storage areas shall have a durable hard surface of asphalt, gravel or similar material and the same shall be drained, developed to the satisfaction of the Development officer and the Parkland County Engineering Department;
 - e) where on-site parking or storage is illuminated, all lighting shall be positioned in such a manner that lighting falling onto abutting properties is minimized;
 - f) any developed portion of the site must be graded, contoured and seeded and shall provide for a satisfactory disposal of surface water by grading and drainage in such a

manner that no surface water shall drain onto public roadway or other neighbouring property;

- g) there shall be no storage of hazardous materials or goods on site;
- h) no day use or over-night accommodation shall be allowed on site;
- i) the storage of Recreational Vehicles shall not include storage for the salvage of, or for derelict Recreational Vehicles;
- j) the Recreational Vehicle compound shall be fenced with a minimum 1.83 m high chain link fence around the periphery of the storage area;
- k) any proposed sanitation dump shall be in accordance with the Alberta Safety Code;
- l) landscaping, if required by the Development Authority, shall be as follows:
 - i) on sites smaller than 1.0 ha a minimum of 10%, or as otherwise required by the Development Authority, of the site shall be landscaped. On sites larger than 1.0 ha, a minimum of 60%, or as otherwise required by the Development Authority, of the required front and side yard Setbacks of the site shall be landscaped;
 - ii) one tree for every 40.0 m² of landscaped area, to a minimum of four trees, at a proportion of approximately 1:1 deciduous and coniferous trees, provided that where new tree plantings are otherwise required, existing trees that comply with the Minimum Tree Sizes can be used;
 - iii) one shrub for every 60.0 m² of landscaped area shall be provided to a minimum of six shrubs, at a proportion of approximately 2:1 of deciduous and coniferous shrubs;
 - iv) deciduous trees shall be a minimum of 63.0 mm caliper measured 450.0 mm from ground level. Coniferous trees shall be 2.5 m in height.

12.15 Recycling Depots

1. The following shall apply to a Recycling Depot – Major:
 - a) A Recycling Depot – Major shall not be approved without the construction of a principal building for the enclosed/interior receiving, sorting and/or processing of materials;
 - b) If outdoor storage is an accessory component of the operation, all outdoor storage areas shall be screened from adjacent properties and roadways;
 - c) All outdoor storage or stockpiles of materials shall not be vertically higher than the approved screening;
 - d) The owner/applicant may be required to provide a Debris and Dust Control Plan;
 - e) If household waste and/or organics are received as an accessory use of the operation, there shall be no outdoor storage. Household waste and organics must be regularly removed from the site;
 - f) The owner/applicant may be required to undertake mitigating measures to minimize any odour escaping the facility, at the discretion of the Development Authority.

12.16 Secondary Suite

1. One Secondary Suite may be developed on a Parcel where allowed.

2. The minimum floor area for a Secondary Suite shall be 30.0 m² and the maximum floor area of a secondary area shall be 92.0 m².
3. The Development Authority shall, in its opinion, be satisfied that there exists on the hosting Parcel, a suitable development site upon which to site the Secondary Suite. The Development Authority shall be satisfied that the Secondary Suite can and will, where possible, be properly connected to services (e.g. gas, power, water, sewage disposal) associated with the existing host residence without jeopardizing existing services associated with either the hosting Parcel or adjacent and neighbouring Parcels.
4. A Secondary Suite shall be designed, sited, constructed and finished in a manner that is visually compatible, in the opinion of the Development Authority, with the residential character of adjacent and neighbouring lands and/or the neighbourhood in general. The following guidelines may be considered by the Development Authority:
 - a) the suite should not be placed in front of the primary residence or placed in a manner which could obstruct the view from a house on an adjacent property ;
 - b) The suite shall not be placed on any easements and shall not be placed on a gas line;
 - c) the suite shall be sited in accordance with Setback regulations for a principal building;
 - d) the site shall be graded to avoid ponding under or around the suite.
5. A Secondary Suite that is a garden suite shall have a separation distance of at least 5.0 m from any other Dwelling.
6. The separate entrance to the Secondary Suite (an additional Dwelling Unit located within and Accessory to a Dwelling, Single Detached) shall be accessed either from a common indoor landing or directly from the side or rear of the building.
7. A Secondary Suite (an additional Dwelling Unit located within and Accessory to a Dwelling, Single Detached) shall be developed in such a manner that the exterior of the principal building containing the Secondary Suite shall appear as a single dwelling.
8. A Secondary Suite shall not be developed within the same principal dwelling containing a Group Home.
9. A Secondary Suite shall not be permitted within the second dwelling located on the same Parcel.
10. A Secondary Suite shall not be subject to separation from the principal dwelling through a condominium conversion or subdivision.

12.17 Service Stations, Gas Bars and Bulk Fuel Stations

1. Minimum Site Area
 - a) A Service Station shall have a minimum site area 1,500.0 m².
 - b) A gas bar shall have a minimum site area of 1,200 m².
 - c) A gas bar or Service Station including a car wash shall have a minimum Site Area of 2,700 m².
 - d) Where a gas bar forms part of a commercial complex or centre, the minimum Site Area containing gas bar buildings and pump areas shall in no case be less than 1,000.0 m².

EXHIBIT #10 - SG LONG RANGE PLANNER



Crossway Developments <crosswaydevelopments@gmail.com>

Senior Long Range Planner Discussion - Re: Expansion of Spruce Grove RV Storage

3 messages

Crossway Developments <crosswaydevelopments@gmail.com>
To: "ckortmeyer@sprucegrove.org" <ckortmeyer@sprucegrove.org>

Mon, Dec 9, 2024 at 5:15 PM

Hi Christina,

I wanted to thank you again for taking the time earlier this afternoon to discuss my plans regarding the expansion of my RV Storage Facility, Spruce Grove RV Storage, as part of my ongoing application with Parkland County.

As we discussed, the City of Spruce Grove has not raised any objections or concerns regarding my first two RV storage developments, Parkland RV Storage and Spruce Grove RV Storage. I am now seeking to expand the second facility, and the purpose of our meeting was to confirm that the City of Spruce Grove would not object to this expansion.

As mentioned, I have attached the letter that was sent to adjacent landowners earlier this summer about the expansion project. While I would appreciate your quick review of this letter, I would also like to summarize our conversation for clarity:

1. **No Objection from the City:** Based on our discussion, it's my understanding that the City of Spruce Grove does not foresee any objection to the expansion of my RV Storage Facility. You indicated there is no reason for the City to object.
2. **Transitional Land Use:** The City sees this expansion as a suitable transitional use of the land until the long-term plans for the Yellowhead corridor to the north materialize.
3. **Appreciation for Meeting:** You had mentioned that you appreciated that I had proactively chosen to come in to discuss this and seek feedback prior to it going before an appeal board.

Thank you for confirming my understanding of these points, Christina. My meeting with you was timely, as shortly after we spoke, I received an email from Parkland County that my application has been deemed refused. As a result, I will now need to bring the matter before the Subdivision and Development Appeal Board (SDAB).

Your confirmation that the City of Spruce Grove has no objections to the expansion will be extremely helpful as I move forward with the appeal process.

If you have any questions or need further information, please don't hesitate to reach out to me by phone or email.

Sincerely,
Jon Bauer
780-231-2800



SGRV EXPANSION - Adjacent Landowner Mail Out - July 2024 - Letter and Responses.pdf
2065K

Christina Kortmeyer <ckortmeyer@sprucegrove.org>
To: Crossway Developments <crosswaydevelopments@gmail.com>

Wed, Dec 11, 2024 at 1:52 PM

Good afternoon Jonathan,

It was nice to meet you on Monday regarding your future expansion plans for your recreational vehicle storage business.

As mentioned, Spruce Grove would not object to a proposed expansion of the existing business based on the information that was offered during our discussion. Looking more closely at your written proposal (attached) and comparing it to the County's Land Use Bylaw, I can see that your land is situated with the Agricultural Restricted District – AGR. Also, I note that Recreational Vehicle Storage is a Discretionary Use in that District. I understand that you are planning on expanding the existing approved business into land that is also within the AGR District. I am not certain which storage business this is (Parkland RV Storage or Spruce Grove RV Storage), regardless, the use is discretionary and up to the discretion of Parkland County's Development Authority. As a result, I can confirm, as we discussed on Monday, that the City of Spruce Grove would not be in a position to appeal a development permit granted for an expansion of the existing RV Storage business within the AGR District. Based on your new information regarding your development permit application being deemed refused, the City would not participate in any appeal processes in the future.

This email is offered based on our conversation, and is not meant to offer any kind of planning advice or judgement with respect to the decision rendered by the Development Authority in Parkland County. I wish you all the best with your future plans.

Regards,

Christina

Christina Kortmeyer, BPL, MPA, RPP, MCIP
Senior Long Range Planner

City of Spruce Grove | Planning and Development

[315 Jespersen Avenue](#) | Spruce Grove, AB, T7X 3E8

Phone: (780) 962-7634 ext. 278 | Fax: (780) 962-1062

Email: ckortmeyer@sprucegrove.org

From: Crossway Developments <crosswaydevelopments@gmail.com>

Sent: Monday, December 9, 2024 5:15 PM

To: Christina Kortmeyer <ckortmeyer@sprucegrove.org>

Subject: Senior Long Range Planner Discussion - Re: Expansion of Spruce Grove RV Storage

NOTICE: This email originated from outside the organization. Use caution when clicking links or opening attachments.

[Quoted text hidden]



SGRV EXPANSION - Adjacent Landowner Mail Out - July 2024 - Letter and Reponses.pdf

2065K

Crossway Developments <crosswaydevelopments@gmail.com>

Wed, Dec 11, 2024 at 4:16 PM

To: Christina Kortmeyer <ckortmeyer@sprucegrove.org>

Thank you Christina!

It was wonderful to meet you as well.

Thank you for the information you have confirmed in your email.

Have a Merry Christmas!

Jon Bauer

Sent from my iPhone

On Dec 11, 2024, at 1:52 PM, Christina Kortmeyer <ckortmeyer@sprucegrove.org> wrote:

[Quoted text hidden]

<SGRV EXPANSION - Adjacent Landowner Mail Out - July 2024 - Letter and Reponses.pdf>