

MEMORANDUM

Date: July 31, 2026
To: Bruce MacIntosh, ERW Consulting Inc.
From: Kari Anderson, WATT Consulting Group
Our File No: 181392
Subject: Letter of Support – Appin TIA

INTRODUCTION

WATT Consulting Group (WATT) is pleased to provide a letter of support for the proposed light industrial development, located along Range Road 10A (NE 24-29-1-5) in Mountain View County (County).

This letter follows a Transportation Impact Assessment (TIA) completed for the site in 2026-05-20, which assessed the existing and post development conditions of the surrounding intersections and road network. After the completion of this TIA, WATT understands that conversations with the County regarding the timing of surface improvements to Range Road 10A are ongoing. The intent of this letter is to demonstrate an understanding of the County's concerns, as well as highlight the Client's commitment to support these ongoing discussions and find alignment moving into the subdivision phase of development.

The following paragraphs outline the context of the development, identify key recommendations of the TIA, and highlight our current understanding and commitment regarding Range Road 10A.

DEVELOPMENT CONTEXT

The proposed development is expected to include a combination of light industrial / warehouse and manufacturing land uses, constructed in four (4) phases. At the time of this report it is understood that the study site is undergoing a land use redesignation to an I-BP Business park District, which also permits other uses. If other uses are explored in future horizons apart from those reflected in the TIA, trip generation impacts will be quantified at that time. As illustrated in **Figure 1**, the lands are situated directly south of Township Road 294 and west of Range Road 10, with all primary trips accessing the site via Range Road 10A.

MEMORANDUM

Date: 2026-07-31

To: Bruce MacIntosh, ERW Consulting Inc.

Subject: Letter of Support – Appin TIA

WATT CONSULTING GROUP

Page 2 of 7

Key study intersections included Range Road 10A with Highway 581 and Township Road 292, with all impacts and anticipated improvements associated with the development reviewed as part of the analysis. Cumulative trip generation for each phase is provided in **Table 1**, consistent to the TIA.

At the time of these reports, it is understood that the primary site access (Access A) is located in the northwest corner of the development site via Township Road 294, with a secondary (emergency only) access along Range Road 10 as illustrated in **Figure 2**. A third access connecting to the business park from Range Road 10A is also being considered, to be determined in future stages.

Table 1: Trip Generation by Phase

	Area (Acres)	Cumulative Area (Acres)	Weekday AM			Weekday PM		
			In	Out	Total	In	Out	Total
Phase 1	26.8	26.8	4	8	12	16	3	19
Phase 2	26.7	53.5	8	16	24	31	6	37
Phase 3	36.4	89.9	14	26	40	53	10	63
Phase 4	17.1	107.0	17	31	48	63	12	75

Date: 2026-07-31

To: Bruce MacIntosh, ERW Consulting Inc.

Subject: Letter of Support – Appin TIA

WATT CONSULTING GROUP

Page 3 of 7

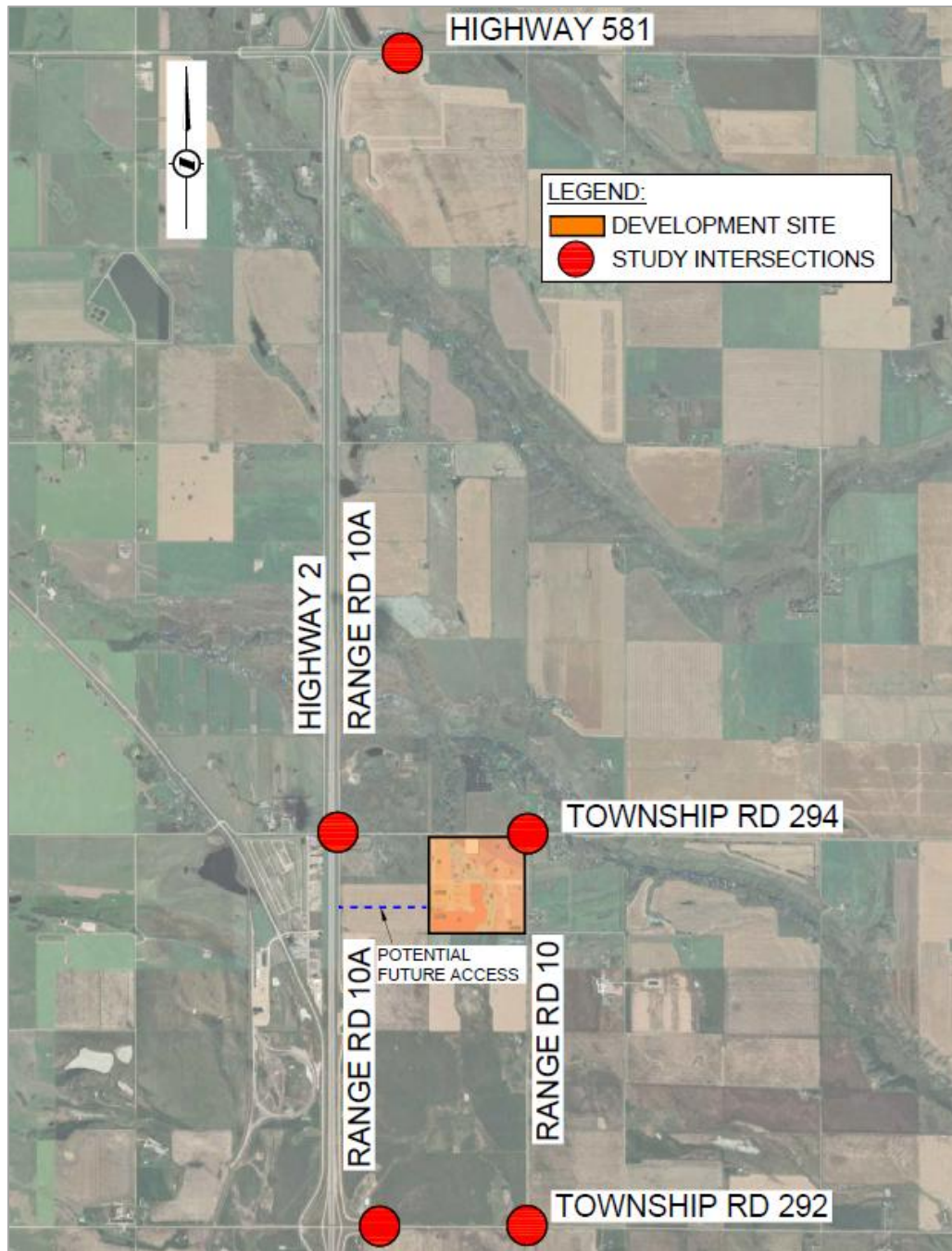


Figure 1: Site Location and Context

MEMORANDUM

Date: 2026-07-31

To: Bruce MacIntosh, ERW Consulting Inc.

Subject: Letter of Support – Appin TIA

WATT CONSULTING GROUP

Page 4 of 7

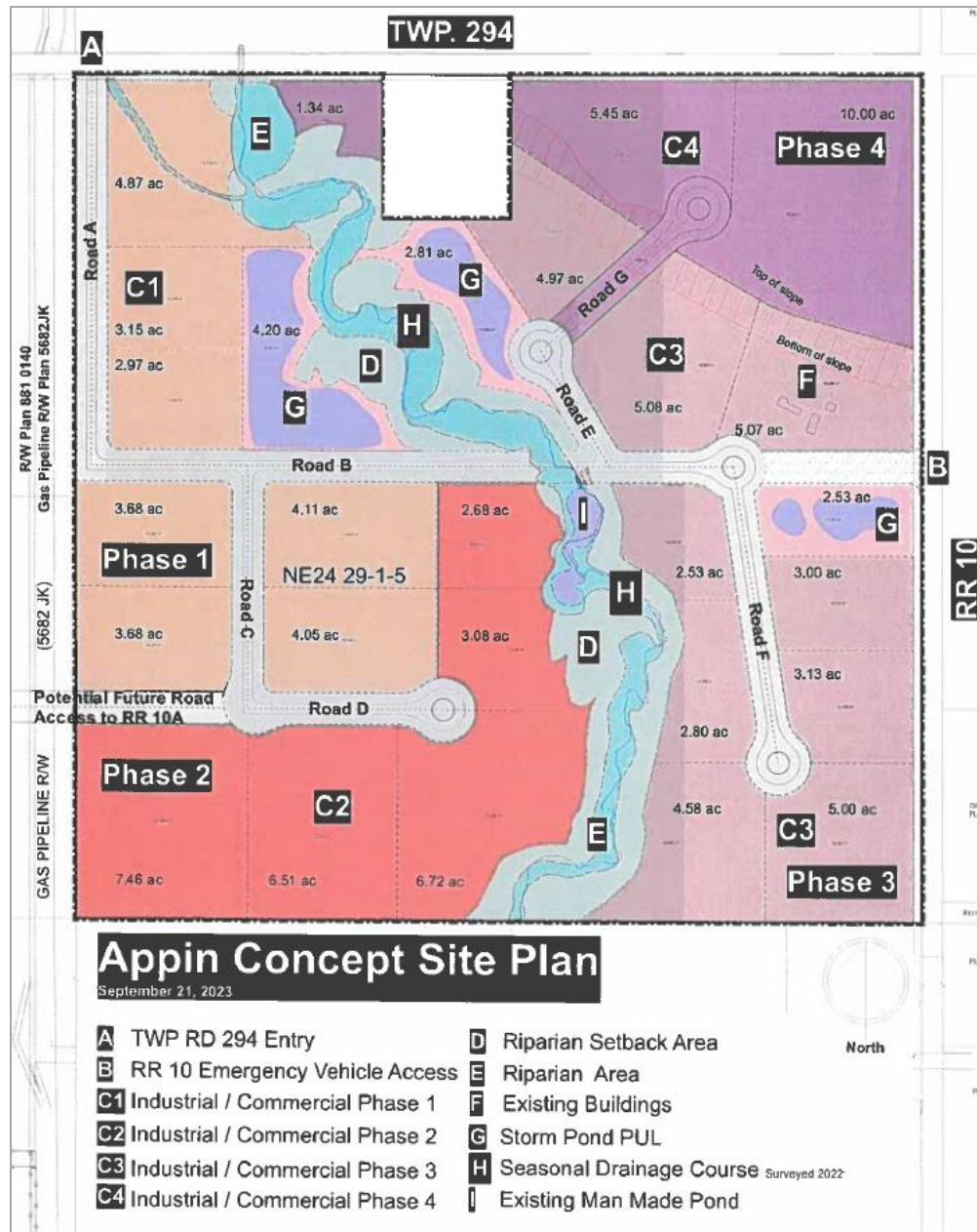


Figure 2: Appin Concept Site Plan

SUMMARY OF RECOMMENDATIONS

Analysis presented in the TIA was completed for multiple study horizons including 2030, 2040, and an ultimate buildout scenario which considered development on three adjacent sites in the vicinity of the proposed development.

The assessment included a review of operating conditions at each of the study intersections, as well as a sight distance review, assessment of proposed site accesses and discussion regarding improvements to Range Road 10A as traffic volumes increase in future horizons.

An overview of the recommended improvements is provided below for reference.

- **Intersection Improvements**
 - Intersection capacity analysis completed for each of the study intersections indicate that acceptable operating conditions can be maintained throughout the future buildout horizons, with no improvements to existing intersection control and geometry.
- **Sight Line and Access**
 - Due to the existing grades on Township Road 294, as part of the TIA WATT looked at the feasibility of the proposed site access. A site visit conducted on September 12, 2020, reviewed potential access locations on Township Road 294 and on Range Road 10. From the site visit and review of access locations, the primary site access (Access A) as illustrated in **Figure 2**, is considered feasible from a grade and sight distance perspective regardless of the design speed.
- **Roadway Improvements along Range Road 10A**
 - Based on the anticipated Average Annual Daily Traffic (AADT) calculated as part of the TIA, Range Road 10A would not require paving until Phase 4 of development, or when vehicle volumes exceed the 500 vpd threshold outlined in the Rocky View County Servicing Standards. Additional discussion on the use of standards from Rocky View County and details of interim this treatment is provided in the following section.

PAVING OF RANGE ROAD 10A

Due to a lack of published guidance from Mountain View County regarding pavement thresholds on rural roadways at the time of the TIA, the roadway link analysis and improvement thresholds were maintained according to the Rocky View County Servicing Standards. Based on these standards, Range Road 10A is currently a Regional Moderate Volume roadway (also known as a Rural Moderate Volume), with a gravel surface and a specified capacity of 500 vpd.

An average linear growth factor of 2.5% was applied to 24-hour traffic counts completed in 2024 along Range Road 10A to determine a background 2030 AADT. Resulting site generated traffic was overlayed for each subsequent study horizon, with the resulting post development AADT volumes provided in **Table 2**.

Table 2: Post Development AADT - Range Road 10A

Road Section	2030 Background AADT (vpd)	Post Development AADT (vpd)			
		Phase 1	Phase 2	Phase 3	Phase 4
Range Road 10A (Hwy 581 – Twp Rd 294)	70	130	175	240	270
Range Road 10A (Twp Rd 294 – Twp Rd 292)	50	170	310	500	590

Based on the anticipated Average Annual Daily Traffic (AADT) calculated as part of the TIA, Range Road 10A to the south of Township 294 will not require improvement (or associated paving) until Phase 4 of development, or when vehicle volumes exceed the 500 vpd threshold outlined in the Rocky View County Servicing Standards.

While a paved surface treatment may not be necessary until the 500 vpd volume is reached, it is acknowledged that other surface treatments (such as calcium or magnesium chloride treatments) and additional grading may be required to support interim horizons.

The applicant is committed to supporting this interim maintenance through an existing maintenance agreement fund through Mountain View County, which is intended to cover any cost above and beyond what the County would typically perform.

MEMORANDUM

Date: 2026-07-31

To: Bruce MacIntosh, ERW Consulting Inc.

Subject: Letter of Support – Appin TIA

WATT CONSULTING GROUP

Page 7 of 7

CONCLUSION

Based on the above discussion and previous TIA completed in support of the proposed industrial development, we propose that traffic volumes along Range Road 10A to the south of Township 294 be monitored as development in the surrounding area continues to build out.

When volumes along the corridor reach 500 vpd, it is recommended that the roadway be improved to feature a paved surface. Surface treatments such as calcium, magnesium chloride treatments, or other maintenance measures could be explored in the interim years.

The applicant is committed to supporting this interim maintenance through an existing maintenance agreement fund through Mountain View County, which is intended to cover any cost above and beyond what the County would typically perform. Therefore, we support this application and recommend ongoing conversations with the County to ensure adequate maintenance measures are in place to support future traffic as development moves forward.

Sincerely,

WATT Consulting Group



Kari Anderson, P.Eng.

Transportation Engineering Manager (Development)

C 403-969-5339

E kanderson@wattconsultinggroup.com

#WEAREWATT