



# Municipal District of **GREENVIEW**

## MUNICIPAL PLANNING COMMISSION REGULAR MEETING AGENDA

Wednesday, April 10, 2024

9:00 AM

Administration Building and Zoom  
Valleyview AB

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<b>#1</b> CALL TO ORDER			
<b>#2</b> ADOPTION OF AGENDA			
<b>#3</b> MINUTES	3.1	ADOPTION OF MUNICIPAL PLANNING COMMISSION REGULAR MEETING MINUTES HELD MARCH 13, 2024	3
	3.2	BUSINESS ARISING FROM MINUTES	
<b>#4</b> SUBDIVISION	4.1	S24-001 / GREEN LEAF / ONE LOT SUBDIVISION / PLAN 822 3273; 34; 6 / HAMLET OF GRANDE CACHE <ul style="list-style-type: none"><li>• K MILLER – SCHEFFER ANDREW LTD. (ZOOM)</li></ul>	13
	4.2	S24-002 / MITCHELL/ FIRST PARCEL OUT / NW 14-69-20-W5M / SUNSET HOUSE AREA <ul style="list-style-type: none"><li>• C JONES – BORDERLINE SURVEYS</li></ul>	73
	4.3	S24-004 / MORRISON / FIRST PARCEL OUT / SW 16-75-24-W5M / PUSKWASKAU AREA	97
<b>#5</b> DEVELOPMENT PERMITS	5.1	D24-024 / VERDECHEM TECHNOLOGIES INC / PERMITTED USE IN M-2; ACCESSORY BUILDING WITH VARIANCES / PLAN 082 2151; 1; 2 / DEBOLT AREA	121
	5.2	D24-041 / WADE ANDREWS / PERMITTED USE IN CR-3 – ACCESSORY BUILDING IN FRONT YARD / PLAN 3978KS; 1; 4 / SANDY BAY AREA	145
<b>#6</b> NEXT MEETING		MAY 15, 2024	
<b>#7</b> ADJOURNMENT			



Minutes of a  
**MUNICIPAL PLANNING COMMISSION REGULAR MEETING**  
**MUNICIPAL DISTRICT OF GREENVIEW NO. 16**  
 Greenview Administration Building [and Zoom]  
 Valleyview, Alberta, on Wednesday, March 13, 2024

**#1  
CALL TO ORDER**

Chair Ryan Ratzlaff called the meeting to order at 9:00 a.m.

**PRESENT**

Chair	Ryan Ratzlaff
Vice-Chair	Sally Rosson
Member	Christine Schlieff
Member	Jennifer Scott
Member	Bill Smith (Zoom)
Member	Winston Delorme (Zoom 9:02)
Member	Tyler Olsen
Member	Dale Smith
Member	Dave Berry
Member	Marko Hackenberg

**ATTENDING**

CAO	Stacey Wabick
Director, Planning & Economic Development	Martino Verhaeghe
Director, Infrastructure & Engineering	Roger Autio
Development Officer	Nicole Friesen
Development Officer	Alysse Barks
Development Officer	Celine Chuppa
Recording Secretary	Nancy Harris

**ABSENT**

Member	Tom Burton
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**GUESTS**

Brandon Nieuwenhuis (D24-020)  
 Mitch Rawlyk (D24-032)  
 Erich Eckstein (D24-032)

**#2  
AGENDA**

MOTION: 24.03.12 Moved by: Member Christine Schlieff  
 That the March 13, 2024, agenda be adopted as presented.

For: Chair Ryan Ratzlaff, Vice-Chair Sally Rosson, Member Christine Schlieff, Member Jennifer Scott, Member Bill Smith, Member Dave Berry, Member Winston Delorme, Member Tyler Olsen, Member Dale Smith, Member Marko Hackenberg

**CARRIED**

**#3  
MINUTES**

**3.1 MINUTES OF REGULAR MEETING**

MOTION: 24.03.13 Moved by: Vice Chair Sally Rosson  
That the minutes of the Municipal Planning Commission regular meeting held on February 14, 2024, be adopted as presented.

For: Chair Ryan Ratzlaff, Vice-Chair Sally Rosson, Member Christine Schlieff, Member Jennifer Scott, Member Bill Smith, Member Tom Burton, Member Winston Delorme, Member Tyler Olsen, Member Dale Smith

**CARRIED**

### **3.2 BUSINESS ARISING FROM MINUTES**

NONE

#### **#4 SUBDIVISIONS**

NONE

#### **#5 DEVELOPMENT PERMITS**

### **5.1 D24-018 / R360 ENVIRONMENTAL SOLUTIONS CANADA/ DISCRETIONARY USE – LANDFILL, INDUSTRIAL EXPANSION / NE 24-69-06-W6M / GROVEDALE AREA**

Development Officer - Crown lands Celine Chuppa presented an overview of a development permit application for Discretionary Use – Landfill, Industrial Expansion within NE 24-69-06-W6M. The property was zoned Crown Land (CL) District.

#### **NE 24-69-06-W6M**

MOTION: 24.03.14 Moved by: Member Dale Smith  
That the Municipal Planning Commission APPROVE Development Permit application D24-018 – Landfill, Industrial - Expansion, subject to the following:

#### **Conditions:**

1. The applicant must obtain approval from Alberta Environment and Protected Areas (AEPA) prior to construction or commencement of any development. Copies of such approvals are to be provided to the Municipal District of Greenview No. 16. And the developer must adhere to all conditions as set by AEPA Approval #239576-01-00.
2. A permit from Alberta Safety Codes Authority is required for all fuel tanks located on the site and must be submitted to Greenview. Copies of such approvals are to be provided to the Municipal District of Greenview No. 16.

#### **Standards:**

1. Stripping of vegetation or grading shall be done in a manner which will minimize soil erosion by ensuring the extent of the disturbed area and the duration of exposure is minimal.
2. The applicant is responsible for weed control. Contact Greenview's Agricultural Fieldman at 780.524.7602 for further information.

3. All development(s) must be designed to ensure the stormwater runoff to adjacent lands or watercourses does not exceed pre-development flows.
4. Deleterious materials must not be allowed to enter any watercourse.
5. Development(s) shall not adversely affect groundwater resources or disturb natural drainage patterns or watercourses unless such measures are necessary to serve a proposed development and receive approval from Alberta Environment and Protected Areas (AEPA).

**Notes:**

1. This permit indicates that only the development to which it relates is authorized pursuant to the provisions of the Land Use Bylaw. Compliance with the provisions of Land Use Bylaw 18-800 does not exempt the applicant from compliance with any provincial, federal, or other municipal legislation.
2. All development must conform to the conditions of this development permit and the approved plans, and any revisions as required pursuant to this approval. Any subsequent changes, amendments, or additions to this development permit shall require a new development permit application, including but not limited to, an expansion or intensification of the use.
3. This development permit is valid upon the decision being advertised in accordance with Greenview's Advertising Bylaw and no appeal against said decision being successful.
4. Prior to construction or commencement of any development it is the responsibility of the applicant to ensure they obtain all necessary permits required by Alberta Safety Codes Authority, including but not limited to Building, Gas, Plumbing and Electrical permits, in accordance with the Safety Codes Act of Alberta.

For: Chair Ryan Ratzlaff, Vice-Chair Sally Rosson, Member Christine Schlieff, Member Jennifer Scott, Member Bill Smith, Member Dave Berry, Member Winston Delorme, Member Tyler Olsen, Member Dale Smith, Member Marko Hackenberg

**CARRIED**

**5.2 D24-020 / NIEUWENHUIS / PERMITTED USE IN A-1 – ACCESSORY BUILDING IN FRONT YARD AND DUGOUT / NE 19-71-22-W5M / NEW FISH CREEK AREA**

Development Officer Alysse Barks presented an overview of a development permit application for Permitted Use – Accessory Building in Front Yard and Dugout within NE 19-71-22-W5M. The property was zoned Agricultural One (A-1) District.

**NE 19-71-22-W5M** MOTION: 24.03.15 Moved by: Vice Chair Sally Rosson

That the Municipal Planning Commission APPROVE development permit application D24-020 for an Accessory Building and the Dugout on NE-19-71-22-W5M subject to the following:

**Conditions:**

1. That a variance is granted to Land Use Bylaw 18-800 Section 5.22.1.e) allowing the Accessory Building to be located within the Yard, Front.
2. The Accessory Building shall be located no closer than 1.5 m (4.9 ft) from the Dwelling or another Accessory Building.

**Standards:**

1. Stripping of vegetation or grading shall be done in a manner which will minimize soil erosion by ensuring the extent of the disturbed area and the duration of exposure is minimal.
2. The applicant is responsible for weed control. Contact Greenview's Agricultural Fieldman at 780.524.7602 for further information.
3. Deleterious materials must not be allowed to enter any watercourse.
4. The Dugout shall not adversely affect groundwater resources or disturb natural drainage patterns or watercourses unless such measures are approved by Alberta Forestry, Parks, and Tourism.

**Notes:**

1. This permit indicates that only the development to which it relates is authorized pursuant to the provisions of the Land Use Bylaw. Compliance with the provisions of Land Use Bylaw 18-800 does not exempt the applicant from compliance with any provincial, federal, or other municipal legislation.
2. All development must conform to the conditions of this development permit and the approved plans, and any revisions as required pursuant to this approval. Any subsequent changes, amendments or additions to this development permit shall require a new development permit application, including but not limited to, an expansion or intensification of the use.
3. Prior to construction or commencement of any development it is the responsibility of the applicant to ensure they obtain all necessary permits required by Alberta Safety Codes Authority, including but not limited to Building, Gas, Plumbing, Electrical permits, in accordance with the Safety Codes Act of Alberta.
4. The exterior of the building shall be completed within twenty-four (24) months from the issuance of the development permit. If the development authorized by a Development Permit is not completed within twenty-four (24) months from the effective date of the permit, such permit approval ceases and the permit itself is deemed void, expired, and without effect, unless an extension to this period has been previously granted.
5. You are located in the vicinity of an agricultural operation.

For: Chair Ryan Ratzlaff, Vice-Chair Sally Rosson, Member Christine Schlieff, Member Jennifer Scott, Member Bill Smith, Member Dave Berry, Member Winston Delorme, Member Tyler Olsen, Member Dale Smith, Member Marko Hackenberg

**CARRIED**

**5.3 D24-030 / REICHERT / PERMITTED USE IN A-1 – ACCESSORY BUILDING IN FRONT YARD / SE 20-71-22-W5M / NEW FISH CREEK AREA**

Development Officer Nicole Friesen presented an overview of a development permit application for Permitted Use in A-1 – Accessory Building in Front Yard within SE 20-71-22-W5M. The property was zoned Agricultural One (A-1) District.

**SE 20-71-22-W5M**

**MOTION:** 24.03.16 Moved by: Member Dale Smith

That the Municipal Planning Commission APPROVE development permit application D24-030 for an Accessory Building, subject to the following:

**Conditions:**

1. That a variance is granted to Land Use Bylaw 18-800 Section 5.22.1.e) allowing the Accessory Building to be located within the Yard, Front.
2. The Accessory Building shall be located no closer than 1.5 m (4.9 ft) from the Dwelling or another Accessory Building.

**Standards:**

1. The applicant is responsible for weed control. Contact Greenview's Agricultural Fieldman at 780.524.7602 for further information.
2. The use of the Accessory Building for business, industrial, and residential purposes is not permitted. The Accessory Building shall be used for personal use only.

**Notes:**

1. This permit indicates that only the development to which it relates is authorized pursuant to the provisions of the Land Use Bylaw. Compliance with the provisions of Land Use Bylaw 18-800 does not exempt the applicant from compliance with any provincial, federal, or other municipal legislation.
2. All development must conform to the conditions of this development permit and the approved plans, and any revisions as required pursuant to this approval. Any subsequent changes, amendments, or additions to this development permit shall require a new development permit application, including but not limited to, an expansion or intensification of the use.
3. Prior to construction or commencement of any development it is the responsibility of the applicant to ensure they obtain all necessary permits

required by Alberta Safety Codes Authority, including but not limited to Building, Gas, Plumbing, and Electrical permits, in accordance with the Safety Codes Act of Alberta.

4. You are located in the vicinity of an agricultural operation.

For: Chair Ryan Ratzlaff, Vice-Chair Sally Rosson, Member Christine Schlieff, Member Jennifer Scott, Member Bill Smith, Member Dave Berry, Member Winston Delorme, Member Tyler Olsen, Member Dale Smith, Member Marko Hackenberg

**CARRIED**

#### **5.4 D24-031 / HOLLER / PERMITTED USE IN CR-3 – ACCESSORY BUILDING IN FRONT YARD / NE 33-70-24-W5M / STURGEON HEIGHTS AREA**

Development Officer Alysse Barks presented an overview of a development permit application for Permitted Use in CR-3 – Accessory Building in Front Yard on Plan 8220383 Block 2 Lot 17 within NE 33-70-24-W5M. The property was zoned Country Residential Three (CR-3) District.

Chair Ryan Ratzlaff called a recess at 9:25 a.m. to confirm information.

Meeting reconvened at 9:30 a.m.

**NE 33-70-24-W5M**

**MOTION:** 24.03.17 Moved by: Member Christine Schlieff

That the Municipal Planning Commission APPROVE development permit application D24-031 for an Accessory Building on Plan 8220383 Block 2 Lot 17 subject to the following:

#### **Conditions:**

1. That a variance is granted to Land Use Bylaw 18-800 Section 5.22.1.e) allowing the Accessory Building to be located within the Yard, Front.
2. The Accessory Building shall be located no closer than 1.5 m (4.9 ft) from the Dwelling or another Accessory Building.
3. The use of the accessory building for business, industrial, and residential purposes is not permitted. The accessory building shall be used for personal use only.
4. The applicant is required to tie into the existing holding tank or install a new holding tank for the proposed development. The holding tank must be installed in a location that is accessible for regular cleaning and maintenance and must meet the tank and installation must meet Alberta Private Sewage Systems Standards of Practice.

#### **Standards:**



1. Any exterior lighting shall be positioned in such a manner that it does not cause a nuisance for surrounding landowners and/or interfere with the safe movement of traffic on nearby roads.
2. Stripping of vegetation or grading shall be done in a manner which will minimize soil erosion by ensuring the extent of the disturbed area and the duration of exposure is minimal.
3. The applicant is responsible for weed control. Contact Greenview's Agricultural Fieldman at 780.524.7602 for further information.
4. Development(s) shall not adversely affect groundwater resources or disturb natural drainage patterns or watercourses unless such measures are necessary to serve a proposed development and receive approval from Alberta Forestry, Parks, and Tourism.
5. Deleterious materials must not be allowed to enter any watercourse.
6. All development(s) must be designed to ensure the stormwater runoff to adjacent lands or watercourses does not exceed pre-development flows.

**Notes:**

1. This permit indicates that only the development to which it relates is authorized pursuant to the provisions of the Land Use Bylaw. Compliance with the provisions of Land Use Bylaw 18-800 does not exempt the applicant from compliance with any provincial, federal, or other municipal legislation.
2. All development must conform to the conditions of this development permit and the approved plans, and any revisions as required pursuant to this approval. Any subsequent changes, amendments or additions to this development permit shall require a new development permit application, including but not limited to, an expansion or intensification of the use.
3. Prior to construction or commencement of any development it is the responsibility of the applicant to ensure they obtain all necessary permits required by Alberta Safety Codes Authority, including but not limited to Building, Gas, Plumbing, Electrical permits, in accordance with the Safety Codes Act of Alberta.
4. The exterior of the building shall be completed within twenty-four (24) months from the issuance of the development permit. If the development authorized by a Development Permit is not completed within twenty-four (24) months from the effective date of the permit, such permit approval ceases and the permit itself is deemed void, expired, and without effect, unless an extension to this period has been previously granted.
5. No storage or activity may be undertaken that would in the opinion of the Development Authority unduly interfere with the amenities of the district or materially interfere with or affect the use, enjoyment, or value of neighboring properties, by reason of excessive noise, smoke, steam, odor, glare, dust, vibration, refuse matter, or other noxious emissions or containment of hazardous materials.

6. You are located in the vicinity of an agricultural operation.

For: Chair Ryan Ratzlaff, Vice-Chair Sally Rosson, Member Christine Schlieff, Member Jennifer Scott, Member Bill Smith, Member Dave Berry, Member Winston Delorme, Member Tyler Olsen, Member Dale Smith, Member Marko Hackenberg

**CARRIED**

### **5.5 D24-032 / RAWLYK / DISCRETIONARY USE – ABATTOIR IN EXISTING ACCESSORY BUILDING / NE 30-69-6-W6M/ GROVEDALE AREA**

Development Officer Nicole Friesen presented an overview of a development permit application For Discretionary Use – Abattoir in Existing Accessory Building within NE 30-69-6-W6M. The property was zoned Agricultural One (A-1) District.

**NE 30-69-6-W6M**

MOTION: 24.03.18 Moved by: Vice Chair Sally Rosson  
That the Municipal Planning Commission APPROVE development permit application D24-032 for an Abattoir, subject to the following:

#### **Conditions:**

1. The applicant must obtain a Mobile Butcher Facility Licence from the Province of Alberta and provide a copy to the Municipal District of Greenview No. 16.
2. No offensive noise or odour shall be produced by the business that would affect the privacy and enjoyment of adjacent residences.
3. The Abattoir shall be operated solely within the Accessory Building.
4. Any outdoor storage or storage of waste associated with the Abattoir shall be bear proofed and screened from view from the neighbouring parcels and roadways.

#### **Standards:**

1. The applicant is responsible for weed control. Contact Greenview's Agricultural Fieldman at 780.524.7602 for further information.
2. Any outdoor storage or storage of waste associated with the Abattoir shall be in bear proof as follows:
  - a. Lids and doors recessed, self-closing and tight fitting to prevent odours from escaping.
  - b. Latches on all lids and doors must be bear-resistant (i.e., bear's claws unable to reach the latch trigger mechanism).
  - c. Hinges and latches for lids must be sufficiently strong such that they cannot be pried open by claws (able to withstand several thousands of pounds of force). The rule of thumb is that if it can be dismantled using a crowbar then it is not bear-resistant.

- d. If the container is not able to be stored indoors, it must be sufficiently stable or capable of being anchored to a solid, stationary base to prevent tipping by large bears.
- e. Container material must be sufficiently strong to prevent bears from chewing, battering or crushing the container.

**Notes:**

1. This permit indicates that only the development to which it relates is authorized pursuant to the provisions of the Land Use Bylaw. Compliance with the provisions of Land Use Bylaw 18-800 does not exempt the applicant from compliance with any provincial, federal, or other municipal legislation.
2. The meat processing facility is subject to the *Meat Inspection Act* and Meat Inspection Regulation and shall at all times comply with the regulations and requirements therein.
3. The abattoir is subject to the *Disposal of Dead Animals Regulation, Animal Health Act, and Health of Animals Act* (Canada) and shall at all times comply with the regulations and requirements therein.
4. All development must conform to the conditions of this development permit and the approved plans, and any revisions as required pursuant to this approval. Any subsequent changes, amendments, or additions to this development permit shall require a new development permit application, including but not limited to, an expansion or intensification of the use.
5. Prior to construction or commencement of any development it is the responsibility of the applicant to ensure they obtain all necessary permits required by Alberta Safety Codes Authority, including but not limited to Building, Gas, Plumbing, and Electrical permits, in accordance with the Safety Codes Act of Alberta.
6. You are located in the vicinity of an agricultural operation.

For: Chair Ryan Ratzlaff, Vice-Chair Sally Rosson, Member Christine Schlieff, Member Jennifer Scott, Member Bill Smith, Member Dave Berry, Member Winston Delorme, Member Tyler Olsen, Member Dale Smith, Member Marko Hackenberg

**CARRIED**

#6  
NEXT MEETING

Wednesday, April 10, 2024

#7  
ADJOURNMENT

MOTION: 24.03.19 Moved by: Member Jennifer Scott  
That the meeting be adjourned at 9:49 a.m.

For: Chair Ryan Ratzlaff, Vice-Chair Sally Rosson, Member Christine Schlieff, Member Jennifer Scott, Member Bill Smith, Member Dave Berry, Member Winston Delorme, Member Tyler Olsen, Member Dale Smith, Member Marko Hackenberg

**CARRIED**

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CHAIR  
RYAN RATZLAFF

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DIRECTOR, PLANNING & ECONOMIC DEVELOPMENT  
MARTINO VERHAEGHE

UNADOPTED



# REQUEST FOR DECISION

**SUBJECT:** S24-001 One Lot Subdivision in DC-FMBP  
**SUBMISSION TO:** MUNICIPAL PLANNING COMMISSION REVIEWED AND APPROVED FOR SUBMISSION  
**MEETING DATE:** April 10, 2024 **DIRECTOR:** MAV **PRESENTER:** NF  
**REPORT TYPE:** Subdivision Application **MANAGER:** **WRITER:** NF

**FILE NO.:** S24-001 **LAND USE DISTRICT:** Direct Control – Floyd McLennan  
**LEGAL LOCATION:** Plan 822 3273; 34; 6 and Adjacent Roads **Business Park (DC-FMBP)**  
**AREA:** Ward 9, Hamlet of Grande Cache  
**APPLICANT/SURVEYOR:** Scheffer Andrew Ltd.  
**LANDOWNER:** Green Leaf Holdings Inc.

## BACKGROUND/PROPOSAL:

Administration has received an application to subdivide a 1.04 ha (2.57 ac) lot and associated road within the parcel legally described as Plan 822 3273, Block 34, Lot 6 and the adjacent undeveloped roads. The subject lands are located within the hamlet of Grande Cache, east of Highway 40 and north of the Royal Canadian Mounted Police detachment within the Floyd McLennan Business Park Area Structure Plan (ASP).

The applicant is proposing to subdivide to develop a bulk fuel station on the resulting lot. A development permit application was submitted in February of 2023, however the applicants failed to submit all the requirements for administration to issue a decision, therefore the application was deemed refused. The subject area is currently cleared and without services, which will be addressed by the terms of a Development Agreement as a condition of subdivision approval. Following signing of the agreement and submission of the required securities, the applicants may proceed with re-applying for a development permit for the bulk fuel station. As the land is designated as a Direct Control (DC) district, the development permit application would be subject to Council approval and additional conditions may be added at that time to address any off-site impacts or site-specific concerns for the proposed use. The applicant will also be required to provide further information and detailed engineering drawings for water services, gravity sewer services, and stormwater management which will form part of the Development Agreement for the subdivision.

There is an above ground electrical distribution line within the existing road right-of-way and ATCO has already requested a Utility Right of Way agreement as part of the road closure bylaw. If the power line requires burying or relocation due to the new bulk fuel station, the costs will be the responsibility of the developer. Burying or relocation of the

There is currently no developed road or access to the proposed lot or parent parcel and the existing undeveloped roads are in the process of being closed by Road Closure Bylaw 24-956. Both Land Use Bylaw 799 and the Floyd McLennan Business Park Area Structure Plan call for the closure and realignment of 99 Street and 105 Avenue. Registration of the road closure bylaw and construction of the realigned 99 Street are also addressed in the recommended conditions of approval.

Following circulation of the proposed subdivision, the Infrastructure & Engineering department raised concerns about the width of the road and length of road to be constructed. Although the road right of way (ROW) width does not meet Greenview's Design Guidelines and Municipal Servicing Standards for 30.0 m, the department has agreed to lessen the standard to a 20.5 metre ROW with a 3.0 metre utility right of way (URW) adjacent the new road. The required changes to the subdivision plan have been included in the recommended conditions of approval.

Municipal Reserves are not required for this subdivision as they were previously deferred by the Town of Grande Cache to the remainder of Plan 6285NY; A (Grande Cache Settlement Plan).

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PROPERTY DETAILS:

Proposed Servicing:	Municipal
Soil Type:	Clay
Topography:	Flat
Wetland Inventory:	None
LSRS Spring Grains:	N/A

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RELEVANT LEGISLATION AND POLICY CONSIDERATIONS:

**Grande Cache Municipal Development Plan (MDP)**

The MDP supports commercial and industrial development within the former Town and development and extension of municipal services through development agreements. Therefore, the proposed subdivision is supported.

**Floyd McLennan Business Park Area Structure Plan (FMBP ASP)**

**3. DEVELOPMENT CONCEPT**

*a) Overview*

*The concept provides for about fifty lots in a variety of sizes to satisfy market demands and requirements of the Land Use By-Law. The lots will be accessed from a single road that leads from Shand Avenue into an internal loop enclosing a mix of Retail/Service Commercial lots. Provision of a road right-of-way to the north boundary of the plan area will allow for future road development, and an emergency road access will also be provided on the east side of the road loop. Around the outside of the loop, on the north and east sides of the plan area, adjacent to Highway 40, and those along the west side of the Shand Manufactured Home Community are proposed for Tourist/Highway Commercial oriented development to include hotel/motel, restaurants, and other highway related businesses. A statistical breakdown of the land uses is shown in Table 1.*

The landowner plans to develop a bulk fuel station on the proposed lot; this use is consistent with highway commercial oriented development.

**5. TRANSPORTATION**

*b) Internal Road System*

*The southeast portion of the plan area currently includes the 99<sup>th</sup> Street road allowance abutting the west boundary of the Shand Trailer Court. It is proposed that a portion of this road be closed and replaced by another road that deflects further west from the 99<sup>th</sup> Street intersection as shown on Map 8.*

**Policy 6.5** Lot 6, Block 34, Plan 822 3273 will remain within the C-2 Land Use District of the Land Use Bylaw. Further to the provisions of the C-2 District, the Town will ensure an elevated standard both with respect to landscaping standards and architectural appearance and achieve this through various mechanisms including the use of an overlay district and/or restrictive covenant. This will be addressed at the time of subdivision. Pedestrian connectivity for the C-2 District portion of the ASP in relation to the immediately adjacent residents as well as the retail and residential areas across Highway 40 shall also be addressed prior to any decisions being made at the subdivision level.

Section 4.6 of the Traffic Impact Assessment (TIA) prepared by the developer proposes that little to no pedestrian traffic is anticipated to be generated by the proposed bulk fuel station and pedestrian connections are therefore not necessary, however a sidewalk may be considered along the 99 Street extension.

**Policy 6.16** Prior to any subdivision application submitted pursuant to this ASP being accepted by the Town as a completed application, the Traffic Impact Assessment (TIA) conducted in support of this ASP must be completed to the satisfaction of the Town as well as Alberta Transportation at the developer's sole cost.

The developer has prepared and submitted a TIA in support of the subdivision which is appended to this report. Alberta Transportation and Economic Corridors has reviewed the TIA and reported no concerns.

#### **Land Use Bylaw 799**

The application meets the requirements of the Land Use Bylaw as no specific lot sizes are established for the Direct Control – Floyd McLennan Business Park (DC-FMBP) district.

#### **34.7. Other Provisions**

*1.2. The Subdivision Authority, in deciding upon subdivision applications, and the Town, in development agreements associated with subdivision approvals, shall ensure adequate pedestrian (non-motorized) connectivity so that the lands this land use district is applied to are well connected to the adjacent residential property and the commercial area across Highway 40.*

Although the TIA does not anticipate additional pedestrian traffic from the proposed development, administration has included sidewalks and pedestrian connections be considered in the development agreement for construction by the developer.

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#### **RECOMMENDED ACTION:**

**MOTION: That the Municipal Planning Commission for the Municipal District of Greenview No. 16 APPROVE subdivision application S24-001 for the creation of a one (1) lot and road, totalling approximately 1.4 ha (3.46 ac) from the parcel legally described as Plan 822 3273, Block 34, Lot 6 and the adjacent roadways, subject to the following conditions:**

- 1. The applicant shall submit to the Municipal District of Greenview No. 16 a Plan of Survey suitable for registration with Alberta Land Titles. The size and location of the subdivided parcel shall be as per the approved tentative plan, including road right of way widths of 20.5 metres.**
- 2. The applicant shall submit to the Municipal District of Greenview No. 16 a Plan of Survey for a Utility Right of Way, 3.0 metres in width, adjacent to the proposed road, suitable for registration with Alberta Land Titles.**

3. The applicant shall close those portions of road within Plan 69TR (105 Avenue) and Plan 042 6473 (99 Street) adjacent to Plan 822 3273, Block 34, Lot 6. All costs associated with closure and consolidation of the roads shall be the responsibility of the applicant and the applicant shall pay all applicable fees in accordance with the Schedules of Fees Bylaw 24-970. Registration of the road closure shall occur concurrently with registration of the Plan of Survey for the subdivision.
4. The applicant shall pay a final subdivision endorsement fee in accordance with the Municipal District of Greenview No. 16 Schedules of Fees Bylaw 24-970.
5. The applicant shall pay all taxes owing to the Municipal District of Greenview No. 16 up to the year in which the subdivision is to be registered prior to signing the final subdivision endorsement documents.
6. The applicant shall enter into and comply with the terms of a development agreement in accordance with the Municipal Government Act, s. 655 for provision of the following, as required:
  - a. Road access, extending to the north boundary of the subdivision and any temporary road extension, cul de sac, or turnaround;
  - b. Municipal water service and extensions;
  - c. Municipal sewer service and extensions;
  - d. Municipal storm sewer service and extensions;
  - e. Franchise utility services and any Utility Rights-of-Way (URWs);
  - f. Street lighting;
  - g. Street signage;
  - h. Sidewalks and pedestrian connections, if any; and
  - i. Performance securities.

The developer shall prepare engineered drawings in accordance with the Municipal District of Greenview No. 16 Development Guidelines and Municipal Servicing Standards. The elements above, forming part of the development agreement shall be prepared by the developer, submitted to the Municipal District of Greenview No. 16 for review and approval, and constructed by the developer to the satisfaction of the Municipal District of Greenview No. 16, in accordance with the terms of the development agreement. The development agreement shall be registered by caveat on the title of the subject lands pursuant to Section 655(2) of the Municipal Government Act. The Municipal District of Greenview No. 16 shall prepare the development agreement as per the Schedules of Fees Bylaw 24-970.

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**ALTERNATIVES:**

**Alternative #1:** The Municipal Planning Commission may refuse the application, a reason for refusal must be stated. Administration does not recommend this option as the proposal complies requirements of the Land Use Bylaw 799, Floyd McLennan Business Park Area Structure Plan, and Grande Cache Municipal Development Plan.

**Alternative #2:** The Municipal Planning Commission may table the application to the next regular meeting or until additional information is received. Administration does not recommend this option as the applicant has provided all information required to provide a decision.

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**FINANCIAL IMPLICATION:**

All costs associated with the application will be borne by the applicant.



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**STAFFING IMPLICATION:**

There are no staffing implications to the recommended motion.

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**PUBLIC ENGAGEMENT LEVEL:**

Greenview has adopted the IAP2 Framework for public consultation.

The Municipal Government Act requires that application for subdivision be circulated to adjacent landowners and referral agencies for a minimum of fourteen (14) days. Greenview's Subdivision Process Policy 6007 requires adjacent landowners and encumbrances listed on title be provided twenty-one (21) days to respond.

---

**FOLLOW UP ACTIONS:**

No follow up action is required by the Municipal Planning Commission.

---

**ATTACHMENTS:**

- Subdivision Application
- Tentative Plan
- Access Location Plan
- Aerial Map
- Wetland Inventory
- Topographical Map
- Ownership Location Map
- Site Inspection Photos
- Traffic Impact Assessment (TIA)
- Floyd McLennan Business Park Area Structure Plan – Map 4 Concept Plan
- Floyd McLennan Business Park Area Structure Plan – Map 8 Roadway Plan



# SUBDIVISION APPLICATION - FORM A

## Municipal District of Greenview

4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608  
[www.mdgreenview.ab.ca](http://www.mdgreenview.ab.ca)

FOR ADMINISTRATIVE USE

APPLICATION NO. <b>S24-001</b>	
FORM A AS COMPLETED	
FEES SUBMITTED	RECEIPT NO.
ROLL NO. <b>1393000</b>	

**THIS FORM MUST BE COMPLETED IN FULL WHEREVER APPLICABLE BY THE REGISTERED LANDOWNER(S) OR BY AN AUTHORIZED AGENT ACTING ON HIS/HER (THEIR) BEHALF.**

**1. Name of registered owner(s) of land to be subdivided:**

\_\_\_\_\_  
 (Name(s) in Block Capitals) Address \_\_\_\_\_  
 Phone \_\_\_\_\_  
 Rural Address: \_\_\_\_\_ Email: \_\_\_\_\_

**2. AGENT ACTING ON BEHALF OF REGISTERED OWNER:**

\_\_\_\_\_  
 (Name(s) in Block Capitals) Address \_\_\_\_\_  
 Phone N \_\_\_\_\_  
 Email: \_\_\_\_\_ **December 22, 2023**

**3. LEGAL DESCRIPTION AND AREA OF LAND TO BE SUBDIVIDED**

All/part of the \_\_\_\_\_ ¼ Sec. \_\_\_\_\_ Twp. \_\_\_\_\_ Range: \_\_\_\_\_ West of \_\_\_\_\_ Meridian  
 Being all / parts of Reg. Plan No. \_\_\_\_\_ Block \_\_\_\_\_ Lot \_\_\_\_\_ C. of T. No. \_\_\_\_\_  
 Area of the above parcel of land to be subdivided \_\_\_\_\_ HA \_\_\_\_\_ AC

**4. LOCATION OF LAND TO BE SUBDIVIDED**

- a. Is the land situated immediately adjacent to the municipal boundary? Yes No  
If "yes", the adjoining municipality is \_\_\_\_\_
- b. Is the land situated within 1.6 km (1600 m) of the right-of-way of a Highway? Yes No  
If "yes", the Highway is No. \_\_\_\_\_
- c. Does the proposed parcel contain or is it bounded by a river, stream, lake, other body of water, drainage ditch or canal?  
Yes No If "yes" state its name \_\_\_\_\_
- d. Is the proposed parcel located within 1.5 km of a sour gas facility? Yes No
- e. You must provide the **Abandon Wellbore Search** Information to identify all well locations or confirming the absence of any abandoned wells as per ERCB Directive 079 (see attached info). Date Search Complete: \_\_\_\_\_

**5. EXISTING AND PROPOSED USE OF LAND TO BE SUBDIVIDED Describe:**

- a. Existing use of land \_\_\_\_\_ b. Proposed use of land \_\_\_\_\_
- c. The designated use of land as classified under Municipal District No. 16's Land Use Bylaw is \_\_\_\_\_

**6. PHYSICAL CHARACTERISTICS OF LAND TO BE SUBDIVIDED**

- a. Describe the nature of the topography of the land (flat, rolling, steep, mixed) \_\_\_\_\_
- b. Describe the nature of the vegetation and water on the land (brush, shrubs, tree stands, woodlots, sloughs, creeks, etc.) \_\_\_\_\_
- c. Describe the kind of soil on the land (sandy, loam, clay, etc.) \_\_\_\_\_

**7. EXISTING BUILDINGS ON THE LAND PROPOSED TO BE SUBDIVIDED**

Describe any buildings, historical or otherwise, and any structures on the land and whether they are to be demolished or moved  
\_\_\_\_\_  
\_\_\_\_\_

**8. PLEASE COMPLETE WATER & SEWER SERVICE INFORMATION – FORM B**

**9. REGISTERED OWNER(S) OR AGENT ACTING ON BEHALF OF REGISTERED OWNER(S):**

I / WE \_\_\_\_\_ hereby certify that  
 \_\_\_\_\_  
 (full name i  
 I am / are the registered owner(s), or  I am the agent authorized to act on behalf of the registered owner, and that the information given on this form is full and complete and is, to the best of my / our knowledge, a true statement of the facts relating to his/her ap  
 SIGNED: \_\_\_\_\_ Date: \_\_\_\_\_

The personal information collected on this form is being collected under the authority of Sections 33 and 39(1)(a)(b) of the Alberta Freedom of Information and Protection of Privacy Act, and Section 301.1 of the Municipal Government Act. The information will be used to process your application(s). Your name, contact telephone number and address may be used to carry out current and/or future construction, operating programs, services or activities of the Municipality. If you have any questions about the collection, use or disclosure of the personal information provided, please contact the Freedom of Information and Protection of Privacy Coordinator at 780.524.7600.



## WATER & SEWER INFORMATION – FORM B

### Municipal District of Greenview

4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
 T: 780.524.7600; F: 780.524.4307; Toll-Free 1.866.524.7608  
[www.mdgreenview.ab.ca](http://www.mdgreenview.ab.ca)

Please note below the type of water supply and sewage disposal that is either **Existing** or **Proposed** for the lots indicated on the sketch accompanying your application. *(The location of these facilities must be accurately indicated on the sketch.)*

Please indicate if water and sewer services are existing or proposed by entering the initial as follows:

**E – for Existing** or **P – for Proposed** in the appropriate box.

TYPE OF WATER SUPPLY	1 <sup>st</sup> Parcel	2 <sup>nd</sup> Parcel	Balance of Quarter
Dugout			
Well			
Cistern & Hauling			
Municipal Service			
Other <i>(Please specify)</i>			

TYPE OF SEWAGE DISPOSAL	1 <sup>st</sup> Parcel	2 <sup>nd</sup> Parcel	Balance of Quarter
Open Discharge/Pump-out			
Septic Tank/Holding Tank			
Tile Field/Evaporation Mound			
Sewage Lagoon			
Municipal Service			
Other <i>(Please specify)</i>			

Portion of Lot 6, Block 34, Plan 822 3273	- 0.56ha (1.38ac)
Portion of Closed Road on Plan 69 TR	- 0.16ha (0.40ac)
Portion of Closed Road on Plan 042 6473	- 0.32ha (0.79ac)
<b>Total Area of Proposed Lot 1</b>	<b>- 1.04ha (2.57ac)</b>

LOT 16  
BLOCK 34  
PLAN 072 6105

105 Avenue

78.8  
Portion of closed Road  
Road Plan 69 TR

R/W PLAN 6372 RS

R/W PLAN 5941 RS

3.0m Utility Easement  
Required Both  
Sides of Road

**LOT 1**  
**1.04ha**

LOT 6  
BLOCK 34  
PLAN 822 3273

LOT 15  
BLOCK 34  
PLAN 042 6473

0.36ha

ROAD

R/W PLAN 042 6473  
Portion of closed Road  
ROAD PLAN 042 6473

100 STREET

LOT 7  
BLOCK 34  
PLAN 822 3273

LOT 18  
BLOCK 34  
PLAN 102 5302

LOT 1R  
BLOCK 34  
PLAN 2650 RS

SHAND AVENUE EAST

LOT R1  
BLOCK 310  
PLAN 1436 RS

SHAND AVENUE WEST

LOT 24  
BLOCK 24  
PLAN 3698 RS

LOT 12  
BLOCK 31  
PLAN 5117 RS

LOT 30  
BLOCK 1  
PLAN 2650 RS

## PROPOSED SUBDIVISION GREEN LEAF FUELS INC.

Part of LOT 6 BLOCK 34 PLAN 822 3273 &  
Portions of CLOSED ROAD (BYLAW XXX)  
HAMLET OF GRANDE CACHE

SUBDIVISION BOUNDARY CONTAINING  
APPROX. 1.4ha AND 1 DC FMBP LOT



Temporary 23.0m  
Radius Turnaround

LOT 16  
BLOCK 34  
PLAN 072 6105

105 Avenue

Temporary 7.0m  
Road to Turnaround

Portion of 99 Street  
to be constructed

LOT 6  
BLOCK 34  
PLAN 822 3273

3.0m Utility Easement  
Required Both  
Sides of Road

100 STREET

1.80m Walk

LOT 1

LOT 18  
BLOCK 34  
PLAN 102 5302

LOT 7  
BLOCK 34  
PLAN 822 3273

LOT 15  
BLOCK 34  
PLAN 042 6473

LOT 1R  
BLOCK 34  
PLAN 2650 RS

SHAND AVENUE EAST

LOT R1  
BLOCK 310  
PLAN 1436 RS

SHAND AVENUE WEST

LOT 24  
BLOCK 24  
PLAN 3698 RS

LOT 12  
BLOCK 31  
PLAN 5117 RS

LOT 30  
BLOCK 1  
PLAN 2650 RS

Portion of closed Road  
Road Plan 69 TR

R/W PLAN 5941 RS

R/W PLAN 6372 RS

R/W PLAN 042 6474  
Portion of closed Road  
ROAD PLAN 042 6473

LOT 7  
BLOCK 34  
PLAN 822 3273

# PROPOSED ACCESS LOCATIONS GREEN LEAF FUELS INC.

Part of LOT 6 BLOCK 34 PLAN 822 3273  
HAMLET OF GRANDE CACHE

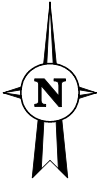




# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

## Proposed Subdivision S24-001 (Green Leaf)

### Aerial



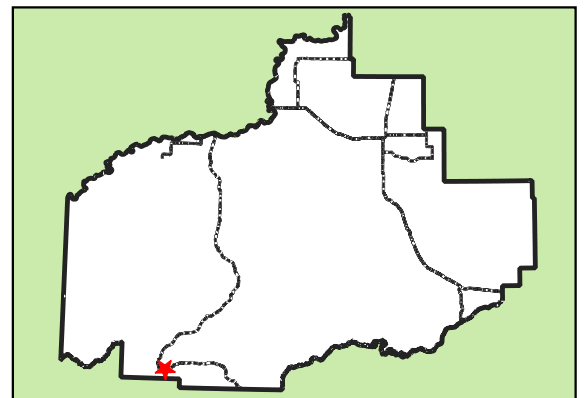
### LEGEND

- Proposed Subdivision
- Hamlet of Grande Cache
- Cadastre
- Transportation**
- Paved Highways
- Gravel Road
- Paved Road

### GV Imagery 2023

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Map Print Date : March 05, 2024



0 50 100



metres

Scale 1:2,500

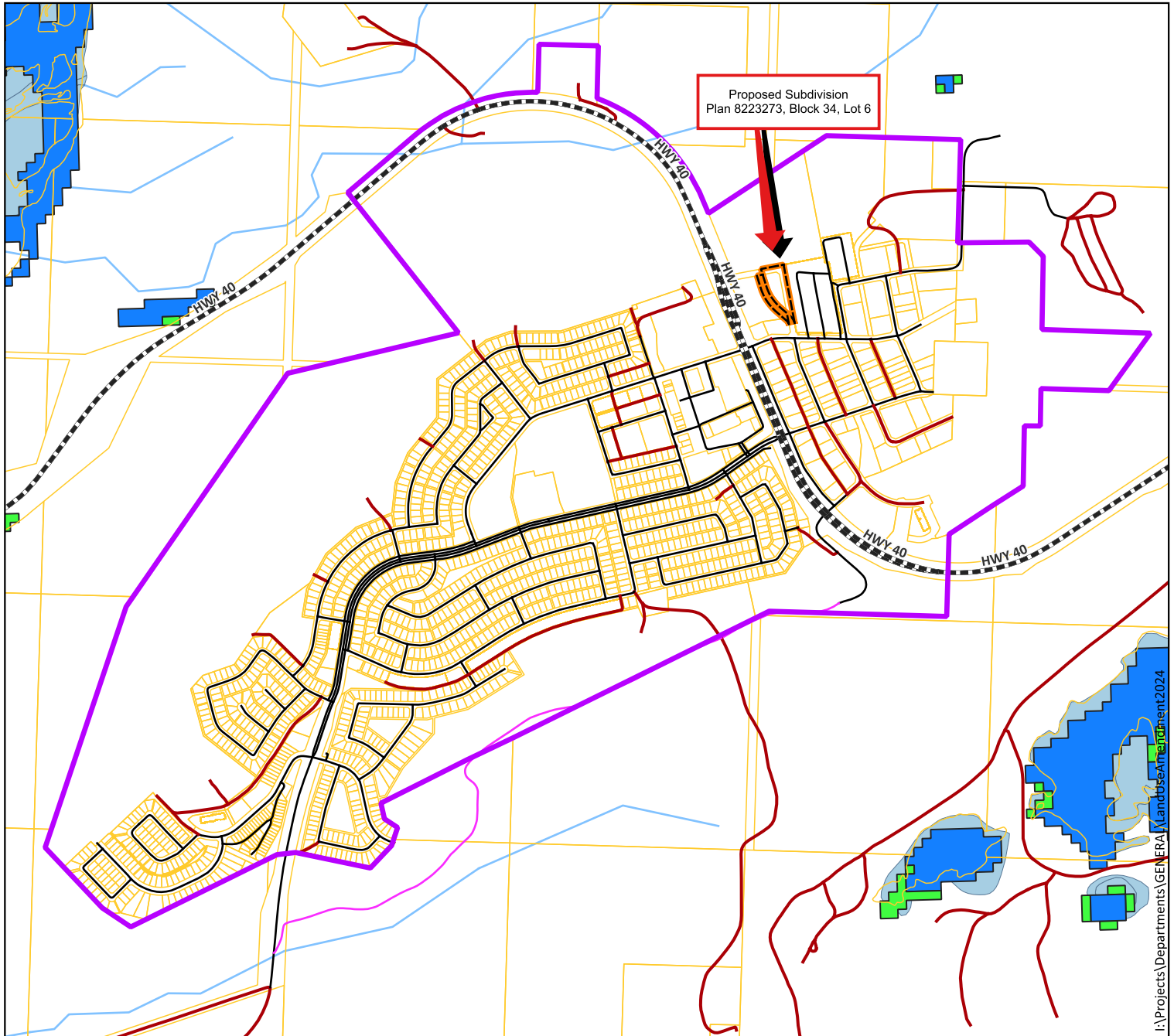
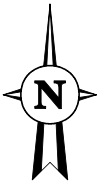
PROJECTION: UTM Zone 11N NAD 83



# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

## Proposed Subdivision S24-001 (Green Leaf)

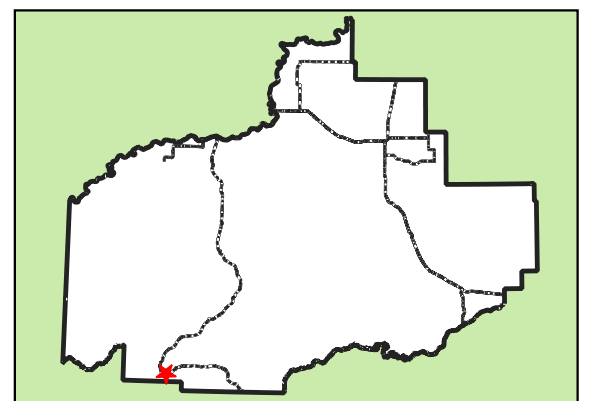
### Wetland



I:\Projects\Departments\GENERAL\LandUse\Amendment2024

### LEGEND

- |                          |            |
|--------------------------|------------|
| Proposed Subdivision     | Paved Road |
| Hamlet of Grande Cache   | Unimproved |
| <b>TRANSPORTATION</b>    |            |
| Paved Highways           | Marsh      |
| Gravel Road              | Open Water |
| <b>Wetland Inventory</b> |            |



0 400 800



metres

Scale 1:20,000

PROJECTION: UTM Zone 11N NAD 83

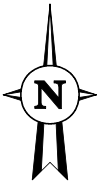
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# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

## Proposed Subdivision S24-001 (Green Leaf)

### Topography

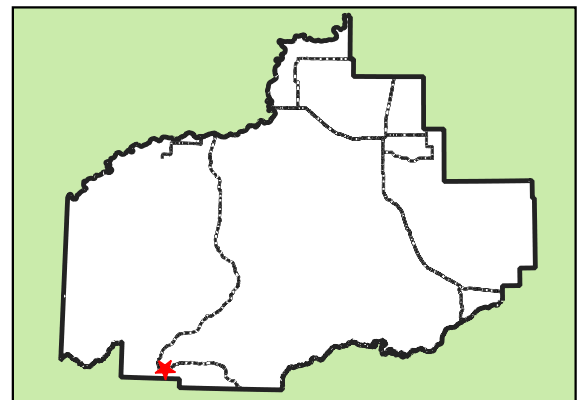


### LEGEND

- Proposed Subdivision
- Hamlet of Grande Cache
- Cadastre
- Contour Line(m)**
- Minor Break
- Major Break
- Transportation**
- Paved Highways
- Gravel Road
- Paved Road

### GV Imagery 2023

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0 100 200



metres  
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PROJECTION: UTM Zone 11N NAD 83

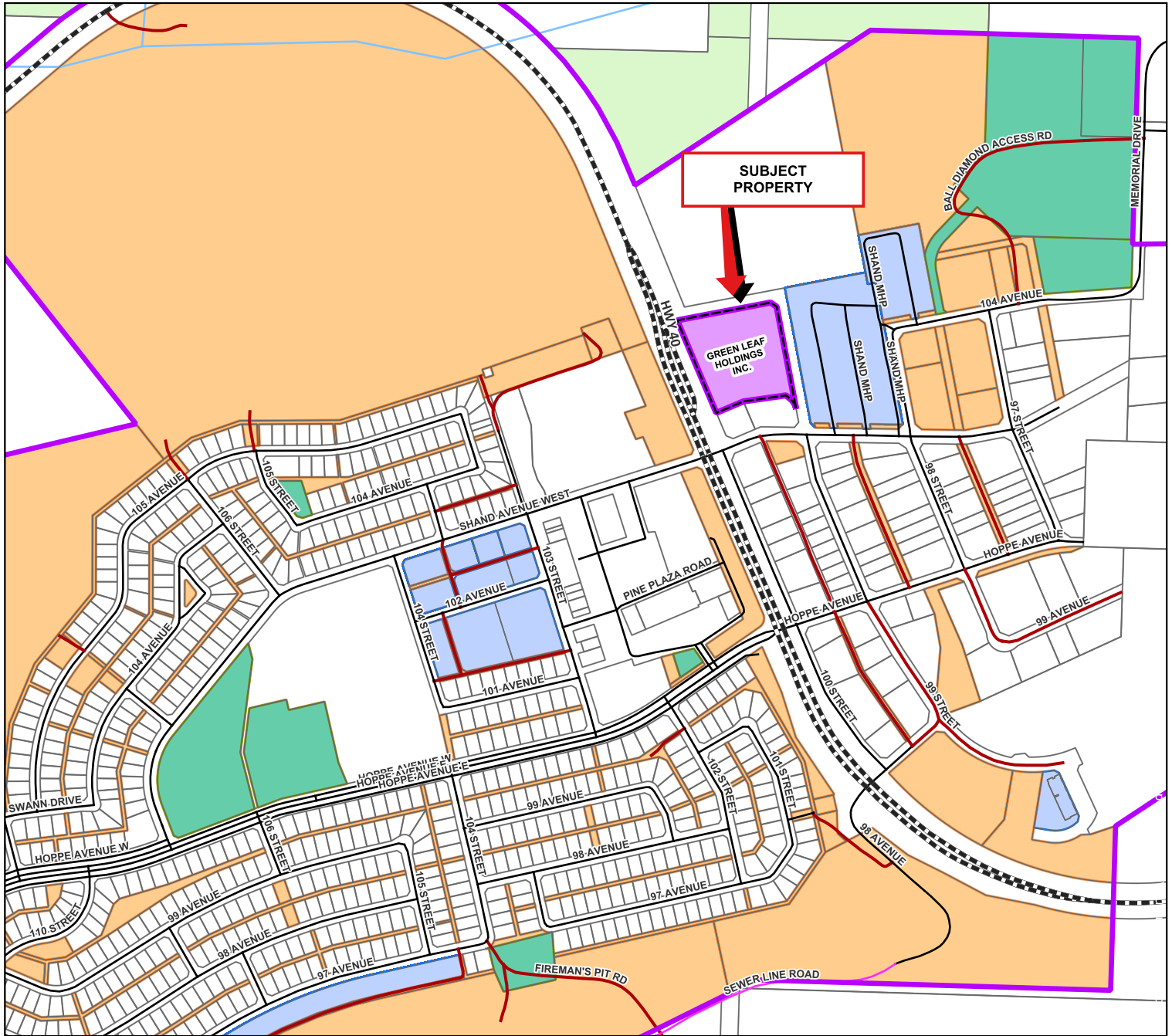
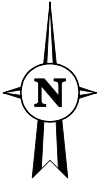




# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

## Proposed Subdivision S24-001 (Green Leaf)

### Ownership



### LEGEND

- Subject Property
- Hamlet of Grande Cache
- Cadastre

#### TRANSPORTATION

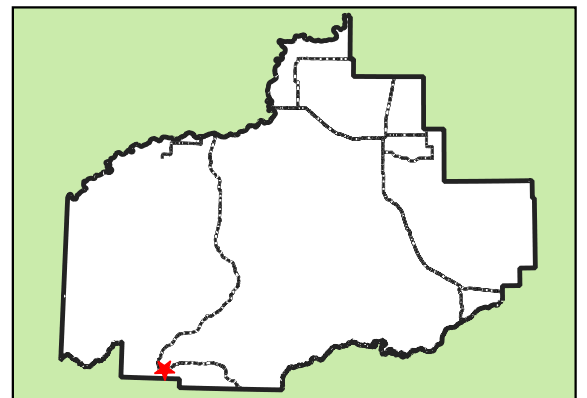
- Paved Highways
- Gravel Road
- Paved Road
- Unimproved

#### HYDRO FEATURES

- Stream / Creek

#### LAND CLASSIFICATION

- Titled Land
- Crown Land
- Municipal Property
- Multi Family Parcel
- Municipal Parks



0 200 400



metres

Scale 1:10,000

PROJECTION: UTM Zone 11N NAD 83

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# SITE INSPECTION PHOTOS

S24-001 Green Leaf Holdings Ltd.



View towards Shand Trailer Park



View of lot from back of DQ site



View of access from Shand Avenue



View lot towards Highway



## Grande Cache Green Leaf Cardlock

Traffic Impact Assessment

October 2023

File #1674-01

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- Appendix A – Site Plan
- Appendix B – Historical Traffic Volumes
- Appendix C – HCM Analysis (Synchro)
- Appendix D – Signalization Analysis



## 1 Background Information

Green Leaf Fuel Inc. (Green Leaf) is proposing to develop a cardlock station approximately 130m east of Highway 40 in the Hamlet of Grande Cache, Alberta. As part of the planning and approvals process, a Traffic Impact Assessment (TIA) is required to assess the impact of the proposed development on the road network. Because of the proximity to Highway 40, the TIA will be submitted to Alberta Transportation in an application for a Roadside Development Permit (RSDP). Green Leaf has retained Scheffer Andrew Ltd. to complete this Traffic Impact Assessment to determine the impact of the proposed site.

### 1.1 Proposed Development

The proposed development is located east of Highway 40 on Shand Avenue. The existing parcel is legally described as Plan 8223273 Block 34 Lot 6 in Grande Cache and is approximately 3.04 Ha. The development also includes existing undeveloped road ROWs (99 Street and 105 Avenue) that, through coordination with the MD of Greenview, will be closed and consolidated into a new subdivision plan with a new road alignment for 99 Street.

The proposed site is located within the Hamlet of Grande Cache and is identified in **Figure 1**.

Figure 1 – Site Location



The proposed development includes a new cardlock fuel depot site as a substitute to the fuel delivery service that Green Leaf currently provides within the Hamlet of Grande Cache and the surrounding area. Under this proposed development the existing Lot 6 parcel is to be amalgamated with the adjacent undeveloped road ROWs, and re-subdivided to accommodate a new 99 Street road alignment and two parcels. Re-subdividing this parcel requires approximately 7380 m<sup>2</sup> of road closure, and 3700 m<sup>2</sup> of new road construction. **Figure 2** shows the extent and plan of amalgamation and re-subdivision.

Figure 2 – Road Closures, Amalgamation, and Re-subdivision



The proposed cardlock site has an approximate total footprint of 10,600 m<sup>2</sup>. The cardlock fuel depot is proposed to be located east of the new 99 Street alignment, and the remaining parcel between the new 99 Street alignment and Highway 40 is not expected to be developed in the near future and is not further considered in this TIA.

Site access is proposed to be onto the new 99 Street alignment whose intersection with Shand Avenue is approximately 130m east of the Highway 40 ROW. The site location is illustrated in **Figure 3**. The exact configuration and location of the site access(es) to 99 Street is to be determined.

Figure 3 – Site Access



A preliminary site plan is provided in **Appendix A**.

## 1.2 Study Scope

This TIA analyzes operation of the Highway 40 and Shand Avenue intersection.

Based on existing traffic volume information, we note that Shand Avenue is an urban roadway with low traffic volumes, therefore we have not further reviewed the intersection of the 99 Street/Shand Avenue as we are confident that this low volume intersection will continue to operate acceptably with stop control on 99 Street.

The proposed development is expected to be opened in 2024. Therefore, the study will evaluate the highway intersection at two horizons: 2024 and 2044. Four scenarios will be evaluated based on the two horizons:

- 2024 background traffic only
- 2024 combined (background and development) traffic
- 2044 background traffic only
- 2044 combined (background and development) traffic

### 1.3 Roadway Access

The proposed development will be accessed from the future 99 Street north of Shand Avenue as shown in **Figure 3**. For further illustration see the preliminary site plan in **Appendix A**.

## 2 Existing Infrastructure & Conditions

### 2.1 Existing Highway Conditions

Highway 40 is classified as a Level 2 highway and is developed as four lane divided highway at this location. The road is 18.8m wide with an urban cross-section and includes a raised median, and curb and gutter on both sides of the road. Near the study area, the highway runs approximately north-south and carries two through lanes in each direction. There are dedicated southbound and northbound left turn lanes, with each lane approximately 3.7m wide. This cross-section is consistent for more than 0.6 km through the Hamlet of Grande Cache.

The posted speed limit of Highway 40 is 50km/h near the subject intersection, however, approximately 275m north of the intersection, the speed limit transitions to 80km/h past the brake check. A horizontal curve exists approximately 150 m north of the intersection. The impact of the curve on sight distance is analyzed in Section 4.8.

Highway 40 is free flow through the Highway 40/Shand Avenue intersection; Shand Avenue is stop controlled at the intersection. A service road that runs along the highway exists to the east of Shand Avenue, and is separated by a landscaped boulevard. The subject intersection has an approximately 53m long marked crosswalk on its east side for pedestrians to cross Highway 40 and the service road. An asphalt shared-use path runs along the west side of Highway 40 south of the intersection of Highway 40/Shand Avenue.

### 2.2 Existing Local Road Conditions

99 Street is existing south of Shand Avenue and is proposed to be extended north to provide access to the proposed development. The existing south 99 Street has an approximately 13.5 m wide asphalt surface.

Shand Avenue is a paved road with an approximately 13.5 m wide asphalt surface, with curbs and sidewalk on both sides. However, only the sidewalk on the south side of Shand Avenue crosses Highway 40.

The site is adjacent to a local RCMP station (located immediately southwest of the subject property) which utilizes Shand Avenue as primary access to/from the site.

A service road runs on the east side and parallel to Highway 40, south of Shand Avenue. The road is paved with concrete curb and gutter.

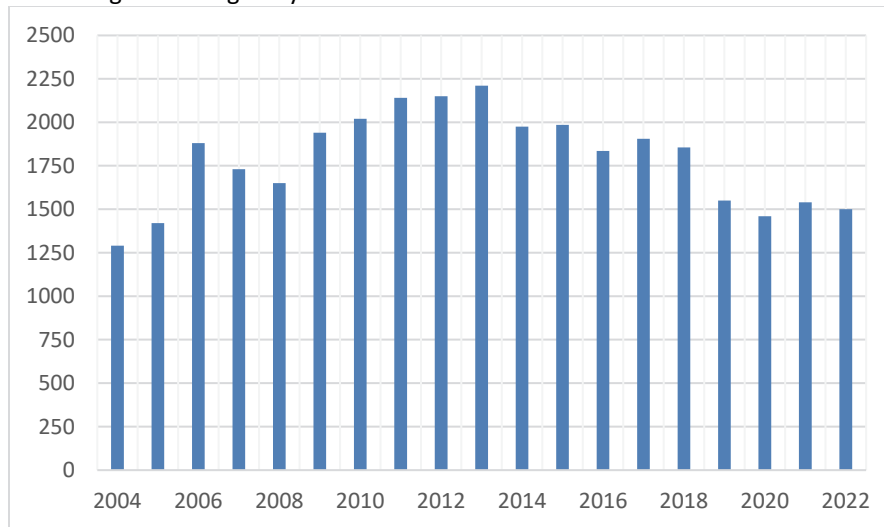
### 2.3 Historical Traffic Growth

Traffic count data for the intersection of Highway 40/Shand Avenue was obtained from Alberta Transportation's online traffic count maps and historic traffic count data and is included in **Appendix B**.

**Figure 4** shows the traffic volumes on Highway 40 at Shand Avenue for the previous 19 years. The calculated growth rate based on this data is 0.90% (18 years), -3.02 % (10 years), and -4.25% (5 years). Because the historical growth rate is low, and it appears to be slowing in the last 5 years, a 1.0% growth rate was used to estimate north/south background traffic growth. The historical growth rate for

background traffic along Shand Avenue was evaluated and shows a negative growth rate over the past 19 years. Given the established nature of the hamlet, a conservative 0.5% growth rate for east/west background traffic growth was used for this study.

Figure 4– Highway 40 Historic Traffic Volumes at Shand Avenue



### 3 Traffic Projections

The proposed development includes a new cardlock fuel depot with the construction of a new road alignment. It is anticipated that the development will be constructed in 2024. We have therefore considered two horizons for analysis: 2024 and 2044. The following sections present the background, development, and combined traffic for the two horizons.

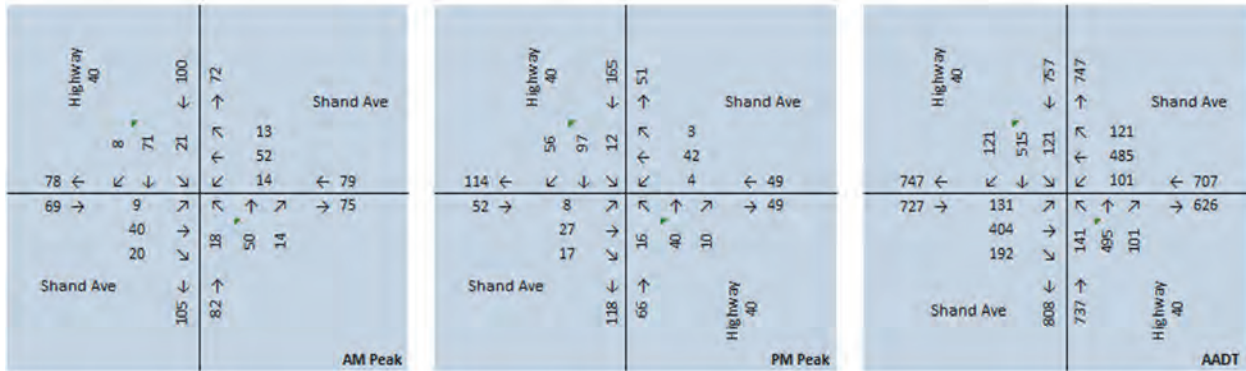
#### 3.1 Background Traffic

Traffic count data was available from Alberta Transportation’s traffic count database for the intersection of Highway 40 at Shand Avenue. The 2022 traffic counts were used to estimate background traffic at the intersection.

##### 3.1.1 2024 Background Traffic

Background traffic volumes have been estimated for 2024 based on Alberta Transportation’s 2022 background traffic volumes using the calculated 1.0% growth rate for the north/south and 0.5% for east/west traffic volumes. **Figure 5** presents the background traffic volumes adjusted to year 2024.

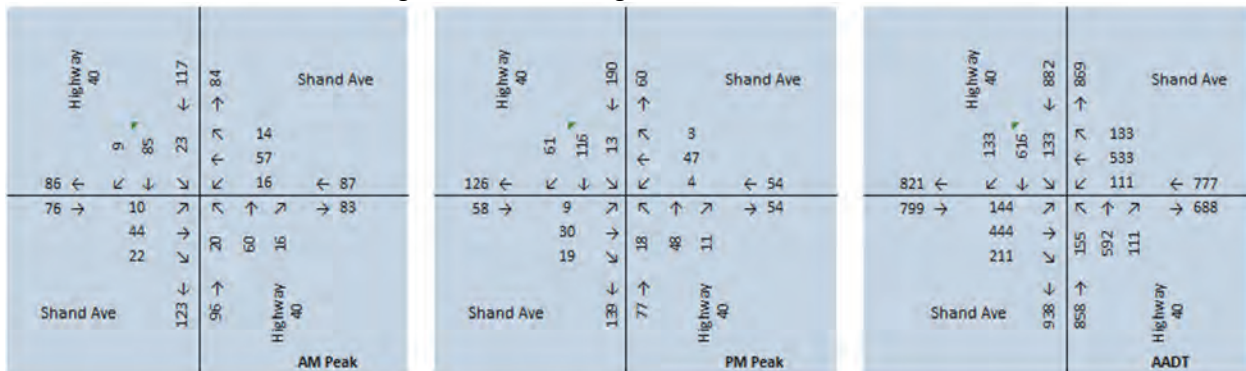
Figure 5 – 2024 Background Traffic Volumes



3.1.2 2044 Background Traffic

A standard 20-year analysis period has been used for the design horizon. Background traffic volumes have been estimated for 2044 based on the Alberta Transportation’s 2022 background traffic volumes using the calculated 1.0% growth rate for the north/south and 0.5% for east/west and turning traffic volumes. Figure 6 shows the projected 2044 background traffic volumes.

Figure 6 – 2044 Background Traffic Volumes



3.2 Development Traffic

The proposed development includes a cardlock fuel depot with access onto the northward extension of 99 Street. The proposed site for the cardlock is approximately 10,600 m<sup>2</sup> in area.

For the purpose of this TIA, client supplied trip generation information was used to estimate the future traffic volume generated by the proposed development. The cardlock is planned to be in operation Monday through Friday from 8am to 5pm, and on Saturdays from 8am to noon. The daily vehicle counts were estimated based on anticipated fuel purchase volumes from their current operations. Table 1 below presents the client supplied average daily vehicle estimation.

Table 1 - Client Supplied Average Daily Vehicle Estimates

	Estimated Traffic for Cardlock	Daily Vehicle Count
<b>Customers</b>	Retail Fuel Gas (Passenger)	23.08
	Retail Fuel Diesel (Passenger)	23.53
	Commercial (Heavy Truck)	20.62
	Parts/Oil (Pickup)	10.00
<b>In-House</b>	Passenger (Employees)	6.00
	Delivery Units (Bulk Body Jobs no trailer)	3.47
	Supply Units (Super-B Tanker Multi Trailer)	1.52
<b>Total</b>		<b>88.22</b>

### 3.2.1 Trip Generation

#### Trip Rates

Using the client supplied information, the site is anticipated to generate traffic volumes summarized in **Table 2**.

The total generated trips are broken down into AADT, AM Peak, and PM peak. AADT was calculated as double the Total Daily Vehicle Count from **Table 1**, which was rounded to 90 from 88.22 to allow for meaningful calculations.

As trips are expected to be work trips completed throughout the work day, and will be spread throughout the work day, AM Peak and PM Peak were each taken as 15% of the estimated AADT. It was assumed that no one would be staying for long periods, or overnight at the proposed site, so all directional distributions were assumed at 50/50.

Table 2 - Development Trip Generation

Time Period	Generated Trips	Direction Distribution		Trips Generated	
		Inbound	Outbound	Inbound	Outbound
AADT	180	50%	50%	90	90
AM Peak	27	50%	50%	14	14
PM Peak	27	50%	50%	14	14

#### Trip Assignment and Distribution

Trip assignment and distribution for future traffic is based on an estimate of where people will be traveling to and from when accessing the development. As the majority of nearby commercial/industrial development is east of the site, it is anticipated that more traffic will occur to the east. However, the residential development to the west will also need to be considered for the staff commuting to the site. Access to Highway 40 also needs to be considered since supply deliveries and some customers will be arriving and departing on the highway.

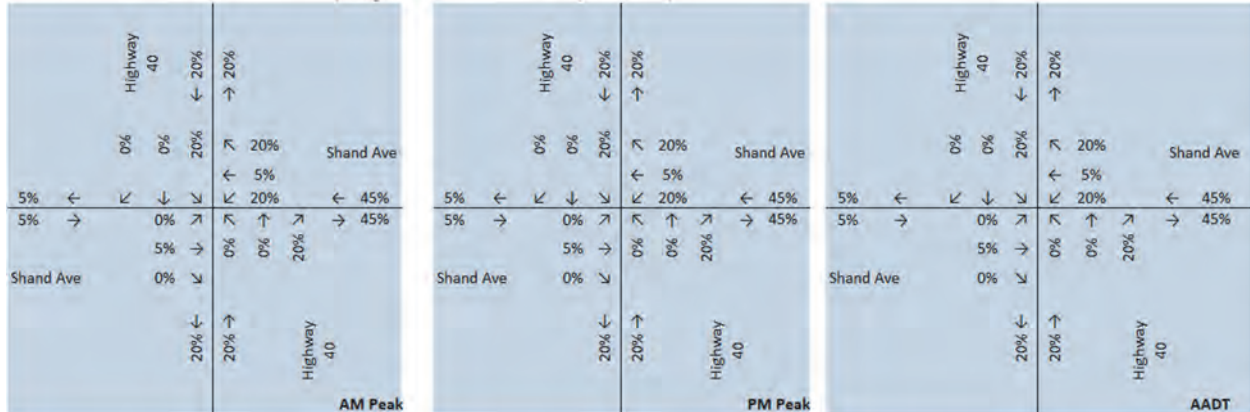
It is estimated that 40% of development traffic will enter and exit from the north and south on Highway 40 with 20% from the south and 20% from the north. Since the development's main purpose is to service the commercial/industrial area to the east of the highway, through traffic to the residential area to the west will likely not be substantial. However, to account for some traffic from the residential area (such as



staff commuting to site) 5% of development traffic is estimated to enter and exit west through the Highway 40/Shand Ave intersection. Due to the nature of the site's clients, the remaining 55% of development traffic is estimated to remain in the commercial/industrial area, fueling their vehicles throughout the day, and do not affect the subject highway intersection.

**Figure 7** presents the trip assignment and distribution assumptions of the proposed development traffic at the subject intersection.

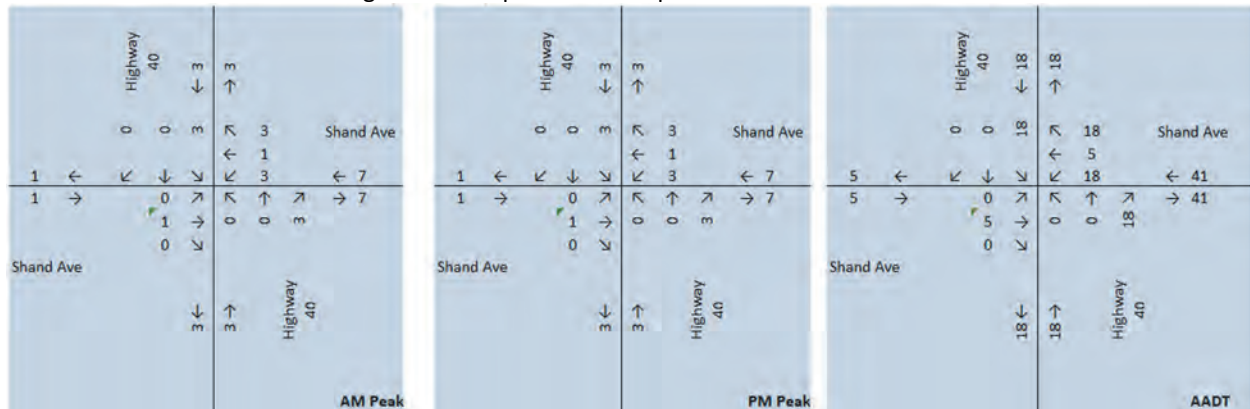
Figure 7 – Trip Assignment and Distribution of Development Traffic



### 3.2.2 Projected Development Traffic

Using the trip assignment and distribution percentages in **Figure 7**, the proposed future site generated traffic volumes at the study intersection were calculated and summarized in **Figure 8**.

Figure 8 – Proposed Development Traffic Volumes



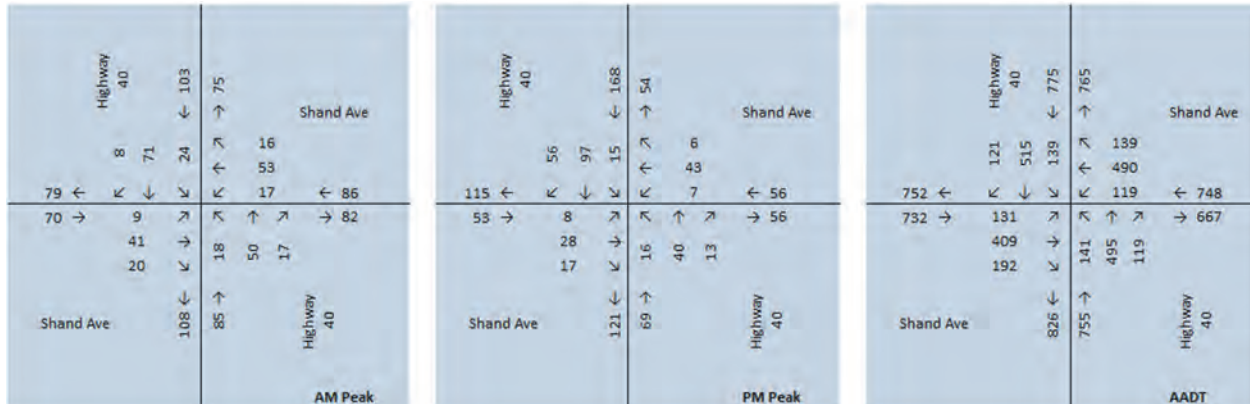
### 3.3 Future Traffic

Future background traffic volumes have been forecasted for the opening year (2024) and the 20-year horizon (2044) as discussed in Section 3.13.1. Development traffic has been estimated based on the discussion in Section 3.23.2. The following sections outline the total combined traffic volumes for the two horizons.

### 3.3.1 2024 Combined Traffic

The 2024 combined traffic volumes are the sum of the 2024 background traffic volumes and the development traffic projections. **Figure 9** presents the estimated 2024 combined traffic volumes.

Figure 9 – 2024 Combined Traffic

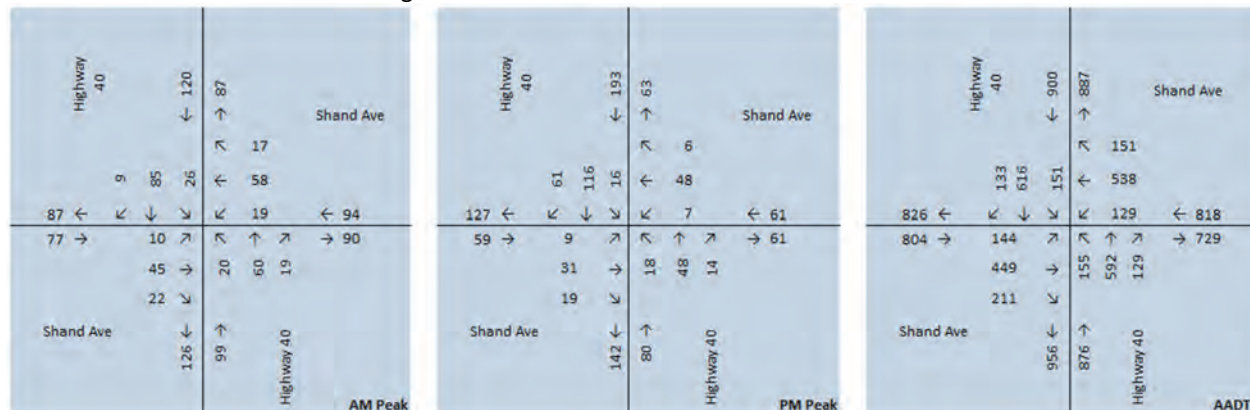


### 3.3.2 2044 Combined Traffic

The 2044 combined traffic volumes are the sum of the 2044 background traffic volumes and the development traffic projections.

**Figure 10** presents the estimated 2044 combined traffic volumes.

Figure 10 – 2044 Combined Traffic Volumes



## 4 Analysis

Several analyses have been completed based on Alberta Transportation’s Traffic Impact Assessment Guidelines, including Alberta Transportation’s intersection layout warrants, Capacity Analysis using the Highway Capacity Manual (HCM) methodology, signalization analysis, illumination warrant analysis, and others.

## 4.1 AT Intersection Analysis

Alberta Transportation's Highway Geometric Design guide is typically used to determine the standard intersection configuration required at the intersection.

Alberta Transportation has typical intersection designs based on the AT analysis procedures. There are analysis procedures for right and left turn lane requirements. However, the analysis for left turn lanes is typically used for two lane undivided highways. At this location, Highway 40 is divided with two through lanes and dedicated turn lanes in each direction. When comparing traffic operations of left turning vehicles across one opposing lane vs. two opposing lanes, the service levels will be different because there is a greater chance there will be more gaps in traffic flow. This will be different than at a typical two-lane highway intersection because the lane utilization for Highway 40 will differ as both lanes continue for significant distances in both directions.

Left turn lanes already exist for both northbound and southbound traffic at the Shand Avenue intersection. In addition, Highway 40 at this location has an urban cross-section with curb and gutter, it is fully illuminated, within an urban hamlet, and the speed limits are 60km/h or less. Therefore, drivers on Highway 40 at this location will have a greater expectation and awareness that vehicles may turn on and off the highway at the subject intersection.

Based on the above, we have not completed a standard left turn analysis at the subject intersection as part of this TIA.

In addition to the left turn analysis, Alberta Transportation's criteria for right turn accommodation was used to determine if right turn lanes were required. For an exclusive right turn lane to be required, the main road AADT must be greater than 1800, the intersecting road AADT must be greater than 900, and the right turn daily traffic volume must be greater than 360 for the movement in question.

For the subject intersection, the AADT of Highway 40 is less than 1800, the AADT of Shand Avenue is more than 900. The right turn movements off Highway 40 are estimated to be less than 360 in a day. Therefore, right turn lanes are not required as per the AT right turn lane analysis.

## 4.2 Capacity Analysis

A Highway Capacity Manual (HCM) analysis was completed. Synchro Studio was used to perform these calculations to determine intersection delays and levels of service.

Level of Service is based on the estimated average delay per vehicle for all traffic passing through an intersection. A good level of service is a result of a very low average delay; the highest level of service is identified as LOS A. A poor level of service is a result of a large average delay; typically, the lowest level of service is identified as LOS F. The level of service categories also vary depending on whether an intersection is signalized or stop- or yield- controlled. The Highway Capacity Manual justifies this difference by noting that drivers stopped at a signal light will have more tolerance for delays because their perception is that eventually they will get their turn, even with a longer wait. Poor level of service can contribute to drivers taking risks and proceeding unsafely into an intersection. **Table 3** identifies the level of service criteria for intersections.

Table 3– Level of Service Definition

Level of Service	Average Signalized Control Delay per Vehicle (s)	Average Stop Control Delay per Vehicle (s)
A	less than 10	less than 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	greater than 80	greater than 50

The volume-to-capacity ratio of an intersection describes the extent to which the traffic volumes can be accommodated by the theoretical physical capacity of the road configuration and traffic control. A v/c ratio less than 0.9 indicates that there is generally sufficient capacity to accommodate the traffic on the approach or at the intersection. A value between 0.9 and 1.0 suggests unstable operations and congestion may occur as volumes are nearing the theoretical capacity of the roadway. A calculated value over 1.0 indicates that volumes are theoretically exceeding capacity. **Table 4** identifies the volume-to-capacity criteria for intersections.

Table 4 – Volume to Capacity Ratio Definition

Volume-to-Capacity Ratio	Indication
less than 0.9	sufficient intersection capacity
0.9 to 1.0	volumes approaching intersection capacity
greater than 1.0	volumes exceed theoretical intersection capacity

Typically, Alberta Transportation designs highway and rural roadways to an overall LOS C or better with the minor approach of LOS D or better. Therefore, for the purposes of this analysis, a minimum LOS C was required for the intersection and Highway 40 approaches. The Volume-to-Capacity ratio should also be less than 0.9 for all approaches.

All analyses generally use typical Synchro Studio default values, including a peak hour factor of 0.92. The heavy vehicle split was 4% for all movements based on the existing heavy vehicle split.

The lane configuration for Highway 40 was considered to be a dedicated left turn lane, a through lane, and a through-right lane for both northbound and southbound traffic. Lane configuration for the eastbound and westbound approaches were considered to have one lane with shared left/through/right movements. The existing intersection is stop controlled, with stop signs on the east and west approaches, and free flow for the north and south approaches.

Capacity analysis was completed for both 2024 and 2044 horizons for background traffic only as well as combined (background and development) traffic.

Detailed Synchro HCM analysis is provided in **Appendix C**.

#### 4.2.1 2024 Background Traffic Analysis

An HCM analysis completed for the intersection shows that it will operate with excellent service levels in the AM and PM peak hours. The east and west approaches operate at LOS B, the north and south approaches operate at LOS A in the AM and PM peak. This indicates that there are no operational issues with the current lane configuration and control.

**Table 5** provides a summary of the HCM analysis for the 2024 Background AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate at acceptable service levels with 2024 background traffic volumes.

Table 5 – 2024 Background Traffic Analysis

Approach		Eastbound			Westbound			Northbound			Southbound		
Geometry		🚦			🚦			🚦	🚦		🚦	🚦	
Control		Stop			Stop			Free			Free		
AM Peak	Volume (vph)	9	40	20	14	52	13	18	50	14	21	71	8
	v/c	0.10			0.13			0.01	0.02		0.02	0.03	
	Delay (s)	10.6			11.0			7.4	0		7.4	0	
	95 <sup>th</sup> Queue (m)	2.8			3.4			0.3	0		0.4	0	
	Approach Delay (s)	10.6			11.0			1.7			1.6		
	Approach LOS	B			B			A			A		
	Intersection LOS [Delay (s)]	A [5.7]											
PM Peak	Volume (vph)	8	27	17	4	42	3	16	40	10	12	97	56
	v/c	0.08			0.08			0.01	0.02		0.01	0.06	
	Delay (s)	10.5			11.1			7.6	0		7.3	0	
	95 <sup>th</sup> Queue (m)	2.0			2.2			0.3	0		0.2	0	
	Approach Delay (s)	10.5			11.1			1.8			0.5		
	Approach LOS	B			B			A			A		
	Intersection LOS [Delay (s)]	A [3.9]											

#### 4.2.2 2044 Background Traffic Analysis

An HCM analysis completed for the intersection shows that it will operate with excellent service levels in the AM and PM peak hours. The east and west approaches operate at LOS B, the north and south approaches operate at LOS A in the AM and PM peak. This indicates that there are no operational issues with the current lane configuration and control.

**Table 6** provides a summary of the HCM analysis for the 2044 Background AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate at acceptable service levels with 2044 forecasted background traffic volumes.

Table 6 – 2024 Background Traffic Analysis

Approach		Eastbound			Westbound			Northbound			Southbound		
Geometry		↕			↕			↙ ↘			↙ ↘		
Control		Stop			Stop			Free			Free		
AM Peak	Volume (vph)	10	45	22	19	58	17	20	60	19	26	85	9
	v/c	0.12			0.16			0.01	0.03		0.02	0.04	
	Delay (s)	11.1			11.6			7.5	0		7.4	0	
	95 <sup>th</sup> Queue (m)	3.4			4.4			0.4	0		0.5	0	
	Approach Delay (s)	11.1			11.6			1.5			1.6		
	Approach LOS	B			B			A			A		
	Intersection LOS [Delay (s)]	A [5.9]											
PM Peak	Volume (vph)	9	30	19	4	47	3	18	48	11	13	116	61
	v/c	0.09			0.10			0.01	0.02		0.01	0.06	
	Delay (s)	10.8			11.6			7.6	0		7.4	0	
	95 <sup>th</sup> Queue (m)	2.5			2.6			0.4	0		0.2	0	
	Approach Delay (s)	10.8			11.6			1.8			0.5		
	Approach LOS	B			B			A			A		
	Intersection LOS [Delay (s)]	A [3.9]											

#### 4.2.3 2024 Combined Traffic Analysis

An HCM analysis completed for the intersection shows that it will operate with excellent service levels in the AM and PM peak hours. Highway 40 approaches operate at LOS A in the AM and PM peaks. The eastbound and westbound approaches are expected to operate at LOS B in the AM and PM peaks. This indicates that there are no operational issues with the current lane configuration and control following the opening of the proposed development.

**Table 7** provides a summary of the HCM analysis for the 2024 combined AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate at acceptable service levels with 2024 combined traffic volumes.

Table 7 – 2024 Combined Traffic Analysis

Approach		Eastbound			Westbound			Northbound			Southbound		
Geometry		↕			↕			↙ ↘			↙ ↘		
Control		Stop			Stop			Free			Free		
AM Peak	Volume (vph)	9	41	20	17	53	16	18	50	17	24	71	8
	v/c	0.11			0.14			0.01	0.02		0.02	0.03	
	Delay (s)	10.7			11.1			7.4	0		7.4	0	
	95 <sup>th</sup> Queue (m)	2.9			3.7			0.3	0		0.4	0	
	Approach Delay (s)	10.7			11.1			1.6			1.7		
	Approach LOS	B			B			A			A		
	Intersection LOS [Delay (s)]	A [5.9]											
PM Peak	Volume (vph)	8	28	17	7	43	6	16	40	13	15	97	56
	v/c	0.08			0.10			0.01	0.02		0.01	0.06	
	Delay (s)	10.5			11.1			7.6	0		7.4	0	
	95 <sup>th</sup> Queue (m)	2.1			2.5			0.3	0		0.3	0	
	Approach Delay (s)	10.5			11.1			1.7			0.6		
	Approach LOS	B			B			A			A		
	Intersection LOS [Delay (s)]	A [4.1]											

#### 4.2.4 2044 Combined Traffic Analysis

An HCM analysis completed for the intersection shows that it will operate with excellent service levels in the AM and PM peak hours. Highway 40 approaches operate at LOS A in the AM and PM peaks. The eastbound and westbound approaches are expected to operate at LOS B in the AM and PM peaks. This indicates that there are no operational issues with the current lane configuration and control following the opening of the proposed development.

**Table 8** provides a summary of the HCM analysis for the 2044 combined AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate at acceptable service levels with 2044 combined traffic volumes.

Table 8 – 2044 Combined Traffic Analysis

Approach		Eastbound			Westbound			Northbound			Southbound		
Geometry		↕			↕			↶	↷		↶	↷	
Control		Stop			Stop			Free			Free		
AM Peak	Volume (vph)	9	40	20	14	52	13	18	50	14	21	71	8
	v/c	0.10			0.13			0.01	0.02		0.02	0.03	
	Delay (s)	10.6			11.0			7.4	0		7.4	0	
	95 <sup>th</sup> Queue (m)	2.8			3.4			0.3	0		0.4	0	
	Approach Delay (s)	10.6			11.0			1.7			1.6		
	Approach LOS	B			B			A			A		
	Intersection LOS [Delay (s)]	A [5.7]											
PM Peak	Volume (vph)	9	31	19	7	48	6	18	48	14	16	116	61
	v/c	0.10			0.11			0.01	0.02		0.01	0.06	
	Delay (s)	10.9			11.6			7.6	0		7.4	0	
	95 <sup>th</sup> Queue (m)	2.6			2.9			0.4	0		0.3	0	
	Approach Delay (s)	10.9			11.6			1.8			0.6		
	Approach LOS	B			B			A			A		
	Intersection LOS [Delay (s)]	A [4.1]											

#### 4.3 Intersection Configuration Summary and Recommendations

Based on the above capacity analysis, the existing intersection is appropriate for both background traffic and combined traffic for all horizons analyzed. This illustrates that no upgrades will be required because of the development of the cardlock fuel depot.

#### 4.4 Signalization Analysis

The intersection is currently stop controlled for the eastbound and westbound approaches. Signalization analysis was completed for the 2044 combined horizon to determine if signalization is warranted for the worst-case scenario reviewed in this report. The analysis showed that signalization is not warranted based on the projected traffic volume in 2044; signalization is therefore also not warranted for the 2024 horizon as traffic volumes are lower. The Signal Analysis worksheet is included in Appendix D. Specifically, signalization may be warranted when the warrant score is 100 or greater. The signalization analysis yielded a score of 13, therefore signalization is not warranted.

#### 4.5 Illumination Warrant Analysis

The intersection is fully illuminated therefore no illumination analysis was completed.

#### 4.6 Pedestrian Warrant Analysis

A shared use path is located along the west side of Highway 40 south of Shand Avenue. A sidewalk also runs east-west along the southside of Shand Avenue both east and west of Highway 40. A 53m pedestrian crossing marked with zebra stripes exists across Highway 40 on the south side of Shand Avenue, with non-standard flashing amber signals activated by a pedestrian push button. No information is available if detailed analysis and approvals have been completed prior to the installation of the amber flashing lights.

The proposed development is a cardlock fuel depot that does not provide any services for pedestrians and is in an area in Grande Cache that is primarily vehicle oriented. Therefore, the proposed development is not expected to generate a significant number of pedestrian trips.

Based on the above observations, no additional pedestrian accommodation is recommended at this location.

However, when the future 99 Street is constructed, there should be consideration for a sidewalk along 99 Street north of Shand Avenue.

#### 4.7 Collision Review

In the past 10 years, there were eight reported collisions at the subject intersection. Two of these collisions were minor injury collisions and 6 were limited to property damage only (PDO). The collisions appear to be mostly related to judgment error or failing to stop at the stop sign before proceeding through the intersection.

After analyzing the accident types and the observed drop in traffic volume based on traffic data of the past 10 years, there is no indication that there are geometric issues at the intersection that need to be reviewed as part of the proposed development.

#### 4.8 Sight Distances

At the subject intersection, sight distance to the north is approximately 250m, limited by a vertical crest, and unrestricted to the south with more than 300m visibility.

Using the equation provided in section D.4.2.2.2 of the Highway Geometric Design Guide, the required intersection sight distance for southbound traffic is approximately 270m for a truck to complete a left turn onto Highway 40 (design speed 60km/h based on the posted speed of 50km/h up to the subject intersection).

While the sight distance is not optimal, the intersection is constrained by natural topography and is located in an urban area where drivers anticipate interrupted and reduced flow of traffic. The travelling speed and the existing 250m of sight distance should allow sufficient time for crossing trucks to complete the turn as well as approaching drivers to make a decision.



## 5 Conclusions and Recommendations

### 5.1 Summary

Green Leaf Fuel Inc. (Green Leaf) is proposing a subdivision and new cardlock fuel depot east of Highway 40 in the Hamlet of Grande Cache, Alberta.

The proposed development is located east of Highway 40 on the future 99 Street north of Shand Avenue. The parcel is legally described as Plan 8223273 Block 34 Lot 6 and is approximately 3.04 Ha.

The proposed development includes a new cardlock fuel depot site as a substitute to the fuel delivery service that Green Leaf currently provides within the Hamlet of Grande Cache and the surrounding area. The proposed cardlock site has an approximate total footprint of 10,600 m<sup>2</sup>. The cardlock fuel depot is proposed to be located east of the new 99 Street alignment, and the remaining parcel between the new 99 Street alignment and Highway 40 is not expected to be developed in the near future and is not further considered in this TIA.

Site access is proposed onto the new 99 Street alignment that is located approximately 130m east of the Highway 40 ROW, on Shand Avenue. The exact configuration and location of the site access(es) to 99 Street is to be determined.

The observed traffic volumes from the Alberta Transportation traffic count database are lower than previous years, continuing a trend to lower volumes. The calculated historic growth rate for traffic along Highway 40 is 0.9%. A negative historic growth rate was also calculated along Shand Avenue. We have used a 1.0% annual growth rate for background traffic along Highway 40, and a 0.5% annual growth rate for traffic on Shand Avenue to forecast future turning movements.

Client supplied trip generation information was used to estimate projected trips from the proposed development. Site development is expected in 2024 and is expected to operate in a similar fashion at the 2044 horizon.

An AT left turn analysis was not completed because the roadway is a divided urban highway with dedicated left turn lanes for both northbound and southbound traffic. The highway already carries two lanes in each direction at the intersection, and the left turn analysis may not be effective at estimating risks and gaps in traffic on a four-lane highway. Instead, an HCM analysis was utilized to identify projected delays and queues at the intersections. The AT criteria for exclusive right turn lanes was reviewed; however, warrants were not met for exclusive right turns on Highway 40 at the intersection.

Capacity analysis was completed for background and combined traffic scenarios for the two horizons (2024 and 2044). All analysis identified that the intersection is expected to operate at acceptable service levels for all horizons.

Signalization warrant was completed and found that the intersection did not warrant signalization in any of the study scenarios.

Therefore, it is recommended that no upgrades will be required to accommodate combined traffic in the 2044 horizon.

A collision review determined there were eight collisions at the subject intersection in the past 10 years. No geometric upgrades are recommended at this time based on the collision review.

Sight distances are adequate at the intersection. The Highway 40 corridor is already illuminated, so illumination warrants were not performed. The development is vehicle oriented and is not anticipated to generate pedestrian traffic.

## 5.2 Recommendation

No geometric upgrades are required to the Highway 40 at Shand Avenue intersection to accommodate traffic volumes in 2024 and 2044 following the development of the proposed cardlock fuel depot.

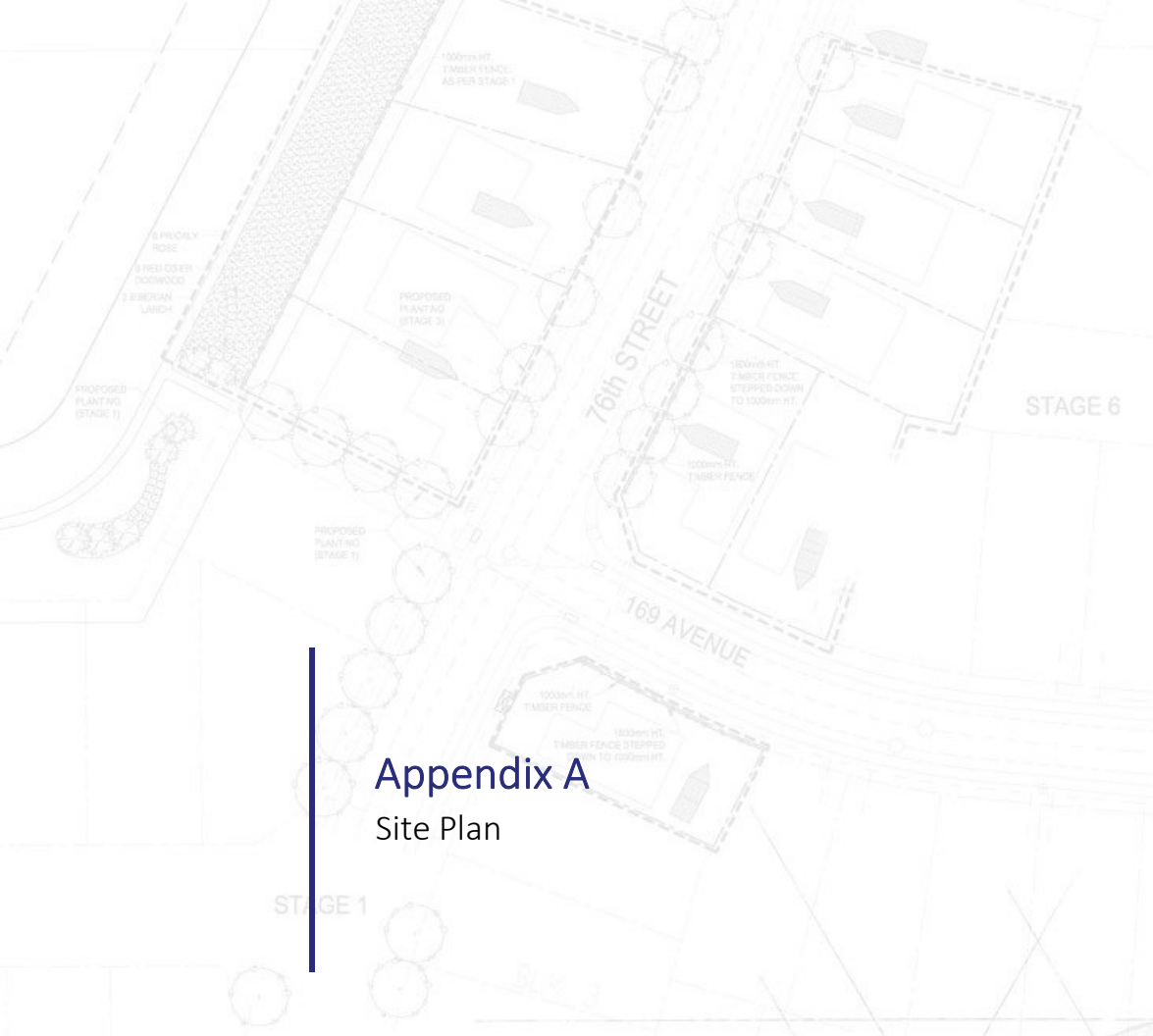
## 6 Closure

This Traffic Impact Assessment was prepared in support of Green Leaf Fuel Inc. in Grande Cache, Alberta to determine recommendations for access to site from Alberta's highway network.

Respectfully Submitted,  
Scheffer Andrew Ltd.

Permit to practice:

This report was prepared by Scheffer Andrew Ltd. ("SAL") for the benefit of the client to whom it is addressed. The information and data contained herein represent SAL's best professional judgement in light of the knowledge and information available to SAL at the time of preparation. SAL accepts no liability whatsoever for any loss or damage suffered by any third party arising from their use of, or reliance upon, this report or any of its contents without the express written consent of SAL and the client



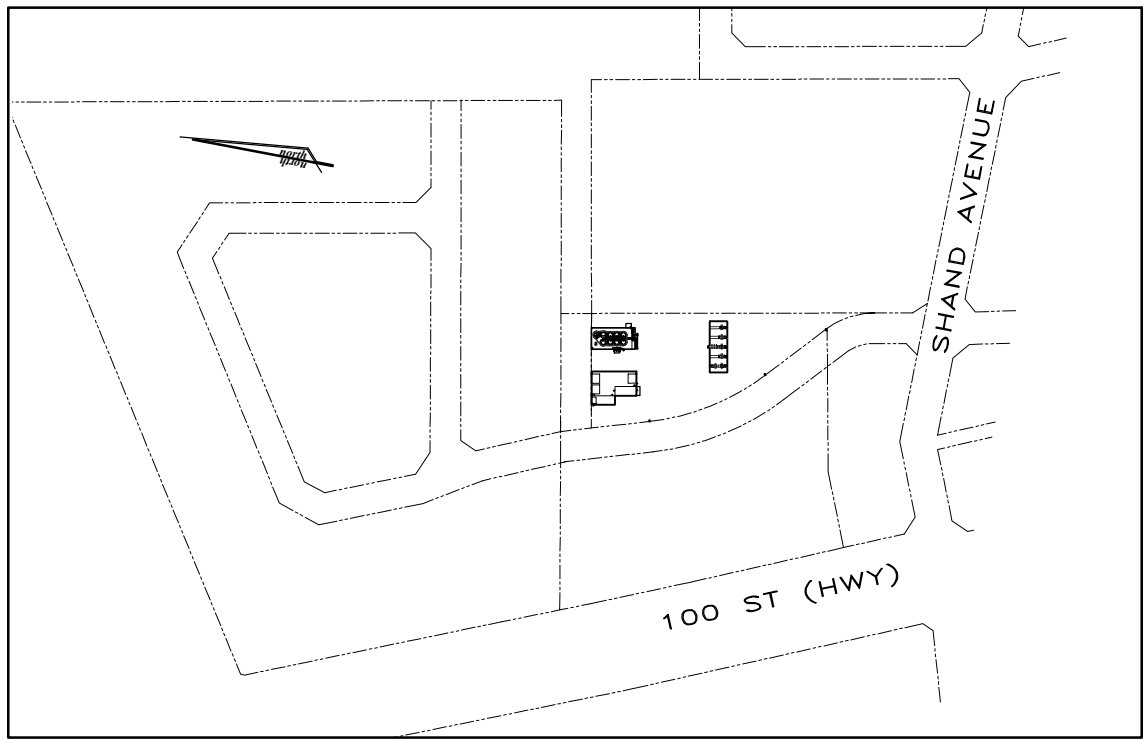
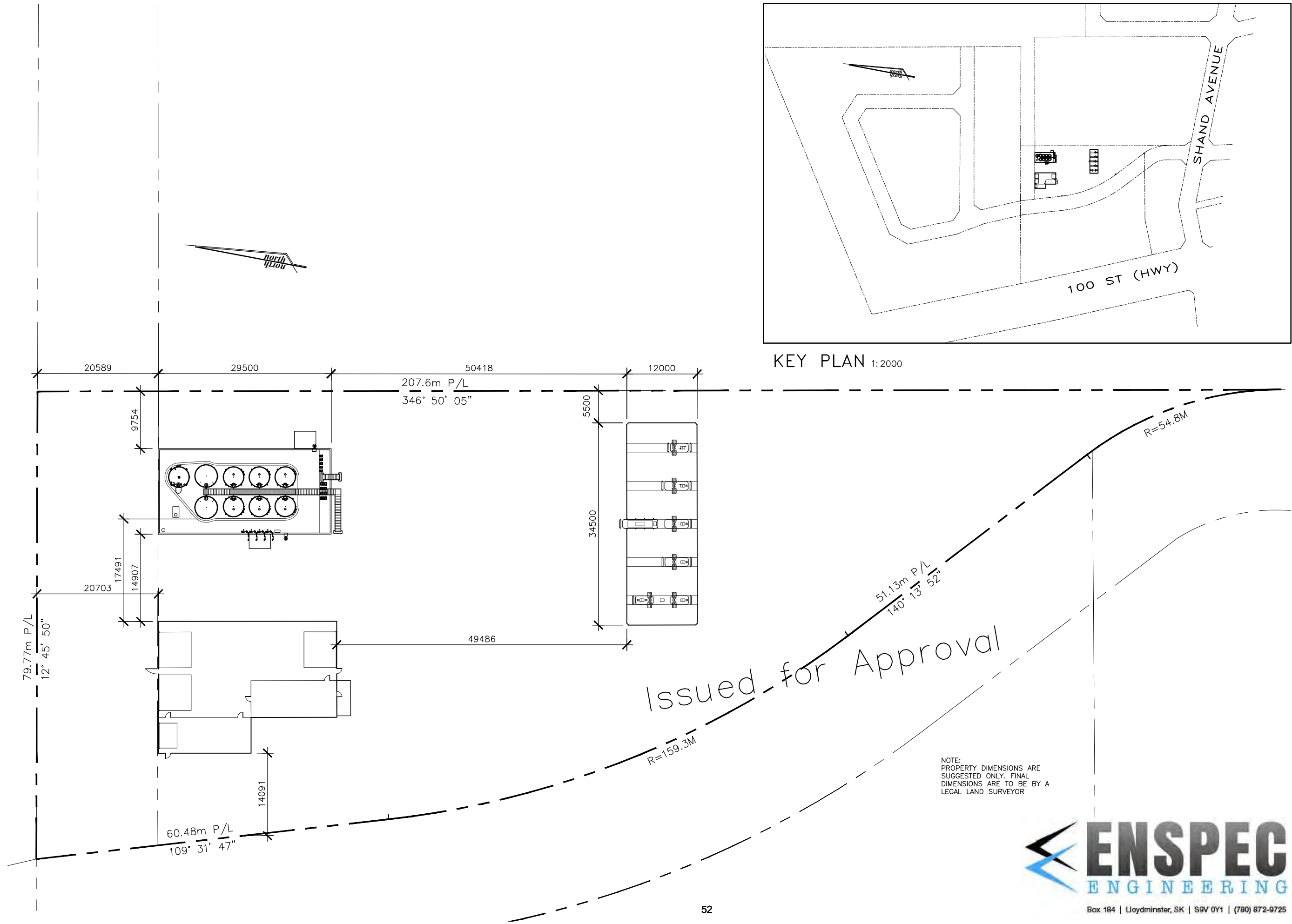
**Appendix A**  
Site Plan

STAGE 1

STAGE 6

76th STREET

169 AVENUE



NOTE:  
All dimensions are to be field checked before construction.

Issued for Approval

NOTE:  
PROPERTY DIMENSIONS ARE SUGGESTED ONLY. FINAL DIMENSIONS ARE TO BE BY A LEGAL LAND SURVEYOR

Date	No.	Revision
-	-	Issued for approval

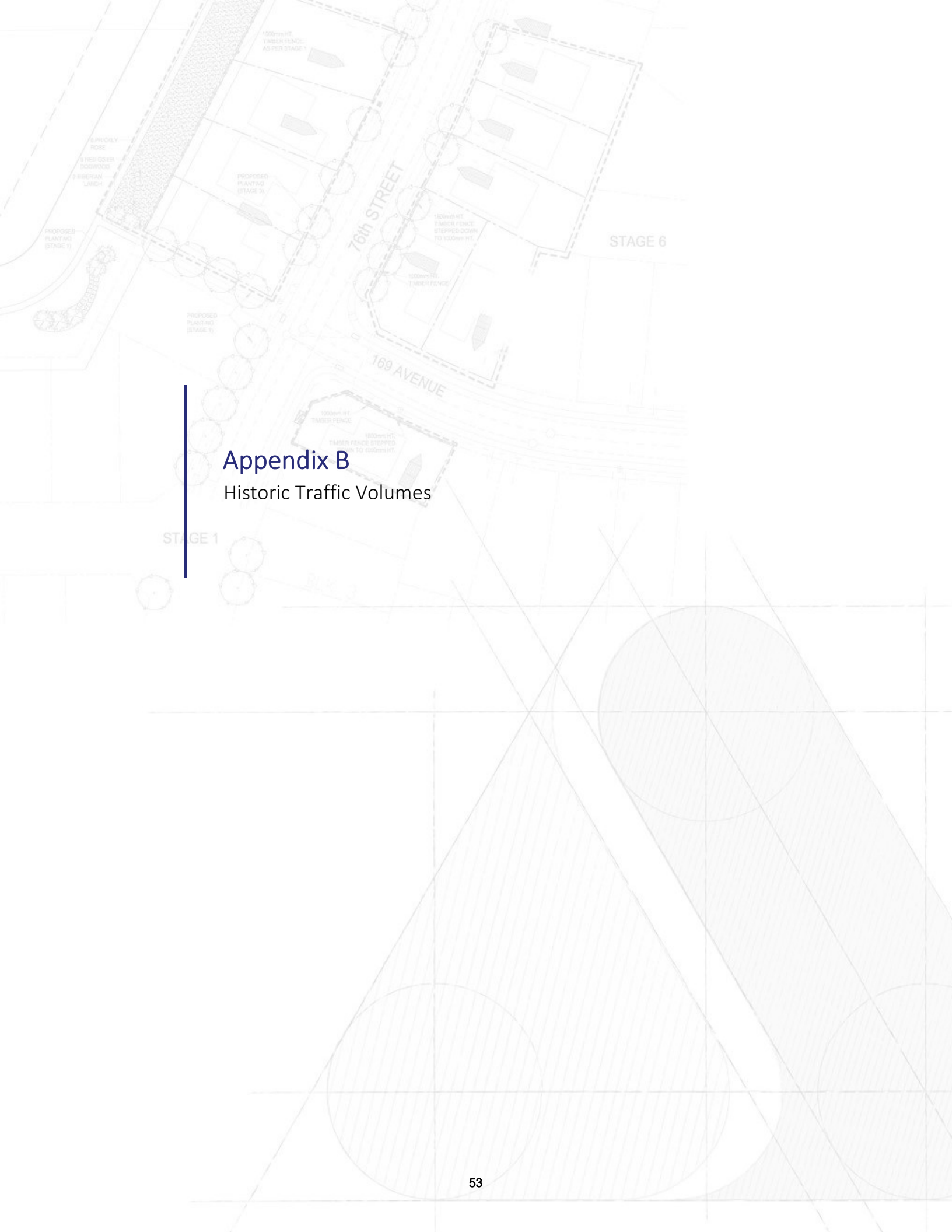
Project  
GREENLEAF FUELS  
Lt 16 Bik 34 PI 0726105  
Lt 6 Bik 34 PI 8223273  
GRANDE CACHE, AB

Drawing Title  
**OVERALL SITE PLAN**

Date AUG 31/23	File No. 23FS09
Drawn WSB	Approved BN
Scale 1:600	Drawing No. GI Rev A1



Box 184 | Lloydminster, SK | S9V 0Y1 | (780) 872-9725

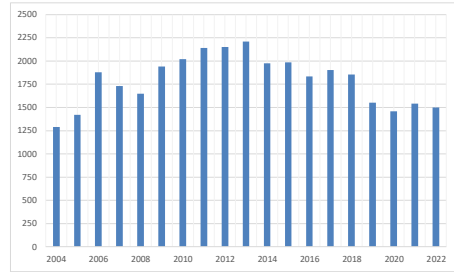


## Appendix B

### Historic Traffic Volumes

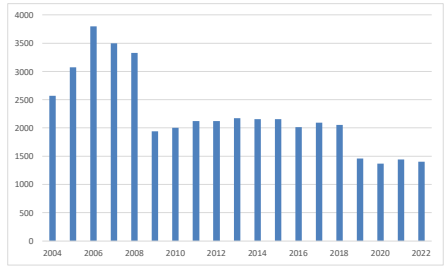
Hwy	Fill In Data																					Most current		
	1962	1963	1964	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
HWY 40 - N OF Shand AVE IN GRANDE CACHE 70000104						1240	1480	1800	1660	1580	1910	1990	2110	2120	2170	1860	1870	1720	1790	1730	1540	1450	1530	1480
HWY 40 - S OF Shand AVE IN GRANDE CACHE 70000104						1340	1360	1860	1800	1720	1970	2050	2170	2180	2250	2090	2100	1950	2030	1980	1560	1470	1550	1520
						1290	1420	1880	1730	1650	1940	2020	2140	2150	2210	1975	1985	1835	1905	1855	1550	1460	1540	1500

Linear Regression Growth Rate			
Historic	18 yr	10 yr	5 yr
1.08%	1.08%	-3.02%	-3.37%
0.75%	0.75%	-3.03%	-5.02%
0.90%	0.90%	-3.02%	-4.25%



Hwy	Fill in Data			Most current																				
	1962	1963	1964	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
WEST ON: Shand AVE IN GRANDE CACHE 70000104						2620	2880	3860	3560	3390	1910	2070	2190	2190	2250	2360	2360	2210	2300	2250	1500	1410	1500	1460
EAST ON: Shand AVE IN GRANDE CACHE 70000104						2520	3270	3740	3440	3270	1970	1930	2050	2050	1950	1950	1920	1890	1850	1420	1330	1380	1340	1400
						2570	3075	3800	3500	3330	1940	2000	2120	2120	2170	2155	2195	2015	2095	2055	1460	1370	1440	1400

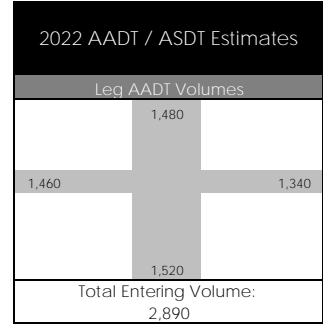
Linear Regression Growth Rate			
Historic	18 yr	10 yr	5 yr
-2.46%	-2.46%	-3.33%	-7.30%
-2.60%	-2.60%	-3.46%	-5.92%
-2.53%	-2.53%	-3.40%	-6.63%



Reference Number:  
70000104

Intersection of:  
40 & SHAND AVE IN GRANDE  
CACHE 4-57-8-600401500

Vehicle Type	Volume	%
A: Passenger Vehicle	1,203	81.3%
B: Recreational Vehicle	82	5.5%
C: Bus	2	0.1%
D: Single Unit Truck	43	2.9%
E: Tractor Trailer Unit	150	10.1%
<b>AADT</b>	<b>1,480</b>	
<b>ASDT</b>	<b>1,780</b>	



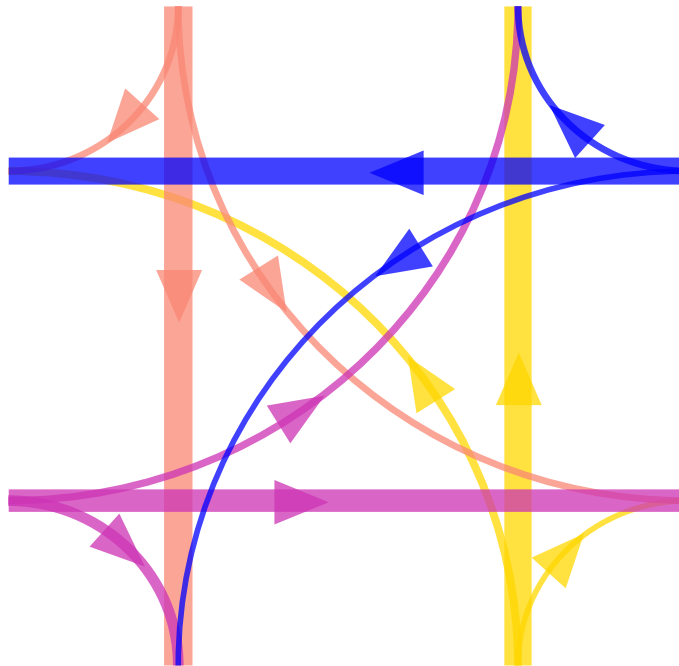
From North			
	Right	Thru	Left
	120	505	120
A	119	390	92
B	0	44	4
C	0	1	0
D	1	9	8
E	0	61	16

To North	
	Volume
	735
A	602
B	34
C	1
D	25
E	73

To West	
	Volume
	740
A	722
B	2
C	0
D	6
E	10

Vehicle Type	Volume	%
A	1,422	97.4%
B	9	0.6%
C	2	0.1%
D	12	0.8%
E	15	1.0%
<b>AADT</b>	<b>1,460</b>	
<b>ASDT</b>	<b>1,750</b>	

From West			
	Left	Thru	Right
	130	400	190
A	126	391	183
B	1	2	4
C	0	1	1
D	3	2	1
E	0	4	1



From East			
	Left	Thru	Right
	100	480	120
A	87	470	95
B	4	2	8
C	2	0	0
D	2	5	8
E	5	3	9

Vehicle Type	Volume	%
A	1,208	91.5%
B	33	2.5%
C	3	0.2%
D	29	2.2%
E	47	3.6%
<b>AADT</b>	<b>1,340</b>	
<b>ASDT</b>	<b>1,610</b>	

To East	
	Volume
	620
A	556
B	19
C	1
D	14
E	30

To South	
	Volume
	795
A	660
B	52
C	4
D	12
E	67

From South			
	Left	Thru	Right
	140	485	100
A	133	381	73
B	0	25	13
C	0	1	0
D	0	14	4
E	7	64	10

Vehicle Type	Volume	%
A: Passenger Vehicle	1,247	82.0%
B: Recreational Vehicle	90	5.9%
C: Bus	5	0.3%
D: Single Unit Truck	30	2.0%
E: Tractor Trailer Unit	148	9.7%
<b>AADT</b>	<b>1,520</b>	
<b>ASDT</b>	<b>1,800</b>	

ABBREVIATIONS:

AADT: Annual Average Daily Traffic.  
Average daily traffic expressed as vehicles per day for the period from January 1 to December 31 (inclusive), 365 days.

ASDT: Average Summer Daily Traffic.  
Average daily traffic expressed as vehicles per day for the period from May 1 to September 30 (inclusive), 153 days.

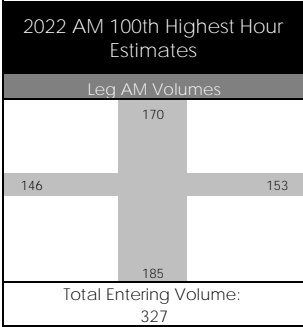
NOTE:  
Coloured line thickness corresponds to turning movement volume.



Reference Number:  
70000104

Intersection of:  
40 & SHAND AVE IN GRANDE  
CACHE 4-57-8-600401500

North On: 40	Vehicle Type	Volume	%
	A: Passenger Vehicle	136	80.0%
	B: Recreational Vehicle	17	10.0%
	C: Bus	0	0.0%
	D: Single Unit Truck	9	5.3%
	E: Tractor Trailer Unit	8	4.7%
	<b>AM</b>	<b>170</b>	



From North			
	Right	Thru	Left
	8	70	21
A	8	56	15
B	0	9	2
C	0	0	0
D	0	2	2
E	0	3	2

To North	
	Volume
	71
A	57
B	6
C	0
D	5
E	3

To West	
	Volume
	77
A	70
B	0
C	0
D	2
E	5

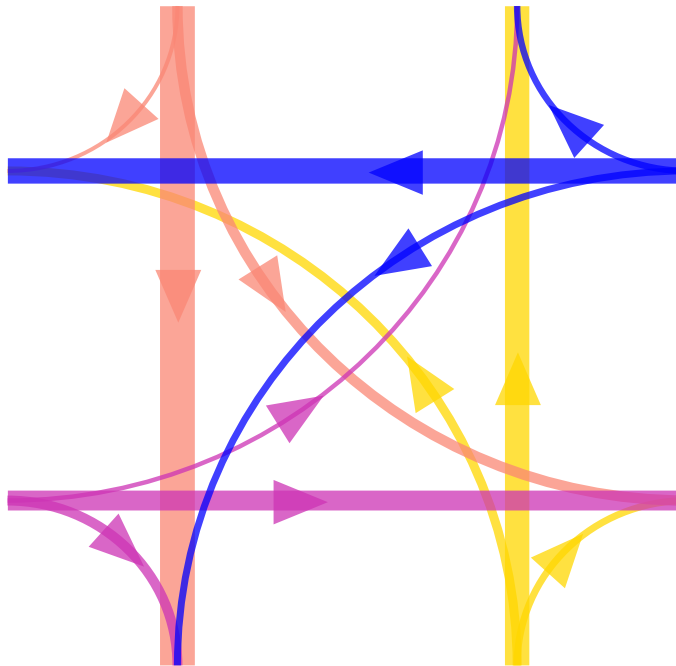
From East			
	Left	Thru	Right
	14	51	13
A	12	49	8
B	0	0	0
C	0	0	0
D	2	2	5
E	0	0	0

West On: Shand Ave	Vehicle Type	Volume	%
	A	135	92.5%
	B	2	1.4%
	C	2	1.4%
	D	2	1.4%
	E	5	3.4%
	<b>AM</b>	<b>146</b>	

East On: Shand Ave	Vehicle Type	Volume	%
	A	132	86.3%
	B	4	2.6%
	C	0	0.0%
	D	13	8.5%
	E	4	2.6%
	<b>AM</b>	<b>153</b>	

From West			
	Left	Thru	Right
	9	40	20
A	9	40	16
B	0	0	2
C	0	0	2
D	0	0	0
E	0	0	0

To East	
	Volume
	75
A	63
B	4
C	0
D	4
E	4



To South	
	Volume
	104
A	84
B	11
C	2
D	4
E	3

From South			
	Left	Thru	Right
	18	49	14
A	13	40	8
B	0	6	2
C	0	0	0
D	0	0	2
E	5	3	2

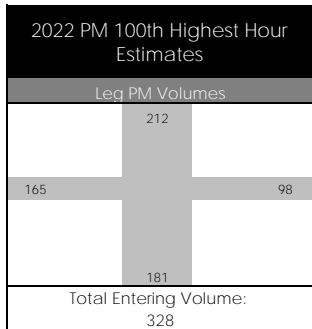
South On: 40	Vehicle Type	Volume	%
	A: Passenger Vehicle	145	78.4%
	B: Recreational Vehicle	19	10.3%
	C: Bus	2	1.1%
	D: Single Unit Truck	6	3.2%
	E: Tractor Trailer Unit	13	7.0%
	<b>AM</b>	<b>185</b>	

NOTE:  
Coloured line thickness corresponds to turning movement volume.

Reference Number:  
7000104

Intersection of:  
40 & SHAND AVE IN GRANDE  
CACHE 4-57-8-600401500

North On: 40	Vehicle Type	Volume	%
	A: Passenger Vehicle	189	89.2%
	B: Recreational Vehicle	5	2.4%
	C: Bus	1	0.5%
	D: Single Unit Truck	6	2.8%
	E: Tractor Trailer Unit	11	5.2%
		PM	212



From North			
	162		
	Right	Thru	Left
	55	95	12
A	54	82	9
B	0	5	0
C	0	1	0
D	1	2	1
E	0	5	2

To North	
	50
	A
	44
B	0
C	0
D	2
E	4

To West	
	113
	A
	112
B	0
C	0
D	1
E	0

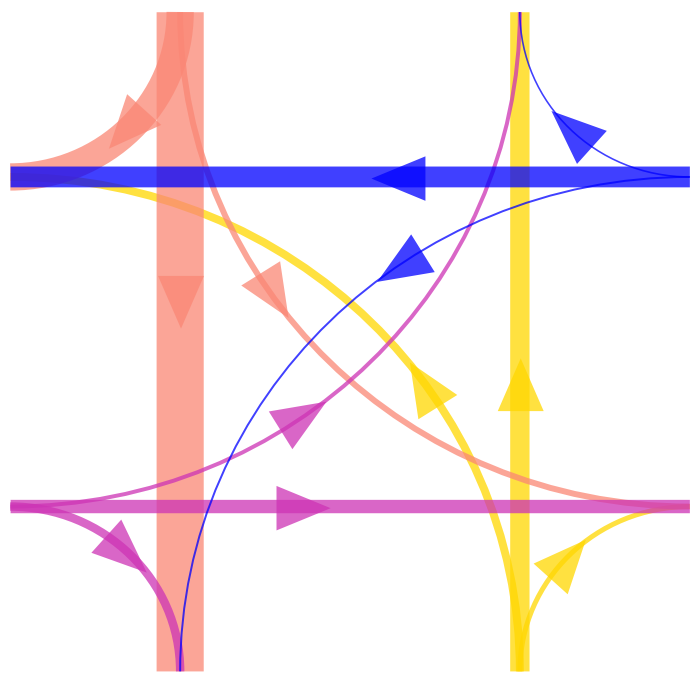
West On: Shand Ave	Volume	%
A	164	99.4%
B	0	0.0%
C	0	0.0%
D	1	0.6%
E	0	0.0%
	PM	165

From East			
	49		
	Left	Thru	Right
	4	42	3
A	4	42	2
B	0	0	0
C	0	0	0
D	0	0	1
E	0	0	0

East On: Shand Ave	Vehicle Type	Volume	%
	A	93	94.9%
	B	0	0.0%
	C	0	0.0%
	D	2	2.0%
	E	3	3.1%
		PM	98

From West			
	52		
	Left	Thru	Right
	8	27	17
A	8	27	17
B	0	0	0
C	0	0	0
D	0	0	0
E	0	0	0

To East	
	49
	A
	45
B	0
C	0
D	1
E	3

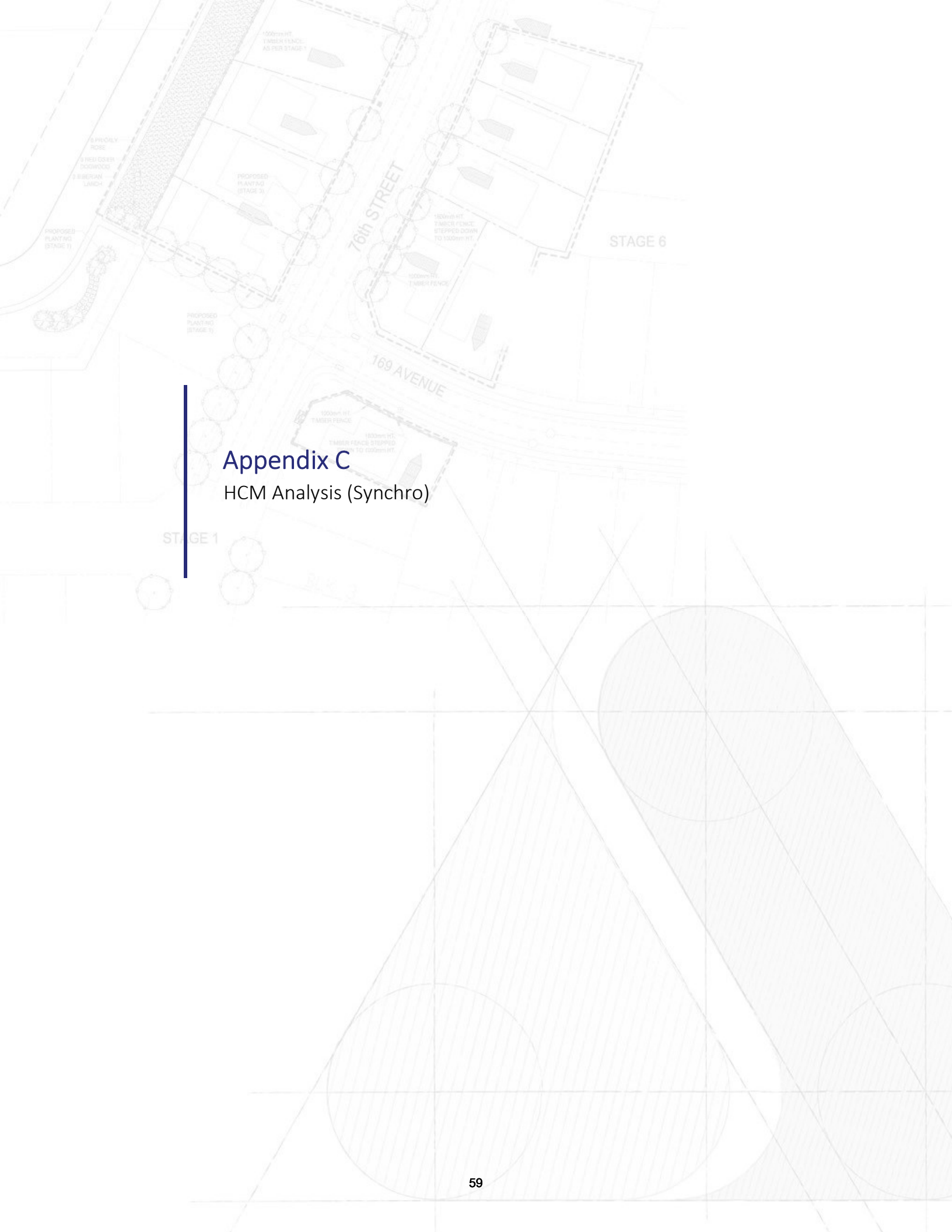


To South	
	116
	A
	103
B	5
C	1
D	2
E	5

From South			
	65		
	Left	Thru	Right
	16	39	10
A	16	34	9
B	0	0	0
C	0	0	0
D	0	1	0
E	0	4	1

South On: 40	Vehicle Type	Volume	%
	A: Passenger Vehicle	162	89.5%
	B: Recreational Vehicle	5	2.8%
	C: Bus	1	0.6%
	D: Single Unit Truck	3	1.7%
	E: Tractor Trailer Unit	10	5.5%
		PM	181



















NOTE:  
Coloured line thickness corresponds to turning movement volume.



**Appendix C**  
HCM Analysis (Synchro)



















HCM Unsignalized Intersection Capacity Analysis  
1: Highway 40 & Shand Ave

2024 AM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	40	20	14	52	13	18	50	14	21	71	8
Future Volume (Veh/h)	9	40	20	14	52	13	18	50	14	21	71	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	43	22	15	57	14	20	54	15	23	77	9
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	237	236	43	230	234	34	86			69		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	237	236	43	230	234	34	86			69		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	93	98	98	91	99	99			98		
cM capacity (veh/h)	628	644	1018	642	647	1031	1508			1530		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	75	86	20	36	33	23	51	35				
Volume Left	10	15	20	0	0	23	0	0				
Volume Right	22	14	0	0	15	0	0	9				
cSH	719	688	1508	1700	1700	1530	1700	1700				
Volume to Capacity	0.10	0.13	0.01	0.02	0.02	0.02	0.03	0.02				
Queue Length 95th (m)	2.8	3.4	0.3	0.0	0.0	0.4	0.0	0.0				
Control Delay (s)	10.6	11.0	7.4	0.0	0.0	7.4	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	10.6	11.0	1.7			1.6						
Approach LOS	B	B										
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			20.9%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
1: Highway 40 & Shand Ave



















2024 AM Combined

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	41	20	17	53	16	18	50	17	24	71	8
Future Volume (Veh/h)	9	41	20	17	53	16	18	50	17	24	71	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	45	22	18	58	17	20	54	18	26	77	9
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	246	246	43	238	241	36	86			72		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	246	246	43	238	241	36	86			72		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	93	98	97	91	98	99			98		
cM capacity (veh/h)	614	636	1018	630	639	1029	1508			1526		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	77	93	20	36	36	26	51	35				
Volume Left	10	18	20	0	0	26	0	0				
Volume Right	22	17	0	0	18	0	0	9				
cSH	709	685	1508	1700	1700	1526	1700	1700				
Volume to Capacity	0.11	0.14	0.01	0.02	0.02	0.02	0.03	0.02				
Queue Length 95th (m)	2.9	3.7	0.3	0.0	0.0	0.4	0.0	0.0				
Control Delay (s)	10.7	11.1	7.4	0.0	0.0	7.4	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	10.7	11.1	1.6			1.7						
Approach LOS	B	B										
Intersection Summary												
Average Delay			5.9									
Intersection Capacity Utilization			22.0%	ICU Level of Service	A							
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis



















## 1: Highway 40 & Shand Ave

2024 PM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	27	17	4	42	3	16	40	10	12	97	56
Future Volume (Veh/h)	8	27	17	4	42	3	16	40	10	12	97	56
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	29	18	4	46	3	17	43	11	13	105	61
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	243	250	83	194	274	27	166			54		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	243	250	83	194	274	27	166			54		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	95	98	99	93	100	99			99		
cM capacity (veh/h)	640	639	960	698	619	1042	1410			1549		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	56	53	17	29	25	13	70	96				
Volume Left	9	4	17	0	0	13	0	0				
Volume Right	18	3	0	0	11	0	0	61				
cSH	716	639	1410	1700	1700	1549	1700	1700				
Volume to Capacity	0.08	0.08	0.01	0.02	0.01	0.01	0.04	0.06				
Queue Length 95th (m)	2.0	2.2	0.3	0.0	0.0	0.2	0.0	0.0				
Control Delay (s)	10.5	11.1	7.6	0.0	0.0	7.3	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	10.5	11.1	1.8			0.5						
Approach LOS	B	B										
Intersection Summary												
Average Delay			3.9									
Intersection Capacity Utilization			22.6%		ICU Level of Service					A		
Analysis Period (min)			15									



















HCM Unsignalized Intersection Capacity Analysis  
1: Highway 40 & Shand Ave

2024 PM Combined

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	28	17	7	43	6	16	40	13	15	97	56
Future Volume (Veh/h)	8	28	17	7	43	6	16	40	13	15	97	56
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	30	18	8	47	7	17	43	14	16	105	61
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	254	258	83	202	282	28	166			57		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	254	258	83	202	282	28	166			57		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	95	98	99	92	99	99			99		
cM capacity (veh/h)	624	630	960	687	611	1040	1410			1546		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	57	62	17	29	28	16	70	96				
Volume Left	9	8	17	0	0	16	0	0				
Volume Right	18	7	0	0	14	0	0	61				
cSH	706	651	1410	1700	1700	1546	1700	1700				
Volume to Capacity	0.08	0.10	0.01	0.02	0.02	0.01	0.04	0.06				
Queue Length 95th (m)	2.1	2.5	0.3	0.0	0.0	0.3	0.0	0.0				
Control Delay (s)	10.5	11.1	7.6	0.0	0.0	7.4	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	10.5	11.1	1.7			0.6						
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			22.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
1: Highway 40 & Shand Ave



















2044 AM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	45	22	19	58	17	20	60	19	26	85	9
Future Volume (Veh/h)	10	45	22	19	58	17	20	60	19	26	85	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	49	24	21	63	18	22	65	21	28	92	10
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	279	283	51	270	278	43	102			86		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	279	283	51	270	278	43	102			86		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	92	98	96	90	98	99			98		
cM capacity (veh/h)	575	604	1006	590	608	1018	1488			1508		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	84	102	22	43	43	28	61	41				
Volume Left	11	21	22	0	0	28	0	0				
Volume Right	24	18	0	0	21	0	0	10				
cSH	677	650	1488	1700	1700	1508	1700	1700				
Volume to Capacity	0.12	0.16	0.01	0.03	0.03	0.02	0.04	0.02				
Queue Length 95th (m)	3.4	4.4	0.4	0.0	0.0	0.5	0.0	0.0				
Control Delay (s)	11.1	11.6	7.5	0.0	0.0	7.4	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	11.1	11.6	1.5			1.6						
Approach LOS	B	B										
Intersection Summary												
Average Delay			5.9									
Intersection Capacity Utilization			22.8%		ICU Level of Service				A			
Analysis Period (min)			15									






















HCM Unsignalized Intersection Capacity Analysis  
 1: Highway 40 & Shand Ave

2044 AM Combined

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	40	20	14	52	13	18	50	14	21	71	8
Future Volume (Veh/h)	9	40	20	14	52	13	18	50	14	21	71	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	43	22	15	57	14	20	54	15	23	77	9
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	237	236	43	230	234	34	86			69		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	237	236	43	230	234	34	86			69		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	93	98	98	91	99	99			98		
cM capacity (veh/h)	628	644	1018	642	647	1031	1508			1530		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	75	86	20	36	33	23	51	35				
Volume Left	10	15	20	0	0	23	0	0				
Volume Right	22	14	0	0	15	0	0	9				
cSH	719	688	1508	1700	1700	1530	1700	1700				
Volume to Capacity	0.10	0.13	0.01	0.02	0.02	0.02	0.03	0.02				
Queue Length 95th (m)	2.8	3.4	0.3	0.0	0.0	0.4	0.0	0.0				
Control Delay (s)	10.6	11.0	7.4	0.0	0.0	7.4	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	10.6	11.0	1.7			1.6						
Approach LOS	B	B										
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			20.9%	ICU Level of Service	A							
Analysis Period (min)			15									




















HCM Unsignalized Intersection Capacity Analysis  
1: Highway 40 & Shand Ave

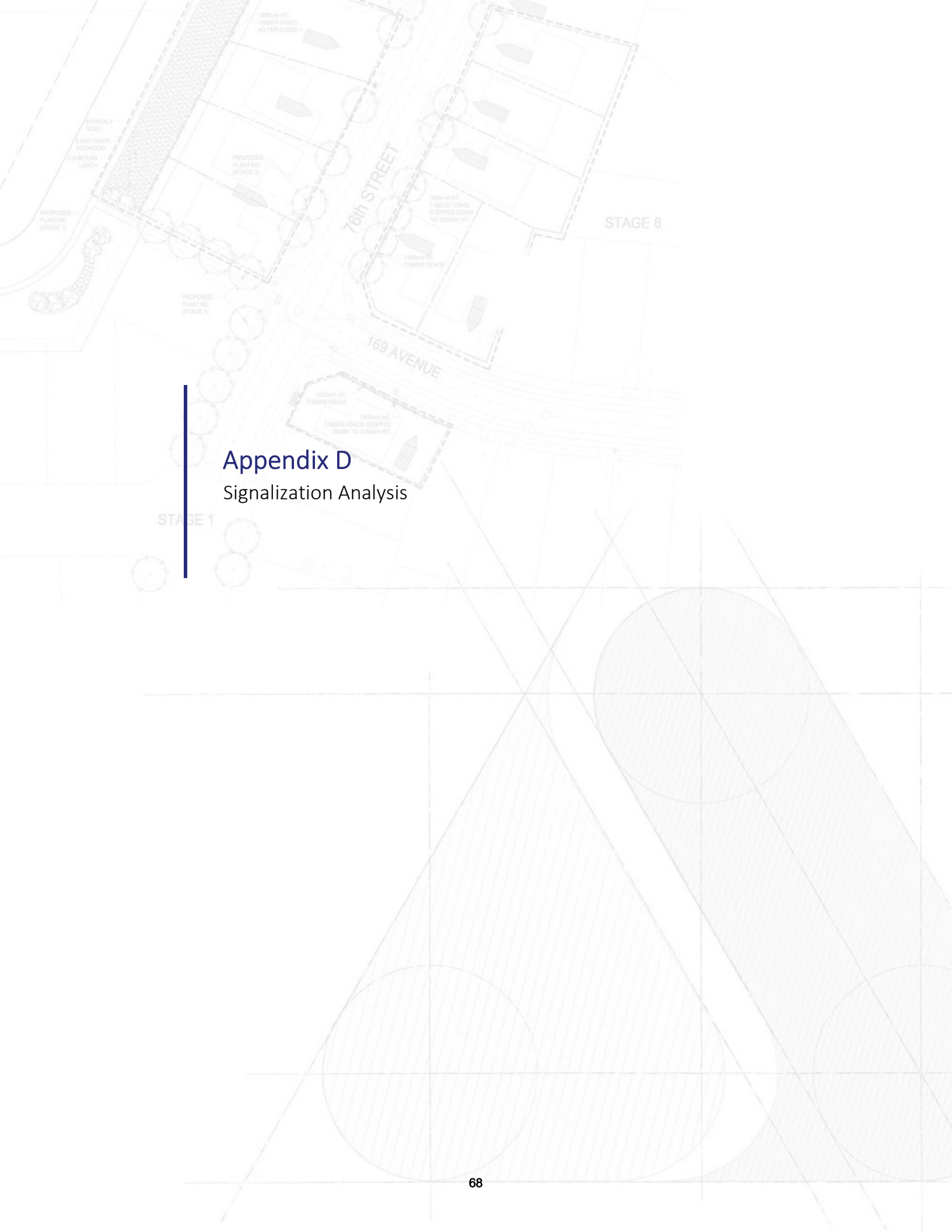
2044 PM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	30	19	4	47	3	18	48	11	13	116	61
Future Volume (Veh/h)	9	30	19	4	47	3	18	48	11	13	116	61
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	33	21	4	51	3	20	52	12	14	126	66
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	282	291	96	226	318	32	192			64		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	282	291	96	226	318	32	192			64		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	95	98	99	91	100	99			99		
cM capacity (veh/h)	593	604	942	653	583	1035	1379			1536		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	64	58	20	35	29	14	84	108				
Volume Left	10	4	20	0	0	14	0	0				
Volume Right	21	3	0	0	12	0	0	66				
cSH	682	601	1379	1700	1700	1536	1700	1700				
Volume to Capacity	0.09	0.10	0.01	0.02	0.02	0.01	0.05	0.06				
Queue Length 95th (m)	2.5	2.6	0.4	0.0	0.0	0.2	0.0	0.0				
Control Delay (s)	10.8	11.6	7.6	0.0	0.0	7.4	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	10.8	11.6	1.8			0.5						
Approach LOS	B	B										
Intersection Summary												
Average Delay			3.9									
Intersection Capacity Utilization			24.0%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
1: Highway 40 & Shand Ave

2044 PM Combined

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	31	19	7	48	6	18	48	14	16	116	61
Future Volume (Veh/h)	9	31	19	7	48	6	18	48	14	16	116	61
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	34	21	8	52	7	20	52	15	17	126	66
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	292	300	96	234	326	34	192			67		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	292	300	96	234	326	34	192			67		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	94	98	99	91	99	99			99		
cM capacity (veh/h)	578	596	942	642	576	1032	1379			1533		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	65	67	20	35	32	17	84	108				
Volume Left	10	8	20	0	0	17	0	0				
Volume Right	21	7	0	0	15	0	0	66				
cSH	672	612	1379	1700	1700	1533	1700	1700				
Volume to Capacity	0.10	0.11	0.01	0.02	0.02	0.01	0.05	0.06				
Queue Length 95th (m)	2.6	2.9	0.4	0.0	0.0	0.3	0.0	0.0				
Control Delay (s)	10.9	11.6	7.6	0.0	0.0	7.4	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	10.9	11.6	1.8			0.6						
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			23.3%		ICU Level of Service					A		
Analysis Period (min)			15									



**Appendix D**  
Signalization Analysis



## Alberta Transportation - Traffic Signal & Pedestrian Signal Head Warrant Analysis

Main Street (name)	Highway 40	Direction (EW or NS)	NS	Road Authority:	Alberta Transportation
Side Street (name)	Shand Avenue	Direction (EW or NS)	EW	City:	Grande Cache
Quadrant / Int #		Comments	2044 Combined Traffic	Analysis Date:	2023 Oct 24, Tue
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET			Count Date:	2023 Oct 24, Tue
				Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	RT Channelization (y/n)	Upstream Signal (m)	# of Thru Lanes	LT Phase Type	RTOR Allowed (y/n)	Actuated Thru Phase
Highway 40	NB	1	0	1	0	1	0	n	300	2	pm+pt	y	
Highway 40	SB	1	0	1	0	1	0	n	1,000	2			
Shand Avenue	WB	0	0	0	1	0	0	n	1,000	1			
Shand Avenue	EB	0	0	0	1	0	0	n	1,000	1			

Saturation Flow Rates (if not default) (vphpl)	Default Saturation Flow Rates (vphpl)
Left Turn	1,650
Through	1,800
Right Turn	1,500

Are the Shand Avenue WB right turns significantly impeded by through movements? (y/n) **n**

Are the Shand Avenue EB right turns significantly impeded by through movements? (y/n) **n**

Are the Highway 40 NB right turns significantly impeded by through movements? (y/n) **n**

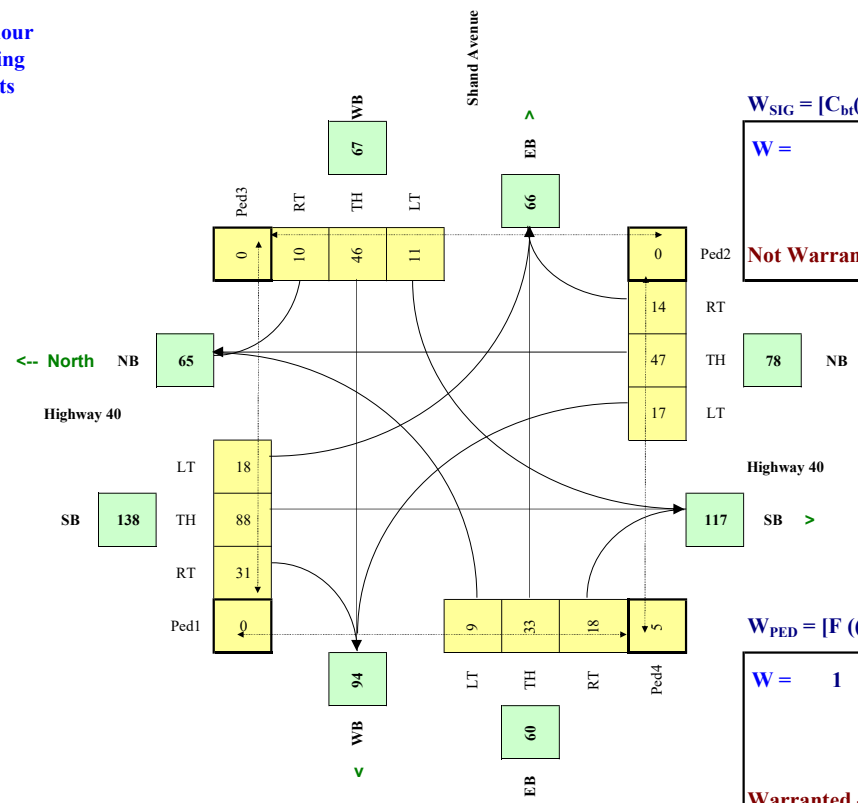
Are the Highway 40 SB right turns significantly impeded by through movements? (y/n) **n**

Demographics	
Elem. School/Mobility Challenged	(y/n) n
Senior's Complex	(y/n) n
Pathway to School	(y/n) n
Metro Area Population	(#) 3,500
Central Business District	(y/n) n

Other input	Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Highway 40	NS	50	4.0%	n
Shand Avenue	EW			0.0

Set Peak Hours	Traffic Input												Ped1	Ped2	Ped3	Ped4	
	NB			SB			WB			EB			NS	NS	EW	EW	
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side	
20	60	19	26	85	9	19	58	17	10	45	22					5	
28	15	46	14	20	65	7	14	44	13	8	34	17				5	
29	15	46	15	20	65	7	15	45	13	8	35	17				5	
30	16	42	12	14	101	53	6	42	5	8	27	17				5	
31	15	40	12	13	97	51	6	40	5	8	26	16				5	
32	18	48	14	16	116	61	7	48	6	9	31	19				5	
33	<b>Total (6-hour peak)</b>	<b>99</b>	<b>282</b>	<b>86</b>	<b>109</b>	<b>529</b>	<b>188</b>	<b>67</b>	<b>277</b>	<b>59</b>	<b>51</b>	<b>198</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
34	<b>Average (6-hour peak)</b>	<b>17</b>	<b>47</b>	<b>14</b>	<b>18</b>	<b>88</b>	<b>31</b>	<b>11</b>	<b>46</b>	<b>10</b>	<b>9</b>	<b>33</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>

### Average 6-hour Peak Turning Movements



$$W_{SIG} = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p})L) / K_2] \times C_i$$

$W =$ 

13	12	1
Veh		
		Ped

**Not Warranted -  $V_s < 75$**

$$W_{PED} = [F((X_{ped,m})d_m / K_2) + (X_{ped,s})d_s / K_3]$$

$W =$ 






1
---

**Warranted - Complex Intersection**



# MAP 4

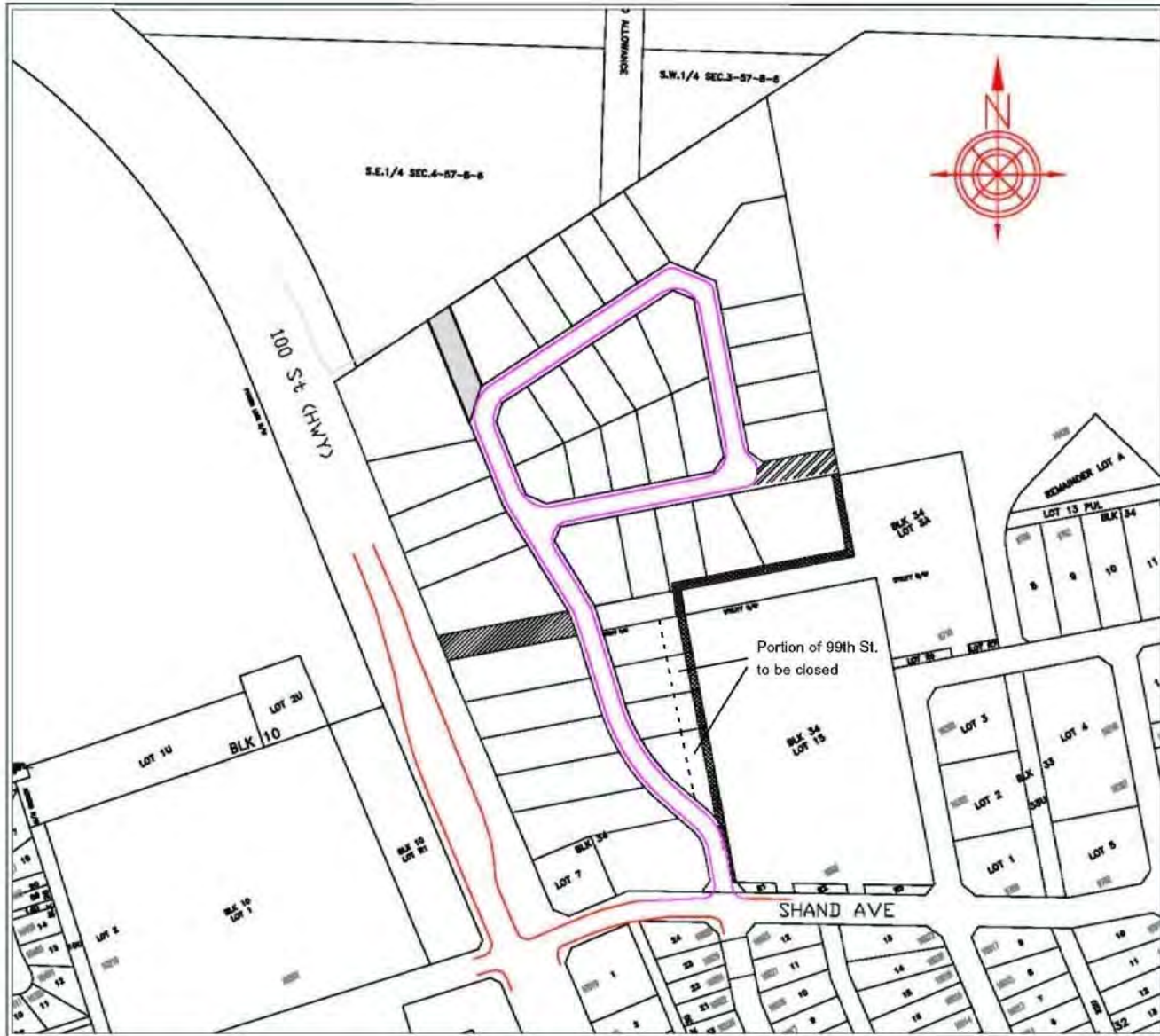
**LEGEND**

-  Future Road by Alberta Transportation
-  Existing Roads to be Closed - see Map 8
-  Retail Service Commercial
-  Light Industrial
-  Tourist/HWY Commercial

**NOTE**  
All Lot Boundaries For Illustrative Purposes Only

<b>GMBDI</b>	<b>Town of Grande Cache Floyd McLennan Business Park</b>	
	Proposed Concept Plan Lot 16, Block 34, Plan 0726105 Lot 6, Block 34, Plan 8223273	
	SCALE NTS	DRAWN BY S.M. APPROVED BY A.M.

MAP 4



# MAP 8

## LEGEND

- Proposed Curb & Gutter
- Existing Curb & Gutter
- Allowance for Future Road by Alberta Transportation
- Emergency Access Road
- Noise Attenuation Fencing
- May be closed pending Access Management Study

**NOTE:**

All proposed roads shall be paved to Town standards  
 All Lot Boundaries For Illustrative Purposes Only

**GMBDI**

**Town of Grande Cache  
 Floyd McLennan Business Park**

**Proposed Roadway Plan**  
 Lot 16, Block 34, Plan 0728105  
 Lot 6, Block 34, Plan 8223273

SCALE NTS

DESIGN BY S.M.  
 APPROVED BY A.M.

MAP 8







# REQUEST FOR DECISION

**SUBJECT:** **S24-002 – First Parcel Out Subdivision**  
**SUBMISSION TO:** MUNICIPAL PLANNING COMMISSION      REVIEWED AND APPROVED FOR SUBMISSION  
**MEETING DATE:** April 10, 2024      **DIRECTOR:** MAV      **PRESENTER:**  
**REPORT TYPE:** Subdivision Application      **MANAGER:**      **WRITER:** JS

**FILE NO.:** S24-002      **LAND USE DISTRICT:** Agricultural One (A-1)  
**LEGAL LOCATION:** NW-14-69-20-W5M  
**AREA:** Ward 4, Sunset House and Sweathouse  
**APPLICANT/SURVEYOR:** Borderline Surveys  
**LANDOWNER:** Thomas Mitchell Sr. and Thomas Mitchell Jr.

## BACKGROUND/PROPOSAL:

Administration has received the subdivision application is a first parcel out of the quarter section within the lands legally described as NW-14-69-20-W5M. The subdivision proposal is to subdivide 4.05 hectares ( 10.0 acres) out of the unsubdivided quarter section. The quarter section is a mile north of Highway 665 and can be accessed via Range Road 202. The location of this quarter section is within Ward 4, Sunset House and Sweathouse.

Majority of the quarter section is being used as hayfield, with some thickly treed areas to the east and west sides of the quarter section. There is a well-established watercourse and riparian area running through the northeastern part of the quarter section and is not affected by the proposal. There is no approach to the balance of the quarter section but a lotion almost 100m north of the site has been proposed.

Within the proposed subdivision, there is a house, Storage Container, shed, chicken coop, greenhouse, and an old dugout. The northwest part of the proposed subdivision is currently bushed area. In terms of servicing, the water supply is through a water well, while a pumpout/open discharge system is used the sewage disposal system. There is an approach that provides access to the proposed subdivision, via Range Road 202.

## PROPERTY DETAILS:

Existing/Proposed Servicing: Well; Open Discharge/Pumpout  
 Soil Type: Orthic Humic Gleysol  
 Topography: Mixed; Undulating High Relief  
 Wetland Inventory: 32  
 LSRS Spring Grains: 2(8) – 5W(2): 80% of the area has slight limitation, and 20% of the area has very severe limitation due to soils in which excess (not due to inundation) limits the production.

---

RELEVANT LEGISLATION AND POLICY CONSIDERATIONS:

**Municipal Development Plan (MDP) Bylaw No. 15-742**

*Section 3.3.2 Non-Agricultural Uses*

*The development of non-agricultural uses in the rural area shall not negatively impact existing agricultural operations. As new development occurs in the rural area, notice to developers respecting the presence of agricultural operations shall be made in accordance with the provisions of the LUB.*

The proposed subdivision is an existing residential development. This subdivision will not negatively impact agricultural operations as the residential development/ use is complementary to this. Since the development is existing development, the current development will have minimal impact on the existing agricultural operation. In addition to this, the parcel size is 4.05 hectares (10.0 acres) which limits the removal of the agricultural land. The subdivision proposal can be supported by section 3.3.2.

*Section 3.4.2 Subdivision of Better Agricultural Land*

*Greenview may support the subdivision of better agricultural land where the proposed subdivision is for:*

- (a) A farmstead separation;*

*Section 3.4.4 Parcel Location*

*Where possible, subdivisions identified in 3.4.2 will be encouraged to locate on portions of a quarter section that are:*

- a) Physically severed or are of lower agricultural capability; and/or*
- b) Adjacent to or near quarter section boundaries to minimize the fragmentation of agricultural land and without constraining or otherwise impacting agricultural operations on the quarter section.*

The proposed subdivision is for a subdivision of an existing farmstead and can be supported in section 3.4.2. Further to that, the proposed subdivision is located in near or adjacent to the quarter section boundaries, which minimizes or reduces any conflicts and fragmentation of adjacent agricultural land within the quarter section. The current subdivision proposal is supported by section 3.4.4.

**Land Use Bylaw (LUB) No. 18-800**

The current zoning for the parcel legally described as is Agricultural One (A-1) District. Within the A-1 District, for the first parcel out, the minimum parcel size is 1.2 hectares (3 acres) while the maximum parcel size is 8.1 hectares (20.0 acres). Since this proposed subdivision is the first parcel out of the subdivision, the subdivision proposal can be approved as this is within the allowable parcel size for the A-1 District.

---

## Comments Received

Prior to the MPC meeting, Administration has referred the subdivision application to the relevant referral agencies and departments. To this date, Administration has received six (6) comments. Administration has received comments from ATCO Electric, East Smoky Gas Co-op, AER, Telus, and Greenview's Environmental Services, Operations, and Construction and Engineering, where they have expressed no concerns with the proposed subdivision.

Greenview's Construction and Engineering has provided that no road widening will be required as Right of Way was previously obtained, and it is already 30 meters wide. A corner cut will not be required.

Based on the circulations to adjacent landowners, there were no comments or concerns that supports or is against the proposed subdivision.

## Recommendation

Administration has determined that the subdivision proposal sufficiently meets policy requirements within the Municipal Development Plan (MDP) Bylaw 15-742 and the Land Use Bylaw 18-800. When circulated to the referral agencies and adjacent landowners, there are no objections or concerns with the proposed subdivision.

---

## RECOMMENDED ACTION:

**MOTION: That the Municipal Planning Commission of the Municipal District of Greenview No. 16 hereby APPROVE subdivision application S24-002 for the creation of approximately 4.05 hectares (10.0 acres) parcel within the lands legally described as, NW-14-69-20-W5M, subject to the following conditions:**

- 1. The applicant shall submit to the Municipal District of Greenview No. 16, a Plan of Survey suitable for registration with Alberta Land Titles. The size and location of the subdivided parcel shall be as per the approved tentative plan.**
- 2. The applicant shall pay a final subdivision endorsement fee, in accordance with the Municipal District of Greenview No. 16's Schedule of Fees Bylaw 24-970.**
- 3. The applicant shall pay all taxes owing to the Municipal District of Greenview No. 16, up to the year in which the subdivision is to be registered, prior to signing the final subdivision endorsement documents.**
- 4. The applicant shall apply and pay all applicable fees in accordance with the Schedule of Fees Bylaw 24-970 for construction of a gravel approach to the remainder of the quarter section. The Municipal District of Greenview No. 16 reserves the right to determine the date of construction of the approach.**

## Advisory Notes:

- 1. You are located in the vicinity of an agricultural operation.**
- 2. No development, construction, or site work is allowed without an approved Development Permit from Greenview.**

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**ALTERNATIVES:**

**Alternative #1:** The Municipal Planning Commission may refuse the subdivision application, S24-002. Administration does not recommend this option as the proposal complies requirements of the Municipal Development Plan (MDP) Bylaw 15-742, and the Land Use Bylaw 18-800.

**Alternative #2:** The Municipal Planning Commission may table subdivision application, S24-002, to the next regular meeting or until additional information is received. Administration does not recommend this option as the applicant has provided all information required to provide a decision.

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**FINANCIAL IMPLICATION:**

All costs associated with the application will be borne by the applicant.

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**STAFFING IMPLICATION:**

There are no staffing implications to the recommended motion.

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**PUBLIC ENGAGEMENT LEVEL:**

Greenview has adopted the IAP2 Framework for public consultation.

The Municipal Government Act requires that application for subdivision be circulated to adjacent landowners and referral agencies for a minimum of fourteen (14) days. Greenview's Subdivision Process Policy 6007 requires adjacent landowners and encumbrances listed on title be provided twenty-one (21) days to respond.

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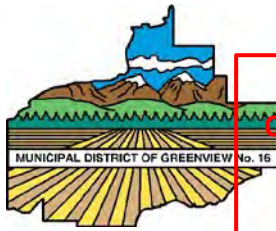
**FOLLOW UP ACTIONS:**

No follow up action is required by the Municipal Planning Commission.

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**ATTACHMENTS:**

- Subdivision Application
- Tentative Plan
- Land Use Bylaw 18-800 – Section 8.1 Agricultural One (A-1) District
- Aerial Map
- AGRASID Map
- Wetland Inventory Map
- Topography Map
- Location Map
- Owner Map
- Site Inspection



**MUNICIPAL DISTRICT OF GREENVIEW No. 16**  
**RECEIVED**  
 FEBRUARY 9, 2024  
**VALLEYVIEW**

**SUBDIVISION APPLICATION - FORM A**

**Municipal District of Greenview**  
 4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
 T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608  
 www.mdgreenview.ab.ca

FOR ADMINISTRATIVE USE

APPLICATION NO.	
FORM A AS COMPLETED	
FEES SUBMITTED	RECEIPT NO.
ROLL NO.	

THIS FORM MUST BE COMPLETED IN FULL WHEREVER APPLICABLE BY THE REGISTERED LANDOWNER(S) OR BY AN AUTHORIZED AGENT ACTING ON HIS/HER (THEIR) BEHALF.

1. Name of registered owner(s) of land to be subdivided:

Address \_\_\_\_\_  
 Phone No. \_\_\_\_\_  
 Email: \_\_\_\_\_

2. AGENT ACTING ON BEHALF OF REGISTERED OWNER:

Name (Name(s) in Block Capitals) \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone No. \_\_\_\_\_  
 Email: \_\_\_\_\_

3. LEGAL DESCRIPTION AND AREA OF LAND TO BE SUBDIVIDED

All/part of the \_\_\_\_\_ ¼ Sec. \_\_\_\_\_ Twp. \_\_\_\_\_ Range: \_\_\_\_\_ West of \_\_\_\_\_ Meridian  
 Being all / parts of Reg. Plan No. \_\_\_\_\_ Block \_\_\_\_\_ Lot \_\_\_\_\_ C. of T. No. \_\_\_\_\_  
 Area of the above parcel of land to be subdivided \_\_\_\_\_ HA \_\_\_\_\_ AC

4. LOCATION OF LAND TO BE SUBDIVIDED

- a. Is the land situated immediately adjacent to the municipal boundary? Yes  No   
 If "yes", the adjoining municipality is \_\_\_\_\_
- b. Is the land situated within 1.6 km (1600 m) of the right-of-way of a Highway? Yes  No   
 If "yes", the Highway is No. \_\_\_\_\_
- c. Does the proposed parcel contain or is it bounded by a river, stream, lake, other body of water, drainage ditch or canal?  
 Yes  No  If "yes" state its name \_\_\_\_\_
- d. Is the proposed parcel located within 1.5 km of a sour gas facility? Yes  No
- e. You must provide the [Abandon Wellbore Search](#) information to identify all well locations or confirming the absence of any abandoned wells as per ERCB Directive 079 (see attached info). Date Search Complete: \_\_\_\_\_

5. EXISTING AND PROPOSED USE OF LAND TO BE SUBDIVIDED Describe:

- a. Existing use of land \_\_\_\_\_
- b. Proposed use of land \_\_\_\_\_
- c. The designated use of land as classified under Municipal District No. 16's Land Use Bylaw is \_\_\_\_\_

6. PHYSICAL CHARACTERISTICS OF LAND TO BE SUBDIVIDED

- a. Describe the nature of the topography of the land (flat, rolling, steep, mixed) \_\_\_\_\_
- b. Describe the nature of the vegetation and water on the land (brush, shrubs, tree stands, woodlots, sloughs, creeks, etc.) \_\_\_\_\_
- c. Describe the kind of soil on the land (sandy, loam, clay, etc.) \_\_\_\_\_

7. EXISTING BUILDINGS ON THE LAND PROPOSED TO BE SUBDIVIDED

Describe any buildings, historical or otherwise, and any structures on the land and whether they are to be demolished or moved  
 \_\_\_\_\_

8. PLEASE COMPLETE WATER & SEWER SERVICE INFORMATION – FORM B

9. REGISTERED OWNER(S) OR AGENT ACTING ON BEHALF OF REGISTERED OWNER(S):

I / WE \_\_\_\_\_ hereby certify that  
 (full name is block capitals)  
 I am / are the registered owner(s), or  I am the agent authorized to act on behalf of the registered owner, and that the information given on this form is full and complete and is, to the best of my / our knowledge, a true statement of the facts relating to his/her application for subdivision  
 SIGNED: \_\_\_\_\_ Date: \_\_\_\_\_

The personal information collected on this form is being collected under the authority of Sections 33 and 39(1)(a)(b) of the Alberta Freedom of Information and Protection of Privacy Act, and Section 301.1 of the Municipal Government Act. The information will be used to process your application(s). Your name, contact telephone number and address may be used to carry out current and/or future construction, operating programs, services or activities of the Municipality. If you have any questions about the collection, use or disclosure of the personal information provided, please contact the Freedom of Information and Protection of Privacy Coordinator at 780.524.7600.



## WATER & SEWER INFORMATION – FORM B

### Municipal District of Greenview

4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
 T: 780.524.7600; F: 780.524.4307; Toll-Free 1.866.524.7608  
[www.mdgreenview.ab.ca](http://www.mdgreenview.ab.ca)

Please note below the type of water supply and sewage disposal that is either **Existing** or **Proposed** for the lots indicated on the sketch accompanying your application. *(The location of these facilities must be accurately indicated on the sketch.)*

Please indicate if water and sewer services are existing or proposed by entering the initial as follows:

**E – for Existing** or **P – for Proposed** in the appropriate box.

TYPE OF WATER SUPPLY	1 <sup>st</sup> Parcel	2 <sup>nd</sup> Parcel	Balance of Quarter
Dugout			
Well			
Cistern & Hauling			
Municipal Service			
Other <i>(Please specify)</i>			

TYPE OF SEWAGE DISPOSAL	1 <sup>st</sup> Parcel	2 <sup>nd</sup> Parcel	Balance of Quarter
Open Discharge/Pump-out			
Septic Tank/Holding Tank			
Tile Field/Evaporation Mound			
Sewage Lagoon			
Municipal Service			
Other <i>(Please specify)</i>			

# TENTATIVE PLAN SHOWING

PROPOSED SUBDIVISION OF  
**N.W. 1/4 Sec.14, Twp.69, Rge.20, W.5M.**  
 (For Farmyard Separation)  
 Within  
 Municipal District of Greenview No. 16, Alberta



## Schedule of Area(s)

Contains 1 Lot,  
 Containing 4.05 ha (10.0 ac.)

## Registered Title Encumbrances (Affecting Extent of Title)

932 318 534: URW - East Smoky Gas Co-op Ltd.

## Notes

- Distances are in Metres and Decimals Thereof.
- Plan measurements based from a field inspection conducted on January 30, 2024.

## Legend

Area Affected by This Plan is Outlined Thus.....		Power Pole Shown Thus.....	
Roads Shown Thus.....		Water Well/Cistern Shown Thus.....	
Overhead Power Shown Thus....		Septic Tank Shown Thus.....	
Fence Shown Thus.....		Septic Discharge Shown Thus.....	
Gas Co-op Shown Thus.....			

## Land Owner(s)

Thomas Charles Mitchell SR  
 Thomas Charles Mitchell JR  
 C. of T. 212 065 040

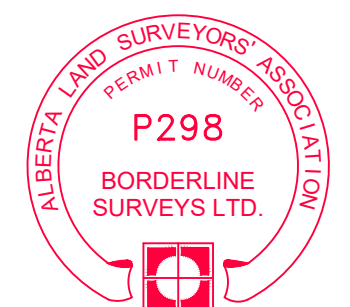
## Site Information

Address: 69247 Rge. Road 202




**BORDERLINE SURVEYS**

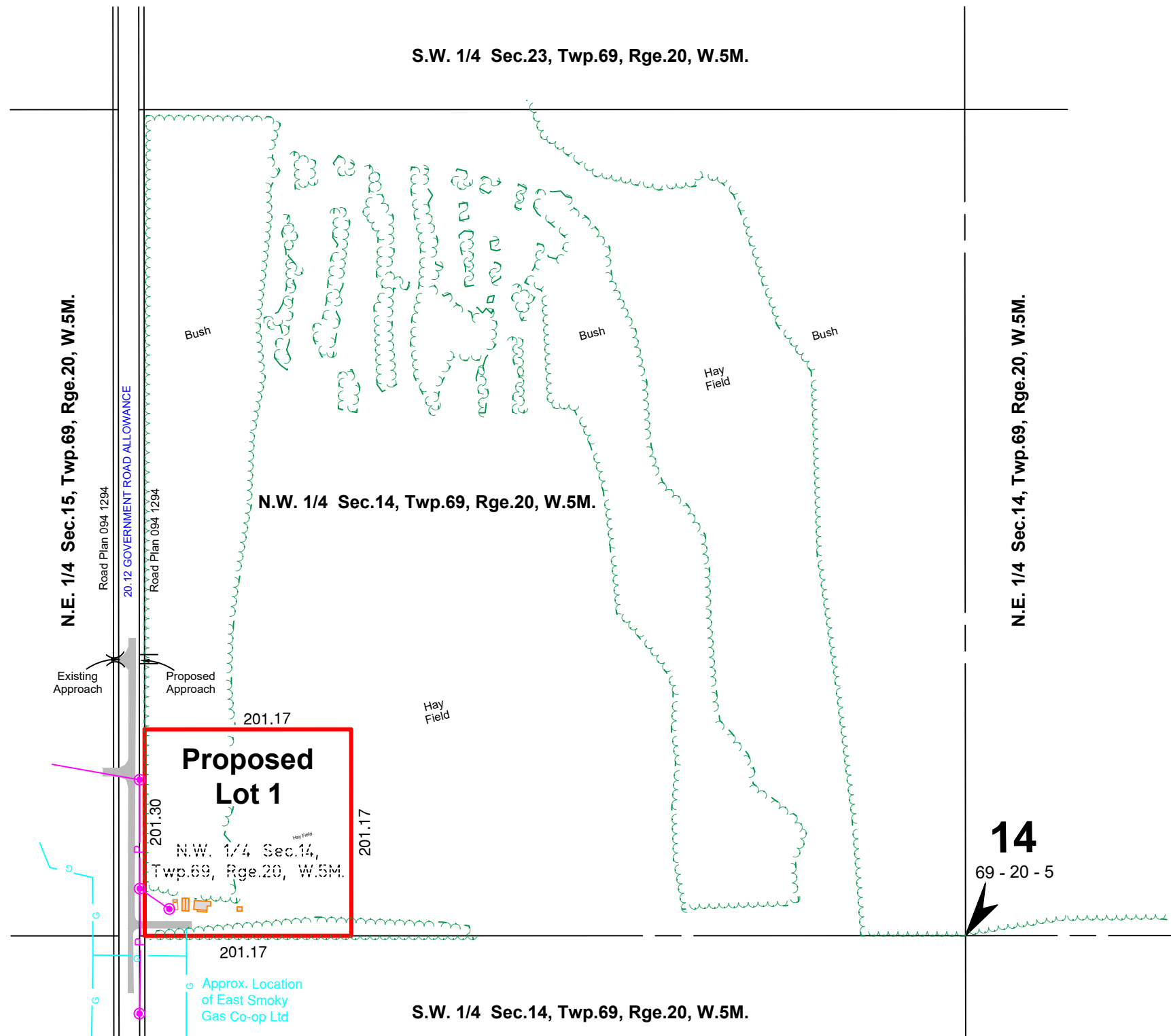
#103-2, 8301 99 Street  
 Clairmont, Alberta T8X 5B1  
 Phone: (780) 538-1955  
 E-mail: jwc.surveyor@gmail.com



**PREPARED BY**  
 Jason Coates, A.L.S.

## Revision Table

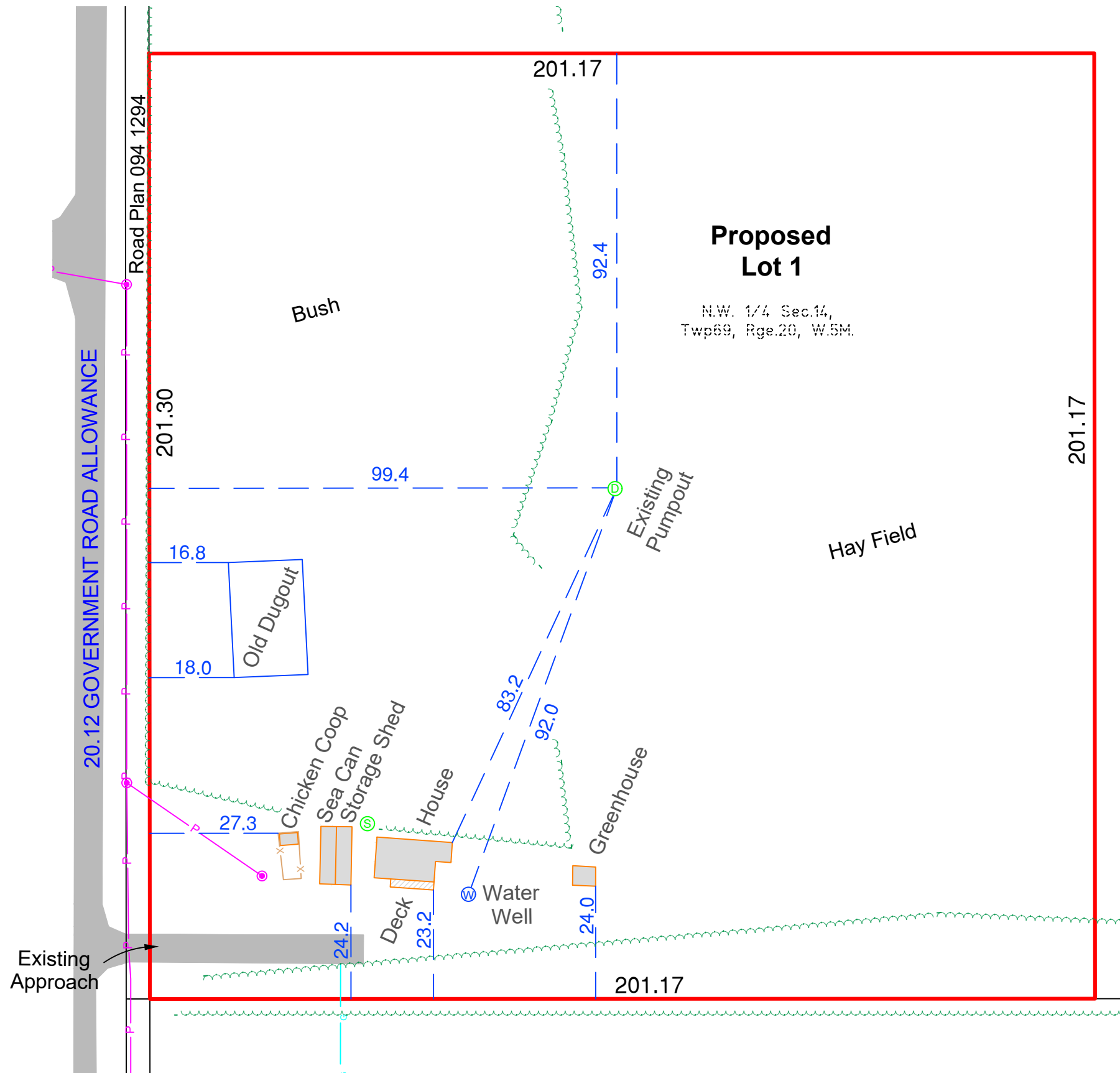
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0	Original	KLM	LB	JC	Feb.8, 2024
Client File No: N/A					
File No: 240018T		Job No: 240018		Sheet: 1 of 4	
					 0 Revision



**SCALE 1:5000**

# TENTATIVE PLAN SHOWING

PROPOSED SUBDIVISION OF  
**N.W. 1/4 Sec.14, Twp.69, Rge.20, W.5M.**  
 (For Farmyard Separation)  
 Within  
 Municipal District of Greenview No. 16, Alberta



**SCALE 1:1000**



### Notes

- The house is served by a tank and pumpout.
- Water source is a Water well.
- Some buildings may have been erected and others moved since the date of this photo.



#103-2, 8301 99 Street  
 Clairmont, Alberta T8X 5B1  
 Phone: (780) 538-1955  
 E-mail: jwc.surveyor@gmail.com



**PREPARED BY**  
 Jason Coates, A.L.S.

### Revision Table

No.	Revision Type	Drafted	Chk'd	Surveyed	Date
0	Original	KLM	LB	JC	Feb.8, 2024
Client File No: N/A					
File No: 240018T		Job No: 240018		Sheet: 2 of 4	
					0 Revision



# TENTATIVE PLAN SHOWING

PROPOSED SUBDIVISION OF  
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 (For Farmyard Separation)  
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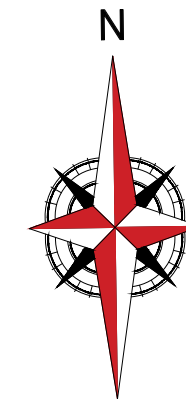


Photo is Bing Imagery dated April 30, 2011 to Sept. 22, 2016



**SCALE 1:5000**



#103-2, 8301 99 Street  
 Clairmont, Alberta T8X 5B1  
 Phone: (780) 538-1955  
 E-mail: jwc.surveyor@gmail.com



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 Jason Coates, A.L.S.

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0	Original	KLM	LB	JC	Feb.8, 2024
Client File No: N/A					
File No: 240018T		Job No: 240018		Sheet: 3 of 4	
					 0 Revision



Photo is Bing Imagery dated April 30, 2011 to Sept. 22, 2016



**SCALE 1:1000**

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0	Original	KLM	LB	JC	Feb.8, 2024
Client File No: N/A					
File No: 240018T		Job No: 240018		Sheet: 4 of 4	
					 <b>0</b> Revision

## 8.0 LAND USE DISTRICTS

### 8.1 Agricultural One (A-1) District

#### 8.1.1 Purpose

- a) The purpose of this District is to protect and preserve better agricultural lands. The uses allowed in this District are those which may be compatible with extensive agricultural operations, and which minimize the loss of agricultural lands to non-agricultural uses.

#### 8.1.2 Uses

- a) Table 8-1 identifies the permitted and discretionary uses within the A-1 District.

**Table 8-1: A-1 Permitted and Discretionary Uses**

Permitted Uses	Discretionary Uses
1. Accessory Building	1.a Abattoir
2. Agricultural Processing	2.a Airstrip
3. Agriculture, Horticulture	3.a Compressor
4. Animal Breeding Establishment	4.a Coverall Building
5. Apiary	5.a Craft Brewery and Distillery
6. Bed and Breakfast	6.a Home Occupation, Major
7. Boarding and Lodging	7.a Natural Resource Extraction
8. Borrow Pit	8.a Oil and Gas Facility
9. Cabin	9.a Recreation, Outdoor Motorized Vehicle
10. Cannabis Production Facility	10.a Recreation, Outdoor Passive
11. Dugout	11.a Recreational Vehicle Storage
12. Dwelling Unit, Accessory	12.a Solar Collector, Major
13. Dwelling Unit, Manufactured	13.a Utilities, Major
14. Dwelling Unit, Modular	14.a Wind Energy Conversion System, Major
15. Dwelling Unit, Single Detached	15.a Work Camp, Project Oriented
16. Greenhouse	
17. Home Occupation, Minor	
18. Housing Collective, Communal	
19. Kennel, Commercial	
20. Kennel, Hobby	
21. Sign	
22. Solar Collector, Minor	
23. Storage, Outdoor	
24. Suite, Attached	
25. Suite, Detached	
26. Wind Energy Conversion System, Minor	

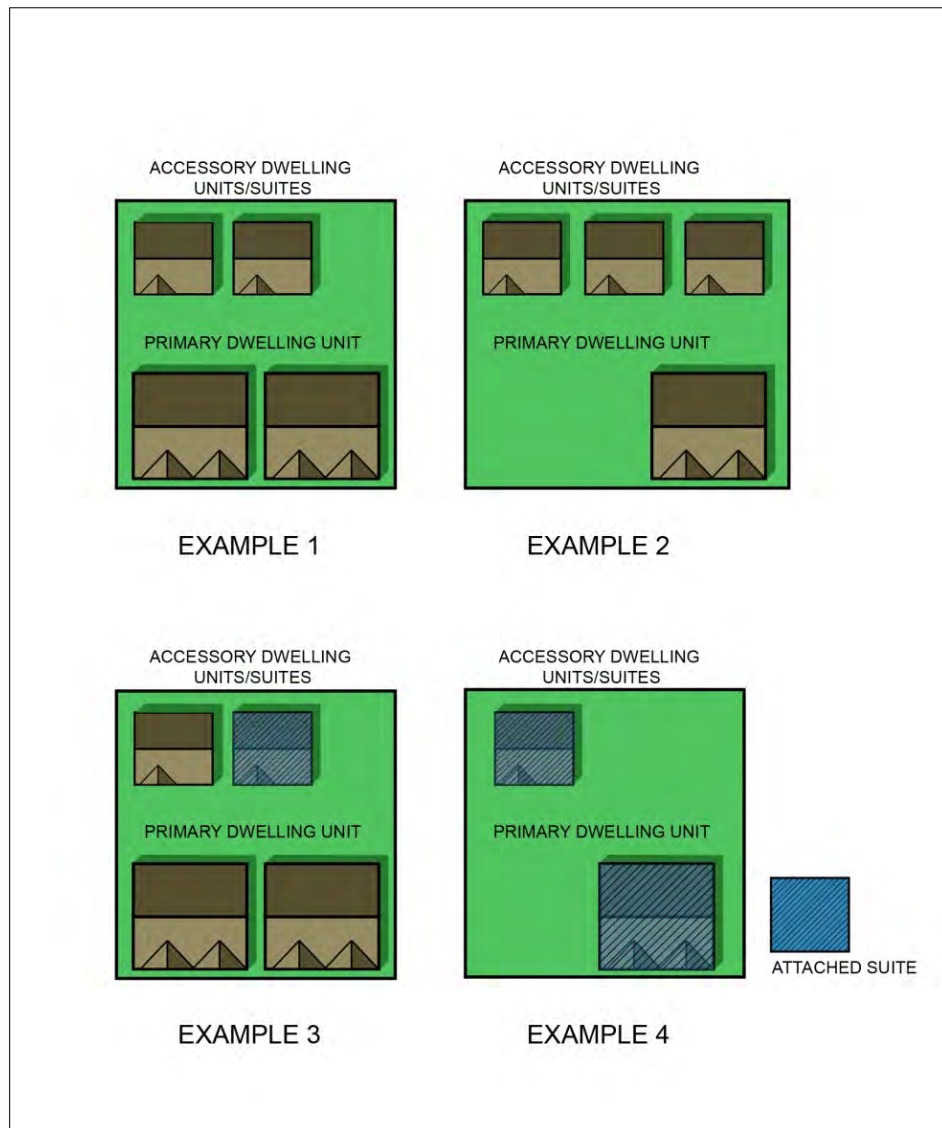
### 8.1.3 Regulations

- a) On a parcel located in an A-1 District, no building or structure shall be constructed, located or altered, and no subdivision approved which contravenes the regulations set out in Table 8-2.

**Table 8-2: A-1 District Regulations**

Matter to Be Regulated	Regulation
.1 Maximum density	A maximum of 4 dwelling units per parcel, which may include: <ul style="list-style-type: none"> <li>• a maximum of 2 primary dwelling units</li> <li>• a maximum of 3 accessory dwelling units and/or suites</li> </ul>
.2 Minimum parcel size	1.2 ha (3 ac)
.3 Minimum parcel width	100 m ( 328.1 ft.)
.4 Minimum setback of principal building from: <ul style="list-style-type: none"> <li>• Front parcel and exterior side parcel lines</li> <li>• Interior side parcel line</li> <li>• Rear parcel line</li> </ul>	Provincial highway: 40.0 m (131.2 ft.) Internal subdivision road: 7.5 m (24.6 ft.) Service road: 7.5 m (24.6 ft.) All other roads: 40.0 m (131.2 ft.) Undeveloped road allowance: 40.0 m (131.2 ft.) 15.0 m (49.2 ft.) 15.0 m (49.2 ft.)
.5 Minimum setback of accessory building from: <ul style="list-style-type: none"> <li>• Front parcel and exterior side parcel lines</li> <li>• Interior side parcel line</li> <li>• Rear parcel line</li> </ul>	Provincial highway: 40.0 m (131.2 ft.) Internal subdivision road: 7.5 m (24.6 ft.) Service road: 7.5 m (24.6 ft.) All other roads: 40.0 m (131.2 ft.) 15.0 m (49.2 ft.) 15.0 m (49.2 ft.)
.6 Maximum building and structure height <ul style="list-style-type: none"> <li>• Principal building and structures</li> <li>• Accessory building</li> </ul>	10.0 m (32.8 ft.) 10.0 m (32.8 ft.)
.7 Maximum parcel coverage (all buildings)	30 %

Figure 8-1: Examples of A-1 Dwelling Unit Configurations



#### 8.1.4 Other Regulations

- a) All applications for confined feeding operations must be submitted to the Natural Resources Conservation Board for review and approval in accordance with the Agricultural Operation Practices Act;
- b) Only one A-1 parcel may be taken out of an unsubdivided quarter section without rezoning. Work Camp, Project-Oriented – Only within 400.00 m (1,312.3 ft.) of highways;
- c) First Parcel Out:           Minimum: 1.2 ha (3.0 ac)  
  Maximum: 8.1 ha (20.0 ac)
- d) An application to create two titles based upon a fragmented parcel may be approved notwithstanding the size of parcels to be created on either side of the fragmentation line with the following conditions:
  - i. Minimum parcel sizes and other development considerations must be adhered to;
  - ii. Parcels fragmented by water bodies or ravines would still be subject to environmental reserve evaluation and dedication.
- e) Agricultural parcels that are fragmented will be prorated by the size of the parcel to determine the number and size of parcels that are to qualify for subdivision from each fragmented portion as follows:
  - i. The amount of land that may be subdivided from a fragmented parcel will be directly proportionate to its percentage of the quarter section.

\*\*\* See the General Regulations (Section 5.0) for additional regulations and exceptions. \*\*\*



# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

## Subdivision Application S24-002

### Main



I:\Projects\Departments\GENERAL\LandUseAmendment2024

### LEGEND

Proposed Subdivision

### TRANSPORTATION

Gravel Road

GV Imagery 2023 (North)

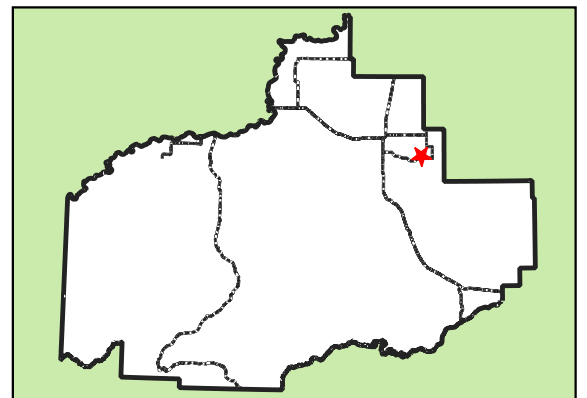
GV Imagery 2022 (South)

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Map Print Date : February 22, 2024



0 100 200



metres

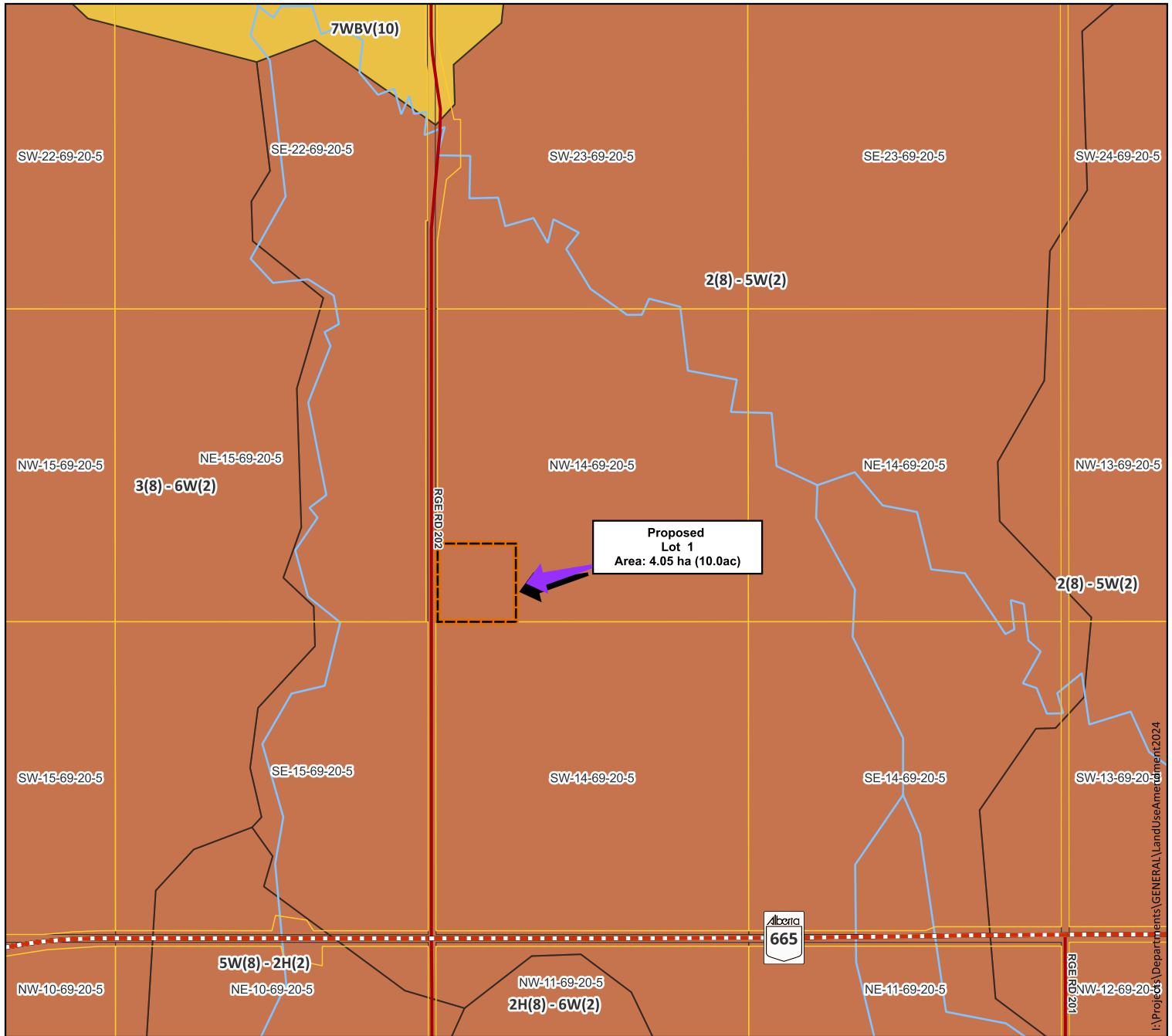
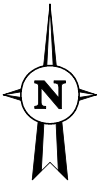
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PROJECTION: UTM Zone 11N NAD 83



# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

## Subdivision Application S24-002 AGRASID



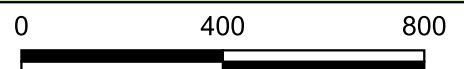
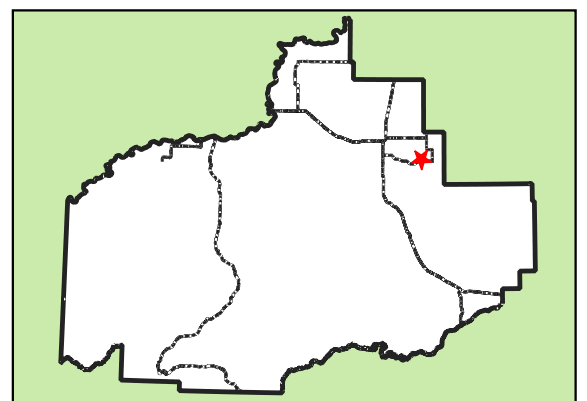
### LEGEND

- Proposed Subdivision
- Gravel Road
- AGRASID**
- level organic
- undulating - high relief
- HYDRO FEATURES**
- Stream / Creek
- TRANSPORTATION**
- Gravel Highways

\*\* Spring Grain LSRS Values Displayed\*\*

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Map Print Date : February 20, 2024



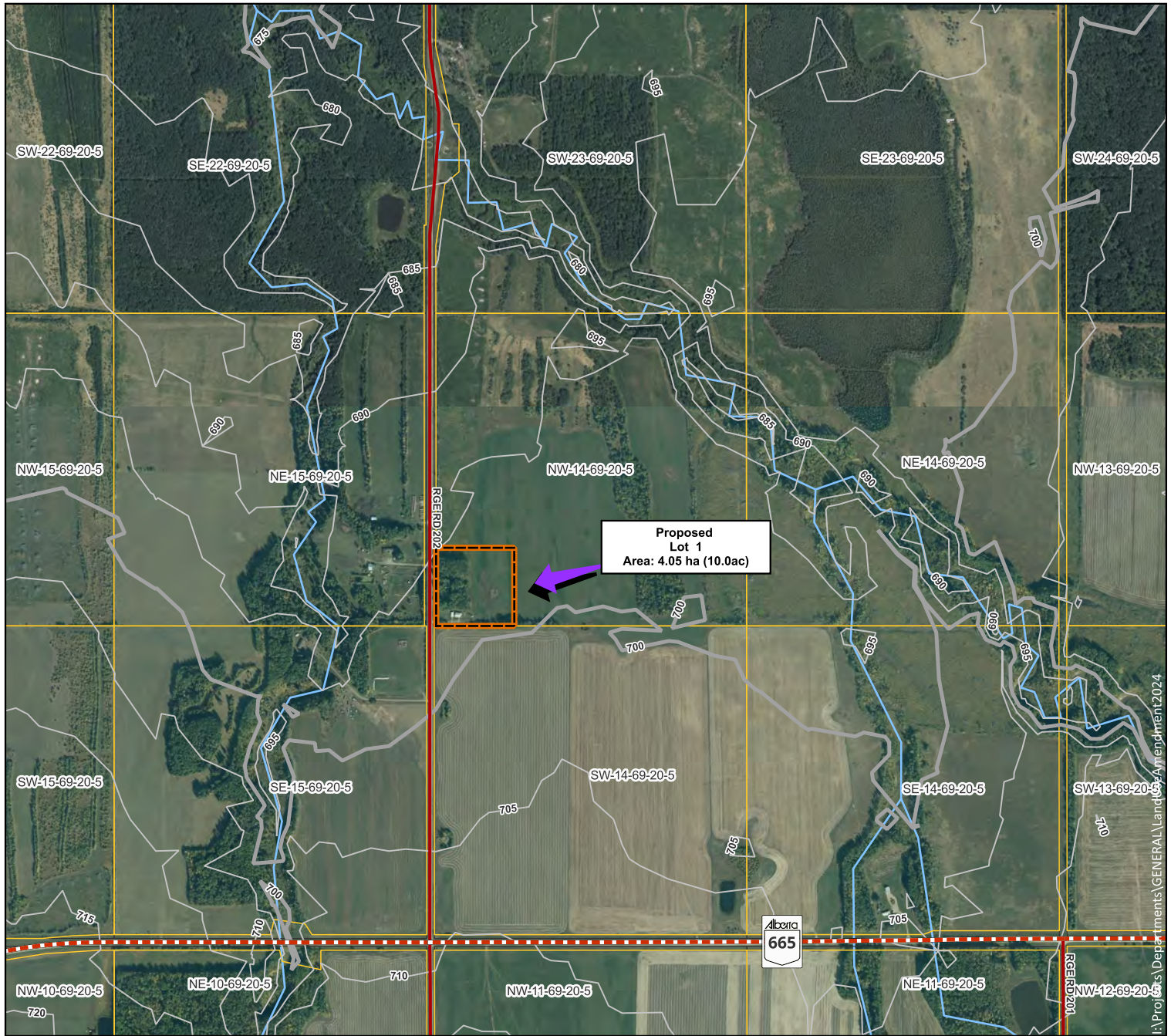
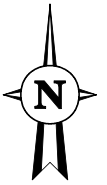
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PROJECTION: UTM Zone 11N NAD 83





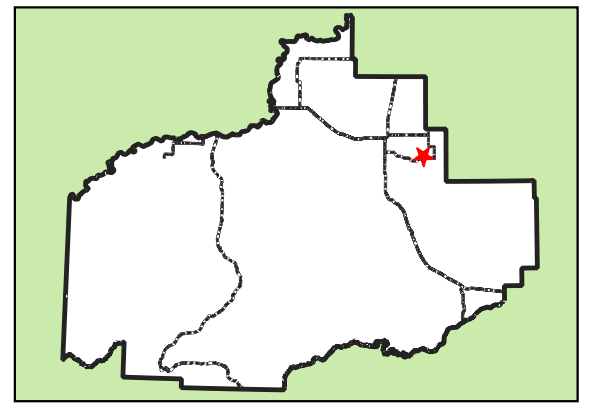
# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

## Subdivision Application S24-002 Topography



### LEGEND

- Proposed Subdivision
- Gravel Road
- Contour Line(m)**
- Major Break
- Minor Break
- TRANSPORTATION**
- Gravel Highways
- HYDRO FEATURE**
- Stream / Creek
- GV Imagery 2023 (North)**
- GV Imagery 2022 (South)**



Scale 1:15,000

PROJECTION: UTM Zone 11N NAD 83

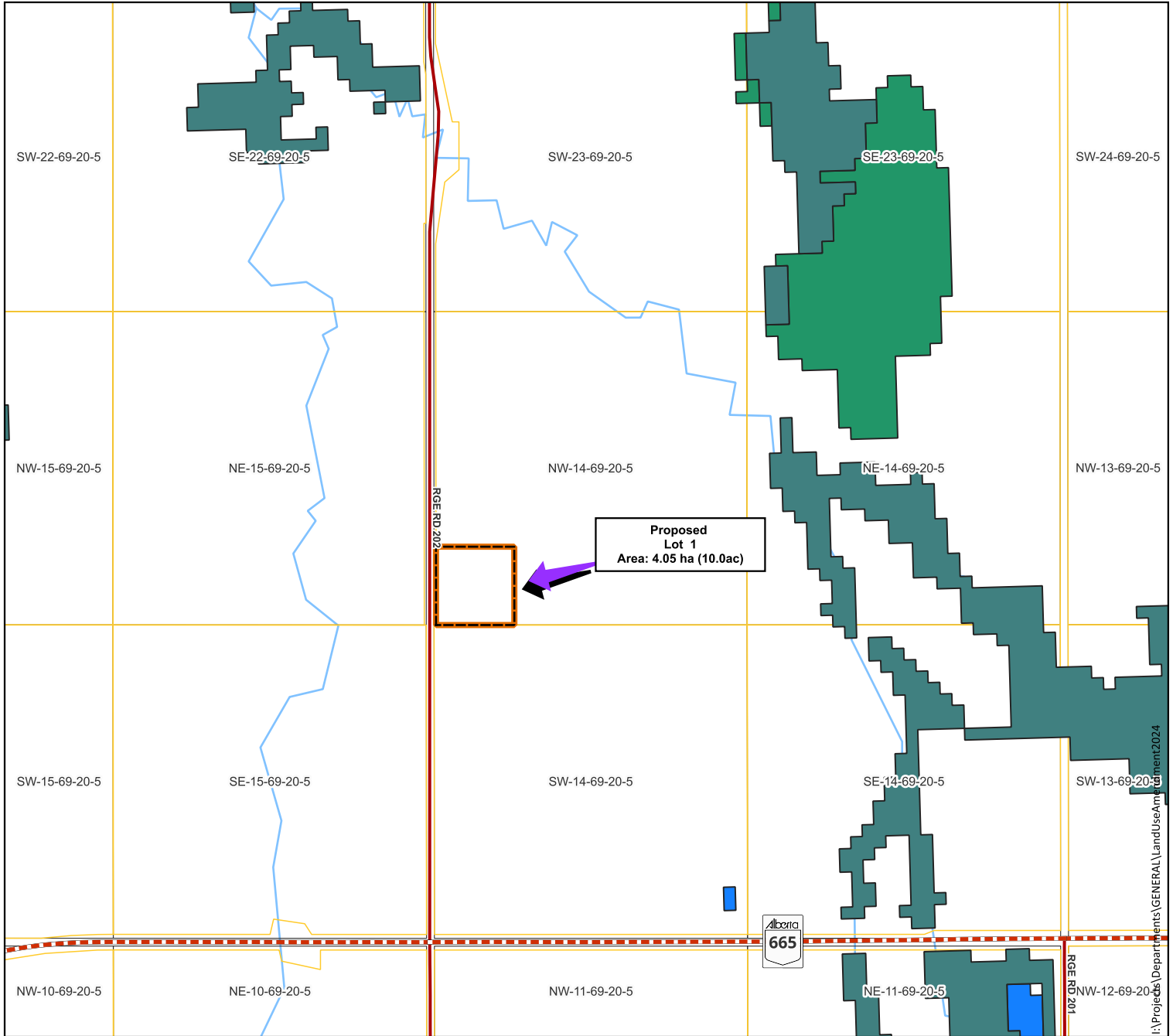
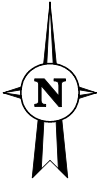
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# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

## Subdivision Application S24-002

### Wetland



### LEGEND

Proposed Subdivision

#### Wetland Inventory

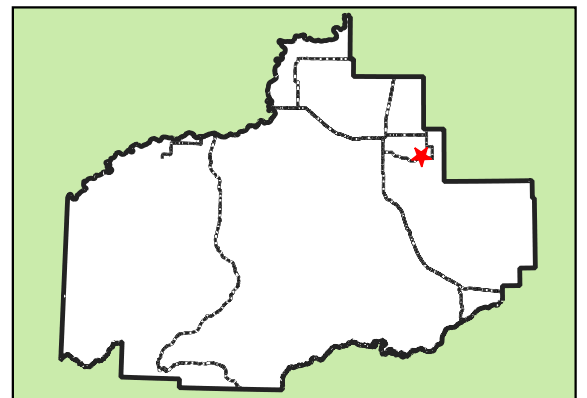
- Bog
- Open Water
- Swamp

#### TRANSPORTATION

- Gravel Highways
- Gravel Road

#### HYDRO FEATURES

- Stream / Creek



0 400 800



metres

Scale 1:15,000

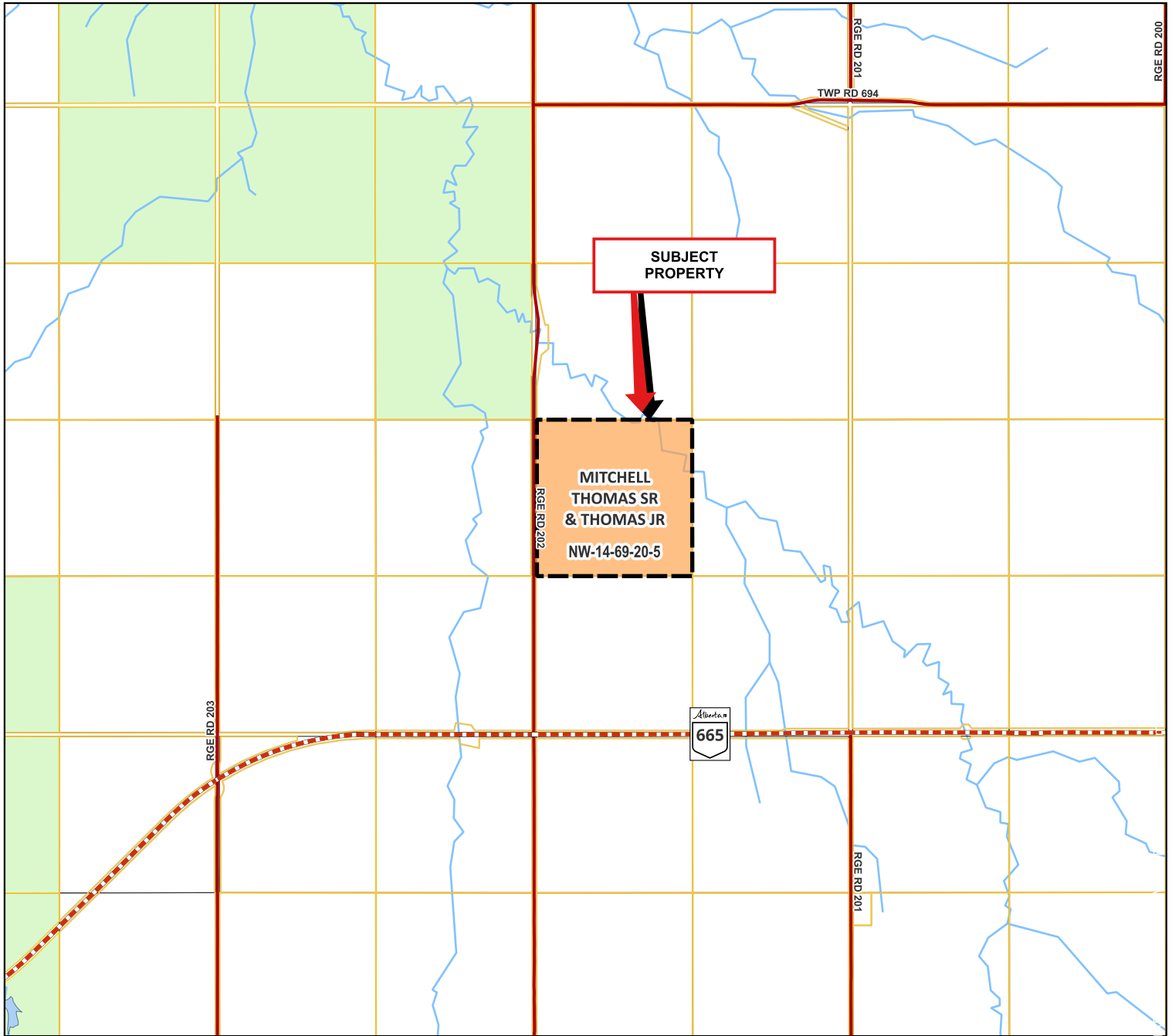
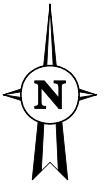
PROJECTION: UTM Zone 11N NAD 83

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# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

## Proposed Subdivision S24-002 Ownership



### LEGEND

#### TRANSPORTATION

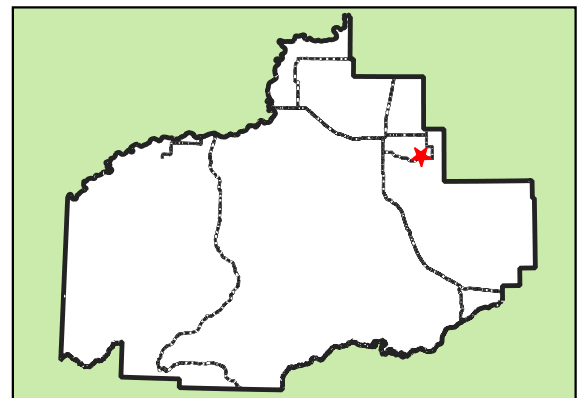
- Gravel Highways
- Fair-Weather
- Gravel Road

#### HYDRO FEATURES

- Stream / Creek

#### LAND CLASSIFICATION

- Titled Land
- Crown Land
- Cadastre



0 600 1,200



metres

Scale 1:30,000

PROJECTION: UTM Zone 11N NAD 83

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# SITE INSPECTION PHOTOS

S24-002 (MITCHELL)

DATE OF INSPECTION: APRIL 2, 2024



- a. Existing Approach to the proposed subdivision on NW14-69-20-W5M, along Range Road 202



b. Approximate Location of the proposed Approach to the remainder of the quarter section NW14-69-20-W5M, along Range Road 202



c. Proposed subdivision, along Range Road 202



d. Side of the proposed subdivision adjacent to Range Road 202,  
facing south







# REQUEST FOR DECISION

**SUBJECT: S24-004 – First Parcel Out Subdivision**  
**SUBMISSION TO: MUNICIPAL PLANNING COMMISSION**      **REVIEWED AND APPROVED FOR SUBMISSION**  
**MEETING DATE: April 10, 2024**      **DIRECTOR: MAV**      **PRESENTER: JS**  
**REPORT TYPE: Subdivision Application**      **MANAGER:**      **WRITER: JS**

**FILE NO.:** S24-004      **LAND USE DISTRICT:** Agricultural One (A-1)  
**LEGAL LOCATION:** SW-16-75-24-W5M  
**AREA:** Ward 6, DeBolt and Puskwaskau  
**APPLICANT/SURVEYOR:** Borderline Surveys Ltd.  
**LANDOWNERS:** Wade and Cheryl Morrison

## BACKGROUND/PROPOSAL:

Administration has received the subdivision application for a first parcel out within the lands legally described as SW-16-75-24-W5M, which is an unsubdivided quarter section. The subdivision proposal is to take 8.10 hectares (20.0 acres) out of the quarter section. The subject quarter section is located approximately 2 miles north of Highway 676. The quarter section can be accessed via a Private Resource Road to the west of the quarter section and Township Road 752 to the south of the quarter section. The quarter section is within Ward 6, DeBolt and Puskwaskau.

Majority of the eastern portion of the quarter section is cleared and is currently being used as pastureland, while western portion and the southern edges of the quarter section are primarily treed areas. There is an approach to the west of the proposed subdivision, coming off from the Private Resource Road, which provides access to the proposed lot. There is also an approach to the east of the proposed subdivision and from Township Road 752, which may provide access to the balance of the quarter section.

Within the proposed subdivision, there is exists cabins (2), sheds (3), an above ground water tank, a dugout and an outhouse. There are some portion within the proposed subdivision, east of the proposed subdivision, are rototilled, and are being used for small scale farming. In terms of servicing, water supply will be through water hauling for household use, while the dugout and aboveground water tank will be used for small scale agricultural pursuits.

## PROPERTY DETAILS:

Proposed Servicing: Hauling, dugout, above ground water tank for water supply; Outhouse for sewage disposal system  
 Soil Type: Gleyed Gray Luvisol  
 Topography: Flat, rolling;  
 Wetland Inventory: 23  
 LSRS Spring Grains:

- Part of the quarter section is 3(8) – 6W(2): 80% of the area has moderate limitation, and 20% of the area has extremely severe limitation due to excess water (not due to inundation) limits the production.
- Part of the quarter section is 7W(6) – 3(2) – 4M(2): 60% of the area is unsuitable due to excess water (not due to inundation) limits the production, 20% of the area has moderate limitation, and 20% of the area has severe limitation due to lack of water related to inherent soil characteristics.

---

RELEVANT LEGISLATION AND POLICY CONSIDERATIONS:

**Municipal Development Plan (MDP) Bylaw 15-742**

*Section 3.3.2 Non-Agricultural Uses*

*The development of non-agricultural uses in the rural area shall not negatively impact existing agricultural operations. As new development occurs in the rural area, notice to developers respecting the presence of agricultural operations shall be made in accordance with the provisions of the LUB.*

The existing development/use within the proposed subdivision has minimal impact on the existing farming operations of the pasturelands found within the quarter section. Should there be more agricultural operations within the quarter section, the current residential use or component is complementary to the agriculture use.

*Section 3.4.2 Subdivision of Better Agricultural Land*

*Greenview may support the subdivision of better agricultural land where the proposed subdivision is for:*

- (a) A farmstead separation;*

*Section 3.4.4 Parcel Location*

*Where possible, subdivisions identified in 3.4.2 will be encouraged to locate on portions of a quarter section that are:*

- a) Physically severed or are of lower agricultural capability; and/or*
- b) Adjacent to or near quarter section boundaries to minimize the fragmentation of agricultural land and without constraining or otherwise impacting agricultural operations on the quarter section.*

The proposed subdivision can be considered as a farmstead separation, and can be supported under Section 3.4.2 of the Greenview's MDP. Further to that, the proposed subdivision meets the condition set forth in Section 3.4.4 for the parcel location, in a sense that it is located in the land that would be adjacent to or near quarter section boundaries. If the pasturelands located east of the quarter section continue to be used for agricultural purposes, the location of the proposed subdivision minimizes the impact on the agricultural operations.

### *Section 3.5.2 Non Agricultural Uses*

*Proposals for non-agricultural uses may be supported depending upon the merits of the proposal as determined under Section 10.3 (“Subdivision and Development Requirements”), and its effect on the farming area.*

Related to Section 3.5.2, the proposed subdivision meets the criteria set forth in Section 10.3 of the MDP. In accordance with Section 10.3.1, the proposed subdivision is in compliance with the MGA, Regulation, LUB and any other applicable statutory plan, has adequate road access and minimal off-site traffic impacts, has satisfactory water supply and sewage disposal system for the seasonal cabin use, is compatible with adjacent land uses, and will not negatively impact on the farming operations within the area. As such, this subdivision proposal may then be supported.

### **Land Use Bylaw (LUB) 18-800**

The current zoning for the parcel legally described as is Agricultural One (A-1) District. Within the A-1 District, for the first parcel out, the minimum parcel size is 1.2 hectares (3 acres) while the maximum parcel size is 8.1 hectares (20.0 acres). Since this proposed subdivision is the first parcel out of the quarter section, the subdivision proposal of taking 8.10 Hectares (20.0 acres) out of the quarter section may be approved as this is within the maximum parcel size for the A-1 District.

Under the LUB, the use of Cabin is defined as “a dwelling unit suitable for seasonal use and generally lacking in one or more of the components, conveniences or utilities required for year-round occupancy. A cabin can be a stick built detached building which is either moved-in or constructed on site.” This is a Permitted Use in the A-1 District.

However, the cabins do not have an approved Development Permit attached to this, even though the assessment records show that the cabin has an “Effective Year Built” of 2015. This can be dealt at the Development Permitting stage where the landowners may be requested to apply for a Development Permit. Based on the Tentative Plan provided, the development within the proposed subdivision meets the setback regulations for the A-1 District.

### **Comments Received**

Prior to the MPC meeting, Administration has referred the subdivision application to the relevant referral agencies and departments. To date, Administration has received six (6) comments. Administration has received comments from ATCO Electric, East Smoky Gas Co-op, Alberta Energy Regulator, Telus, and Greenview’s Roads and Construction and Engineering, where they have no objections or concerns with the proposed subdivision.

Greenview’s Construction and Engineering has indicated that no road widening shall occur as the Township Road 752, while the road adjacent to the west of the subject quarter section, is not a Greenview Road. This road is a Private Resource Road.

Adjacent landowners were also notified of the proposed subdivision; however, Administration did not receive any written or verbal comments or concerns regarding the proposed subdivision.

## Recommendation

Administration has determined that the subdivision proposal sufficiently meets policy requirements within the Municipal Development Plan (MDP) Bylaw 15-742 and the Land Use Bylaw 18-800. When circulated to the referral agencies and adjacent landowners, there are no objections or concerns with the proposed subdivision. Since the cabins do not currently have Development Permits, the landowners may be required to apply for a development permit for these cabins, which are listed as permitted uses, to ensure they meet the minimum expectations for this development form before they are separated out onto a smaller parcel.

---

### RECOMMENDED ACTION:

**MOTION:** That the Municipal Planning Commission **APPROVE** the subdivision application S24-004 for the creation of approximately 8.10 hectares (20 acres) parcel within the lands legally described as, SW-16-75-24-W5M subject to the following conditions:

1. The applicant shall submit to the Municipal District of Greenview No. 16, a Plan of Survey suitable for registration with Alberta Land Titles. The size and location of the subdivided parcel shall be as per the approved tentative plan.
2. The applicant shall pay a final subdivision endorsement fee, in accordance with the Municipal District of Greenview No. 16's Schedule of Fees Bylaw 24-970.
3. The applicant shall pay all taxes owing to the Municipal District of Greenview No. 16, up to the year in which the subdivision is to be registered, prior to signing the final subdivision endorsement documents.
4. Obtain and comply with the conditions of a development permit for the two cabin structures on the proposal lot or provide evidence of their removal or demolition.

### Advisory Notes:

1. You are located in the vicinity of an agricultural operation.
2. No development, construction, or site work is allowed without an approved Development Permit from Greenview.

---

### ALTERNATIVES:

**Alternative #1:** The Municipal Planning Commission may refuse the subdivision application, S24-004. Administration does not recommend this option as the proposal complies requirements of the Municipal Development Plan (MDP) Bylaw 15-742, and the Land Use Bylaw 18-800.

**Alternative #2:** The Municipal Planning Commission may table subdivision application, S24-004, to the next regular meeting or until additional information is received. Administration does not recommend this option as the applicant has provided all information required to provide a decision.

---

### FINANCIAL IMPLICATION:

All costs associated with the application will be borne by the applicant.

---

**STAFFING IMPLICATION:**

There are no staffing implications to the recommended motion.

---

**PUBLIC ENGAGEMENT LEVEL:**

Greenview has adopted the IAP2 Framework for public consultation.

The Municipal Government Act requires that applications for subdivision be circulated to adjacent landowners and referral agencies for a minimum of fourteen (14) days. Greenview's Subdivision Process Policy 6007 requires adjacent landowners and encumbrances listed on title be provided twenty-one (21) days to respond.

---

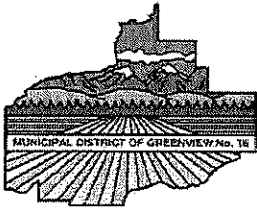
**FOLLOW UP ACTIONS:**

No follow-up action is required by the Municipal Planning Commission.

---

**ATTACHMENTS:**

- Subdivision Application
- Tentative Plan
- Land Use Bylaw 18-800 – Section 8.1 Agricultural One (A-1) District
- Aerial Map
- AGRASID Map
- Wetland Inventory Map
- Topography Map
- Location Map
- Owner Map
- Site Inspection



**SUBDIVISION APPLICATION - FORM A**  
**MUNICIPAL DISTRICT OF GREENVIEW No. 16**  
4806 – 36 Avenue, Box 1079 Valleyview AB T0H 3N0  
T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7600  
www.mdgreenview.ab.ca  
**RECEIVED**  
Feb 27, 2024

APPLICATION NO. <b>524-004</b>	
FORM A AS COMPLETED	
FFFS SUBMITTED	RECEIPT NO.
ROLL NO. <b>311087</b>	

THIS FORM MUST BE COMPLETED IN FULL WHEREVER APPLICABLE BY THE REGISTERED LANDOWNER OR HIS/HER AUTHORIZED AGENT ACTING ON HIS/HER (THEIR) BEHALF.

1. Name of registered owner(s) of land to be subdivided:  
Wade and Cheryl Morrison Address: \_\_\_\_\_  
 (Name(s) in Block Capitals) Phone Number: \_\_\_\_\_ Work: \_\_\_\_\_  
 Rural Address: \_\_\_\_\_ Email: \_\_\_\_\_

2. AGENT ACTING ON BEHALF OF REGISTERED OWNER:  
Jason Coates/Borderline Surverys Address: \_\_\_\_\_  
 (Name(s) in Block Capitals) Phone Number: \_\_\_\_\_ Work: \_\_\_\_\_  
 Email: \_\_\_\_\_

3. LEGAL DESCRIPTION AND AREA OF LAND TO BE SUBDIVIDED  
 All/part of the SW ¼ Sec. 16 Twp. 75 Range: 24 West of 5 Meridian  
 Being all / parts of Reg. Plan No. \_\_\_\_\_ Block \_\_\_\_\_ Lot \_\_\_\_\_ C. of T. No. 242016830  
 Area of the above parcel of land to be subdivided 8.10 HA 20 AC

4. LOCATION OF LAND TO BE SUBDIVIDED

a. Is the land situated immediately adjacent to the municipal boundary? Yes  No   
 If "yes", the adjoining municipality is \_\_\_\_\_

b. Is the land situated within 1.6 km (1600 m) of the right-of-way of a Highway? Yes  No   
 If "yes", the Highway is No. \_\_\_\_\_

c. Does the proposed parcel contain or is it bounded by a river, stream, lake, other body of water, drainage ditch or canal?  
 Yes  No  If "yes" state its name \_\_\_\_\_

d. Is the proposed parcel located within 1.5 km of a sour gas facility? Yes  No

e. You must provide the Abandon Wellbore Search Information to identify all well locations or confirming the absence of any abandoned wells as per ERCB Directive 079 (see attached info). Date Search Complete: February 26, 2024

5. EXISTING AND PROPOSED USE OF LAND TO BE SUBDIVIDED Describe:  
 a. Existing use of land Agriculture b. Proposed use of land Agriculture  
 c. The designated use of land as classified under Municipal District No. 16's Land Use Bylaw is \_\_\_\_\_

6. PHYSICAL CHARACTERISTICS OF LAND TO BE SUBDIVIDED

a. Describe the nature of the topography of the land (flat, rolling, steep, mixed) flat, rolling

b. Describe the nature of the vegetation and water on the land (brush, shrubs, tree stands, woodlots, sloughs, creeks, etc.)  
brush, trees

c. Describe the kind of soil on the land (sandy, loam, clay, etc.) Clay

7. EXISTING BUILDINGS ON THE LAND PROPOSED TO BE SUBDIVIDED  
 Describe any buildings, historical or otherwise, and any structures on the land and whether they are to be demolished or moved  
See Tentative plan

8. PLEASE COMPLETE WATER & SEWER SERVICE INFORMATION – FORM B

9. REGISTERED OWNER(S) OR AGENT ACTING ON BEHALF OF REGISTERED OWNER(S):  
 I / WE Jason Coates/Borderline Survey hereby certify that  
 (full name is block capitals)

I am / are the registered owner(s), or  I am the agent authorized to act on behalf of the registered owner, and that the information given on this form is full and complete and is, to the best of my / our knowledge, a true statement of the facts relating to his/her application for subdivision.

SIGNED: \_\_\_\_\_ Date: Feb. 27/2024  
 \_\_\_\_\_ Feb. 27, 2024

The personal information collected on this form is being collected under the authority of Sections 33 and 39(1)(a)(b) of the Alberta Freedom of Information and Protection of Privacy Act, and Section 301.1 of the Municipal Government Act. The information will be used to process your application(s). Your name, contact telephone number and address may be used to carry out current and/or future construction, operating programs, services or activities of the Municipality. If you have any questions about the collection, use or disclosure of the personal information provided, please contact the Freedom of Information and Protection of Privacy Coordinator at 780.524.7600.



## WATER & SEWER INFORMATION – FORM B

**Municipal District of Greenview**

4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0

T: 780.524.7600; F: 780.524.4307; Toll-Free 1.866.524.7608

[www.mdgreenview.ab.ca](http://www.mdgreenview.ab.ca)

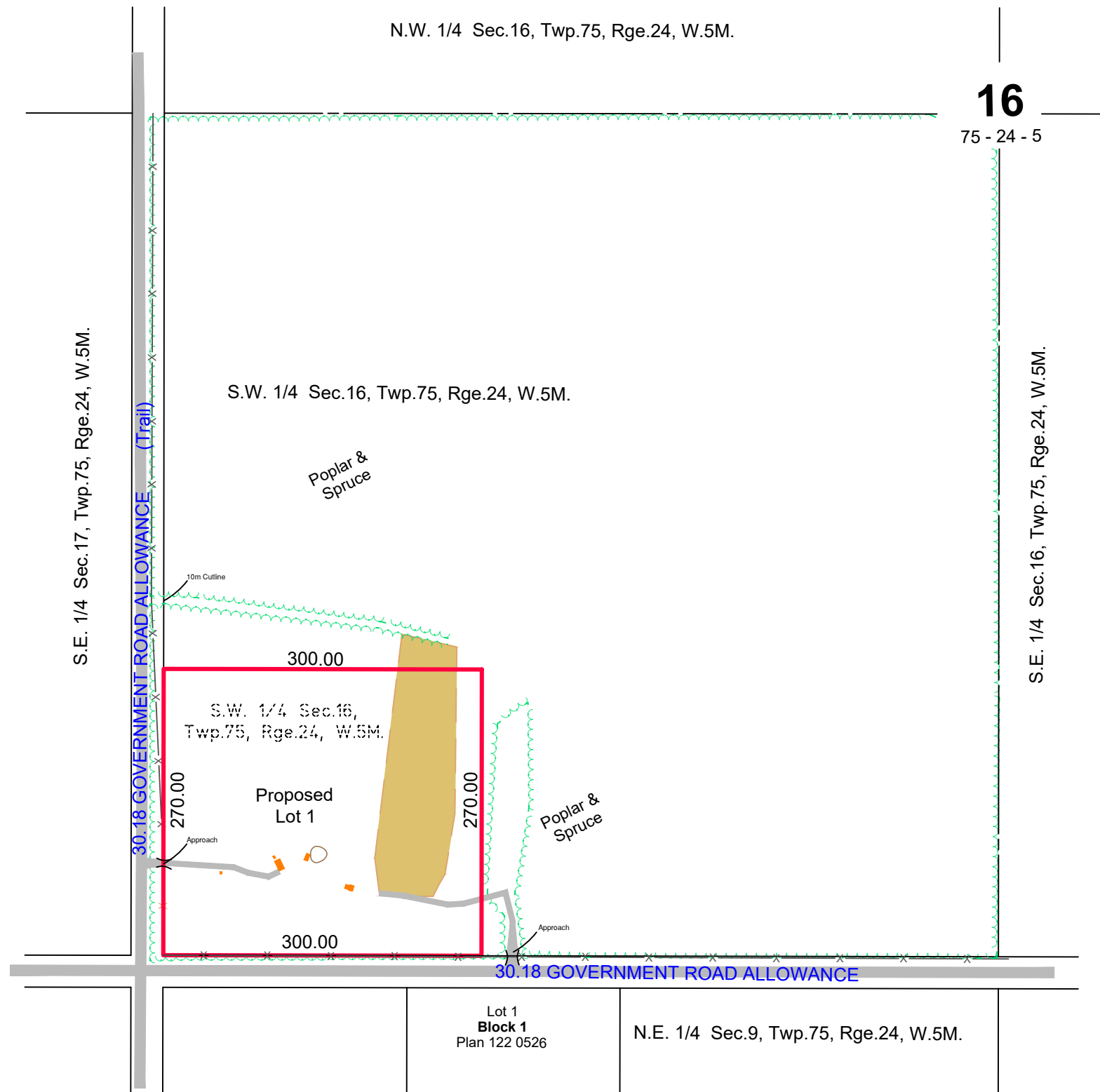
Please note below the type of water supply and sewage disposal that is either Existing or Proposed for the lots indicated on the sketch accompanying your application. *(The location of these facilities must be accurately indicated on the sketch.)*

Please indicate if water and sewer services are existing or proposed by entering the initial as follows:

**E – for Existing or P – for Proposed** in the appropriate box.

TYPE OF WATER SUPPLY	1 <sup>st</sup> Parcel	2 <sup>nd</sup> Parcel	Balance of Quarter
Dugout			
Well			
Cistern & Hauling			
Municipal Service			
Other <i>(Please specify)</i>	Hauling water		

TYPE OF SEWAGE DISPOSAL	1 <sup>st</sup> Parcel	2 <sup>nd</sup> Parcel	Balance of Quarter
Open Discharge/Pump-out			
Septic Tank/Holding Tank			
Tile Field/Evaporation Mound			
Sewage Lagoon			
Municipal Service			
Other <i>(Please specify)</i>	Outhouse		



**SCALE 1:5000**

# TENTATIVE PLAN SHOWING

PROPOSED SUBDIVISION OF  
**S.W. 1/4 Sec.16, Twp.75, Rge.24, W.5M.**  
 (For Farmyard Separation)  
 Within  
 Municipal District of Greenview No. 16, Alberta



### Schedule of Area(s)

Contains 1 Lot,  
 Containing 8.10 ha (20.0 ac.)

### Registered Title Encumbrances (Affecting Extent of Title)

none

### Notes

- Distances are in Metres and Decimals Thereof.
- Plan measurements based from a field inspection conducted on January 26, 2024.
- There are no gas co-op lines within the quarter.

### Legend

- Area Affected by This Plan is Outlined Thus..... ▬
- Roads Shown Thus..... ▬
- Overhead Power Shown Thus.... —P—
- Fence Shown Thus..... —x—
- Gate Post Shown Thus..... o GP
- Power Pole & Anchor Shown Thus..... ●
- Water Well/Cistern Shown Thus..... W
- Septic Tank Shown Thus..... S
- Septic Discharge Shown Thus..... D

### Land Owner(s)

Wade Lyle Morrison  
 Cheryl Elaine Morrison  
 C. of T. 242 016 830

### Site Information

Address: Not Available



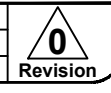
#103-2, 8301 99 Street  
 Clairmont, Alberta T8X 5B1  
 Phone: (780) 538-1955  
 E-mail: jwc.surveyor@gmail.com



**PREPARED BY**  
 Jason Coates, A.L.S.

### Revision Table

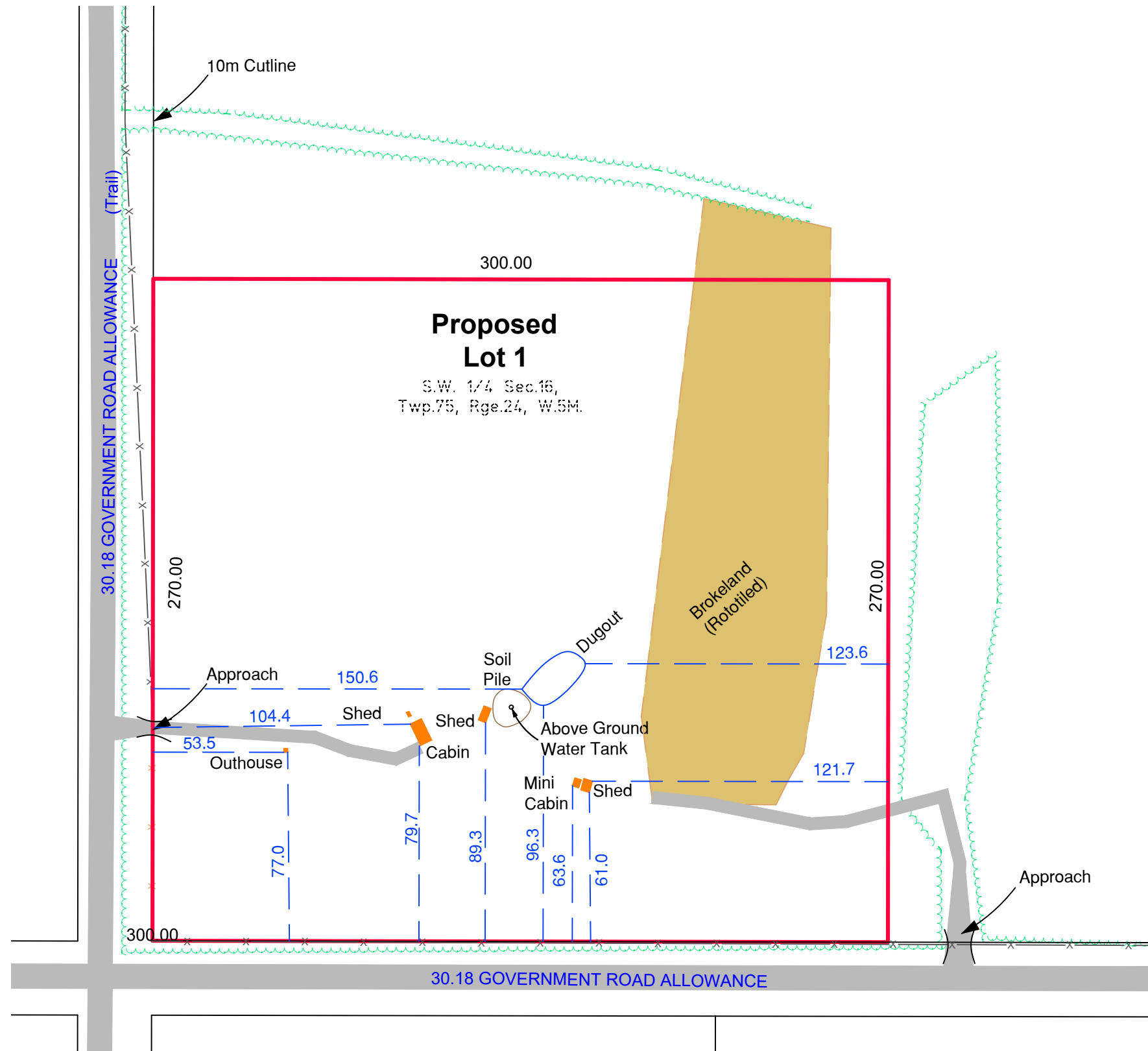
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0	Original	KLM	LB	JC	Feb. 23, 2024
Client File No: N/A					
File No: 240007T		Job No: 240007		Sheet: 1 of 4	





# TENTATIVE PLAN SHOWING

PROPOSED SUBDIVISION OF  
**S.W. 1/4 Sec.16, Twp.75, Rge.24, W.5M.**  
 (For Farmyard Separation)  
 Within  
 Municipal District of Greenview No. 16, Alberta



### Notes

- The site is not served by water or septic system
- Some buildings may have been erected and others moved since the date of this photo.



#103-2, 8301 99 Street  
 Clairmont, Alberta T8X 5B1  
 Phone: (780) 538-1955  
 E-mail: jwc.surveyor@gmail.com



**PREPARED BY**  
 Jason Coates, A.L.S.

### Revision Table

No.	Revision Type	Drafted	Chk'd	Surveyed	Date
0	Original	KLM	LB	JC	Feb. 23, 2024
Client File No: N/A					0 Revision
File No: 240007T		Job No: 240007		Sheet: 2 of 4	

# TENTATIVE PLAN SHOWING

PROPOSED SUBDIVISION OF  
**S.W. 1/4 Sec.16, Twp.75, Rge.24, W.5M.**  
 (For Farmyard Separation)  
 Within  
 Municipal District of Greenview No. 16, Alberta



Photo is Abadata Imagery dated July 17, 2022



**SCALE 1:5000**



#103-2, 8301 99 Street  
 Clairmont, Alberta T8X 5B1  
 Phone: (780) 538-1955  
 E-mail: jwc.surveyor@gmail.com



**PREPARED BY**  
 Jason Coates, A.L.S.

### Revision Table

No.	Revision Type	Drafted	Chk'd	Surveyed	Date
0	Original	KLM	LB	JC	Feb. 23, 2024
Client File No: N/A					
File No: 240007T		Job No: 240007		Sheet: 3 of 4	
					 0 Revision

# TENTATIVE PLAN SHOWING

PROPOSED SUBDIVISION OF  
**S.W. 1/4 Sec.16, Twp.75, Rge.24, W.5M.**  
 (For Farmyard Separation)  
 Within  
 Municipal District of Greenview No. 16, Alberta



Photo is Abadata Imagery dated July 17, 2022



**SCALE 1:2000**




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 Clairmont, Alberta T8X 5B1  
 Phone: (780) 538-1955  
 E-mail: jwc.surveyor@gmail.com



**PREPARED BY**  
 Jason Coates, A.L.S.

### Revision Table

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0	Original	KLM	LB	JC	Feb. 23, 2024
Client File No: N/A					 <b>0</b> Revision
File No: 240007T		Job No: 240007		Sheet: 4 of 4	

## 8.0 LAND USE DISTRICTS

### 8.1 Agricultural One (A-1) District

#### 8.1.1 Purpose

- a) The purpose of this District is to protect and preserve better agricultural lands. The uses allowed in this District are those which may be compatible with extensive agricultural operations, and which minimize the loss of agricultural lands to non-agricultural uses.

#### 8.1.2 Uses

- a) Table 8-1 identifies the permitted and discretionary uses within the A-1 District.

**Table 8-1: A-1 Permitted and Discretionary Uses**

Permitted Uses	Discretionary Uses
1. Accessory Building	1.a Abattoir
2. Agricultural Processing	2.a Airstrip
3. Agriculture, Horticulture	3.a Compressor
4. Animal Breeding Establishment	4.a Coverall Building
5. Apiary	5.a Craft Brewery and Distillery
6. Bed and Breakfast	6.a Home Occupation, Major
7. Boarding and Lodging	7.a Natural Resource Extraction
8. Borrow Pit	8.a Oil and Gas Facility
9. Cabin	9.a Recreation, Outdoor Motorized Vehicle
10. Cannabis Production Facility	10.a Recreation, Outdoor Passive
11. Dugout	11.a Recreational Vehicle Storage
12. Dwelling Unit, Accessory	12.a Solar Collector, Major
13. Dwelling Unit, Manufactured	13.a Utilities, Major
14. Dwelling Unit, Modular	14.a Wind Energy Conversion System, Major
15. Dwelling Unit, Single Detached	15.a Work Camp, Project Oriented
16. Greenhouse	
17. Home Occupation, Minor	
18. Housing Collective, Communal	
19. Kennel, Commercial	
20. Kennel, Hobby	
21. Sign	
22. Solar Collector, Minor	
23. Storage, Outdoor	
24. Suite, Attached	
25. Suite, Detached	
26. Wind Energy Conversion System, Minor	

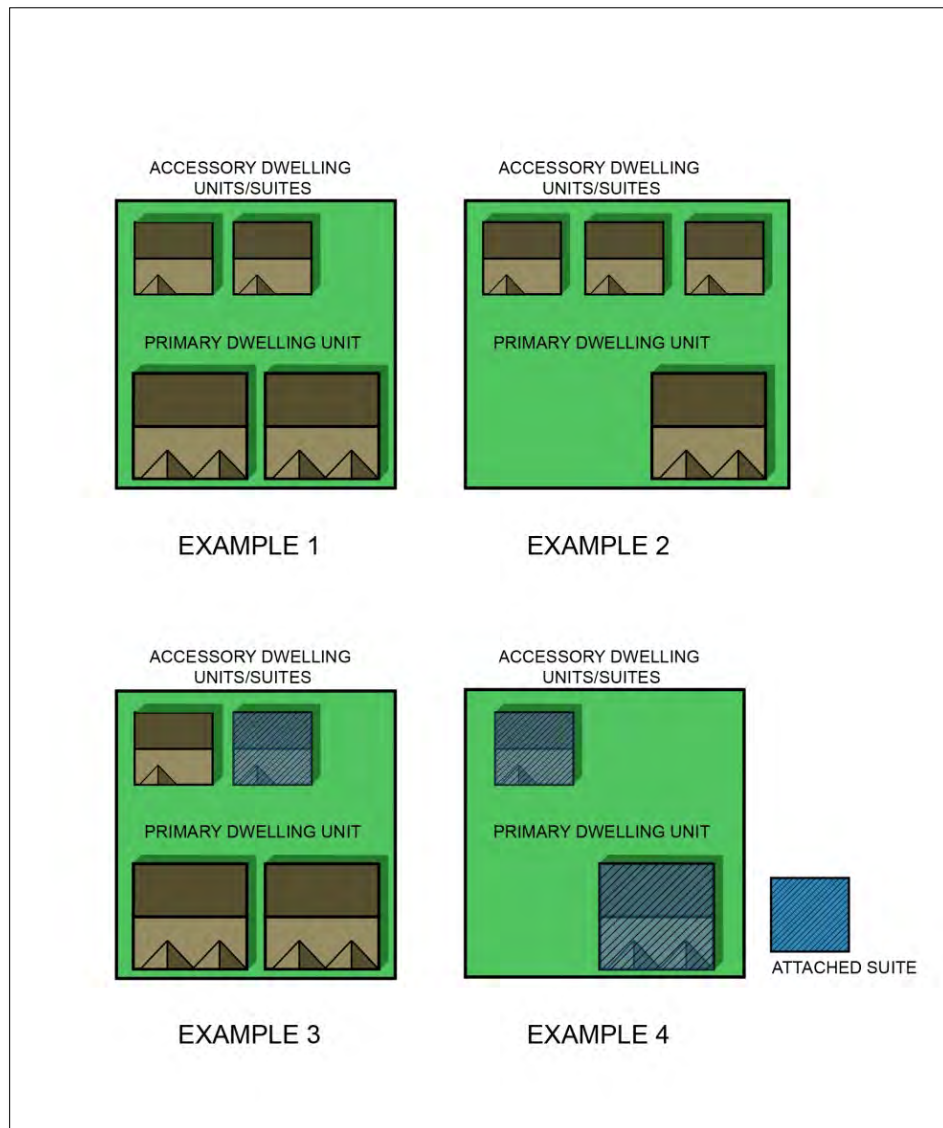
### 8.1.3 Regulations

- a) On a parcel located in an A-1 District, no building or structure shall be constructed, located or altered, and no subdivision approved which contravenes the regulations set out in Table 8-2.

**Table 8-2: A-1 District Regulations**

Matter to Be Regulated	Regulation
.1 Maximum density	A maximum of 4 dwelling units per parcel, which may include: <ul style="list-style-type: none"> <li>• a maximum of 2 primary dwelling units</li> <li>• a maximum of 3 accessory dwelling units and/or suites</li> </ul>
.2 Minimum parcel size	1.2 ha (3 ac)
.3 Minimum parcel width	100 m ( 328.1 ft.)
.4 Minimum setback of principal building from: <ul style="list-style-type: none"> <li>• Front parcel and exterior side parcel lines</li> <li>• Interior side parcel line</li> <li>• Rear parcel line</li> </ul>	Provincial highway: 40.0 m (131.2 ft.) Internal subdivision road: 7.5 m (24.6 ft.) Service road: 7.5 m (24.6 ft.) All other roads: 40.0 m (131.2 ft.) Undeveloped road allowance: 40.0 m (131.2 ft.) 15.0 m (49.2 ft.) 15.0 m (49.2 ft.)
.5 Minimum setback of accessory building from: <ul style="list-style-type: none"> <li>• Front parcel and exterior side parcel lines</li> <li>• Interior side parcel line</li> <li>• Rear parcel line</li> </ul>	Provincial highway: 40.0 m (131.2 ft.) Internal subdivision road: 7.5 m (24.6 ft.) Service road: 7.5 m (24.6 ft.) All other roads: 40.0 m (131.2 ft.) 15.0 m (49.2 ft.) 15.0 m (49.2 ft.)
.6 Maximum building and structure height <ul style="list-style-type: none"> <li>• Principal building and structures</li> <li>• Accessory building</li> </ul>	10.0 m (32.8 ft.) 10.0 m (32.8 ft.)
.7 Maximum parcel coverage (all buildings)	30 %

**Figure 8-1: Examples of A-1 Dwelling Unit Configurations**



#### 8.1.4 Other Regulations

- a) All applications for confined feeding operations must be submitted to the Natural Resources Conservation Board for review and approval in accordance with the Agricultural Operation Practices Act;
- b) Only one A-1 parcel may be taken out of an unsubdivided quarter section without rezoning. Work Camp, Project-Oriented – Only within 400.00 m (1,312.3 ft.) of highways;
- c) First Parcel Out:           Minimum: 1.2 ha (3.0 ac)  
  Maximum: 8.1 ha (20.0 ac)
- d) An application to create two titles based upon a fragmented parcel may be approved notwithstanding the size of parcels to be created on either side of the fragmentation line with the following conditions:
  - i. Minimum parcel sizes and other development considerations must be adhered to;
  - ii. Parcels fragmented by water bodies or ravines would still be subject to environmental reserve evaluation and dedication.
- e) Agricultural parcels that are fragmented will be prorated by the size of the parcel to determine the number and size of parcels that are to qualify for subdivision from each fragmented portion as follows:
  - i. The amount of land that may be subdivided from a fragmented parcel will be directly proportionate to its percentage of the quarter section.

\*\*\* See the General Regulations (Section 5.0) for additional regulations and exceptions. \*\*\*



# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

## Subdivision Application S24-004


### SW-16-75-24-W5M

#### Main



I:\Projects\Departments\GENERAL\LandUse\Amendment\2024

### LEGEND

 Proposed Shop

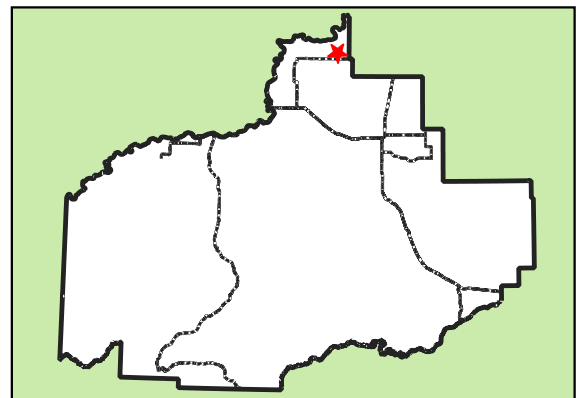
### TRANSPORTATION

 Gravel Road

### GV Imagery 2023

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Map Print Date : March 08, 2024



0 50 100



metres

Scale 1:3,000

PROJECTION: UTM Zone 11N NAD 83



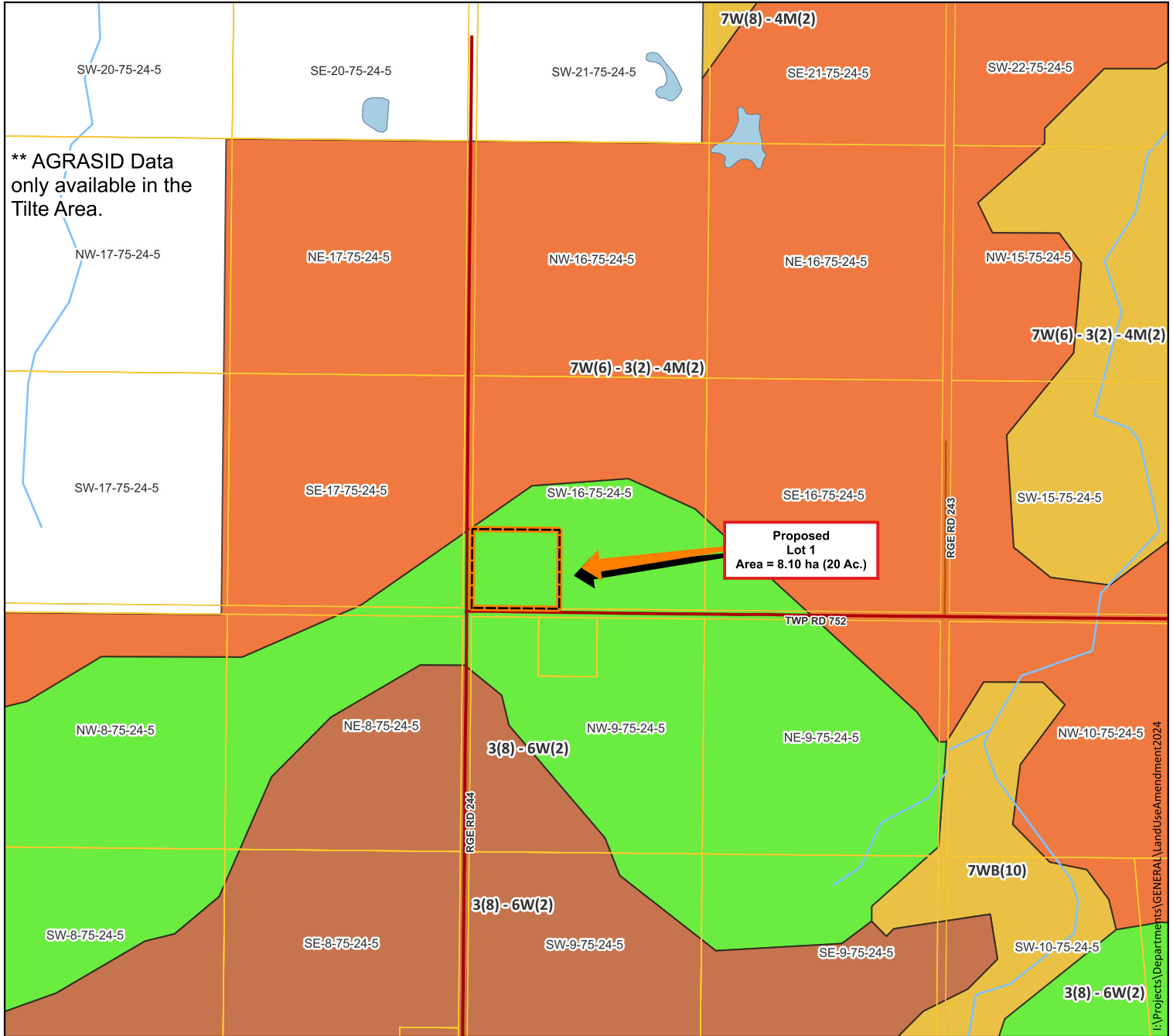


# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

## Subdivision Application S24-004

### SW-16-75-24-W5M

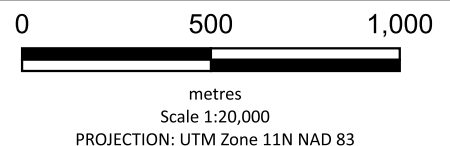
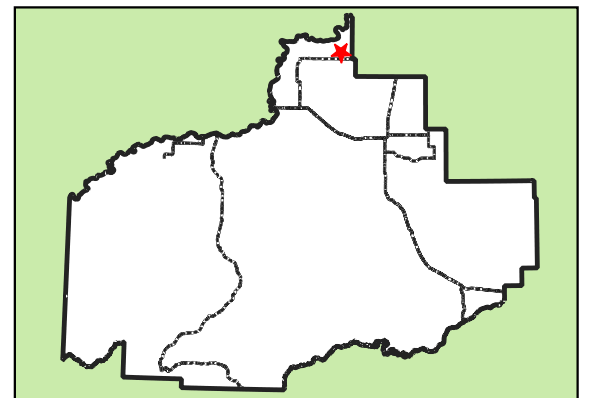
### AGRASID



### LEGEND

- |                             |                          |                       |
|-----------------------------|--------------------------|-----------------------|
| Proposed Subdivision        | undulating - high relief | Gravel Road           |
| <b>AGRASID</b>              | undulating - low relief  | <b>HYDRO FEATURES</b> |
| inclined plain - low relief | <b>TRANSPORTATION</b>    | Lake / River          |
| level organic               | Fair-Weather             | Stream / Creek        |

\*\* Spring Grain LSRS Values Displayed\*\*



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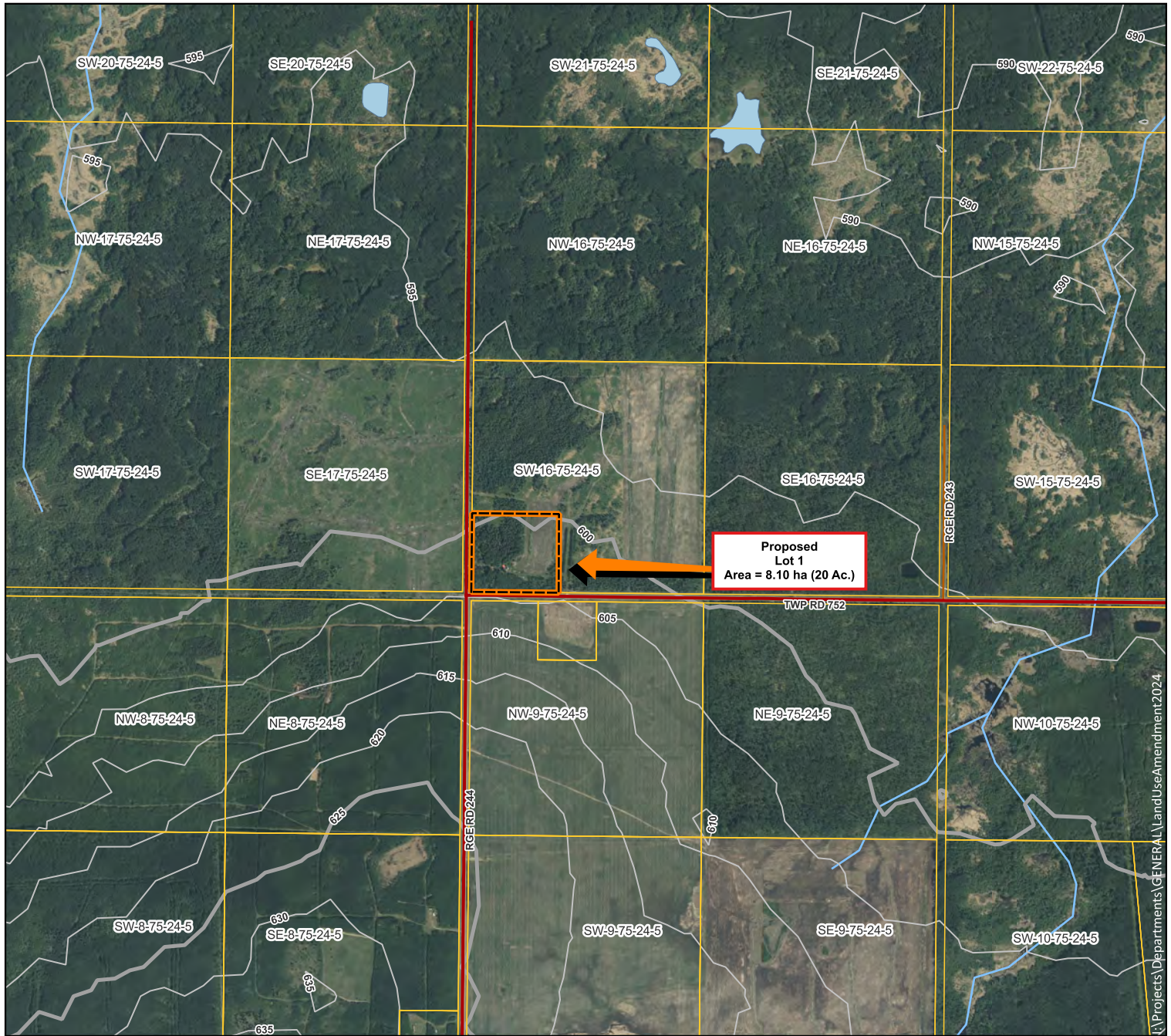


# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

Subdivision Application S24-004

SW-16-75-24-W5M

Topography



## LEGEND

Proposed Subdivision      Gravel Road

### Contour Line(m)

Major Break

Minor Break

### TRANSPORTATION

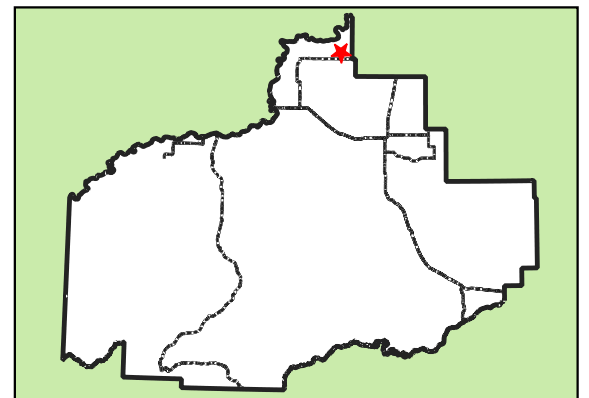
Fair-Weather

### HYDRO FEATURES

Lake / River

Stream / Creek

### GV Imagery 2023



0                      500                      1,000



metres

Scale 1:20,000

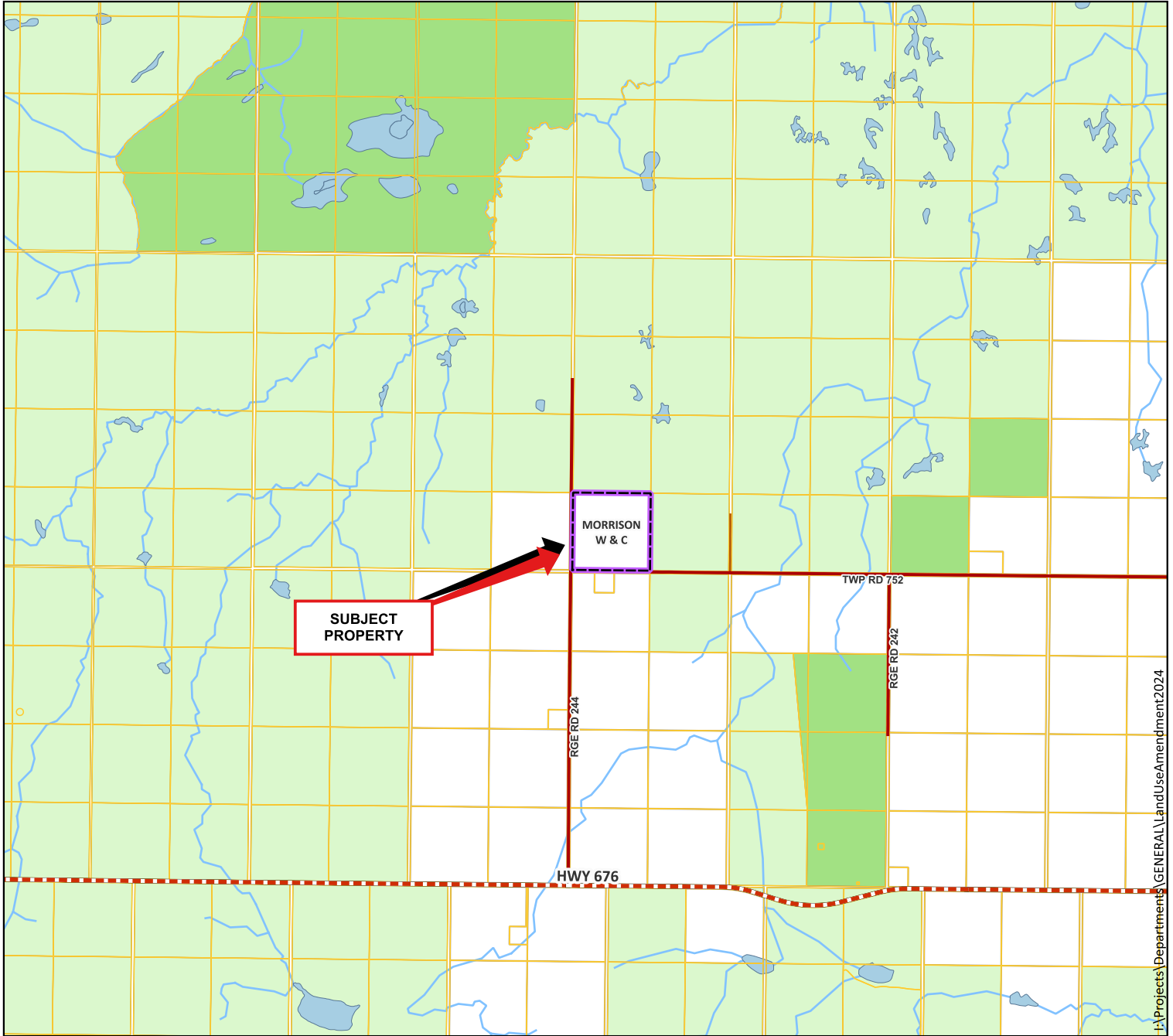
PROJECTION: UTM Zone 11N NAD 83

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Map Print Date : March 07, 2024



**MUNICIPAL DISTRICT OF GREENVIEW NO. 16**  
 Subdivision Application S24-004  
 SW-16-75-24-W5M  
 Ownership



I:\Projects\Departments\GENERAL\LandUse\Amendment2024

**LEGEND**

**TRANSPORTATION**

- Gravel Highway
- Fair-Weather
- Gravel Road

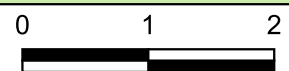
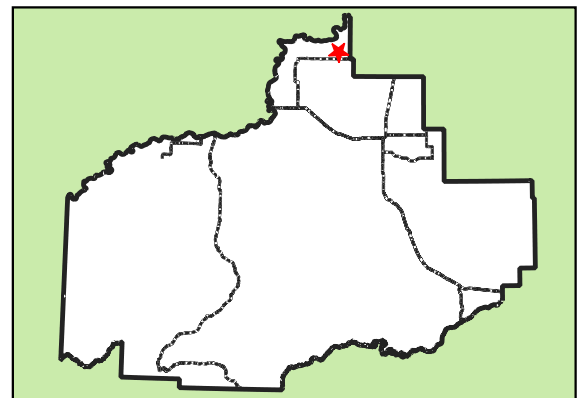
**HYDRO FEATURES**

- Lake / River

Stream / Creek

**LAND CLASSIFICATION**

- Titled Land
- Crown Land
- Grazing Leases
- Cadastre



kilometres  
 Scale 1:60,000  
 PROJECTION: UTM Zone 11N NAD 83

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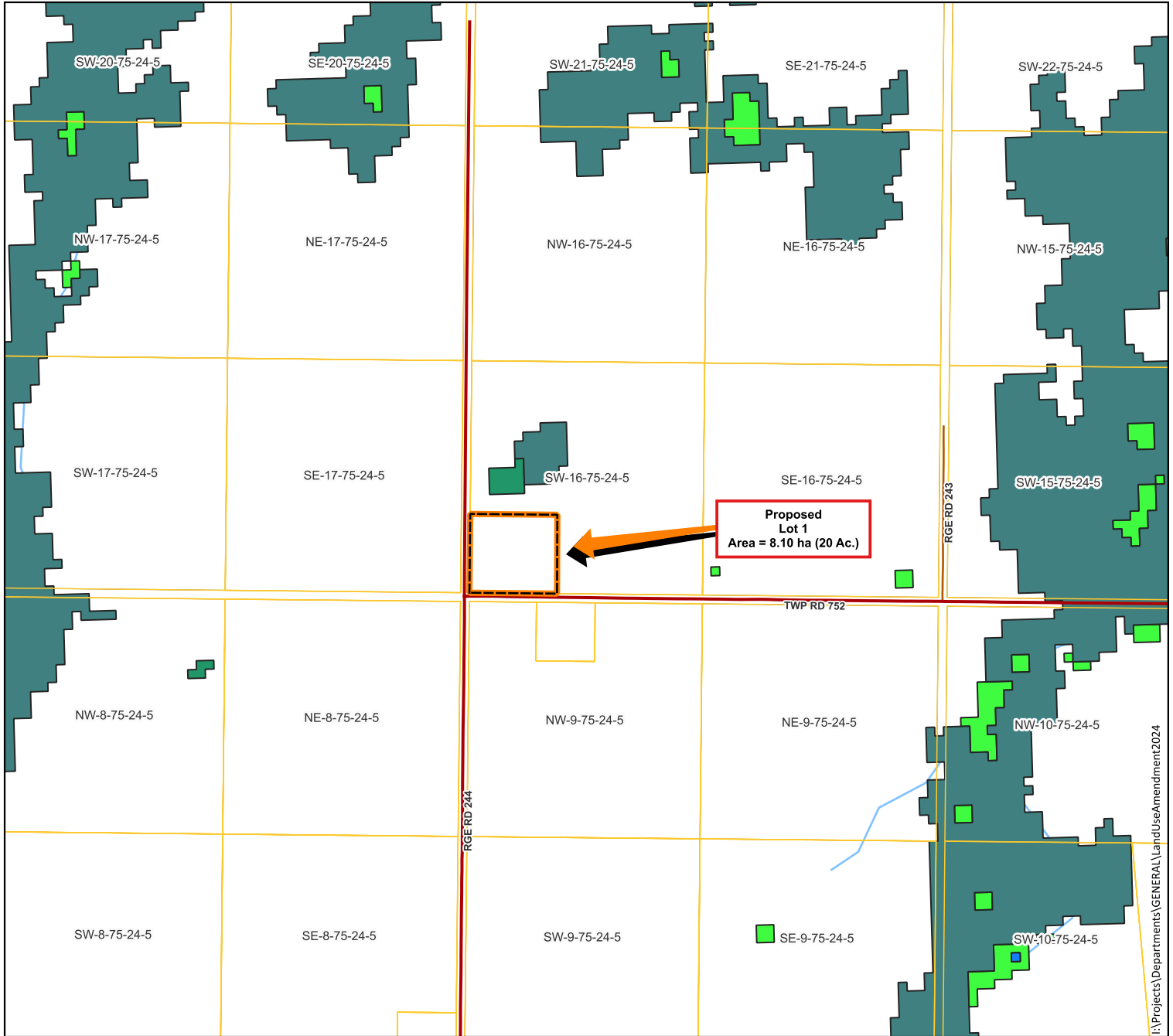
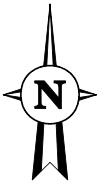


# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

## Subdivision Application S24-004

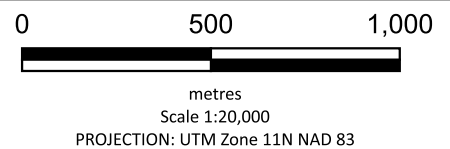
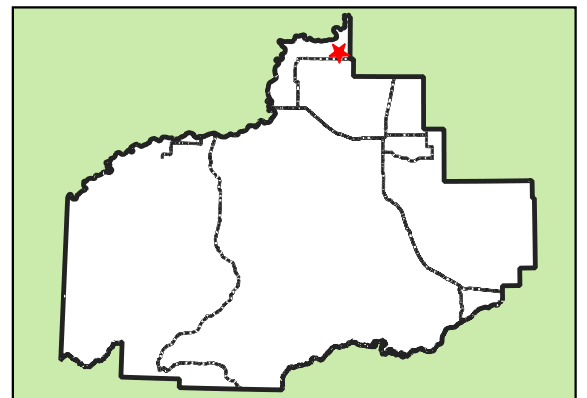
### SW-16-75-24-W5M

### Wetland



### LEGEND

- Proposed Subdivision
- Wetland Inventory**
  - Bog
  - Marsh
  - Open Water
  - Swamp
- TRANSPORTATION**
  - Fair-Weather
  - Gravel Road
- HYDRO FEATURES**
  - Lake / River
  - Stream / Creek



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# SITE INSPECTION PHOTOS

S24-004 (Morrison)

Date of Inspection: April 2, 2024



a. Existing Approach to the proposed subdivision on SW16-75-24-W5M, along a Private Resource Road



b. Existing Approach to the balance of the quarter section SW16-75-24-W5M, along Township Road 752



c. View of the Quarter Section along Township Road 752







## REQUEST FOR DECISION

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**SUBJECT:** D24-024 Permitted Use in M-2; Accessory Building with Variances  
**SUBMISSION TO:** MUNICIPAL PLANNING COMMISSION REVIEWED AND APPROVED FOR SUBMISSION  
**MEETING DATE:** April 10, 2024 **DIRECTOR:** MAV **PRESENTER:** NF  
**REPORT TYPE:** Development Permit **MANAGER:** **WRITER:** NF

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**FILE NO.:** D24-024 **LAND USE DISTRICT:** Industrial General (M-2)  
**LEGAL LOCATION:** Plan 082 2151; 1; 2  
**AREA:** Ward 6, DeBolt  
**APPLICANT:** VerdeChem Technologies Inc.  
**LANDOWNER:** VerdeChem Technologies Inc.

---

### BACKGROUND/PROPOSAL:

Administration has received a development permit application for an accessory building, a new storage building and wash bay, on Plan 082 2151, Block 1, Lot 2. The subject property is located approximately 4.5 km west of the Hamlet of DeBolt, north of Highway 43. Accessory Buildings are permitted within all districts however, this application requires a variance to Section 5.22.1.e due to the placement in relation to the principal building on the lot as well as a variance to the maximum Accessory Building height allowed within the Industrial General (M-2) district.

The accessory building is proposed to be located within the front yard as defined by Land Use Bylaw 18-800, therefore requiring a variance to Section 5.22.1.e “An accessory building should not be located in the front yard.” The lot contains several developments including manufactured offices (2), a shop, sheds, and tank farms within the fenced yard. Administration does not have concerns with the proposed building location as it will meet the minimum setback requirement of the M-2 district and will be screened from the adjacent lots by the existing chain-link fence.

The accessory building is proposed to be constructed to a height of 8.57 m (28.12 ft) from grade which exceeds the maximum accessory building height permitted in the M-2 district of 5.0 m (16.4 ft). The applicants are requesting a taller building size to accommodate 16 ft overhead doors required for heavy equipment using the wash bay and storage building. Administration does not have concerns with the request as the building size is characteristic of industrial buildings.

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### PROPERTY DETAILS:

**Proposed Servicing:** Private; cistern and holding tanks  
**Soil Type:** Clay, Sandy Clay  
**Topography:** Flat  
**Wetland Inventory:** 32; some swamp and bog within section  
**LSRS Spring Grains:** 3(7) – 6W(3); moderate limitation and extremely severe limitation due to drainage

---

RELEVANT LEGISLATION AND POLICY CONSIDERATIONS:

**Land Use Bylaw 18-800**

3.8 *Variances*

3.8.3 *The Municipal Planning Commission may approve a variance of the regulations and standards stated in the Bylaw provided the intent of the Bylaw are met.*

The proposed accessory building is permitted within the district and will be contained within the parcel; therefore, the intent of the bylaw is met.

5.22 *Accessory Buildings, Structures and Uses*

5.22.1 *Accessory buildings and structures are permitted in all Districts provided they comply with the following regulations:*

e) *An accessory building should not be located within the front yard;*

Administration brought the clarity issue of section 5.22.1.e) “accessory buildings *should* not be located in the front yard” to the Municipal Planning Commission at the November 15, 2023, meeting where the motion was made to correct the section in the new Land Use Bylaw rather than amending Land Use Bylaw 18-800. To comply with Land Use Bylaw 18-800 as it is written today, applications which do not meet section 5.22.1.e), whether intended as mandatory or optional, should be approved with a variance to the section.

8.16 *Industrial General (M-2) District*

8.16.3 *Regulations*

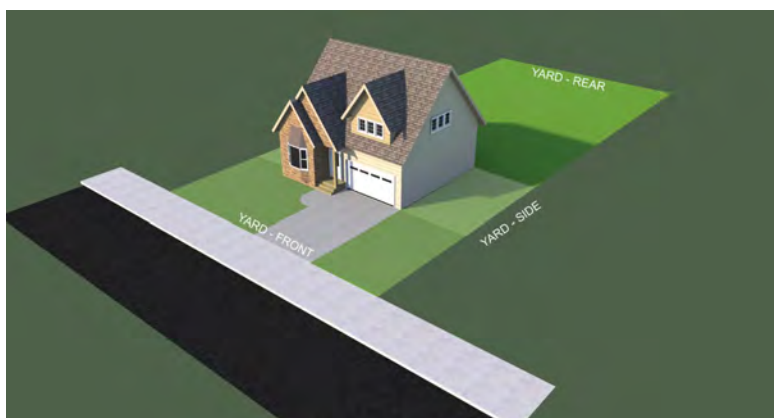
8.16.3.7 *Maximum building and structure height*

- *Principal building and structures* 10.0 m (32.8 ft.)
- *Accessory building* 5.0 m (16.4 ft.)

9.0 *Definitions*

**Yard, Front** *means part of a parcel lying between the front parcel line and the front of the principal building and extended across the full width of the parcel, as shown in Figure 9-11.*

Figure 9-11: Illustration of Yards



The definition of Yard, Front applies to all parcels regardless of size or land use district, however, it is common on agricultural and larger commercial or industrial parcels for accessory buildings to be located closer to the road than the principal structure.

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**RECOMMENDED ACTIONS:**

**MOTION:** That the Municipal Planning Commission **APPROVE** development permit application D24-024 for an Accessory Building on Plan 082 2151; 1; 2, subject to the following conditions:

1. That a variance is granted to Land Use Bylaw 18-800 Section 5.22.1.e) allowing the Accessory Building to be located within the Yard, Front.
2. That a 71% variance is granted to the 5.0 metre (16.4 feet) maximum building height, allowing the Accessory Building (Equipment Storage and Wash Bay) to be 8.57 metres (28.12 feet) in height.
3. Prior to operation of the Wash Bay, the applicant shall provide proof of installation of a septic tank and containment system to the Municipal District of Greenview No. 16.
4. Grading of the site shall be completed in accordance with the approved site grade plan prepared by the developer.
5. Prior to construction or commencement of any development it is the responsibility of the applicant to ensure they obtain all necessary permits required by Alberta Safety Codes Authority, including but not limited to Building, Gas, Plumbing and Electrical permits, in accordance with the Safety Codes Act of Alberta. Copies of all required permits are to be provided to the Municipal District of Greenview No. 16's Planning & Development department at [planning@mdgreenview.ab.ca](mailto:planning@mdgreenview.ab.ca).
6. The Accessory Building shall be located no closer than 1.5 m (4.9 ft) from another building.
7. The applicant shall obtain a roadside development permit from Alberta Transportation & Economic Corridors and submit a copy to the Municipal District of Greenview No. 16, prior to operation of the facility.

**Standards:**

1. The applicant is responsible for weed control. Contact Greenview's Agricultural Fieldman at 780.524.7602 for further information.
2. The exterior of the building shall be completed within twenty-four (24) months from the issuance of the development permit. If the development authorized by a Development Permit is not completed within twenty-four (24) months from the effective date of the permit, such permit approval ceases and the permit itself is deemed void, expired, and without effect, unless an extension to this period has been previously granted.
3. Stripping of vegetation or grading shall be done in a manner which will minimize soil erosion by ensuring the extent of the disturbed area and the duration of exposure is minimal.
4. Deleterious materials must not be allowed to enter any watercourse.

**Advisory Notes:**

1. This permit indicates that only the development to which it relates is authorized pursuant to the provisions of the Land Use Bylaw. Compliance with the provisions of Land Use Bylaw 18-800 does not exempt the applicant from compliance with any provincial, federal, or other municipal legislation.
2. All development must conform to the conditions of this development permit and the approved plans, and any revisions as required pursuant to this approval. Any subsequent changes,

amendments, or additions to this development permit shall require a new development permit application, including but not limited to, an expansion or intensification of the use.

3. This development permit is valid upon the decision being advertised in accordance with Greenview's Advertising Bylaw and no appeal against said decision being successful.
4. You are located in the vicinity of an agricultural operation.

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ALTERNATIVES:

**Alternative #1:** The Municipal Planning Commission may refuse the application, a reason for refusal must be stated. Administration does not recommend this option as the proposal complies with the requirements of Land Use Bylaw 18-800 as a permitted use. Additionally, Section 5.22.1.e) being a “should” statement is unlikely to hold up in the event of an appeal, therefore it should not be used as grounds for refusal.

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FINANCIAL IMPLICATION:

All costs associated with the application will be borne by the applicant.

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STAFFING IMPLICATION:

There are no staffing implications to the recommended motion.

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PUBLIC ENGAGEMENT LEVEL:

Greenview has adopted the IAP2 Framework for public consultation.

The Municipal Government Act allows applications for variances or discretionary use development permits to be appealed by affected parties up to 21 days following the issuance of the decision.

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FOLLOW UP ACTIONS:

No follow-up action is required by the Municipal Planning Commission. Following approval, the applicant may proceed with the development as stated in the application and meet the conditions listed on the approval.

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ATTACHMENTS:

- Development Permit Application
- Variance Request Form
- Site Grading Plan
- Building Plans
- Aerial Map
- AGRASID Map
- Wetland Inventory Map
- Topography Map
- Owner Location Map



# APPLICATION FOR DEVELOPMENT PERMIT

Municipal District of Greenview No. 16

4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608  
www.mdgreenview.ab.ca

**MUNICIPAL DISTRICT  
OF GREENVIEW No. 16**

**RECEIVED**

FEBRUARY 12, 2024

**VALLEYVIEW**

**I / We understand that this application will only be processed if submitted in complete form and accompanied by the applicable fee. A completed application includes the forms completely filled out, signatures, plot plan, fees and any other information the development authority deems necessary to make an informed decision.**

## Applicant Information

Name of Applicant(s): VerdeChem Technologies Inc.  
Mailing Address: \_\_\_\_\_ City: \_\_\_\_\_ Postal Code: \_\_\_\_\_  
Primary Phone: \_\_\_\_\_ Other Phone: \_\_\_\_\_  
Email: \_\_\_\_\_ (By providing email address you authorize Planning and Development Services to contact you via email)

(Complete if different from applicant)

Registered Landowner(s) or Leaseholder(s) \_\_\_\_\_  
Mailing Address: \_\_\_\_\_ City: \_\_\_\_\_ Postal Code: \_\_\_\_\_  
Primary Phone: \_\_\_\_\_ Other Phone: \_\_\_\_\_  
Email: \_\_\_\_\_ (By providing email address you authorize Planning and Development Services to contact you via email)

## Land Information

Legal description of proposed development site: LSD/QTR. SW SEC. 09 TWP. 12 RGE. 01 M. W6

Registered plan: Block 1 Lot # MLL/MSL/LEASE NO.: \_\_\_\_\_  
0822151

Property size: Hectares: 1.94 Acres: 5 Description of the existing use of the land: commercial

The land is adjacent to:  Highway 43  District Road RR 14  LOC# \_\_\_\_\_

How is the site to be accessed?  Existing approach  Proposed approach (please fill out and submit an approach application)

Do you have a rural address?  Yes Address: \_\_\_\_\_  No

### FOR ADMINISTRATIVE USE

PERMITTED USE  VARIANCE  
 DISCRETIONARY USE  PROHIBITED USE

ROLL NO.: \_\_\_\_\_ APPLICATION NO.: D24-024  
DATE PAID: FEBRUARY 12, 2024  
RECEIPT NO.: 399731 DEEMED COMPLETE: \_\_\_\_\_  
LAND USE DISTRICT: M-2 PROPOSED USE: ACCESSORY BUILDING  
COMMENTS: \_\_\_\_\_



# APPLICATION FOR DEVELOPMENT PERMIT

Municipal District of Greenview No. 16

4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0

T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608

www.mdgreenview.ab.ca

w/ wash bay + heat +  
Cement floor.

## Development Information

Describe your proposed development: (if additional space is required please attach sheet)

equipment storage building (enclosed)

Size of the proposed development:

Length <sup>24.384</sup>  metres  
80  feet

Width <sup>16.459</sup>  metres  
54  feet

Building height <sup>8.57</sup>  metres  
18 (wall)  feet

Accessory building:  
(if applicable)

Total Floor area

401.34

Sq. metres  
 Sq. feet

Height

<sup>28.12 (peak)</sup>

Metres  
 Feet

Attached  
 Detached

Secondary suite information:  
(if applicable)

Existing suite  New suite

Attached  
 Detached

Total floor area of  
primary residence:  Sq. metres  
 Sq. feet

Indicate the proposed setback from the property line:

Front yard <sup>19.812</sup>  metres  
65  feet

Rear yard <sup>135.804</sup>  metres  
N/A  feet

Side yard (1) <sup>15.978</sup>  metres  
20  feet

Side Yard (2) <sup>85.445</sup>  metres  
N/A  feet

Does this development require a variance?

Yes, explain \_\_\_\_\_  No (If yes, please submit a Variance Request Form)

Construction Start Date: May 2024 End Date: October 2024 Completed Project Cost: \$ 750,000

Has the development commenced?  Yes  No

### Manufactured Home

Manufacturer: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

### Sewage System

Type of sewage system: Holding tank

## Abandoned Well Information

**ALL** development permit applications require a printout of a map from **Alberta Energy Regulator** (AER, previously known as ERCB). This can be obtained via website, phone, email, fax or mail.

Is there an abandoned well or pipeline on the property?  Yes  No (printout must still be provided)  
Licensee name: \_\_\_\_\_

If you require any assistance or do not have access to the internet please contact AER at 1.855.297.8311

The location of all abandoned oil and gas well sites as well as the setback distances in relation to existing or proposed building sites must be shown on all applications. Please note: The Development Authority cannot approve a development application if the lot(s) do(es) not comply with the setback directed by the ERCB Directive 079. Abandoned well site information must be provided by the applicant and can be obtained by contacting Alberta Energy Regulator.

# VARIANCE REQUEST



**Municipal District of Greenview No. 16**  
4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608  
www.mdgreenview.ab.ca

FOR ADMINISTRATIVE USE	
APPLICATION NO.	D24-024
DATE RECEIVED	FEBRUARY 12, 2024
ROLL #	

## Applicant Information

Name of Applicant(s): VerdeChem Technologies Inc.

Mailing Address: \_\_\_\_\_ City: \_\_\_\_\_ Postal Code: \_\_\_\_\_  
Primary Phone: \_\_\_\_\_ Other Phone: \_\_\_\_\_  
Email: \_\_\_\_\_  
*(By providing email address you authorize Planning and Development Services to contact you via email)*

*(Complete if different from application)*

Registered Landowner(s) or Leaseholder(s): \_\_\_\_\_

Mailing Address: \_\_\_\_\_ City: \_\_\_\_\_ Postal Code: \_\_\_\_\_  
Primary Phone: \_\_\_\_\_ Other Phone: \_\_\_\_\_  
Email: \_\_\_\_\_  
*(By providing email address you authorize Planning and Development Services to contact you via email)*

## Land Information

Legal description of proposed development site: LSD/QTR. SW SEC. 09 TWP. 72 RGE. 01 M. W6

Registered plan: Block Lot  
0822151 1 II

## Variations Requested

List variances requested. Each variance should also be marked on the site drawing.

1. Maximum height of building is 16.4' (feet)  
Our proposed building height is 28.2' (feet)

2.

3.

Provide a written rationale for each variance being requested. The written rationale should indicate the reasons for the variance(s) being requested and why current regulations cannot be accommodated. (Attach additional pages if necessary)

- We need a building tall enough to have 16 foot doors.

**Declaration**

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I/We HEREBY DECLARE THAT THE ABOVE INFORMATION IS, TO THE BEST OF MY/OUR KNOWLEDGE, FACTUAL AND CORRECT.

Signature of Applicant

Date: Feb 12, 2024

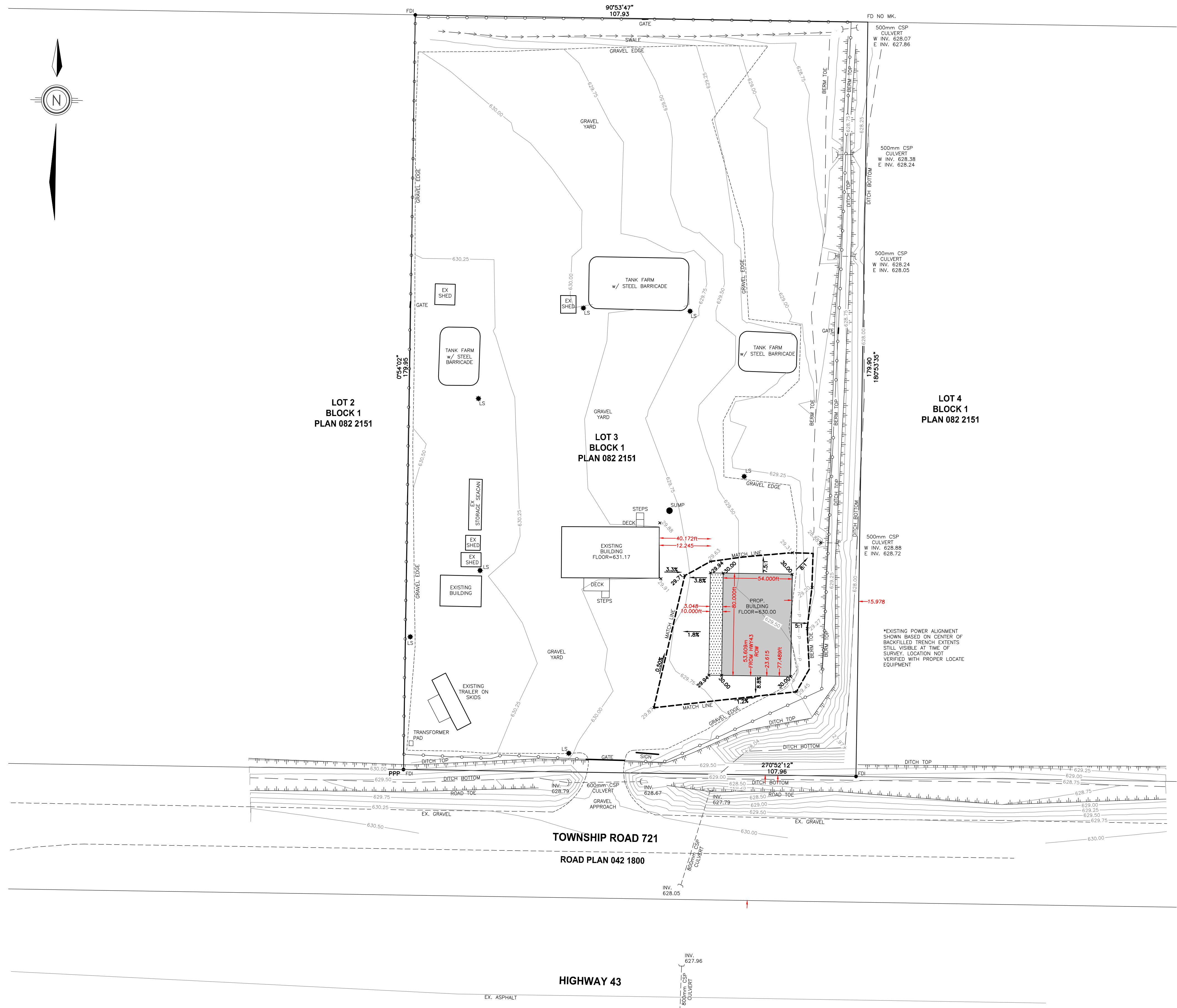
Signature of Registered Landowner(s)

Date: Feb 12, 2024

The personal information collected on this form is being collected under the authority of Sections 33 and 39(1)(a)(b) of the Alberta Freedom of Information and Protection of Privacy Act, and Section 301.1 of the Municipal Government Act. The information will be used to process your application(s). Your name, contact telephone number and address may be used to carry out current and/or future construction, operating programs, services or activities of the Municipality. If you have any questions about the collection, use or disclosure of the personal information provided, please contact the Freedom of Information and Protection of Privacy Coordinator at 780.524.7600.



S.W. Sec.9 Twp.72 Rge.1 W. 6th Mer.



**LEGEND:**

FEATURE	EXISTING	PROPOSED
FIRE HYDRANT		
MANHOLE w/ FLOW DIRECTION		
CATCHBASIN		
WATER VALVE		
LIGHT STANDARD		
POWER POLE		
PEDESTAL		
POWER TRANSFORMER		
SEWER PLUG		
WATER PLUG c/w THRUST BLOCK		
BLOW-OFF		
ROAD SIGN		
STORM CULVERT		
DECIDUOUS TREE		
CONIFEROUS TREE		
DECIDUOUS SHRUBS		
CONIFEROUS SHRUBS		
SANITARY SEWER		
STORM SEWER		
WATERMAIN		
UNDERGROUND POWER LINE		
OVERHEAD POWER LINE		
GAS LINE		
TELEPHONE CABLE		
FIBRE OPTIC CABLE		
UNDERGROUND CABLE		
PIPELINE		
CHAINLINK FENCE		
WOOD FENCE		
BARBED WIRE FENCE		
DRAINAGE INVERT & DIRECTION		
CONCRETE SIDEWALK w/ PARARAMP		
SLOPE/BERM TOP		
PROPERTY LINE		
RIGHT OF WAY		
FOUND SURVEY PIN		
ALBERTA SURVEY CONTROL MARKER (ASCM)		

- NOTE:**
- UTILITIES LOCATES TO BE PERFORMED PRIOR TO ANY CONSTRUCTION.
  - UTILITIES SHOWN ON THIS SURVEY PLAN ARE FOR PLANNING PURPOSES ONLY, HELIX ENGINEERING LTD. WILL NOT BE HELD RESPONSIBLE FOR ANY UTILITIES NOT SHOWN ON THIS PLAN
  - DEEP UNDERGROUND SERVICE LOCATIONS UNKNOWN AT TIME OF SURVEY AND COMPLETION OF PLAN
  - SCOPE OF GRADING PLAN LIMITED TO MATCH LINE AROUND PROPOSED BUILDING. PURPOSE OF GRADING PLAN IS TO ENSURE ADEQUATE DRAINAGE AWAY FROM PROPOSED BUILDING WITHOUT NEGATIVELY IMPACTING EXISTING INFRASTRUCTURE
  - ON SITE SURVEY COMPLETED MARCH 12, 2024.
  - LEGAL BEARINGS AND DISTANCES ARE SHOWN IN GRID
  - BUILDING DIMENSIONS AND SETBACKS ARE SHOWN IN GROUND
  - BENCHMARK DERIVED FROM NRCAN PPP
  - UTM\_ZONE 11 NAD83 GRID COORDINATES (CSRS 2002)
  - 6119241.151(N) 430210.104(E)
  - ELEVATION = 629.703 (CGVD HTv2.0)
  - SCALE FACTOR: 0.99956382



#202, 10514 67 AVENUE P: 780.532.5731  
 GRANDE PRAIRIE, AB. F: 780.532.5824  
 TBW OKS www.helixeng.ca

NOTE: CONTRACTOR TO VERIFY DIMENSIONS SHOWN. THIS DRAWING IS NOT TO BE SCALED. IF ANY DISCREPANCIES ARE FOUND CONTACT HELIX ENGINEERING LTD. PRIOR TO COMMENCEMENT OF ANY WORK. DRAWINGS ARE COPYRIGHT AND ANY USE OR REPRODUCTION IS PROHIBITED WITHOUT WRITTEN CONSENT FROM HELIX ENGINEERING LTD.

NOT FOR CONSTRUCTION

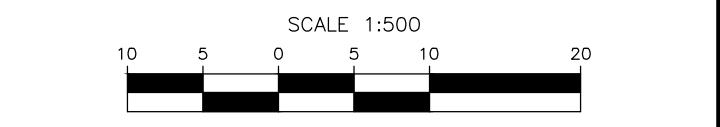
ENGINEERS STAMP  
 APPROVAL STAMP

REV.	DESC.	DATE	BY	APPD.
1.	ISSUED FOR REVIEW	MAR 18/24	GWA	TMW

CLIENT:  
**ENFRAME CONSTRUCTION LTD.**  
 PROJECT:  
**VERDECHEM SITE & GRADING PLAN**

LOCATION:  
 LOT 3 BLOCK 1 PLAN 082 2151  
 S.W.1/4 SEC.9 TWP.72 RGE.1 W.6 M.

PROJECT NO.:	2574-003
DESIGN:	GWA
DATE:	MAR 13/24
CHK'D:	TMW
LOCAL:	PPP



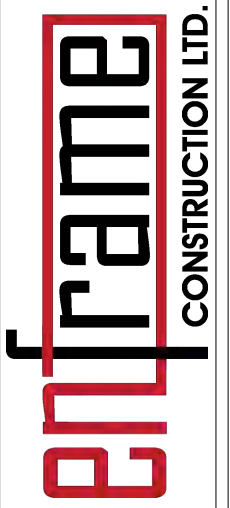
DRAWING:  
**2574-003-TP**  
 PAGE: **01** OF **01**

- 1 - NOTES
- 2 - RENDERING
- 3 - ELEVATIONS - LEFT & RIGHT
- 4 - ELEVATIONS - FRONT & BACK
- 5 - MAIN FLOOR PLAN
- 6 - FOUNDATION PLAN
- 7 - ROOF PLAN
- 8 - DETAILS
- 9 - WINDOW & DOOR FRAMING / POSTS

GENERAL NOTES:

- GROUP F DIVISION 3 LOW HAZARD INDUSTRIAL OCCUPANCY
- ALL DRAWINGS, DIMENSIONS, DETAILS & NOTES ARE TO BE REVIEWED BY THE APPLICABLE CONTRACTOR/ SUB-CONTRACTOR PRIOR TO CONSTRUCTION. DISCREPANCIES, ERRORS, OR OMISSIONS ARE TO BE REPORTED IMMEDIATELY. SHOULD THESE CONDITIONS NOT BE MET, LIABILITY RESTS SOLELY WITH THE CONTRACTOR.
- SALES CONTRACT & SPECIFICATIONS TAKE PRECEDENCE OVER DRAWINGS.
- GRADES ARE APPROXIMATE ONLY. FINAL GRADES AS PER SITE PLAN AND SITE CONDITIONS.
- WORKING DRAWINGS ARE A GRAPHIC REPRESENTATION ONLY. ACTUAL PRODUCTS & MATERIALS MAY VARY FROM DEPICTION ON DRAWINGS.
- WINDOW SIZES ARE APPROXIMATE AND MAY VARY FROM MANUFACTURER TO MANUFACTURER. TOP OF WINDOW TO MATCH TOP OF MAN DOOR HEIGHT UNLESS OTHERWISE NOTES.
- UNLESS NOTED OTHERWISE, ALL FRAMING LUMBER FOR BEAMS, JOISTS, AND TRUSSES SHALL BE S.P.F. No.1/No.2 OR BETTER
- TRUSS SUPPLIER SHALL SUBMIT ENGINEERED SHOP DRAWINGS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER IN THE PROJECT PROVINCE COVERING THE DESIGN OF THE TRUSSES.
- NAILS SHALL BE IN ACCORDANCE WITH STANDARD B111, WIRE NAILS, SPIKES, AND STAPLES.
- ALL WORK WITH PWF WOOD SHALL BE IN STRICT ACCORDANCE WITH CSA STANDARD CSA S406 AND CSA 086. ALL CUT ENDS SHALL HAVE PRESERVATIVE APPLIED AS PER MANUFACTURERS SPECIFICATIONS.
- DO NOT SCALE DRAWINGS
- ALL WORK MUST CONFORM TO THE LATEST EDITION OF THE ALBERTA BUILDING CODE 2019, NATIONAL PLUMBING CODE, NATIONAL MECHANICAL CODE, ALBERTA FIRE CODE, AND THE LATEST EDITION OF THE NATIONAL ELECTRICAL CODE, AS WELL AS THEIR ADDENDA AND REFERENCED STANDARDS.
- NO ALTERATIONS, CHANGES, OR SUBSTITUTIONS SHALL BE MADE UNLESS AUTHORIZED IN WRITING BY THE PROJECT ENGINEER.
- LOADING:
  - LIVE: 1.0 kPa (ROOF)
  - SNOW: 2.2 kPa (Ss, ground snow load)  
0.1 kPa (Sr, associated rain load)
  - WIND: 0.43 kPa (1/50 wind pressure)
  - SEISMIC: Sa (0.2)= 0.141  
Sa (2.0)= 0.026
  - DEFLECTION: L/180 (flexible finishes)

DRAWING 03-12-2024



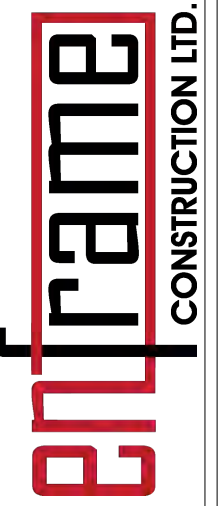
PAGE 1

CUSTOMER: VERDECHEM TECHNOLOGIES INC.  
 PLAN #: 2024 VERDE CHEM 54'X80'X18' SHOP  
 ADDRESS: LOT 2 BLOCK 1 PLAN 082 2151 - 1362 HWY 43

DESIGN BY:  
C. DAVIS  
SCALE:



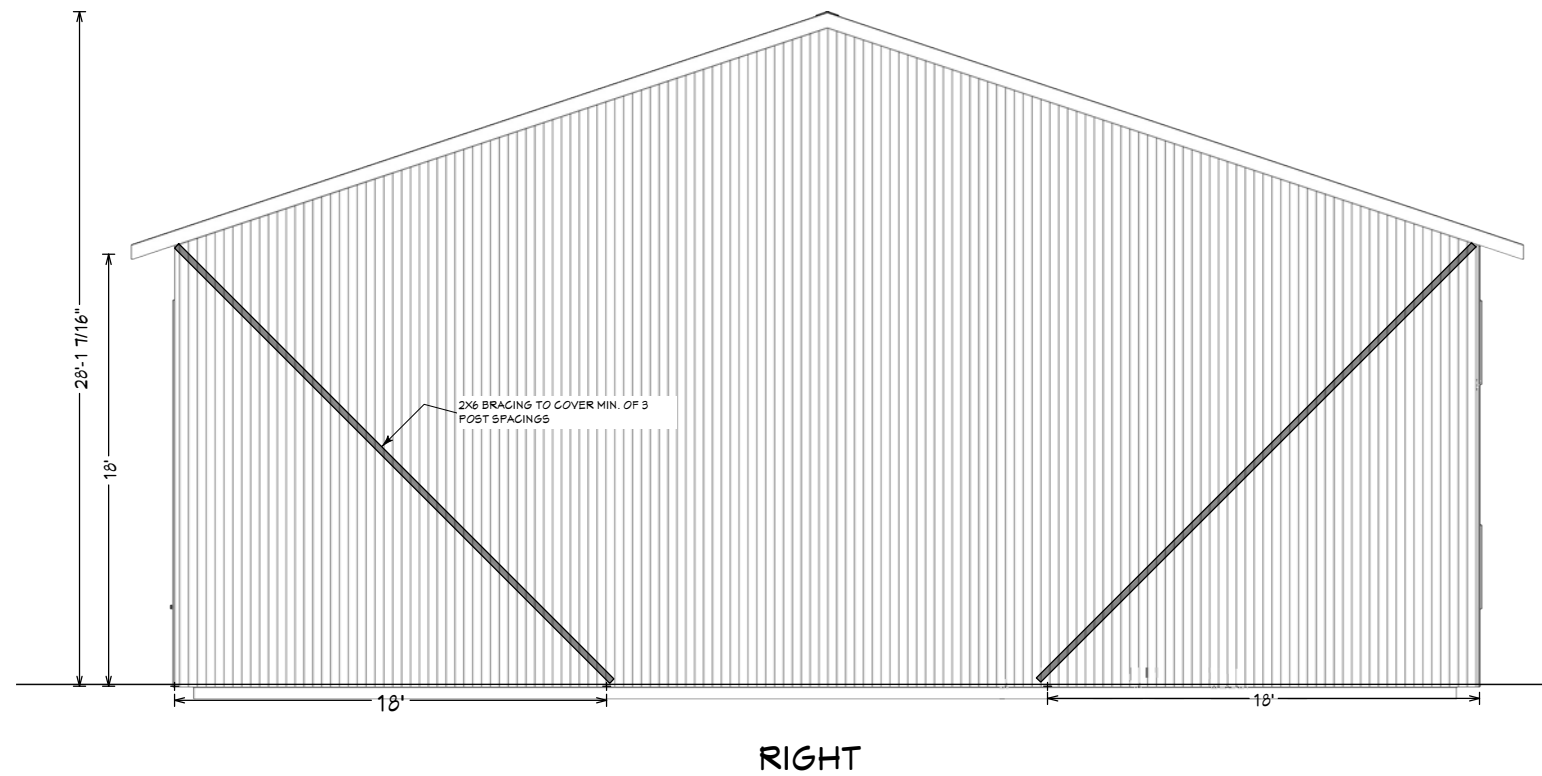
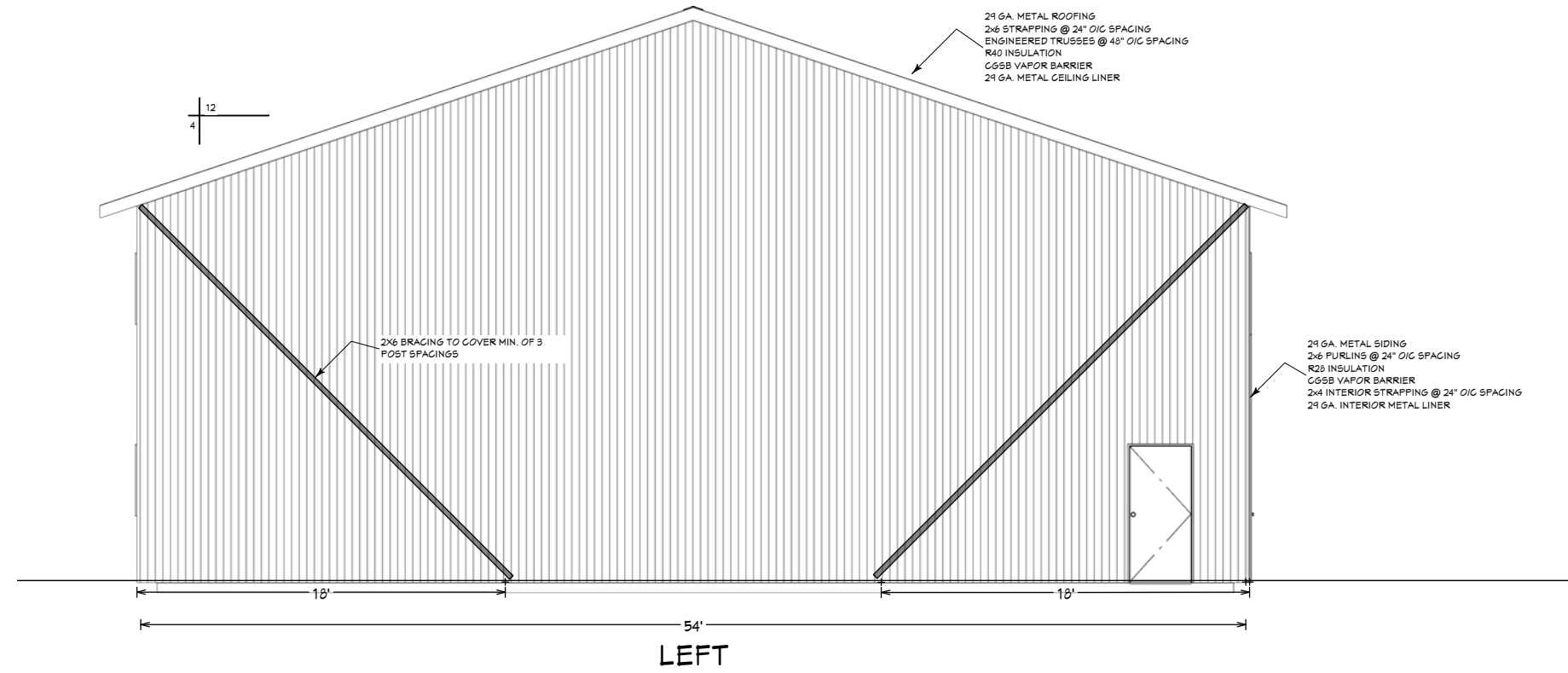
DRAWING 03-12-2024



CUSTOMER: VERDECHEM TECHNOLOGIES INC.  
 PLAN #: 2024 VERDE CHEM 54'X80'X18' SHOP  
 ADDRESS: LOT 2 BLOCK 1 PLAN 082 2151 - 1362  
 HWY 43

DESIGN BY:  
 C. DAVIS  
 SCALE:

ELEVATIONS



DRAWING 03-12-2024

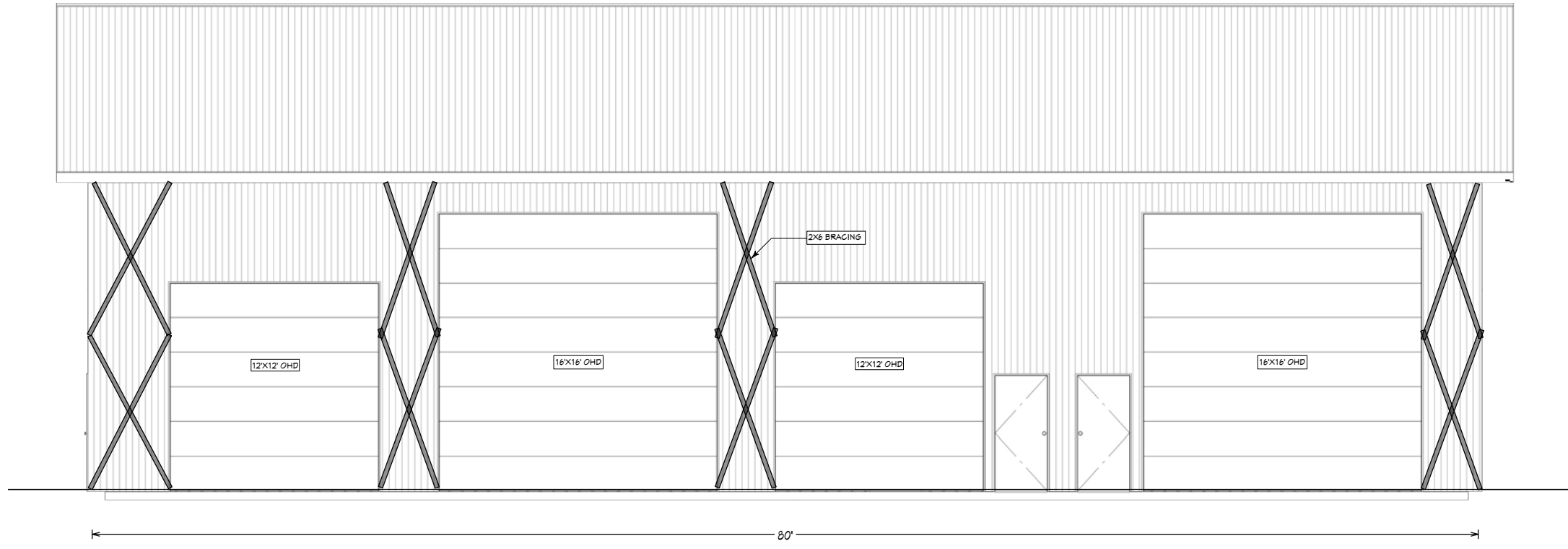


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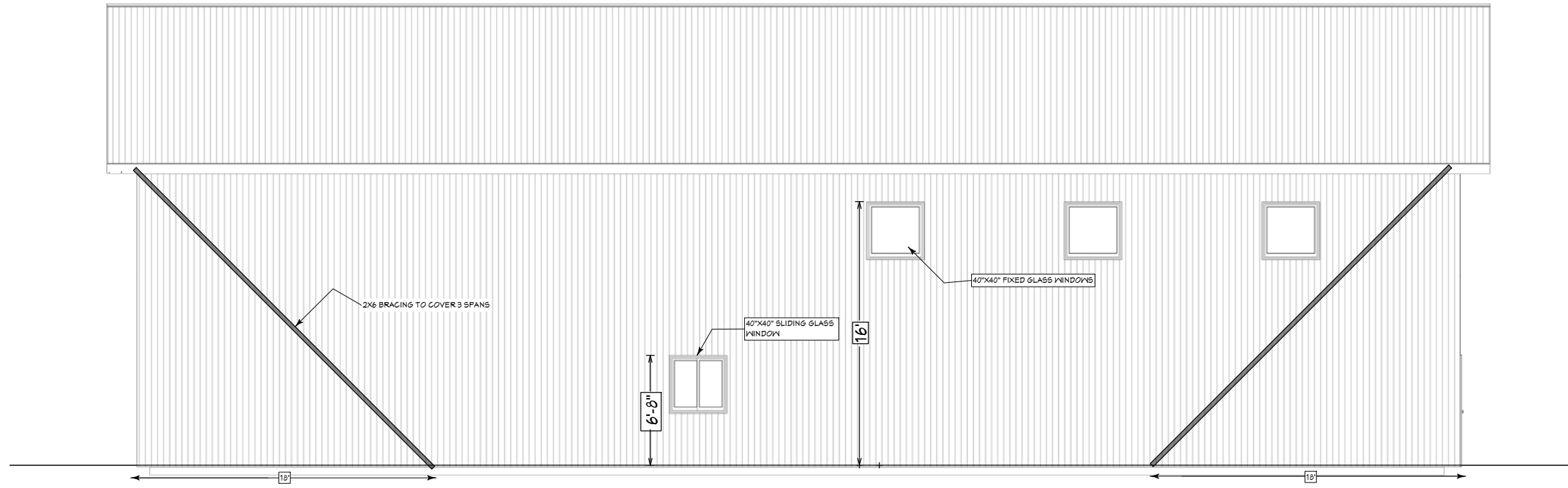
CUSTOMER: VERDECHEM TECHNOLOGIES INC.  
PLAN #: 2024 VERDE CHEM 54'X80'X18' SHOP  
ADDRESS: LOT 2 BLOCK 1 PLAN 082 2151 - 1362  
HWY 43

DESIGN BY:  
C. DAVIS  
SCALE:

ELEVATIONS



FRONT



BACK

DRAWING 03-12-2024

PAGE  
4

CUSTOMER: VERDECHEM TECHNOLOGIES INC.  
PLAN #: 2024 VERDE CHEM 54'X80'X18' SHOP  
ADDRESS: LOT 2 BLOCK 1 PLAN 082 2151 - 1362  
HWY 43

DESIGN BY:  
C. DAVIS  
SCALE:



FOUNDATION PLAN

NOTES:

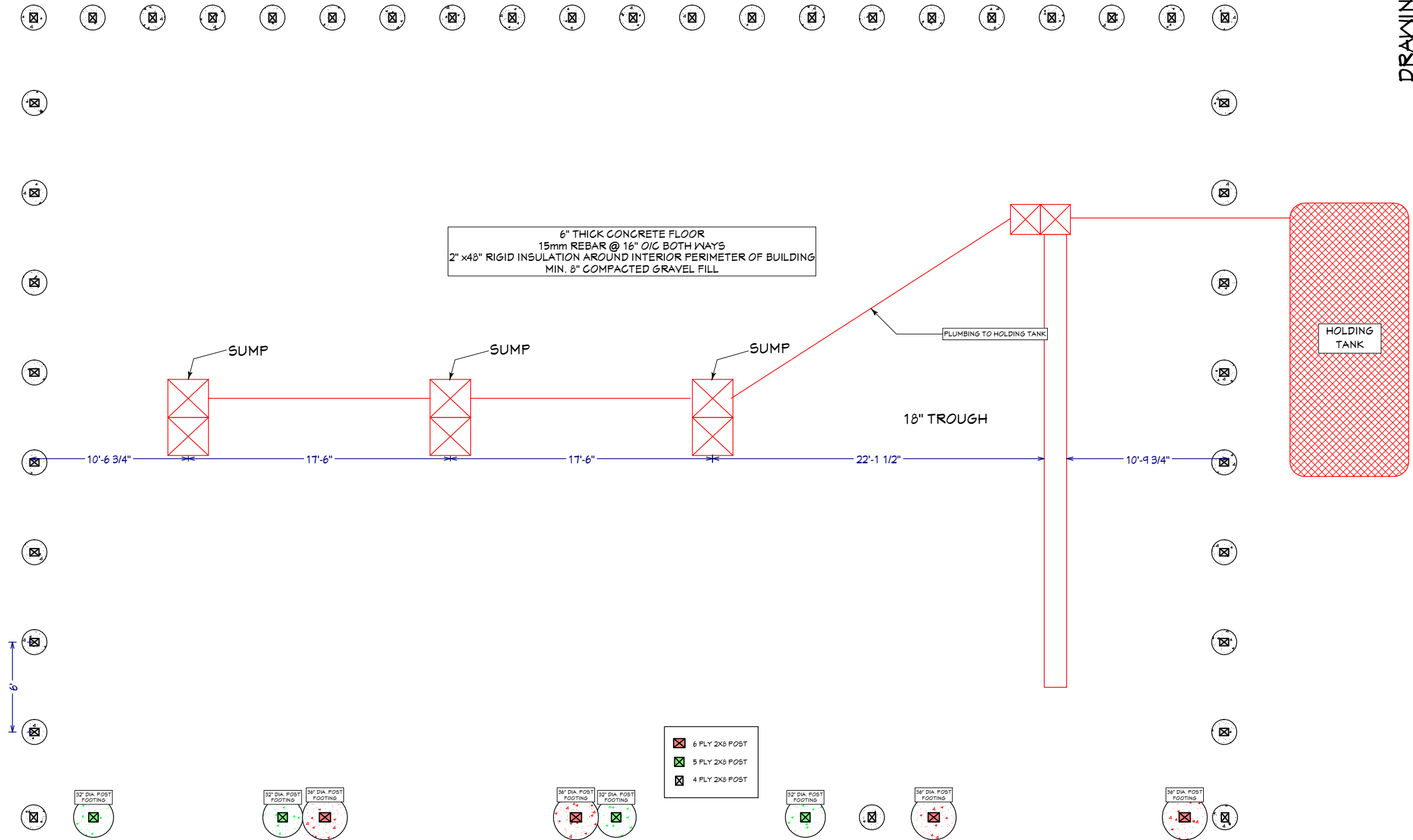
- FOUNDATION DESIGN BASED ON STANDARD SOIL CONDITIONS AND A BEARING CAPACITY OF 2500psf. A GEOTECHNICAL REPORT HAS NOT BEEN PREPARED

- POST FRAME BUILDINGS ARE SUBJECT TO MOVEMENT CAUSED BY FREEZE/THAW CYCLING. OWNER ACCEPTS RESPONSIBILITY FOR FOUNDATION MOVEMENT AND ANY DAMAGE IT MAY CAUSE.

- A STRUCTURAL ENGINEER HAS NOT BEEN RETAINED TO PERFORM INTERMITTANT INSPECTIONS AT THIS TIME.

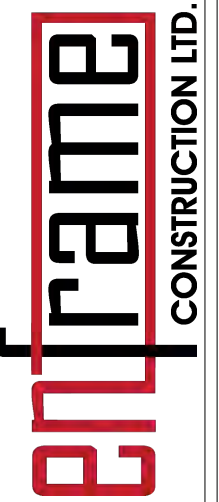
- ALL POSTS 4 PLY 2x8x24' U.N.O.

- 20" DIAMETER CONCRETE POST FOOTING, UNLESS NOTED OTHERWISE



DRAWING 03-12-2024

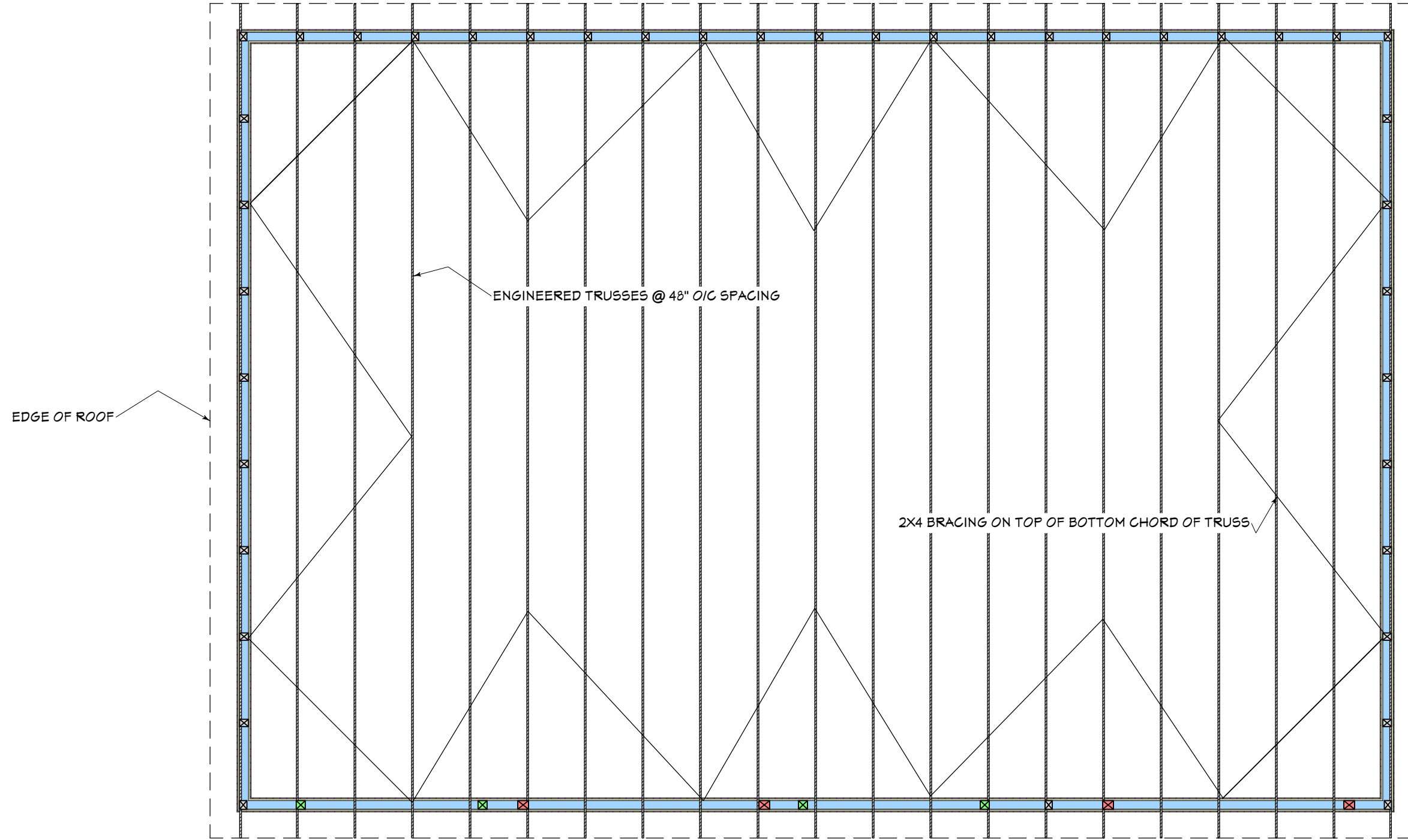
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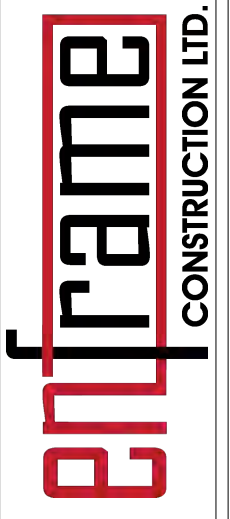
CUSTOMER: VERDECHEM TECHNOLOGIES INC.  
PLAN #: 2024 VERDE CHEM 54'X80'X18' SHOP  
ADDRESS: LOT 2 BLOCK 1 PLAN 082 2151 - 1362  
HWY 43

DESIGN BY:  
C. DAVIS  
SCALE:

ROOF PLAN



DRAWING 03-12-2024

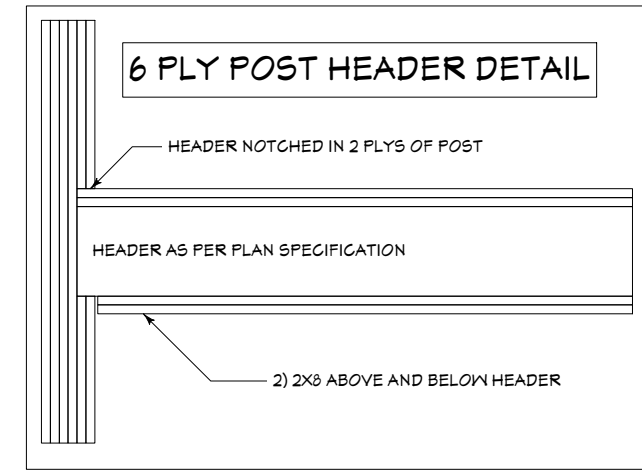
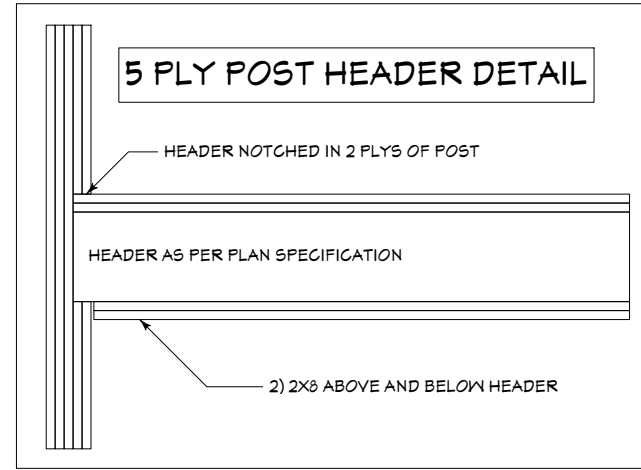


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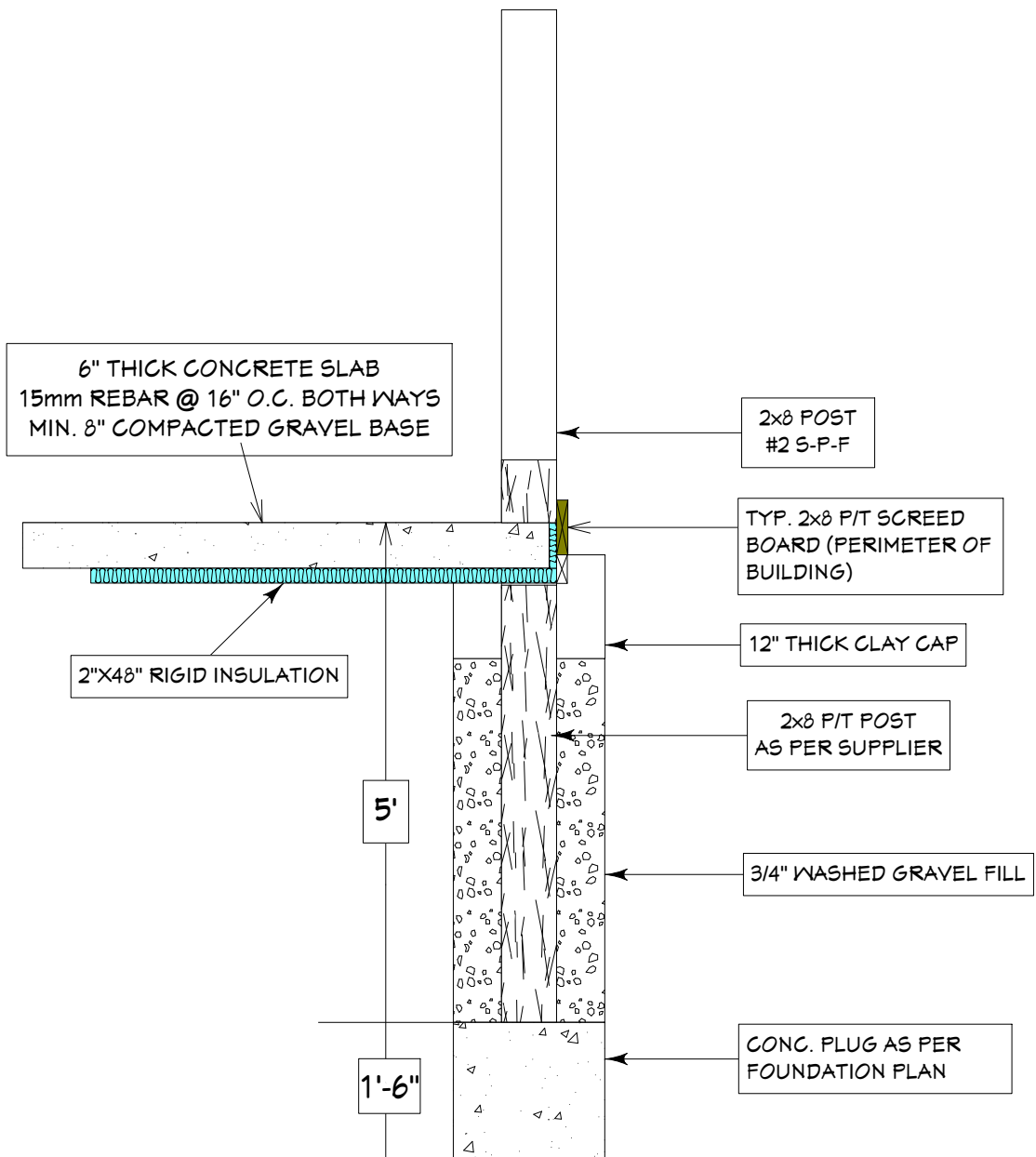
CUSTOMER: VERDECHEM TECHNOLOGIES INC.  
PLAN #: 2024 VERDE CHEM 54'X80'X18' SHOP  
ADDRESS: LOT 2 BLOCK 1 PLAN 082 2151 - 1362  
HWY 43

DESIGN BY:  
C. DAVIS  
SCALE:

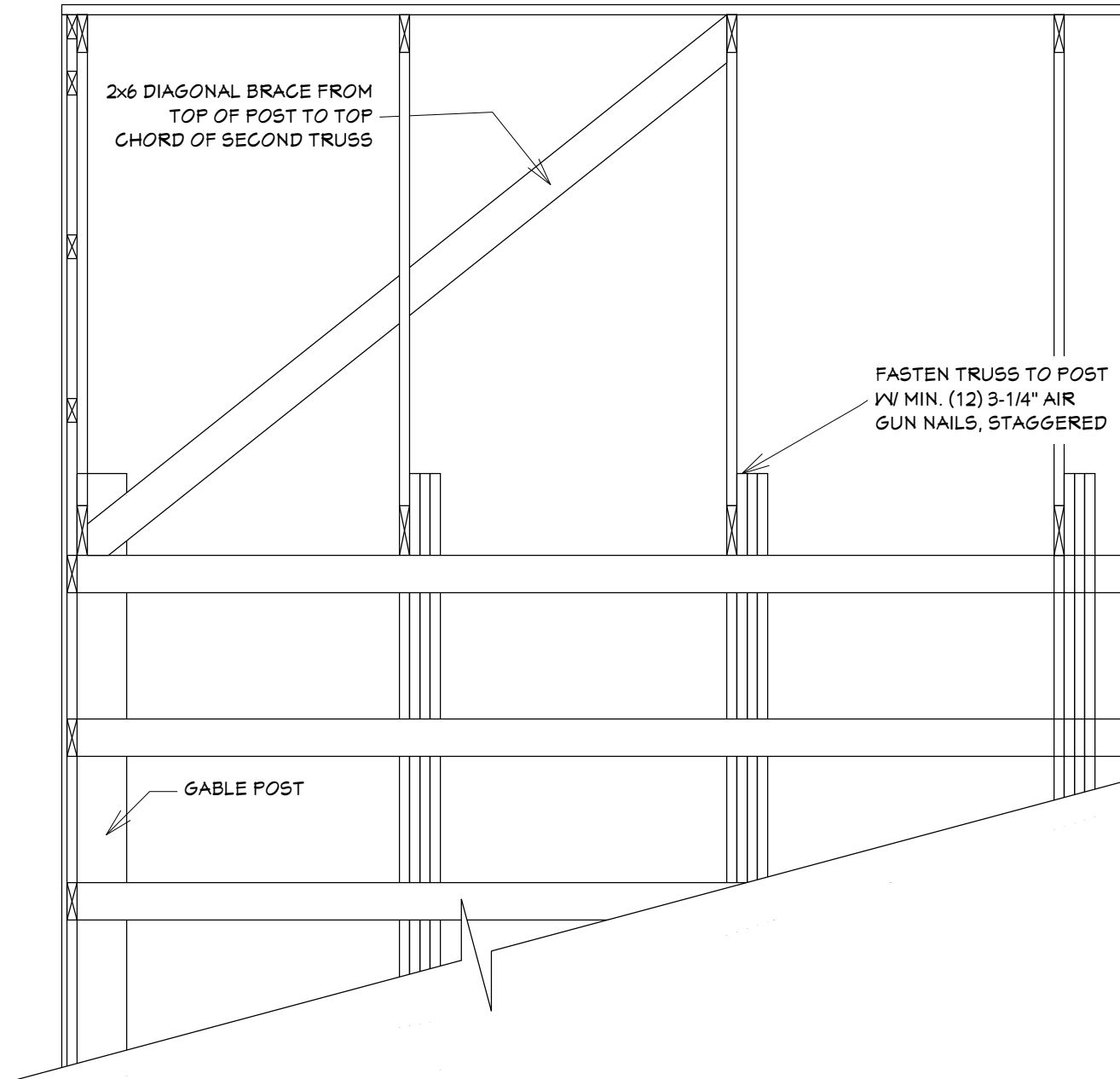




POST FOUNDATION DETAIL

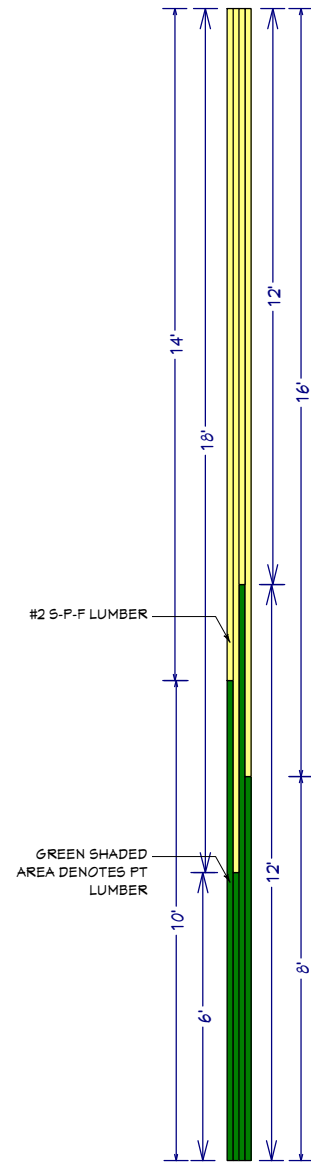


END TRUSS BRACING DETAIL

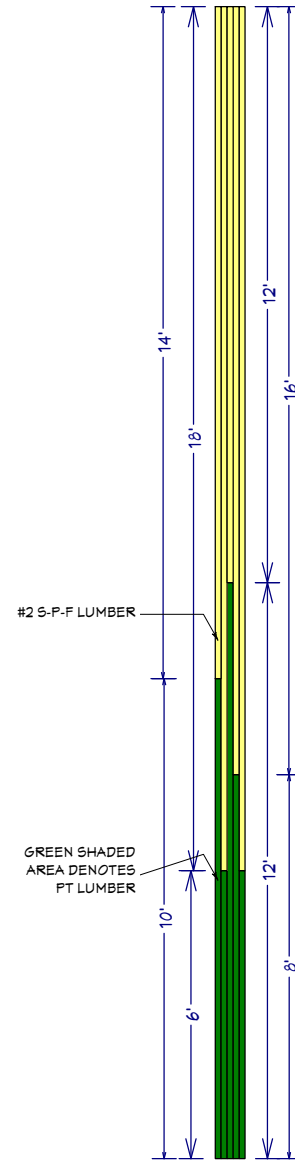


POST DETAIL

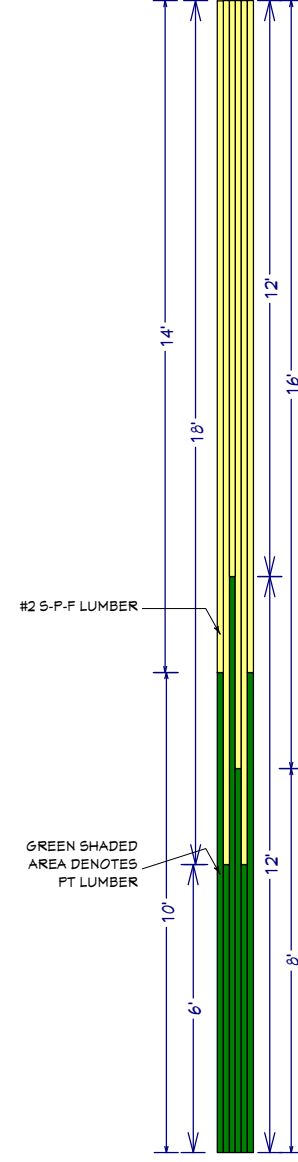
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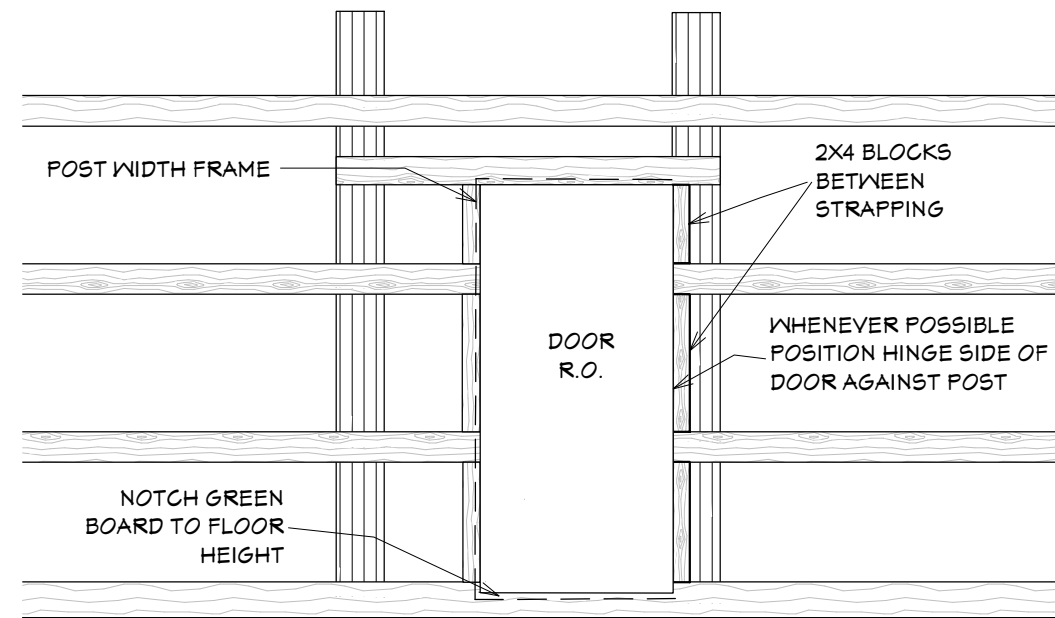
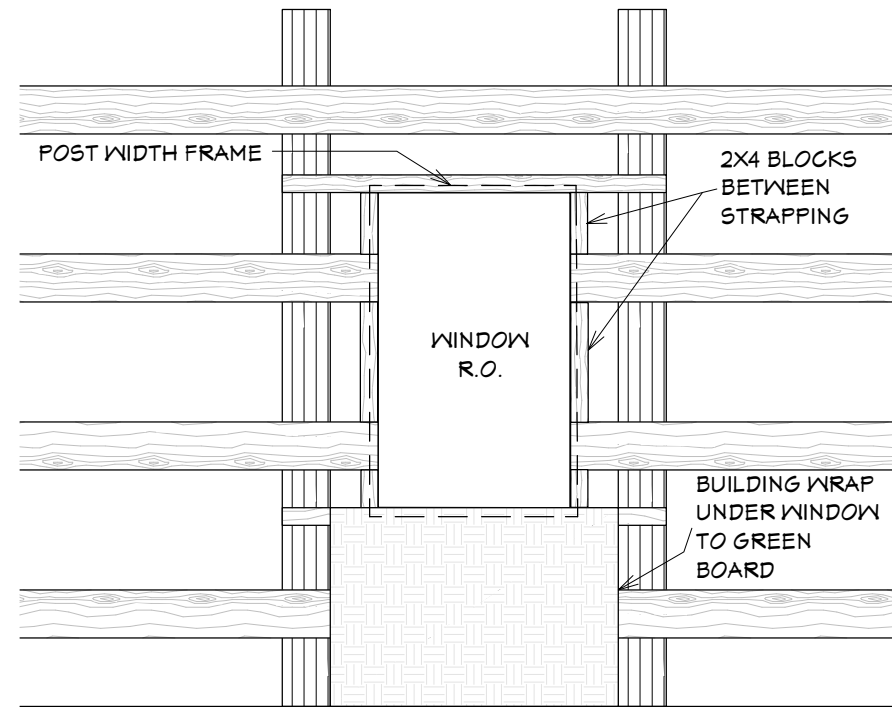
5- PLY 2X8X24' POSTS



6-PLY 2x8x24' POSTS



WINDOW AND DOOR FRAMING DETAIL



DRAWING 03-12-2024



PAGE 9

CUSTOMER: VERDECHEM TECHNOLOGIES INC.  
 PLAN #: 2024 VERDE CHEM 54'X80'X18' SHOP  
 ADDRESS: LOT 2 BLOCK 1 PLAN 082 2151 - 1362  
 HWY 43

DESIGN BY:  
 C. DAVIS  
 SCALE:

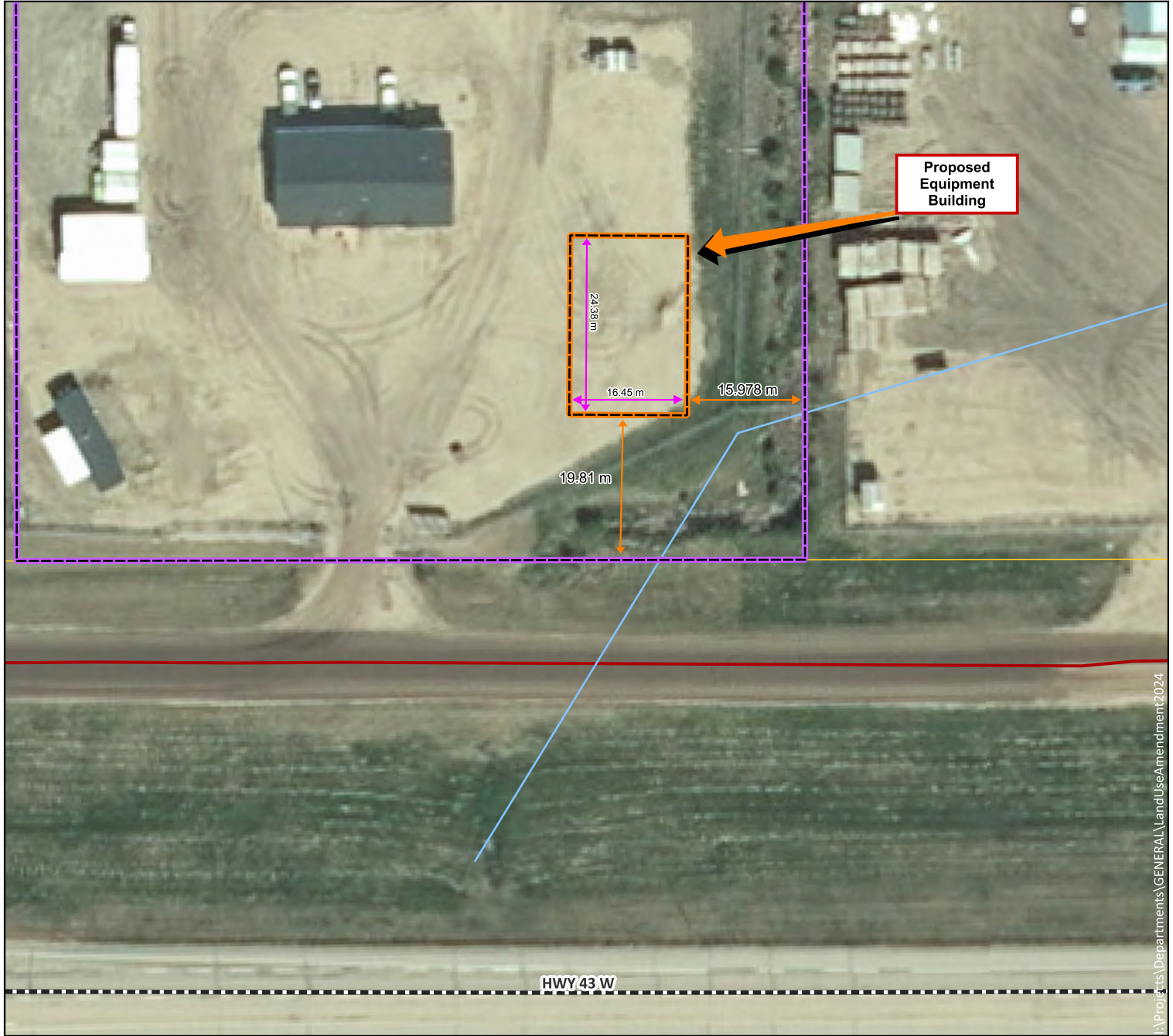
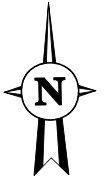


# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

Development Permit D24-024



Plan 0822151, Block 1, Lot 2

Main



I:\Projects\Departments\GENERAL\LandUseAmendment\2024

## LEGEND


-  Subject Property
-  Proposed Equipment Building

GV Imagery 2023

### TRANSPORTATION

-  Gravel Road

### HYDRO FEATURES

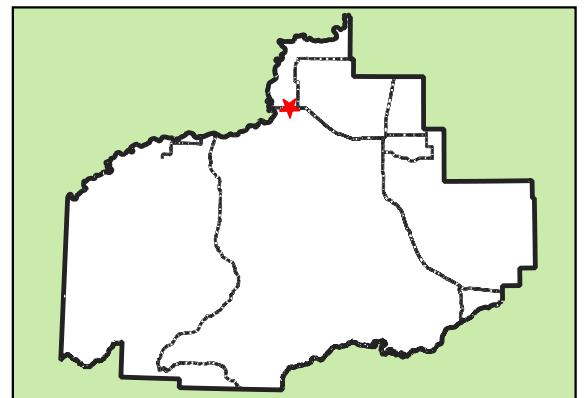
-  Stream / Creek

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Map Print Date : April 02, 2024



0 20 40



metres  
Scale 1:800

PROJECTION: UTM Zone 11N NAD 83

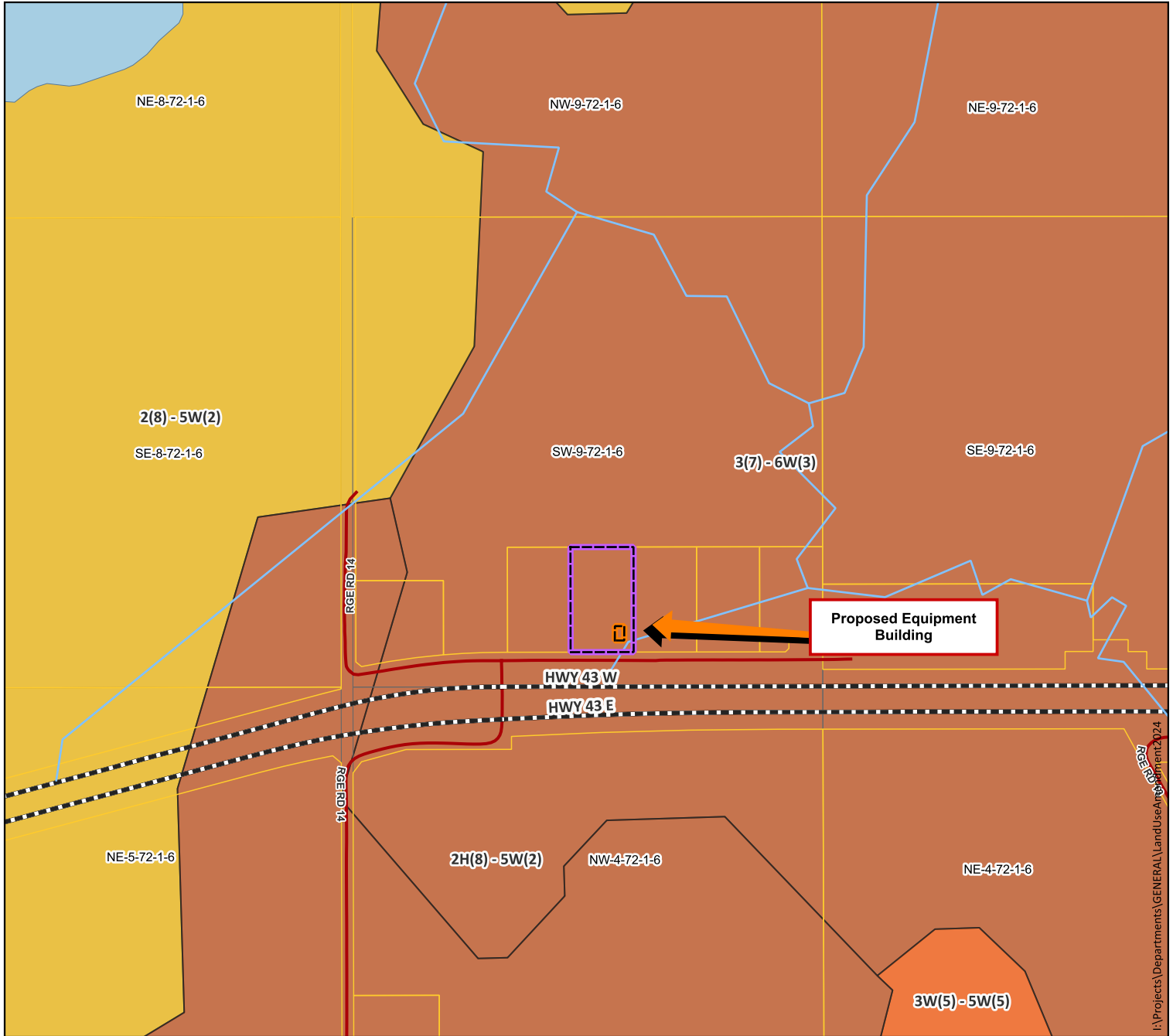


# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

Development Permit D24-024

Plan 0822151, Block 1, Lot 2

AGRASID



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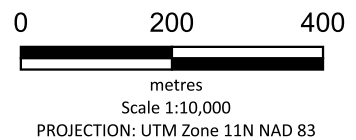
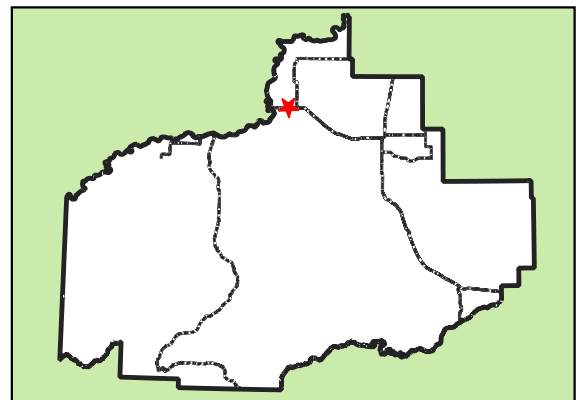
## LEGEND

- |                             |                       |
|-----------------------------|-----------------------|
| Proposed Equipment Building | <b>TRANSPORTATION</b> |
| Subject Property            | Paved Highway         |
| <b>AGRASID</b>              | Gravel Road           |
| level organic               | <b>HYDRO FEATURES</b> |
| undulating - high relief    | Lake / River          |
| undulating - low relief     | Stream / Creek        |

\*\* Spring Grain LSRS Values Displayed\*\*

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Map Print Date : April 02, 2024



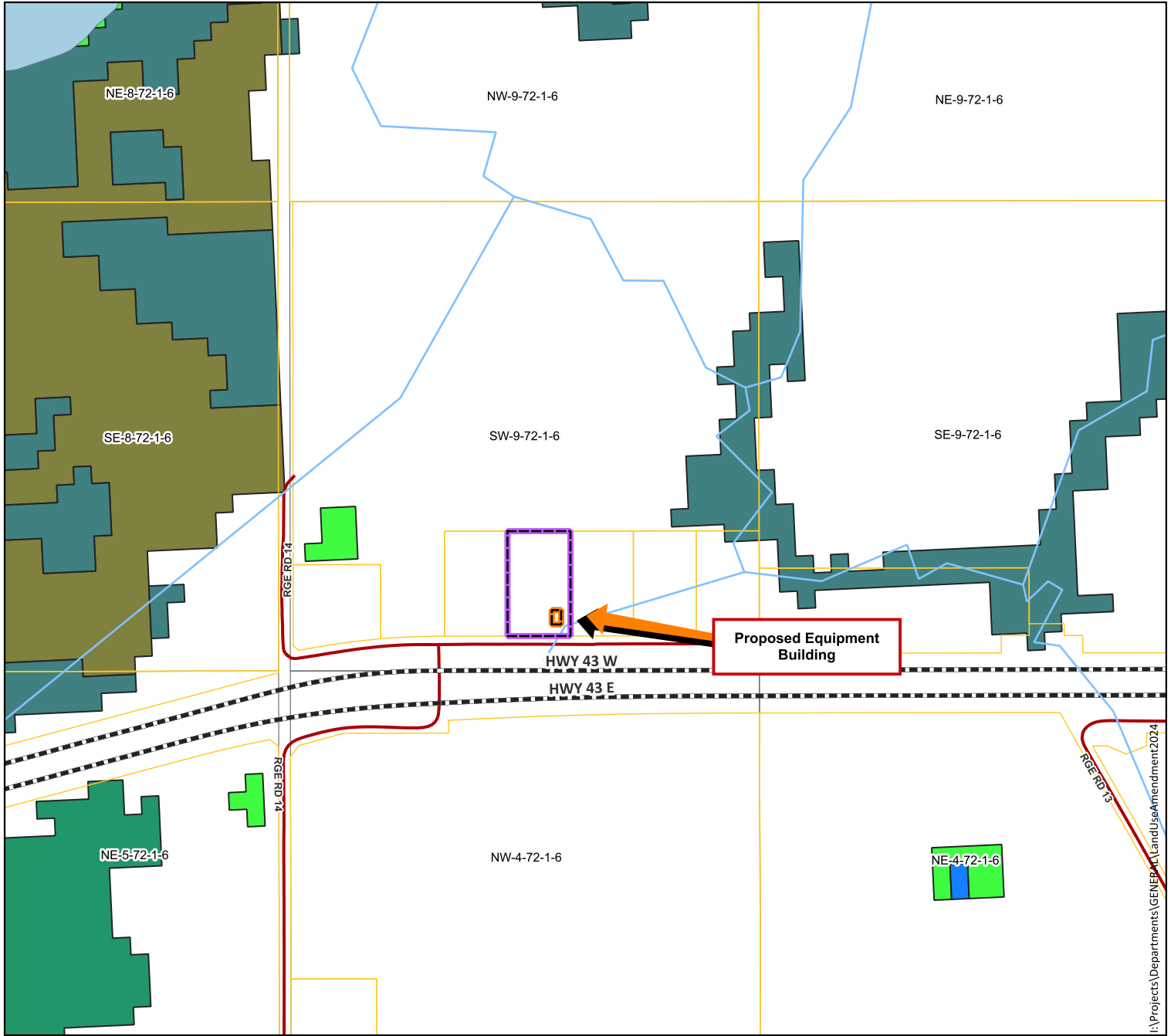
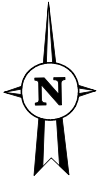


# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

Development Permit D24-024

Plan 0822151, Block 1, Lot 2

Wetland



## LEGEND

- Proposed Equipment Building
- Subject Property

### Wetland Inventory

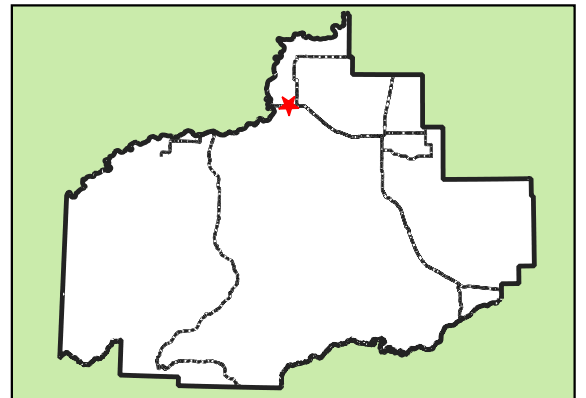
- Bog
- Fen
- Marsh
- Open Water
- Swamp

### TRANSPORTATION

- Paved Highway
- Gravel Road

### HYDRO FEATURES

- Lake / River
- Stream / Creek



0 200 400



metres

Scale 1:10,000

PROJECTION: UTM Zone 11N NAD 83

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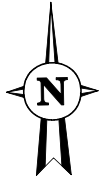
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# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

Development Permit D24-024  
Plan 0822151, Block 1, Lot 2  
Topography



## LEGEND

Proposed Equipment Building

Subject Property

### Contour Line(m)

Minor Break

Major Break

### TRANSPORTATION

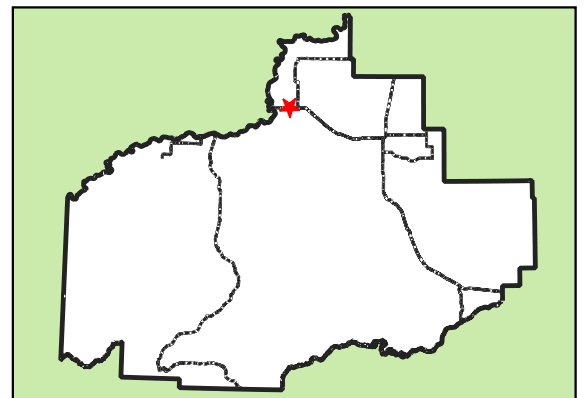
Paved Highway

Gravel Road

### HYDRO FEATURES

Stream / Creek

GV Imagery 2023



0 200 400



metres

Scale 1:10,000

PROJECTION: UTM Zone 11N NAD 83

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Map Print Date : April 02, 2024

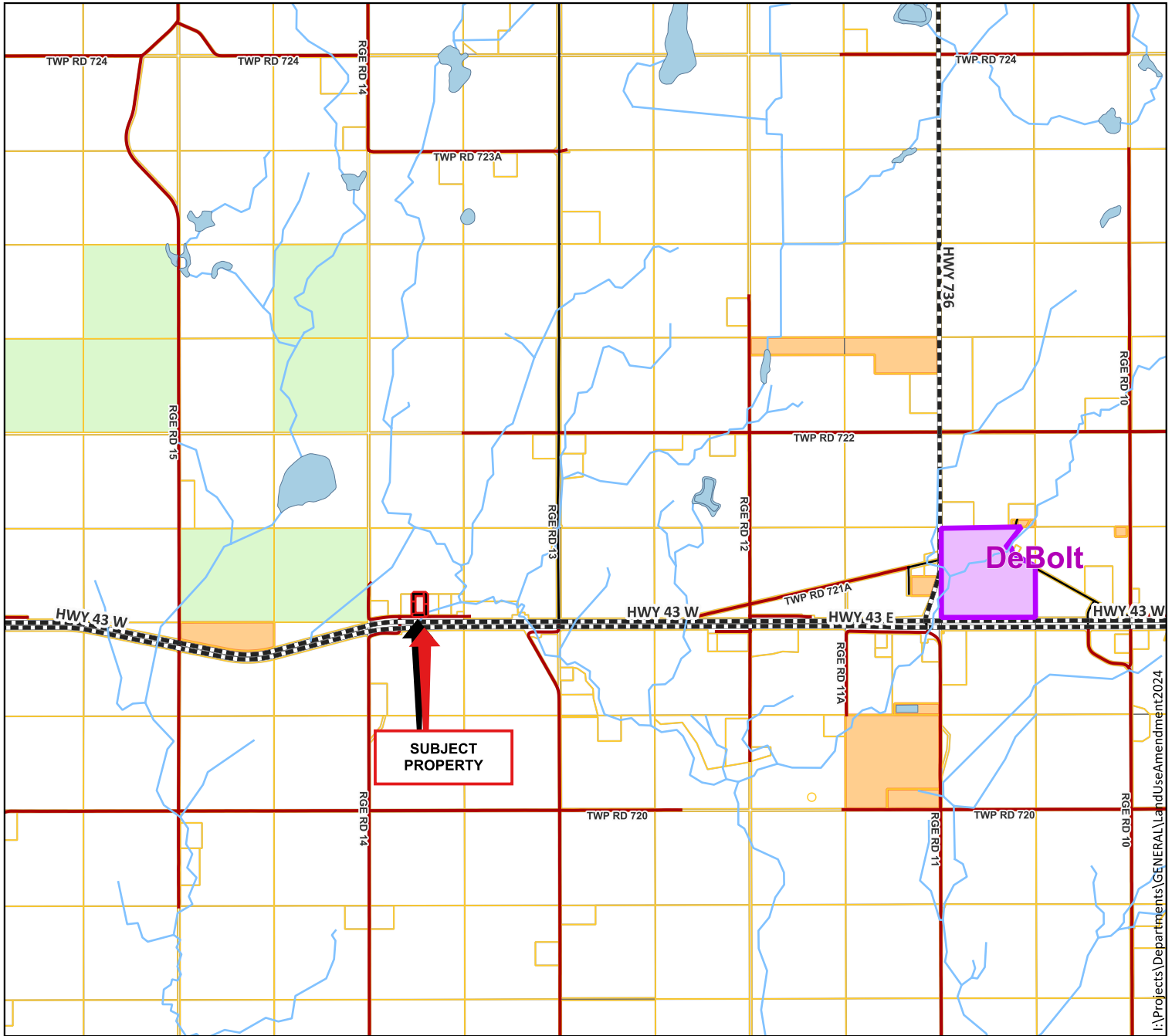


# MUNICIPAL DISTRICT OF GREENVIEW NO. 16












## Development Permit D24-024

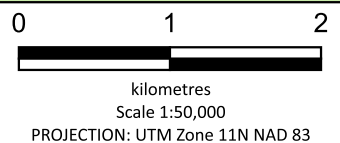
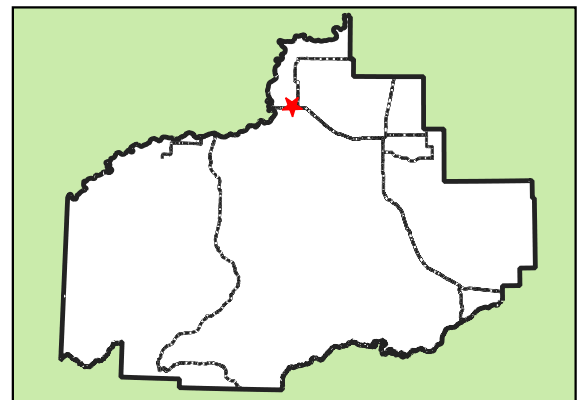
### Plan 0822151, Block 1, Lot 2

#### Location



### LEGEND

- |  |                     |   |                    |
|--|---------------------|---|--------------------|
|  | Subject Property    |  | Stream / Creek     |
|  | Hamlet / Localities | <b>LAND CLASSIFICATION</b>  |                    |
| <b>TRANSPORTATION</b>  |                     |   |                    |
|  | Paved Highway       |  | Titled Land        |
|  | Gravel Road         |  | Crown Land         |
|  | Paved Road          |  | Cadastre           |
| <b>HYDRO FEATURES</b>  |                     |   |                    |
|  | Lake / River        |  | Municipal Property |



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## REQUEST FOR DECISION

---

SUBJECT: **D24-041 Permitted Use in CR-3; Accessory Building in Front Yard**  
SUBMISSION TO: MUNICIPAL PLANNING COMMISSION      REVIEWED AND APPROVED FOR SUBMISSION  
MEETING DATE: April 10, 2024      DIRECTOR: MAV      PRESENTER: NF  
REPORT TYPE: Development Permit      MANAGER:      WRITER: NF

---

FILE NO.: D24-041      LAND USE DISTRICT: Country Residential Three  
LEGAL LOCATION: Plan 3978KS; 1; 4      (CR-3)  
AREA: Ward 5, Sandy Bay  
APPLICANT/SURVEYOR: Wade Andrews  
LANDOWNER: [REDACTED]

---

### BACKGROUND/PROPOSAL:

Administration has received an application for the development of a Cabin, Accessory Building, and fence on the lot legally described as Plan 3978KS, Block 1, Lot 4. The subject property is located approximately 20 kms northwest of the Town of Valleyview, within the Sandy Bay recreational development.

The subject lot was devastated by the Sturgeon Lake/Little Puskwaskau wildfires in May of 2023 where all structures were lost. The applicant plans to rebuild the cabin and fence and add a new garage to the lot which requires a variance due to the location being within the front yard. The applicant is requesting the side yard setback be varied by 7% or 0.15 metres (0.5 feet) from the minimum required 3.0 m (9.8 ft) to allow the cabin to be located 2.74 m (9 ft) from the east property line. The subject lot is pie-shaped and smaller than the minimum parcel size permitted in the Country Residential Three (CR-3) district, making placement of a garage behind the principal building difficult, therefore the applicant is requesting a variance to allow the garage in the front yard while still meeting the minimum setbacks required in the district.

The applicant would also like to build a 1.8 m (6 ft) fence around the lot, from the new structures to the rear property line. Although a fence does not typically require a development permit for construction, the height exceeds the maximum allowed within front yard of residential districts, therefore requiring a variance.

---

### PROPERTY DETAILS:

Proposed Servicing: Private, well and septic holding tank  
Soil Type: Clay, Sandy Clay  
Topography: Flat  
Wetland Inventory: Fen  
LSRS Spring Grains: 3(8) – 6W(2); Moderate limitation, Extremely severe limitation due to drainage

---

### RELEVANT LEGISLATION AND POLICY CONSIDERATIONS:

#### **Land Use Bylaw 18-800**

#### *3.3 Permits Not Required*

3.3.1 *The following development and uses shall not require a development permit provided they conform to all provisions of this Bylaw:*

*g) The construction and maintenance of gates, fences, walls or other means of enclosure less than 1.8 m (5.9 ft.) in height;*

The proposed fence height of 1.8 m (6 ft) exceeds the maximum height where a development permit is not required, therefore the fence has been included in the development permit application, also requiring a variance to the maximum height in front yards (Section 5.18.3).

### 3.8 *Variances*

3.8.2 *In the case of permitted uses, should an appropriate case be made, the Development Officer may allow a variance not exceeding 10% to any regulations.*

3.8.3 *The Municipal Planning Commission may approve a variance of the regulations and standards stated in the Bylaw provided the intent of the Bylaw are met.*

The variance requested represents a 50% relaxation of the required maximum fence height in front yards, therefore requiring MPC consideration. The proposed uses are permitted within the district and will be contained within the parcel; therefore, the intent of the bylaw is met.

5.18.1 *No barbed wire, single strand or high tensile wire fences are allowed in CR-2, CR-3 and HR Districts.*

5.18.3 *Fences along interior and rear yard parcel lines (where not adjacent to a highway) in Residential Districts shall not exceed a height of 2.0 m (6.6 ft.).*

5.18.4 *Fences in the front yard in the CR-1, CR-2, CR-3 and HR Districts shall not exceed a height of 1.2 m (3.9 ft.).*

### 5.22 *Accessory Buildings, Structures and Uses*

5.22.1 *Accessory buildings and structures are permitted in all Districts provided they comply with the following regulations:*

*e) An accessory building should not be located within the front yard;*

Administration brought the clarity issue of section 5.22.1.e) “accessory buildings *should* not be located in the front yard” to the Municipal Planning Commission at the November 15, 2023, meeting where the motion was made to correct the section in the new Land Use Bylaw rather than amending Land Use Bylaw 18-800. To comply with Land Use Bylaw 18-800 as it is written today, applications which do not meet section 5.22.1.e), whether intended as mandatory or optional, should be approved with a variance to the section.

### 8.6 *Country Residential Three (CR-3) District*

*Table 8-13: CR-3 District Regulations*

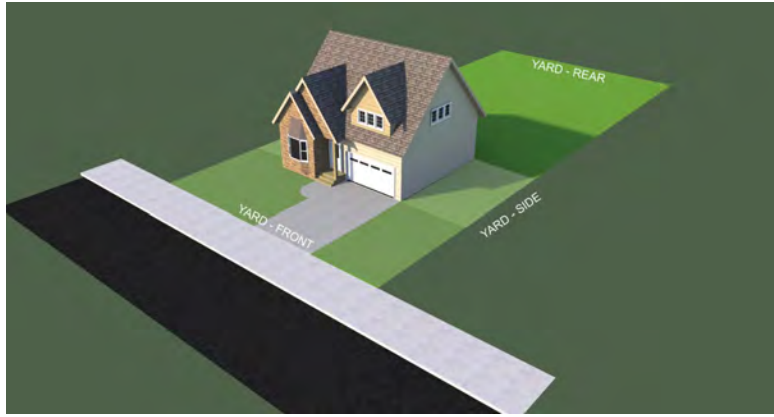
<i>.2</i>	<i>Minimum parcel size</i>	<i>0.2 ha (0.5 ac)</i>	
<i>.3</i>	<i>Maximum parcel size</i>	<i>4.0 ha (9.9 ac)</i>	
<i>.8</i>	<i>Maximum parcel coverage (all buildings)</i>		<i>40%</i>

The subject parcel is smaller than the minimum parcel size at approximately 1,145 m<sup>2</sup> (12,329 ft<sup>2</sup>) or 0.11 ha (0.28 ac), therefore size constraints may support the setback variance request. The total area of all buildings will be approximately 127.8 m<sup>2</sup> (1,376 ft<sup>2</sup>) covering approximately 11% of the lot area.

## 9.0 Definitions

**Yard, Front** means part of a parcel lying between the front parcel line and the front of the principal building and extended across the full width of the parcel, as shown in Figure 9-11.

Figure 9-11: Illustration of Yards



The definition of Yard, Front applies to all parcels regardless of size or land use district, however, the accessory building is proposed to be located 16.45 m (54 ft) from the front parcel line therefore complying with the minimum setback requirements of the CR-3 district.

### Sturgeon Lake Area Structure Plan (SLASP) Bylaw 20-865

#### 8.2 Servicing

8.2.1 Greenview shall require all developments to provide holding tanks or composting toilets for sewage disposal for:

- a. New residential development or subdivision located within the Development Area,
- b. New development or subdivision, including vacant first parcels out and the resubdivision of existing lots in the ASP area but outside a Development Area if the proposed sewage system is located within 91 m (300 ft) of a permanent watercourse that drains to the lake.

*It is intended that all holding tanks be installed at locations that are easily accessible for a vacuum truck and are to be pumped out regularly for disposal at a licensed facility.*

8.2.6 In the case of existing development, Greenview encourages the upgrading of existing sewage facilities. To this end, as existing developments require development permits to renovate, reconstruct or enlarge, such permits shall be approved with a condition requiring that a sewage holding tank be installed in accordance with Policy 8.2.1.

The applicants plan to install a sewage holding tank to service the cabin which complies with the requirements of the SLASP for redevelopment in the plan area.

---

#### RECOMMENDED ACTION:

**MOTION: That the Municipal Planning Commission APPROVE development permit application D24-041 for a Cabin with Deck, Accessory Building (Garage), & Fence on Plan 3978KS; 1; 4, subject to the following conditions:**

1. That a variance is granted to Land Use Bylaw 18-800 Section 5.22.1.e) allowing the Accessory Building to be located within the Yard, Front.
2. That a 7% variance is granted to the 3.0 metre (9.8 feet) east side yard setback requirement, allowing the Cabin to be located 2.74 metres (9.0 feet) from the east property line.
3. That a 50% variance is granted to the 1.2 metre (3.9 feet) maximum fence height, allowing the fence to be 1.8 metres (6.0 feet) in height in the Yard, Front.
4. The Accessory Building shall be located no closer than 1.5 m (4.9 ft) from the Cabin or another Accessory Building.
5. The applicant is required to install a holding tank to service the proposed development. The landowner is responsible for regular evacuation, cleaning, and maintenance of the tank which must meet the tank and installation requirements of the Alberta Private Sewage Systems Standards of Practice.

**Standards:**

1. The applicant is responsible for weed control. Contact Greenview's Agricultural Fieldman at 780.524.7602 for further information.

**Advisory Notes:**

1. This permit indicates that only the development to which it relates is authorized pursuant to the provisions of the Land Use Bylaw. Compliance with the provisions of Land Use Bylaw 18-800 does not exempt the applicant from compliance with any provincial, federal, or other municipal legislation.
2. All development must conform to the conditions of this development permit and the approved plans, and any revisions as required pursuant to this approval. Any subsequent changes, amendments, or additions to this development permit shall require a new development permit application, including but not limited to, an expansion or intensification of the use.
3. Prior to construction or commencement of any development it is the responsibility of the applicant to ensure they obtain all necessary permits required by Alberta Safety Codes Authority, including but not limited to Building, Gas, Plumbing, and Electrical permits, in accordance with the Safety Codes Act of Alberta. Copies of such permits are to be provided to the Municipal District of Greenview No. 16.
4. This development permit is valid upon the decision being advertised in accordance with Greenview's Advertising Bylaw and no appeal against said decision being successful.

---

**ALTERNATIVES:**

**Alternative #1:** The Municipal Planning Commission may refuse the application, a reason for refusal must be stated. Administration does not recommend this option as the proposal complies with the requirements of the Land Use Bylaw and Sturgeon Lake Area Structure Plan.

**Alternative #2:** The Municipal Planning Commission may table the application to the next regular meeting or until additional information is received. Administration does not recommend this option as the applicant has provided all information required to provide a decision.

---

**FINANCIAL IMPLICATION:**

All costs associated with the application will be borne by the applicant.

---

**STAFFING IMPLICATION:**

There are no staffing implications to the recommended motion.

---

**PUBLIC ENGAGEMENT LEVEL:**

Greenview has adopted the IAP2 Framework for public consultation.

The Municipal Government Act allows applications for discretionary use development permits to be appealed by affected parties up to 21 days following the issuance of the decision.

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**FOLLOW UP ACTIONS:**

No follow-up action is required by the Municipal Planning Commission. Following approval, the applicant may proceed with the development as stated in the application and meet the conditions listed on the approval.

---

**ATTACHMENTS:**

- Development Permit Application
- Variance Request Form
- Site Plan
- Aerial Map
- AGRASID Map
- Wetland Inventory Map
- Topography Map
- Owner Location Map



**APPLICATION FOR DEVELOPMENT PERMIT**  
**Municipal District of Greenview No. 16**  
 4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
 T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608  
[www.mdgreenview.ab.ca](http://www.mdgreenview.ab.ca)

**MUNICIPAL DISTRICT  
 OF GREENVIEW No. 16**  
**RECEIVED**  
 March 18, 2024  
**VALLEYVIEW**

I / We understand that this application will only be processed if submitted in complete form and accompanied by the applicable fee. A completed application includes the forms completely filled out, signatures, plot plan, fees and any other information the development authority deems necessary to make an informed decision.

**Applicant Information**

Name of Applicant(s): Wade Andrews

Mailing Address: \_\_\_\_\_ City: \_\_\_\_\_ Postal Code: \_\_\_\_\_  
 Primary Phone: \_\_\_\_\_ Other Phone: \_\_\_\_\_  
 Email: \_\_\_\_\_ (By providing email address you authorize Planning and Development Services to contact you via email)

*(Complete if different from applicant)*  
 Registered Landowner(s) or Leaseholder(s) \_\_\_\_\_  
 Mailing Address: \_\_\_\_\_ City: \_\_\_\_\_ Postal Code: \_\_\_\_\_  
 Primary Phone: \_\_\_\_\_ Other Phone: \_\_\_\_\_  
 Email: \_\_\_\_\_ (By providing email address you authorize Planning and Development Services to contact you via email)

**Land Information**

Legal description of proposed development site: LSD/QTR. \_\_\_\_\_ SEC. \_\_\_\_\_ TWP. \_\_\_\_\_ RGE. \_\_\_\_\_ M. \_\_\_\_\_

Registered plan: 3978KS Block 1 Lot 4 MLL/MSL/LEASE NO.: \_\_\_\_\_

Property size: Hectares: 0.404 Acres: >1 Description of the existing use of the land: Vacant lot - Cabin burnt down in the May 2023 wildfire at Sandy Bay

The land is adjacent to:  Highway \_\_\_\_\_  District Road Rge Rd 234  LOC# \_\_\_\_\_

How is the site to be accessed?  Existing approach  Proposed approach (please fill out and submit an approach application)

Do you have a rural address?  Yes Address: \_\_\_\_\_  No

**FOR ADMINISTRATIVE USE**

PERMITTED USE  VARIANCE  
 DISCRETIONARY USE  PROHIBITED USE

ROLL NO.: \_\_\_\_\_ APPLICATION NO.: D24-041  
 DATE PAID: March 18, 2024  
 RECEIPT NO.: 402554 DEEMED COMPLETE:  
 LAND USE DISTRICT: CR-3 PROPOSED USE: to replace a cabin, garage and fence after wildfire  
 COMMENTS: Variance required for Acc Bldg - Garage to be in Frt Yard.



## APPLICATION FOR DEVELOPMENT PERMIT

**Municipal District of Greenview No. 16**

4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
 T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608  
[www.mdgreenview.ab.ca](http://www.mdgreenview.ab.ca)

### Development Information

Describe your proposed development: *(if additional space is required please attach sheet)*

I will be building a cabin, garage, and fence to replace what we lost in the wildfire

Size of the proposed development:

Length <sup>12.192</sup> <input checked="" type="checkbox"/> metres	Width <sup>6.096</sup> <input checked="" type="checkbox"/> metres	Building height <sup>7.315</sup> <input checked="" type="checkbox"/> metres
40 <input checked="" type="checkbox"/> feet	20 <input checked="" type="checkbox"/> feet	24 <input checked="" type="checkbox"/> feet

Accessory building: <i>(if applicable)</i>	Total Floor area <sup>53.512</sup> <input checked="" type="checkbox"/> Sq. metres	Height <sup>4.572</sup> <input checked="" type="checkbox"/> Metres	<input type="checkbox"/> Attached
	576 <input checked="" type="checkbox"/> Sq. feet	15 <input checked="" type="checkbox"/> Feet	<input checked="" type="checkbox"/> Detached

Secondary suite information:  
*(if applicable)*

Existing suite     New suite     Attached  
 Detached

Total floor area of primary residence: <sup>74.322</sup>  Sq. metres  
 800  Sq. feet

Indicate the proposed setback from the property line:

Front yard <sup>16.45</sup> <input checked="" type="checkbox"/> metres	Rear yard <sup>11.27</sup> <input checked="" type="checkbox"/> metres	Side yard (1) <sup>1.82</sup> <input checked="" type="checkbox"/> metres	Side Yard (2) <sup>2.74</sup> <input checked="" type="checkbox"/> metres
54 <input checked="" type="checkbox"/> feet	37 <input checked="" type="checkbox"/> feet	6 <input checked="" type="checkbox"/> feet	9 <input checked="" type="checkbox"/> feet

Does this development require a variance?

Yes, explain \_\_\_\_\_  No *(If yes, please submit a Variance Request Form)*

Construction Start Date: May 13, 2024    End Date: June, 30, 2025    Completed Project Cost: \$ \$280,000

Has the development commenced?     Yes     No

**Manufactured Home**

Manufacturer: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

**Sewage System**

Type of sewage system: Septic Holding Tank

### Abandoned Well Information

**ALL** development permit applications require a printout of a map from [Alberta Energy Regulator \(AER, previously known as ERCB\)](#). This can be obtained via website, phone, email, fax or mail.

Is there an abandoned well or pipeline on the property?     Yes     No *(printout must still be provided)*  
 Licensee name: \_\_\_\_\_

*If you require any assistance or do not have access to the internet please contact AER at 1.855.297.8311*

*The location of all abandoned oil and gas well sites as well as the setback distances in relation to existing or proposed building sites must be shown on all applications. Please note: The Development Authority cannot approve a development application if the lot(s) do(es) not comply with the setback directed by the ERCB Directive 079. Abandoned well site information must be provided by the applicant and can be obtained by contacting Alberta Energy Regulator.*

## APPLICATION FOR DEVELOPMENT PERMIT

### Plot Plan

Please ensure the following are present on the plot plan for the proposed development: (see example on page 4)

<input checked="" type="checkbox"/> Dimensions <input checked="" type="checkbox"/> Existing and proposed private roads or driveways <input checked="" type="checkbox"/> Natural features (trees, water runs, creeks, etc.) <input checked="" type="checkbox"/> Utility poles <input checked="" type="checkbox"/> Off-street parking and loading areas	<input checked="" type="checkbox"/> Setback distances to existing buildings or structures (identify structures) <input checked="" type="checkbox"/> Access to development <input checked="" type="checkbox"/> Slopes greater than 15% and distance to proposed development <input checked="" type="checkbox"/> Abandoned well sites <input checked="" type="checkbox"/> Septic tank/pump-out	<input checked="" type="checkbox"/> Front, rear and side yard setbacks <input checked="" type="checkbox"/> Setback distances to public roads <input checked="" type="checkbox"/> Well or other water sources <input checked="" type="checkbox"/> Rights-of-ways or easements <input checked="" type="checkbox"/> Other relevant information (signage, outdoor storage, etc.) <input type="checkbox"/> Floor plan
---	--	---

Legal Location: \_\_\_\_\_ ¼ of Sec \_\_\_\_\_ Twp. \_\_\_\_\_ Rge. \_\_\_\_\_ W \_\_\_\_\_  
 or Registered Plan 3978KS \_\_\_\_\_, Block 1 \_\_\_\_\_, Lot 4 \_\_\_\_\_

as attached

- no trees, water runs, creeks on property

### Declaration

I/we hereby declare that the information submitted is, to the best of my/our knowledge, factual and correct.

I/we understand that by signing this declaration, I/we also give consent for an authorized person of MUNICIPAL DISTRICT OF GREENVIEW NO. 16 to enter upon the land that is subject to a development permit application for the purposes of conducting a site inspection in order to evaluate the proposed development.

**NOTE:** If the applicant is not the registered landowner, the signature of the landowner(s) is required. All landowners MUST sign the application.

Signatures: March 18/24 \_\_\_\_\_ March 18/24 \_\_\_\_\_  
 Date \_\_\_\_\_ Date \_\_\_\_\_ Registered Landowner(s)/Leaseholders

The personal information collected on this form is being collected under the authority of Sections 33 and 39(1)(a)(b) of the Alberta Freedom of Information and Protection of Privacy Act, and Section 301.1 of the Municipal Government Act. The information will be used to process your application(s). Your name, contact telephone number and address may be used to carry out current and/or future construction, operating programs, services or activities of the Municipality. If you have any questions about the collection, use or disclosure of the personal information provided, please contact the Freedom of Information and Protection of Privacy Coordinator at 780.524.7600.



# VARIANCE REQUEST



**Municipal District of Greenview No. 16**  
 4806 – 36 Avenue, Box 1079, Valleyview AB T0H 3N0  
 T 780.524.7600 F 780.524.4307 Toll Free 1.866.524.7608  
[www.mdgreenview.ab.ca](http://www.mdgreenview.ab.ca)

FOR ADMINISTRATIVE USE
APPLICATION NO.
DATE RECEIVED
ROLL #

## Applicant Information

Name of Applicant(s): Wade Andrews

Mailing Address: \_\_\_\_\_ City: \_\_\_\_\_ Postal Code: \_\_\_\_\_  
 Primary Phone: \_\_\_\_\_ Other Phone: \_\_\_\_\_  
 Email: \_\_\_\_\_ *(By providing email address you authorize Planning and Development Services to contact you via email)*

*(Complete if different from application)*

Registered Landowner(s) or Leaseholder(s): \_\_\_\_\_

Mailing Address: \_\_\_\_\_ City: \_\_\_\_\_ Postal Code: \_\_\_\_\_  
 Primary Phone \_\_\_\_\_ Other Phone: \_\_\_\_\_  
 Email: \_\_\_\_\_ *(By providing email address you authorize Planning and Development Services to contact you via email)*

## Land Information

Legal description of proposed development site: LSD/QTR. \_\_\_\_\_ SEC. \_\_\_\_\_ TWP. \_\_\_\_\_ RGE. \_\_\_\_\_ M. \_\_\_\_\_  
 Registered plan: Block \_\_\_\_\_ Lot \_\_\_\_\_  
3978KS      1      4

## Variations Requested

**List variances requested.** Each variance should also be marked on the site drawing.

1. Garage being located in front of the main structure (cabin). I would like a variance to allow for garage to be in front of the cabin, the garage would still be 54" from the property line.

2. One corner of the cabin is 9' from the property line, set back for main structure is 9'6". I would like to request a 6" variance for this.

3. I would like the front fence to be 6' high like the sides and back will be.

**Provide a written rationale for each variance being requested.** The written rationale should indicate the reasons for the variance(s) being requested and why current regulations cannot be accommodated. (Attach additional pages if necessary)

1. Due to our lot being pie shaped it is not practicle to have the garage and cabin side by side (not enough room across the lot). The front of the garage will still be 54' from the front property line.
2. I would like to place the cabin where it is drawn on the application to make effective use of the lot space.
3. I would like to have the front of the fence the same height (6') as on the sides and back of the lot. The closest part of the front fence to the front property line is only 6' wide(between garage and property line) and would be 54' from the front of the lot, the other 15 feet or so of front fence (beside house) would be 87' from the front of the lot. The fence would be connected to the garage and the house and would look better being the same height as the rest of the fence (sides and back).

**Declaration**

**I/We HEREBY DECLARE THAT THE ABOVE INFORMATION IS, TO THE BEST OF MY/OUR KNOWLEDGE, FACTUAL AND CORRECT.**

Signature of Applicant

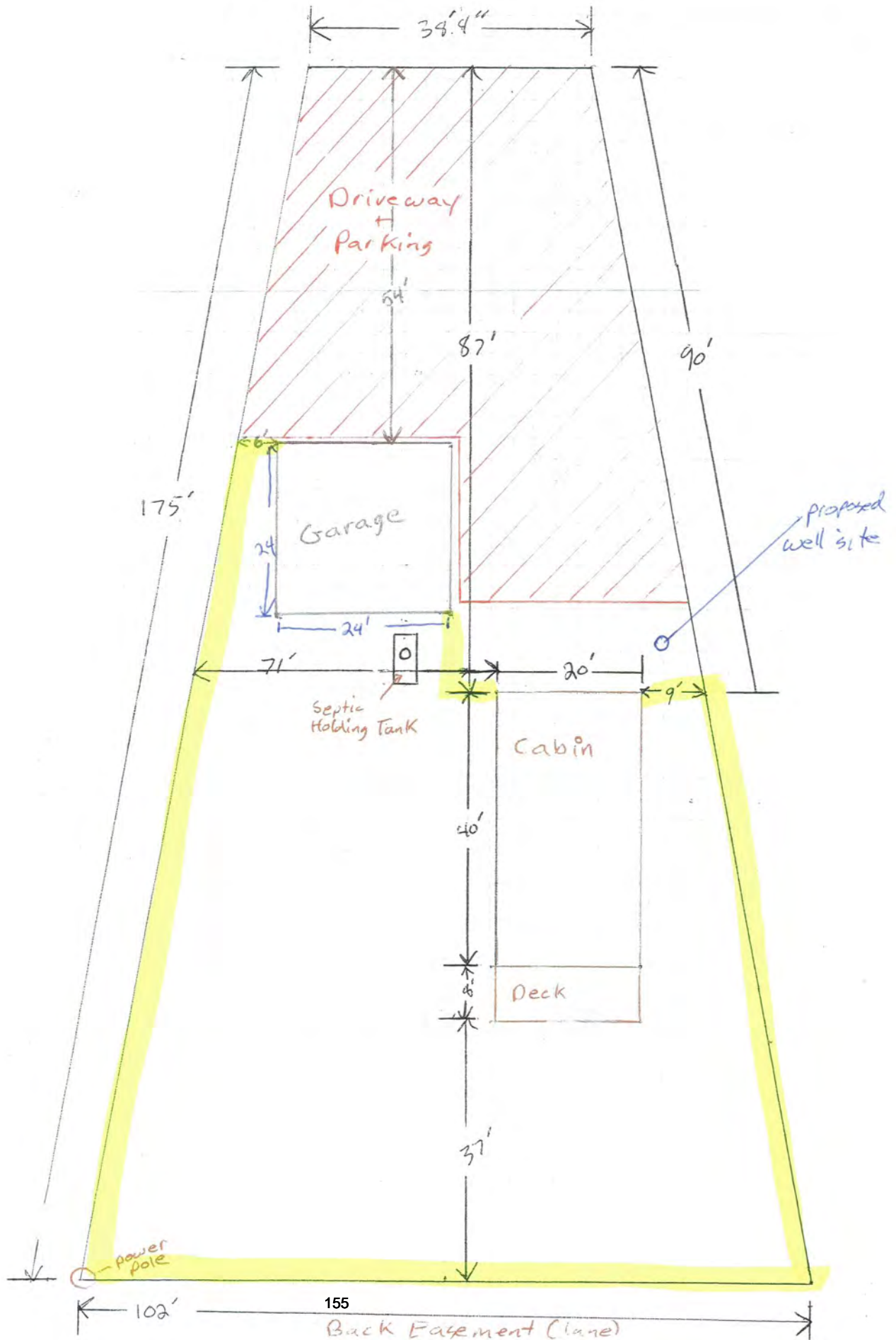
March 20, 2024  
Date:

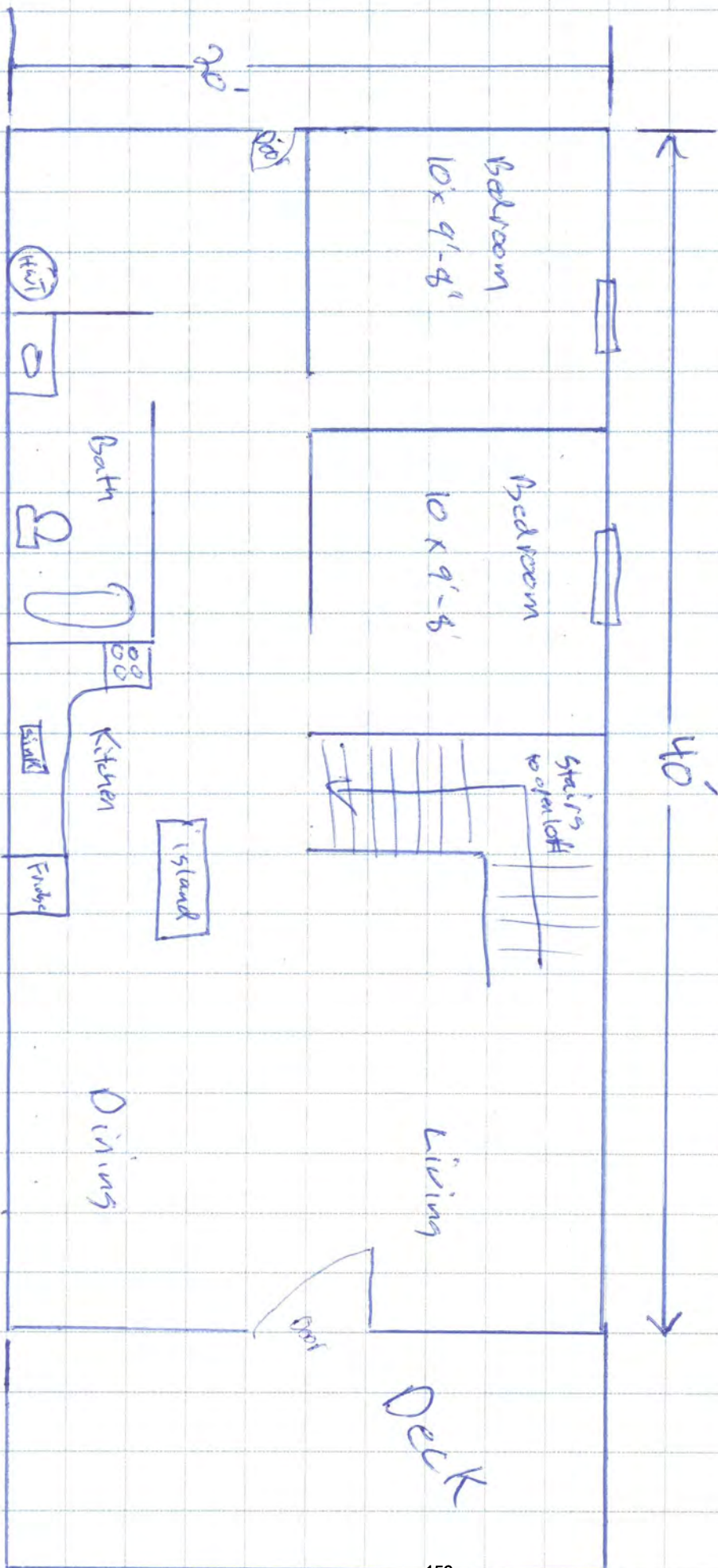
Signature of Registered Landowner(s)

March 20 / 24  
Date:

The personal information collected on this form is being collected under the authority of Sections 33 and 39(1)(a)(b) of the Alberta Freedom of Information and Protection of Privacy Act, and Section 301.1 of the Municipal Government Act. The information will be used to process your application(s). Your name, contact telephone number and address may be used to carry out current and/or future construction, operating programs, services or activities of the Municipality. If you have any questions about the collection, use or disclosure of the personal information provided, please contact the Freedom of Information and Protection of Privacy Coordinator at 780.524.7600.

Main Road





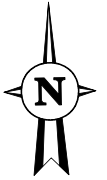


# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

Development Permit D24-041

Plan 3978KS, Block 1, Lot 4

Main



I:\Projects\Departments\GENERAL\LandUseAmendment\2024

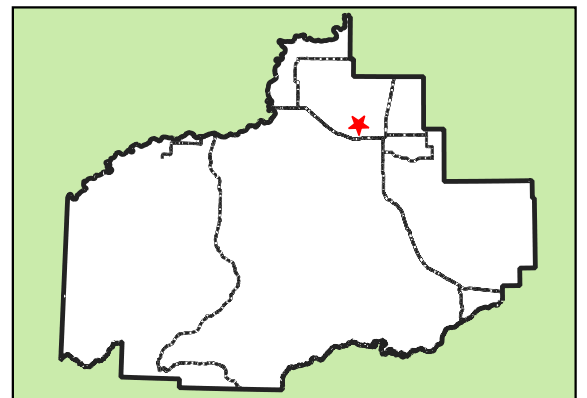
## LEGEND

- Subject Property
- Proposed cabin
- Proposed garage
- Deck

GV Imagery 2023

## TRANSPORTATION

- Gravel Road



0 10 20



metres  
Scale 1:350

PROJECTION: UTM Zone 11N NAD 83

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Map Print Date : April 03, 2024

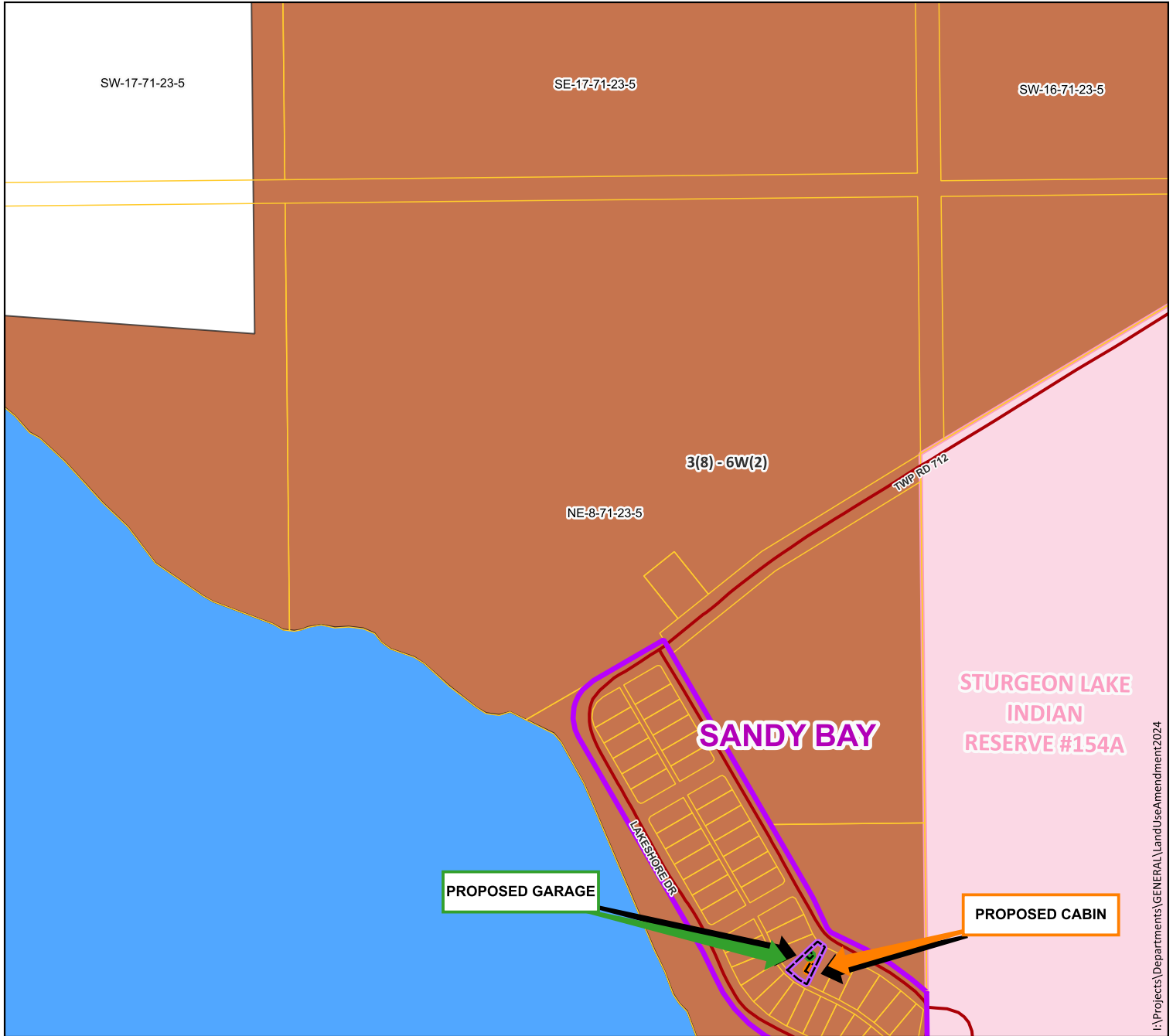
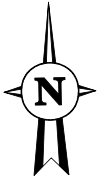


# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

Development Permit D24-041

Plan 3978KS, Block 1, Lot 4

AGRASID



I:\Projects\Departments\GENERAL\LandUse\Amendment2024

## LEGEND

- Proposed cabin
- Proposed garage
- Subject Property
- undulating - high relief

## TRANSPORTATION

- Gravel Road

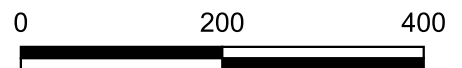
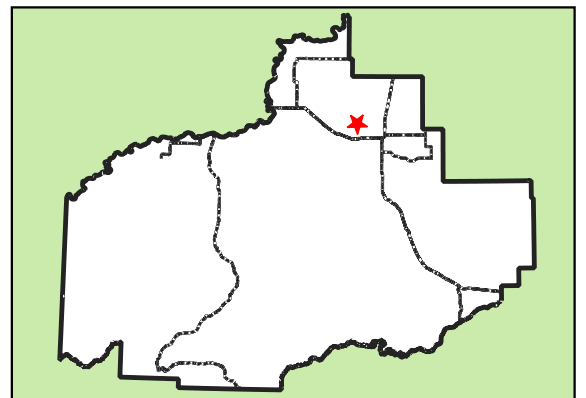
## AGRASID

- large single water body

\*\* Spring Grain LSRS Values Displayed\*\*

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Map Print Date : April 04, 2024



Scale 1:7,500  
PROJECTION: UTM Zone 11N NAD 83

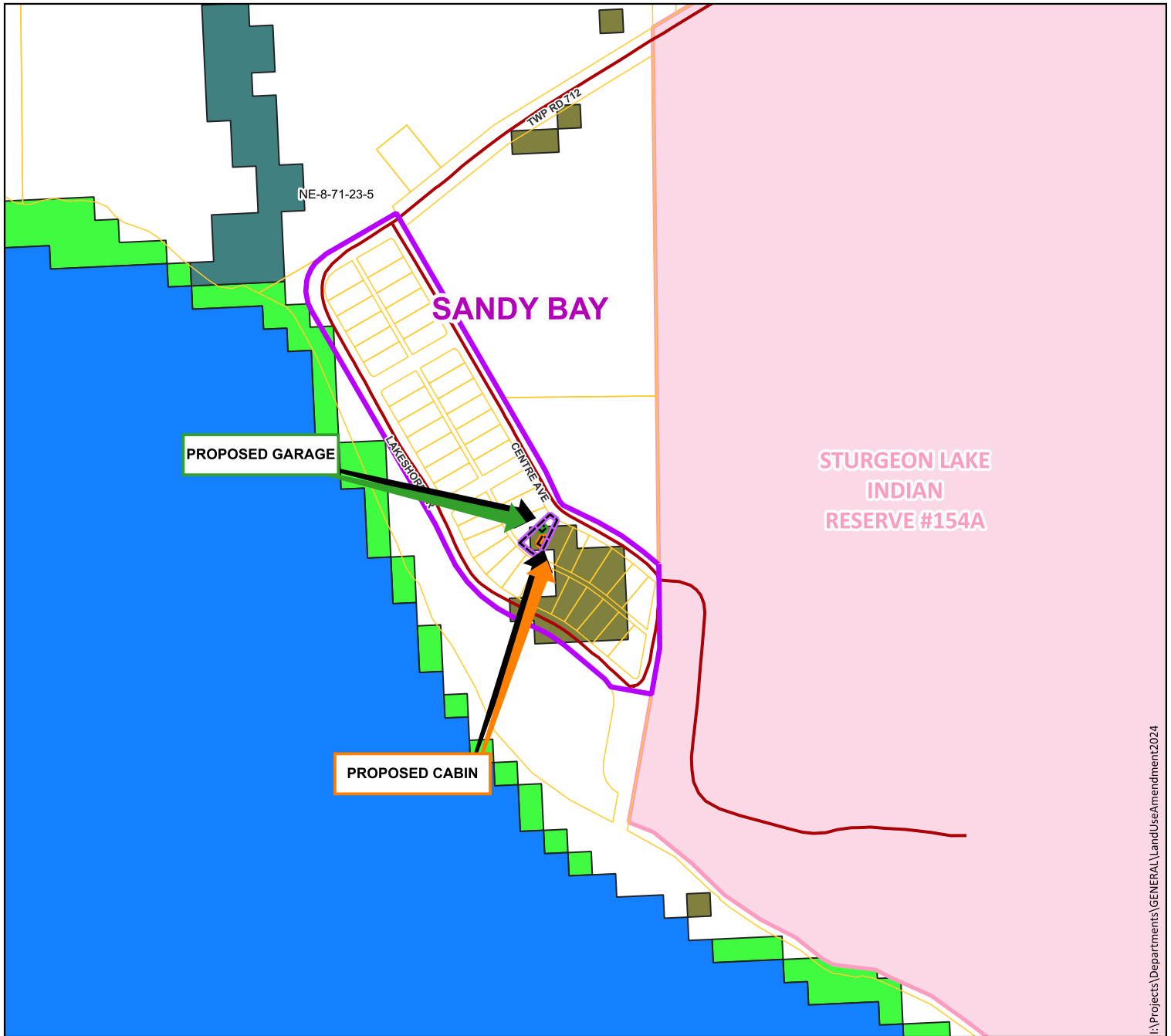


# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

Development Permit D24-041









Plan 3978KS, Block 1, Lot 4

Wetland



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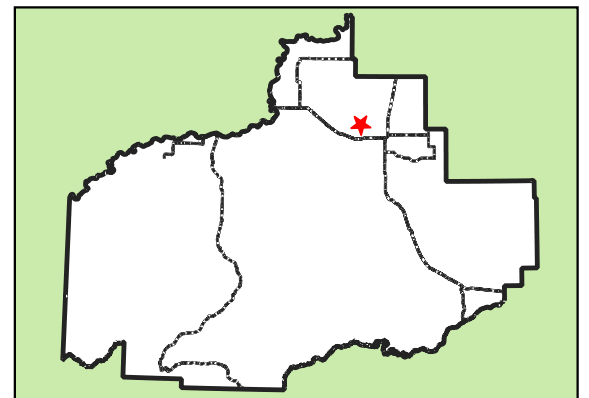
## LEGEND

-  Proposed cabin
-  Proposed garage
-  Subject Property
-  Hamlet / Localities
-  Marsh
-  Open Water
-  Swamp
-  Fen

### TRANSPORTATION

-  Gravel Road

### Wetland Inventory



0 200 400



metres

Scale 1:7,500

PROJECTION: UTM Zone 11N NAD 83

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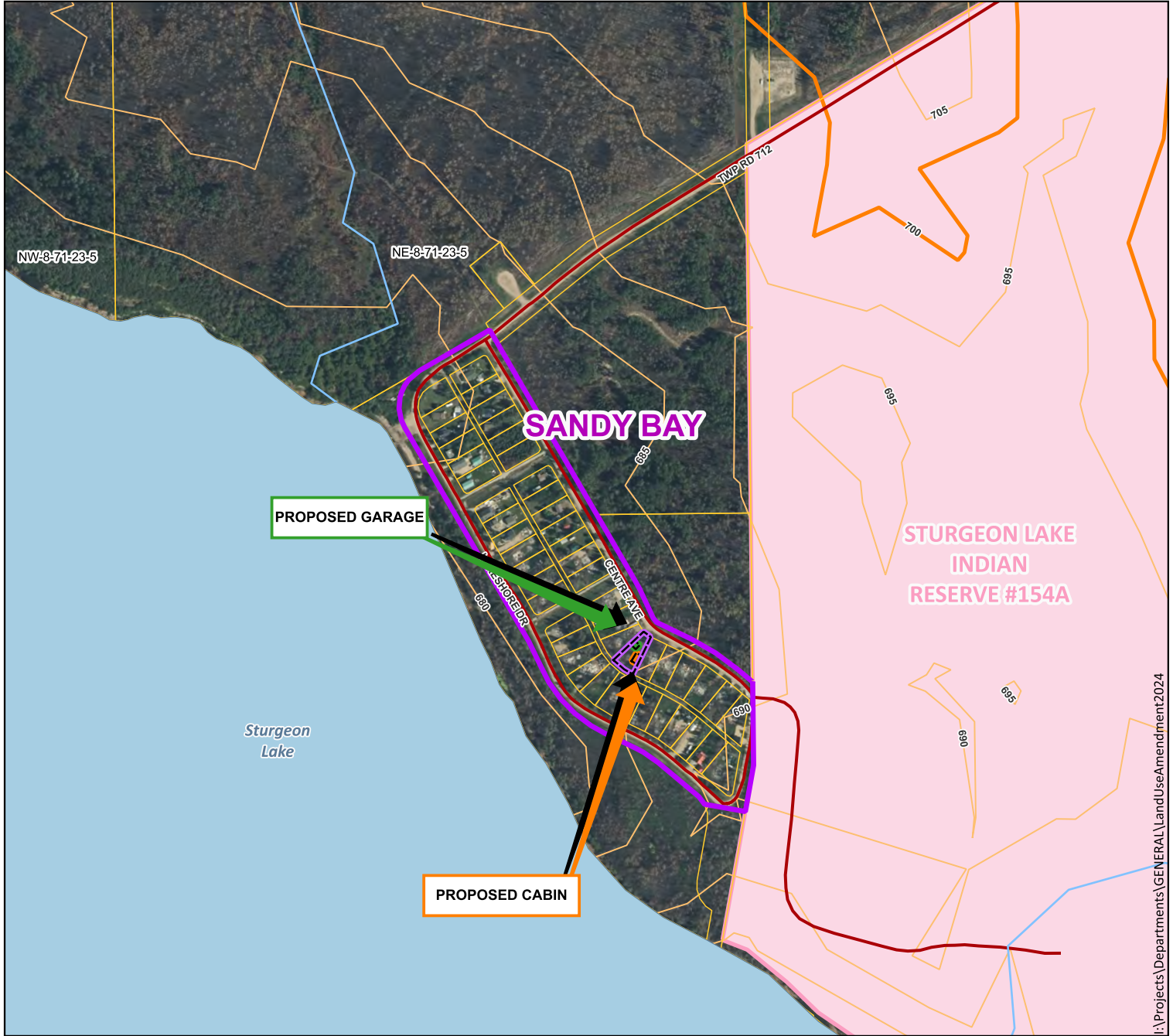
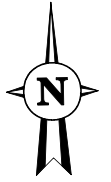


# MUNICIPAL DISTRICT OF GREENVIEW NO. 16

Development Permit D24-041

Plan 3978KS, Block 1, Lot 4

Topography



## LEGEND

- Proposed cabin
- Proposed garage
- Subject Property
- Hamlet / Localities

### Contour Line(m)

- Minor Break
- Major Break

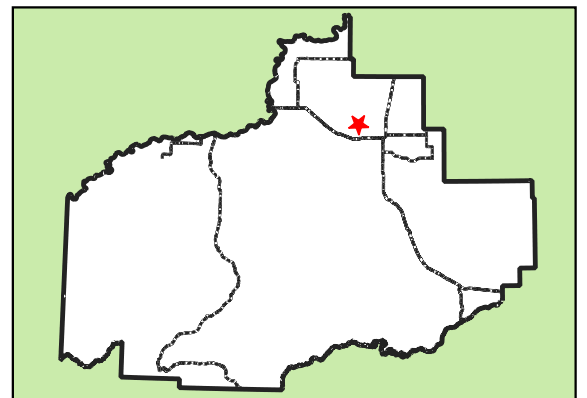
### TRANSPORTATION

- Gravel Road

### HYDRO FEATURES

- Lake / River
- Stream / Creek

### GV Imagery 2023



0 200 400



metres

Scale 1:7,500

PROJECTION: UTM Zone 11N NAD 83

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Map Print Date : April 03, 2024



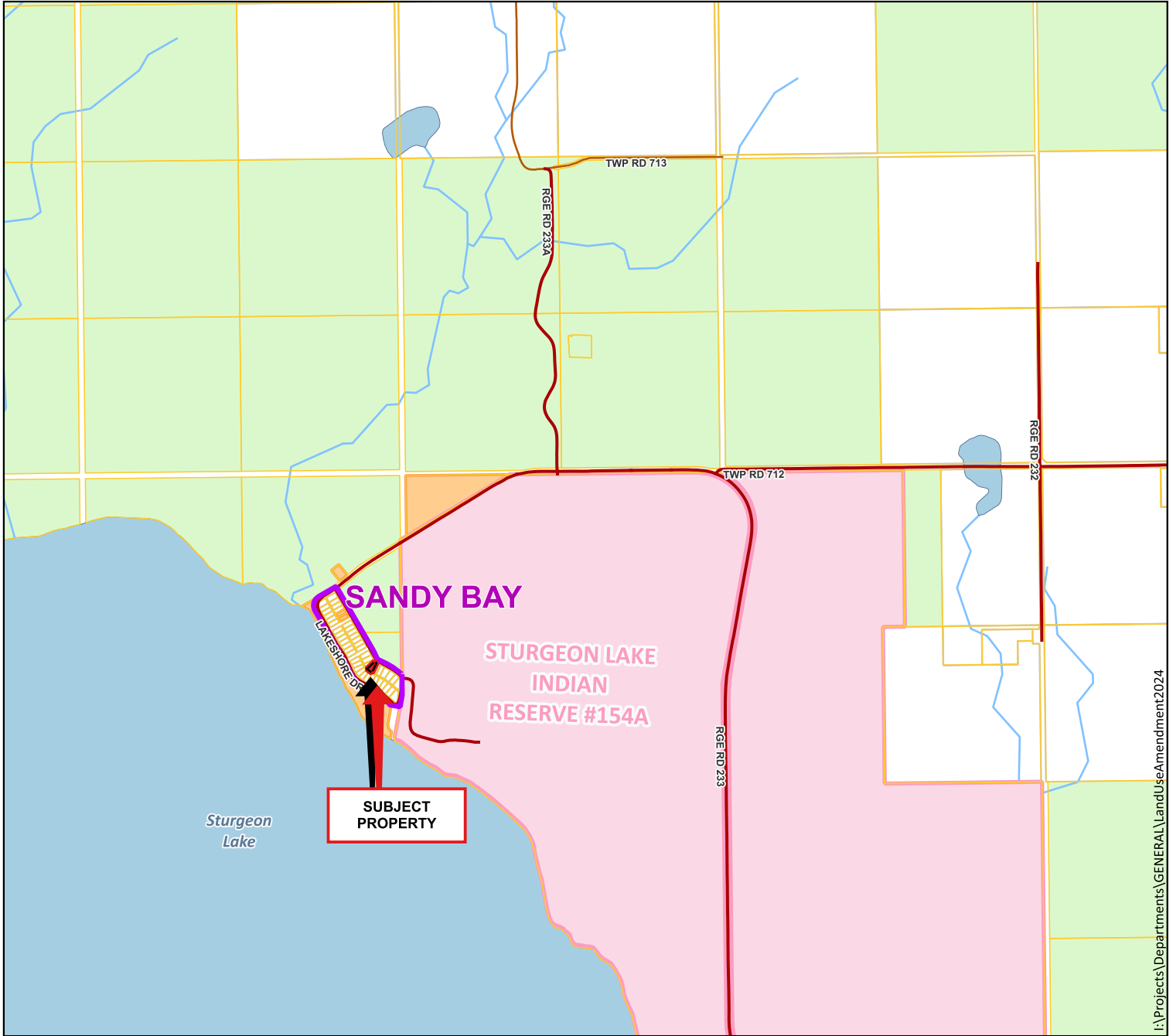


# MUNICIPAL DISTRICT OF GREENVIEW NO. 16











Development Permit D24-041

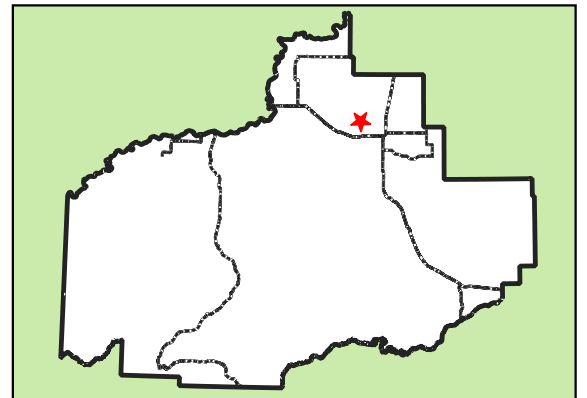
Plan 3978KS, Block 1, Lot 4

Location



## LEGEND

- |  |  |
|--|--|
|  Subject Property    |  Stream / Creek     |
|  Hamlet / Localities | <b>LAND CLASSIFICATION</b>   |
| <b>TRANSPORTATION</b>  |  Titled Land        |
|  Fair-Weather        |  Crown Land         |
|  Gravel Road         |  Cadastre           |
| <b>HYDRO FEATURES</b>  |  Municipal Property |
|  Lake / River        |  |



0 600 1,200



metres  
Scale 1:30,000

PROJECTION: UTM Zone 11N NAD 83

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