



## SPECIAL COUNCIL MEETING AGENDA

Date: Wednesday, September 11, 2024  
Time: 9:00 AM  
Location: Council Chambers  
262075 Rocky View Point  
Rocky View County, AB T4A 0X2

Pages

- A. CALL MEETING TO ORDER
- B. UPDATES/APPROVAL OF AGENDA
- C. APPROVAL OF MINUTES
- D. PUBLIC HEARINGS / APPOINTMENTS

The following public hearings were advertised on August 13, 2024 and August 23, 2024 on the Rocky View County website in accordance with the *Municipal Government Act* and *Public Notification Bylaw C-7860-2019*.

### MORNING PUBLIC HEARINGS / APPOINTMENTS 9:00 AM

- 1. Division 6 - Bylaw C-8563-2024 - Prairie Gateway Area Structure Plan 2  
File: 1014-532
- 2. All Divisions - Bylaw C-8562-2024 - Rocky View County / City of Calgary Intermunicipal Development Plan Amendments – Prairie Gateway Area Structure Plan 247  
File: 1014-532

- E. CLOSED SESSION
- F. GENERAL BUSINESS
- G. BYLAWS
- H. SUBDIVISION APPLICATIONS
- I. UNFINISHED BUSINESS
- J. NOTICES OF MOTION
- K. ADJOURN THE MEETING



# COUNCIL REPORT

## Prairie Gateway Area Structure Plan

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Electoral Division: 6

File: 1014-532

Date:	September 11, 2024
Presenter:	Kaitlyn Luster, Senior Regional Planner
Department:	Intergovernmental Services and Regional Planning

### REPORT SUMMARY

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The Prairie Gateway Area Structure Plan (ASP) is a collaborative effort between the County, The City, and Shepard Development Corporation (the Developer). The ASP facilitates a large-scale rail served industrial centre benefiting from access and proximity to the railway through radiating spur lines south of Township Road 232. The provision of utility services to the Plan area and stormwater management will be a collaborative effort between the County, The City, and developer(s).

The ASP supports a unique industrial development opportunity, with regional benefits that is unique from existing employment areas. The connectivity provided by the CANAMEX trade corridor supports regional economic diversification and competitiveness, aligns with federal and provincial initiatives, and opens funding opportunities.

Should Council grant first and second reading to the Prairie Gateway ASP Bylaw, it would require referral to the Calgary Metropolitan Region Board (CMRB) for approval. To support the implementation of the Prairie Gateway ASP, the County and The City are preparing a Deal Agreement that will guide capital investment, levy structures, and revenue sharing for the build out of the area. Administration is targeting November 2024 to bring the Deal Agreement to both Councils for their consideration.

### ADMINISTRATION'S RECOMMENDATION

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THAT Bylaw C-8563-2024 be given first reading.

THAT Bylaw C-8563-2024 be given second reading.

THAT Bylaw C-8563-2024 be referred to the Calgary Metropolitan Region Board for approval.

### BACKGROUND

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#### Plan Location

The Plan area (Attachment A, page 9 of Schedule A) is situated in a prime development location connected to the region's major infrastructure and assets and is bordered on the west by the city of Calgary, approximately 1.5 kilometres east of Stoney Trail.

#### Collaboration

The County and The City agreed it is advantageous to explore mutually beneficial joint planning and infrastructure arrangements to enable a rail served industrial centre located along the recently completed CANAMEX trade corridor. By shifting from competition to collaboration, the unique strengths of each municipality can be leveraged to achieve a regional benefit. In 2023, to investigate economic opportunities and cost and revenue sharing, the parties formed the Gateway initiative. The Gateway initiative focuses on three workstreams:



## Prairie Gateway Area Structure Plan

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- 1) The shared investment-shared benefit framework that includes a Deal Agreement;
- 2) Joint planning through an ASP; and
- 3) An infrastructure funding framework, implemented through the Deal Agreement.

Overall, the Gateway initiative includes a model for continued collaboration between the parties to ensure long-term sustainability and operation. The Prairie Gateway ASP represents a collaborative effort between the County, The City, and Shepard Development Corporation. Collaboration on the ASP included co-writing policies, technical assessment, triparty workshops, and coordinating of engagement activities. Technical and servicing considerations were understood through the creation of the ASP, and the ASP policies will implement the overall vision.

The initiative was presented to The City of Calgary's Planning Committee on February 22, 2024, and Infrastructure and Planning Committee July 29, 2024.

### History

On July 28, 2020, in response to a development opportunity, County Council approved a Terms of Reference for an applicant-led ASP for the Shepard Industrial Area. During discussions, The City expressed concern that the proposed development fell within their future growth area as identified in the IDP. On June 29, 2021, Council held a public hearing for the proposed ASP and a motion was passed directing additional engagement with The City pertaining to joint planning and cost/revenue sharing options. On September 17, 2021, the County was formally notified that The City proposed to annex lands that included the proposed Plan area.

Through good-faith discussions from September 2022 to June 2023, the annexation was paused as the parties agreed to exploring mutually beneficial joint planning and infrastructure arrangements to spur economic development with a shared investment-shared benefit framework. This initiative builds upon the opportunity provided by the acquisition of Kansas City Southern by Canadian Pacific that occurred in April 2023 and the development opportunity brought forth by Shepard Development Corporation. The acquisition of the two rail operators has created a unique transnational railway connecting Canada, the U.S.A., and Mexico, strengthening the Canada-Mexico (CANAMEX) trade corridor. The Gateway initiative project officially began in June of 2023 when both Councils approved the project Terms of Reference (Attachment C).

### Support

To support the ASP, the Rocky View/City of Calgary Intermunicipal Development Plan (IDP) is being amended to identify the area as a Southeast Railway Corridor and a Collaborative Planning Project. Additionally, The City is amending their Municipal Development Plan and Calgary Transportation Plan.

City and County Administrations will present to The City of Calgary's Council on September 10, 2024, for consideration of a letter of support for the Prairie Gateway ASP. The Gateway initiative deal agreement will be brought to both Councils for their consideration tentatively in Q4 2024.

## ANALYSIS

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### Area Structure Plan Overview

The Prairie Gateway ASP (Attachment A) creation was led by the County in collaboration with The City and Shepard Development Corporation and supports a unique development opportunity that does not compete with existing employment areas and facilitates regional benefits. The connectivity provided by the CANAMEX trade corridor supports regional economic growth, aligns with federal and provincial transportation initiatives, and opens funding opportunities. Rail served opportunities will improve the region's economic diversification and competitiveness, increase employment opportunities, and result in spin-off economic benefits for the supply chain. Efficient use of the regional transportation network

## Prairie Gateway Area Structure Plan

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lowers transportation costs for business across the region. Adjacent land and developments in both municipalities can benefit from providing servicing to the Plan area.

The purpose of the ASP is to facilitate a large-scale industrial, business, and employment hub that will evolve into a logistics centre located along the CANAMEX trade corridor. A variety of industrial development is expected; however, large-scale Rail Served Developments benefiting from access and proximity to the railway through radiating spur lines are expected to develop south of Township Road 232.

### Land Use

The Prairie Gateway ASP commits to promoting and maximizing Rail Served Development opportunities, which will occur in the Rail Served Policy Area beginning south of Township Road 232. Rail Served Development is industrial development which contains rail infrastructure, such as a spur line, within the parcel and directly utilizes the rail infrastructure, as depicted in Attachment B. Rail Served Developments are critical for logistics and distribution centres, offering streamlined operations for receiving raw materials and shipping finished products. To achieve the ASP's vision and goals, Rail Served Development opportunities are protected through mechanisms such as minimum requirements, a Rail Design Shadow Plan, and Local Plan preparation.

In the Rail Served Policy Area (Attachment A, page 23), there may be opportunities for other types of industrial and commercial development where they do not adversely affect Rail Served Development or operations. Further, the Railway Lands included along the southern boundary of the Rail Served Policy Area are owned by CPKC. In the future, CPKC lands may be under federal jurisdiction versus County. Lands north of Township Road 232 will not include Rail Served Development. Rather, these lands will progress into a more typical industrial development with warehousing, logistics, and other rail supportive industrial and commercial uses.

### Technical Support

A critical component of plan preparation included the development of supporting technical studies to examine infrastructure and environmental considerations. The following technical studies were prepared:

- Traffic Impact Assessment, ISL, March 2024
- Environmental Screening Addendum, Stantec, May 2024
- Master Drainage Plan, Stantec, May 2024
- Waterbody Permanence Assessment, Stantec, February 2024
- Water and Wastewater Memo, Stantec, May 2024

The servicing, stormwater, and transportation policies ensure appropriate technical design and implementation of infrastructure as development proceeds. Within the Plan area, required infrastructure and servicing acquisition, construction, and upgrades would be the responsibility of the developer, in addition to all applicable infrastructure levies.

#### Utility Servicing

The provision of utility services to the Plan area will be a collaborative effort between the County, The City, and developer(s). Water and wastewater servicing will be provided by The City, subject to the approval of City Council.

#### Stormwater

The Prairie Gateway Master Drainage Plan has identified three main stormwater catchments. Each catchment has a proposed stormwater management facility (SWMF) that will safely treat and convey the catchments runoff to where it connects to the existing Shepard Ditch south of the Shepard Wetland within the city of Calgary.

## Prairie Gateway Area Structure Plan

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### Transportation

The ASP promotes a regional transportation network to support efficient goods movements. The Traffic Impact Assessment (TIA) examined the required upgrades to provide connections to the regional highway system. There are two regional routes, each requiring upgrades as development proceeds:

- Range Road 283 to Highway 560 (Glenmore Trail) and Township Road 232 (114 Avenue SE) west to Stoney Trail; and
- 114 Avenue (Township Road 232) will be realigned with a grade separated rail crossing to create a continuous traffic flow at the rail crossing, increasing safety, and reducing traffic disturbance.

Transportation policies seek to minimize external impacts and direct traffic efficiently and safely, while minimizing interactions between vehicles and rail infrastructure. Further studies are required at the next stages of planning to confirm upgrades and determine timing.

### **Implementation**

Through the Gateway initiative, the municipalities are jointly creating a Deal Agreement that establishes a shared investment-shared benefit framework. Additionally, the Gateway initiative builds off the IDP's intermunicipal cooperation policies by facilitating an intermunicipal collaboration team to successfully implement the opportunity. In alignment with the IDP, Deal Agreement, and the policies of the ASP, the County will continue to collaborate with The City on planning matters regarding development in the Plan area to achieve a cooperative and coordinated outcome.

### **Next Steps**

Should Council grant first and second reading of the Bylaw, the Bylaw would require referral to the Calgary Metropolitan Region Board (CMRB) for approval. The Gateway initiative cost and revenue sharing Deal Agreement is targeted for both Councils for their consideration at the end of November 2024.

### **Policy Review**

The key policy direction for the Prairie Gateway ASP is provided in the CMRB Growth Plan, Intermunicipal Development Plan, and County Plan.

### CMRB Growth Plan

The ASP was evaluated in accordance with the Growth Plan, which provides a policy framework for regional growth. The Growth Plan identifies Preferred Growth Areas that are appropriate for growth because of their location in the path of development and capacity for efficient infrastructure and servicing. While the ASP is not within an identified Preferred Growth Area, it does meet the intent of the Growth Plan. In addition, Growth Plan policy 3.1.3.4 allows Employment Areas to be considered outside of Preferred Growth Areas where the listed criteria are met. As this proposal is regarding a unique development opportunity due to proximity to the CANAMEX trade corridor, which was completed in April 2023, it is Administration's assessment that the ASP is in alignment with the Growth Plan and meets policy 3.1.3.4.

As per the Regional Evaluation Framework (4.1 (c)) and the definition of regionally significant (2.1), the Bylaw is required to be referred to the CMRB following second reading.

### Rocky View/City of Calgary Intermunicipal Development Plan (IDP)

The ASP is not currently identified on the IDP's Map 2: Key Focus Areas and Map 4: Growth Corridors/ Areas. The County and The City have proposed IDP amendments to support the ASP, which are being brought forward for Council's consideration following the ASP. The amendments provide support to the ASP and ensure its alignment to the IDP by:

- acknowledging the collaborative opportunity through map amendments;
- incorporating collaborative planning policies between the two municipalities;

## Prairie Gateway Area Structure Plan

- fostering relationships that drive economic development; and
- creating sustainable business growth for the benefit of both municipalities and the region.

### Municipal Development Plan (County Plan)

The County Plan identifies areas, such as regional business centres, where the majority of commercial and industrial development should be located. By focusing development in these locations, the County provides for orderly growth and economic efficiencies in the development of its transportation and infrastructure systems. The purpose of a regional business centre is to provide regional and national business services, and local and regional employment opportunities.

The ASP was principally reviewed against Map 1: Managing Growth. On Map 1, the Plan area is located within a Future Urban Growth Area in alignment with the IDP, however, not identified as a regional business centre. Section 14 Business Development provides traits of identified regional business centres and, through policy 14.7, criteria for the development of new regional business centres. The proposed ASP aligns with these traits, criteria, and intent. The County Plan is currently being updated and, should the ASP be approved, it would be identified in the new *Municipal Development Plan*.

## COMMUNICATIONS / ENGAGEMENT

Communication and engagement methods on the Prairie Gateway ASP included mailouts, a project webpage, email updates to the project subscription list, two surveys, and two open houses. Through multiple rounds of engagement, revisions to the ASP sought to address concerns. Overall, the results show respondents felt many concerns were addressed through the ASP revisions and are supportive of the draft ASP. Three engagement summaries analyzed the results of each phase of engagement and can be found in Attachment G.

The ASP was circulated to agencies from May 16, 2024, to June 6, 2024, and responses can be found in Attachment D. Furthermore, landowners within and adjacent to the Plan area were notified of the public hearing on September 11, 2024. Submissions can be found in Attachment F.

## IMPLICATIONS

### Financial

Financial implications primarily result from the Gateway initiative cost and revenue sharing Deal Agreement which will be brought to both Councils for their consideration targeting the end of November 2024. Significant analysis was conducted, and the projected revenue is expected to offset costs.

The unique development opportunity resulting from the ASP does not compete with existing employment areas and facilitates regional benefits. The proposal aligns with federal and provincial transportation initiatives and opens funding opportunities. Rail served opportunities will improve the region's economic diversification and competitiveness, increase employment opportunities, and result in spin-off economic benefits for the supply chain.

## STRATEGIC ALIGNMENT

Key Performance Indicators		Strategic Alignment
Effective Service Delivery	SD1: Services levels are clearly defined, communicated and transparent to citizens	SD1.1: Services with defined service levels
		Joint servicing with The City of Calgary supports efficient servicing through defined service levels from water, wastewater, stormwater, and transportation for

## Prairie Gateway Area Structure Plan

Key Performance Indicators		Strategic Alignment
		the ASP area and mechanisms identified to deliver services.
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.1: Citizens satisfied with the range of County services available/delivered Joint servicing with The City of Calgary provides a new servicing option through regional partnership.
Effective Service Delivery	SD3: Citizens are satisfied with Public Engagement opportunities and availability of information	SD3.1: Citizens satisfied with the information provided by the County (newspaper, website, social media) Several rounds of engagement through various methods provided the public with information and asked for feedback.
		SD3.2: Citizens satisfied with the public engagement opportunities provided by the County In-person and online engagement opportunities were provided.
Financial Prosperity	FP1: Successfully planning and managing tax revenues between residential and non-residential landowners	FP1.1: Residential/Non-Residential Assessment Split Ratio as set out in the Assessment Diversification Policy The ASP establishes a large-scale industrial, business, and employment hub that facilitates rail served development and business that benefit from rail, thus increasing our economic competitiveness and diversification and supporting the County's Residential/Non-Residential Assessment Split Ratio.
Thoughtful Growth	TG1: Clearly defining land use policies and objectives for the County –including types, growth rates, locations, and servicing strategies	TG1.2: Complete Area Structure Plans (ASPs) in alignment with the Regional Growth Plan and Council priorities The ASP is in alignment with the Regional Growth Plan and Council priorities.

### ALTERNATE DIRECTION

Administration does not have an alternate direction for Council's consideration.

### ATTACHMENTS

- Attachment A: Bylaw C-8563-2024 and Schedule "A"
- Attachment B: Rail Served Development Graphic
- Attachment C: Prairie Economic Gateway Initiative Terms of Reference
- Attachment D: Agency Referral
- Attachment E: Landowner Circulation Map

# Prairie Gateway Area Structure Plan

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Attachment F: Public Submissions  
Attachment G: Engagement Summaries

## APPROVALS

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Manager:	Devin LaFleche, Regional Planning Manager
Executive Director/Director:	Amy Zaluski, Director of Intergovernmental Services and Regional Planning
Chief Administrative Officer:	Byron Riemann, Interim Chief Administrative Officer





# BYLAW C-8563-2024

## A bylaw of Rocky View County, in the Province of Alberta, to adopt the Prairie Gateway Area Structure Plan.

The Council of Rocky View County enacts as follows:

### Title

1 This bylaw may be cited as the Prairie Gateway Area Structure Plan.

### Definitions

2 Words in this Bylaw have the same meaning as those set out in the *Land Use Bylaw* and *Municipal Government Act* except for the definitions provided below:

- (1) “**Council**” means the duly elected Council of Rocky View County;
- (2) “**Land Use Bylaw**” means Rocky View County Bylaw C-8000-2020, being the *Land Use Bylaw*, as amended or replaced from time to time;
- (3) “**Municipal Government Act**” means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
- (4) “**Rocky View County**” means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

### Effect

3 THAT the Prairie Gateway Area Structure Plan be adopted as shown on Schedule ‘A’ attached to and forming part of this bylaw.

### Effective Date

4 Bylaw C-8563-2024 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.



READ A FIRST TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2024

READ A SECOND TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2024

UNANIMOUS PERMISSION FOR THIRD READING this \_\_\_\_\_ day of \_\_\_\_\_, 2024

READ A THIRD AND FINAL TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2024

\_\_\_\_\_  
Reeve

\_\_\_\_\_  
Chief Administrative Officer

\_\_\_\_\_  
Date Bylaw Signed

# Schedule "A"



ROCKY VIEW COUNTY

# PRAIRIE GATEWAY AREA STRUCTURE PLAN

DRAFT JULY 2024



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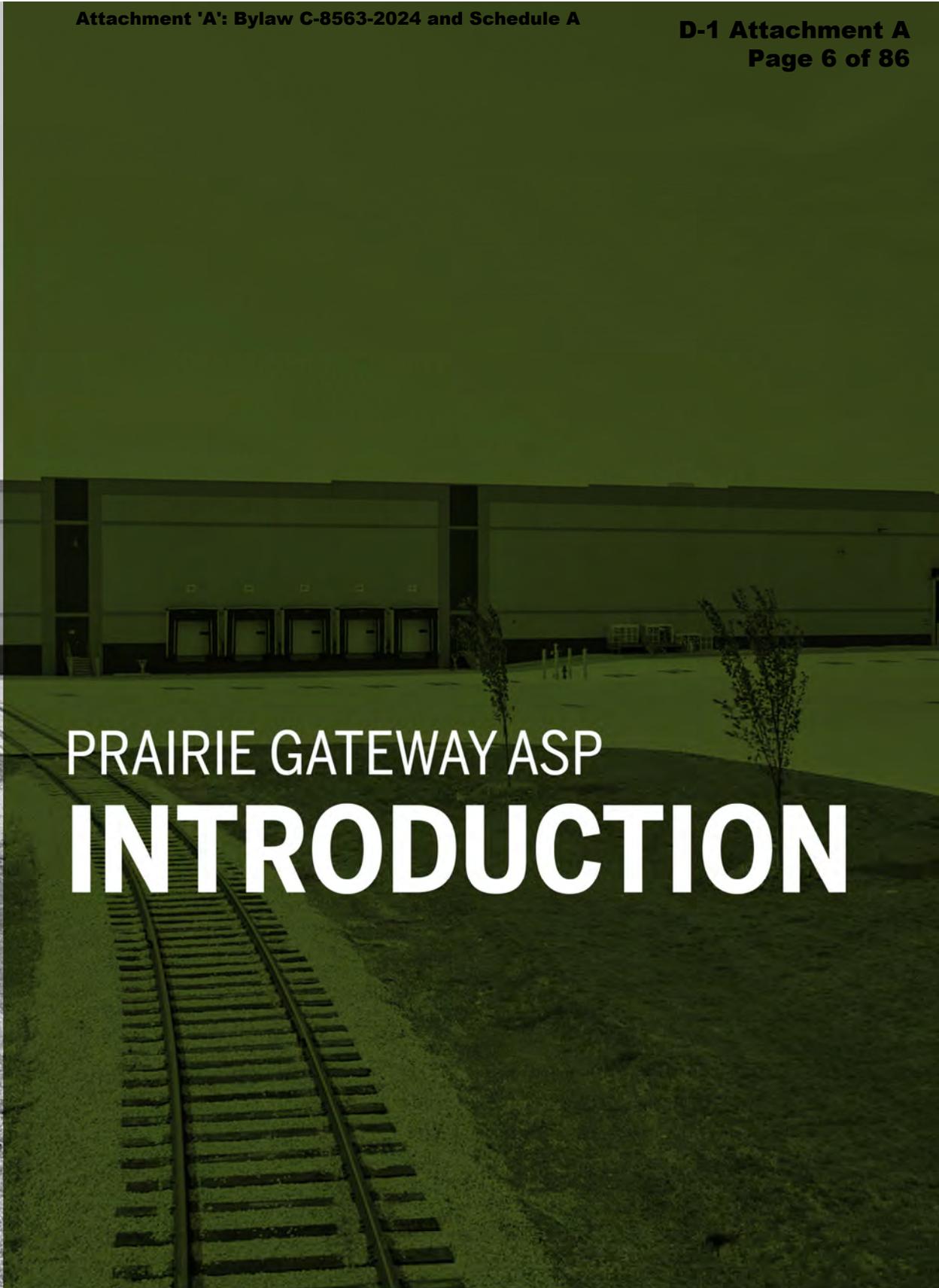
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# PRAIRIE GATEWAY ASP INTRODUCTION



# 1 PLAN ORGANIZATION

The Prairie Gateway Area Structure Plan (the Plan) is organized into three parts, followed by appendices.

## Part I: Introduction

Part I outlines the Plan's purpose, boundaries, policy terminology, and relationship to other plans as well as the key issues, opportunities, and design ideas that informed the Plan preparation process. It also contains a brief history of the project as well as regional context and existing conditions in the Plan area. Finally, it presents a vision for how the Plan area will evolve over time and outlines seven goals to help achieve this vision.

## Part II: Plan Policies

Part II is the core of the Plan, containing the policy direction to guide development in the Plan area; it sets out the land use, servicing, and infrastructure strategy for the area. Each section contains a description of its purpose and intent, a list of objectives, and a series of policies addressing the subject matter.

## Part III: Implementation and Monitoring

Part III presents the Plan implementation and monitoring processes, covering the following items:

- » Area Structure Plan interpretation;
- » Plan limitations and amendments;
- » Infrastructure costs and levies;
- » Intermunicipal collaboration and cooperation; and
- » Growth management and phasing.

## Appendices

### Appendix A: Definitions

### Appendix B: Landscaping and Design Guidelines

### Appendix C: Planning Prairie Gateway

## 2 PLAN PURPOSE

An Area Structure Plan (ASP) is a statutory document approved by Council and adopted by bylaw in accordance with the *Municipal Government Act* (MGA). The purpose of this Plan is to outline the vision for the future development of the Plan area with regard to land use, transportation, conservation of the natural environment, emergency services, design, and utility service requirements.

This Plan provides Council's direction to Applicants on the requirements for future Local Plans, land use, subdivision, and development applications, and to Administration on what parameters must be met in order to align with the Plan's vision. When making decisions regarding development within an ASP, Council considers the Plan and other factors including, but not limited to, the goals of the County, regional growth, costs, and the ability to provide servicing.

## 3 VISION AND GOALS

### Vision

The Prairie Gateway ASP initiates a collaborative effort between Rocky View County and The City of Calgary to support greater opportunities for regional economic growth, shared servicing, and intermunicipal cooperation.

The existing rural landscape provides opportunities for flexible lot configurations and designs that contribute to the Region's premier industrial park focusing on rail served opportunities. Strategic investment in innovative technologies contributes to reduce greenhouse gas emissions and support modern development practices.

Careful and comprehensive planning of the area safeguards Prairie Gateway's Rail Served Development opportunities while balancing the flexibility necessary to support the needs of diverse industries and the design of rail development. Industrial uses are supported throughout the Plan area.

Township Road 232 is the entranceway, providing vehicular access to major transportation routes as it divides the Plan into a Rail Served Development area to the south and a more typical industrial development to the north. New development utilizes efficient servicing and transportation infrastructure to ensure growth is fiscally and environmentally sound. Local Plans ensure comprehensive planning and further collaboration.

Over time, the area will evolve into a world-class logistics centre that supports federal and provincial initiatives to bolster the CANAMEX Corridor, resulting in a significant economic development and employment generator for the region.

### Goals

The Plan area provides a unique opportunity for development with direct rail access. The physical layout of roads and buildings is optimized for this purpose and forms the foundation of the Plan. There are seven (7) goals identified to guide the development of the Prairie Gateway ASP and fulfill the vision.

1. **Promote Rail Served Industrial Development:** To ensure the Plan area develops into an industrial park focusing on rail served opportunities, and maximize the rail served opportunities by appropriately locating rail served and non-rail served uses and associated infrastructure.
2. **Optimize Rail and Road Access:** The major and minor road systems build upon the existing designated road network to prioritize use outside and inside the Plan area, minimize external impacts and direct traffic efficiently and safely while minimizing interactions between vehicles and rail infrastructure.
3. **Provide Industrial Development Flexibility:** The parcels and associated uses are flexible in configuration and size to respond to changing market demands and accommodate the growth of businesses within the Plan area.
4. **Contribute to a Strong Regional Economy:** Support the development of the Plan area as a regional business centre by providing opportunities for well-designed industrial and commercial areas taking advantage of the inter-provincial transportation network (roads and rail).
5. **Advance Regional Collaboration:** Provide an opportunity to showcase regional collaboration through Rocky View County and The City of Calgary successfully collaborating on the provision of necessary servicing and public infrastructure, such as Water and Wastewater Servicing, Stormwater Management, Emergency Services, and Public Transit.

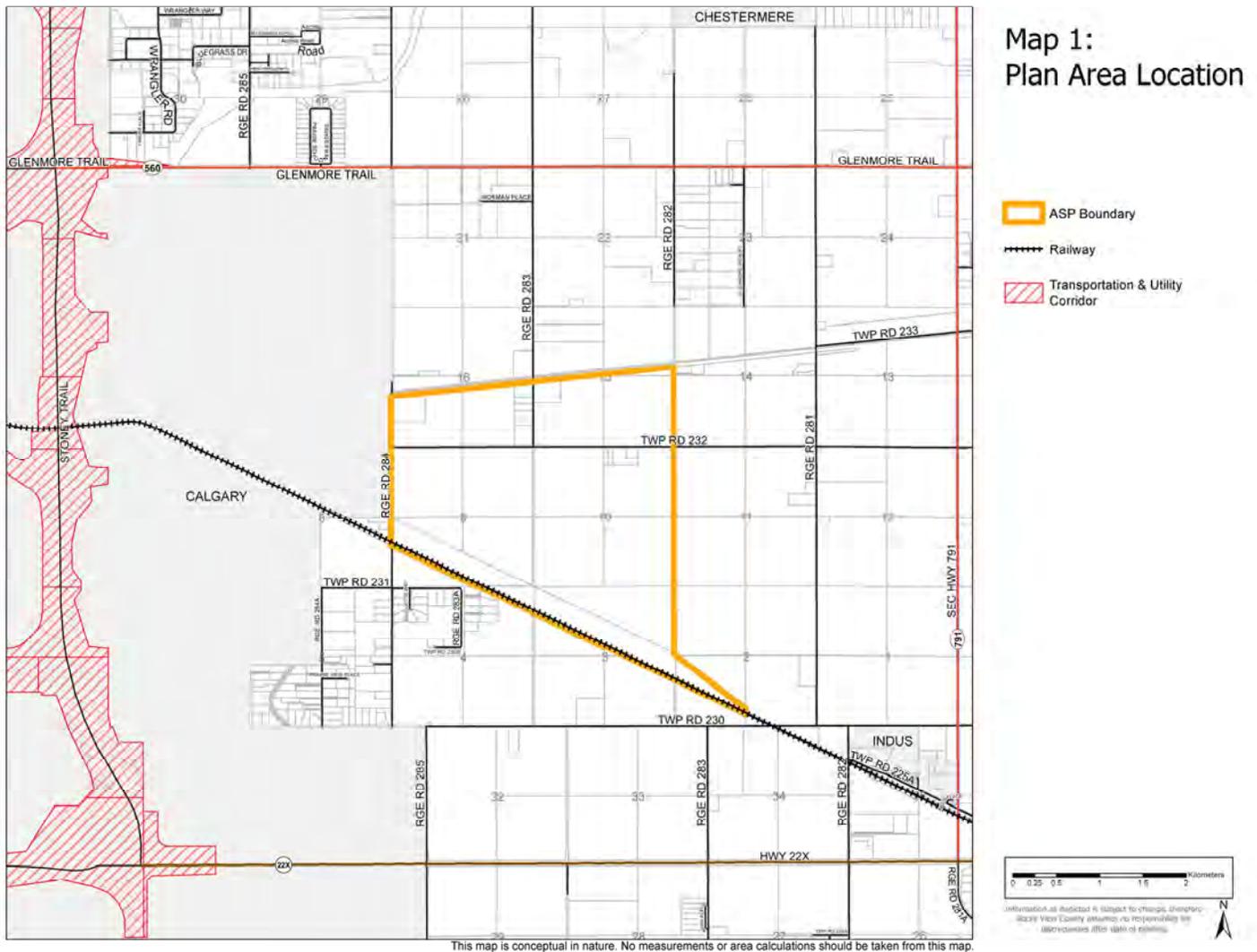
6. **Reduce Greenhouse Gas Emissions:** Promote the use of methods to improve energy and resource efficiency, generate and use renewable energy, and reduce greenhouse gas emissions.
7. **Ensure Land Use Compatibility:** To encourage uses that generate off-site impacts within the Plan area to be sensitive to adjacent uses and include appropriate mitigating methods to minimize noise and visual intrusions into the prairie landscape.

# 4 PLAN AREA

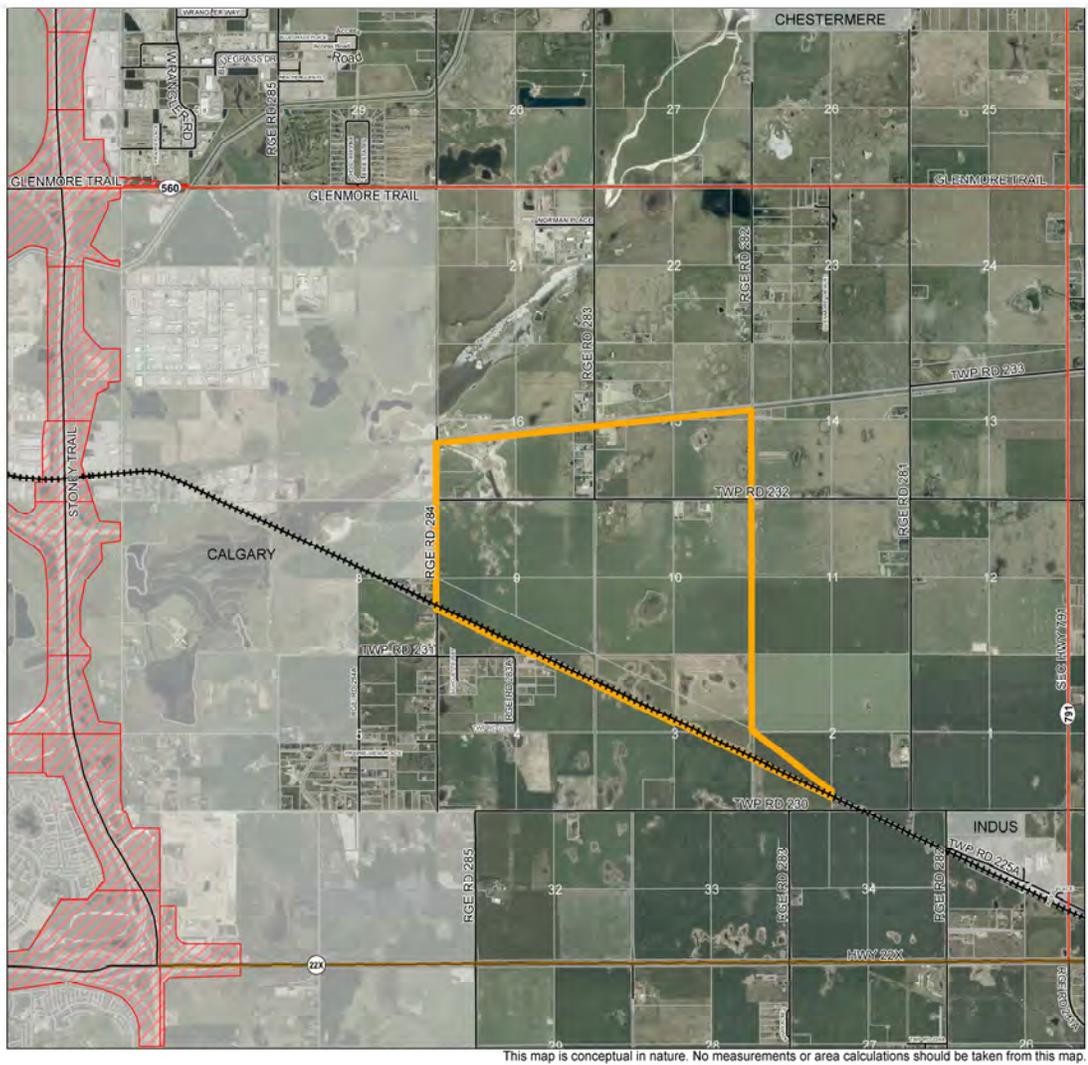
The Plan area is approximately 886 hectares (2,190 acres) of land in Rocky View County, adjacent to the eastern limits of The City of Calgary. As shown on **Map 1** and **Map 2**, the Plan area includes Range Road 284 to the west; land south of the utility corridor running diagonally through Sections 16 and 15; land west of Range Road 282; up to the southern boundary of the railway land containing the Canadian Pacific Kansas City Ltd. (CPKC) Mainline; and a triangular parcel of land to the southeast.

The Plan area consists of primarily un-subdivided quarter sections, larger farming parcels, a few smaller parcels comprised of predominately light industrial uses, and lands owned by CPKC. The area has been identified as a Southeast Railway Corridor and a Collaborative Planning Project in the Intermunicipal Development Plan (IDP) between Rocky View County and The City of Calgary.

Map 1: Plan Area Location



Map 2: Aerial Photo



## 5 PRAIRIE GATEWAY CONTEXT

### Plan History

In July 2020, Rocky View County Council approved a Terms of Reference for an applicant-led Area Structure Plan for the Shepard Industrial area, including approximately 747 hectares (1,847 acres) of land in the southeast sector of Rocky View County. In September 2021, the County was notified of a request to the Minister of Municipal Affairs by The City of Calgary, to proceed with plans to initiate the annexation process for land within Rocky View County, including the proposed Shepard Industrial Area. The proposed annexation was in alignment with the Intermunicipal Development Plan at that time.

In January 2023, Rocky View County and The City of Calgary announced their intent to work collaboratively on a new industrial corridor within the County. As a result, this Plan has been prepared in collaboration with The City of Calgary. It builds upon the opportunity provided by the acquisition of Canadian Pacific and Kansas City Southern that occurred in April 2023. The acquisition of the two rail operators has created a transnational railway connecting Canada, the U.S.A., and Mexico, strengthening the Canada-Mexico (CANAMEX) Trade Corridor.

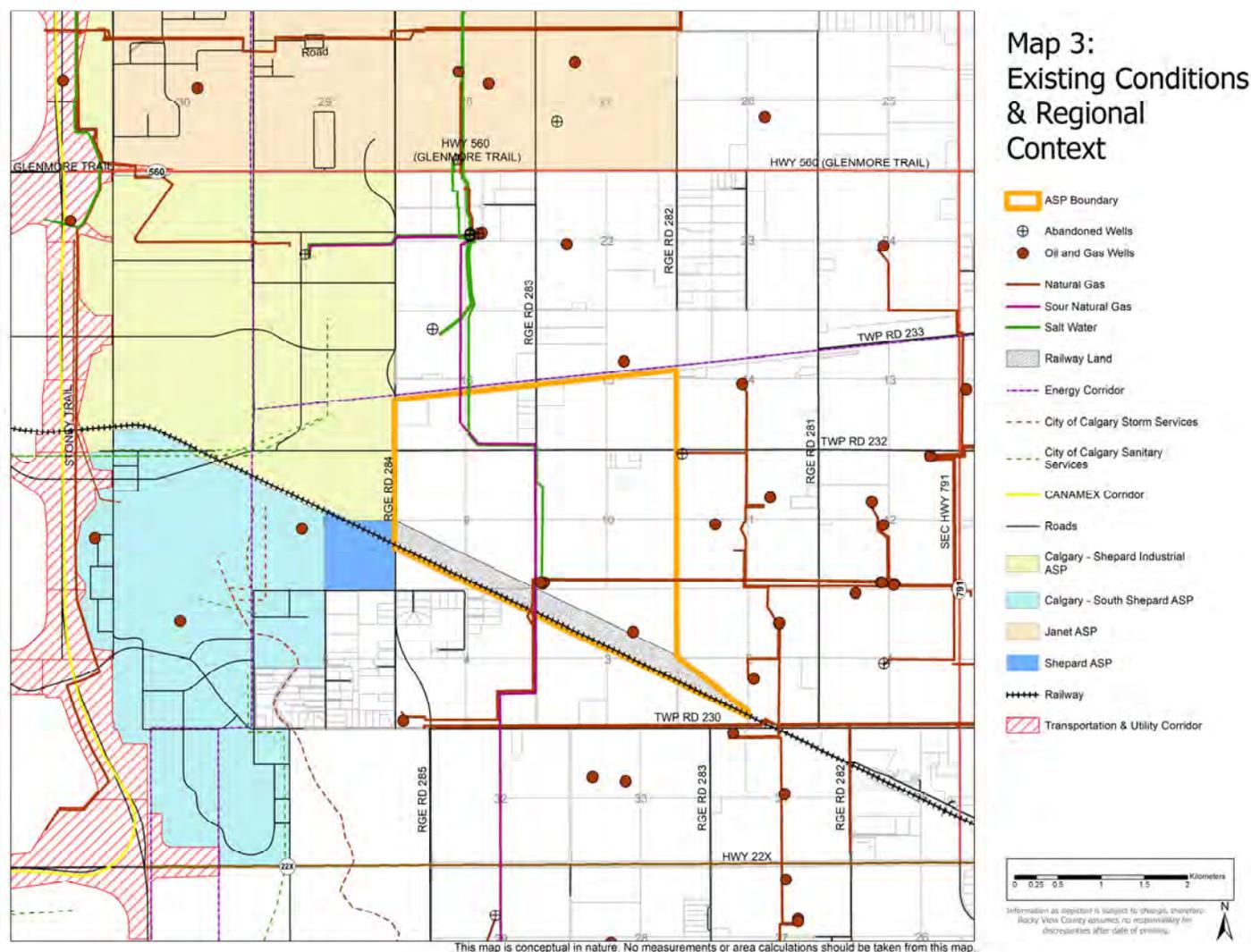
### Regional Context

Rocky View County is a member of the Calgary Metropolitan Region Board (CMRB), whose mandate includes ensuring long-term sustainable growth for the Calgary Metropolitan Region. The Plan was referred to the CMRB for review and approval in accordance with the CMRB Regional Evaluation Framework.

The Plan area has been identified within the Southeast Railway Corridor area and as a Collaborative Planning Area within the IDP. The purpose of the IDP is to identify an area of mutual interest, to minimize land use conflicts across municipal borders, provide opportunities for collaboration and communication, and outline processes for the resolution of issues that may arise within the Plan area. The IDP ensures that both jurisdictions work collaboratively to coordinate planning initiatives for issues of mutual interest.

The existing conditions and regional context are shown on **Map 3**. This includes important features that may contribute or be an obstacle to development, such as major servicing infrastructure, pipelines, and transportation corridors.

## Map 3: Existing Conditions and Regional Context



## Plan Area Context

The proposed development is situated in a prime development location, well connected to the region's major infrastructure and assets. The Plan area is bordered on the west by The City of Calgary and is approximately 1.5 kilometres east of the Stoney Trail Ring Road. East-west access to Stoney Trail is via Township Road 232 (114 Avenue in the City) and is the preferred long-term access to the Plan area. North-south access is via Range Road 283 in the centre of the Plan area, as well as by Range Roads 282 and 284 at the east and west plan boundary, respectively. All three of these roadways are eventually planned to include a continuous connection between Township Road 232 and Highway 560 (Glenmore Trail in the City), but only Range Road 283 will immediately service the Plan area to the north. Range Road 284 also crosses the CPKC Mainline and connects the area further south, to Township Road 230 (146 Avenue in the City) and beyond.

The Plan area is bounded on the south by the CPKC Mainline, which includes additional lands owned by CPKC. Due to the access to the CPKC Mainline, adjacent lands within the Plan area are identified as a potential location for a new rail served facility. The CPKC titled area is approximately 275 metres wide at this location and may come under Federal jurisdiction at a later date.

The Plan area's north boundary is a major electricity transmission corridor that is also aligned with an abandoned CPKC railway right-of-way.

The topography of the site is relatively flat with several depressions and wetlands that are seasonably wet. The site is generally divided into the northwest portion which drains to the Shepard Slough Complex, and the southeast portion which drains towards the Shepard Ditch. However, due to the flat topography and local wetlands there is very little runoff in existing conditions.

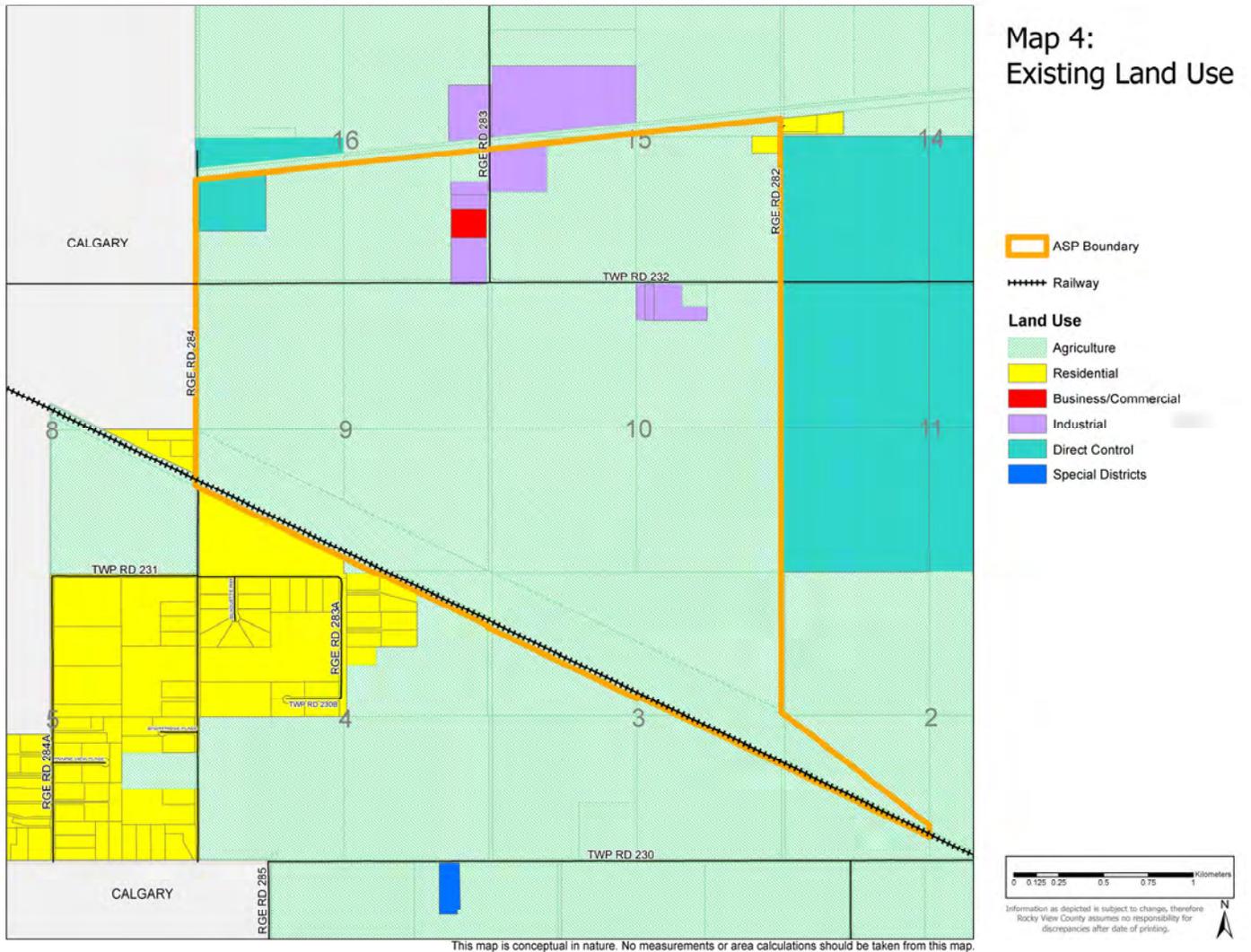
Surrounding the site to the west and north are a few wide and shallow water bodies. The Shepard Slough Complex north of the Plan area is a significant drainage feature on the same scale as the Shepard Wetland. To the west and southwest is Ralph Klein Park in The City of Calgary, a regional park that includes the Shepard reconstructed wetland/stormwater management facility. Adjacent lands are mostly agricultural land except for some rural residential acreages south and west of the site.

The vast majority of the Plan area is undeveloped and unsubdivided, with the exception of developed business/industrial land in the central north around the Township Road 232 and Range Road 283 junction.

## Existing Land Uses

The existing land uses are shown on **Map 4**. Land uses within the Plan area are primarily agriculture (Agricultural – General (A-GEN) district). The exceptions include parcels designated as Light Industrial (I-LHT), Agricultural Business (B-AGR), Agricultural Small Parcel (A-SML), and Direct Control (#130), which allows for interim business uses. While there is a portion of a parcel within the Plan area designated as Residential, Rural (R-RUR), there are no existing dwellings. Outside of the Plan area, the main land uses include Residential Rural (R-RUR) District, Light Industrial (I-LHT), and Agricultural – General (A-GEN). Land uses surrounding the Plan area are also important to note as they may impact development or interface policies may apply.

Map 4: Existing Land Use



Policy Framework

The Plan has been prepared within the context of higher-level statutory plans, regional plans, and County policy. Accordingly, the Plan is to be read in conjunction with the following documents:

- » *Municipal Government Act (MGA)*;
- » South Saskatchewan Regional Plan;
- » Calgary Metropolitan Region Board Growth Plan;
- » Rocky View County/City of Calgary Intermunicipal Development Plan;
- » Rocky View County Municipal Development Plan;
- » Rocky View County *Land Use Bylaw*; and
- » Other Rocky View County documents and policies.

PRAIRIE GATEWAY ASP  
**PLAN POLICIES:  
LAND USE**



## 6 LAND USE STRATEGY

### Purpose

The land use strategy implements the vision for the Prairie Gateway Area Structure Plan by detailing the physical organization of land uses in the Plan area. The strategy identifies general land uses, the approximate boundaries of the land use areas, and the policies that inform development in each area. As shown on **Map 5**, the strategy establishes key planning areas and overall site patterns that will guide the development and design of subsequent Local Plans.

The land use strategy facilitates a large-scale industrial, business and employment hub that will evolve into a world-class logistics centre located along the CANAMEX corridor through comprehensive planning of the area. A variety of industrial development is expected across the Plan area. However, large-scale rail served uses that benefit from access and proximity to the CPKC Mainline through a number of radiating spur lines is expected to develop to the south of Township Road 232. Since Township Road 232 is the intermunicipal entrance, it has been identified as an interface area with special design considerations and named the 232 Design Corridor.

This Plan does not provide for residential development and the population is not projected to increase as a direct result of development.

### Policies

- 6.01 To provide a holistic, efficient, and thorough approach to development, Local Plans (conceptual schemes and master site development plans) must be prepared in accordance with **Section 25** of this Plan. Conceptual schemes and master site development plans within the Plan area are not intended to be adopted by bylaw and appended to the Plan.
- 6.02 A lot owner's association or similar body may be established to assume responsibility for common amenities and maintenance, and to manage items including but not limited to pathways, and infrastructure.
  - a. A lot owners' association or similar body may be registered on title, at the subdivision stage, and enforce architectural controls that are in alignment with this Plan, **Appendix B**, and Local Plans.
  - b. Where a lot owners' association or similar body is established, there should be one single body established for the whole Plan area, or rationale should be provided that justifies a portion of the Plan area.

**Table 1: Land Use Scenario – Land Use Category**

Land Use Type	Gross Area Hectares (AC)
232 Design Corridor (portions of Rail Served Policy Area and Non-Rail Served area north of Township Road 232)	130.5 (322.5)
Railway Land	117.1 (289.3)
Rail Served Policy Area	642.0 (1586.4)
Non-Rail Served area (north of Township Road 232)	244.3 (603.5)
Industrial Areas (inclusive of Railway Land)	886.3 (2190)
<b>Total Plan Area</b>	<b>886.3 (2190)</b>

Table Notes:

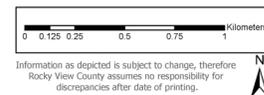
- Reference Map 5: Land Use Strategy.
- All areas are approximate and should be considered as "more or less".
- Total area in hectares may vary from total area in acres due to conversion factors.
- Percentage may not total 100% due to rounding of figures.

Map 5: Land Use Strategy



Map 5:  
Land Use Strategy

-  ASP Boundary
-  Rail Served Policy Area
-  Railway Land
-  Railway
- Land Use**
-  Industrial



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

# 7 AGRICULTURE

## Overview

The continued use of land for agriculture uses is desirable until industrial development occurs. These policies support the retention and development of agriculture uses as described in the Rocky View County Municipal Development Plan, while **Section 12** provides direction on developing adjacent to agricultural operations in a manner that minimizes land use conflict.

## Objectives

- » Support the growth and development of agricultural operations until alternative forms of development are determined to be appropriate.

## Policies

- 7.01 Existing agricultural operations within the Plan area are encouraged to continue until development of those lands to another use is deemed desirable and that use is determined to be in accordance with the policies of this Plan.
- 7.02 First Parcel Out shall be situated in a manner that minimizes the impact on future industrial development of the Plan area. First parcels out:
  - a. shall meet the site requirements of the Municipal Development Plan and shall be no larger than is necessary to encompass the residence, associated buildings, landscape improvements, and access;
  - b. shall meet the County's access management standards; and
  - c. should be located on the corners of the quarter section.
- 7.03 Redesignation and subdivision of land for agricultural purposes should not be supported.
- 7.04 Confined Feeding Operation development shall not be permitted in the Plan area.
- 7.05 A Local Plan is not required where the subdivision meets **Policy 7.02** and the criteria for a first parcel out or agricultural use in accordance with the Municipal Development Plan.

## 8 COMMERCIAL

### Overview

Commercial development opportunities in the Plan area are limited and should support rail served industrial development. Preferred locations are in the Township Road 232 Design Corridor or along Range Road 283; however, development may be located in other areas of the Plan where it does not interfere with the industrial nature of the area. It is important to establish and maintain vehicle access and safety in and out of commercial and business areas, while providing opportunities for other modes of transportation, including transit, walking, and cycling.

Commercial development in the Plan area will support Township Road 232 traffic and the local work force. Uses will be primarily focused on providing services to employees and should not draw the public into the area for recreation or entertainment purposes. Thus, the Plan does not support recreational or institutional uses, such as care facilities, recreation, and religious assembly. Uses may include gas stations, eating establishments, and offices that support industrial uses.

### Objectives

- » Support the development of well-designed commercial developments.
- » Ensure commercial uses are compatible with existing and future land uses and seek to serve the local workforce.
- » Design commercial areas that can adapt to rapidly changing economic conditions and markets through flexible lot size and design regulations.

### Policies

#### Land Use

- 8.01 Commercial development should be located within the 232 Design Corridor (**Map 7**) or on Range Road 283, and not within areas identified as Rail Served Development or where it interferes with the industrial nature of the Plan.
- 8.02 Commercial development should be located within 400 metres of a planned transit stop.
- 8.03 Commercial and other business uses that are compatible with industrial uses and do not impact Rail Served Development opportunities may be appropriate within an industrial area.
- 8.04 Regional or large-scale commercial uses shall not be located within the Plan area.
- 8.05 Commercial development shall not include recreation or institutional uses.
- 8.06 Commercial developments may include:
  - a. stand-alone or mixed-use buildings;
  - b. offices; and
  - c. light industrial uses.
- 8.07 Electric Vehicle ready charging stations should be included for fleet and public vehicles.

#### Local Plans

- 8.08 A Local Plan shall be required to support applications for commercial development. The Local Plan shall:

- a. ensure that the types of uses are consistent with the policies of this Plan and are compatible with adjacent industrial uses; and
  - b. where necessary or required:
    - i. provide a strategy to mitigate lighting as per **Section 13**; and
    - ii. address the policies of this plan regarding Non-Residential/Residential Interface areas.
- 8.09 A Local Plan shall incorporate policies that provide for green building techniques and energy efficient design.
- 8.10 The Local Plan shall address 'Other Commercial Areas' requirements of **Appendix B**, and will be used to provide site, building and landscaping direction that guides applicant subdivision, development permit and building permit submissions, and approvals by the Approving Authority.
- 8.11 Local Plans must demonstrate that commercial development could be serviced by transit and should plan for:
- a. one or more transit bus stop(s) within 400 metres;
  - b. bicycle racks and bicycle and pedestrian connections; and
  - c. transit service amenities, such as an attractive shelter and seating for pedestrians, where determined appropriate by the transit provider and the County.

## 9 INDUSTRIAL

### Overview

The Plan provides a unique opportunity for industrial development due to the proximity of provincial highways, the CPKC Mainline, and CANAMEX corridor. The lands are expected to attract a variety of industrial, and supporting commercial development, including industrial Rail Served Development.

The intent is to provide for a range of industrial users connected with an efficient transportation network, pathways and trails, and rail infrastructure, easily accessible from major highways. Quality design and materials will provide an inviting and valued place of business in the region.

### Objectives

- » Support the development of a well-designed industrial park that focuses on Rail Served Development.
- » Provide for the growth of local and regional industrial employment opportunities.
- » Develop in a logical sequence based on servicing availability.
- » Support the development of a variety of industries that will contribute to the national, provincial, and regional economic base such as construction, manufacturing, transportation, warehousing, distribution logistics, and energy services.

### Policies

#### General

- 9.01 Industrial development shall be generally located as shown on **Map 5**.

#### Land Use

- 9.02 Industrial uses such as distribution logistics, warehousing, transportation, industrial services, construction, manufacturing, services (business, petroleum, professional, scientific, and technical), and industrial storage that do not have significant offsite nuisance factors shall, subject to the availability of servicing, be supported within the industrial area.
- 9.03 Outside storage as a primary use of a site shall not be in the Plan area.
- 9.04 Heavy industrial uses with the potential for offsite impacts such as unsightly appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods should:
- a. be located in the Rail Served Policy Area as shown on **Map 5** and **Map 6**;
  - b. be located in areas close to, or adjacent to, hazardous goods routes, railway lines, or other means of access suitable for the transportation of raw materials and goods;
  - c. mitigate off-site impacts where possible; and
  - d. provide mitigating landscaping where appropriate.
- 9.05 Development shall be in accordance with the County's Commercial, Office, and Industrial Design Guidelines.
- 9.06 Recreational development, institutional development, and private school uses are not compatible with the goals of this Plan and shall not be permitted.

- 9.07 Industrial development within the Plan area should:
- a. include opportunities for on-site renewable energy generation;
  - b. consider waste heat recovery and re-use; and
  - c. provide landscaping and passive amenities to workers and visitors to the area.
- 9.08 Electric Vehicle ready charging stations should be included for fleet and public vehicles.
- 9.09 Industrial uses located adjacent to existing or future residential, or agricultural land uses shall follow the Interface policies in **Section 12** of this Plan.
- 9.10 The County may require additional development setbacks for heavy industrial developments where offsite impacts (noise, odour, dust, vibration, emissions) could negatively impact adjacent properties.

## Local Plan

- 9.11 A Local Plan shall be required to support applications for industrial development. The Local Plan shall:
- a. ensure that the type of uses for the industrial area are consistent with **Policies 9.02 to 9.10**;
  - b. within the Rail Served Policy Area, conform to the direction identified in **Section 10**, including the Rail Design Shadow Plan; and
  - c. where necessary, in the opinion of the Approving Authority:
    - i. provide a strategy to mitigate offsite impacts; including noise reduction due to operations and lighting as per **Section 13**; and
    - ii. address the policies of this Plan regarding Non-Residential/Residential Interface areas, where required.
- 9.12 A Local Plan may allow for a range of building heights, building sizes, floor plate areas, and ceiling height dependent on the needs of the users and in compliance with the *Land Use Bylaw*.
- 9.13 A Local Plan shall incorporate policies that support green building techniques and energy efficient design.
- 9.14 The Local Plan shall address 'Industrial Areas' requirements of **Appendix B**, and will be used to provide site, building and landscaping direction that guides applicant subdivision, development permit and building permit submissions, and approvals by the Approving Authority.

# 10 RAIL SERVED POLICY AREA

## Overview

In order to achieve the Plan's vision and goals, rail served development opportunities will be protected through mechanisms such as policies within this Section, the Rail Design Shadow Plan, and Local Plans. The Rail Design Shadow Plan ensures the entire Rail Served Policy Area is considered when planning a portion of the area to address continuity and protect rail served development opportunities.

The Rail Served Policy Area includes all lands south of Township Road 232. The focus of the Rail Served Policy Area is the development of a rail served industrial park, which includes CPKC's Mainline and adjacent lands. The rail served industrial park will primarily be developments containing rail infrastructure, such as a spur line, within the parcel and directly using the rail infrastructure, as depicted in **Figure 1**. There may be opportunities for other types of industrial development and commercial development where they do not adversely affect rail served developments or operations. Commercial development within the Rail Served Policy Area is meant to support rail served industry, serve the local workforce, or serve traffic on the 232 Design Corridor.

The west portion of the Rail Served Policy Area contains minimal development obstacles and is expected to contain Rail Served Development. The east side of the Rail Served Policy Area contains obstacles for Rail Served Development, including pipelines running north-south and east-west. Rail Served Development is desired within the eastern portion; however, due to the development obstacles this may be an appropriate location for transload or other industrial development that require proximity to rail and rail served developments but not a physical connection to a rail line. Lastly, land east of Range Road 283, south of 10-23-28-W4M, and north of the CPKC Mainline is where Rail Served Development should occur, however, there may be rail geometry challenges.

There are special considerations when facilitating Rail Served Development. Of particular importance is avoiding the interaction of rail lines and the public for safety and ease of operations. Therefore, rail infrastructure should not cross Township Road 232 and, as a consequence, the Plan area is divided in two (**Map 6**). Land north of Township Road 232 is not planned for Rail Served Development.

The policies of this Plan recognize the overriding design consideration for the Rail Served Policy Area with regard to track layouts and geometry that has minimal ability to adjust for terrain and natural features. Overall, track geometry should maximize the Rail Served Development opportunities using efficient lead lines and the least amount of spur lines to service the greatest number of businesses.

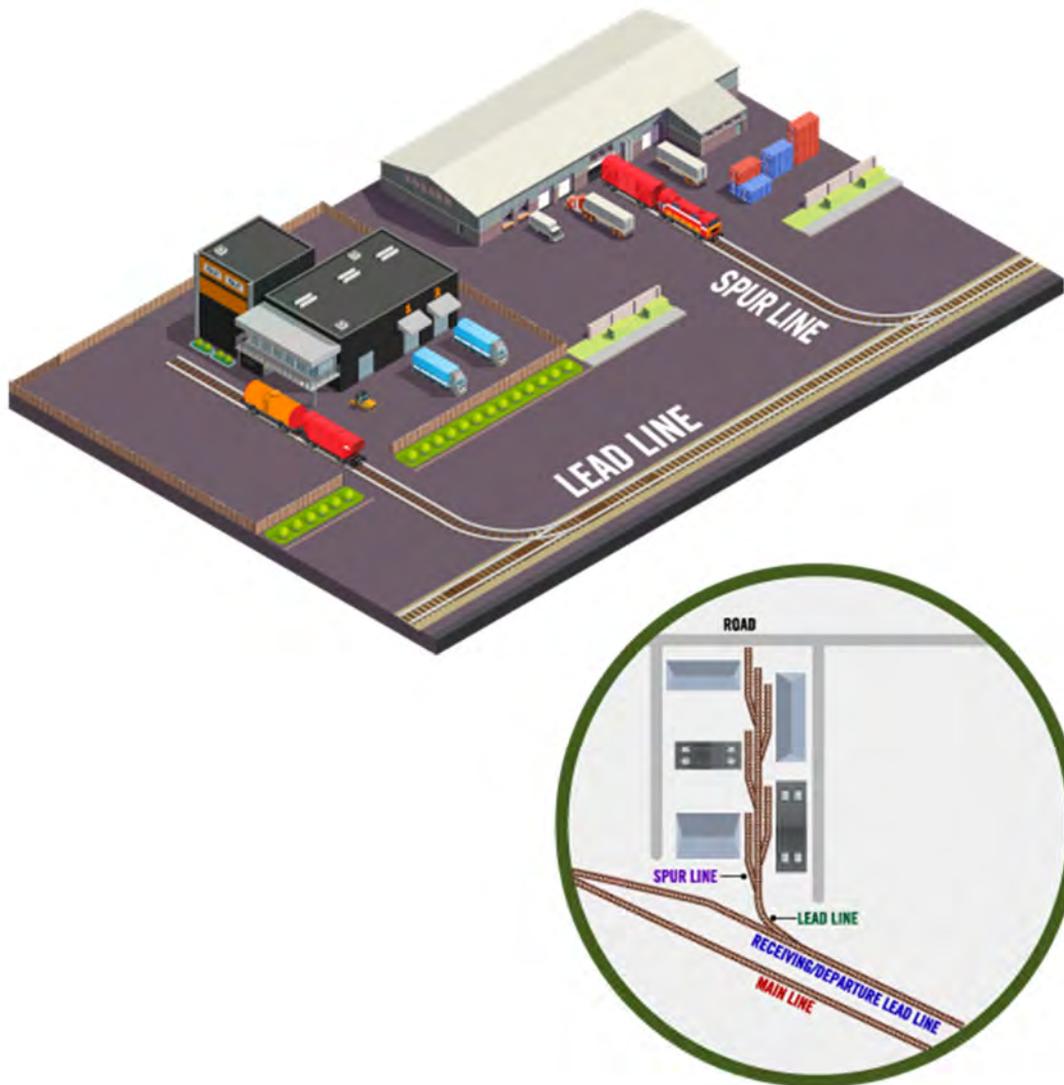
The physical development of a rail served industrial park has unique and overriding design considerations that must be considered. These include:

- » Constraints imposed by public roads that limit the amount of time a train can block a public road. These constraints hamper the efficient movement and shuttling of railcars leading to conflict, complaints, and potential safety concerns;
- » Inflexible track geometries and curve radiuses, which limit the ability to adjust spur lines for natural features; and
- » The use of a rail designed site by non-rail users, which diminishes site efficiencies and operational economics.

## Objectives

- » Prioritize effective and efficient Rail Served Development in the Rail Served Policy Area.
- » Ensure continuity and comprehensive planning of the entire Rail Served Policy Area.
- » Protect and encourage Rail Served Development opportunities.

**Figure 1: Conceptual Diagram of Rail Served Development**



## Policies

### General

- 10.01 The Rail Served Policy Area shall develop into an efficient industrial park focusing on Rail Served Development.
- 10.02 Rail Served Development shall only be located within the Rail Served Policy Area.

### Land Use

- 10.03 Except in the 232 Design Corridor, commercial development is discouraged within any area where Rail Served Development is identified.
- 10.04 Rail served buildings shall be located in a manner that allows safe and efficient use of the rail infrastructure.

- 10.05 Development adjacent to the CPKC Mainline should consider best practices for development in proximity to rail infrastructure.
- 10.06 The highest percentage of the Rail Served Policy Area as possible should be planned for and developed as Rail Served Development.
- 10.07 A minimum of 50 per cent of the Net Rail Served Policy Area shall be Rail Served Development.
- a. Notwithstanding **Policy 10.07**, the Approving Authority may consider a lower percentage in cases where the Local Plan cannot achieve the minimum. The Local Plan application must provide rationale that meets the following criteria for consideration of a lower percentage:
    - i. the application meets the vision and goals of the Plan;
    - ii. physical barriers, such as pipelines or natural features, making the development of an area unfeasible or unrealistic to develop with rail infrastructure;
    - iii. operational efficiencies or track geometry limits a higher percentage of Rail Served Development from being feasible or reasonable; and/or
    - iv. other circumstances that limit Rail Served Development.
  - b. Where **Policy 10.07(a)** is granted by the Approving Authority, the applicant shall update the Rail Design Shadow Plan to reflect the revised percentage and explore alternative areas where Rail Served Development could occur.

## Transportation

- 10.08 The road network within the Rail Served Policy Area shall:
- a. not include privately owned rail infrastructure crossings by a public road, Regional Pathway, or sidewalk;
    - i. Notwithstanding **Policy 10.08(a)**, crossings for the sole purpose of emergency services may be permitted at the discretion of the Approving Authority.
  - b. not include Regional Pathways within 8.0 metres measured from the centre of any rail line unless safety provisions are satisfactory to the Approving Authority;
  - c. not include any road right-of-way within 8.0 metres measured from the centre of any rail line;
  - d. restrict public access and interactions with rail infrastructure and the CPKC Mainline;
  - e. not include new public road crossings of the CPKC Mainline; and
  - f. provide for public roads that allow for access while ensuring emergency entry and egress.

## Local Plan

- 10.09 Any Local Plan within the Rail Served Policy Area shall:
- a. identify the location of rail served areas and non-rail served areas with the goal of maximizing the Rail Served Development area;
  - b. be designed to maximize the operational efficiency of the rail served areas;
  - c. prioritize rail served uses over all other uses;
  - d. recognize the physical layout of the rail served area may take precedence over other land uses and natural features;

- e. integrate and achieve the objectives of the 232 Design Corridor Design Plan outlined in **Appendix B**, where applicable; and
- f. propose ways to discourage the change in use from Rail Served Development to non-Rail Served Development.

10.10 Local Plans shall align with the general design and restrictions of the Rail Design Shadow Plan.

10.11 With the submission of the first Local Plan that encompasses any portion of the Rail Served Policy Area, a Rail Design Shadow Plan must be submitted and approved by the County that provides a comprehensive approach to the entire Rail Served Policy Area.

- a. All subsequent Local Plans that encompass any portion of the Rail Served Policy Area shall align with the Rail Design Shadow Plan.

10.12 The Rail Design Shadow Plan shall:

- a. address continuity, protecting rail served access, and integration of the proposed development with adjacent lands;
- b. guide subsequent Local Plan applications;
- c. outline future rail service on remaining lands by identifying development constraints and conceptual rail locations;
- d. meet **Policy 10.09(b)**; and
- e. be updated with each Local Plan submission.

10.13 Local Plans shall demonstrate how the design does not impede the planning and development of the remainder of the Rail Served Policy Area in accordance with the policies of this Plan.

## CPKC Railway Lands

### Overview

All, or a portion, of the CPKC owned Railway Land located along the south boundary of the Plan may come under the jurisdiction of the Canadian Transportation Agency (CTA). The CTA will be the Approving Authority for those lands and are referred to here as the 'railway facility'. The CTA is an independent administrative tribunal of the Federal Government with judicial responsibility to render decisions affecting railway development. The CTA's role is to facilitate implementation of a nationwide transportation system that is competitive, efficient, and accessible, and meets the needs of both transportation service users and providers. The railway facility will be developed and operated by CPKC or its assignee in accordance with the CTA's approval processes.

If all, or a portion of, the Railway Land comes under the jurisdiction of the CTA, the County requests the submission of a Master Site Development Plan (MSDP), which is a type of Local Plan. The MSDP is a non-statutory policy document adopted by Council Resolution. The MSDP informs and guides subsequent municipal decision-making such as land use, subdivision, and development permit applications in a manner that would successfully integrate the 'railway facility' land into the Prairie Gateway development.

### Objectives

- » Provide guidance on the use and development of CPKC owned lands located within the Rail Served Policy Area.

## Policies

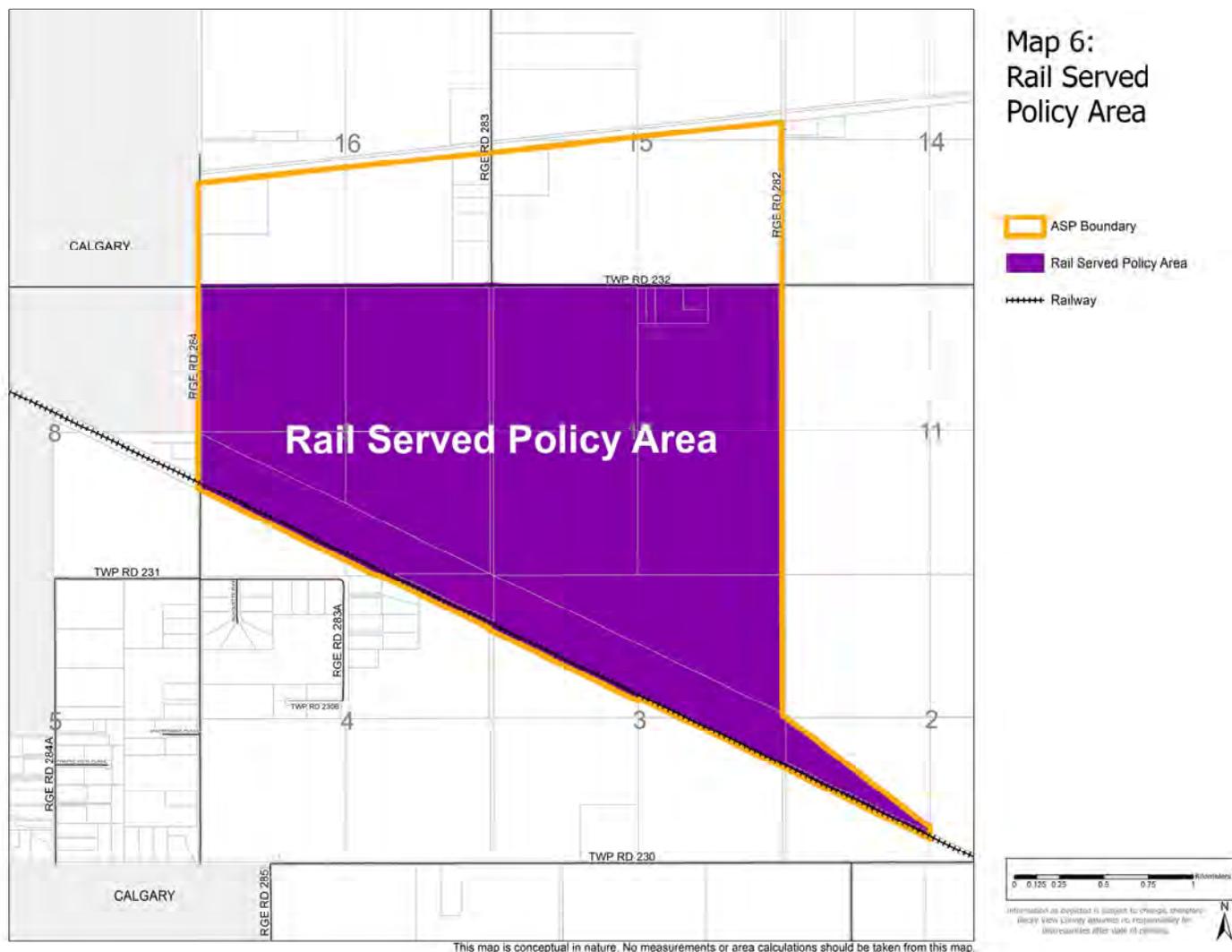
### General

- 10.14 Until such time as the railway facility lands are identified, the policies of this Plan shall prevail for all non-federally regulated Railway Land.
- 10.15 The identification of the railway facility does not require an amendment to this Plan.
- 10.16 In preparation of a Local Plan that requires the use of or access to CPKC owned Railway Lands, the applicant shall consult CPKC regarding the use of CPKC land.

### Local Plan

- 10.17 Upon identification of the railway facility, the following shall be submitted to the County:
- a. A Local Plan showing the proposed development and indicating how impacts to residential lands in proximity to the railway facility will be mitigated; and
  - b. The Local Plan should provide the following:
    - i. a map and general description of the uses and infrastructure within the railway facility;
    - ii. the proposed use and alignment, if any, of the services provided to the Plan area, which include transportation access, water, sanitary, stormwater, electrical, natural gas, and telecommunication;
    - iii. identification of servicing needs and consideration of levy requirements;
    - iv. identification of any private services internal to the railway facility, such as a stormwater pond;
    - v. confirmation that utility right-of-way plans and agreements for specific access and utility servicing purposes will be provided;
    - vi. confirmation that compensation for disturbed wetlands, if any, within the railway facility will be provided, as per Environment Canada Guidelines;
    - vii. consideration of off-site impacts to the County, such as impacts to road operations on Range Road 284;
    - viii. consideration of the Plan lighting policies;
    - ix. consideration of the 'Industrial Areas' and 'Other Commercial Areas' site and building guidelines in **Appendix B** of the Plan; and
    - x. a commitment to discuss Emergency Service provision with the County and other emergency service providers.

Map 6: Rail Served Policy Area





PRAIRIE GATEWAY ASP  
**PLAN POLICIES:  
DESIGN AND  
INTERFACES**



# 11 TOWNSHIP ROAD 232 DESIGN CORRIDOR

## Overview

Township Road 232 is the main transportation corridor connecting the Plan area to The City of Calgary. The Rocky View County/City of Calgary Intermunicipal Development Plan states intermunicipal entranceways are important features for both municipalities, and special consideration should be given to the interface. Development along Township Road 232 within the Plan area (232 Design Corridor) will contribute to an appealing entranceway that creates a transition from a rural landscape east of the Plan area to the urban fabric of a city. Through attractive architecture and landscaping, the 232 Design Corridor area will celebrate a unique industrial development and its rail served infrastructure.

The 232 Design Corridor section should be read in conjunction with **Appendix B: Landscaping and Design**.

## Objectives

- » Provide for development that creates a sense of arrival through appealing buildings, high quality landscaping, and good design.
- » Support the celebration of a Rail Served Development.
- » Provide for commercial and service amenities on a scale that supports a major industrial employment area.

## Policies

### General

- 11.01 The policies of the 232 Design Corridor shall apply to land located within 200 metres of the Township Road 232 right-of-way, as generally shown on **Map 7**.
- 11.02 Proposed commercial development should be located at intersections to create an attractive streetscape.
- 11.03 Office and light industrial uses should be located within the 232 Design Corridor and:
  - a. are encouraged to occur in conjunction with commercial and other compatible uses; or
  - b. may be allowed in the form of a stand-alone office building provided that the use is compatible with the character of the area.
- 11.04 Road and sidewalk standards along the 232 Design Corridor should match the entryway to The City of Calgary's Shepard Industrial Area Structure Plan.
- 11.05 Stormwater ponds within the 232 Design Corridor area shall provide attractive high quality landscaping that implements the requirements of **Appendix B**.
- 11.06 Parcels along Township Road 232 should have vehicular access to local roads with direct access to Township Road 232 limited to major intersections. Spacing and the number of intersections will be determined through a Traffic Impact Assessment.
- 11.07 Local Plan, subdivision, and development permit applications shall meet the requirements of **Appendix B** and the 232 Design Corridor Design Plan.
- 11.08 Prior to development permit approval for structures, a signage plan that implements the requirements of **Appendix B** and the 232 Design Corridor Design Plan shall be prepared to the satisfaction of the County. This plan must show the location and type of freestanding signs.

- 11.09 Prior to development permit approval for structures, a lighting plan that implements the requirements of **Appendix B** and the 232 Design Corridor Design Plan shall be prepared to the satisfaction of the County.
- 11.10 Prior to development permit approval for structures, a parking plan that implements the requirements of **Appendix B** and the 232 Design Corridor Design Plan shall be prepared to the satisfaction of the County.

### Local Plans

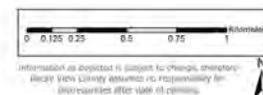
- 11.11 With the submission of the first Local Plan that encompasses any portion of the 232 Design Corridor, a comprehensive Design Plan must be submitted that provides a cohesive approach to the entire 232 Design Corridor area. The 232 Design Corridor Design Plan shall:
- a. achieve the 232 Design Corridor objectives;
  - b. provide site, building and landscaping direction that guides applicant subdivision, development permit, and building permit applications;
  - c. implement the requirements of **Appendix B**;
  - d. be to the satisfaction of and approved by the Approving Authority; and
  - e. be appended to any applicable Local Plan.
- 11.12 Local Plans located within the 232 Design Corridor shall include policies to ensure a comprehensive design character and require individual buildings to use a variety of High Quality Building Materials, and a variety of design and architectural elements in alignment with **Appendix B**, that are implemented through conditions at subdivision and development permit stages.
- 11.13 Local Plans shall demonstrate how they achieve the goals of the 232 Design Corridor Design Plan, to the satisfaction of the Approving Authority.

Map 7: 232 Design Corridor & Residential Interface



Map 7:  
232 Design Corridor &  
Residential Interface

-  ASP Boundary
-  Residential/Non-Residential Interface
-  232 Design Corridor
-  Railway



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

# 12 INTERFACES

## Overview

Minimizing the direct impact of industrial development on existing residential uses is accomplished by giving careful consideration to spatial separation, lighting, roadway design, landscaping, and the design and layout of buildings. The policies to achieve a compatible interface are located in this section.

The Plan area features several unique characteristics that require the application of special policies to ensure compatibility between lands uses. These include the shared boundary with The City of Calgary, existing Railway Lands, natural areas, adjacent residential lands, and agricultural lands.

## Objectives

- » Minimize the impact of non-residential development on residential development.
- » Provide edge conditions in non-residential areas that are complementary to adjacent residential areas.
- » Promote development that contributes to an attractive boundary between the City of Calgary and the County.
- » Minimize the impact of rail infrastructure on adjacent incompatible land uses.
- » Minimize the impact of development on agricultural land.

## Interface for Residential Land Uses

### Policies

#### General

- 12.01 Interface policies apply to those areas identified on **Map 7**.
- 12.02 Local Plans for non-residential uses adjacent to the areas identified on **Map 7** shall include an interface strategy that addresses the policies of this section.
- 12.03 The interface strategy shall seek to mitigate impacts to adjacent residential areas with particular emphasis on protecting residents from noise, light, visual, privacy intrusions, and other forms of nuisance.
- 12.04 The County will work with CPKC or its assignee to identify opportunities to mitigate impacts from the Railway Land to adjacent residential land.
- 12.05 The Non-Residential/Residential Interface area shall separate, minimize and/or buffer adjacent residential land from impacts such as noise, light, visual, and privacy intrusions. As shown on **Figure 2**, this may include but is not limited to setbacks, berming, fencing with screening, and/or landscaped screening to the satisfaction of the Approving Authority.
- 12.06 Non-residential developments located adjacent to a residential area should comply with the following:
  - a. land uses, whether outside or inside of a building, which have significant nuisances (noise, dust, smell, and vibration) should not be permitted; and
  - b. overnight trucking or automotive-related activities including parking, loading, storage, or delivery are not desirable uses in the Non-Residential/Residential Interface area and should be located within the areas where off-site impacts can be appropriately mitigated.

## Setback Area and Landscaping

Spatial separation between Non-Residential and Residential uses is achieved by providing setbacks for the non-residential buildings within the interface area.

- 12.07 Where non-residential development is on lands directly adjacent to or across a road from a residential area, the non-residential development shall be setback a minimum of 50 metres from the non-residential property line for the length of the residential boundary.
- 12.08 Uses within the 50 metre Non-Residential/Residential Interface area building setback may include:
  - a. landscaping, berms, landscaped stormwater ponds, and natural wetlands; and
  - b. surface parking (up to 10 metres in width) where the parking is hidden from view by screening such as berms, fencing, and/or landscaping.
- 12.09 High quality landscaping should be emphasized in the setback area. A landscape plan shall be prepared for the setback as part of a Local Plan that addresses the County's *Land Use Bylaw*, **Appendix B**, and any applicable design guidelines.
- 12.10 Mass plantings and/or berms shall be required to minimize the visual impact of the non-residential buildings. The plantings and earth berms should incorporate natural contours and variations in height to achieve a natural landscaped appearance.
- 12.11 Outside storage is not an acceptable use in Non-Residential/Residential Interface areas.

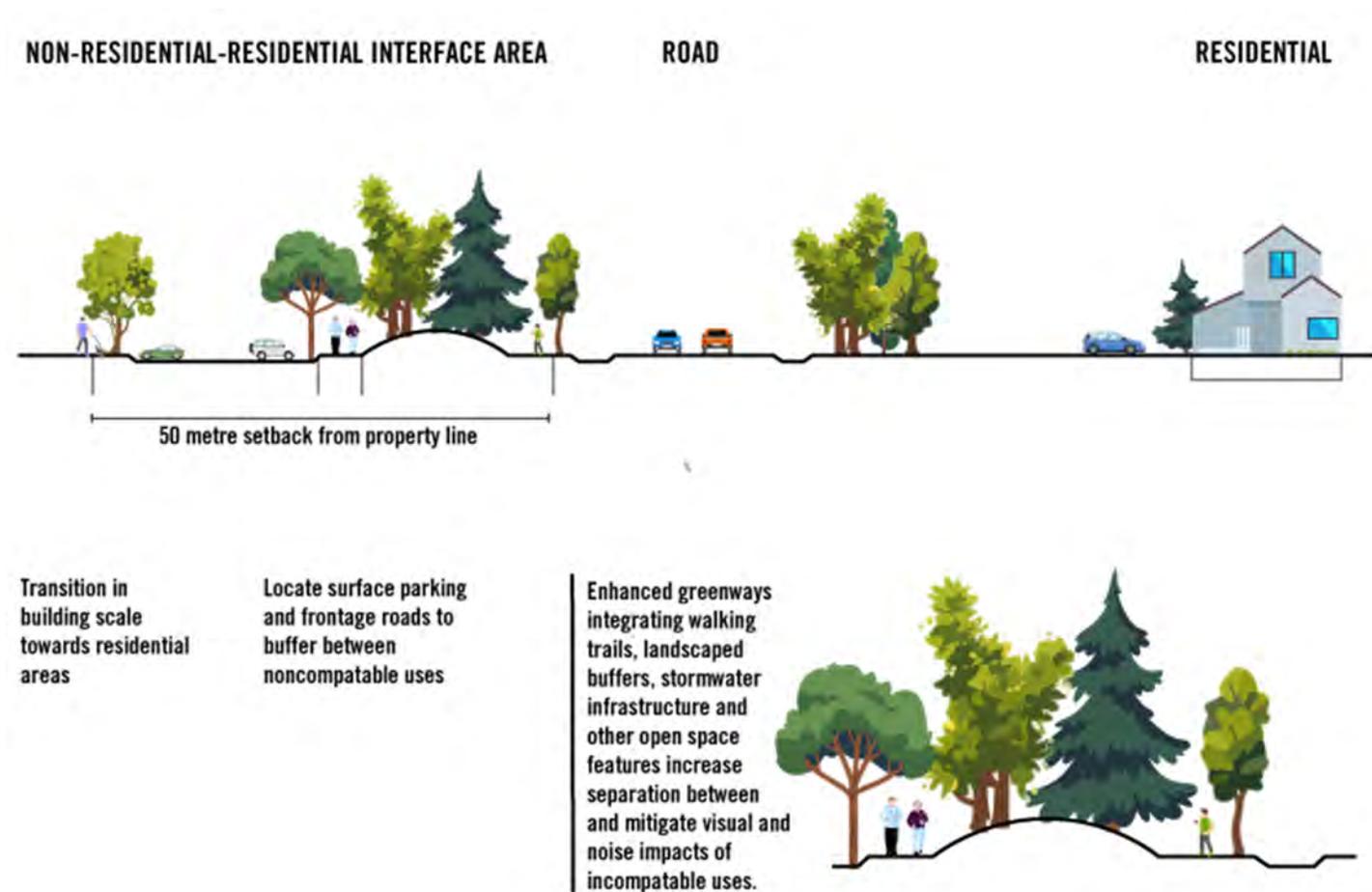
## Building Quality and Appearance

- 12.12 High quality building appearance should be emphasized where non-residential buildings face residential areas. Building design shall address the design guidelines in **Appendix B** of this Plan, the County's Commercial, Office, and Industrial Design Guidelines, and the design principles established within any Local Plan adopted by the County.
- 12.13 Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots adjacent to a residential area shall not face the residential area.

## Local Plans

- 12.14 A Local Plan adjacent to a residential land use shall appropriately plan and design an interface that minimizes conflict between incompatible land uses.
- 12.15 The Local Plan shall provide illustrations (e.g., cross-section) and graphics to show the proposed interface design.
- 12.16 Where industrial development is adjacent to a residential land use, Local Plans shall address building height within the setback area described in **Section 12**, **Map 7**, and **Appendix B**.

Figure 2: Non-Residential/Residential Interface



*Non-Residential/Residential Interface area includes building design, setbacks, landscaping, and use considerations.*

## Interface for General Land Uses

### Policies

#### County-City Interface Area

##### General

- 12.17 High quality landscaping should be emphasized in interface areas.
- 12.18 The Rocky View County/City of Calgary Intermunicipal Development Plan, interface planning principles should be addressed in any Local Plan, redesignation, subdivision, or development permit application adjacent to The City of Calgary.
  - a. Where industrial uses adjacent to The City of Calgary are proposed, they should be compatible in use with the Shepard Industrial ASP.

## Local Plans

- 12.19 Any Local Plan adjacent to the City of Calgary shall demonstrate how it integrates with the planned industrial development in the City of Calgary (Shepard Industrial ASP).
- The interface shall be appropriately planned and designed to minimize conflict between incompatible land uses.
  - The Local Plan shall provide illustrations (e.g., cross-section) and graphics to show the proposed interface design.
- 12.20 As part of a Local Plan application, a landscape plan shall be prepared for any development in the County-City Interface area and shall address the design guidelines in **Appendix B** of this Plan, the County's *Land Use Bylaw*, and the County's Commercial, Office and Industrial Design Guidelines.

## Agricultural Interface Policies

- 12.21 Applications for non-agricultural development adjacent to agricultural lands should adhere to the County's Agricultural Boundary Design Guidelines.
- 12.22 Proposals for non-agricultural development adjacent to agricultural lands located within the Plan boundary shall incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.
- 12.23 Agricultural buffering techniques may include a combination of the following:
- Barrier fencing to prevent access and catch debris;
  - Vegetated berms;
  - Stormwater management facilities;
  - Ecological/vegetative buffers;
  - Use of topographic barriers such as slopes, roads, watercourses, or wetlands; and
  - Increased setbacks for housing and other buildings.
- 12.24 Public access such as trails, pathways, and parks should be discouraged adjacent to agricultural lands unless supported by the open space and pathway plan (**Map 8**).

## Natural Areas Interface Policies

### General

- 12.25 All development shall address the County's Commercial, Office, and Industrial Design Guidelines with respect to the retention and enhancement of natural areas.

### Industrial

- 12.26 Design of industrial uses adjacent to retained natural areas shall:
- minimize impact on the natural area;
  - provide appropriate landscaping to provide a buffer between parking areas and private roads or driveways and adjacent natural areas;
  - locate surface parking and loading areas away from the adjacent edge of the natural area; and
  - integrate pathways and trails with the natural areas.

## Commercial

12.27 Design of commercial uses adjacent to natural areas shall:

- a. minimize impact on the natural area;
- b. provide natural surveillance between the built form and the natural areas;
- c. integrate pathways and trails with the natural areas;
- d. locate surface parking and loading areas away from the adjacent edge of the natural area; and
- e. allow direct pedestrian connection from the commercial uses to the pedestrian pathways within the natural areas.

## Buildings

12.28 The placement of the buildings should reinforce the sense of entry and provide visual connections to natural areas.

# 13 LIGHTING

## Overview

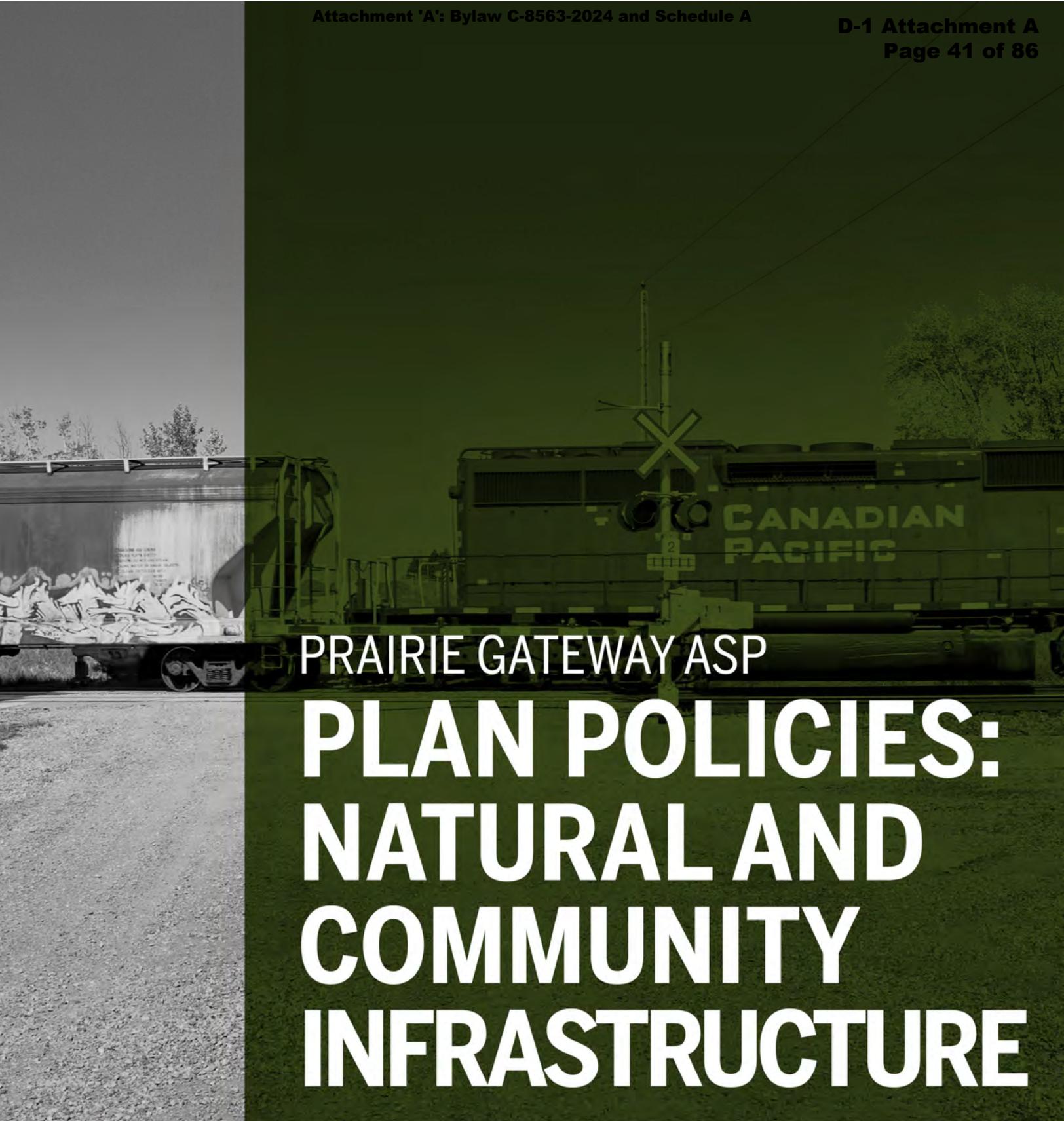
Light pollution can disrupt ecosystems, have adverse health effects, and interfere with the enjoyment of adjacent properties. Exterior lighting in the Plan area should employ dark sky principles to reduce light pollution to conserve energy, reduce glare, safeguard wildlife, and maximize views of the night sky, where possible.

## Objectives

- » To promote development that implements best practices and innovative strategies to reduce off-site light pollution while providing adequate lighting for safety.
- » To maximize natural sunlight, reduce energy consumption and support the use of innovative technologies.
- » To enhance the urban character and express the identity of area.

## Policies

- 13.01 All private lighting, including security and parking area lighting, shall be downward directed, designed to conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 13.02 All development within the Plan area should apply industry best practice dark sky principles to mitigate light pollution, including the following considerations:
- a. A luminaire backlight, uplight and glare value of 0 should be used for public and rail infrastructure;
  - b. Post-top lighting, column lighting, in-pavement lighting and specialty lighting should not be used due to glare, backlight, and other light pollution concerns; and
  - c. Development should implement time of day restrictions and other best dark sky practices to ensure light spill into adjacent properties or the surrounding environment is minimized.
- 13.03 Site and building lighting should ensure safe and well-lit pedestrian areas, including parking areas and building entrances.
- 13.04 Lighting should be located within key landscape areas or along trails while minimizing light trespass onto Environmentally Sensitive Areas.
- 13.05 Light trespass onto properties outside of the Plan area shall be minimized to the greatest extent possible.
- 13.06 Lighting not attached to a building should be solar powered.



PRAIRIE GATEWAY ASP

# PLAN POLICIES: NATURAL AND COMMUNITY INFRASTRUCTURE



# 14 NATURAL AND HISTORIC ENVIRONMENT

## Overview

The Plan area is characterized by cultivated agricultural land and small areas of native grasslands with wetlands scattered throughout the area. Presence of potential environmental areas was identified through an Environmental Screening Addendum (ESA) where it was determined that most natural features were wetlands and are not regionally significant. The ESA used sensitivity ranking to identify higher priority wetlands, evaluated effects on the natural environment, and provided mitigation recommendations where applicable. The Calgary Metropolitan Region Board's data on Environmentally Sensitive Areas was also utilized and showed none existed within the Plan area. Due to the industrial and rail served intent of this Plan, development will impact wetlands and further assessment is needed at the next stages of planning to determine opportunities for retention.

Historic Resources include archaeological and paleontological sites, Indigenous traditional use sites of a historic nature, historic structures, and geological or natural resources. Celebration of historic resources and pre-contact land use associated with such sites is a provincial requirement. A Historic Resources Overview (HRO) was undertaken in the preparation of this Plan. A Historical Resource Analysis identified the possibility of a historic farmstead located in the southwest and there may be a requirement for its formal documentation.

## Objectives

- » Ensure that development identifies and considers biophysical and heritage assets within the Plan area.
- » Provide for the assessment of wetlands and protection of those deemed to be owned by the Province.
- » Provide for the protection of riparian areas adjacent to wetlands and watercourses.
- » Support development that preserves wetlands, watercourses, and riparian areas within the Plan area where appropriate.
- » Provide for natural amenities within the Plan area by retaining Environmentally Sensitive Areas and undevelopable land in a connected ecological network where appropriate.

## Policies

### Wetlands

- 14.01 Wetland protection shall be guided by County, regional, and Provincial policy.
- 14.02 Wetland classification and relative value shall be determined using the Alberta Wetland Classification System.
- 14.03 Wetlands within the Plan area north of Township Road 232 that are not claimed by the Crown and have a high relative value should be protected.
- 14.04 Wetlands that form part of a stormwater management system shall be retained where possible in accordance with the Master Drainage Plan. Retention, maintenance, and/or removal of other wetlands will be in accordance with the direction of the Master Drainage Plan.
- 14.05 Where wetlands are not retained, developers shall provide for appropriate replacement or compensation, in accordance with Provincial policy.

### Riparian Areas

- 14.06 Riparian area protection shall be guided by County and Provincial policy and regulation.

- 14.07 Building and development in the riparian setback area shall be in accordance with the County's *Land Use Bylaw* and Riparian Setback policy.
- 14.08 The riparian setback area uses may include natural trails that are designed and programmed to have low environmental impacts, this may include supporting activities such as walking, hiking, and cycling.
- 14.09 The riparian protection area shall remain vegetated and development proponents are strongly encouraged to maintain the natural riparian function through the use of native plant species.

## Other

- 14.10 Existing tree stands and related habitat should be retained where possible.
- 14.11 North of Township Road 232, contiguous corridors should be retained for connectivity of existing tree stands, wetlands, creeks, streams, and drainages to allow for wildlife movement and possible stormwater integration with the Shepard Wetland Complex.

## Historic Resources

- 14.12 Provincial guidelines should be followed to determine whether any Historical Resources Application is required under the Historic Resources Act:
  - a. Any required avoidance or mitigation measures shall be incorporated within the development proposal and detailed within the Local Plan.
- 14.13 Names of new developments and/or roads should incorporate traditional knowledge, commemorations significant to Indigenous Peoples, the names of local settlement families, historical events, topographical features, or locations.
  - a. Where names reflect indigenous culture, the Nations should be consulted.
- 14.14 Conservation should be considered for Historic Resources (specifically archaeological resources) discovered within the Plan area.

## Local Plans

- 14.15 At the time of Local Plan preparation, a Biophysical Impact Assessment (BIA) to evaluate impact on wetlands, wildlife, vegetation, historical resources, and Environmentally Sensitive Areas shall be submitted in accordance with the County Servicing Standards.
- 14.16 Local Plans shall identify the classification and value of wetlands within the Local Plan area boundary. This shall be done as part of a wetland assessment, to be provided at the Local Plan preparation stage.
- 14.17 Local Plans shall determine, through consultation with the Province and County, whether wetland assessment for Crown-claimed wetlands is complete.
- 14.18 The Local Plan shall demonstrate the connectivity and function of all retained natural features.
- 14.19 At the time of Local Plan preparation, the riparian setback area from a protected watercourse shall be determined using the Province's "Stepping Back from the Water: A Beneficial Management Practices Guide for New Development Near Water Bodies in Alberta's Settled Region", or a similar provincial document that may replace this document.
- 14.20 Where a road is proposed to cross Environmentally Sensitive Areas:
  - a. applicable Provincial approval shall be obtained;
  - b. studies shall be done to ensure that any potential changes to existing wetland boundaries are minimized;

- c. studies should consider the most appropriate environmentally beneficial technique to maintain the ecological quality of the area;
- d. mitigation measures to protect the Environmentally Sensitive Areas shall be designed and implemented during construction; and
- e. the applicant shall demonstrate why another location is not feasible.

14.21 In preparation of a Local Plan, the applicant shall provide documentation that the Historical Resources Act requirements for the property have been completed to the satisfaction of the Province of Alberta (Historic Resource Management Branch).

# 15 OPEN SPACE, PARKS, AND PATHWAYS

## Overview

Open space, parks, pathways, and trails contribute to health benefits for local workers by providing a variety of opportunities for passive and active recreation, and environmental protection. Planning should provide for a wide range of accessible, connected, and inviting open spaces. Since the lands will develop into a rail served industrial area, recreation will be limited and occur primarily through pathways. Pathways that connect neighbouring municipalities are also important to provide regional connections to other adjoining areas and amenities.

## Objectives

- » Promote, conserve, and enhance an interconnected linear open space system.
- » Ensure that open space and parks have an ecological, social, cultural, recreational, and/or aesthetic function and that each space operates in a sustainable manner.
- » Provide for an interconnected regional and local network of pathway and trail connections.
- » Provide opportunities for safe passive recreation and alternative transportation modes within industrial and commercial areas, where it does not impact rail served industrial operations.

## Policies

### Open Space

15.01 Open space shall be provided in the Plan area through such means as:

- a. the dedication of municipal reserves, environmental reserves, and public utility lots;
- b. government lands for public use;
- c. privately owned land that is accessible to the public;
- d. publicly owned stormwater conveyance systems;
- e. land purchases, endowment funds, land swaps, and donations; and/or
- f. other mechanisms approved by the County.

15.02 Linear open spaces should be designed to allow access to people of all ages and abilities and provide opportunities for passive recreation.

15.03 Open space shall be planned and integrated into the Plan area so that the function of each space will provide a positive and safe social, ecological, cultural, and/or recreational experience.

15.04 Where historic resources are identified within open space, they should remain undisturbed where possible. When not retained, opportunities for celebration must be considered.

- a. For any Indigenous historic resources, the applicant shall consult Nations:
  - i. prior to any historic resource removal; and
  - ii. for consideration of opportunities for celebration.

## Parks and Pathways

- 15.05 An interconnected linear system of trails and pathways shall be provided, which connect to existing or proposed active transportation networks in general accordance with **Map 8**.
- 15.06 The network of pathways, trails, and sidewalks should:
- promote walking and cycling; and
  - provide safe and efficient connections between commercial and industrial areas.
- 15.07 The design and construction of parks, pathways, trails, and associated amenities shall be of high quality and adhere to the construction and design standards, including but not limited to:
- the Geometric Design Guide for Canadian Roads;
  - the County's servicing standards; and
  - the Parks and Pathways: Planning, Development and Operational Guidelines.
- 15.08 Regional pathways should be provided within planned road rights-of-way in general accordance with **Map 8**.
- 15.09 Within road rights-of-way, pathways should be located on:
- the north side of Township Road 232;
  - the west side of Range Road 284;
  - the east side of Range Road 283; and
  - the west side of Range Road 282.
- 15.10 Regional Pathways and natural area corridors should connect to or support critical linkages between Calgary and Rocky View County.
- 15.11 Maintenance roads located around the perimeter of any stormwater pond should be used as a pathway and connect to the greater Regional Pathway network of the Plan area.
- Notwithstanding **Policy 15.11**, if a stormwater pond is within the Rail Served Area, a Regional Pathway may not be required.
- 15.12 Where wetlands are retained, an adjacent pathway should be developed around all or a part of the wetland in a manner that minimizes disturbance to the wetland and riparian area.
- 15.13 Pathways should not be located within 8.0 metres of identified rail infrastructure.

## Local Plans

- 15.14 The Local Plan shall demonstrate how the pathway is connected to the open space, trails and pathways network as generally shown on **Map 8**.
- 15.15 Local Plans should incorporate the goals and policies of the Parks and Open Space Master Plan and the Active Transportation Plan: South County. In doing so, Local Plans should:
- provide connections within, and external to, the Local Plan area;
  - wherever possible, be located within or align with a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area;
  - incorporate crime prevention through environmental design (CPTED) features; and

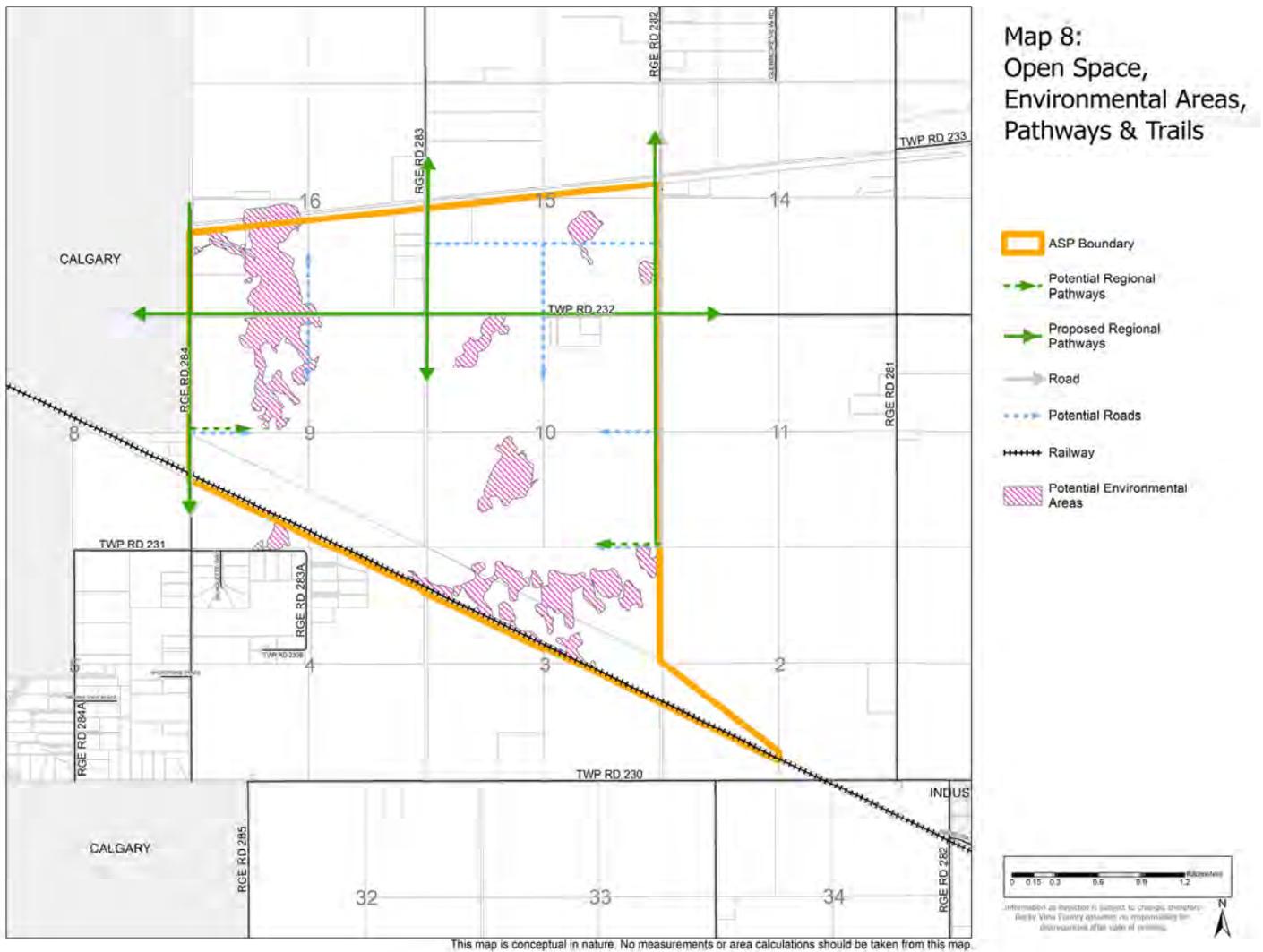
- d. contribute to the regional trail and pathway system and, where possible, connect with other municipalities' pedestrian networks.

15.16 Pathway alignment, as identified on **Map 8**, may be refined at the Local Plan application stage.

15.17 At the Local Plan stage, Industrial and Commercial uses adjacent to natural areas should:

- a. allow for outdoor amenity space to be integrated with the natural areas;
- b. allow direct pedestrian connection to the pedestrian pathways within the natural area; and
- c. coordinate landscape components, where appropriate, to reflect the nature of the adjacent open space.

### Map 8: Open Space, Environmental Areas, Pathways & Trails



# 16 RESERVES

## Overview

Reserves are lands dedicated to the County as public land during the subdivision process. Municipal Reserves enhance the County by providing land for parks, schools, and recreational amenities. As this area will develop into a rail served industrial park, some public uses may create a safety issue within the Plan area. Municipal Reserves in this area are anticipated to primarily facilitate local pathways. Environmental reserves protect the community infrastructure and natural environment by preventing development in hazardous areas such as ravines, wetlands, and floodways.

## Objectives

- » Provide for the dedication of reserves to meet the educational, recreational, cultural, social, and other County needs.
- » Provide for cash-in-lieu in place of land for municipal reserve, school reserve, or municipal school reserve when the reserve land for pathways has been dedicated.
- » Provide direction on the timing of reserve dedication.
- » Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve.

## Policies

### General

- 16.01 Voluntary dedication of reserve land beyond the maximum amount allowed by the *Municipal Government Act* may be considered if it is demonstrated that the additional reserve will benefit the County and result in no additional acquisition costs to the County.
- 16.02 The acquisition and disposal of reserve land, and the use of money in place of reserve land, shall adhere to County policy, agreements with local school boards, and the requirements of the *Municipal Government Act*.
- 16.03 Provision and allocation of reserves shall be determined at the time of subdivision by the subdivision Approving Authority.
- 16.04 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.
- 16.05 The dedication of reserves should meet the present or future needs of the Plan area by considering the recommendations of this Plan, the County's Parks and Open Space Master Plan, County Active Transportation Plan, a Local Plan, school boards, and any other relevant policies or agreements.

### Municipal Reserves

- 16.06 Reserves owing on a parcel of land should be provided as land to achieve the local pathway network or cash-in-lieu as determined by the County.
- 16.07 Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum percentage allowed by the *Municipal Government Act*.

## Environmental Reserves

- 16.08 Lands that qualify as environmental reserve should be dedicated as environmental reserve land at the time of subdivision, as per the *Municipal Government Act*.
- 16.09 Lands that are determined to be of environmental significance but do not qualify as environmental reserve should be protected in their natural state through alternative means as determined by the County.
- 16.10 Environmental reserves should be determined by conducting:
- a. a Biophysical Impact Assessment report;
  - b. a geotechnical analysis; and/or
  - c. other assessments acceptable to the County.

## Local Plans

- 16.11 Within a Local Plan boundary, reserve lands may be deferred by registering a deferred reserve caveat to a future subdivision.
- 16.12 A reserve analysis shall be required with the preparation of a Local Plan to determine the amount, type, and use of reserves owing within the Local Plan area.
- 16.13 The reserve analysis shall include a determination of:
- a. the total gross area of the Local Plan;
  - b. the type and use of reserves to be provided within the Local Plan area;
  - c. other reserves owing on an ownership basis;
  - d. the location of the reserve types and amounts in relation to the Local Plan area's overall open space system, with this information to be shown on a map; and
  - e. the amount of residual reserves to be taken as money in place of land.

# 17 EMERGENCY SERVICES

## Overview

Emergency response coverage is required as an essential service to meet the needs of a safe industrial development, promote and maintain safe and healthy behaviours, and offer protection to property owners.

## Objectives

- » Ensure an appropriate and efficient level of fire and protective services is made available for current and future landowners.
- » Ensure all development is designed and constructed to optimize the delivery of fire and protective services.

## Policies

- 17.01 In association with County Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to the Plan area.
- 17.02 Policing will be provided by the RCMP as per the Provincial Police Service Agreement, until such time as another policing solution is required or sought out.
- 17.03 Fire services will be provided by the County as the primary responder. The County may request the support of The City of Calgary Fire Department if required, as per the Secondary Emergency Response Fire Services Agreement between the County and The City.
- a. Notwithstanding **Policy 17.03**, primary response may change upon agreement between the County and The City.
- 17.04 Community Service Reserve land may be used to locate an Emergency Response Station within the Plan area if the land is declared surplus to school needs.
- 17.05 Proposed development within the Plan area will be reviewed by County Fire Services and the Approving Authority to ensure appropriate Fire Protection measures are incorporated.
- 17.06 All industrial and commercial buildings shall provide fire suppression systems that are in compliance with the County's Fire Suppression Bylaw and the Alberta Building Code.
- 17.07 Local Plans shall address fire and protection response measures and on-site firefighting requirements through consideration of such factors as uses, building heights and design, efficient road design, safe and efficient access for emergency service vehicles, wildland fire protection, and fire control measures.
- 17.08 Crime Prevention Through Environmental Design (CPTED) features should be considered and incorporated into the design and construction of all new development, wherever possible.
- 17.09 The County shall collaborate with The City of Calgary, CPKC, and any third-party site operator to develop an Emergency Response Plan to mitigate any risks related to Railway Lands and train movements.



PRAIRIE GATEWAY ASP  
**PLAN POLICIES:  
TRANSPORTATION  
AND SERVICING**



# 18 TRANSPORTATION

## Overview

The Prairie Gateway ASP addresses the area's transportation needs by (i) providing policy and mapping guidance for development within the Plan boundary, and (ii) a traffic impact assessment (TIA) to determine the infrastructure improvements and timing needed to effectively move traffic from the Plan area onto the regional transportation network.

Within the Plan boundary, a conventional grid network should be developed where possible. The road network design in the Rail Served Area (south of Township Road 232) will accommodate planned rail infrastructure. A primary feature is limiting road and pedestrian interaction with rail spur lines. Road orientation will be predominantly north/south entering onto Township Road 232. Where possible, roundabouts are encouraged for safety, efficiency, and reducing stops to decrease vehicle emissions.

The TIA examined the required upgrades to provide connections to the regional highway system. There are two regional routes (**Map 9**), each requiring upgrades as development proceeds:

- » Township Road 232/114 Avenue is the primary transportation route between the Plan area and Stoney Trail. Upgrades to this route require realignment of 114 Avenue south of the Shepard community. Other changes include a grade separated rail crossing to create a continuous traffic flow at the 114 Avenue rail crossing, increased safety, and reduced traffic disturbance to the Shepard community; and
- » Range Road 283 to Highway 560 (Glenmore Trail) and west to Stoney Trail.

## Objectives

- » Provide for a highly effective internal transportation network that contributes to a high quality built environment and aligns with the regional transportation network.
- » Provide opportunities for spur line connections to buildings from the CPKC Mainline.
- » Avoid crossing of spur lines by the public transportation network.
- » Create a transportation network that provides for flexibility in lot and site design.
- » Upgrade the regional transportation network to support efficient goods movement.
- » Provide opportunities for future connections to existing or planned public transit infrastructure in the Plan area and surrounding area.

## Policies

### Regional Transportation Network

- 18.01 The regional transportation system should be developed in general accordance with **Map 9** and the Transportation Impact Assessment. The classifications of the grid transportation network will be refined through further transportation analysis and/or at the Local Plan stage.
- 18.02 Rocky View County shall work collaboratively with The City of Calgary and Alberta Transportation on the required transportation upgrades, and connections to Stoney Trail and Highway 560 (Glenmore Trail).

### Local Road Network

- 18.03 The local transportation network should be generally located as depicted on **Map 9**.

18.04 Local roads shall be designed in accordance with the County's Servicing Standards.

18.05 To efficiently move traffic, reduce emissions, and improve safety, the use of roundabouts at major intersections should be evaluated for feasibility.

18.06 The cross section for Township Road 232 should match the planned cross section for 114 Avenue SE within The City of Calgary.

## Transit

18.07 The transportation network shall be designed and built to accommodate a future transit service, while accommodating the design of a rail served industrial park.

a. When developed, the following roads shall be developed as transit ready routes:

- i. Township Road 232;
- ii. Range Road 284;
- iii. Range Road 283 north of Township Road 232; and
- iv. Range Road 282.

b. Notwithstanding **Policy 18.07(a)**, transit ready routes may be refined at the Local Plan stage through the Transit Service Plan if refinements would result in more effective transit provision or to avoid conflicts with the policies of the Rail Served Area.

18.08 Transit design should plan routes that minimize the number of turns while providing maximum coverage.

18.09 At the subdivision stage, based on further analysis and lot design, the locations of bus stops identified in the Transit Service Plan will be refined to accommodate the subdivision design.

18.10 All streets accommodating temporary phased or permanent transit service shall be a collector or higher-order street classification.

## Local Plans

18.11 A Traffic Impact Assessment shall be required as part of the Local Plan preparation and/or subdivision application process and shall confirm road classifications, intersection spacing, and intersection treatments.

18.12 As part of the Local Plan preparation, the designation, design, and construction of the local network roads, including classification, street sizing, number, and intersection/access spacing, shall be determined.

18.13 Local Plan transportation network design should be a grid network where possible.

18.14 Local roads shall be designed in accordance with the urban requirements of the County's Servicing Standards.

a. Notwithstanding **Policy 18.14**, the rural road requirements of the County's Servicing Standards may be considered where technical constraints make the urban requirements unfeasible.

18.15 Roads shown on **Map 9** as solid lines should be part of a Local Plan.

a. Roads shown on **Map 9** as dashed lines are conceptual and may be altered as part of the Local Plan submission, subject to the following:

- i. a Transportation Impact Assessment determines that the change would not negatively affect the network; and

- ii. the change will not negatively affect the ability to provide fire and emergency services.

18.16 With the submission of a Local Plan, a Transit Service Plan prepared in collaboration with a public transit service provider shall be submitted. The Transit Service Plan:

- a. should identify, within the Rail Served Policy Area, transit routes that maximize transit coverage while minimizing conflicts with Rail Served Development;
- b. for the Rail Served Policy Area, shall accompany the Rail Design Shadow Plan and support the objectives and policies of the Rail Served Policy Area;
- c. shall identify other potential transit routes;
- d. shall provide guidance on the spacing of bus stops, transit amenities, and street classification; and
- e. shall include a conceptual map.

### Map 9: Transportation Network



# 19 UTILITY SERVICES

## Overview

Well-designed and effective utility services are the foundation of a well-planned and competitive business area. The provision of utility services to the Prairie Gateway area will be a collaborative effort between the County, The City of Calgary, and developer(s). Water and wastewater servicing for the Plan area will be provided by The City of Calgary, subject to the approval of City Council. Within the Plan area, the County will assume ownership of the water distribution system and is responsible for Plan area water distribution, billing, and system maintenance.

To ensure the provision of sufficient, safe, and efficient water distribution within the Plan area, the water distribution network is designed to serve the anticipated development needs, ensuring a robust network capable of meeting demand at full build-out. Essential components of the local system include a water reservoir, pump stations, pressure reducing valves, feeder mains, and a localized distribution system. The City of Calgary system falls within the Glenmore water pressure zone and will be looped to maintain flows and provide system redundancy (**Map 10**). The County will distribute water to individual customers within the Plan area. A supplemental water distribution system providing non-potable water or water for a high demand user beyond the regional water network's capacity to provide may be considered.

The wastewater system is designed to adequately serve the anticipated development needs, ensuring a robust network capable of meeting demand at full build-out. Essential local infrastructure components include a gravity wastewater sewer system, force mains and lift stations. The County will manage the wastewater system within the Plan boundary. Piped utility services within the County will connect to extensions of City services. Flows will be conveyed through a combination of sewer gravity mains and pressurized force mains to a central lift station. The centralized lift station will convey the wastewater flow to the existing City of Calgary wastewater network. Development within the Plan area will require a new lift station(s) and force main connection to extend to one of two City of Calgary trunk options (**Map 11**).

Shallow utilities including gas, electricity, and telecommunications are provided by the developer.

## Objectives

- » Support an orderly, logical, and sequential pattern of utility development.
- » Provide suitable and efficient water and wastewater systems to service the Plan area in a safe, cost effective, and fiscally sustainable manner.
- » Ensure development connects to piped utility networks when available.
- » Allow for a limited amount of interim water and wastewater services until piped services are brought to the area.
- » Identify and protect utility service alignments.
- » Ensure fire suppression and water supply infrastructure provides the appropriate level of fire protection.
- » Support water conservation.

## Policies

### General

19.01 Water, wastewater, and shallow utility services shall be provided to the entire Plan area.

- 19.02 The location of regional and local infrastructure corridors, utility rights-of-way and easements, and related line assignments are identified on **Map 3**. Local Plans in proximity to a regionally significant corridor should identify and protect the corridor to the satisfaction of the County, utility company, and easement holder.
- 19.03 Proposed land use, employment (flow) forecast, or transportation network changes to the Plan may require a re-evaluation or modification of the proposed and existing utility infrastructure at the regional level.
- 19.04 If a District Energy System is available or planned for within the Plan area, development should connect to that District Energy System.
- 19.05 Upon The City of Calgary request, water and wastewater design reports and drawings that impact The City water and wastewater infrastructure shall be circulated to The City for review and approval, prior to Local Plan approval.

## Water

- 19.06 The provision, alignment, and capacity of the water distribution system shall be in general accordance with **Map 10** and Determination of Sanitary Sewer Flow and Potable Water Demand Technical Memorandum. These alignments are conceptual and will be further identified as part of the Local Plan preparation.
- 19.07 Water servicing for the Plan area will be provided to the County boundary by The City of Calgary, subject to City Council approval of a Master Servicing Agreement.
- a. Notwithstanding **Policy 19.07**, a supplemental non-potable water or potable water system for a high demand user beyond the regional water network's capacity may be considered, subject to technical review and an update of the Sanitary Sewer Flow and Potable Water Demand Technical Memorandum, and subject to approval of the alternative option by the applicable approving authorities.
- 19.08 Design and construction of the water distribution system within the Plan area shall be to the County servicing standards.
- 19.09 Where the Plan area water distribution system connects to The City of Calgary owned regional distribution system, the connection point(s) shall be to City standards.
- 19.10 All water systems serving developments within the Plan area shall be designed to provide adequate water pressure to combat fires.
- 19.11 Within the Plan boundary, infrastructure and land related to the distribution of water shall be identified prior to the approval of a Local Plan application and dedicated to the County as per the requirements of the Development Agreement.
- 19.12 Reduction and reuse of water is encouraged in accordance with Provincial laws and regulations.
- a. Where possible, the reuse of water is encouraged for energy generation, industrial processing, and other uses allowed for by the province.
  - b. Potable water shall not be used for irrigation.

## Wastewater

- 19.13 The provision, alignment, and capacity of the wastewater system shall be in general accordance with **Map 11** and Determination of Sanitary Sewer Flow and Potable Water Demand Technical Memorandum. These alignments are conceptual and will be further identified as part of the Local Plan preparation.
- 19.14 Wastewater servicing for the Plan area will be provided to the County by The City of Calgary, subject to City Council approval of a Master Servicing Agreement.

- 19.15 Where the Plan area wastewater distribution system connects to The City of Calgary owned regional collection system, the connection point and effluent standards shall be to City standards.
- 19.16 Design and construction of the wastewater distribution system within the Plan area shall be to the County standards.
- 19.17 Within the Plan boundary, infrastructure and land related to the collection and conveyance of wastewater shall be identified prior to the approval of a Local Plan application and dedicated to the County at the subdivision stage.
- 19.18 If supplemental non-potable water or potable water from a high demand user is returned to the wastewater system, updates to the Technical Memorandum and Master Servicing Agreement may be required, as deemed necessary by the County and The City of Calgary.
- 19.19 Sump pumps and stormwater drainage systems shall not connect to the wastewater system.

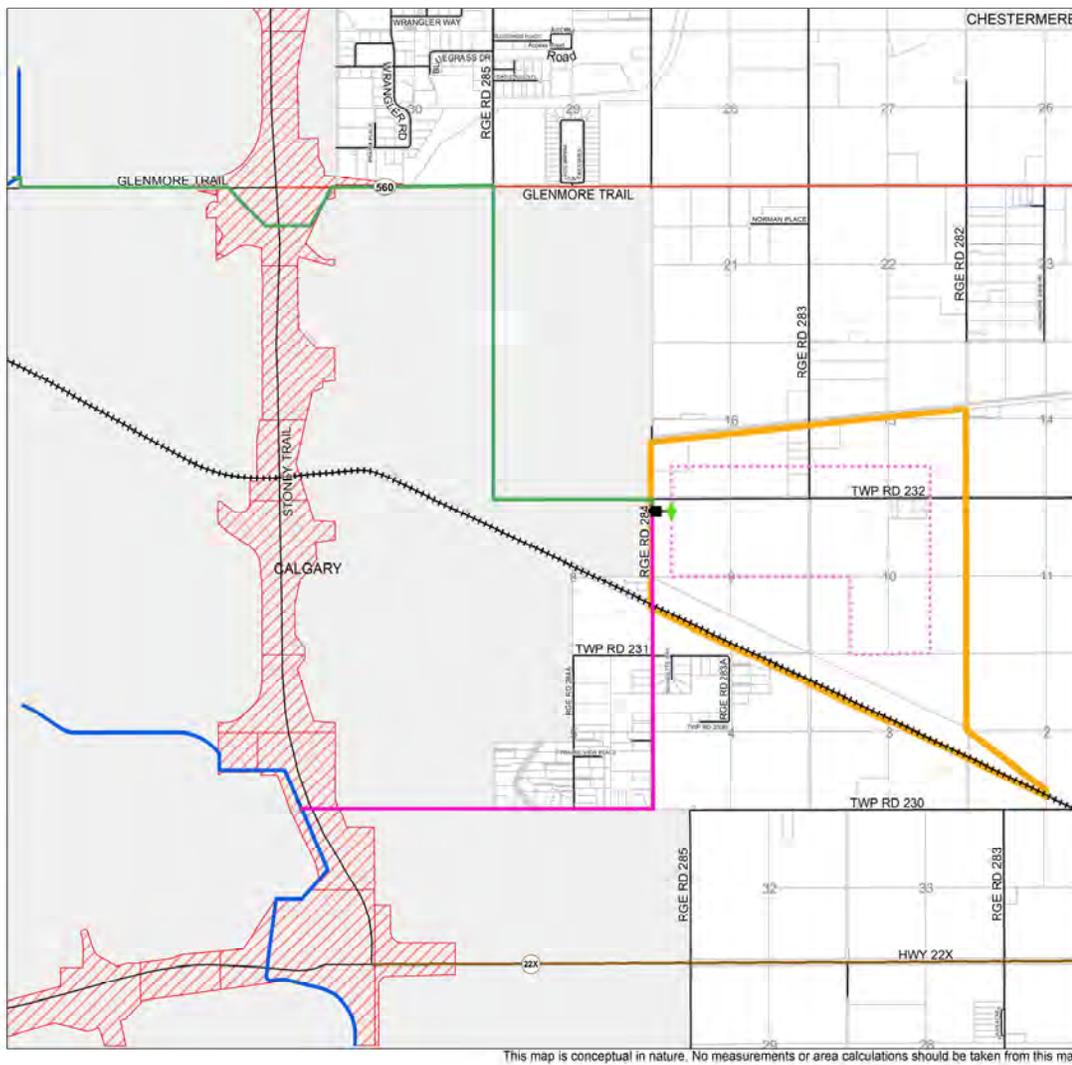
### Shallow Utilities and Regionally Significant Corridors

- 19.20 Shallow utility alignment should be:
- identified at the Local Plan stage and determined at the subdivision stage;
  - located within a utility right-of-way and not within the road allowance or under sidewalks or pathways; and
  - located to avoid identified natural areas, tree plantings, and open spaces, and minimize the impact on natural features.
- 19.21 Wherever possible, utility easements should be utilized to ensure their location, identification, and maintenance can be made with ease and without service disruption.
- 19.22 Shallow utility rights-of-way, public utility lots, and easements shall be provided at the subdivision or development permit stage, as deemed necessary by the utility provider.

### Local Plan

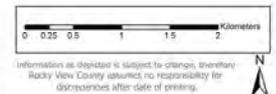
- 19.23 Local Plan, redesignations, subdivision, and/or development permit applications shall be in alignment with the wastewater servicing plan and water servicing plan.
- 19.24 As part of the Local Plan preparation, the developer shall consult with The City of Calgary and the County to identify:
- any downstream trunk, wastewater treatment plant upgrades, or other infrastructure required to provide wastewater servicing; and
  - any upstream mains, water treatment plant upgrades or other infrastructure required to provide water servicing.
- 19.25 The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the Local Plan stage to the mutual satisfaction of the County, the developer, and the utility companies.

Map 10: Water Servicing



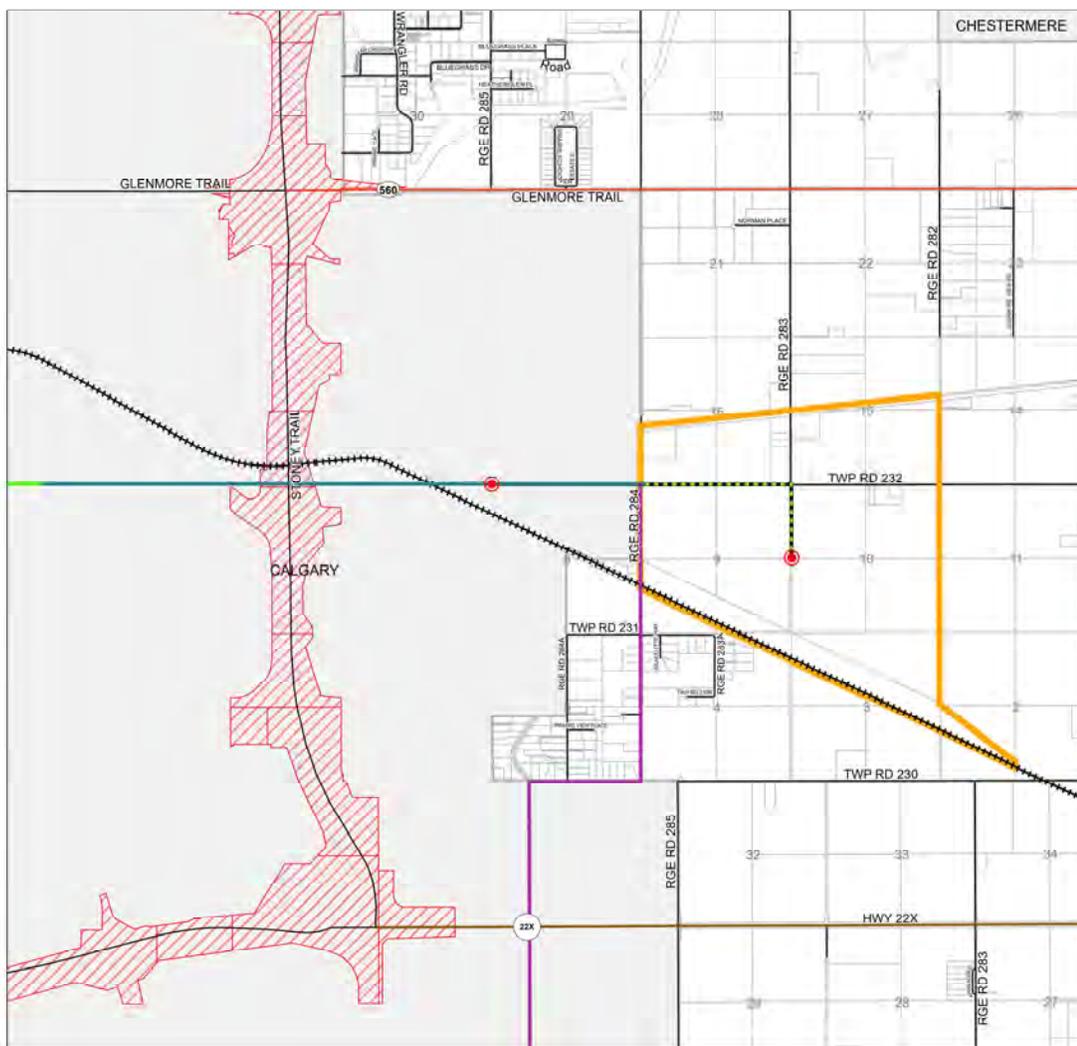
Map 10:  
Water Servicing

- ASP Boundary
- Feedermain**
  - Connection 1 - Proposed Feedermain Extension
  - Connection 2 - Proposed Feedermain Extension
  - Internal Distribution Main
  - Existing Feedermain
- Pump Station & Reservoir**
  - Future
- Meter Station**
  - Future
- Railway
- Transportation & Utility Corridor



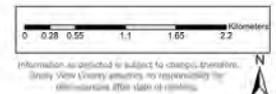
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

Map 11: Wastewater Servicing



Map 11:  
Wastewater  
Servicing

- ASP Boundary
- Forcemain**
- Proposed Option A
- Proposed Option B
- Existing Sanitary
- Proposed Sanitary
- Proposed Sanitary Lift Station
- Railway
- Transportation & Utility Corridor



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

## 20 POWER GENERATION FACILITIES

### Overview

An opportunity to provide a Power Generation Facility within the Plan area may exist. A Power Generation Facility could enhance local and regional power supply and provide opportunities to implement District Energy to service adjacent areas.

### Objectives

- » Encourage the implementation of onsite renewable energy infrastructure.
- » Support the creation of a district energy system.

### Policies

- 20.01 The operator of any power generation facility shall obtain all relevant provincial approvals and adhere to the technical development requirements of the Local Plan.

### Local Plans

- 20.02 For utility-scale power generation facilities, the Approving Authority may request additional technical studies and supporting information, including but not limited to, the following:
- a. Development Impact Statement and Analysis to evaluate the impact of the proposal on adjacent sites from:
    - i. noise;
    - ii. visual appearance;
    - iii. lighting;
    - iv. odour; and/or
    - v. dust impacts.
  - b. impacts and mitigation of the anticipated vapour/steam by-products;
  - c. Biophysical Impact Assessment; and
  - d. any additional studies to identify safety, health and/or nuisance impacts.

# 21 STORMWATER

## Overview

The Prairie Gateway Master Drainage Plan has identified three main stormwater catchments (north, central, and south). Each catchment has a proposed stormwater management facility (SWMF) that will safely treat and convey the catchments runoff to a proposed storm pipe (trunk). The trunk moves stormwater south following Range Road 284, and then west along Township Road 231 where it connects to the existing Shepard Ditch south of the Shepard Wetland, ultimately discharging to the Bow River. There are no natural streams or rivers within the Plan area, but there are water bodies that have potential to be Crown-claimed

## Objectives

- » Ensure development incorporates the policies and best practices contained within the Master Drainage Plan and sub-basin plans for effective stormwater management.
- » Ensure effective, sustainable, and responsible stormwater infrastructure in the Plan area.
- » Support innovative conservation methods and best management practices with respect to stormwater management, including stormwater reuse and recycling opportunities.
- » Preserve high value wetlands within the Plan area, where possible.

## Policies

### General

- 21.01 The stormwater system alignment shall be in general accordance with **Map 12**, and capacity in general accordance with the Master Drainage Plan. These alignments are conceptual and will be refined as part of the Local Plan preparation and subsequent lower tier stormwater reports.
- 21.02 All new development shall conform to the recommendations outlined in the Master Drainage Plan, Sub-Catchment Master Drainage Plan, and subsequent required stormwater reports regarding release rates, volume control targets, water quality, and assessment of downstream drainage constraints.
- 21.03 Stormwater ponds should be enhanced with bio-engineering techniques, wherever possible, to promote volume control and improved water quality.
- 21.04 Natural wetlands and/or natural drainage courses that are retained should receive treated stormwater through direct or indirect flow in order to maintain the integrity of the wetland and the drainage course.
- 21.05 All new development shall be required to connect to the stormwater system.
- 21.06 Mitigation of potential negative impacts of development to watercourses, waterbodies, and adjacent landowners must be identified and addressed in the Master Drainage Plan and subsequent required stormwater reports.
- 21.07 All stormwater design reports and drawings that discharge to The City of Calgary stormwater infrastructure shall be circulated to The City for review and approval, prior to Local Plan approval.

### Regional Stormwater Management

- 21.08 Regional stormwater treatment will be provided by The City of Calgary, subject to City Council approval of a Master Servicing Agreement.

21.09 Stormwater flows (quantity and quality) and infrastructure connecting to The City of Calgary's stormwater treatment system shall meet City standards.

### Standards and Design

21.10 The Master Drainage Plan, subsequent plans, and stormwater management facilities shall align with the East Calgary Regional Stormwater Plan.

21.11 Stormwater infrastructure within the Plan area shall be constructed, operated, and maintained in accordance with County servicing standards, County policy, the Master Drainage Plan, and provincial regulations.

21.12 Where the Plan area stormwater system connects to The City of Calgary owned stormwater system, the connection point and stormwater quality standards shall be to City standards.

### Reduce, Recycle, and Reuse

21.13 The County supports best management practices that reduce impervious surfaces, clean or filter runoff, and allow for reuse of stormwater for non-potable purposes. Reduction in quantity and improvement in quality can be achieved by the:

- a. design of source control practices in order to reduce the amount of water moving downstream and the need for end-of-pipe stormwater treatment solutions;
- b. use of low impact development methods;
- c. reduction of impermeable surface runoff; and
- d. reuse of stormwater for irrigation or other non-potable purposes.

21.14 The County supports the reuse of stormwater in accordance with provincial requirements.

### Local Plans

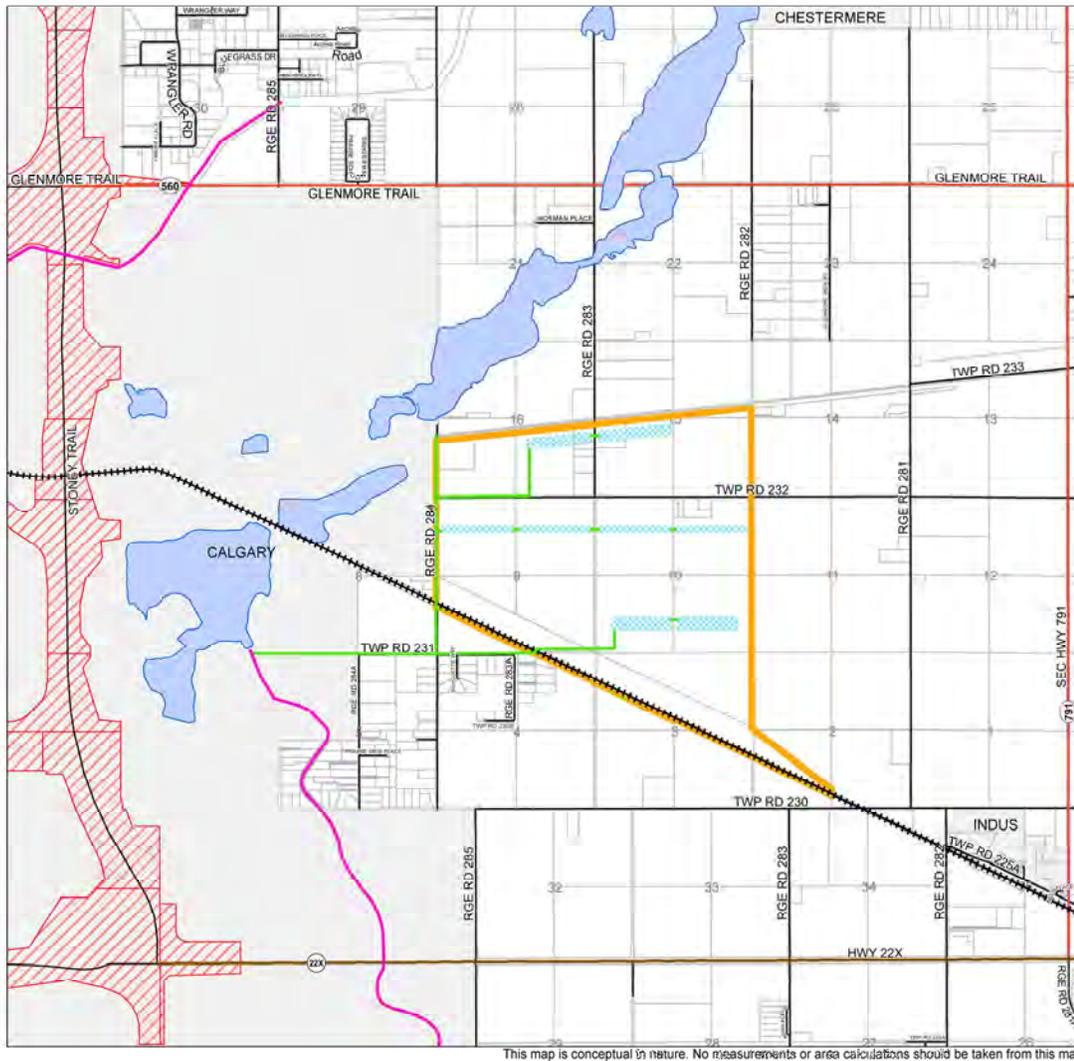
21.15 Within the Plan boundary, infrastructure and land related to the stormwater treatment and conveyance system shall be identified prior to the approval of a Local Plan application and dedicated to the County at the subdivision stage.

21.16 As part of a Local Plan application, a Stormwater Management Report that is consistent with the approved Master Drainage Plan, or any subsequent stormwater plan shall be submitted.

21.17 Local Plans and subdivisions shall adhere to the approved Master Drainage Plan and subsequent required stormwater reports.

21.18 The Local Plan shall adhere to the monitoring requirements of the approved Master Drainage Plan and subsequent required stormwater reports.

Map 12: Stormwater Servicing



Map 12:  
Stormwater  
Servicing

- ASP Boundary
- Proposed Piped Stormwater Conveyance System
- Proposed Stormwater Detention Storage
- Existing Stormwater Channel
- Shepard Regional Drainage System
- Railway
- Transportation & Utility Corridor



## 22 SOLID WASTE AND RECYCLING

### Overview

Solid waste should be managed at all stages of development, from construction and demolition to full buildout. The policies emphasize the reduction and diversion of waste through the recycling and reuse of materials. Each development stage has different solid waste requirements. The policies are in alignment with Rocky View County's Solid Waste Servicing Strategy, which provides guidance on managing solid waste.

### Objectives

- » Ensure Local Plans address solid waste management during all stages of development and are in alignment with the County's Solid Waste Servicing Strategy.
- » Promote proper disposal and recycling of solid waste material from construction sites.
- » Provide direction on the expected level of post-construction waste management service to be provided by Rocky View County.

### Policies

#### General

- 22.01 Solid waste management shall be guided by Rocky View County's Solid Waste Servicing Strategy.
- 22.02 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction in accordance with County standards.
- 22.03 Waste minimization and waste diversion practices are encouraged in the Plan area and should have a diversion target of 50 per cent.

#### Local Plans

- 22.04 A Local Plan should:
  - a. address solid waste management through all stages of development, including occupancy;
  - b. identify the appropriate waste collection stations that serve the Local Plan area;
  - c. conform to the policies of the County's Solid Waste Master Plan; and
  - d. set a solid waste diversion target to inform the subdivision construction management plan.

#### Industrial and Commercial

- 22.05 Businesses shall be responsible for providing their own solid waste services.

#### Agriculture Areas

- 22.06 Solid waste management shall be the responsibility of property owners in country residential and agriculture areas.
- 22.07 Waste collection stations should be used for the disposal of solid waste and recyclable materials.

## 23 OIL AND GAS

### Overview

Oil and gas facilities, infrastructure, and operations have the potential to affect public safety and the natural environment. The co-existence of oil and gas activities with other forms of development in the Plan area is an important consideration in the area's development. **Map 3** identifies the locations of gas lines and operating and abandoned oil and gas wells within the Plan area.

### Objectives

Ensure appropriate and safe land development within proximity of oil and gas infrastructure.

- » Allow for the continued and safe operation of oil and gas infrastructure.

### Policies

#### General

- 23.01 Applicants proposing to develop land in the vicinity of oil and gas facilities and wells shall adhere to the setback requirements and policies of this Plan, and the Directives and Bulletins of the Alberta Energy Regulator.
- 23.02 At the time of subdivision or development permit approval, a restrictive covenant shall be registered that prevents the construction of any building within the setback area associated with an active, suspended, reclaimed, or abandoned well.
- 23.03 Prior to the preparation of a Local Plan to develop lands within 1.5 kilometres of a petroleum facility that is situated within an Emergency Planning Zone, the developer shall consult with the County and the operator of the facility to determine how an Emergency Response Plan will be prepared, updated, or replaced.
  - a. Where the Emergency Planning Zone includes any land in the City of Calgary, the County shall consult with The City.
- 23.04 The location, development setbacks, Emergency Planning Zones, and emergency response planning regarding all petroleum facilities shall be identified in the Local Plan and included in any marketing information and other public communication materials.
- 23.05 Prior to the preparation of a Local Plan to develop lands with identified oil and gas wells and/or pipelines, the developer shall consult with the County and the affected operator of the facility to discuss development planning and implementation.

#### Abandoned Oil and Gas Wells

Within the Plan area, there is one known abandoned well site with a reclamation certificate (License Number 0035829) and one known abandoned well site with an insolvent licensee (License Number 0189985). The following policies apply for land located in proximity to an abandoned well site.

- 23.06 All buildings located in proximity to an abandoned well site shall comply with the Alberta Matters Related to Subdivision and Development Regulation and Alberta Energy Regulator setback requirements or provide a minimum building setback as required by the operator(s), whichever is greater.
- 23.07 Vehicular access to an abandoned well site shall:
  - a. be identified in the Local Plan; and

- b. if required, be protected by easements in favour of the County at the time of subdivision or development approval.

23.08 In conjunction with the preparation of a Local Plan, a subdivision, or development permit application for any parcel containing an abandoned well, the applicant shall provide:

- a. surveyed locations and depth, if known, of abandoned wells and pipelines and confirmation from the Alberta Energy Regulator of any setbacks;
- b. a Phase I Environmental Site Assessment specific to the abandoned well;
- c. a Phase II Environmental Site Assessment specific to the abandoned well as deemed appropriate by the Approving Authority;
- d. an evaluation of the integrity of the well abandonment; and
- e. a reclamation certificate for the well, if possible.

23.09 Pending the results of a Risk Assessment, lands with abandoned wells may be part of the Municipal Reserve dedication if they are compatible with a park or trail plan, at the discretion of the Approving Authority.

23.10 Roads shall not be located over abandoned wells.

23.11 During land development, all abandoned well sites shall be marked with temporary signage identifying the location and depth, if known, of the abandoned well and providing contact information for the Alberta Energy Regulator. Such signage, as well as adequate fencing and any other necessary protective measures, shall be in place during the development process to prevent damage to the abandoned well bore.

## Pipelines

Oil and gas pipelines are located in a utility right-of-way within the Plan area. The following policies apply to those pipelines that transect the Plan area, and do not contain sour gas.

23.12 All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operations of these facilities.

23.13 If applicable, crossing and access agreements shall be in place prior to conditional subdivision approval over lands encumbered by a pipeline right-of-way.

23.14 Pathways and other recreational uses may be permitted on pipeline right-of-way with the consent of the easement holder and at the discretion of the Approving Authority.

23.15 Intersections of water, wastewater or stormwater utility lines, roads, and parcels where new building construction will take place shall not be co-located with abandoned pipelines. At the discretion of the Approving Authority, an environmental assessment of a pipeline right-of-way where the pipeline has been removed may be required to demonstrate that land is suitable for the intended use.

23.16 A discontinued pipeline is a temporarily deactivated pipeline that may go back into service in the future, and therefore, the setback requirements shall remain as if the pipeline was operating and in compliance with provincial regulations.

23.17 An abandoned pipeline is one which will not be reactivated for service, and therefore, the minimum setback for an abandoned pipeline is the edge of the pipeline right-of-way, unless the pipeline has been removed.

23.18 Where feasible and as negotiated between the operator and developer, removal of abandoned pipelines is strongly encouraged as part of area development.

## Local Plans

- 23.19 As part of a Local Plan preparation process, applicants shall obtain a Land Development Information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines (abandoned and operating) in the Local Plan area. In addition, the applicant must determine if an Emergency Planning Zone has been established around a sour gas facility or well.
- 23.20 A Risk Assessment shall be required prior to, or in conjunction with, a Local Plan application for land on which oil and gas facilities and their associated setbacks are present. Terms of Reference for this Assessment are to be developed in consultation with the Approving Authority. This Assessment shall be used by the Approving Authority to determine whether the proposed development should be subjected to a greater setback distance and whether additional mitigation measures should be integrated at the time of development.
- 23.21 With each Local Plan application, the applicant shall update the Risk Assessment with any changes to oil and gas infrastructure to ensure that it is current.
- 23.22 Prior to a Local Plan application with lands in a setback area of oil and gas infrastructure, the applicant must consult with the operator and Alberta Energy Regulator.



# PRAIRIE GATEWAY ASP IMPLEMENTATION AND MONITORING



## 24 IMPLEMENTATION

### Overview

The opportunity to develop a rail served industrial park leveraging off the acquisition between Canadian Pacific and Kansas City Southern and the proximity to the CPKC Mainline was brought to the two municipalities by Shepard Development Corporation, who financed the majority of the technical work.

The ASP was jointly developed with The City of Calgary and the County. Plan development was a successful cooperative effort between the two municipalities. Plan implementation requires a similar joint commitment to ensure the physical development and servicing of a rail served industrial park is brought to life.

In addition to the ASP, the municipalities have agreed to participate in a joint economic development opportunity known as the Prairie Economic Gateway initiative. The municipalities recognize the Prairie Economic Gateway as a significant economic opportunity for the Calgary Region. It is the intent of both municipalities to implement a cost and revenue sharing agreement, and create a joint Oversight Committee to successfully implement the Prairie Economic Gateway opportunity.

### Objectives

- » Ensure Local Plans adhere to the vision, goals, objectives, and policies of the Plan.
- » Implement the Land Use Strategy and policies of the Plan.
- » Provide criteria for the logical phasing of development.
- » Ensure that the cost of infrastructure development is provided.
- » Implement key actions to facilitate development and provide guidance on Local Plan requirements.
- » Ensure the attractive physical appearance of the Plan area.
- » Provide for the review and amendment of the Plan as required.

### Policies

#### Infrastructure Costs and Levies

Development will require infrastructure improvements within and external to the Plan area. The cost of improvements will be provided through a variety of revenue sources including municipal and developer contributions, potential provincial grants, developer improvements, and user fees. Cost contributions are recovered through development levies and may be returned to contributors by cost recovery agreements or other methods.

The type, cost, and timing of infrastructure improvements vary. Offsite Levies or other methods of capital cost recovery for transportation, water, wastewater, and stormwater servicing will be developed for the Prairie Gateway and other benefiting areas. Levies are subject to periodic review and include development costs associated with internal and external improvements to the Plan area. Non-levy costs and improvements, such as the local transportation network, are the developer's responsibility and are determined at the Local Plan and/or subdivision stage.

**24.01** All costs associated with the construction and installation of transportation, water, wastewater, and shallow utility infrastructure within the Plan area (onsite) are the developer's responsibility.

- a. Where a developer has oversized infrastructure, they may be eligible for a cost recovery agreement.

- 24.02 Offsite water, wastewater, and stormwater infrastructure construction costs that benefit the Plan area or other areas will be recovered by the appropriate levy or other cost recovery mechanisms.
- 24.03 Development shall be required to pay the Rocky View County:
- a. Water and Wastewater Off-Site Levy;
  - b. Stormwater Off-Site Levy;
  - c. Transportation Off-Site Levy; and
  - d. Any other new levy applicable to the development.

### Local Plan, Redesignation, and Subdivision Application Requirements

- 24.04 Local Plans shall address and adhere to the requirements of the Prairie Gateway Area Structure Plan. In support of Local Plans and redesignation applications, the developer will be required to submit a rationale showing how their proposal is consistent with the vision and policies of the Prairie Gateway Area Structure Plan and supporting technical studies.
- 24.05 Local Plans are to be prepared as per the policies of this Plan.
- 24.06 As part of the Local Plan process, the identification, timing, and funding of any required improvements is required. Improvements that are:
- a. internal to the Plan area will be determined to the satisfaction of the County; and
  - b. external to the Plan area, including provincial or The City of Calgary infrastructure, will be determined to the satisfaction of the County, in collaboration with The City of Calgary, and/or province.
- 24.07 Applications for redesignation and subdivision shall require the concurrent or prior adoption of a Local Plan, unless otherwise directed by the County.
- 24.08 Subdivision applications shall address and adhere to the requirements of the supporting Local Plan and the policies of this Plan.
- 24.09 The boundary of a Local Plan shall be determined in consultation with the County. Council shall have the discretion to consider alternative Local Plan boundaries.
- 24.10 Where a Local Plan is not required, or is silent on a subject, the relevant policies of the Prairie Gateway Plan and Municipal Development Plan shall apply to redesignation and subdivision applications.
- 24.11 Applications for redesignation, subdivision, development, and Local Plans shall comply with the policies and requirements of the following master plans and servicing standards, as amended or replaced, unless otherwise directed by the policies of this Plan:
- a. Prairie Gateway Master Drainage Plan;
  - b. Active Transportation Plan: South County;
  - c. Recreation and Parks Master Plan;
  - d. Rocky View County Solid Waste Master Plan;
  - e. Rocky View County Servicing Standards; and
  - f. Fire Services Master Plan.

## Phasing

The Plan recognizes that development within the Prairie Gateway area should progress in a logical and efficient manner, recognizing future land requirements, and logical extensions of servicing. Section 633(2)(a)(i) of the *Municipal Government Act* states that an Area Structure Plan must describe the sequence of development proposed for the area.

The rail served development focus of this Plan will drive much of the Plan area phasing, particularly the land south of Township Road 232. The area north of Township Road 232 will be driven incrementally by individual landowners resulting in a more typical industrial and logistics area layout. Development south of Township Road 232 will be guided by a Rail Design Shadow Plan to ensure comprehensive and integrated planning between Local Plans in a manner that protects and maximizes rail served access. The Rail Shadow Plan is required with the submission of the first Local Plan south of Township Road 232. Timing and areas to be developed in each phase will be determined at the Local Plan stage as it will be driven by market demand.

- 24.12 Phasing of development within the Prairie Gateway Plan should be done in a logical and cost-effective manner guided by the availability of efficient and cost-effective utility services, Local Plan(s), and in lands in the Rail Served Policy Area, a Rail Design Shadow Plan.
- 24.13 Development of industrial uses should proceed in an orderly manner, when serviced by existing or upgraded infrastructure and transportation networks.
- 24.14 With the exception of **Policy 24.15** and **Policy 24.16**, subdivision approval requires confirmation that the regional utilities infrastructure required to service the subdivision are approved for construction or constructed.
- 24.15 Notwithstanding **Policy 19.08** and **Policy 19.16**, no more than 160 contiguous acres of the gross developable Plan area may be permitted to subdivide using a temporary servicing solution in accordance with County policy if the following conditions are met:
  - a. a potable regional water and wastewater system is not available at the Plan area boundary;
  - b. a piped water and wastewater system that services the Plan area and can connect to a regional water and wastewater system is constructed;
  - c. the developer enters into a deferred services agreement and connects to services when available;
  - d. fire protection in accordance with all the applicable bylaws and codes is provided;
  - e. no compensation will be provided for the costs incurred for the construction, decommissioning, and subsequent connection to a piped water and wastewater system; and
  - f. the proposed temporary solution meets provincial regulations.
- 24.16 Notwithstanding **Policy 21.05**, no more than 160 contiguous acres of the gross developable Plan area may be permitted temporary stormwater treatment ponds in accordance with County policy if the following conditions are met:
  - a. external connections to the offsite stormwater management system are not available to the Plan area;
  - b. a local stormwater treatment and conveyance system that services the Plan area and can connect to the main stormwater pipe is constructed;
  - c. the developer enters into a deferred services agreement and connects to the stormwater system when available; and
  - d. no compensation will be provided for the costs incurred for the construction, decommissioning, and subsequent connection to the piped stormwater system.

## Plan Review and Amendment

Prairie Gateway ASP development will principally be driven by market demand and availability of servicing. While the Plan is sufficiently flexible to account for change, periodic review and occasional amendment of the Plan may be required. The County will undertake a Plan assessment every 10 years to determine if a full review is required, as per the Municipal Development Plan. However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

24.17 The Prairie Gateway ASP shall be subject to an assessment and possible full review every 10 years, or in accordance with the Municipal Development Plan, County policies, and the *Municipal Government Act*.

# 25 INTERMUNICIPAL COLLABORATION AND COOPERATION

## Overview

The Area Structure Plan shares a jurisdictional boundary with The City of Calgary and is the result of a successful joint planning effort between The City of Calgary and the County. The Plan area is recognized as a Collaborative Planning Area in the Rocky View County and City of Calgary Intermunicipal Development Plan (IDP).

It is the intent of both municipalities to ensure that the County and The City of Calgary work collaboratively to coordinate planning initiatives as part of the Prairie Economic Gateway initiative. The County will continue to collaborate with The City of Calgary on planning matters that may arise from development within the Plan area to achieve a cooperative and coordinated outcome. To facilitate collaboration, it is the intention of both municipalities to enter into an additional agreement that will guide the collaborative process.

## Objectives

- » Ensure ongoing, meaningful collaboration and consultation occurs between the County and The City of Calgary on matters related to the implementation of this Plan.

## Policies

### Regional and Intermunicipal Review

- 25.01 This Plan shall be submitted to the Calgary Metropolitan Region Board Growth Plan for review and approval.
- 25.02 The County shall consult and cooperate with The City of Calgary on planning, transportation and servicing matters that may arise within the Plan area in order to achieve a cooperative and coordinated outcome.
- 25.03 All proposed Plan amendments and applications for redesignation, subdivision, development permit, including development permit renewals, shall be circulated to The City of Calgary in accordance with current IDP policy or as otherwise agreed to by the municipalities.

### Local Plans, Redesignation, and Subdivision

- 25.04 Local Plans are to be consistent with the framework provided by this Plan. In addition to the following policies, the standard technical requirements of a conceptual scheme or master site development plan, as identified by the Municipal Development Plan, shall be applied.
- 25.05 Prior to approval of Local Plan and land use applications, the County shall consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts.
- 25.06 Any Local Plan or land use applications located within the Plan area, together with all relevant supporting technical documents, shall be circulated to The City of Calgary. Collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts on The City of Calgary infrastructure and interests.
- 25.07 The County shall work with The City of Calgary to explore intraregional transit options with connections to the Plan area, should they become viable.

- 25.08 Prior to approval of a Local Plan or subdivision application adjacent to The City of Calgary, the County and The City of Calgary shall ensure that material cross boundary impacts are identified and addressed through Local Plan policy and/or subdivision conditions.
- 25.09 Rocky View County shall ensure that Local Plans and applications for redesignation and subdivision of lands in areas adjacent to The City of Calgary address:
- a. regional drainage to ensure the protection of required drainage corridors;
  - b. alignment and connectivity of pathways, roadways, and utilities with the adjacent municipality; and
  - c. other appropriate policies of this Plan.

# PRAIRIE GATEWAY ASP APPENDICES



## Appendix A: Definitions

**Angular Planes:** An imaginary inclined plane, rising over a lot, drawn at a specified angle from the horizontal, the bottom side of which is coincidental with the centre of a road right-of-way or adjacent property line, and which delineates the maximum bulk and building height aiding transition between uses.

**Approving Authority:** The relevant County body responsible for the approval of a proposed application. The Approving Authority could be Council, the Subdivision or Development Authority, or where authority has been delegated, Administration.

**Arterial Road:** Roads which feed directly into the provincial highway system, and which regularly have traffic volumes of 500 vehicles per day or higher. See the County Servicing Standards for the full explanation.

**Community Service Reserves:** When a school board declares that a reserve parcel (MR, SR or MSR) is no longer required for school purposes, the land where the school building would have been located can be transferred to the municipality and dedicated as community services reserve. A community services reserve can be used for a public library, a police station, a fire station, ambulance services, a non-profit day care, senior citizens or special needs facility, affordable housing, or a municipal facility that provides service directly to the public. A community services reserve differs from other types of reserves in that the reserve designation does not occur during the subdivision process.

**CPKC Mainline:** The existing international railway line owned by Canadian Pacific Kansas City.

**Ecological Services:** The benefits people obtain from ecosystems, including provisioning services such as food and water; regulating services such as regulation of floods, drought, land degradation and disease; supporting services such as soil formation and nutrient cycling; and cultural services such as recreational, spiritual, religious, and other nonmaterial benefits.

**Electric Vehicle Ready:** A parking stall that is constructed to have adequate electrical panel capacity, wiring, and/or continuous conduit or raceway (as applicable) from the panel, as well as all additional electrical and EV charging infrastructure required to energize the circuit and supply power to future Level 2 electric vehicle supply equipment.

**Emergency Response Station:** A building containing equipment for fire and emergency response as determined by Council.

**Environmental Reserve:** Land that may be taken as part of a subdivision application because it is not suitable for development as it has features such as swamps, gullies, ravines, coulees, floodplains, or land adjacent to a body of water. Environmental Reserves are used to preserve natural features of land, prevent pollution, ensure public access, and prevent the development of land that is subject to flooding or unstable. The full meaning of an Environmental Reserve is found in the *Municipal Government Act*.

**First Parcel Out:** The subdivision of a single residential or agricultural parcel created from a previously un-subdivided quarter section.

**Heavy Industrial:** Is defined use in the Rocky View County *Land Use Bylaw* as a type of development that may have an effect on the safety, use, amenity, or enjoyment of adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods, but does not include Cannabis Cultivation or Cannabis Processing. Typical uses include wreckage and salvage yards, and manufacturing and processing facilities that create a nuisance.

**High Quality Building Materials:** Exterior finishing materials which may include quality metal panel products, pre-cast concrete, architectural site-cast concrete, architectural tile, and commercial grade stucco, brick, or stone masonry. Wood, unfinished concrete, and concrete block may be used as a secondary material only.

**High Quality Landscaping:** Landscaping with visually attractive design including a variety of shape, form, colour, scale, and species resistant to the natural environment and climate. It should increase the absorption and filtering of rainwater where appropriate.

**Historic Resources:** The term 'historic resource' is used to describe a variety of natural and human-made features managed by both Provincial and Municipal authorities in Alberta. Historic Resources are governed under the Alberta *Historical Resources Act*. Many of these resources exist beneath the ground surface or may be otherwise difficult to distinguish without specific expertise. Applicants proposing development or redevelopment projects are advised to circulate the Provincial Authority for review to ensure compliance with any regulatory requirements.

**Local Plan:** Refers to a **conceptual scheme** or **master site development plan**. A Local Plan will have unique planning requirements, based on the planning direction provided in the ASP. Local Plans must also address the general requirements for preparing a conceptual scheme or master site development plan identified in the County Plan (Section 29 and Appendix B).

A **conceptual scheme** is a non-statutory plan, subordinate to an ASP. It may be adopted either by bylaw or by a resolution of Council. A conceptual scheme is prepared for a smaller area within an ASP boundary and must conform to the policies of the ASP. Conceptual schemes provide detailed land use direction, subdivision design, and development guidance to Council, Administration, and the public.

A **master site development plan** is a non-statutory plan that is adopted by Council resolution. A master site development plan accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A master site development plan addresses building placement, landscaping, lighting, parking, and architectural treatment. The plan emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.

**Low-Impact Development:** An approach to land development that works with nature to manage stormwater runoff where it falls. LID preserves and recreates natural landscape features and minimizes hard surfaces to create functional and appealing site drainage. Low impact development treats stormwater as a resource rather than a waste product.

**Master Drainage Plan:** Conceptual-level stormwater drainage plans, in support of Area Structure Plans, and prepared for large drainage areas serviced by (usually) a single outfall to a receiving water body, as described in the County Servicing Standards.

**Municipal Reserve, School Reserve, or Municipal and School Reserves:** Land that can be used for a public park, recreation area, school board purposes, or to separate lands that are used for different purposes (e.g., as a buffer). These reserves are taken at the time of subdivision and may amount to a total of 10 per cent of the original parcel (less the amount taken for environmental reserve).

**Cash-in-lieu** of land may be taken at the appraised value of the land. Municipal Reserves are defined in detail in the *Municipal Government Act*.

**Natural Areas:** Undeveloped lands preserved or restored and managed for their natural features, including but not limited to parks, forests, grasslands, wetlands, and shorelines on public and private land.

**Natural Surveillance:** Involves the placement of physical features, activities, and people in ways that maximize the ability to see what is occurring in a space and optimize the potential to spot suspicious persons or activities. It is created by effective lighting, camera surveillance and the use of windows and activity support.

**Net Rail Served Policy Area:** All land south of the Township Road 232 right-of-way and north of the Railway Land identified on **Map 5**, excluding road rights-of-way, public utility lots, and Environmental Reserve land.

**Plan Area:** All land within the boundary of the Prairie Gateway Area Structure Plan as shown on **Map 1**.

**Rail Served Areas:** The rail spur lines, buildings and related infrastructure that allow car load and transload related development.

**Spur Lines:** A stub track that diverges from the main or other tracks which provides access to industrial areas.

**Car Load:** The movement of individual railcars, such as boxcars or hopper cars, carrying specific types of cargo.

**Transload:** The physical transfer of products from one transportation vehicle to another. In this ASP the two vehicles are train and truck.

**Rail Served Development:** Industrial development which contains rail infrastructure, such as a spur line, within the parcel and directly utilizes the rail infrastructure, as depicted in **Figure 1**.

**Regional or Large-Scale Commercial:** Commercial uses that may attract a customer base beyond the users of the Plan area. These uses are typically 1,800 square metres or larger and may include car dealerships, grocery stores, hotels, and large format retail.

**Traffic Impact Assessment:** Reviews and evaluates operational conditions within the analyzed area and to assess impact of the proposed development and/or changes to the transportation network, as described in the County Servicing Standards.

**Use:** The type of general activity allowed on a parcel of land. In this document, Use may have a modifier such as commercial, industrial, mixed, or agriculture to give a greater level of understanding of what is intended. Detailed Uses and regulations are found in Rocky View County's *Land Use Bylaw*.

## Abbreviations

AER	Alberta Energy Regulator
ASP	Area Structure Plan
CANAMEX	Canada Mexico Corridor
CMRB	Calgary Metropolitan Region Board
CPKC	Canadian Pacific Kansas City Ltd.
CPTED	Crime Prevention Through Environmental Design
ER	Environmental Reserve
ERE	Environmental Reserve Easement
ESA	Environmental Screening Addendum
HRIA	Historic Resource Impact Assessments
HRO	Historical Resources Overview
IDP	Intermunicipal Development Plan
LID	Low Impact Development
LUB	<i>Land Use Bylaw</i>
MDP	Municipal Development Plan
MGA	<i>Municipal Government Act</i>
MR	Municipal Reserve
TIA	Transportation Impact Assessment
TWP	Township

# Appendix B: Landscaping and Design

## Overview

The following policies focus on site, building, and landscaping design within the Plan area and promote an attractive industrial park. This appendix is broken into design categories with detailed sections: General, 232 Design Corridor Design Plan, Industrial Areas, and Other Commercial Areas. The general policies apply to the entire Plan area, while the other design categories apply to more specific situations and are guided further by the other sections of this Plan.

The 232 Design Corridor is the primary entryway and will create an appealing industrial corridor through the middle of the Plan area. As a focal point of the Plan, it is important the 232 Design Corridor intentionally and aesthetically celebrates this unique rail served industrial development. This is ensured through additional requirements regarding attractive architecture, site, and landscape design. The 232 Design Corridor is identified on **Map 7** and policies can also be found in **Section 11** of this Plan.

The Plan area will primarily contain industrial development. To make certain the Plan area develops into an attractive industrial park, direction is provided in the industrial design category below as well as **Section 9**. While commercial development is not the focal point, there may be commercial opportunities in certain areas of the Plan. As such, design of other commercial areas is directed below as well as in **Section 8**.

While certain sections of this Plan may have more focus on design, policies directing design and landscaping are included throughout the Plan. More than one design category may apply to an application. Where policies conflict, the more prescriptive policies will apply.

## Objectives

- » Create a distinct and cohesive sense of place.
- » Promote enhanced design elements focused at strategic locations.
- » Encourage environmentally sustainable design practice.

## Policies

### General

1. Local Plans shall address the County's *Land Use Bylaw* landscaping and screening requirements and the County's Commercial, Office and Industrial Design Guidelines and document how the Local Plan meets those requirements and guidelines.
2. For areas not located in the 232 Design Corridor, Local Plans shall provide for high quality development through landscaping, site, and building design by implementing **Appendix B**.
3. Where one or more of the design categories (232 Design Corridor Design Plan, Industrial Areas, or Other Commercial Areas) apply and requirements conflict, the greater requirement shall apply.
4. Where buildings exceed 20 metres in height and face residential areas or roadways, building and site design shall incorporate tools to promote transition in scale between buildings and protecting access to sunlight and sky views, such as but not limited to Angular Planes.
5. Facades of buildings facing adjacent residential areas shall include at least three of the following architectural elements:
  - a. colour change;
  - b. texture change;

- c. material module change; and
  - d. expression of an architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
6. Rooftop apparatus should be located and concealed to reduce or eliminate public view from adjacent roads or homes.

## 232 Design Corridor Design Plan

7. The Design Plan shall:
- a. meet the 232 Design Corridor Objectives (**Section 11**);
  - b. address site, building, and landscape design by implementing **Appendix B**; and
  - c. illustrate how development (structures, landscaping, design, etc.) will be used to enhance the gateway to the County and the City of Calgary.
8. The Design Plan shall take guidance from:
- a. the County's Commercial, Office, and Industrial Design Guidelines; and
  - b. Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways.
9. The Design Plan shall:

### Building

- a. ensure primary building entrances are oriented towards Township Road 232 where possible;
- b. ensure primary buildings have a clearly defined main entrance featuring at least two of the following:
  - i. canopy or portico;
  - ii. overhang or arcade;
  - iii. raised corniced parapet over the door;
  - iv. outdoor amenity area;
  - v. upgraded window glazing areas; or
  - vi. integrated planters or landscaped sitting areas.
- c. require the side of structures visible (either front, rear or side) from Township Road 232, or either Range Road 282 or Range Road 284 are attractive, treat the visible walls with variations in façade, colour, articulations, and architectural elements;
- d. ensure outside storage is screened (either front, rear or side) from Township Road 232, Range Road 282, or Range Road 284;
- e. ensure fencing is well constructed and easily maintained;
- f. establish a comprehensive design character for all structures and require individual buildings to use a variety of High Quality Building Materials, and a variety of design and architectural elements;
- g. ensure that within any single parcel, the colours, materials and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance;
- h. evaluate rooftop solar system for the purposes of microgeneration;

## Parking

- i. provide direction for a parking plan that:
  - i. ensures storage areas, truck bays, and loading areas are not located in front and side yards of properties abutting Township Road 232;
  - ii. ensures that if parking areas are located in the front or side yards of properties abutting Township Road 232, the parking areas are minimized as much as possible, appropriately landscaped, and integrated into the site and building architecture; and
  - iii. requires landscaping within any parking area between Township Road 232 and the primary entrance.
- j. provide a direct sidewalk linking front entrances to the Regional Pathway network or sidewalk;

## Appearance

- k. provide direction for a cohesive signage plan and an entry feature(s), including appropriate locations and types of signs or feature(s);
- l. provide direction for a lighting plan to limit off-site light pollution. Lighting:
  - i. should be concentrated on the buildings and parking lots;
  - ii. must not interfere with adjacent highways and roadways; and
  - iii. should be designed to conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- m. ensure any spur line terminations in the 232 Design Corridor area are safe and contribute to the visual appeal of the area or are screened with visually attractive and high quality landscaping;
- n. screen loading areas, waste and recycling receptacles, and other areas that have adverse visual impacts from the corridor's public views;
- o. include a landscaping and tree planting plan that:
  - i. ensures yards and stormwater ponds visible from the 232 Design Corridor are visually attractive and provide a high level of landscape design quality;
  - ii. illustrates the treatment along all entranceways, landscaped areas, pathways, parking lots, and lands adjacent to Township Road 232;
  - iii. results in low or no maintenance landscaping, with drought tolerant species;
  - iv. ensures potable water is not used for irrigation;
  - v. provides for mass plantings;
  - vi. ensure retaining walls and front yard fencing is decorative as well as functional;
  - vii. clusters trees to provide shade to walkways and seating areas and limits the impacts of high winds on walkways;
  - viii. shows attractive landscape design around stormwater ponds in the 232 Design Corridor area; and
  - ix. provides attractive landscape design on public and private land at key public intersections and entryways.

- p. provide road cross sections that illustrate the planned road standards, landscaping, and building placement.

## Industrial Areas

### Buildings and Structures

#### 10. Buildings and structures shall:

- a. treat the walls of the primary entrance with variations in façade, colour, articulations, and architectural elements;
- b. be constructed of High Quality Building Materials; and
- c. evaluate rooftop solar system for the purposes of microgeneration.

### Parking

#### 11. A parking plan shall:

- a. encourage storage areas, truck bays, and loading areas not to be located in front yards of properties abutting roads;
- b. show landscaping within any parking area between a road and the primary entrance; and
- c. include pedestrian connections to nearby transit stops and planned open spaces, pathways, and trails.

### Appearance

#### 12. A signage and feature plan including appropriate locations and types of signs or feature(s) shall be provided with submission of subdivision and development permit applications.

#### 13. Lighting:

- a. should be concentrated on the buildings and parking lots;
- b. must not interfere with adjacent highways and roadways; and
- c. should be designed to conserve energy, reduce glare, and minimize light trespass onto surrounding properties.

#### 14. Storage areas, truck bays, loading areas, waste and recycling receptacles, and other areas that have adverse visual impacts to the public shall be screened.

#### 15. Landscaping shall:

- a. be low or no maintenance landscaping, with drought tolerant species;
- b. not use potable water for irrigation;
- c. include mass plantings; and
- d. consider clusters of trees to provide shade to walkways and seating areas and limit the impacts of high winds on walkways.

## Other Commercial Areas

### Building

#### 16. Buildings and structures shall:

- a. treat the walls of the primary entrance with variations in façade, colour, articulations, and architectural elements;

- b. be constructed of High Quality Building Materials; and
  - c. walls of the primary entrance are treated with variations in façade, colour, articulations, and architectural elements.
- 17.** A parking plan shall:
- a. show landscaping within any parking area between a road and the primary entrance; and
  - b. include pedestrian connections to nearby transit stops and planned open spaces, pathways, and trails.
- 18.** Storage areas, truck bays, loading areas, waste and recycling receptacles, and other areas that have adverse visual impacts to the public shall be screened.
- 19.** Lighting:
- a. should be concentrated on the buildings and parking lots;
  - b. must not interfere with adjacent highways and roadways; and
  - c. should be designed to conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 20.** Landscaping shall:
- a. be low or no maintenance landscaping, with drought tolerant species;
  - b. not use potable water for irrigation;
  - c. include mass plantings; and
  - d. consider clusters of trees to provide shade to walkways and seating areas and limit the impacts of high winds on walkways.
- 21.** Commercial development should:
- a. identify a hierarchy of pedestrian routes that connect destinations on the site;
  - b. locate commercial uses along higher activity public streets or internal publicly accessible private streets;
  - c. position buildings to face public streets or internal publicly accessible private streets;
  - d. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;
  - e. locate service areas away from public streets and screen with landscaped areas where possible;
  - f. provide well-marked, individual entrances for units which face a public street or internal publicly accessible private street;
  - g. use building articulation to provide a well defined, continuous frontage and improve the pedestrian experience using varied textures, high quality building materials and setbacks; and
  - h. position landscaped areas to enhance and complement the interface between the building and pedestrian routes.
- 22.** Light industrial uses located on the same parcel as commercial development should be fully enclosed within a building.
- 23.** Commercial developments with office or light industrial uses located on the ground floor facing a public street or internal publicly accessible private street should provide:
- a. windows with views to the street and access to natural light;

- b. amenity space that could be used for daily activity or seasonal programming; and
- c. lobbies that have well-marked entrances and allow for clear sight lines to and from the building.

24. Where vehicle-oriented commercial uses are provided, development should be designed to:

- a. minimize the number of locations where vehicles cross the sidewalk;
- b. locate driveways on a lower activity street where feasible;
- c. incorporate landscaped areas;
- d. prioritize and provide direct, well-defined pedestrian routes to transit stops; and
- e. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.

# Appendix C: Planning Prairie Gateway

## Plan Interpretation

1. **SHALL:** A directive term that indicates that the actions outlined are mandatory and therefore must be complied with, without discretion, by Administration, the developer, and the Approving Authority.
2. **SHOULD:** A directive term that indicates or directs a strongly preferred course of action by Council, Administration and/or the developer but one that is not mandatory. Proposed alternatives will comply with the applicable policies and guidelines to the satisfaction of the Approving Authority with regard to design and performance standards.
3. **MAY:** A discretionary term, meaning the policy in question can be enforced by the County if it chooses to do so, dependent on the particular circumstances of the site and/or application.

## Map Interpretation

4. Unless otherwise specified in the Plan, the boundaries or locations of any symbols or areas depicted on maps within the Plan and its appendices are approximate, not absolute, and must be interpreted as such. The locations of symbols are not intended to define exact locations, except where they coincide with clearly recognizable physical features or fixed boundaries, such as property lines or road or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the Approving Authority at the time of application.
5. Measurements of distances or areas must not be taken from the maps in the Plan and its appendices.
6. Land Use and Development areas, street alignments and classifications, and utility alignments may be subject to further study and delineated at the Local Plan application stage, in alignment with applicable policies. Major changes to the maps in this Plan and its appendices may require an amendment to the Plan.
7. Any changes to the text or maps in the Plan may require an amendment, in accordance with the MGA. Where an amendment to the Plan is requested, an applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

## Illustration and Photo Interpretation

8. All illustrations and photos are intended to illustrate concepts included in the Plan and are not an exact representation of an intended development. They are included solely as examples of what might occur after implementation of the Plan's policies and guidelines.

## Plan Limitations

9. The Plan is a long-term planning document. As such, it promotes a vision for the area and includes policies and guidelines that work towards achieving that vision over time. The Plan may be amended from time to time, either in relation to a County and/or City initiative, Local Plan, and/or Redesignation application.
10. Policies and guidelines in the Plan must not be interpreted as approvals for specific uses on specific sites. No representation is made herein that any particular site is suitable for a particular purpose. Site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis during the Local Plan, Redesignation, Subdivision and Development Permit application stage.

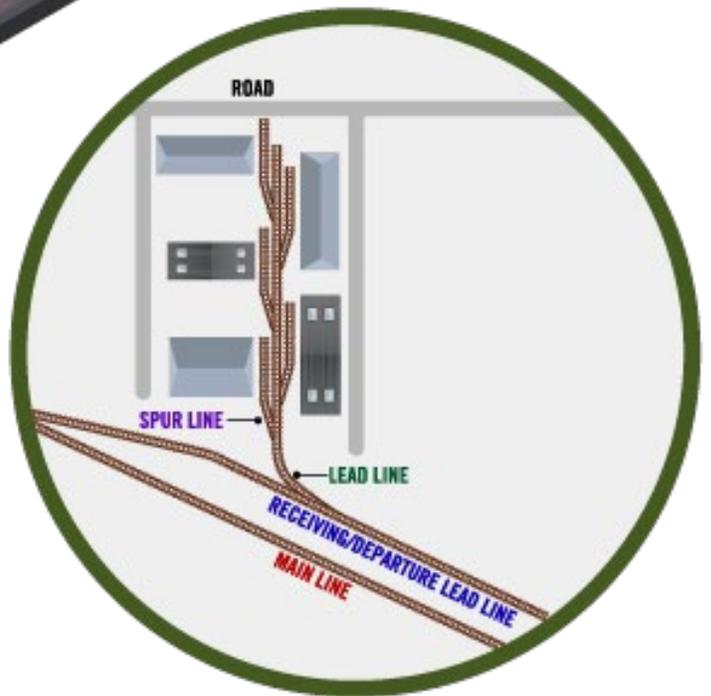
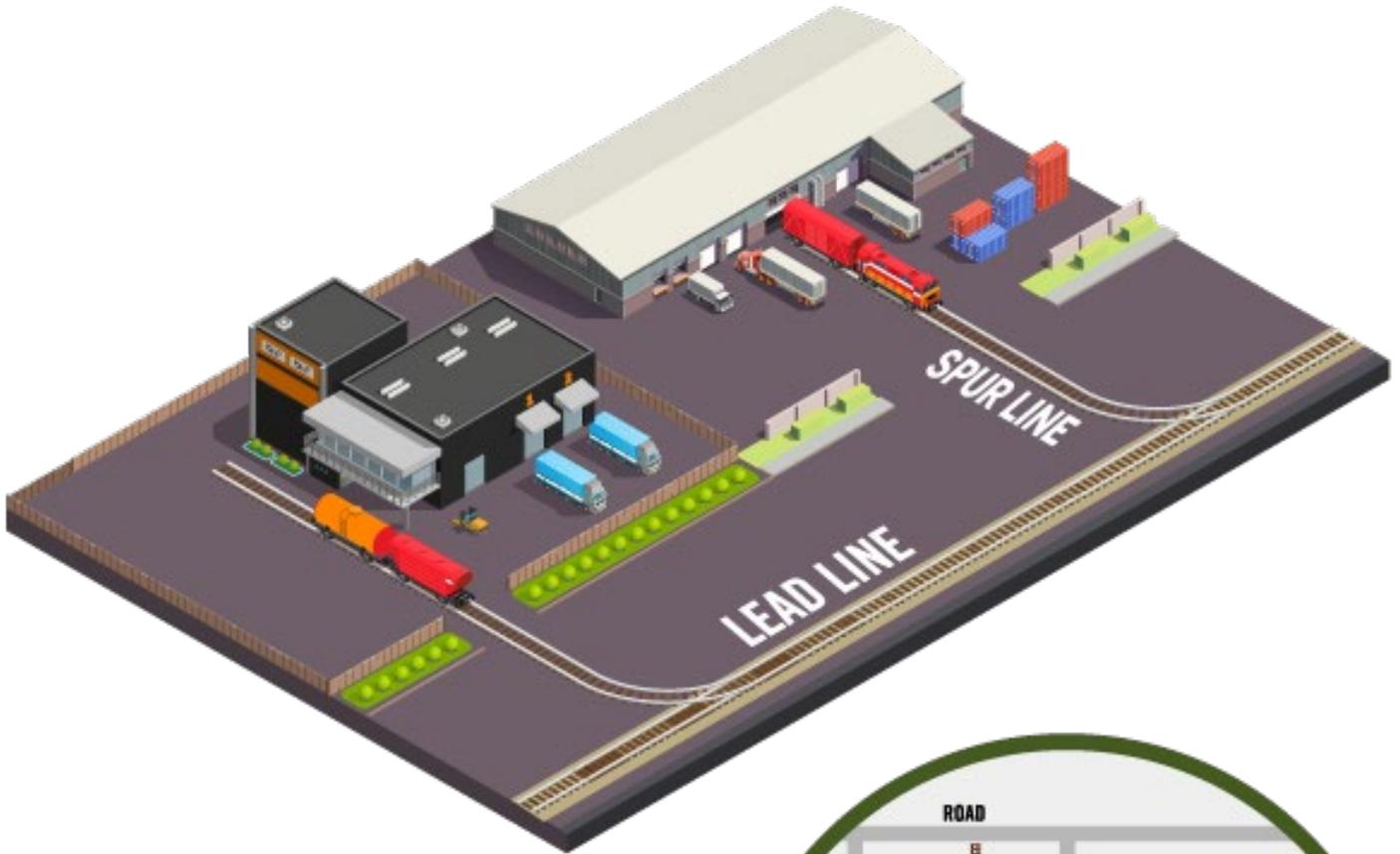
**Rocky View County**

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**ROCKY VIEW COUNTY**

Attachment B: Rail Served Development Graphic





# Terms of Reference

City of Calgary & Rocky View County – Prairie Economic Gateway initiative

The City of Calgary (The City) and Rocky View County (The County) are exploring a collaborative development opportunity to realize an inland logistics hub located within the County and potentially serviced by The City. This potential joint venture between the parties is intended to enable the development of an inland logistics hub, transload facility and associated spin-off businesses. Other key partners in this joint venture are CPKC Rail, Shepard Development Corp., and potentially other orders of government (provincial or federal).

This venture is known as the Prairie Economic Gateway (Gateway) initiative intended to create benefits through intermunicipal collaboration, joint planning, using innovative infrastructure funding models and creating mutually beneficial governance/financial arrangements. This includes both the initial planning and development of the site and the long-term sustainability and operation of the area. The parties are committed to interjurisdictional collaboration to spur economic growth for the benefit of residents and the business community without regard to municipal boundaries.

## Purpose

The purpose of this Terms of Reference is to guide the Prairie Economic Gateway initiative between Rocky View County and The City of Calgary, which will support:

- (1) appropriate governance/financial arrangements for the development and servicing of the subject lands,
- (2) a mutually agreed-upon planning and development process, and
- (3) planning and construction of required infrastructure.

## Principles

The principles that will guide successful outcomes for this project include:

**Sharing** interests, needs and concerns with each party toward a common understanding to facilitate mutually beneficial solutions to interests, needs and concerns;

**Innovating** to find creative solutions that meet the needs of all parties;

**Understanding** each other's growth aspirations by providing full disclosure and factual information;

**Respecting** each other's points of view and have honest interactions and realistic expectations;

**Respecting** which aspects of development planning and growth are of mutual interest and which areas are of single jurisdictional interest;

**Supporting** each other in finding mutually beneficial solutions; and

**Communicating** effectively to clarify any challenges and provide a clear and mutually supportive message to the public and media.



## Background and Context

On September 17, 2021, The City gave notice to the Land and Property Rights Tribunal, The County and other local authorities, proposing to annex land from The County into The City. This precipitated the need, pursuant to the Municipal Government Act (MGA), for the two municipalities to enter good faith negotiations on annexation. The proposed annexation lands are located within The City's industrial growth area as per the Rocky View – Calgary Intermunicipal Development Plan (2012). After good-faith discussions that took place from September 2022 to June 2023, the parties have agreed to explore mutually beneficial joint planning and infrastructure arrangements to spur economic development, with a shared investment, shared benefit framework in lieu of annexation.

On December 20, 2022, The City passed a motion to pause the annexation process to enable the exploration of alternatives. The City may choose to resume the annexation process should it be determined that a collaborative model for development is not viable. The parties are committed to finding mutually beneficial arrangements and creating an innovative model for regional collaboration and service provision that may be applied to other areas in the future.

## Goals

The goals of the Prairie Economic Gateway (Gateway) initiative are to complete the following three 'workstreams' that will allow for the realization of the inland logistics hub:

- 1) Achieve a mutually agreeable financial and governance model for the development and servicing of the area
  - a. Create a 'deal structure' acceptable to The City and County for funding necessary investments and sharing benefits arising from the proposed development.
  - b. Develop a governance structure to ensure future and ongoing cooperation on development, capital investment and servicing for this area.
- 2) Operationalize a joint planning framework to ensure orderly and efficient development of the area
  - a. Identify an approach to planning and development approvals that meets the interests of both parties and allows for the development of an inland logistics hub.
  - b. The County is the Subdivision/Development Authority for the area and will approve the resulting Area Structure Plan and planning/development applications, and is committed to enhanced collaboration with The City to ensure the development is a collaborative planning and servicing effort by The City and The County. Ensure that developmental impacts are sufficiently addressed.
- 3) Create an infrastructure funding framework to ensure the provision of environmentally sensible and cost-effective infrastructure
  - a. Evaluate the preferred solutions for hard and soft servicing considering the immediate and long-term needs of both municipalities and a triple-bottom line approach.
  - b. Create and implement an innovative funding model that benefits both parties, and may involve appropriate third-parties.

## Geographical Study Areas

The City of Calgary and Rocky View County have identified that there are three areas of interest for this project. The parties have agreed to focus on the areas in concentric circles as applicable, starting with the smallest area and expanding as appropriate (driven by factors that may include servicing and infrastructure needs):



- 1) Draft Shepard ASP lands
- 2) City of Calgary industrial growth area – as defined in the Rocky View-Calgary Intermunicipal Development Plan
- 3) Further surrounding area as required

## **Project Organization & Governance**

The governance structure for the Prairie Economic Gateway (Gateway) initiative shall be:

1. Elected Steering Committee (ESC): Rocky View County and The City of Calgary will employ a reformed Annexation Negotiation Committee (ANC) as the Elected Steering Committee for the Gateway initiative. This Committee shall consist of the elected members of the former Annexation Negotiation Committee, as assigned by their respective Councils. By mutual consent, ESC members may invite Administration members to attend meetings to gain specific feedback and ensure accountability on areas of interest. The Senior Administration Steering Committee will attend ESC meetings as observers and to provide expertise to the ESC. Decisions of the ESC will be made by consensus and their duties will include:
  - a. Providing oversight and strategic direction to the Senior Administration Steering Committee;
  - b. Providing broad policy direction;
  - c. Assisting in identifying issues and opportunities with respect to Gateway initiative;
  - d. Acting as a resource for both Administrations;
  - e. ESC may choose to engage the services of external facilitators should the need be identified;
  - f. Providing periodic updates to their respective Councils on the progress of the Gateway initiative; and
  - g. If necessary, providing dispute resolution.
2. Senior Administration Steering Committee: which will consist of the County's Director of Legislative and Intergovernmental Services and The City's Director of City & Regional Planning or their delegate(s). They will provide senior Administration-level direction to each working group. Decisions will be made by consensus and their responsibilities will include:
  - a. Review/approval of deliverables from the Gateway initiative Project Consultant and Working Groups;
  - b. Dispute resolution, if necessary;
  - c. Providing direction to the Gateway initiative Project Consultant and Working Groups;
  - d. Overall strategic direction;
  - e. Budget oversight;
  - f. Reporting to respective Executive Leadership Teams as necessary; and
  - g. Attending Elected Steering Committee meetings and providing updates to the Elected Steering Committee as necessary.
3. Prairie Economic Gateway initiative Project Consultant: The City and The County will work with a jointly selected consultant with the relevant expertise and capacity to operationalize the Prairie Economic



Gateway initiative. The consultant will provide project management to Administration Working Groups and be responsible for all deliverables as outlined in NRFP #23-006 Rocky View County / City of Calgary Joint Proposed SE Industrial Corridor Initiative. The Gateway initiative Project Consultant will report to the Senior Administration Steering Committee and their responsibilities will include:

- a. Project management of all 3 'workstreams' (financial/future governance, infrastructure, and planning);
  - b. Feasibility study and jurisdictional scan;
  - c. Development of a 'deal structure' for both municipalities and potential stakeholders, and the creation of a governance model to support it;
  - d. Consideration of existing levy structures and cost-recovery policies;
  - e. Presentations/updates/workshops to the Elected Steering Committee and City / County Council bodies as requested by the Senior Administration Steering Committee;
  - f. Final report on deliverables and next steps;
  - g. Maintaining meeting minutes, action items and project plans to ensure accountability; and
  - h. Other duties as required by the Senior Administration Steering Committee.
4. Administration Working Group(s): Given the wide-ranging nature of the Gateway initiative, different Administrative-level Working Groups will be formed to deal with different aspects of the project. The City and The County have tentatively identified three 'workstreams' that will require different types of expertise (planning, infrastructure, and finance/future governance). It is likely that additional departments may be called upon to support the project or different Working Groups as appropriate (i.e. economic development or communications professionals). Administration Working Groups will be coordinated by the Gateway initiative Project Consultant and accountable to the Senior Administration Steering Committee. Working Group responsibilities will include:
- a. The establishment of a work plan for each project stream in collaboration with the Gateway initiative Project Consultant;
  - b. Timely delivery of milestones and deliverables, and sharing information as necessary to operationalize the Gateway initiative;
  - c. Meeting as necessary to complete deliverables;
  - d. Regular review and completion of deliverables, as determined by Senior Administration Steering Committee;
  - e. Meetings shall have an agenda circulated in advance, and a record of the meeting including key items, actions and follow-up items shall be maintained;
  - f. Liaison with stakeholders, including general public and impacted landowners;
  - g. Regular communication with each other;
  - h. Ensuring that there is an equitable distribution of Administrative resources and cost-sharing throughout the process of plan preparation and adoption; and



- i. Other duties as required by the Senior Administration Steering Committee.
5. The respective Councils of each municipality will provide direction to the Elected Steering Committee and be responsible for final review/approval of project outcomes.
6. City of Calgary / Rocky View County Intermunicipal Committee: this is an advisory intermunicipal cooperation body, which will be informed through the process, and may play a governance role in the future, as determined by the Elected Steering Committee.

### **Cost Sharing**

1. The parties agree that the costs associated with this project will be borne equally, unless otherwise agreed upon by the Elected Steering Committee.
2. The Senior Administration Steering Committee shall be responsible for monitoring costs and ensuring that expenditures are consistent with value-for-money principles.

### **Term**

This Terms of Reference shall remain active until such time as the Elected Steering Committee agrees to conclude it.

### **Dispute Resolution**

1. Both municipalities will enter into the project in good faith. They will rely on cultivating strong working relationships and a consensus-based process to complete the Prairie Economic Gateway (Gateway) initiative.
2. Elevation: Should a dispute arise at the Working Group level, it will be elevated to the Senior Administration Steering Committee for resolution. Should the Senior Administration Steering Committee be unable to resolve the issue within 30 days, it will be elevated to the Elected Steering Committee for resolution. Should the Elected Steering Committee be unable to resolve the issue, they may initiate Facilitated Discussions.
3. Facilitated Discussions: Should the Elected Steering Committee choose to initiate Facilitated Discussions, the initiating party shall notify the other party in writing, and will specify the nature of the dispute in the written notice (Notice of Dispute). The parties will use the Facilitators retained during the Annexation Negotiation Committee process, and the costs will be shared equally by the parties. The Facilitators will facilitate a discussion between the ESC members to resolve the issues outlined in the Notice of Dispute.
4. Mediation: If the parties do not resolve the dispute by way of Facilitated Discussion within thirty (30) days, the dispute may be referred to Mediation by either party. Any one of the Parties shall provide the other Party with written notice ("Mediation Notice") specifying the subject matters remaining in dispute, and the details of the matters in dispute that are to be mediated. The parties shall use the same Facilitators retained for Facilitated Discussion as Mediators. If the mediation is not completed within sixty (60) days from the date of receipt of the Mediation Notice, the dispute shall be deemed to have terminated and failed to be resolved by mediation. The cost(s) of any mediation shall be paid equally by both parties unless the Mediator deems otherwise, and therefore would indicate in their decision.
5. Termination: The Elected Steering Committee may determine to conclude the Gateway initiative if the dispute cannot be resolved to the satisfaction of The City or The County.



### **Scope of Work and Anticipated Timelines**

All parties have agreed that time is of the essence for this project. The Prairie Economic Gateway (Gateway) initiative Project Consultant shall develop a workplan in conjunction with the Administration Working Groups, to be approved by the Elected Steering Committee at their earliest convenience. The parties shall adhere to the approved workplan, and the Senior Administration Steering Committee shall have the discretion to adjust the workplan as necessary. Any potential changes to the workplan will be discussed and approved by the Senior Administration Steering Committee.

### **Confidentiality Protocol**

1. At each meeting, the participants shall have an agenda item that will determine the confidentiality of information at the end of the meeting. The following categories shall be applied to meeting information:
  - a. Non-Confidential (Chatham House Rule): participants are free to use or share the information received, but neither the identity or the affiliation of the speaker may be revealed
  - b. Internal: participants are free to use or share the information received, but only with members of their organization or consultants employed by their organization
  - c. Confidential: all discussions, summary notes, other records or information generation for the purposes of the discussion is kept confidential and only shared with attendees of the meeting.
2. Notwithstanding the above, Council members not at the discussions and/or members of the respective Administration(s) may be informed about the discussions in a closed session of Council on the condition that the information shared is kept confidential.
3. Any information that is in the public domain need not be considered confidential. However, the discussion of such information is to be considered confidential.

### **Communication Protocol**

1. The parties may wish to communicate with or otherwise engage the public. The parties agree that the Senior Administration Steering Committee will be responsible for determining how best to do this and that any action to do so will be based on mutually agreed messages and methods. The respective Communications teams will be engaged to support the project as appropriate.

## ATTACHMENT D: AGENCY REFERRAL

AGENCY	COMMENTS
Natural Resources Conservation Board	<p>Thank you for the opportunity to provide comments on the attached Prairie Gateway area structure plan.</p> <p>My comments are limited to the consideration of confined feeding operations in Section 7. Section 7.03 says that the county will not “support” the development of confined feeding operations (CFOs) in this plan area. This wording has the potential to be interpreted in a couple of different ways, including that CFOs could be developed in this area despite not being supported by the County. I would encourage you to consider clarifying the wording so that it is clear as to whether CFOs can be developed, or existing ones expanded, within this plan area. If the County does not want CFOs in this plan area, then I would suggest the County consider making the area a CFO exclusion zone. If this is the direction the County chooses, please also be clear whether the County is just referring to new CFO development, the expansion of existing CFOs, or both.</p>
<b><i>Province of Alberta</i></b>	
Alberta Transportation and Economic Corridors	<p>As the ASP is outside of our development control zone referrals to TEC is not required. However, we have been working with the City of Calgary and RVC on the TIA to determine impacts on Hwy 560.</p> <p>I reviewed the draft ASP, and have no concerns.</p> <p>The area itself does not include any Alberta Infrastructure lands and is not immediately adjacent to the Calgary Transportation Utility Corridor (TUC), so there are no direct impacts to our lands or program.</p> <p>There will be indirect impacts in the form of increased traffic on Stoney Trail and potential increased rail traffic on the rail line that passes through the TUC.</p> <p>The Transportation plan shows a future upgrade of and connection to 114 Ave SE / Township Road 232 within the TUC. Ministerial Consent from Alberta Infrastructure will be required prior to construction, and the developer or County should engage Alberta Transportation and Economic Corridors (cc'ed here) if they haven't already done so, if construction is contemplated in the near future.</p> <p>The Utility plans show potential future crossings of the TUC by two water feeder mains and one sanitary line. Ministerial Consent is required from Infrastructure prior to construction.</p>
Alberta Health Services	<p>Alberta Health Services-Safe Healthy Environments (AHS-SHE) thanks you for the opportunity to comment on the above noted land use document from a public health perspective.</p> <p>It is understood that this document is the Draft Area Structure Plan (ASP) for the Prairie Gateway area, initiating a collaborative effort between Rocky View County and The City of Calgary to support greater opportunities for regional economic growth, shared servicing, and intermunicipal cooperation. It is also understood that this ASP is more industrial in nature and will focus on rail served opportunities.</p>

AGENCY	COMMENTS
	<p>The Draft Prairie Gateway ASP has been reviewed and overall, AHS-SHE has no concerns with this ASP at this time, from a public health perspective.</p> <p>We would like to highlight two areas where we appreciate the effort that has gone in to address health and safety and to mitigate public health concerns, not only for visitors to the area but for future employees as well.</p> <ol style="list-style-type: none"> <li>1. Careful consideration is being given to spatial separation, roadway design, landscaping, and the design and layout of buildings, ensuring compatibility between land uses, minimizing interactions between the public and the railway and mitigating potential nuisances and complaints such as noise, odor, air quality and traffic related concerns.</li> <li>2. Although largely an industrial area, planning and thought is also going into development of accessible, connected and inviting open spaces. It shows an understanding of the health benefits of parks, pathways and trails for the local workers. The ASP goes above and beyond in recognizing this need, acknowledging they will need to be creative to incorporate into this type of area, and is committed to its inclusion.</li> </ol> <p>Please note, that AHS also wishes to be notified if any evidence of contamination of soil or groundwater, or other issues of public health concern are identified at any phase of future development.</p> <p>We look forward to connecting in the future as the ASP progresses and development commences.</p>
<b>Public Utility</b>	
ATCO Pipelines	ATCO Transmission high pressure pipelines has no objections.
TELUS Communications	Thank you for including TELUS in your circulation. At this time, TELUS has no concerns with the proposed activities.
Rogers	On behalf of Rogers, we have reviewed the ASP circulation 'Rocky View County-Prairie Gateway Area Structure Plan Circulation' and have no conflicts with the proposal.

Circulation Period: May 16, 2024, to June 6, 2024.



**From:** [Candace Vanin](#)  
**To:** [Legislative Services](#); [Kaitlyn Luster](#)  
**Subject:** Bylaw C-8562-2024-1014-532  
**Date:** Thursday, August 29, 2024 4:27:13 PM  
**Attachments:** [Sutherland letter to RVC re Prairie Gateway C-8562-2024-1014-532.pdf](#)

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Hi Planning Services staff,

On behalf of my father, Gary Sutherland, land owner of 16-23-28-W4, within the proposed Prairie Gateway ASP, please see attached.

This submission is intended for the Sept 11/24 special meeting of council.

Thank you.

Candace Vanin  
Rocky View County  


Mr. Gary Sutherland  
283218 Twp Rd 232  
Rocky View, Alberta  
T1X 0K7

August 29, 2024

Rocky View County  
262075 Rocky View Point  
Rocky View County, AB  
T4A 0X2

Attention: Legislative Services

Dear Sir/Madam:

Re: [Bylaw C-8562-2024-1014-532](#)

Upon review of the revised Prairie Gateway ASP [July 2024] and City of Calgary-Rocky View County Intermunicipal Development Plan, I would like to express the following concerns with this ASP and the IDP amendments proposed:

**Prairie Gateway ASP [July 2024]**

Pg. 12 Plan Area Context – correction – The Plan area is 4.0 km east of the Stoney Trail Ring Road [not 1.5km]

Pg. 24 Rail Served Policy Area – suggest addition of:

General Policy

10.03 Railed Served Development shall comply with Guidelines for New Development in Proximity to Railway Operations [source: FCM-Railway Association of Canada 2013]

Pg 40 Natural & Historic Environment

Policies – Wetlands

This section of the ASP is based on the Waterbodies Permanence Assessment technical report Feb 2024. Based on new information provided at the May 28/24 open house and the June 19/24 Shepard Community meeting, the project team told us that the Waterbodies Permanence Assessment technical report would be revised. The original report did not acknowledge the Environmental Screening Assessment [Tannas 2020] completed on the same lands for the original/former RVC Shepard Industrial ASP. Tannas assessed wetlands and the presence of the historic drainage ditch constructed in 1955 that serves as an drainage outlet for the westernmost catchment areas of the ASP. It flows out through the NW corner of the ASP and then flows west 200-400m into the Shepard Wetland complex.

**I do not support approval of the ASP until the Waterbodies Permanence Assessment technical report is revised with this new and accurate information. Subsequently the Prairie Gateway ASP will be amended with the new information from the technical report.**

Rocky View County  
Page 2

Policies – Other – suggest addition of:

Top Soil Removal/Deposition: The Prairie Gateway ASP area encompasses over 2,000 acres of agricultural land with historic drainage and salinity/alkali concerns.

Stripping, grading, topsoil removal, storage and topsoil deposition will comply with approved bylaws and policies so as not to impair/impede drainage patterns and future development or cause risks to soil/water quality.

Pg. 54 – Water Servicing – suggest addition of:

19.07 b. May consider additional infrastructure design, capacity and engineering in order to service the hamlet of Shepard.

Pg. 56 – Map 10: Water Servicing – suggest addition of:

Show the hamlet of Shepard on the map.

Show the Shepard Business Park on the map.

Pg. 59 – Stormwater

This section of the ASP is based on the Master Drainage Plan technical report Feb 2024.

The project team based much of their analysis on information provided by the City of Calgary's East Calgary Regional Drainage Study Phase 1. The analysis in the East Calgary Drainage study was incomplete, considering only 30% of the existing, actively contributing wetlands/waterbodies in the City of Calgary's Shepard Industrial ASP [2013] area, which impacts the NW area of the ASP. This omission is a serious oversight and was brought to the attention of the project team on May 28<sup>th</sup> and June 19<sup>th</sup> public meetings. We were told there would be a revised Master Drainage Plan. Options and proposed drainage systems/storm trunks are incorrect. Budget implications of excessively longer, deeper storm trunks, in the wrong location will be huge.

To date, all drainage and stormwater management analysis has been a desk-top exercise.

**I do not support approval of the ASP until the Master Drainage Plan technical report is revised with improved and accurate information. Subsequently the Prairie Gateway ASP will be amended with the new information from the revised Master Drainage Plan.**

**City of Calgary- Rocky View County IDP Amendments:**

The edits to the IDP and other statutory plans repeatedly focus on collaboration and joint planning.

I thought the purpose of any IDP is supposed to be joint planning and collaboration between two municipalities, and I don't understand why the Prairie Gateway ASP area has been removed from the map showing the priority growth regions.

An explanation of this would be appreciated.

Rocky View County  
Page 3

Thank you for your consideration of the above information and suggestions.

I can be reached at [REDACTED] anytime if you have questions or need additional information. Thank you for your consideration of this written submission and I look forward to discussing this further with RVC administration.

Yours truly,



Gary Sutherland

Cc: Kaitlyn Luster, Planner, Rocky View County  
Candace Vanin

**Micah Nakonechny**

---

**From:** Jamie Coulter <jcoulter@naiadvent.com>  
**Sent:** Monday, August 26, 2024 1:01 PM  
**To:** Legislative Services; Kaitlyn Luster  
**Subject:** Bylaw C-8562-2024-1014-532  
**Attachments:** NAI Global - Letter of Support for Prairie Gateway Aug 26, 2024.pdf

Good Afternoon,

Please see attached letter of support for the Prairie Gateway ASP and the Bylaw referenced in the subject line. NAI Global Commercial Real Estate Services strongly recommends this project proceeds. We appreciate you taking our opinion into account when deciding on the project.

Regards,

**Jamie Coulter, SIOR | Vice President/Partner**  
3633 8<sup>th</sup> Street SE, Calgary, Alberta T2G 4Y9  
[jcoulter@naiadvent.com](mailto:jcoulter@naiadvent.com)

Office 403 984 9812  
Mobile 403 835 1535

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If this email is with regards to a transaction, information and/or opinions expressed herein have been provided by a principal or principals in the transaction, their representative or representatives or other third party sources. No warranty as to the accuracy or completeness of the information and/or opinions or capability of the individual providing such information and/or opinions is intended. Such information and/or opinions should be independently investigated and evaluated and may not be a basis for liability of Advent Commercial Real Estate Corp. OA NAI Advent or its agents.



August 26, 2024

Rocky View County  
262075 Rocky View Point  
Rocky View County, AB  
T4A 0X2

City of Calgary  
800 Macleod Trail SE  
Calgary, AB  
T2G 2M3

**Attention: Administration and Council Members**

**Re: Prairie Gateway Area Structure Plan (ASP)**  
**Bylaw C-8562-2024-1014-532**

I am writing to express my strong support for the Prairie Gateway Area Structure Plan, a development that stands to offer substantial economic benefits to both the City of Calgary and Rockyview County. This initiative represents a forward-thinking approach to regional growth, leveraging key geographical and economic advantages that will benefit the broader community for years to come.

Calgary's strategic location on the CANAMEX corridor is a critical factor that enhances the economic viability of the Prairie Gateway project. The CPKC rail line is the **ONLY** rail transportation route that connects Canada, the United States, and Mexico, the CANAMEX corridor positions Calgary as a **key** logistics hub for North America. The Prairie Gateway development will capitalize on this by enhancing the city's ability to serve as a vital link in the continental supply chain. This will attract investment from companies looking to optimize their distribution networks, thereby increasing the flow of goods through Calgary and supporting local businesses. Companies want transportation options, they want rail to truck and truck to rail and this project provides those options.

In my substantial experience in the logistics industry, I have seen how the development of large intermodal rail parks has consistently proven to be an economic catalyst in other

regions across North America. For instance, places like Kansas City and Alliance, Texas, have seen significant economic growth as a result of similar projects. These areas have attracted numerous businesses that rely on efficient rail and road transport, leading to the creation of thriving industrial parks and boosting the local tax base. The Prairie Gateway Area can replicate these successes, positioning Calgary and Rockyview County as leaders in modern logistics and transportation infrastructure.

In conclusion, the Prairie Gateway Area Structure Plan is a transformative project that offers wide-ranging benefits. It will create jobs, attract investment, and capitalize on Calgary's strategic location along the CANAMEX corridor. I strongly urge all stakeholders to support this initiative and help realize the economic potential it represents for our region.

Regards,

A handwritten signature in cursive script that reads "Steve Pastor".

Steve Pastor  
Vice President  
Global Supply Chain & Ports/Rail Logistics/Consultant  
NAI Global Industrial Chairperson for the Americas  
195 North Street, Suite 100  
Teterboro, NJ

**Micah Nakonechny**

---

**From:** BANKS, Robert (Standard General Calgary) <rob.banks@standardgeneral.ca>  
**Sent:** Saturday, August 24, 2024 6:28 PM  
**To:** Kaitlyn Luster; Maclean, Sean  
**Cc:** Legislative Services  
**Subject:** Prairie Gateway Area Structure Plan  
**Attachments:** Prairie Gateway Area Structure Plan (ASP).pdf

Good Day,

Please find attached Standard General's letter of support for the Prairie Gateway Area Structure Plan to be included with the Council packages for first and second readings the second week of September.

Sincerely,

Rob Banks



A COLAS COMPANY



**Rob Banks**

**Vice President**, Colas Western Canada Inc.  
**STANDARD GENERAL CALGARY**  
 M: +1 (403) 816-2376

9660 Enterprise Way SE, Calgary AB T3S 0A1

[www.standardgeneralcalgary.ca](http://www.standardgeneralcalgary.ca)



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A **COLAS** COMPANY

August 19<sup>th</sup>, 2024

Rocky View County  
262075 Rocky View Point  
Rocky View County, AB  
T4A 0X2

City of Calgary  
800 Macleod Trail SE  
Calgary, AB  
T2G 2M3

**Attention: Administration and Council Members**

**Re: Prairie Gateway Area Structure Plan (ASP)**

Please accept this letter of support from Standard General Calgary, A Division of Colas Western Canada Inc., regarding the proposed Prairie Gateway ASP. We firmly believe that this ASP will introduce significant development and employment opportunities by leveraging proximity to the Canadian Pacific Kansas City (CPKC) rail line and CANAMEX corridor. It is evident that there are notable benefits that substantiate the need for this ASP within the greater Calgary Municipal Region, including regional economic growth and shared servicing.

### **Enhancing Business Growth and Affordability**

Standard General is prominent road and community builder serving Calgary and the region for over 80 years. In preparation to better serve future market growth and infrastructure needs, Standard General intends to expand our aggregate distribution, recycling depot, and hot-mix asphalt manufacturing capacity. To this end, we need space, proximity, and in particular rail logistics to bring in resources from afar to maximize economy of scale.

### **Better Utilization of Municipal Services and Access**

Standard General is currently located within the Shepard Business Park which was annexed into the City of Calgary in 2007 and has been without further improvement. This ASP will expedite the delivery of much needed supporting service infrastructure like water, sanitary, storm mains, and other city services to fill in development gaps within the southeast quadrant.

.../2

Page 2

**Fostering Sustainability**

Standard General has a corporate global mandate to reduce 30% of emissions from all our activities by 2030. To help achieve this business sustainability goal and reduce our supply chain carbon footprint, investing in rail access is an environmentally responsible alternative to currently pure trucking on roads.

In whole, Standard General agrees with, and supports, the proposed Prairie Gateway ASP. We believe that this ASP will enhance both the City of Calgary and the Rocky View County regional competitive advantage, along with providing opportunities for economic growth.

Please feel free to contact us if you require additional information. We are looking forward to your response.

Thank you in advance for your consideration.

Regards,



**Rob Banks**  
**Vice President, Colas Western Canada Inc.**  
**STANDARD GENERAL CALGARY**

M: +1 (403) 816-2376  
9660 Enterprise Way SE  
Calgary, AB T3S 0A1  
Rob.Banks@standardgeneral.ca

**Micah Nakonechny**

---

**From:** james thomson [REDACTED]  
**Sent:** Thursday, August 29, 2024 2:14 PM  
**To:** Legislative Services  
**Subject:** Bylaw c-8562-2024-1014-532 & c-8563

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

August 29/2024

Dear Council

I am submitting my concerns regarding the Prairie Gateway ASP and the inter municipal plans associated.

I have lands nearby to the proposed ASP both in the City and County. Prairie Gateway is likely to be advantageous to me. I also have friends with lands in and immediately adjacent to the ASP at both western and eastern edges. My concern is the cursory review of the surface water ramifications and those will be significant. Desktop analysis is insufficient. Once the ASP is approved Rocky View County will lose leverage. There are farmers with many decades of daily observations on how water moves in the area. That knowledge should not be marginalized to desktop analysis. The ASP area is large and the topography will be altered substantially. There will be losers and those losers will be land owners in Rocky View. An independent comprehensive analysis of surface water today and post build out is needed before momentum is such that excuses will be made that the development is just too far along. The proponent, the City of Calgary and the CPR collectively have the resources to do this right to begin with.

I have for more than 25 years been directly involved in or observing interactions between the City and Rocky View over stormwater and wetlands etc , there have been notable instances. The accommodation has always been for Rocky View to make. In all cases the collateral damage has been to residents and landowners in Rocky View. The political cost has always been in Rocky View. Always !

Sincerely, James Thomson  
 S11 T23 R27 W4

[REDACTED]

**Micah Nakonechny**

---

**From:** Jim Harriman [REDACTED]  
**Sent:** Thursday, August 29, 2024 3:13 PM  
**To:** Legislative Services  
**Subject:** Written comments for Sept 11th.  
**Attachments:** Presentation Draft.pdf #2.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Attention: Legislative Service

Please find attached my written comments, for Jim Harriaman to address the Public Hearing re Bylaw C-8562-2024 -1014-532, at or after 9:00 a.m. September 11,2024.

Regards  
Jim Harriman

Please confirm receipt of this e-mail

**PUBLIC HEARING: Bylaw C-862-2024 – 1014-532****September 11, 2024**

Thank you for the opportunity to address the hearing:

I represent the landowners of 3 families that own 403.44 acres of land on the south side of CPKC Rail mainline directly across from Prairie Gateway ASP and CPKC Rail Land.

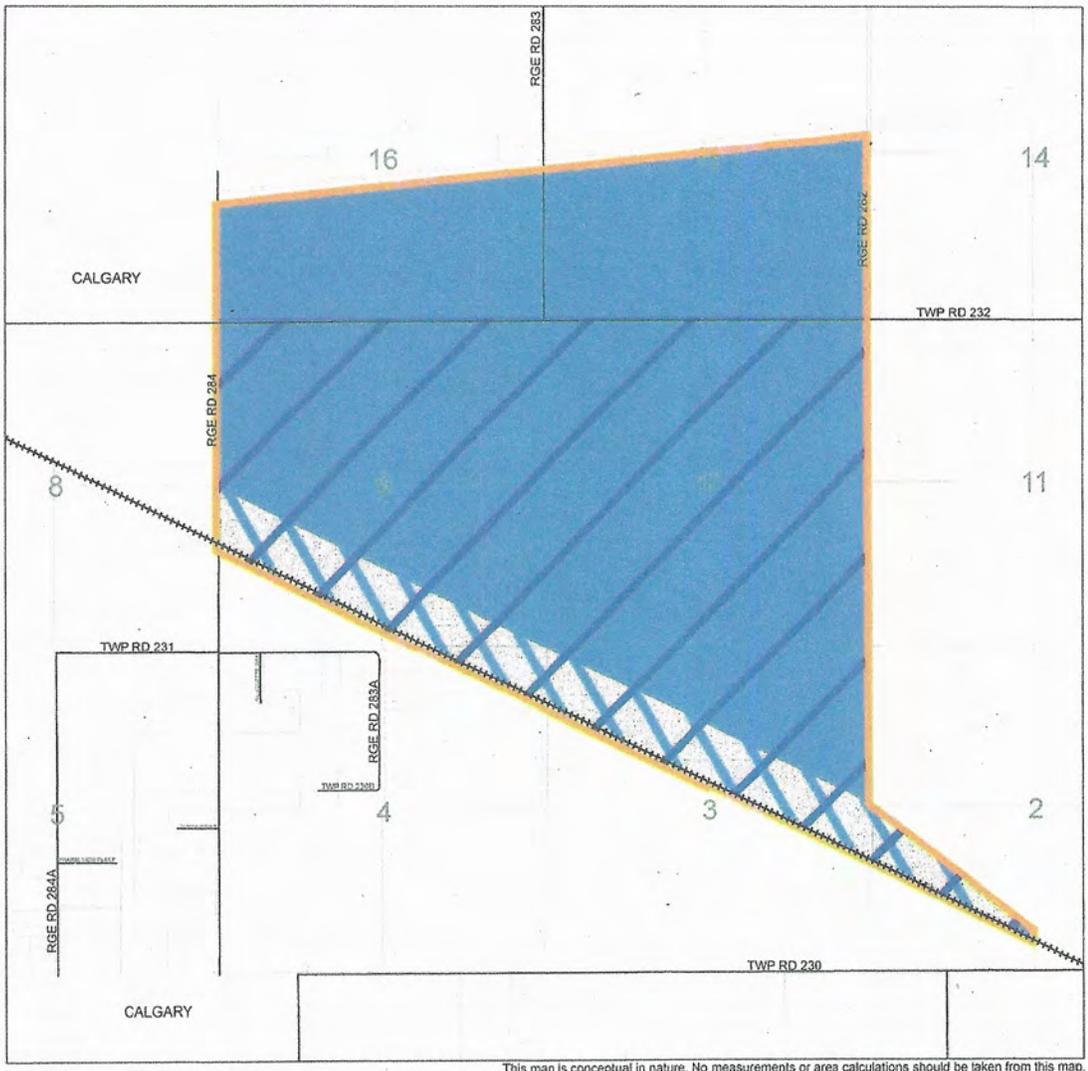
**Land Portion** of the SW/NW-3-23-28 W4M, NE/NW-3-23-28 W4M and Sw-2-23-28 W4M:

The Landowners requests that the County while amending the Rocky View County / City of Calgary Intermunicipal Development Plan (IDP); consider amending the plan to designate our 403.44 acres as “Rail Land” or “Rail Infrastructure”.

**Background:** When the Landowners sold land north of the mainline to CP Rail the deal also included a siding/ link agreement for our groups land south of the CP Rail mainline. CPKC Rail supports our 403 acres of land to become a major part of the “Railway Logistics Hub”.

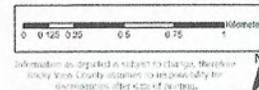
**In the Future:** Prairie Gateway Lands will become a major part of the “Rail Logistics Hub” and will require off site rail car services, staging and marshalling services. Should these services be at a Private Rail Terminal across from the CPKC mainline, or have their rail car shuttled back to Calgary and increase not decrease rail traffic in the City of Calgary?

### Map 5: Land Use Strategy



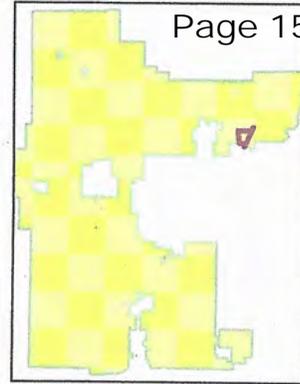
### Map 5: Land Use Strategy

- ASP Boundary
- Rail Served Policy Area
- Railway Land
- Railway
- Land Use**
- Industrial

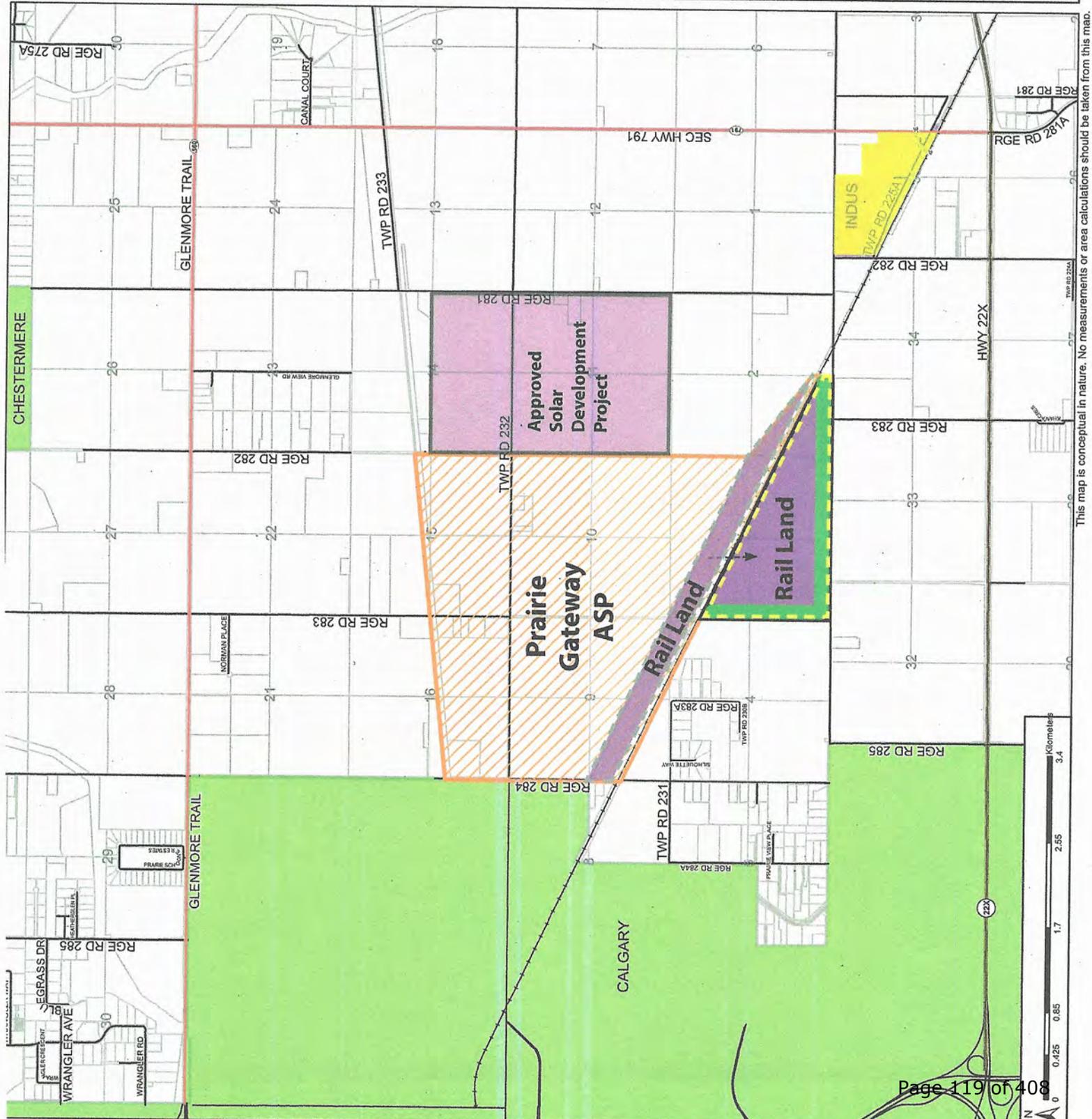


# FUTURE RAIL & INDUSTRIAL LAND

-  Prairie Gateway ASP Boundary
-  Rail Land
-  Homestead Land Equity Holdings / proposed rail marshalling yard
-  Buffer/Berm zone



Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

**The Landowners of the 403 acres support Prairie Gateway moving forward:**

The ASP and IDP are an excellent opportunity for the County and the Calgary Region to develop rail- served industrial Land. There is a major missing piece not in the plan that will result in an inefficient development.

**“A Rail Marshalling Yard”**

It is not cost- effective for Shepard Development Corp. to sell or provide valuable serviced land for marshalling yard infrastructure, and would not result in a high tax assessment. CPKC doesn't want to provide it because they want to see if private industry will provide this necessary rail infrastructure and service.

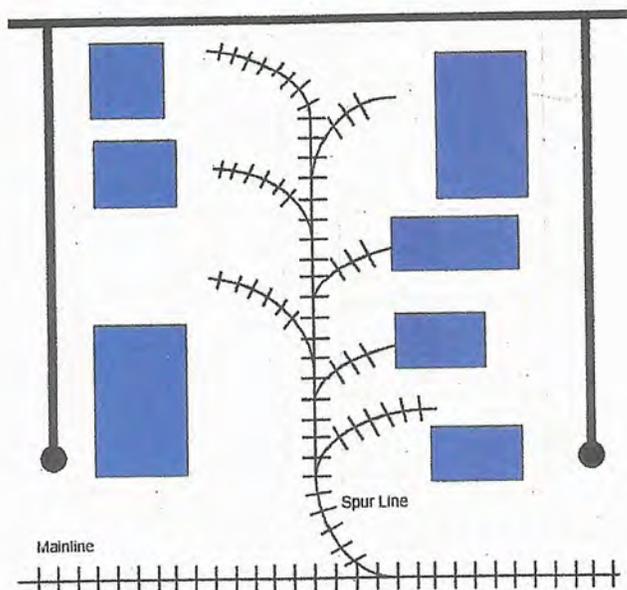
Currently trains are staged and marshalled in the City of Calgary, which is extremely inefficient. **Where are rail cars going to stage & marshalled onto trains?**

Our landowner group has 403 acres of land south of mainline with support from CPKC and Cando Rail Terminals Ltd, for this land to become a “Rail Marshalling Yard”. Prairie Gateway “rail –serviced- industrial lands” to be a success will need efficient, offsite rail marshalling and services in the area. Prairie Gateway has not shown this very necessary rail infrastructure anywhere in its plans.

**We highly recommend that the County consider amending the IDP and the ASP to allow for the 403 acres of adjacent lands to be rail infrastructure / marshalling yard.**

**Objectives**

- Prioritize effective and efficient rail served development in the Rail Served Policy Area.

**Figure 1: Conceptual Diagram of Rail Served Development**

22 | Rocky View County | Prairie Gateway Area Structure Plan

**Rail Services supporting Prairie Gateway Rail Car Traffic.**

CPKC Rail works with a number of independent rail service providers.

Prairie Gateway's rail infrastructure, link track and rail sidings will most likely be provided and operate by an independent Rail Service provider, not CPKC Rail. The basic services will require Industrial Switching on site and staging, marshalling and Train Assembly of site.

The development of a "multi-purpose rail terminal" by an independent rail service provider on the 403 acres south of CPKC mainline would be very synergic with Prairie Gateway's Development and operation. Also enhancing CPKC Rail overall regional rail operation and reduce rail traffic in the City of Calgary.



Jon Harman  
Director of Business Development

427 W. 12<sup>th</sup> Street  
Kansas City, MO 64105  
United States

C 612-867-8396  
Jon.Harman@cpkcr.com

November 9, 2023

Dear Jim Harriman  
Homestead Land Equity Corporation  
335 Parkview Crescent SE  
Calgary, AB T2J 4N8 Canada  
Email: [REDACTED]

**Re: CP Letter of Support for Potential Facility near Indus, AB**

Dear Mr. Harriman,

The intent of this letter is to acknowledge the discussions CPKC has had with Jim Harriman, Homestead Equity Corp. (335 Parkview Crescent SE, Calgary, AB T2J 4N8 Canada) and Norman Fodness, in particular as it relates to a potential rail-served facility near Indus, AB.

Please accept this letter as an expression of support for such a project, as conceptually discussed to CPKC. CPKC looks forward to our continued conversations on developing private siding that meets CPKC's engineering design requirements to service and support this business. This facility as conceptually proposed, with efficient and effective rail access will provide additional market access for goods to be shipped and received via CPKC's broad reaching rail network into and from Alberta.

CPKC, where possible, looks forward to assisting your organization in moving this project forward.

Sincerely,

*Jon Harman*

Jon Harman  
Director of Business Development  
CPKC



Unit 400 – 740 Rosser Avenue  
Brandon, MB R7A 0K9

February 13, 2024

Jim Harriman  
Homestead Land Equity Corporation  
335 Parkview Crescent SE  
Calgary, AB T2J 4N8 Canada

Sent via email: [REDACTED]

**Re: Cando Rail & Terminals Letter of Support for Potential Facility near Indus, AB**

Dear Jim,

Cando Rail & Terminals Ltd (“Cando”) wishes to acknowledge the discussions we’ve had with you and the information you’ve shared with us regarding your rail-served development land near Indus, Alberta. We understand that Homestead Land Equity Corporation is undertaking initial site investigations and has engaged a Registered Professional Planner to lead development of an Area Structure Plan (“ASP”) for roughly 403 acres that you hope to have rezoned to “Direct Control - Rail Terminal”.

Cando is supportive of your Rail Logistics Hub concept. Forward thinking transportation and logistics planning will aid regional economic development and can only help as you build support for your ASP in Rocky View County. Your proposed facility will provide additional market access for Alberta-made products and an entry point for international investment. Cando looks forward to continued conversations with you and a potential site visit in the second half of 2024.

Please continue to reach out with further project updates.

Sincerely,

A handwritten signature in black ink that reads 'Mike'.

Mike Richard  
Director, Property & Business Development  
Cando Rail & Terminals Ltd.



Platinum member



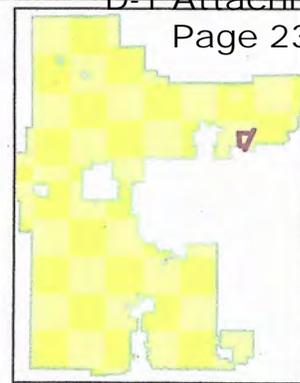
Page 2 of 11  


AGENCY	COMMENTS
FortisAlberta	No concerns.
Telus Communications	No objection.
<b>Adjacent Municipality</b>	
The City of Calgary	The City of Calgary Administration cannot support the redesignation of this parcel with the intent to subdivide. It is our opinion that this application is not in line with the objectives and intent of the Rocky View/Calgary Intermunicipal Development Plan.
<b>Other External Agencies</b>	
Canada Post	Requirement for centralized Community Mail Boxes.
Canadian Pacific Railway	<p>Thank you for the recent notice respecting the captioned development proposal in the vicinity of Canadian Pacific Railway Company. The safety and welfare of residents can be adversely affected by rail operations and <b>CP is not in favour of residential uses that are not compatible with rail operations.</b> CP freight trains operate 24/7 and schedules/volumes are subject to change. CP's approach to development in the vicinity of rail operations is encapsulated by the recommended guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities. The 2013 Proximity Guidelines can be found at the following website address: <a href="http://www.proximityissues.ca/">http://www.proximityissues.ca/</a>.</p> <p>CP recommends that the below condition be inserted in all property and tenancy agreements and offers of purchase and sale for all dwelling units in the proposed building(s):</p> <p>"Canadian Pacific Railway and/or its assigns or successors in interest has or have a railway right-of-way and/or yard located adjacent to the subject land hereof with operations conducted 24 hours a day, 7 days a week, including the shunting of trains and the idling of locomotives. <b>There may be alterations to, or expansions of, the railway facilities and/or operations in the future, which alterations or expansions may affect the living environment of the residents in the vicinity.</b> Notwithstanding the inclusion of any noise and/or vibration attenuating measures in the design of the development and individual dwellings, Canadian Pacific Railway will not be responsible for complaints or claims arising from the use of its facilities and/or its operations on, over, or under the aforesaid right-of-way and/or yard."</p> <p>Should the captioned development proposal receive approval, CP respectfully requests that the recommended guidelines be followed.</p>

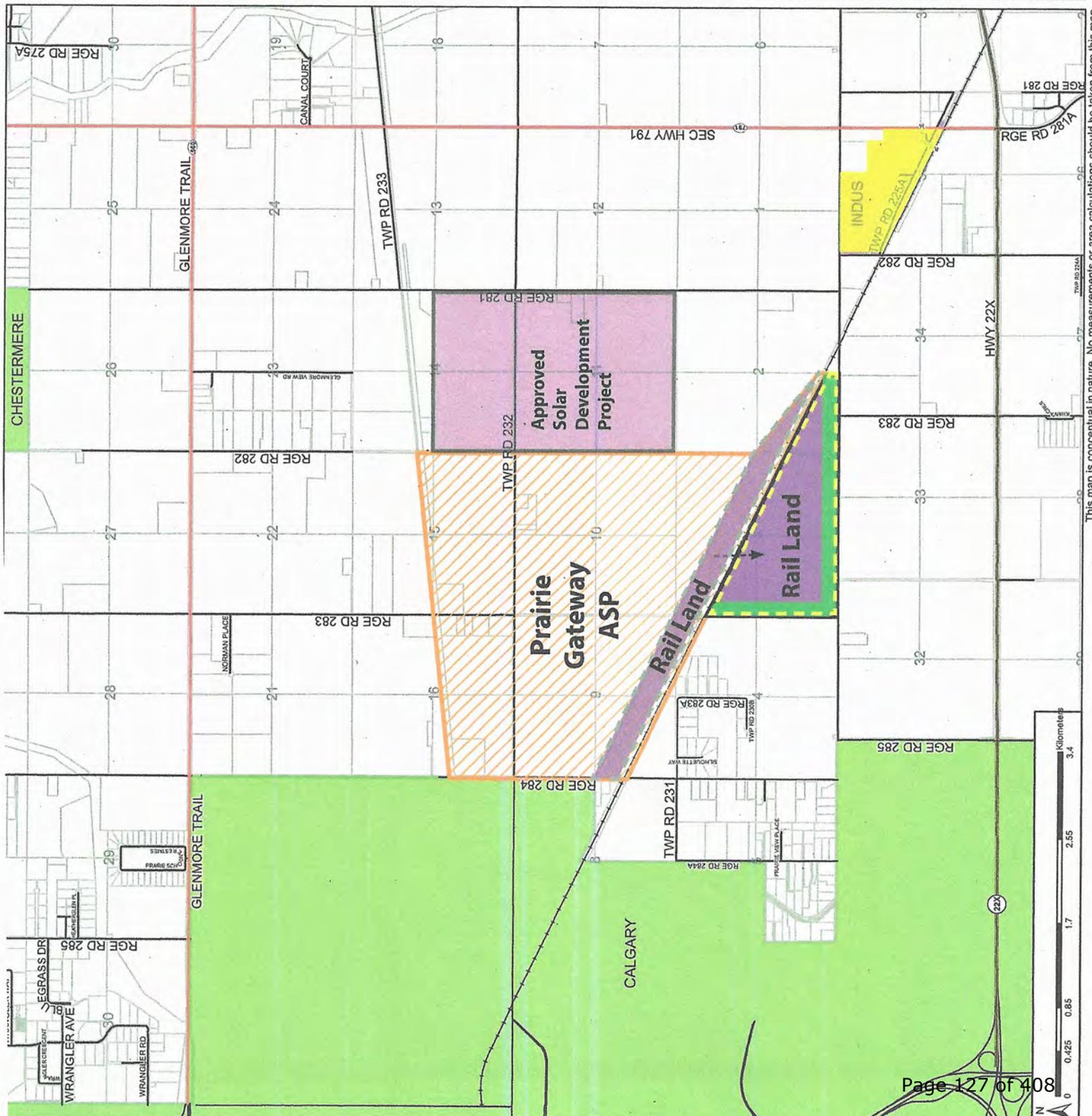


# FUTURE RAIL & INDUSTRIAL LAND

-  Prairie Gateway ASP Boundary
-  Rail Land
-  Homestead Land Equity Holdings / proposed rail marshalling yard
-  Buffer/Berm zone



Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.



This map is conceptual in nature. No measurements or area calculations should be taken from this map.



**From:** [Al Merlo](#)  
**To:** [Reeve General Mailbox](#)  
**Cc:** [Kaitlyn Luster](#); [REDACTED]; [Rob Bondi](#); [Al Merlo](#)  
**Subject:** Special Council Meeting on September 11, 2024  
**Date:** August 29, 2024 2:54:39 PM  
**Attachments:** [RVC Notice of Special Council Meeting 2024 0911.pdf](#)  
[Wetland Impact Assessment-Am Jade Co.-Shepard-June 21-12.pdf](#)  
[HAB-TECH - Shepard-Southwell Trapp BIA Aug-2011.pdf](#)

---

Hello Reeve Kissel:

We are the owners of Cell A DC 130, legal description SW 16-23-28-W4M Lot 2 Cell A Plan 1310527. We would like the following to be included in the agenda for consideration at the Special Council Meeting on September 11, 2024 (Notice attached) in Council Chambers at the County Hall located at 262075 Rocky View Point.

We would like to add the following to the Prairie Gateway Area Structure Plan Process:

- Page 12 in the Draft ASP; Please clarify what “Interim uses” means regarding our parcels?
- Page 15 Policy 6.01 in the Draft ASP should be removed. It is an unworkable provision
- Wetlands Policy 14.03 in the Draft ASP should be removed or include reference to the lands South of TWP 232 as well
- Other Policy 14.11 and 14.12 should be removed or include references to lands south of TWP 232 as well
- Map 8 MUST be altered on our property. We have mapped the wetlands on our parcels, paid Acreage Assessments and entered into an agreement relating to Wetland Mitigation. This plan cannot alter that.
- Please explain why Stantec's preferred Option (Option 1) for Stormwater discharge through the NW portion of the plan area is ignored by this Draft ASP?
- Section 21 in general, and Map 12 specifically, should be modified to identify Stantec’s Option 1 Storm solution as the recommended solution. Other solutions such as those currently shown in the plan should be identified as alternative options to be investigated.
- We previously completed upgrades to RR 284 within the intermunicipal planning area. This ASP and future planning approvals in both the County and City need to recognize these improvements and charge Boundary Recoveries in our favour for any future development adjacent to or benefiting from our past improvement. The County has agreed to this, the City of Calgary needs to do the same
- Our existing DC Land Use Bylaw 130 includes lands within and directly to the north of this plan area. How do the County and City propose to reconcile altering policy through this ASP on only a portion of our ByLaw area?
- Stantec MDP May 13, 2024 Figure 3.7 “Existing Conditions Overland Flow Paths” and 2024 3.2.11 "Existing Boundary Conditions” are incorrect, current overland flow is through a Federal ditch that flows to the west under RR284 in the NW corner of Cell A. The mapping should be corrected to reflect this

We would also like the two attached documents included in any notes or materials provided to the participants of the Special Council Meeting. The wetlands contained in the lands of DC130 were mapped and approved in 2012 as a condition of our subdivision and land use approval by the MD of Rocky View:

- 1). Wetland Impact Assessment; John L. Kansas, M.Sc., P.Biol. January 12, 2012
- 2). HAB-TECH Environmental Ltd. Biophysical Impact Assessment August 2011

Thank you,

Al Merlo  
AM JADE CO.  
<http://amjade.com>  
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## BIOPHYSICAL IMPACT ASSESSMENT

**Am Jade Co. Inc. Shepard property  
Lots 1 and 2**

*Prepared for:*

**Am Jade Co. Inc. and Southwell Trapp and Associates Ltd.  
Calgary, Alberta**

*Prepared by:*

**Javier G. Vargas, M.Sc., P.Biol.  
John L. Kansas, M.Sc., P.Biol.**

**HAB-TECH Environmental Ltd.**



August 2011

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## EXECUTIVE SUMMARY

HAB-TECH Environmental Ltd. (HAB-TECH) was commissioned in June 2011 by Southwell Trapp & Associates Ltd. on behalf of Am Jade Co. Inc. to conduct the terrestrial and wetland ecological components of a Biophysical Impact Assessment (BIA) for a 22.4-ha land area located in the SW quarter of Section 16-23-28w4 (i.e. Lots 1 and 2 - Appendix 1), M.D. of Rocky View. These lands are herein referred to as the Shepard lands. All of the Shepard lands occur within Foothills Fescue Subregion of the Grassland Natural Region (Natural Regions Committee 2006).

The vast majority (90.9%) of the Shepard lands comprise habitats with low ecological significance. Development of these lands will not result in a significant negative effect on wildlife or vegetation in the study area. Habitats with moderate ecological significance account for 2.04-ha or 9.1% of the Shepard lands. These habitats include: a semi-permanent wetland class IV, a seasonal wetland class III, and a temporal wetland class II. Loss of moderate ecological significance habitats is considered significant in the local context (i.e. inside the study area). Areas with high ecological significance at the habitat/local level do not occur in the property.

One rare plant species (*Gratiola neglecta*) was found in wetlands #3 and #4: This species is considered rare in Alberta, but is not federally listed. It is recommended that construction of these two wetlands be avoided. If avoidance is not feasible then transplanting of the largest rare plant population located in wetland #3 (including topsoil) should be considered.

Three bird species at risk were detected during field visits: Swainson's hawk, sora, and northern pintail. These species are currently listed as "sensitive" by the province of Alberta but are not designated as species at risk federally. In order to mitigate impacts on those three species it is recommended that wetlands #3 and #4 be preserved as they are, or as part of any proposed Stormwater Management Plan. If avoidance is not possible, then construction activities should be limited to times outside of the peak breeding and nesting season (May-July). This will ensure compliance with the Migratory Birds Convention Act. If land clearing is completed in August, a nest search should be done before the clearing of the wetlands.

The six wetlands on the property are considered uncommon and important in a regional context. Effects on any of the six wetlands within the Shepard lands will require minimization and/or compensation of impacts (see the Provincial Wetland Restoration/Compensation Guide – Alberta Environment 2007). Approval to construct within the wetlands must be completed through Alberta Environment under the Alberta Water Act (Government of Alberta 1996). Impact and function assessments for each wetland will be required as part of any wetland compensation agreement.

## 1.0 INTRODUCTION

HAB-TECH Environmental Ltd. (HAB-TECH) was commissioned in June 2011 by Southwell Trapp & Associates Ltd. on behalf of Am Jade Co. Inc. to conduct the terrestrial and wetland ecological components of a Biophysical Impact Assessment (BIA) for a 22.4-ha land area (the Shepard lands) located in the SW quarter of Section 16-23-28w4 (i.e. Lots 1 and 2 - Appendix 1), M.D. of Rocky View. Specific tasks of the assessment included the following;

### *Information review:*

- locating and compiling previous ecological inventory, assessment and planning reports and information relevant to the subject lands; and,
- scientific literature review as appropriate.

### *Habitat supply assessment:*

- field site reconnaissance to classify habitat types and land use characteristics with specific focus on native plants; and,
- classify and map habitat types and soils on the subject lands.

### *Ecological significance assessment at the habitat level:*

- assess the floristic and structural diversity and the native habitat integrity of each mapped habitat type.
- assess the suitability of each habitat type for vertebrate species at risk; and,
- assess the potential of each habitat type to harbor rare plants and plant communities.

### *Ecological significance assessment at the regional/landscape level:*

- assess the regional habitat rarity of each of the habitats present in the property;
- assess habitat fragmentation levels in and adjacent to the property; and,
- assess the potential of the property as a wildlife movement route.

### *Impact assessment:*

- assess the potential effects of land development on habitat and landscape level attributes of the property.

## 2.0 METHODS

### 2.1 Review of Regional Ecological Information Sources

A number of inventory, assessment and planning sources were obtained and reviewed in order to assess the local and regional ecological significance of the subject lands. The following specific documents were referenced:

- Alberta Natural Heritage Information Center Rare Plant Tracking Lists (Gould 2006) and Ecological Community Tracking List (Allen 2009).
- The City of Calgary's Natural Area Management Plan (Calgary Parks and Recreation 1994).
- Calgary Urban Parks Program biophysical assessments (GAIA et al. 1993).
- Biophysical inventory and analysis of three environmentally sensitive areas within the Calgary Restricted Development Area (RDA) (Strong and Kansas 1984).
- Ecodistricts of Alberta – Summary of Biophysical Attributes (Strong and Thompson 1995).
- Biophysical and land use inventory and analysis of Nose Hill Park (Sentar 1993).
- Soil survey of the Calgary urban perimeter (MacMillan 1987).
- Range plant communities and range health assessment guidelines for the Foothills Fescue Natural Subregion of Alberta (Adams et al. 2003).
- City of Calgary Wetland Conservation Plan (City of Calgary 2004).
- City of Calgary Open Space Plan. (City of Calgary 2003)

### 2.2 Habitat Supply Assessment

Site visits to classify and map the habitats occurring on the property and to assess terrestrial and wetland ecological aspects were completed on July 12 and 21, 2011. The Shepard lands were visited on foot and notes concerning vegetation and wildlife habitat were taken. Information included vegetation associations and structure based on dominant vascular plants. Photographs were taken of representative habitat types. Habitats were mapped on a 1:2,000 scale color aerial photograph. Wetland boundary delineation was completed using a hand-held GPS set on track mode.

### 2.3 Ecological Significance Assessment at the Habitat/Local Level

A comprehensive assessment of the local ecological significance of each habitat type identified and mapped in the property was carried out taking into consideration the following five ecological factors:

- Floristic diversity of habitat types;
- Structural diversity of habitat types;
- Native habitat integrity based on a subjective assessment of the current level of disturbance;
- Wildlife habitat suitability for vertebrate species at risk; and,
- Potential of habitat types to support rare plants.

The five ecological significance factors were rated as high, medium or low for each habitat type based on scientific literature and consultant reports, first-hand knowledge from site visits, and the authors' understanding of wildlife and habitat values in the region.

### 2.3.1 Vegetation Composition and Structure Analyses

The floristic and structural diversity of habitat types were subjectively rated as high, medium or low using plant species richness measurements conducted for related habitat types within and adjacent the City of Calgary (Sentar 1993; Collister and Kansas 2004; Charlebois and Kansas 2008).

### 2.3.2 Disturbance/Native Habitat Integrity Assessment

The amount of current human disturbance within habitat types was subjectively rated as high, medium or low based on evidence of human use (agricultural clearing, buildings, roads, etc.) and the proportion of habitat that supported introduced (non-native) plant species. Areas with high levels of human disturbance and high proportions of introduced plant species were considered to have low levels of native habitat integrity.

### 2.3.3 Rare Plant Assessment

The rare plant assessment followed two steps. First, a list of potential rare plants and habitat associations was developed; and second, a rare plant field survey was completed. More detailed description of these two steps follows.

#### *Rare Plant Species Occurrence and Habitat Affiliations*

A literature review was conducted to identify rare plants and plant associations that could occur in and adjacent to the Shepard lands. Primary sources of information used to develop a list of potential rare plants and associated habitats included Packer and Bradley (1984), Wallis (1987), Sentar (1993), the Alberta Natural Heritage Information Centre's Rare Plant Tracking Lists (Kemper 2009), and the Alberta Conservation Information Management System's (ACIMS) Ecological Community Tracking List (Allen 2010). In addition, a rare plant element occurrence report for the Shepard land was requested (ACIMS, 2011). Habitat affiliations of the rare plants with potential to occur in the study area were determined when sufficient information was available (Moss 1983; Johnson et al. 1995, Kershaw et al. 2001).

The Nature Conservancy established a method to determine the level of rarity of rare and endangered plant species. A rank is assigned to each plant based on the status codes described below and also taking into consideration a specific geographic scale, which can be global (G) when looking at the status of a plant throughout its entire range, national (N) when interested in the plant species status in a country (e.g. Canada), or sub-national (S) when the area of interest is a province (e.g. Alberta).

#### Status Codes

- 1: critically imperiled due to extreme rarity (5 or fewer occurrences)
- 2: imperiled because of rarity (6 to 20 occurrences)
- 3: rare or uncommon (21 to 100 occurrences)
- 4: apparently secure (> 100 occurrences)
- 5: abundant and demonstrably secure (> 100 occurrences)

F: falsely reported  
 H: known historically, may be rediscover  
 P: potentially present, expected in the province but not yet discovered  
 Q: questionable taxonomic rank  
 R: reported but without persuasive documentation to either accepting or rejecting the report  
 U: uncertain status, more information is needed  
 X: apparently extinct or extirpated, not expected to be rediscovered  
 ? : no information is available, or the number of occurrences estimated  
 GNR SNR: unranked or under review  
 GH SH: conservation status not applicable (includes exotic species)  
 T<sub>1</sub> : rank for a subspecific taxon  
 G? or S? not yet ranked

### *Rare Plant Survey*

A rare plant survey of the Shepard lands was conducted on July 12, 2011 to determine the presence of vascular plant species listed to be of conservation concern, endangered or threatened according to the Alberta Conservation Information Management System's (ACIMS) and/or the Committee on the Status of Endangered Wildlife in Canada (COSEWIC). In order to ensure an effective and scientific survey of the area we followed the Guidelines for Rare Plant Surveys proposed by the Alberta Native Plant Council.

To accurately locate portions of the study area with highest likelihood of harboring rare plants, a 1:2,000 scale aerial photo for the property was reviewed and used for orientation in the field. During the field visit an initial search was conducted around the periphery of each wetland and fallow fields. The initial search was followed by an intensive "hands and knees" ground survey in order to inspect for small and less conspicuous species.

Habitats/wetlands harboring rare plants were rated as high for rare plant habitat, and habitats/wetlands where no rare plants were found were rated as low.

#### 2.3.4 Vertebrate Species at Risk Habitat Suitability Assessment

Wildlife habitat suitability assessment was completed following two steps. First, a vertebrate species at risk occurrence and status list was generated; and second, the suitability of each habitat type was rated for each species on the list and then compiled into a single rating for each habitat type. Detailed methods associated with each of the two steps follows.

#### *Wildlife Species Occurrence and Status*

A list detailing the status and abundance of vertebrate wildlife species known, or expected to be resident during some portion of the year within the study area was developed using local, regional and provincial references (Semenchuk 1992; Russell and Bauer 2000; Smith 1993; Pattie and Fisher 1999), and the authors' experience. From this list, vertebrate species at risk were identified based on recent regulatory status documents (COSEWIC 2010; AEP 2000, 2001, 2005; SARA 2005). Status and abundance definitions are presented below and at-risk definitions in Table 1.

Status

S	summer resident, migrates out of study area for the winter
W	winter resident, present only during late fall, winter and early spring
R	permanent resident, present year-round although not necessarily active during winter
M	migrant, passes through area during spring and/or fall, not normally resident at any time of the year
T	transient, expected to occur only in passing, not normally resident at any time of the year

Abundance

C	common, detected whenever suitable habitat is investigated during an appropriate season
U	uncommon, detected often, but not always, whenever suitable habitat is investigated during an appropriate season
S	scarce, detected occasionally, but not usually, even when suitable habitat is investigated during an appropriate season
R	rare, unexpected but could occur in any given year, would not generally be considered a regular component of the study area fauna

The Alberta Fisheries and Wildlife Management Information System (FWMIS, 2011) was consulted to obtain information concerning historical reports of wildlife species at risk in the vicinity of the study area.

*Wildlife Habitat Suitability Ratings*

The suitability of each habitat occurring on the property was assessed for all vertebrate species at risk based on scientific literature and consultant reports, first-hand knowledge resulting from the reconnaissance site visits, and the authors' knowledge of wildlife-habitat relationships in the region. The following 3-class rating system was used.

Low:	The habitat type may be used by the wildlife species in question; however, use is limited to travel, resting, loafing or opportunistic feeding and/or breeding. The habitat type contributes minimally to population viability of the species.
Moderate:	The habitat type is used by the species for feeding and/or breeding, but is of sub-optimal quality relative to other habitats. The habitat type may contribute significantly to population viability of the species but only during periods of low environmental stress.

High: The habitat type is an important habitat of the species for feeding and/or breeding. The habitat type contributes significantly to population viability.

Individual species ratings were used to develop a composite rating of wildlife habitat significance per each habitat type occurring in the property.

## 2.4 Ecological Significance Assessment at the Landscape/Regional Level

The ecological significance of the property at the landscape/regional level was assessed using three factors:

- Regional habitat rarity;
- Existing habitat fragmentation; and,
- Wildlife movement route potential.

Each factor was evaluated separately with evaluations based on scientific literature and consultant reports, site visits, and the authors' knowledge of ecologically important habitats in the region.

### 2.4.1 Regional Habitat Rarity

Regional habitat rarity was assessed based on a review of other studies conducted in the greater Calgary region. The habitat type classification system from the Calgary Natural Areas Management Plan (Calgary Parks and Recreation 1994) was followed for the purpose of regional habitat supply comparison. The total area of each mapped habitat type in the property was summarized using a GIS (Geographic Information System). The significance (rarity) of habitat types found on the property was assessed against the supply of similar habitat types in the Calgary region. The Calgary Urban Parks Project ecological inventory and assessment (GAIA 1993) provided land areas of habitat types associated with the Bow, Elbow and Nose Creek valleys. Other studies that have quantified habitat supply in the Calgary area are Nose Hill Park (Sentar 1993) and the Calgary Restricted Development area (Strong and Kansas 1984).

### 2.4.2 Fragmentation and Wildlife Movement Routes

The property was evaluated in terms of its ecological significance as a part of a larger ecological system. Key aspects of this assessment were fragmentation and wildlife movement corridor potential.

## 2.5 Project Impact Assessment

The incremental effects of the development of the Shepard lands and their significance were determined, described and assessed. Assessments were based on the current ecological significance of the property at the habitat/local and landscape/regional levels. No project footprint or outline/concept plans were available at the time this report was prepared.

### 3.0 ECOLOGICAL DESCRIPTION AND ASSESSMENT

#### 3.1 Ecological Region, Landforms, and Soils

The Shepard lands occur within the Foothills Fescue Subregion of the Grassland Natural Region (Natural Regions Committee 2006). This ecological zone occurs as a narrow band between the Mixedgrass Subregion and the Foothills Parkland Subregion. Topography is subdued and characterized by morainal, glaciolacustrine and outwash surficial deposits along the lower flanks of the Foothills Geologic Belt. In undisturbed conditions Foothills Fescue vegetation is dominated by native grasslands including Rough Fescue (*Festuca scabrella*), Idaho Fescue (*Festuca idahoensis*), Parry's Oatgrass (*Danthonia parryi*) and Intermediate Oatgrass (*Danthonia intermedia*). According to mapping by Strong and Thompson (1995), the entire Shepard area occurs within the Delacouer Ecodistrict. This Ecodistrict is characterized by:

- 70% grassland (includes cultivated and pasture) vegetation on undulating (0% to 0.5%) morainal plain with moderately well drained, loam-textured black chernozem soils;
- 20% grassland (includes cultivated and pasture) on undulating (0.5% to 2.5%) morainal plain with moderately well drained, silty loam-textured black chernozem soils; and
- 10% grassland (includes cultivated and pasture) vegetation on rolling (6.0% to 9.0%), morainal deposits with well drained, sandy loam-textured dark brown chernozem soils.

As of the mid-1990s approximately 90% of the Delacouer Ecodistrict had been cleared for agricultural production (Strong and Thompson 1995).

Three different soil units were mapped by AGRASID in the study area including: one Delacour (DEL7), and two Balzac (BZC1 and BZC4) soils (Figure 1). DEL7 soils cover 10.7-ha or 48.0% of the property. DEL7 soils are characterized by well drained Black Chernozems developed on fine loamy till. BZC1 soils occupy 1.2-ha (5.4%) of the property and are characterized by poorly drained saline Humic Gleysols in lower ground water discharge areas. The parental material is fine clayey recent lacustrine overlying till, and the landform is level to depressional. BZC4 soils encompass 10.4-ha (46.6%) of the property. These soils are a variable mix of poorly drained saline Humic Gleysols, well drained Black Chernozems and well to imperfectly drained Solodized Solonetz. The parental material is a thin discontinuous fine clayey recent lacustrine overlying till, and the landform is undulating to depressional.

#### 3.2 Vegetation and Habitat Supply

Only two habitat types were found in the study area - Cultivated agricultural (CA) and Wetlands (W) (Figure 2). The six wetlands occurring in the study area were further classified using the Stewart and Kantrud (1971) wetland classification system. The ecological characteristics of each of the habitat types occurring on the Shepard lands are described below including their land area supply.

##### *Cultivated Agricultural (CA)*

Cultivated fields comprise the majority (20.2-ha or 90.3%) of the study area (Photo 1 – Appendix 1). The cultivated field located in the north-eastern portion of Lot 2 has been left fallow and is characterized by stubble crop interspersed with a diverse group of non-native (weedy) species such as summer cypress (*Kochia scoparia*), Canada thistle (*Cirsium arvense*), sow thistle

(*Sonchus arvensis*), stink weed (*Thlaspi arvense*), flixweed (*Descurainia sophia*), sheperd's-purse (*Capsella bursa-pastoris*), prickly lettuce (*Lactuca serriola*), dandelion (*Taraxacum officinale*), lamb's quarters (*Chenopodium album*), and wild buckwheat (*Polygonum convolvulus*). Foxtail barley (*Hordeum jubatum*) is a native species that was also abundant in the study area. This is not surprising since foxtail barley is a weedy native species common on roadsides, waste ground, and open fields (Tannas 2003). In wetter areas of the fallow field some additional hydrophytic plant species were found including: few-flowered rush (*Juncus confusus*), rough cinquefoil (*Potentilla norvegica*), mudwort (*Limosella aquatica*) and northern willow-herb (*Epilobium ciliatum*) (Photo 2 – Appendix 1).

### *Wetlands (W)*

Six wetlands were identified, mapped, and classified using the Steward and Kantrud wetland classification system (Stewart and Kantrud 1971) (Figure 2). Wetlands account for 2.2-ha or 9.5% of the study area. Wetland # 3 (Figure 2) is a semi-permanent wetland (Class IV); wetland #4 is a seasonal wetland (Class III); and wetlands #1, 2, 5, and 6 are temporal wetlands (Class II). Description of these wetlands follows:

#### Semi-permanent Wetland (Class IV)

A single semi-permanent wetland (Class IV) was present in the property (i.e. wetland #3) occupying 0.51-ha or 2.3% of the study area. This wetland is characterized by deep marsh vegetation in the deepest portion of the wetland (Photo 3 – Appendix 1) dominated by common cattail (*Typha latifolia*). Common duckweed (*Lemna minor*) and water-buttercup (*Ranunculus sp.*) are also common in the deep marsh zone. The shallow marsh zone of this wetland is dominated by slough grass (*Beckmannia syzigachne*), creeping spike-rush (*Eleocharis palustris*), needle spike-rush (*E. acicularis*), and reed canary grass (*Phalaris arundinacea*). Common meadow species interspersed within the shallow marsh zone were: alkali grass (*Puccinellia nuttalliana*), fowl bluegrass (*Poa palustris*) and foxtail barley. Other species found were: slender wheat grass (*Agropyron trachycaulum*), short-awned foxtail (*Alopecurus aequalis*), wild mint (*Mentha arvensis*), and Canada thistle. The outer ring of this wetland has been tilled.

#### Seasonal Wetland (Class III)

Wetland #4 is a seasonal wetland (Class III) characterized by shallow marsh vegetation in the deepest portion of the wetland. It occupies 1.05-ha or 4.7% of the study area. Awned sedge (*Carex atherodes*) and slough grass dominate the shallow marsh zone with sporadic common cattail plants. Alkali grass and foxtail barley dominate the wet-meadow portion of the wetland (Photo 4 – Appendix 1). The outer ring of the wetland has been tilled and was dominated by fallow crops, foxtail barley and alkali grass.

#### Temporal Wetland (Class II)

Wetlands #1, 2, 5, and 6 are temporal wetlands (Class II) characterized by wet meadow vegetation in the deepest portion of the wetlands. Wetland #1 covers 0.47-ha or 2.1% of the study area and is dominated by alkali grass, salt grass (*Distichlis stricta*) and foxtail barley. Other native species present were: celery-leaved buttercup (*Ranunculus sceleratus*), rough cinquefoil (*Potentilla norvegica*) and toad rush (*Juncus bufonius*). Non-native species commonly found in this wetland were: lamb's quarters, Canada thistle, sow thistle, dandelion, smooth brome (*Bromus inermis*), white sweet clover (*Melilotus alba*), yellow sweet clover (*M. officinalis*), and quackgrass (*Agropyron repens*). This wetland has been disturbed in the past by excavation and

dirt movement (Photo 5 – Appendix 1). Wetlands #2 (Photo 6 – Appendix 1), #5 (Photo 7 – Appendix 1), and #6 (Photo 8 – Appendix 1) occupy 0.03-ha or 0.14%, 0.04-ha or 0.16%, and 0.08-ha or 0.34% of the study area, respectively. These three wetlands have been completely tilled in the past and were characterized by a high percent cover (>50%) of bare ground. Alkali grass was the dominant species. Foxtail barley, short-awned foxtail and the introduced summer cypress were common in wetlands #5 and 6.

Extensive and long-term agricultural tillage has significantly affected wetland occurrence and native integrity in the study area.

### 3.3 Ecological Significance Assessment at the Habitat/Local Level

An assessment of each of the five ecological significance factors is provided below in the context of mapped habitat types on the Shepard lands. Ratings were based in large part on field measurements by HAB-TECH staff from the same or very similar habitat types in other studies conducted within the Calgary region.

#### 3.3.1 Floristic Diversity

A fundamental principle of conservation biology is to protect sites that support high levels of local “species richness” (the number of organisms present in an area) (Council on Environmental Quality 1993; Noss 1993). Ecosystems that support a high level of diversity of plant species tend to be structurally diverse and productive (Meffe et al. 1997). These areas in turn support a wide variety and abundance of insect and animal forms.

Habitats that support the highest plant species diversity in the Calgary region are seepage tall willow, native grasslands, moist mixed-woods and aspen and balsam poplar forests. The lowest levels of plant diversity are generally found in non-native grasslands, disturbed sites, low shrubland and dry tall shrubland habitat types (Sentar 1993; Collister and Kansas 2004; Charlebois and Kansas 2008). None of the habitats that support high levels of plant species diversity occur on the Shepard lands. Cultivated Agricultural fields were rated as having low floristic diversity as were the temporal wetlands # 2, 5, and 6). Outer rings of wetlands #2, #3 and 4 have been tilled, hence their natural floristic diversity has been reduced. As a result, these three wetlands were rated as having moderate floristic diversity.

#### 3.3.2 Structural Diversity

The structural complexity of an ecological community is positively correlated with the diversity of animal life (Meffe et al. 1997). This is especially true for vertebrate wildlife species that require unique and variable reproductive, forage and cover opportunities or “niches” for survival and reproduction. Short (1986) explained the disproportionate importance of vertical vegetation structure in prairie and rangeland environments where such habitats area in limited supply:

*“Rangeland habitats that provide only a few layers of habitat have a limited volume of space within which wildlife species can find niches. More niches are potentially available as more layers of habitat occur in cover types, so more wildlife species potentially are supported by more structurally diverse habitats.”*

Other studies conducted in similar environments within the greater Calgary region have shown that habitats with the highest structural diversity indices are forest types such as aspen and balsam poplar forests (Sentar 1993; Collister and Kansas 2004; Charlebois and Kansas 2008). Non-native grasslands, disturbed areas and low shrub communities support low structural diversity and lesser use by wildlife as primary habitat. Since there were no tree or tall shrub patches in the study area, there are no habitat types rated as having high structural diversity. The semi-permanent wetland (wetland # 3), the seasonal wetland (wetland #4), and the temporal wetland (wetland #1) were rated as having moderate vegetation structural diversity. Because wetlands # 2, 5, and 6 have been completely tilled in the past they support only one layer of vegetation and a high cover of bare ground. As such they were rated as having low structural diversity.

### 3.3.3 Disturbance/Native Habitat Integrity Assessment

Invasion of native habitats by non-indigenous or “introduced” species of plants can result in a loss of native plant species, changes in community structure and function, and alterations in the physical structure of the system (Drake *et al.* 1989). Human land use and associated interruption of native ecological processes is normally the cause of plant species invasions (Mooney and Drake 1986). Habitat loss, non-native species invasion from cultivated fields and waste lands are the main disturbance factors observed on and adjacent to the Shepard property. Because of the high level of overall land disturbance, none of the habitat types on the property were rated as having a high level of native habitat integrity. The semi-permanent wetland (wetland # 3), the seasonal wetland (wetland #4), and the temporal wetland (wetland #1) were rated as having moderate native habitat integrity.

### 3.3.4 Rare Plants Assessment

According to the information provided by the Alberta Conservation Information Management System (ACIMS 2011), no rare plant occurrences have been recorded to date within or in the immediate vicinity of the property. It is important to note however that the absence of records could simply indicate that very few inventories/surveys have been completed in this area. Table 2 provides a list of rare plant species with the greatest potential of occurring in the study area. We reviewed the ACIMS Preliminary Ecological Community Tracking List (Allen 2010) to determine the potential for occurrence of rare plant communities representative of the Foothills Fescue natural subregion. Taking into consideration the degree of disturbance of the property, there is limited potential for rare plant communities in the property.

A field visit was conducted to search for rare plants and rare plant communities in the study area. The areas searched for rare plants are shown in Figure 3. No rare plant communities were found at the time of the visit and one rare plant species (*Gratiola neglecta*) was found in the outer portions of wetlands #3 and #4 (Figure 3). *G. neglecta* was found growing on areas of bare and wet ground together with foxtail barley, needle spike-rush and slough grass. In wetland #3 this rare species was found growing in clumps between coordinates 299007E/5648981N and 298967E/5649033N (Figure 3). The average density of plants in this section of wetland #3 was 11.7/m<sup>2</sup> at the time of sampling. In wetland 4 *G. neglecta* was also found in clumps centered around 299159E/5648939N. The average density of plants was 3.6/ m<sup>2</sup> at the time of sampling. In general, the areas where *Gratiola neglecta* was growing had been previously tilled. It also was observed that the density of this species decreased when other species such as foxtail barley increased in density.

Table 3 provides an overall list of the 42 common vascular plant species encountered during the field survey: 28 of them (67%) were native species, while the remaining 14 species (33%) were exotic or non-native.

### 3.3.5 Wildlife Species at Risk and Habitat Suitability Assessment

Based on habitat requirements and known distributional ranges, 33 vertebrate species at risk have potential to occur within the Shepard property. These species are listed in Table 4 and include twenty-five bird species, two mammal species, three amphibian species, and three reptile species. A search of the Alberta Fish and Wildlife Management Information System (FWMIS, 2011) data base yielded historical observations of black-necked stilt, burrowing owl, horned grebe, western grebe, northern harrier, northern pintail, short-eared owl, sora, Swainson's hawk and Canadian toad in the general vicinity of the study area. None of those observations occurred directly inside the Shepard lands.

Twenty different bird species were detected during the field visits (Table 5) of which three species are at risk including: Swainson's hawk, sora, and northern pintail. These species are currently listed as "sensitive" by the province of Alberta and are not designated as species at risk federally.

The suitability of each habitat type for each potentially occurring vertebrate species at risk (Table 6) was rated using reference literature, first-hand knowledge gained from field visits and the authors' expertise. Wetlands #3 (semi-permanent wetland class IV) and wetland #4 (seasonal wetland class III) were considered to have the highest relative suitability to harbor wildlife species at risk in the study area, while wetlands #1, 2, 5, and 6 (temporal wetlands class II) were rated as moderate. Cultivated Agricultural fields (CA) were rated as having low potential to harbor species at risk since their limited native integrity does not fulfill species habitat requirements.

### 3.3.6 Habitat Type Significance Assessment at the Habitat/Local Level

Habitat types on the Shepard lands were rated for the five ecological factors discussed in Sections above (Table 7). These ratings describe the local overall significance of the habitat types present within the study area. None of the habitat types mapped on the Shepard land were rated as highly significant for more than two ecological factors. Wetland #4 (seasonal wetland class III) and wetland #3 (semi-permanent wetland class IV) were rated as high for two of the five ecological factors (i.e. rare plant and wildlife species at risk potential) and moderate for the remaining three factors. These habitat types were rated as having an overall ecological significance of moderate at the habitat/local level. Wetland #1 (temporal wetland class II) was also rated as having a moderate overall ecological significance since it was rated as moderate for four of the five ecological factors. Wetlands #2, 5, and 6 rated low for four of the five ecological factors, while Cultivated Agricultural field (CA) was rated low for all of the five ecological factors. As a result, Wetlands #2, 5, and 6 and cultivated lands were rated as having an overall ecological significance of low at the habitat/local level.

## 3.4 Ecological Significance Assessment at the Landscape/Regional Level

Assessments of the property's regional habitat rarity, fragmentation, and wildlife movement potential are discussed below in the context of landscape-level ecological attributes occurring on and adjacent to the Shepard property.

#### 3.4.1 Habitat Type Rarity Assessment

Conservation of an appropriate supply of native vegetation and habitat is a cornerstone of conservation biology and is generally considered to be the primary management tool for the protection of biological diversity (Meffe et al. 1997). Native habitats considered to be in short supply (rare) in a regional context are considered to be more significant than abundant habitats in the context of preserving landscape diversity and the plant and animal species that these landscapes support (Noss 1993; Council on Environmental Quality 1993; Noss and Cooperrider 1994).

In a regional context the least common habitats found within the study area are the wetlands. As a result, all six wetlands found in the study area were rated as having high habitat rarity.

#### 3.4.2 Habitat Fragmentation Assessment

Habitat fragmentation occurs in two principal ways: reduction of the total amount of a habitat type in a landscape, and apportionment of the remaining habitat into smaller more isolated habitats (Meffe et al. 1997). Human settlement in urban and country residential areas routinely results in a patchwork of small isolated natural areas within a matrix of developed land (Adams and Dove 1989). Habitat loss and fragmentation has already significantly occurred in and around the Shepard property. This is reflected by the high proportion of cultivated agricultural fields occurring on the property (90.3%). Habitat fragmentation levels within and adjacent to the property are rated as high.

#### 3.4.3 Wildlife Movement Potential

Wildlife corridors are defined as "linear landscape features that facilitate the biologically effective transport of animals between larger patches of habitat to accommodate daily, seasonal and dispersal movements" (Paquet et al. 1994.). Protection of routes for wildlife movement is important in order to provide safe travel opportunities between important habitats and to facilitate dispersal and population exchanges. Since significant habitat fragmentation has already taken place in the vicinity of the property, the study area is not considered as an important wildlife movement corridor. This effect is compounded by the lack of meaningful amounts of hiding cover (trees, shrubs) on the property.

## 4.0 IMPACT ASSESSMENT AND RECOMMENDATIONS

This section of the report addresses the implications of development of the Shepard lands from an ecological impact perspective. No project footprint or outline/concept plans were available at the time this report was prepared. As such the following impact assessment assumes full development of the property. This is a worst-case impact scenario and has potential to be mitigated through avoidance and best practices. Some suggestions for mitigation are provided in this section.

### 4.1 Impact Assessment at the Habitat/Local Level

A total of 20.3-ha or 90.9% of the property has been significantly disturbed by past land use practices. Cultivated agricultural and tilled temporal wetlands #2, 5, and 6 have low ecological significance at the habitat/local level. Development of those lands will not result in significant negative effects on wildlife or vegetation in the study area.

The remaining 2.04-ha or 9.1% of the property is represented by three wetlands: a semi-permanent wetland class IV (wetland #3); a seasonal wetland class III (wetland #4); and a temporal wetland class II (i.e. wetland #1). These wetlands were rated as having moderate ecological significance at the habitat/local level. Loss of these wetlands would represent a significant impact in the local context. The impact of full development is rated as significant because these three wetlands have the potential to support several provincially listed wildlife species, two of them (i.e. wetland #3 and #4) supported a rare plant species, and they are the primary source of biological diversity on the property. .

#### 4.1.1 Potential Mitigation Measures

One rare plant species (*Gratiola neglecta*) was found in association with wetlands #3 and #4. This species is considered rare in Alberta, but is not federally listed. Even though there is no legislation protecting this species in Alberta, it is recommended that construction of these two wetlands be avoided. If avoidance is not feasible then transplanting of the largest population located in wetland #3 (including topsoil) should be considered. A suitable transplant site would need to be found, preferably in similar habitat/soils on the property. Rare plant communities were not found on the property; hence no further mitigation is required to offset construction effects on this aspect of wetland vegetation.

Three bird species at risk were recorded during field visits of the property: Swainson's hawk, northern pintail, and sora. Preferred habitat for Swainson's hawk is not common in the study area, however, suitable habitat does exist within the powerline right-of-way that divides lots 1 and 2. Mitigation can be addressed through timing of construction activities in areas adjacent to the powerline outside of the peak breeding season (May-July). Impacts of development on this species should be minimal.

Northern pintails inhabit shallow bodies of water of varying size. They nest mainly near water but are often found some distance away from water bodies in dense vegetation or on exposed prairie sites (Godfrey 1976; Fisher and Acorn 1998). The single individual recorded was a lone male and it is likely that this was a transient bird. However, wetlands #3 and #4 do provide high habitat quality for this species. As a result it is recommended that these wetlands be preserved as they are, or as part of any proposed Stormwater Management Plan. If avoidance is not possible, then construction activities should be limited to times outside of the peak breeding season (May-July). Impacts of development on this species assuming successful mitigation should be minimal.

Sora habitat commonly includes wetlands with abundant cattails, bulrushes, sedges, and grasses within a matrix of shallow and deep water (Fisher and Acorn 1998; Semencheck 2007). The semi-permanent wetland (wetland #3) supplies good habitat quality for this species. As such it is recommended that this wetland be preserved as it is, or as part of any proposed Stormwater Management Plan. If avoidance is not possible, then construction activities should be limited to times outside of the peak breeding season (May-July). Impacts of development on this species should be minimal assuming successful mitigation.

Limiting construction activities to periods outside the peak breeding season (i.e. May-July) will also comply with the Migratory Birds Convention Act.

#### **4.2 Impact Assessment at the Landscape/Regional Level**

The six wetlands on the property are considered uncommon and important in a regional context and an approval from Alberta Environment will be needed prior to construction under the Alberta Water Act (Government of Alberta 1996). The Water Act requires....

*“...that an approval be obtained before undertaking a construction activity in a wetland. A construction activity includes but is not limited to disturbing, altering, infilling or draining a wetland.”*

Effects on the 6 wetlands on the Shepard lands will require minimization and/or compensation of impacts (see the Provincial Wetland Restoration/Compensation Guide – Alberta Environment 2007).

Given its ex-urban/agricultural character the effects of habitat fragmentation have already largely occurred in, and around, the Shepard lands. The relatively limited and fragmented supply of native vegetation (~10% of the study area) with potential to be directly affected minimizes the magnitude of regional fragmentation resulting from development of the Shepard lands. The presence of agriculture, road development and residential/light industrial development, in the local area impairs the value of the Shepard lands as part of a regional movement corridor. The Shepard lands support minimal security cover for mammals and as such do not offer substantive movement opportunities.

## 5.0 SUMMARY AND CONCLUSIONS

### 5.1 Habitat/Local Level

- The majority of the property is comprised of habitats with low ecological significance (20.3-ha or 90.9% of the property). Development of these previously disturbed lands will not result in a significant negative effect on wildlife or vegetation in the study area. Habitats with moderate ecological significance account for 2.04-ha or 9.1% of the property. These habitats include: a semi-permanent wetland class IV (wetland #3); a seasonal wetland class III (wetland #4); and a temporal wetland class II (i.e. wetland #1). Loss of moderate ecological significance habitats is considered significant in the local context (i.e. inside the study area). Areas with high ecological significance at the habitat/local level do not occur within the property.
- One rare plant species (*Gratiola neglecta*) was found in wetlands #3 and #4 during field surveys. This species is considered rare in Alberta, but is not federally listed. It is recommended that construction of these two wetlands be avoided. If avoidance is not feasible then transplanting of the largest rare plant population located in wetland #3 (including topsoil) should be considered.
- In order to mitigate impacts on the bird species at risk detected on the property and to comply with the Migratory Birds Convention Act it is recommended that wetlands #3 and #4 be preserved as they are, or as part of any proposed Stormwater Management Plan. If avoidance is not possible, then construction activities should be limited to times outside of the peak breeding and nesting season (May-July). If land clearing is completed in August, a nest search should be done before clearing of the wetlands.

### 5.2 Landscape/Regional Level

- The six wetlands on the property are considered uncommon in a regional context. Effects on any of the six wetlands on the Shepard lands will require minimization and/or compensation of impacts (see the Provincial Wetland Restoration/Compensation Guide – Alberta Environment 2007). Approval to construct within the wetlands must be completed in compliance with Alberta Environment under the Alberta Water Act (Government of Alberta 1996). Impact and function assessments for each wetland will be required as part of any wetland compensation agreement.
- Existing land clearing on an around the Shepard lands has resulted in significant habitat fragmentation effects. As such many native habitats and sensitive species have already been significantly impacted. The relatively high proportion (>90%) of disturbed/cleared habitat dampens additional development contributing significantly to regional habitat fragmentation.

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**FIGURES**



619-18<sup>th</sup> Avenue NW  
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403.282.1616



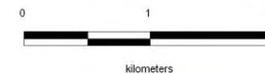
Figure 1. Soils of the Shepard Lands

Legend

— Soil Type

Soil Types

SOIL_UNIT	SOIL_SERIES	Hectares
BZC1	Balzac	1.2
BZC4	Balzac	10.4
DEL7	Delacour	10.7



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Ref# H-F 452\_08-11



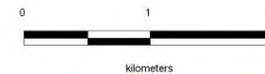
Figure 2. Habitat of the Shepard Lands

Legend

— Wetlands

Habitat Types

WL_Code	ID	Description	Hectares
W2	W#1	Temporal Wetland - Class 2	0.473
W2	W#2	Temporal Wetland - Class 2	0.032
W4	W#3	Semi-permanent Wetland - Class 4	0.513
W3	W#4	Seasonal Wetland - Class 3	1.052
W2	W#5	Temporal Wetland - Class 2	0.035
W2	W#6	Temporal Wetland - Class 2	0.076
CA	CA	Cultivated Agricultural	20.200



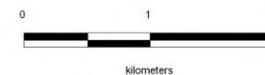
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Figure 3. Rare plants of the Shepard Lands

Legend

- Rare plant Survey Route
- Rare Plant Location (*Gratiola Neglecta*)
- Wetland



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**TABLES**

**Table 1. At Risk Definitions**  
(AEP 2000; AEP 2001; AEP 2005; COSEWIC 2009; SARA 2005)

***Alberta Environmental Protection (AEP)***

***General Status***

**At Risk** – any species known to be “At Risk” after formal detailed status assessment and designation as “Endangered” or “Threatened” in Alberta

**May Be At Risk** – any species that “May Be At Risk” of extirpation or extinction, and is therefore a candidate for detailed risk assessment.

**Sensitive** – any species that is not at risk of extinction or extirpation but may require special attention or protection to prevent it from becoming at risk.

***Endangered Species Conservation Committee***

**Endangered** – a species facing imminent extirpation or extinction.

**Threatened** – a species likely to become endangered if limiting factors are not reversed.

**Special Concern** – a species of special concern because of characteristics that make it particularly sensitive to human activities or natural events.

**Data Deficient** – a species for which there is insufficient scientific information to support status designation.

***Committee on the Status of Endangered Wildlife in Canada (COSEWIC)***

**Endangered** - a species facing imminent extirpation or extinction.

**Threatened** - a species likely to become endangered if limiting factors are not reversed.

**Special Concern** - a species of special concern because of characteristics that make it particularly sensitive to human activities or natural events.

**Not at Risk** - a species that has been evaluated and found to be not at risk.

**Indeterminate** - a species for which there is insufficient scientific information to support status designation.

**Table 2 Potential rare plant species for the Shepard study area**

<b>Species scientific name</b>	<b>Species common name</b>	<b>Rank</b>
<i>Amaranthus californicus</i>	Californian amaranth	S1S2
<i>Rorippa curvipes</i>	yellow cress	SU
<i>Rorippa tenerrima</i>	slender cress	S1S2
<i>Rorippa curvipes var. truncata</i>	blunt-leaved yellow cress	S1S2
<i>Ellisia nyctelea</i>	waterpod	S2
<i>Ranunculus glaberrimus</i>	early buttercup	S2S3
<i>Potentilla finitima</i>	sandhills cinquefoil	S1
<i>Gratiola neglecta</i>	clammy hedge-hyssop	S2
<i>Veronica catenata</i>	water speedwell	S2S3
<i>Elodea bifoliata</i>	two-leaved waterweed	S2
<i>Iris missouriensis</i>	western blue flag	S2
<i>Sisyrinchium septentrionale</i>	pale blue-eyed grass	S3
<i>Allium geyeri</i>	Geyer's onion	S2
<i>Muhlenbergia racemosa</i>	marsh muhly	S2
<i>Sphenopholis obtusata</i>	prairie wedge grass	S2
<i>Ruppia cirrhosa</i>	widgeon-grass	S1

Table 3 Plant species encountered during rare plant survey

Scientific name	Common name	Family	Origin
<i>Alopecurus aequalis</i>	short-awned foxtail	Poaceae	Native
<i>Artemisia absinthium</i>	absinthe wormwood	Asteraceae	Exotic
<i>Artemisia ludoviciana</i>	prairie sagewort	Asteraceae	Native
<i>Atriplex argentea</i>	silver saltbush	Chenopodiaceae	Native
<i>Beckmannia syzigachne</i>	slough grass	Poaceae	Native
<i>Bromus inermis ssp. inermis</i>	smooth brome	Poaceae	Exotic
<i>Capsella bursa-pastoris</i>	shepherd's-purse	Brassicaceae	Exotic
<i>Carex atherodes</i>	awned sedge	Cyperaceae	Native
<i>Chenopodium album</i>	lamb's-quarters	Chenopodiaceae	Exotic
<i>Chenopodium pratericola</i>	goosefoot	Chenopodiaceae	Native
<i>Crepis runcinata</i>	scapose hawk's-beard	Asteraceae	Native
<i>Descurainia sophia</i>	flixweed	Brassicaceae	Exotic
<i>Distichlis stricta</i>	salt grass	Poaceae	Native
<i>Eleocharis acicularis</i>	needle spike-rush	Cyperaceae	Native
<i>Elymus trachycaulus ssp. trachycaulus</i>	slender wheat grass	Poaceae	Native
<i>Epilobium ciliatum</i>	northern willowherb	Onagraceae	Native
<i>Glyceria striata</i>	fowl manna grass	Poaceae	Native
<i>Gratiola neglecta</i>	clammy hedge-hyssop	Scrophulariaceae	Native
<i>Hordeum jubatum</i>	foxtail barley	Poaceae	Native
<i>Iva axillaris</i>	povertyweed	Asteraceae	Native
<i>Juncus bufonius</i>	toad rush	Juncaceae	Native
<i>Kochia scoparia</i>	summer-cypress	Chenopodiaceae	Exotic
<i>Lactuca serriola</i>	prickly lettuce	Asteraceae	Exotic
<i>Lepidium bourgeauanum</i>	western pepper-grass	Brassicaceae	Native
<i>Limosella aquatica</i>	mudwort	Scrophulariaceae	Native
<i>Matricaria recutita</i>	wild chamomile	Asteraceae	Exotic
<i>Neslia paniculata</i>	ball mustard	Brassicaceae	Exotic
<i>Phalaris arundinacea</i>	reed canary grass	Poaceae	Native
<i>Poa compressa</i>	Canada bluegrass	Poaceae	Exotic
<i>Poa pratensis</i>	Kentucky bluegrass	Poaceae	Native
<i>Polygonum hydropiper</i>	Marshpepper Smartweed	Polygonaceae	Exotic
<i>Polygonum ramosissimum</i>	bushy knotweed	Polygonaceae	Native
<i>Potentilla norvegica</i>	rough cinquefoil	Rosaceae	Native
<i>Puccinellia nuttalliana</i>	Nuttall's salt-meadow grass	Poaceae	Native
<i>Ranunculus sceleratus</i>	celery-leaved buttercup	Ranunculaceae	Native
<i>Salicornia rubra</i>	samphire	Chenopodiaceae	Native
<i>Scirpus paludosus</i>	prairie bulrush	Cyperaceae	Native
<i>Sonchus arvensis</i>	perennial sow-thistle	Asteraceae	Exotic
<i>Taraxacum officinale</i>	common dandelion	Asteraceae	Exotic
<i>Thlaspi arvense</i>	stinkweed	Brassicaceae	Exotic
<i>Typha latifolia</i>	common cattail	Typhaceae	Native
<i>Veronica peregrina</i>	hairy speedwell	Scrophulariaceae	Native

Table 4. Vertebrates species at risk with potential to be residents within the Shepard study area.							
Common Name	Scientific Name	Status	Abundance	At Risk Designations			
				Alberta	COSEWIC	Schedule	SARA
<b>Birds</b>							
American Green-winged Teal	<i>Anas crecca</i>	S	U	Sensitive			
Northern Pintail	<i>Anas acuta</i>	S	U	Sensitive			
Lesser Scaup	<i>Aythya affinis</i>	S	U	Sensitive			
Great Blue Heron	<i>Ardea herodias</i>	S	U	Sensitive			
American Bittern	<i>Botaurus lentiginosus</i>	S	S	Sensitive			
Black-necked Stilt	<i>Himantopus mexicanus</i>	S	S	Sensitive			
Long-billed Curlew	<i>Numenius americanus</i>	S	S	Sensitive	Special Concern	Schedule 1	Special Concern
Piping Plover	<i>Charadrius melodus</i>	S	S	At Risk	Endangered	Schedule 1	Endangered
Sora	<i>Porzana carolina</i>	S	U	Sensitive			
Pied-billed Grebe	<i>Podilymbus podiceps</i>	S	U	Sensitive			
Horned Grebe	<i>Podiceps auritus</i>	S	U	Sensitive	Special Concern	No schedule	No Status
Western Grebe	<i>Aechmophorus occidentalis</i>	S	U	Sensitive			
Burrowing Owl	<i>Athene cucularia</i>	S	S	At Risk	Endangered	Schedule 1	Endangered
Short-eared Owl	<i>Asio flammeus</i>	R	S	May be at Risk	Special Concern	Schedule 3	Special Concern
Ferruginous Hawk	<i>Buteo regalis</i>	S	S	At Risk	Threatened	Schedule 3	Special Concern
Northern Harrier	<i>Circus cyaneus</i>	S	U	Sensitive	Not at risk		
Swainson's Hawk	<i>Buteo swainsoni</i>	S	U	Sensitive			
Prairie Falcon	<i>Falco mexicanus</i>	S	S	Sensitive	Not at risk		
Common Nighthawk	<i>Chordeiles minor</i>	S	U	Sensitive	Threatened	No schedule	No Status
Barn Swallow	<i>Hirundo rustica</i>	S	U	Sensitive			
Common Yellowthroat	<i>Geothlypis trichas</i>	S	U	Sensitive			
Sprague's Pipit	<i>Anthus spragueii</i>	S	U	Sensitive	Threatened	Schedule 1	Threatened
Baird's Sparrow	<i>Ammodramus bairdii</i>	S	U	May be at Risk	Not at risk		
Brewer's Sparrow	<i>Spizella breweri</i>	S	R	Sensitive			
Bobolink	<i>Dolichonyx oryzivorus</i>	S	S	Sensitive			
<b>Mammals</b>							
Long-tailed Weasel	<i>Mustela frenata</i>	R	U	May Be At Risk			
American Badger	<i>Taxidea taxus</i>	R	S	Sensitive			
<b>Reptiles and Amphibians</b>							
Plains Spadefoot	<i>Spea bombifrons</i>	R	S	May be at risk	Not at risk		
Canadian Toad	<i>Bufo hemiophrys</i>	R	S	May be at risk	Not at risk		
Northern Leopard Frog	<i>Rana pipiens</i>	R	S	At Risk	Threatened	Schedule 1	Special Concern
Wandering Garter Snake	<i>Thamnophis elegans</i>	R	U	Sensitive			
Plains Gartersnake	<i>Thamnophis radix</i>	R	U	Sensitive			
Red-sided Garter Snake	<i>Thamnophis sirtalis</i>	R	U	Sensitive			

<b>Table 5 Incidental Bird Species Detected During Field Visits</b>	
<b>Alphabetical Order</b>	
<b>Common Name</b>	<b>Scientific Name</b>
Black-billed Magpie	<i>Pica hudsonia</i>
Brewer's Blackbird	<i>Euphagus cyanocephalus</i>
Clay-colored Sparrow	<i>Spizella pallida</i>
Common Raven	<i>Corvus Corax</i>
Common Snipe	<i>Gallinago gallinago</i>
Eastern Kingbird	<i>Tyrannus tyrannus</i>
Franklin's Gull	<i>Larus pipixcan</i>
Gadwall	<i>Anas strepera</i>
Killdeer	<i>Charadrius vociferus</i>
LeConte's Sparrow	<i>Ammodramus leconteii</i>
Mallard	<i>Anas platyrhynchos</i>
Nelson's Sharp-tailed Sparrow	<i>Ammodramus nelsoni</i>
Northern Pintail	<i>Anas acuta</i>
Red-tailed Hawk	<i>Buteo jamaicensis</i>
Red-winged Blackbird	<i>Agelaius phoeniceus</i>
Savannah Sparrow	<i>Passerculus sandwichensis</i>
Sora	<i>Porzana carolina</i>
Swainson's Hawk	<i>Buteo swainsoni</i>
Tree Swallow	<i>Tachycineta bicolor</i>
Yellow-headed Blackbird	<i>Xanthocephalus xanthocephalus</i>

Table 6. Habitat ratings for species at risk in the Shepard Study Area

Common Species Name	Cultivated Agricultural	Wetlands		
		Wetland #3	Wetland #4	Wetland #1,2,5, and 6
American Green-winged Teal	L	H	H	M
Northern Pintail	L	H	H	M
Lesser Scaup	L	H	H	M
Great Blue Heron	L	M	L	L
American Bittern	L	H	M	M
Black-necked Stilt	L	M	M	M
Long-billed Curlew	M	L	L	L
Piping Plover	L	L	L	L
Sora	L	H	M	M
Pied-billed Grebe	L	H	M	M
Horned Grebe	L	H	M	M
Western Grebe	L	H	M	M
Burrowing Owl	L	L	L	L
Short-eared Owl	L	L	M	M
Ferruginous Hawk	L	L	L	L
Northern Harrier	M	H	H	M
Swainson's Hawk	M	L	L	L
Prairie Falcon	L	L	L	L
Common Nighthawk	L	L	L	L
Barn Swallow	L	H	H	M
Common Yellowthroat	L	M	L	L
Sprague's Pipit	L	L	L	L
Baird's Sparrow	L	L	L	L
Brewer's Sparrow	L	L	L	L
Bobolink	L	L	L	L
Long-tailed Weasel	L	L	L	L
American Badger	L	L	L	L
Plains Spadefoot	L	M	M	M
Canadian Toad	L	M	M	M
Northern Leopard Frog	L	M	M	M
Wandering Garter Snake	L	M	M	M
Plains Gartersnake	L	M	M	M
Red-sided Garter Snake	L	M	M	M
<b>Total number of species rated H</b>	0	10	5	0
<b>Total number of species rated M</b>	3	9	13	18
<b>Total number of species rated L</b>	30	14	15	15

<b>Criteria</b>	<b>Habitat Type</b>						
	<b>CA</b>	<b>W#1</b>	<b>W#2</b>	<b>W#3</b>	<b>W#4</b>	<b>W#5</b>	<b>W#6</b>
<b>Floristic Diversity</b>	L	M	L	M	M	L	L
<b>Structural Diversity</b>	L	M	L	M	M	L	L
<b>Native Habitat Integrity</b>	L	M	L	M	M	L	L
<b>Rare Plant Potential</b>	L	L	L	H	H	L	L
<b>Wildlife Species at Risk Potential</b>	L	M	M	H	H	M	M
<b>Total number of criteria rated H</b>	0	0	0	2	2	0	0
<b>Total number of criteria rated M</b>	0	4	1	3	3	1	1
<b>Total number of criteria rated L</b>	5	1	4	0	0	4	4
<b>Overall Relative Habitat Significance</b>	L	M	L	M	M	L	L
<i>L = Low, M = Moderate, H = High</i>							

**APPENDIX 1**  
**Site Photographs**



Photo 1. Cultivated Agricultural fields occupy the majority of the study area



Photo 2. Fallow field located in the north-eastern portion of Lot 2.



Photo 3. Wetland #3 - a semi-permanent wetland (Class IV)



Photo 4. Wetland #4 - a seasonal wetland (Class III)



Photo 5. Wetland #1 - a temporal wetland (Class II)



Photo 6. Wetland #2 - a tilled temporal wetland (Class II)



Photo 7. Wetland #5 - a tilled temporal wetland (Class II).



Photo 8. Wetland #6 - a tilled temporal wetland (Class II)

## **Wetland Impact Assessment**

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**Prepared by:** John L. Kansas, *M.Sc., P.Biol.*  
(on behalf of Am Jade Co. Inc.)

**Date of assessment:** January 12, 2012

### **Wetland Characteristics:**

**Water body name:** Am Jade Co. Inc. Shepard Property Lots 1 and 2

**Wetland area:** Six (6) wetlands totalling 2.18 hectares (5.4 acres)  
Location: SW quarter of Section 16-23-28w4

The planned development is a light industrial/storage facility on agricultural land. The subject property is located 8 km northwest of Indus and immediately east of the City of Calgary in the Shepard community. The overall property is 22.4 hectares (55.4 acres) and is comprised of two adjacent lots found north and south of the Canadian Pacific Railway line (Figure 1). The dominant land use on and adjacent to the property is agricultural annual crop production.

Six wetlands occur on the subject lands and total 2.18 hectares or 9.5% of the property. These wetlands range in size from 0.03 to 1.05 ha. All wetlands were classified using the Stewart and Kantrud (1971) classification system. Wetlands include one semi-permanent wetland (Class IV; 0.51 ha); one seasonal wetland (Class III; 1.05 ha); and four temporal wetlands (Class II; 0.62 ha). All wetlands on the property have been subjected to intensive and long-term cultivation/tilling. Over the past 58 years, the land has been annually cultivated and farmed on a rotation of cereal grains and oilseeds with only approximately five years of summer fallow since 1953. All six wetlands will be fully displaced by the proposed development. No riparian habitats occur on the site.

Contributing drainage area: approximately 24.6 hectares

### **Existing Wetland Supply**

#### **Stewart and Kantrud Wetland Classification:**

Class I Ephemeral ponds:	NONE
Class II Temporal ponds:	4 wetlands totalling 0.62 ha
Class III Seasonal ponds and lakes:	1 wetland – 1.05 ha
Class IV Semi-permanent ponds and lakes:	1 wetland – 0.51 ha
Class V Permanent ponds and lakes:	NONE
Class VI Alkali ponds and lakes:	NONE
Class VII Fen (alkaline bog) ponds:	NONE

## Riparian Area:

NONE

Surrounding land use: Natural NO  
 Cropland YES  
 Hay YES  
 Pasture YES  
 Industrial YES  
 Residential Two farmsteads to the north (Figure 1)  
 Other Range Road 204 (gravel) to the west (Figure 1)

Referenced site photos attached: Yes  No

Historical aerial photos attached: Yes  No

## Site Observations:

Waterfowl: Site visits to assess terrestrial and wetland ecological aspects of the property were completed on July 12 and 21, 2011. Detected waterfowl included single individuals of mallard, gadwall and northern pintail.

Wetland dependent wildlife: Other wetland dependant species observed during site field surveys on July 12 and 21 included: common snipe, Franklin's gull, killdeer, red-winged blackbird, sora, and yellow-headed blackbird.

Upland Fauna: Upland fauna observed on or in the immediate vicinity of the property's wetlands included: black-billed magpie, clay-coloured sparrow, common raven, eastern kingbird, LeConte's sparrow, Nelson's sharp-tailed sparrow, red-tailed hawk, Swainson's hawk, tree swallow,

Rare/endangered species: Northern pintail, Swainson's hawk and sora are wildlife species that are currently listed as "sensitive" by the province of Alberta. The remaining bird species are "secure" and are highly adaptable and resilient generalists. None of the 3 provincially-listed bird species are listed federally (COSEWIC or SARA). Rare plant surveys were conducted of the property on July 12 and 21, 2011. No rare plant communities were found at the time of the visit and one rare plant species (*Gratiola neglecta*) was found in the outer portions of wetlands #3 and #4 (Figure 2). The average density of plants in wetland #3 was 11.7/m<sup>2</sup> and in wetland 4 was 3.6/ m<sup>2</sup>. In general, the areas where *Gratiola neglecta* was growing had been previously tilled. A plan for restoring individuals of this species to suitable habitat will be developed and implemented prior to construction. No SARA listed plant species were observed.

Other (Plants): A total of 42 common vascular plant species were encountered during the field survey: 28 of them (67%) were native species, while the remaining 14 species (33%) were exotic or non-native. The relatively high proportion of non-native plants reflects the disturbed (agricultural) nature of the property.

## Existing Wetland Function (Benefits):

The values of existing (pre-development) wetland function for hydrological, biological/ecological and socio-economic factors are rated below. Ratings are based on field surveys conducted on July 12 and 21, 2011, the Biophysical Impact Assessment (BIA) conducted for the property (Vargas and Kansas 2011), the stormwater management plan for the property (LGN Consulting 2011), and the experience and regional wetland knowledge of the author of this Wetland Impact Assessment. Ratings are presented separately for the Class II (temporary), Class 3 (seasonal) and Class 4 (semi-permanent) wetlands. Wetland structure and composition of the 4 Class 2 wetlands are very similar and as such were rated as a group.

The status or value of each wetland function was rated based on six classes (Very High, High, Moderate, Low, Very Low/None, and Unknown). A brief description of each rating class follows.

<i>Very High (VH)</i>	The function is intact and resembles the functionality of an undisturbed wetland. Surrounding areas have not been altered.
<i>High (H)</i>	The function remains intact or barely altered. There is no evidence of disturbance in the wetland; however some disturbance in the surrounding areas may be present.
<i>Moderate (M)</i>	There are some elements associated with the function that have been disturbed however the function is still present. There might be some evidence of disturbance inside the wetland. The surrounding areas present moderate to high disturbance.
<i>Low (L)</i>	There are some elements associated with the function that have been highly disturbed to the extent of affecting the functionality of the wetland. There is some evidence of high disturbance inside the wetland.
<i>Very Low/None (VL)</i>	The majority of elements associated with the function has been highly disturbed or removed compromising the integrity of the function.
<i>Unknown (U)</i>	Is used when there are not data or knowledge available to confirm or reject the particular function in the wetland.

### Hydrological Function

Seven wetland hydrological functions were considered. Wetland function ratings are shown in brackets beside the function.

- wetlands as contributor to recharge of water supply aquifers; (CL 2: M; CL3: M; CL4:M)
- wetlands as flood protection; (CL2: L;CL3: M: CL4:M)
- wetlands providing erosion control; (CL2: L: CL3:L; CL4: L)
- wetlands as usable surface water; (CL2: L: CL3:L: CL 4:L)
- wetlands for storage of agricultural run-off; (CL 2: M: CL 3: M; CL4: H)
- wetlands as containment of toxics: surface run-off/discharge flow; (CL 2:M: CL 3: M; CL4: M)
- wetlands for sediment flow stabilization (CL2: L: CL3:L; CL4: L).

Low to moderate hydrological function ratings result primarily from small wetland size, relatively low water permanence, and effects of surrounding agricultural lands.

### Biological/Ecological Function

Six biological/ecological wetland functions were evaluated. Wetland function ratings are shown in brackets beside the function:

- habitat for migratory birds; (CL 2: VL; CL3: L: CL4: L)
- habitat for amphibians and reptiles; (CL 2: VL; CL 3: L: CL4: L)
- habitat for vertebrate species at risk; (CL 2: L; CL3: L: CL4: L)
- potential to support rare plants; (CL 2: VL; CL3: M: CL4: M)
- support of plant species diversity; (CL 2: L; CL3: L: CL4: M)
- support of vegetation structural diversity. (CL 2: VL; CL3: L: CL4: M)

Very low to moderate biological/ecological function ratings result primarily from small wetland size, relatively low water permanence, and from cumulative habitat fragmentation effects from agricultural land clearing and transportation development. Seasonally appropriate field surveys in July 2011 indicate overall very low to moderate biological/ecological function. Site photographs including all wetlands are provided in Appendix 1.

### Socio-Economic Function

Eleven wetland socio-economic functions were evaluated. Wetland function ratings are shown in brackets beside the function:

- wetlands for sightseeing; (CL 2: VL; CL3: L: CL4: L)
- wetlands as contributor to visual diversity of landscape; (CL 2: VL; CL3: L: CL4: L)
- wetlands for recreational opportunities; (CL 2: VL; CL3: VL: CL4: VL)
- wetlands for education and nature interpretation; (CL 2: VL; CL3: VL: CL4: VL)
- accessibility to public; (CL 2: VL; CL3: VL: CL4: L)
- contribution to crop irrigation; (CL 2: VL; CL3: L: CL4: L)
- wetlands for commercial use; (CL 2: VL; CL3: VL: CL4: VL)
- wetlands for tourism; (CL 2: VL; CL3: L: CL4: L)
- wetlands as source of domestic water supply; (CL 2: VL; CL3: VL: CL4: L)
- wetlands as water for industry; (CL 2: VL; CL3: VL: CL4: L)

The wetlands on the Shepard property are not openly accessible to the public. The existing wetlands are small and except for a short period in spring do not support standing water or significant nesting or staging of wetland dependant wildlife. As such numerous socio-economic values including sightseeing, recreational opportunities, education and nature interpretation, accessibility to public, commercial use, and tourism were rated as very low to low.

## **Proposed Development/Mitigation Plan:**

### **Proposed Development – Background/Need**

This proposed light industrial/storage development consists of an outdoor storage area (~50%), site building area (~20%), loading/staging/driveway (~15%), and storm pond/landscaping (~15%). The nature and scope of the proposed development is consistent with land use zonation in Rocky View County.

### **Project Design Features**

All stormwater will be managed and retained on site. Most of the stormwater will evaporate or be used for landscaped irrigation. Two storm ponds will be constructed in the approximate locations shown in Figure 3. The proposed stormwater facilities in conjunction with the irrigation of grassed areas have sufficient capacity to provide a zero discharge to the proposed development. The stormwater management plan meets Rocky View County objectives while embracing and showcasing Best Management Practices in stormwater management (LGN Consulting Engineering Ltd. 2011).

### **Mitigation Plan**

All wetlands lie within the footprint of the proposed development and as such will be removed. Best management practices including bio-swales will be employed on site. Off-site mitigation includes compensation, as proposed below.

## **Assessment of Wetland Impacts:**

Figure 4 provides the proposed site development layout concept. It is apparent from this plan that all 6 wetlands existing on the property will be removed. In terms of regional wetland supply the removal of these 6 wetlands represents a minor impact. Partial mitigation of this impact will be achieved by designing permanent bioswales, using native plant materials to the extent feasible. Mitigation through compensation is proposed.

## **Compensation Proposal:**

Mitigation through avoidance or mitigation/minimization of impacts is not feasible or desired in this instance. As such the proponent seeks to enter into a compensation agreement with a wetland restoration agent. In this regard Ducks Unlimited has been contacted. The following information was sent to Mr. Craig Bishop – Mitigation Services Coordinator) on January 26, 2012:

Name of Applicant: Am Jade Co. Inc.  
Mailing Address: 9720 - 68 Street SE  
Calgary, Alberta  
T2C 4Z8  
Signing Authority: Alan Merlo  
Development Name: Shepard Property Lots 1 and 2  
Legal Land: SW quarter of Section 16-23-28w4  
Area of Impact: 2.18 hectares  
Wetland classification: Class 2 – Temporal (n=4); Class 3 - Seasonal (n=1)  
Class 4 – Semi-Permanent (n=1)  
Associated watershed: Bow River

It is expected that AM Jade Co. will pay compensation to offset the wetland damage the project is expected to cause. AM Jade Co. has initiated entry into an agreement with Ducks Unlimited to deliver the restoration within protocols dictated by Alberta Environment's Wetland Compensation guide.

## Literature Cited

Vargas, J.G. and J.L. Kansas 2011. Biophysical Impact Assessment – AM Jade Co. Inc. Shepard Property Lots 1 and 2. Prep. for AM Jade Co. Inc. and Southwell Trap and Associates by HAB-TECH Environmental Ltd. Calgary. 24pp.

LGN Consulting Engineering Ltd. 2011. Shepard Industrial Site Stormwater Management Plan – SB# 2207-RV-193/03316002. Prep. for AM Jade Co. Inc. by LGN Consulting Engineering Ltd. 8 pp.

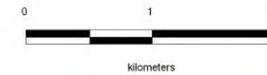
Stewart R.E. and H.A. Kantrud 1971. Classification of natural ponds and lakes in the glaciated prairie region. Bureau of Sport Fisheries and Wildlife, United States Department of the Interior. Research Publication No. 92. 57 pp.

**FIGURES**



Figure 1. AM Jade Co. inc. Shepard Property and Wetlands.

Figure 2. Habitat of the Shepard Lands

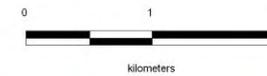
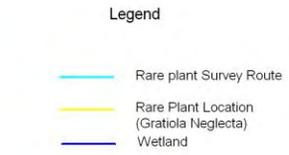


Produced by Rich Ashton, Aug, 2011  
Ref# H-F\_453\_08-11



Figure 2. Rare plants associated with wetlands - AM Jade Co. inc. Shepard Property.

Figure 3. Rare plants of the Shepard Lands



Produced by Rich Ashton, Aug, 2011  
Ref# H-F 454\_08-11

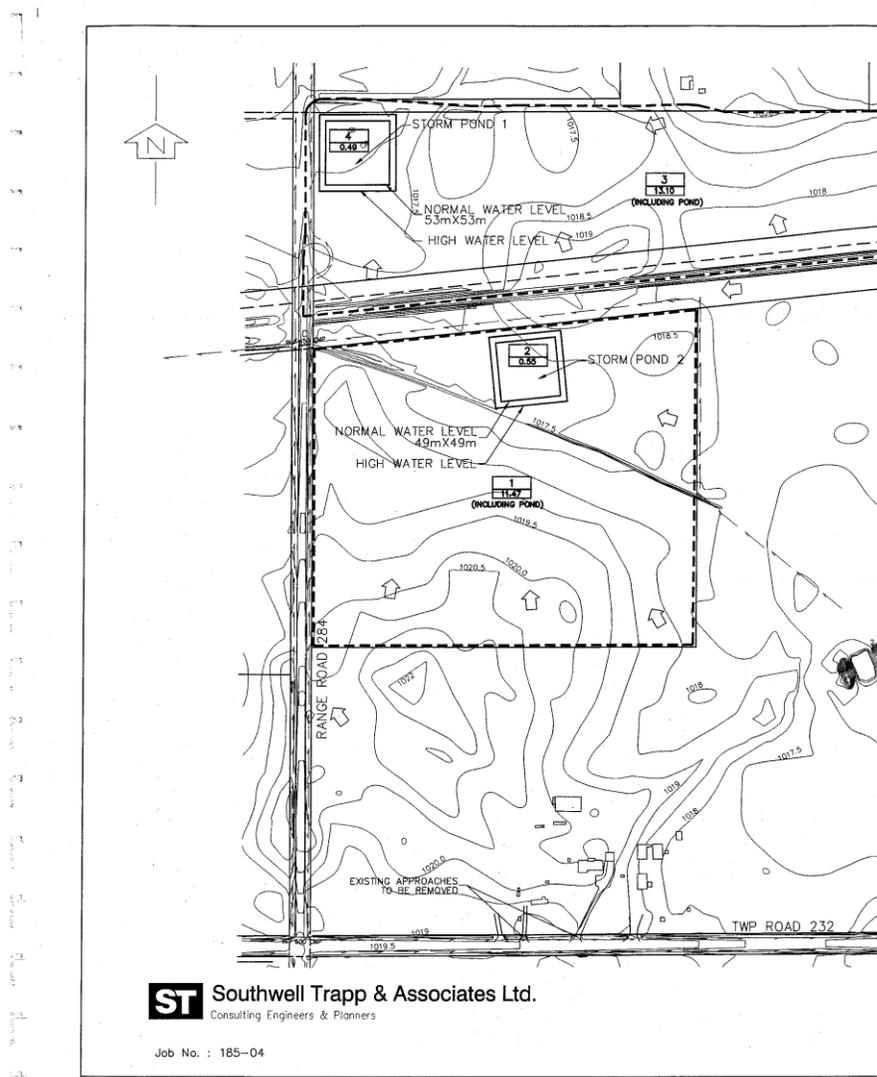


Figure 3. Proposed Storm pond locations - AM Jade Co. inc. Shepard Property.



**APPENDIX 1**  
**Site Photographs**



Photo 1. Cultivated Agricultural fields occupy the majority of the study area



Photo 2. Fallow field located in the north-eastern portion of Lot 2.



Photo 3. Wetland #3 - a semi-permanent wetland (Class IV)



Photo 4. Wetland #4 - a seasonal wetland (Class III)



Photo 5. Wetland #1 - a temporal wetland (Class II)



Photo 6. Wetland #2 - a tilled temporal wetland (Class II)



Photo 7. Wetland #5 - a tilled temporal wetland (Class II).

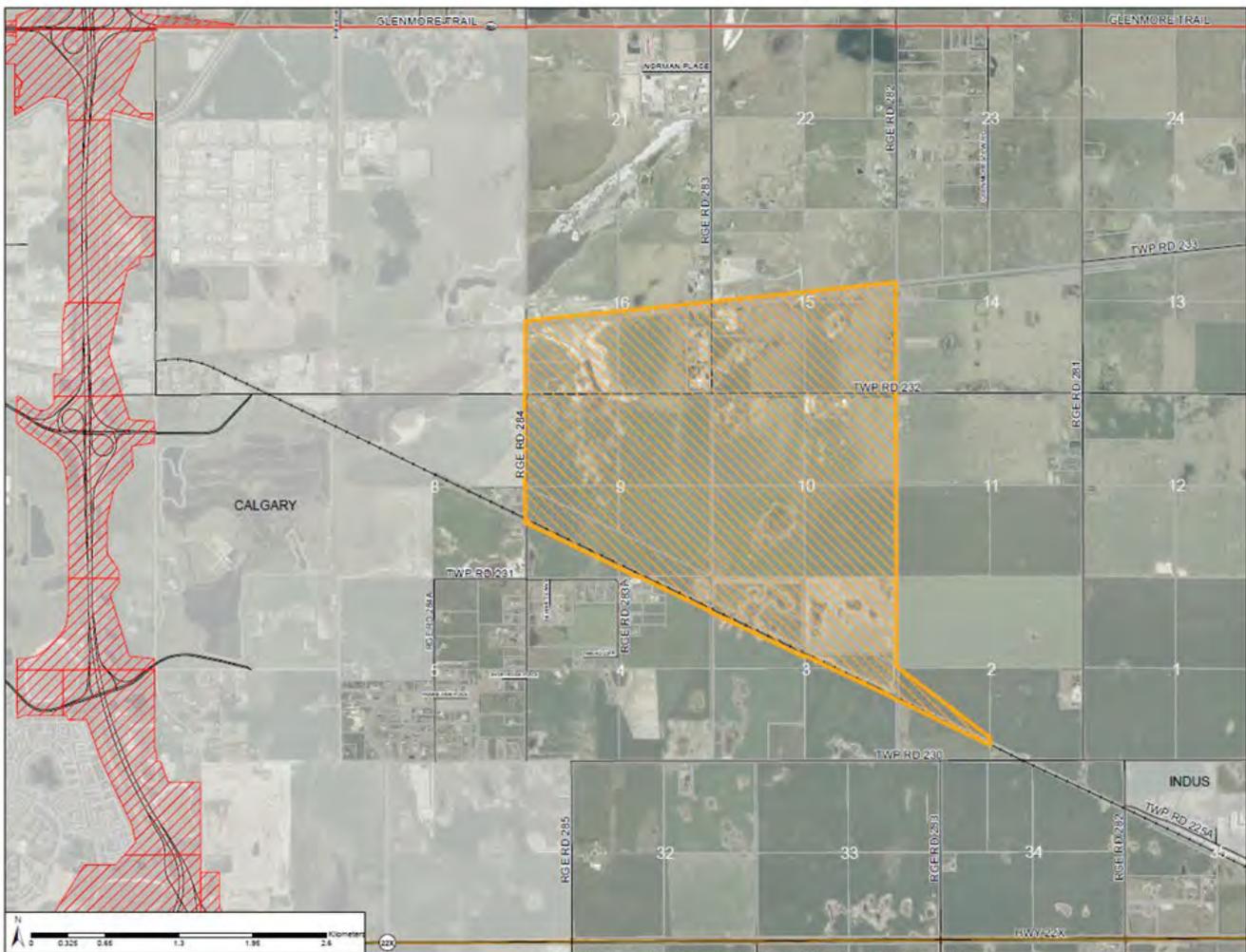


Photo 8. Wetland #6 - a tilled temporal wetland (Class II)

November 2023

# Engagement Summary

## Prairie Gateway Area Structure Plan



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

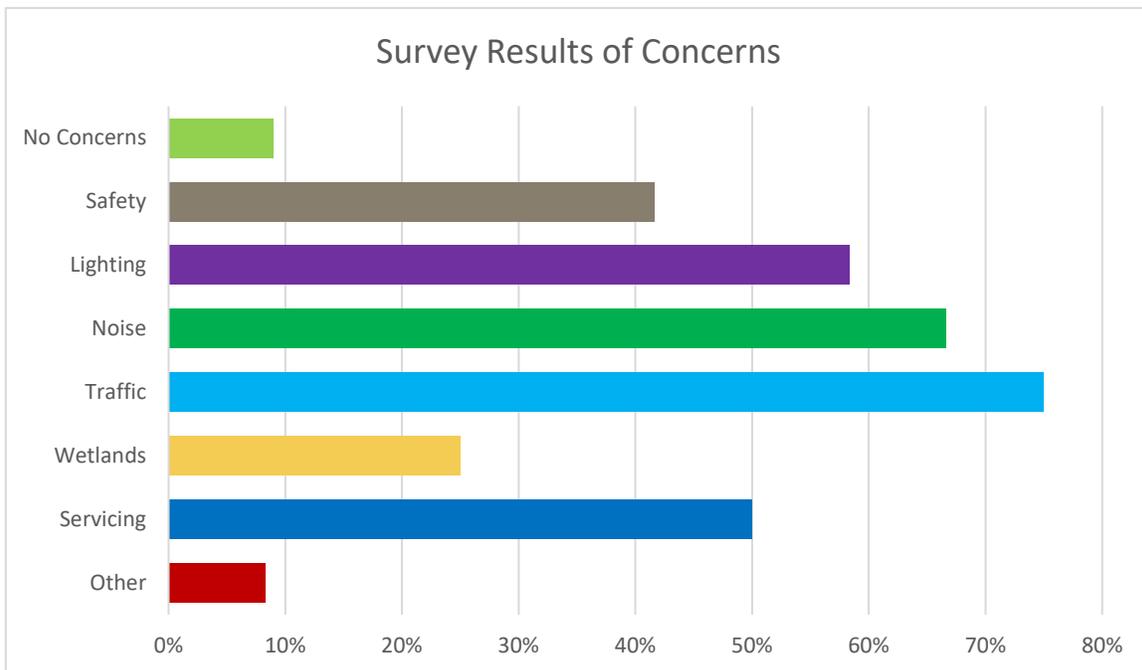
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# 1 ENGAGEMENT FINDINGS

With the launch of the Prairie Gateway Area Structure Plan (ASP) project, the County sought out the public's initial questions and concerns to influence the next stage of public engagement and to form a Frequently Asked Question (FAQ) document to be posted on the project webpage. The public provided their questions and comments through an online survey posted on the County's website and by calling and emailing the Project Team. This Engagement Summary presents the results of feedback received. Along with other planning policy and technical considerations, this information will be a guiding factor in the creation of the ASP.

The intent of the survey was to identify topics of concern and questions that could be addressed and inform the ASP and next stages of engagement. The survey questions were based on topics of concern raised during engagement for the previously proposed Shepard Industrial ASP. Feedback was requested on the topics of concern, with the option to submit further topics. Additionally, the survey provided an option to submit comments and questions. Differing views were often expressed in the feedback and verbatim comments are included in Section 6. The key areas of concern have been summarized below.



## Traffic

Residents expressed traffic concerns relating to roads that already have high traffic volumes. There are also concerns specific to industrial traffic and how heavier vehicles may impact the area by affecting road infrastructure, producing noise, and reducing safety.

## Noise

Many people expressed that noise from industrial uses and traffic may lower their property value. Residents also hope there will be noise barrier plans in the ASP.

## Servicing

Lack of confidence among some residents that infrastructure (transportation, servicing, etc) will be upgraded appropriately to accommodate new development. Some residents are also concerned about flooding/drainage issues.

## Lighting

Residents expressed a concern with the impact of lighting, however, there were no direct comments provided.

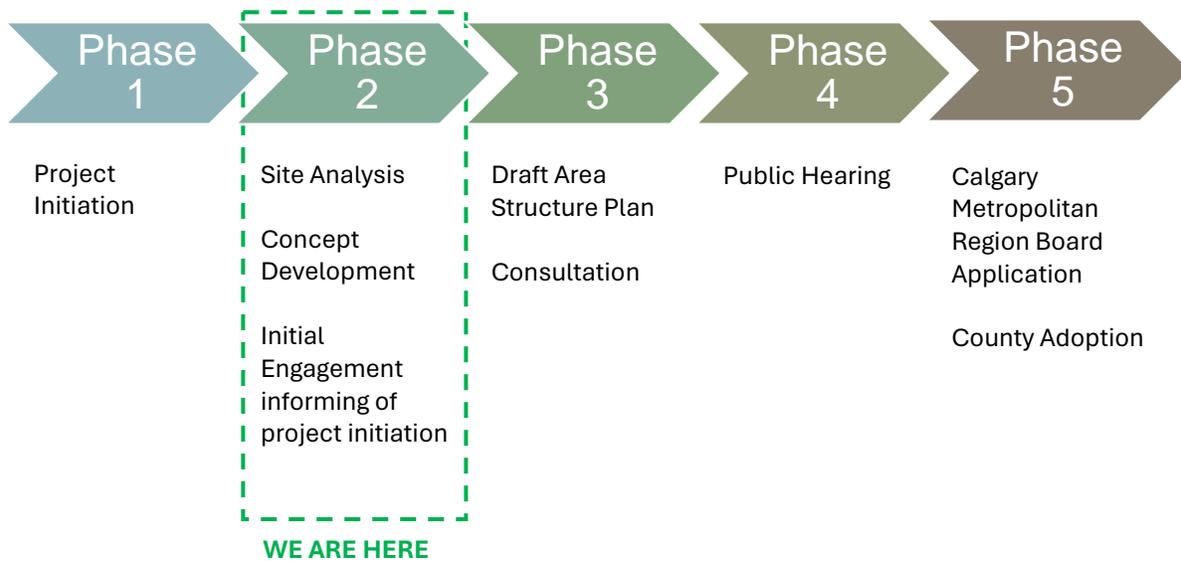
## Safety

Residents expressed the importance of upgraded/new traffic lights due to the unsafe environment of increased semi-truck traffic. Roads upgrades were also addressed as roads may be impacted with heavier traffic.

## 2 PROJECT SUMMARY & PROCESS STATUS

The project started in 2020 as a draft for an applicant-led ASP located in the Shepard area. This Plan included 747 hectares (1,847 acres) of land in the southeast sector of Rocky View County, located north of the Canadian Pacific Kansas City (CPKC) Rail mainline. A portion of the Plan falls within The City of Calgary/Rocky View County Intermunicipal Development Plan area and is identified as a Growth Corridor for The City of Calgary. The proposal was ultimately put on hold in 2021 pending discussions with The City regarding their objections. The City later in 2021 proposed to annex lands that included the proposed ASP area.

In January 2023, Rocky View County and The City of Calgary agreed to work collaboratively on the Prairie Gateway Economic Initiative with the support of the Shepard Development Corporation. Jurisdiction of the Plan area would remain with Rocky View County. The initiative would facilitate a new industrial corridor with joint municipal investments and benefits. The initiative focuses on the area proposed for the draft 2020 Shepard Industrial ASP now includes adjacent Canadian Pacific Kanas City (CPKC) land. The draft 2020 Shepard Industrial ASP will be revised and renamed the Prairie Gateway ASP.



### 3 ENGAGEMENT METHODS

Initial engagement was designed to raise awareness of the planning proposal, encourage participation using appropriate engagement methods and tools, and respond to various audiences. This will help to identify opportunities, issues, and concerns through the public engagement, which will help shape the content of the plan. Updates to the County website, mailouts to residents, and an online survey helped to engage residents in this initial phase of engagement.

#### Webpage

A webpage was created on the County's website to launch the Prairie Gateway ASP project. The webpage will receive updates throughout the project, including status updates and current information. The launch of the website triggered an email that notified residents and businesses in the area of the proposed ASP. The webpage includes:

- An introduction to the project, project background, and how we got here (information about Shepard Industrial ASP and Annexation);
- Links to related County and City webpages;
- Timelines of the project, process, next steps, and opportunities for engagement/input;
- An option to sign up for the project contact list;
- Project team contact information to submit comments or ask questions; and
- A sign up for the subscription list that provides updates on the project.

To date, 18 individuals have signed up to the subscription mailing list. In addition, 1 email as well as 3 calls were received for general inquiries about the initial stages of the ASP.

#### Mailouts

A letter was mailed out to the ASP area landowners, annexation area landowners, and adjacent landowners to inform the launch of the project. The letter provided an introduction to the project, the address to the new project webpage, notification of the initial survey on the webpage, how to provide questions and comments, and contact information for the project team.

#### Surveys

A survey was open from October 13, 2023, to November 03, 2023, as the primary method of providing input for the initial engagement. All public engagement participants were directed to provide their feedback through the survey or by contacting the Project Team via email or phone. In total, 13 responses to the survey were received.

The survey was advertised on the Prairie Gateway ASP webpage on the County's website.

### Further Opportunities

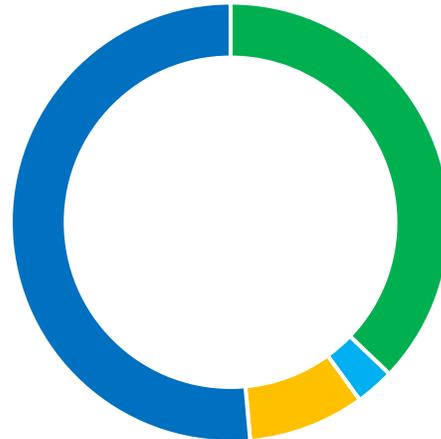
The project webpage will be updated with more opportunities for the public to get involved. It is expected that two open houses will occur. The first open house will be to provide an update on progress and an opportunity to speak with the Project Team. The next open house will be to present the draft ASP and collect feedback to inform revisions. A public hearing will be scheduled at a later date.

## 4 WHO TOOK PART

As all public engagement participants were encouraged to provide their feedback through the survey, we assume the interests indicated by respondents roughly reflects that of all participants. Participants have helped the County to understand the publics topics of interests/concerns.

### Attendance numbers:

- Survey (13 reponses)
- Emails (1 response)
- Calls (3 phone calls)
- Subscription Sign Up (18 responses)



## 5 WHAT WE ASKED

The survey questions were determined by previous engagement results from the Shepard Industrial ASP. This informed the topics of concerns provided in the first question. The survey included a combination of a qualitative questions to gauge the scale of support with a freeform option for respondents to provide detail to support their response or ask further questions. The general survey consisted of the following:

**1. Please check all items that related to your question(s) and/or concern(s) from the list below.**

Participants could choose from the following: I have no concerns, Servicing, Wetlands, Traffic, Noise, Lighting, Flooding, Safety, and Other (please specify). There was the ability to fill in other questions/concerns which participants added: land use and affordability, and own land adjacent.

**2. Please list any questions you have regarding the Prairie Gateway Area Structure Plan project here. The questions will be collected to inform a Question & Answer document to be posted to the project webpage.**

Participants were given the opportunity to ask questions in a freeform option or select that they had no questions at this time. A question summary is highlighted in the Engagement Summary section above.

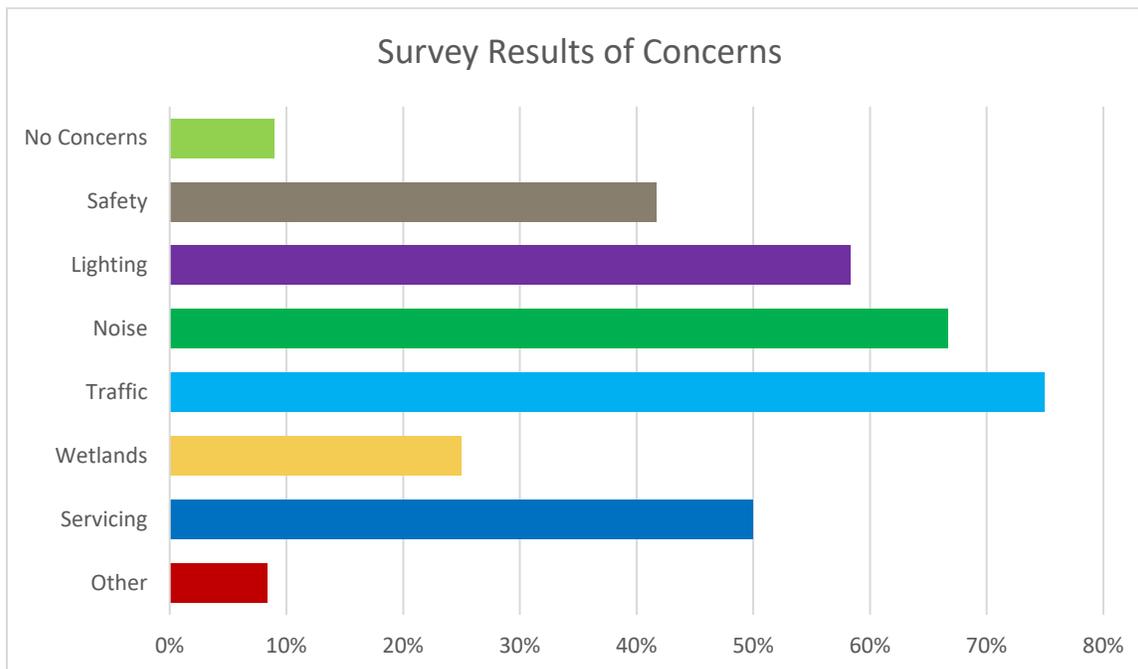
**3. Please provide any initial comments you have regarding the Prairie Gateway Area Structure Plan project. These responses influence the next stage of public engagement.**

Participants were given the opportunity to provide comments in a freeform option or select that they do not have comments at this time. Comments are summarized in the Engagement Summary section above.

## 6 WHAT WE HEARD

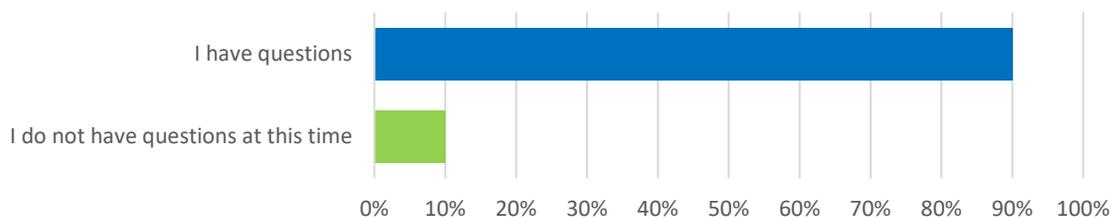
### Question #1:

When asked to check all items that relate to participants question(s) and/or concern(s), the top three topics were traffic, noise, and lighting respectively.



### Question #2:

When asked if participants had any questions regarding the Prairie Gateway ASP project, 90% said they do have questions. As seen in the verbatim quotes, 10 questions were submitted:



**Verbatim Quotes:**

*“Please provide RVC economic activity vs land-use inventory (occupied/vacant)?”*

*“Is this going to effect our property value?”*

*“What is the plan to control traffic volume? Recently allowed by industrial development NE of us have destroyed the roads and made driving very unsafe with semi drivers not understanding the rules of the road or not believing they apply to them.”*

*“Will this plan and approval process be used on other economic corridor situations such as RR33 / Springbank airport approval?.”*

*“Do you plan to upgrade RR284? What is the source for water supply of this development, and how is waste water being managed?”*

*Is there going to be a noise barrier such as a berm to stop the noise affecting neighbouring residences. The rail yard in particular would need one on the south side.”*

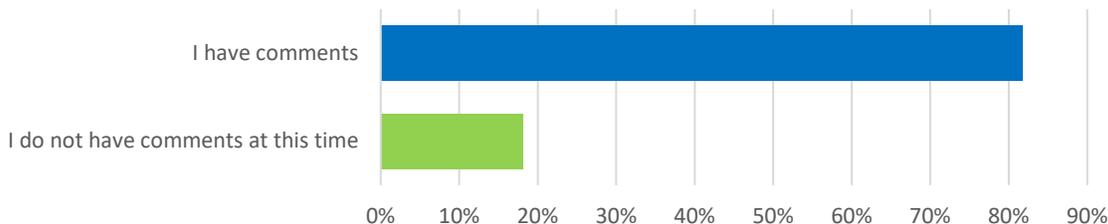
*“How tall will the buildings/infrastructure be? It seems like it could block my view, negatively impacting my property value. We already deal with a high water table and flooding issues-running drainage or water towards us will not be beneficial. What assurances can be made to be sure it doesn’t negatively impact existing properties and home?”*

*“When will full traffic lights be installed on Glenmore and Range Road 283 to deal with the increased traffic. It's already way too unsafe to use that intersection.”*

*“What is the plan with the area that was removed from the ASP. Traffic in that area is heavy and Glenmore Trail needs to be upgraded. When will that happen now that this area structure plan has changed.”*

**Question #3:**

When asked to provide initial comments regarding the Prairie Gateway ASP project, many comments were related to residential areas adjacent to the Plan area, as shown below:



**Verbatim Quotes:**

*“Planning and Public Engagement needs to mitigate linear infrastructure impacts. Consider Social IRR.”*

*“Will RVC compensate land owners who no longer want to have residential designated land adjacent to this economic corridor?”*

*“The only info I found on the site is the map. I need more information to start asking questions.”*

*“Due to the large nature of the project and its impact on neighbouring residents, especially regarding resale potential and the devaluation of our properties, we should be compensated 200,000 to 300,000 per household.”*

*“We are not in support of this development.”*

*“I do not like this. The whole city is encroaching and the small rural homeowner has no way to protect the quality of life.”*

*“The county is accelerating a major development project, which is atypical for the area. The approval process appears inconsistent with our personal experience, where the county was unwilling to consider negligible developments on our property.”*

*“They need to put lights up immediately to deal with the already increased traffic on Range Road 283 and Glenmore.”*

## 7 Frequently Asked Questions Document

Questions collected through the survey, emails, phone calls, and from engagement that occurred for the previously proposed Shepard Industrial ASP, all informed the Frequently Asked Questions (FAQ) document in Attachment A. The purpose of this document is to provide more detailed answers to specific questions, share this information with the public rather than individuals, and provide further information on topics of interest specific to the project.

## 8 CONCLUSIONS

The purpose of the initial Prairie Gateway ASP engagement was to understand topics of issues, concerns, and opportunities to inform the direction of future public engagement. The phase 2 engagement also helped to raise awareness of the project while encouraging participation using appropriate engagement methods and tools.

Looking at the survey results wholistically, it shows that traffic, lighting, noise, and safety were the most important topics to the respondents. Five comments of concern were raised about the potential increase in traffic and what safety measures could be implemented for road maintenance and infrastructure upgrades. Concerns of decreasing property values was mentioned four times throughout the survey. One comment highlighted potential measures to mitigate noise that will occur from industrial properties as well as the railway. These concerns have helped the County to plan for future public engagement related to the Prairie Gateway ASP.

As the project continues to move forward, new opportunities for public engagement will arise. Updates will be provided via mailouts and/or website updates on specific engagement opportunities.

# ATTACHMENT A

# Frequently Asked Questions

## Prairie Gateway Area Structure Plan

November 2023

Question	Answer
<b>History / Context</b>	
<p>Given that Shepard Development Corp. and the County are collaborating, is this Area Structure Plan (ASP) guaranteed approval?</p>	<p>The Prairie Gateway ASP is not guaranteed approval. Although Council has shown interest in the project, the proposed ASP will be evaluated against existing plans for the area, which include the Rocky View Calgary /Intermunicipal Development Plan[link]. Council will weigh the proposal against the public interest to make a fair and balanced decision.</p> <p>Council will also consider.</p> <ul style="list-style-type: none"> <li>• if the Plan and associated costs makes economic sense, and</li> <li>• does the Plan address negative impacts.</li> </ul>
<p>What is the role of The City of Calgary in this Area Structure Plan (ASP)?</p>	<p>Rocky View County, The City of Calgary, and Shepard Development Corp. are collaborating on technical issues and policy writing. While this is a collaborative process, the Prairie Gateway ASP will be a County document.</p> <p>The City of Calgary may provide water/wastewater services to the project area. The project team is investigating routing and cost.</p>
<p>How long has this plan been underway and how was continued work on the Area Structure Plan (ASP) authorized?</p>	<p>This area has been identified as future Industrial area in the Rocky View County/City of Calgary Intermunicipal Development Plan that was adopted in 2012.</p> <p>On July 28, 2020, County Council approved a Terms of Reference for an applicant-led Area Structure Plan (ASP) located in the Shepard area.</p>

	<p>Shepard Development Corp. led the development of the proposed Shepard Industrial ASP.</p> <p>On June 29, 2021, County Council held a Public Hearing to consider the proposed Shepard Industrial ASP. The proposal was put on hold pending discussions with the City regarding their objections.</p> <p>In July 2023, the City and County approved a Terms of Reference for the Prairie Economic Gateway initiative, which provided a roadmap for the parties to collaboratively plan the area and re-boot work on the ASP.</p> <p>The Terms of Reference also directed both administrations to explore sharing of costs and revenue.</p>
Is this a Rocky View County plan or a developer-led plan?	The Prairie Gateway ASP is being created in collaboration with The City of Calgary and Shepard Development Corp.
<b>Residential Questions</b>	
Will roads be upgraded and when would this happen?	Transportation studies are ongoing to determine access. It is anticipated that Township Rd 232/114 Ave will be a major east/west connection to Stoney Trail. It is also likely that Range Rd 283 will provide access to Glenmore Trail. Both roads need upgrading. The type of upgrades and timing will be determined by the transportation review.
How will natural areas and wetlands in the plan area be impacted by development?	A Biophysical Impact Assessment is being conducted which will evaluate of the impact of the proposed project on environmentally significant areas and natural areas. These findings will be addressed in the ASP once the study has concluded and mitigation options determined.
Are piped water and wastewater services being brought to the site? Where will the services come from?	The developer has requested piped services to the site. The developer previously analyzed servicing by the County from Langdon. The project team is looking at the feasibility of City services.

<p>Will I get piped water and wastewater services to my home or business?</p>	<p>Piped services open up servicing options other areas by bringing water and wastewater mainlines into the area. However, in the County service is focused on the Area Structure Plan area, where the Developer would be required to pick up the cost of service and infrastructure.</p> <p>The City is assessing whether piped services to this area would open up other servicing areas and whether the costs can be justified.</p>
<p>Are interim solutions such as wells or cisterns being considered for the site?</p>	<p>All servicing solutions are being explored; however, Regional Policy and Developer interest is focused on bringing services into the area as soon as it is feasible.</p>
<p><b>Land Use</b></p>	
<p>What is the land going to be used for?</p> <p>Do these uses differ from the previously proposed Shepard Industrial Area Structure Plan (ASP) uses?</p> <p>What will happen to the draft Shepard Industrial ASP?</p>	<p>Like the Shepard Industrial area ASP, the Prairie Gateway ASP will support warehousing, light to medium industry, and possibly some heavy industry.</p> <p>The Prairie Gateway ASP will replace the previously proposed Shepard Industrial ASP.</p>
<p>How did you choose the Area Structure Plan (ASP) area?</p>	<p>The general area was identified as a future Industrial area for The City in the Rocky View County/City of Calgary Intermunicipal Development Plan, which was adopted in 2012.</p> <p>Shephard Development Corp. approached the County with the wish to develop their lands that are adjacent to the Canadian Pacific Kansas City (CPKC) mainline railway that extends uninterrupted to Mexico.</p> <p>Proximity to the rail line is an important consideration for economic growth in the region. It provides an opportunity for a rail served industrial park with spur lines connecting directly to warehousing.</p>

<p>What is the plan with the area that was removed from the Area Structure Plan (ASP)?</p>	<p>No area was removed from the originally proposed Shepard Industrial ASP, in fact, the ASP area has been extended to the south down to the rail line. [<a href="#">Shepard-Industrial-ASP-DRAFT-June2021-Redline.pdf (rockyview.ca)</a>].</p> <p>If you are referring to the area that was in the annexation discussion, this question is discussed below.</p>
<p>Can my land be included in the Area Structure Plan (ASP) area?</p>	<p>The Prairie Gateway ASP area is fixed and would likely only be expanded (or contracted) for technical reasons. The ASP area has some natural boundaries to the south (rail line), to the north by a utility corridor, and on the west by the boundary with the city. Overall, the ASP area is of significant size and will take many years to build out.</p> <p>However, Plan approval does open the potential for additional development once there is market demand. It does so by bringing services into the area and recognition in the Calgary Metropolitan Region Board Growth Plan that this is an economic development area.</p>
<p>Will the plan allow for residential development?</p>	<p>The intent of the Prairie Gateway ASP is to support the development of a regional industrial, business, and employment hub. To minimize potential impacts on adjacent properties, new residential development is not envisioned within the plan area.</p> <p>Existing uses within the ASP boundary may continue until development of those lands to another use is deemed desirable by the landowner and that use is aligned with the policies of the ASP.</p>
<p>What other land uses have been planned nearby? (Context question)</p>	<p>Planned areas nearby include a proposed solar farm to the east, industrial to the west within the city, existing industrial and agricultural parcels to the north, and existing residences to the southwest. The Janet Area Structure Plan (ASP), which is also a largely industrial focused plan, is just north of Glenmore trail.</p>

<p>Does County have non-residential land use inventory? How does County match economic activity to land use?</p>	<p>The County has recently conducted a County-wide Industrial and Commercial Growth Assessment, which can be found here: <a href="#">Appendix B - County-Wide Economic Assessment.pdf (rockyview.ca)</a>.</p> <p>The County also has a Commercial and Industrial Land Study (2018) and is currently creating an updated land use inventory, which will be available to the public upon completion.</p> <p>Land uses are influenced by higher level planning documents, such as the Calgary Metropolitan Region Board (CMRB) Regional Plan, which guides the type and location of growth in the region.</p> <p>The Rocky View County/City of Calgary Intermunicipal Development Plan also directs growth and land uses. For example, the Prairie Gateway ASP is within an area identified as a future industrial area in this Plan.</p> <p>Further, the County Plan sets direction for growth by identifying areas where high-level types of land uses should occur. These planning documents, in conjunction with the above-mentioned assessments, are used to determine appropriate locations for land uses in ASPs.</p>
<b>Annexation</b>	
<p>I was in the annexation, but I am not in the Area Structure Plan (ASP) area. What does this mean for me?</p>	<p>The annexation process is paused to see if the two municipalities can collaborate on an ASP and an agreement to share costs and benefits. If they are unsuccessful the annexation process may be revived.</p> <p>If the Prairie Gateway ASP is approved, the two municipalities may examine how they can extend this collaborative planning to the lands that were part of the annexation discussion.</p>
<b>Roads</b>	
<p>Will there be trails for bike paths in the project?</p>	<p>The Area Structure Plan (ASP) area will identify opportunities for connections to the larger Regional Pathway system, including parts of</p>

	The City of Calgary's existing and planned trail network immediately to the west.
How will trucks get to the site?	It is anticipated that Township Road 232 and Range Road 283 will be the primary corridors for east-west and north-south traffic. Additional east-west and north-south connections will be planned within the Plan area. This will be further refined through additional smaller and detailed plans.
Will there be increased train traffic?	The proposed development is located on the main Canadian Pacific Kansas City (CPKC) rail line. The project will likely increase rail traffic and have local operations that shunt cars. The amount is dependent on use of the land by CPKC to develop a rail to truck facility. Other increases in traffic would be related to a growing economy and the need to transport goods via rail.
What is the plan to control traffic volume? What roads will be upgraded and when?	Transportation studies are ongoing to determine required access. It is anticipated over time that Township Road 232/114 Ave will be a major east/west connection to Stoney Trail. It is also likely that Range Road 283 will provide access to Glenmore Trail. Both roads need upgrading. The type of upgrades and timing will be determined by the transportation review.
When will full traffic lights be installed on Glenmore and Range Road 283 to deal with the increased traffic?	Transportation studies are ongoing and will determine if Range Road 283 will provide access to Glenmore Trail. The need for traffic lights will be assessed as part of the study.
Who regulates rail?	<p>Transport Canada regulates rail in Canada. Transport Canada develops and implements policies and regulations, and administers the <i>Railway Safety Act</i>. The department conducts approximately 40,000 railway safety inspections every year. The <i>Railway Safety Act</i> can be found here: <a href="http://www.justice.gc.ca/eng/133/133-101/133-101-01.html">Railway Safety Act (justice.gc.ca)</a>.</p> <p>Jurisdiction over what happens in a rail yard rests with Transport Canada and not the County.</p>

<b>Servicing</b>	
What is the source for water supply of this development, and how is wastewater being managed?	The working assumption is water and wastewater services will be supplied by The City of Calgary. Technical studies are ongoing to determine the best routes and cost.
<b>Impacts</b>	
Why is the industrial land use going ahead?	In 2011 Rocky View County/City of Calgary Intermunicipal Development Plan (IDP), identified this area as a long-term industrial growth area for The City of Calgary.  The reasons this use is thought to be appropriate are proximity of the regional highways (Glenmore and Stoney) and rail line, planned industrial planning uses to the west, and an approved solar farm to the east.
What are the hours of operation of the site?	Specific developments and uses for the majority of the Area Structure Plan (ASP) area will be identified through further discussions with the developer and future Local Plan application(s). Depending on demand, operations could be 24 hours a day.
I live near here; will I be impacted by noise or light? Is there going to be a noise barrier such as a berm to stop the noise affecting neighbouring residences?	Policies within the Prairie Gateway ASP will address lighting and other impacts. Detailed lighting and noise reduction requirements will occur at later planning when smaller area Local Plans are developed.
How tall will the buildings/infrastructure be?	We are in the initial stages of the project and a draft Area Structure Plan has not yet been produced, however, as per the Land Use Bylaw the maximum building heights allowed for Industrial districts is 20 m.
Will the County compensate landowners who no longer want to have residential designated land adjacent to this economic corridor?	Unfortunately, the County cannot compensate landowners adjacent to this area; however, the Prairie Gateway ASP will address lighting and other nuisances that may impact those within and adjacent to the

	plan area, with potential for more requirements at later stages in the process.
Is this going to affect our property value?	We cannot determine whether property values in the area will change. There may become benefits, such as upgraded roads, potential transit connections, pathways and trails, employment opportunities, etc. that some may think beneficial.
<b>Area Structure Plan Questions (Document / Technical)</b>	
What is Canadian Pacific Kansas City Rail (CPKC) involvement in this Area Structure Plan (ASP)?	CPKC has no direct involvement in the project development.  CPKC is evaluating several rail to truck sites across North America. If the ASP is approved, they and/or a third party operator would be involved in the spur line design and bringing investment opportunities to the project.
What is Shepard Development Corp. (SDC) role in this Area Structure Plan (ASP)?	The Prairie Gateway ASP is a collaborative project between Rocky View County, The City of Calgary, and the Shepard Development Corp (SDC). SDC is paying all the technical costs to develop the ASP. The City and County are writing the Plan polices to conform to the County's Municipal Development Plan (the County Plan) and the Calgary Metropolitan Region Board (CMRB) Growth Plan.
What is the approval process? Does the plan have to be approved by the City of Calgary? Is there a regional approval process? Will this process of creating an Area Structure Plan (ASP) be used elsewhere in the future?	The approval process is the same as other ASPs. Council must give it 1 <sup>st</sup> and 2 <sup>nd</sup> readings and a public hearing. The Plan is then referred it to the Calgary Metropolitan Region Board (CMRB) for their approval. From there, the ASP will be brought back to County's Council for 3 <sup>rd</sup> reading approval. The Plan does not need to be approved by The City of Calgary, but before it is brought to County Council, The City may provide a letter of support from their Council.  While we do not know if there will be further economic initiatives or collaborative projects between the County and neighbouring

	<p>municipalities, this process could set the stage for future collaborative projects.</p>
<p>What technical studies have been completed to support the Plan?</p>	<p>The following studies were completed in preparation of the Shepard Industrial Area Structure Plan (ASP):</p> <ul style="list-style-type: none"> <li>• Traffic Impact Assessment;</li> <li>• Biophysical Impact Assessment;</li> <li>• Master Drainage Plan / Stormwater Management Report;</li> <li>• Water / Sanitary Servicing Study; and</li> <li>• Historical Resources Overview.</li> </ul> <p>These studies are currently under review and will be revised to accommodate changes to the ASP area and servicing strategy.</p> <p>In addition, The City is evaluating water and wastewater servicing through City infrastructure.</p>
<p>Who is the final decision maker and what do they consider?</p>	<p>Ultimately, this is a County Area Structure Plan (ASP), and will be approved by County Council as the Planning Authority. The County is closely collaborating with The City of Calgary throughout the process.</p> <p>In addition, this project will require subsequent regional approval by the Calgary Metropolitan Region Board (CMRB).</p>
<p>When will more detailed planning and design take place and can I be involved in reviewing those plans?</p>	<p>If the Prairie Gateway ASP is approved, more detailed design and planning would be expected shortly after its approval through a Local Plan. Opportunities for additional engagement will be available through the preparation of any Local Plans for the ASP area.</p>
<p>What are the timelines associated with this project?</p>	<p>Anticipated timing for a final Prairie Gateway ASP document to be presented to Rocky View County Council in 2024. The specific timeline is currently being developed. Several opportunities to engage with the project team will be provided prior to the Council date.</p>

<p>What are the next steps and how can I get involved?</p>	<p>There will be future engagement opportunities as the project progresses. On the project webpage, you are encouraged to sign up to receive regular project updates and follow the projects process, or contact us at <a href="mailto:planning_policy@rockyview.ca">planning_policy@rockyview.ca</a> or 403-230-1401 for questions, updates or further information.</p>
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February 2024

# Engagement Summary

Prairie Gateway Area Structure Plan  
Open House #1



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# 1 ENGAGEMENT FINDINGS

An open house for the Prairie Gateway Area Structure Plan (ASP) project was held at The Track Golf Course in Langdon on January 30, 2024. It was the first of two planned open houses for the project. Attendees had an opportunity to meet the Project Team, learn more about the project, ask questions, and provide feedback. This Engagement Summary compiles the feedback that was received at the open house. Along with other planning policy and technical considerations, this information will be a guiding factor in the creation of the draft ASP.

A total of 67 members of the public attended the open house. Display boards provided information on the project and the Project Team was available for discussion. An activity was incorporated to capture feedback on the Prairie Gateway ASP. This activity involved prompts, including quotes from the initial engagement and questions to spark discussion. As part of the activity, attendees were asked to provide their thoughts, concerns, and questions on sticky notes.

Those who attended the open house brought up concerns such as traffic, road infrastructure, nuisances (noise, light, and air pollution), stormwater management, bylaw enforcement, property values and taxes, health and safety concerns, and the impact to wildlife. Attendees also expressed interest in the completion of the technical studies and reports, and their incorporation into the draft ASP. Verbatim comments are included in Section 6, with some key areas of concern summarized below.

## Traffic and Roads

Several traffic-related concerns were expressed, including the increase in traffic volume in areas that currently feel congested. One attendee mentioned the impact traffic volumes will have on roads, while another asked about plans for Range Road 284.

## Nuisances and Health

Attendees expressed concerns about noise, light, and air pollution. One attendee asked that studies be conducted on each. Another asked how the project will impact health, specifically respiratory health risks for children and increased asthma.

## Servicing

Some attendees voiced concerns about flooding/drainage issues and expressed interest in the plans for water, wastewater, and stormwater management.

## 2 PROJECT SUMMARY & PROCESS STATUS

In July 2020, the project started out as a draft for an applicant-led ASP located in the Shepard area. The Plan area included approximately 747 hectares (1,847 acres) of land in the southeast sector of Rocky View County, located north of the Canadian Pacific Kansas City (CPKC) Rail mainline. A portion of the Plan falls within The City of Calgary/Rocky View County Intermunicipal Development Plan area and is identified as a Growth Corridor for The City of Calgary. The proposal was ultimately put on hold in 2021 pending discussions with The City regarding their objections. In the Fall of 2021, The City proposed to annex lands that included the proposed ASP area.

In January 2023, Rocky View County and The City agreed to work collaboratively on the Prairie Gateway Economic Initiative, with the support of the Shepard Development Corporation. Jurisdiction of the Plan area would remain with the County. The initiative would facilitate a new industrial corridor with joint municipal investments and benefits. The initiative focuses on the area proposed for the draft 2020 Shepard Industrial ASP and now includes adjacent Canadian Pacific Kansas City (CPKC) land. The draft 2020 Shepard Industrial ASP will be revised and renamed the Prairie Gateway ASP.

An online survey was held in the Fall of 2023 to gather initial feedback on the project. Responses were used to create prompts for further feedback at the open house. The draft ASP will be revised based on technical studies and feedback received during Phase 1 and Phase 3 from all stakeholders. A second open house will be held to share the draft ASP and collect further feedback. The draft plan will be posted to the website for viewing, and will be refined as needed through a review process with County departments, The City of Calgary, the developer, external stakeholders, and the public.

### Project Timeline



## 3 ENGAGEMENT METHODS

### Open House

An open house was held at The Track Golf Course in Langdon on January 30, 2024, and attracted 67 attendees. The open house was advertised on the County's website, the Prairie Gateway ASP webpage, and on the advertisement sign at The Track location. Additionally, an e-blast was sent to those who signed up to receive email updates on the project. Attendees were asked if they agreed or disagreed with some responses gathered from the initial engagement survey, and to provide further comments and feedback.

### Webpage

The Prairie Gateway ASP webpage has been and will continue to be updated as the project progresses. The webpage includes:

- The latest news and updates on the project;
- Project background and information about the Shepard Industrial ASP and annexation;
- Links to related County and City webpages and documents;
- Timelines of the project, process, next steps, and opportunities for engagement/input;
- A FAQ document created based on previous engagement;
- Project Team contact information to submit comments or ask questions; and
- A sign-up for the subscription list that provides updates on the project.

To date, 54 people have subscribed to receive email updates.

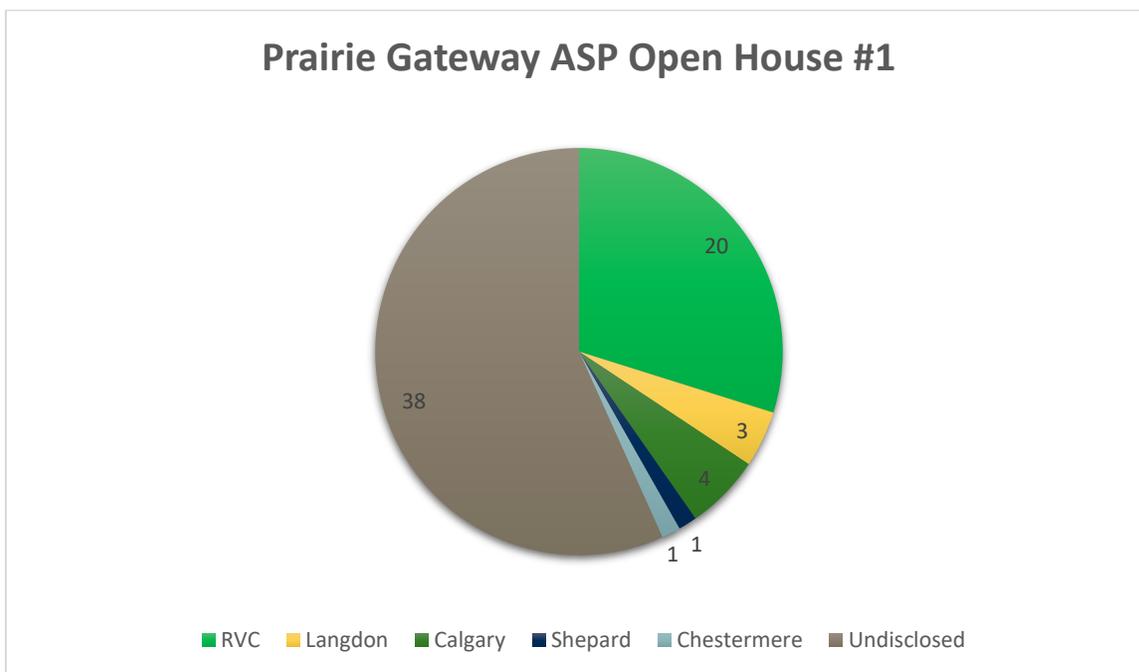
### Further Opportunities

The project webpage will be updated with more opportunities for the public to get involved. A second open house will be held to present the draft ASP and collect feedback to inform revisions. The draft ASP will be posted on the webpage for the public to review. A public hearing will be scheduled and advertised at a later date.

## 4 WHO TOOK PART

A total of 67 people attended the open house, which ran from 4:00 p.m. – 7:30 p.m. Attendees included nearby landowners, Rocky View County residents, City of Calgary residents, and developers. The graph below shows an approximation of the proportions of attendees from various locations based on the location information provided.

### Attendee Demographics



## 5 WHAT WE ASKED

Discussion at the open house was prompted by input received from the initial engagement survey conducted in the Fall of 2023. The Project Team created several display boards (Attachment A), one of which featured quotes from the previous feedback, as noted below. Open house attendees were asked to write additional comments on sticky notes and place them on the display board.

### Previous Feedback

The following quotes from the initial engagement summary were included on the activity board to prompt discussions:

“How tall will the buildings/infrastructure be? It seems like it could block my view, negatively impacting my property value. We already deal with a high water table and flooding issues, running drainage or water towards us will not be beneficial. What assurances can be made to be sure it doesn’t negatively impact existing properties and homes?”

“What is the plan to control traffic volume? Recently allowed by industrial development NE of us have destroyed the roads and made driving very unsafe with semi drivers not understanding the rules of the road or not believing they apply to them.”

“Do you plan to upgrade RR284? What is the source for water supply of this development, and how is wastewater being managed?”

The full Engagement Summary for Phase 1, which includes all quotes, was available for review at the open house.

### Prompts

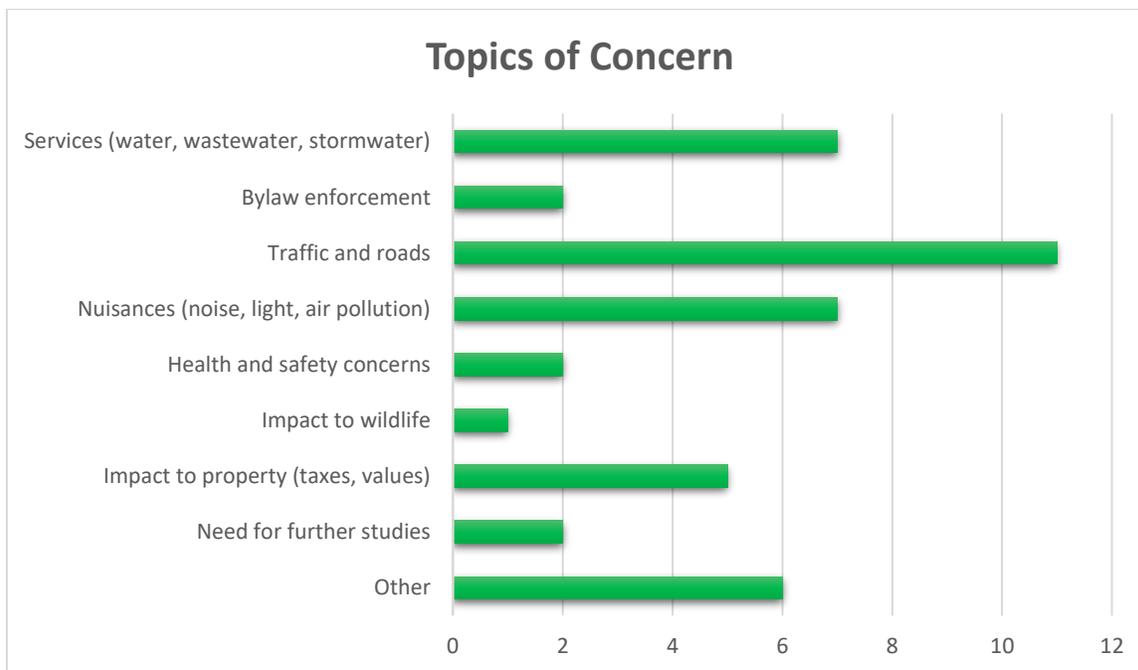
In addition to quotes, the following questions were provided to prompt further discussion and comments:

- Do you agree or disagree?
- What opportunities do you see?
- What do you think of the vision and goals?
- What do you feel is an important consideration?

## 6 WHAT WE HEARD

A total of 35 comments were written on sticky notes by open house attendees. The feedback from the sticky notes has been summarized by topic in the following graph. The comments have also been transcribed in the Verbatim Quotes section below, as well as two additional comments received by email following the open house.

### Feedback and Concerns



Note: Some sticky notes referenced more than one topic of concern.

#### Verbatim Quotes:

*“Time-wise, when is 'shovel-in-the-ground' for deep services?”*

*“Look further into the future with creation of 107 ave over pass”*

*“How will the bylaws be enforced on this development? Other industrial developments are not following the bylaw and the RVC does nothing.”*

*“Lighting at night. (Light pollution)”*

*“Expand the plan area + have a plan to expand in the future too.”*

*“How will RVC work with the province to confirm routes/ highways do not impact residents?”*

*“We moved to the country to be in the country. Are you planning on buying our land? \$\$\$\$”*

*"I strongly disagree, I see more opportunities for noise, light and air pollution. Studies for all above concerns."*

*"Range Road 284 is gravel. Will it get paved or restricted truck traffic?"*

*"Why does RVC develop residential right beside industrial?"*

*"Who will be responsible for enforcing the industrial area bylaws? Currently they are not being enforced"*

*"You need an open house once the consultant reports are done and before the draft"*

*"Storm water. Where is it going?"*

*"For water, sanitary & storm, what is the pipe size/ diameter required?"*

*"Spin off companies operating 24/7 on neighbouring roads"*

*"What controls are in place for lighting so personal properties are not effected?"*

*"What is being done to reduce noise from Shepard"*

*"Search at risk birds of Alberta. How will this affect the wildlife?"*

*"A drainage plan to go west to the Shepard ditch and out to the Bow River south."*

*"Intersections at 284 + 114<sup>th</sup>? Langdon through traffic -> Are they still able to get through?"*

*"How is the light pollution + noise (burms, elevated hills) for nearby residential property being addressed?"*

*"Concerned about traffic volumes especially along RR284, cutting from 22X and Hotchkiss to this development area. Also impact to already poorly maintained roads."*

*"More info + studies completed before draft plan + further open houses are done."*

*"Very concerned about stormwater management"*

*"Traffic congestion, where and how are entries and exits to this upgrade roads area and intersections control"*

*"Property taxes on surrounding areas? R.Rd 282 + Glenmore - Can't get onto Glenmore very safely as so much traffic."*

*"Will there be well water quality monitoring prior to and during construction? Will well water quality be guaranteed by the municipalities against pollution?"*

*"1. Will CP Rail have a veto on which users and/or tenants are allowed to be in the park  
2. How much actual demand is expected from direct rail users. There is little to n rail development in the Calgary region whereas there is massive demand for (illegible) space  
3. When will there be more detail on the cost/tax revenue sharing scenario"*

*"Which way do you plan to send heavy traffic. It is already causing road damage east + west."*

*“Are the tracks going to double through Shepard?”*

*“Light & pollution & noise”*

*“Increased asthma. Q for Rocky View - How will the Rail advancement/ logistics park effect Health? Search respiratory health risks for children near rail ncbi.nlm.nih.gov”*

*“107 Ave as a bypass a must”*

*“RR282 Glenmore South is dead end, gravel, very busy with all the truckers going flying by 24/7. What about children on this road? Can't ride bikes. Can't sell as Rocky View won't redesignate Calgary interest area.”*

*“Glenmore:*

*Calgary interest*

- i. Living in industrial*
- ii. Can't redesignate land*
- iii. Sell to whom if they can only use as Ag?*
- iv. RR 282*

*Rocky View*

- i. Live work*
- ii. Lots of trucks*
- iii. Road is awful*
- iv. Dust”*

*“I wanted to provide feedback on my attendance at the Open House in Langdon for the Prairie Economic Gateway. It's an exciting project and I am peripherally affected. The most common question I heard from other residents was by far drainage. The concern by those who live and farm adjacent to the project is that planning has a hard time squaring their desktop topography software with their decades of lived experience. During the planning for the Ralph Klein Wetland this happened as well. The result was indeed what had been predicted by decades of lived experience. Farm land was inundated by water rendering it useless including today after 3 years of drought. Loss of income and those land's would now be classified by Alberta Environment as wetlands therefore worthless in the market. This must not happen again! Safeguards must be part of an agreement for those affected should the issues arise later.”*

*“Here are my and my neighbours concerns regarding this major development.*

- 1. Noise. We would like to see a comprehensive strategy regarding reducing noise by at least 20 db.*
- 2. We would like to see any hazardous chemicals, etc., delivered to the north of the site as much as possible and would like to know of any industries using such chemicals.*
- 3. We feel it fair and equitable for the existing residences within 1/2 mile of the rail yard, or so, to be compensated for the aprox. 200k loss of property value in the real estate market. This would be aprox. 12-15 residences. Simply charge the appropriate amount to each site as well as Canadian Pacific as it's not fair for the residents to take the financial loss themselves when everyone else gains.”*



## 7 CONCLUSIONS

The purpose of the open house was to further engage with the public regarding the Prairie Gateway ASP project. It helped raise awareness of the project and encouraged the public to provide feedback. Comments written on sticky notes at the open house were photographed and transcribed to be included in this engagement summary. Additionally, 2 attendees emailed comments following the open house, which were also included in the Verbatim Quotes.

The main points of concern brought up by several attendees included nuisances, traffic issues, and water servicing. Out of 35 sticky notes and two emails, 11 were concerned with the impact on traffic and roads, 7 referenced noise, light, and/or air pollution, and 7 comments touched on water, wastewater, and/or stormwater management. Additional topics included the impact to property values and taxes, bylaw enforcement, health concerns, impact to wildlife, the need for further studies, future expansion, the rail tracks, the proximity of industrial to residential, and company operations.

Feedback will be taken into consideration as the Prairie Gateway ASP project continues to move forward. There will be more opportunities for public engagement, including a second open house once the ASP is drafted. Updates will be provided via mailouts, email, and/or the Prairie Gateway ASP webpage on specific engagement opportunities.

# PRAIRIE GATEWAY AREA STRUCTURE PLAN



## Engagement Summary Report

Open House #2 & Online Survey

June 2024

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# 1 ENGAGEMENT FINDINGS

An open house for the Prairie Gateway Area Structure Plan (ASP) project was held at The Track Golf Course in Langdon on May 28, 2024. It was the second of two open houses for the project, with the first taking place in January 2024. The information gathered at the first open house was used to inform the following open house, and to identify to what degree those concerns had been addressed through the draft ASP. Attendees had an opportunity to meet the Project Team, learn more about the project and the draft ASP, ask questions, and provide informal feedback. Following the open house, an online survey was made available for two weeks as the primary method to provide formal feedback on the draft ASP. This Engagement Summary compiles the feedback that was received via the online survey, plus any additional comments received by email.

A total of 49 members of the public were recorded as having attended the open house. Display boards provided information on the draft ASP and the Project Team was available for discussion. Attendees were informed about the online survey and cards containing a QR code and link to the survey were handed out. Several tablets were available at the open house for those who chose to complete the survey on site.

Feedback was received on a variety of topics and differing views were expressed, as presented in further detail within this report. All survey responses and written submissions are included in the What We Heard section, with some key highlights outlined below.

## Land Use Strategy

The survey asked whether respondents were satisfied or dissatisfied with the proposed land use strategy. Out of 16 responses, 37.5% were very satisfied, 37.5% were satisfied, 6.25% were neither satisfied nor dissatisfied, 12.5% were dissatisfied, and 6.25% were very dissatisfied. Those with concerns were able to elaborate through a freeform comment box. Road upgrades, traffic, stormwater drainage, wildlife impacts, rail infrastructure, and red tape were among the issues noted.

## Transportation and Transit

Respondents were asked to identify transportation concerns based on feedback received at the first open house, to determine if concerns were addressed. Out of 10 responses, 80% identified increased industrial traffic, 80% said road upgrades were a concern, 80% noted roads outside the ASP area/boundary, 50% noted increased general traffic, and 30% identified access and intersections on Township Road 232. Respondents were able to select multiple concerns with an opportunity to elaborate through a comment box. Respondents mentioned safety and the need for upgrades and traffic lights at the intersection of Highway 560 (Glenmore Trail) and Range Road 283. Another noted concerns about an increase in semi-truck traffic. The survey also asked respondents whether they were supportive of a public transit route connection to the Prairie Gateway area. Out of 17 responses, 76.47% said yes, 11.76% said no, and 11.76% were unsure.

## Servicing

Respondents were questioned on concerns or areas of improvement related to water, wastewater, and/or stormwater servicing. Out of 18 responses, 61.11% said no, 22.22% said yes, and 16.67% were unsure. Those who said yes were asked to describe their concerns. A respondent was

concerned about a change to stormwater drainage in the area, while another questioned the modelling in the Master Drainage Plan and East Calgary Regional Drainage Study.

### Overall Thoughts and Improvements

The survey asked respondents to state their overall satisfaction with the draft Prairie Gateway ASP. Out of 16 responses, 43.75% were very satisfied, 31.25% were satisfied, 12.50% were neither satisfied nor dissatisfied, 6.25% were dissatisfied, and 6.25% were very dissatisfied. Respondents were asked to suggest improvements to the draft ASP through a comment box. Submissions received included comments on timelines, when road upgrade work will start, and technical reports.



## 2 PROJECT SUMMARY & PROCESS STATUS

In July 2020, the project started out as a draft for an applicant-led ASP located in the Shepard area. The Plan area included approximately 747 hectares (1,847 acres) of land in the southeast sector of Rocky View County, located north of the Canadian Pacific Kansas City (CPKC) Rail mainline. A portion of the Plan falls within The City of Calgary/Rocky View County Intermunicipal Development Plan (IDP) area and is identified as an Industrial Growth Corridor for The City of Calgary. The proposal was ultimately put on hold in 2021 pending discussions with The City regarding their objections. In the Fall of 2021, The City proposed to annex lands that included the proposed ASP area.

In January 2023, Rocky View County and The City agreed to work collaboratively on the Prairie Gateway Economic initiative, with the support of the Shepard Development Corporation. Jurisdiction of the Plan area would remain with the County. The initiative facilitates a new industrial corridor with joint municipal investments and benefits. The initiative focuses on the area proposed for the draft 2020 Shepard Industrial ASP and now includes adjacent CPKC land. The draft 2020 Shepard Industrial ASP was revised and renamed the Prairie Gateway ASP.

In Phase 1 during Fall of 2023, an online survey gathered initial feedback on the project. These responses helped form prompts to obtain feedback at the first open house. The document was drafted based on technical studies and feedback received during Phase 1 and Phase 3 from all stakeholders. Later in Phase 3, a second open house was held to share the draft ASP and collect further feedback for consideration during revisions. The draft ASP will be refined through a review of comments from internal County departments, The City of Calgary, the developer, external stakeholders, and the public.

### Project Timeline



## 3 ENGAGEMENT METHODS

### Open House

An open house was held at The Track Golf Course in Langdon on May 28, 2024, and 49 attendees were recorded. The open house was advertised on the County's website and the Prairie Gateway ASP webpage. Additionally, an e-blast was sent to those who signed up to receive email updates on the project, and a letter invitation was sent to nearby landowners. Open house attendees were able to learn more about the project and ask questions before providing feedback to the Project Team through an online survey and emails.

### Online Survey

An online survey was open from May 28 until June 11, 2024, as the main method to provide input. Public engagement participants were directed to the survey through advertisements, letters, the project email subscription list, project webpage, and handouts containing a link distributed during the open house. Some additional comments were received via email.

### Webpage

The Prairie Gateway ASP webpage will continue to be updated as the project progresses. The webpage includes:

- The latest news and updates on the project, including the draft ASP;
- Project background and information about the Shepard Industrial ASP and annexation;
- Links to related County and City webpages and documents;
- Timelines of the project, process, next steps, and opportunities for engagement/input;
- Engagement summaries and a FAQ document created based on previous feedback;
- Project Team contact information to submit comments or ask questions; and
- A sign-up for the subscription list that provides updates on the project. To date, 150 people have subscribed to receive email updates.

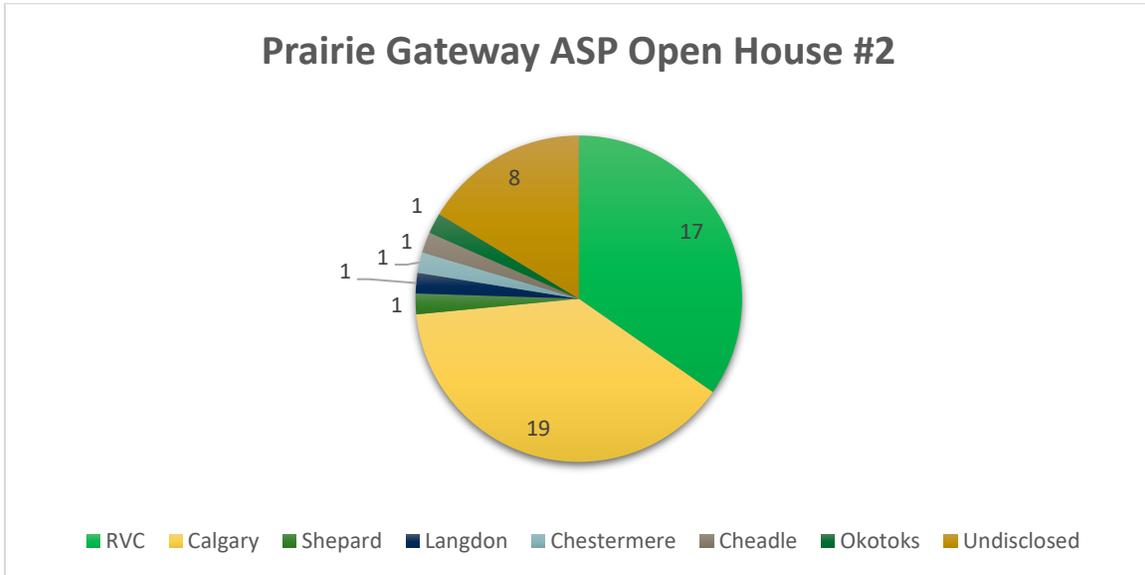
### Further Opportunities

The project webpage will be updated with more opportunities for the public to get involved. The draft ASP is posted on the webpage for the public to review. A public hearing will be scheduled and advertised at a later date.

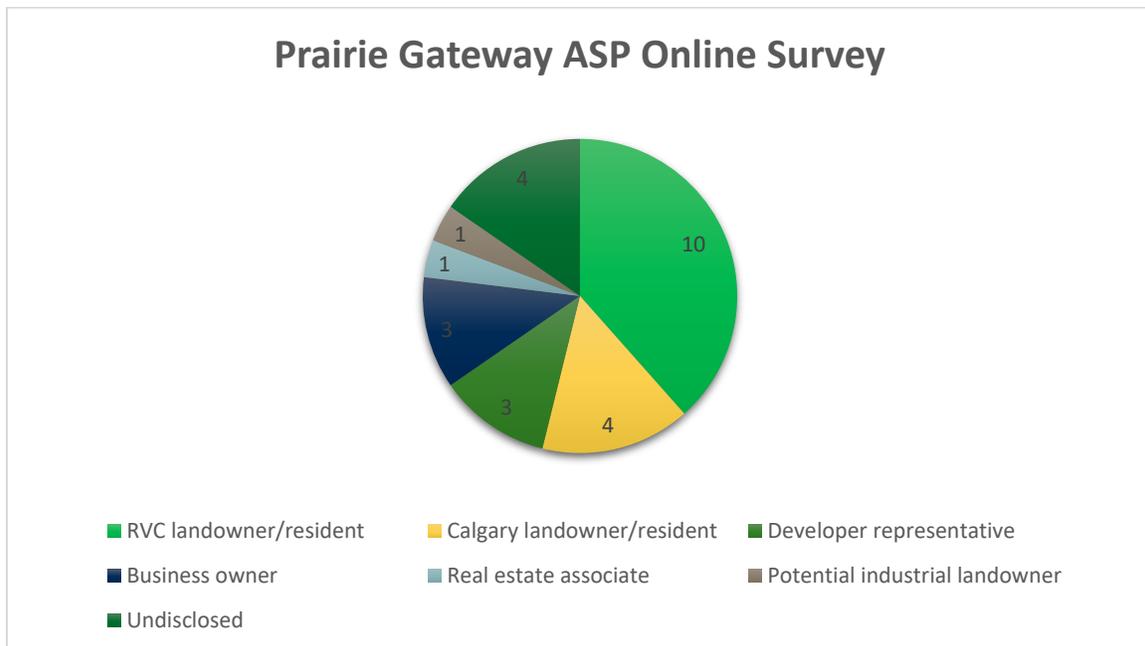


## 4 WHO TOOK PART

A total of 49 people attended the open house, which ran from 4:00 p.m. to 7:30 p.m. Attendees included nearby landowners, Rocky View County (RVC) residents, City of Calgary residents, and developers. The graph below shows an approximation of the proportions of attendees from various locations based on information provided via sign-in sheets.



The online survey was open from May 28 until June 11 and garnered 20 responses. Of the 20 responses, three were incomplete. The graph below shows an approximation of respondent demographics based on information provided in the survey.



Note: Respondents were able to select more than one answer.

## 5 WHAT WE ASKED

The purpose of the open house and online survey was to receive feedback on the Prairie Gateway draft ASP, which was published on the project website and emailed to subscribers approximately 10 days prior to the open house. Several display boards were created for the open house, and Project Team members were on hand to discuss the draft ASP with attendees. The online survey was available for attendees to complete on site and information cards containing a QR code with a link to the survey were available for attendees to take home.

### Previous Feedback

Those who completed an initial survey and attended the open house in January 2024 brought up concerns such as traffic, road infrastructure, nuisances (noise, light, and air pollution), stormwater management, bylaw enforcement, property values and taxes, health and safety concerns, and the impact to wildlife. Attendees also expressed interest in the completion of the technical studies and reports, and their incorporation into the draft ASP.

Feedback was taken into consideration as the ASP was drafted. Section 18 of the draft ASP includes a traffic impact assessment that identified two regional routes that will require upgrades as development proceeds: Range Road 283 to Highway 560 (Glenmore Trail) and west to Stoney Trail, and 114 Avenue south of the Shepard community. Section 13 focuses on lighting and outlines dark sky principles for the Plan area. Section 21 addresses stormwater management and conservation, and the preservation of wetlands, which is also included in Section 14. *Local Plans* addressing more specific issues will be required as development in the Plan area proceeds.

A FAQ document and two previous engagement summaries, including verbatim quotes, are posted on the project webpage and were available for review at the May 28 open house.

### Survey Questions

The online survey contained a total of 13 questions, two of which were optional. Some questions were freeform, giving respondents an opportunity to provide details in their response. All survey questions and responses are outlined in the What We Heard section of this report, with the main topics outlined below:

**Land Use Strategy** – The survey asked whether respondents were satisfied or dissatisfied with the proposed land use strategy. There was an opportunity for respondents to describe any concerns and how they might be addressed.

**Transportation and Transit** – The survey asked respondents to identify transportation and transit concerns, and whether they were supportive of a public transit route connection to the Prairie Gateway area.

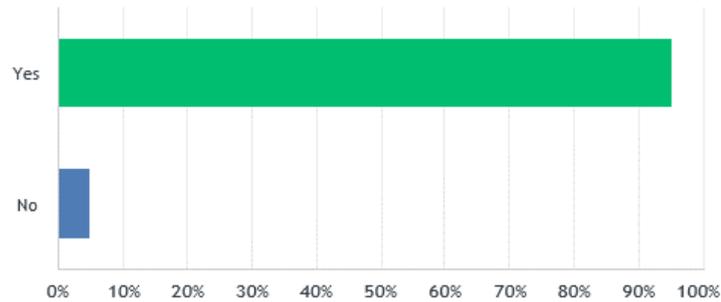
**Servicing** – The survey asked respondents if they had any concerns or areas of improvements related to water, wastewater, and/or stormwater servicing.

## 6 WHAT WE HEARD

### Question 1

Have you visited our project website and reviewed the draft Prairie Gateway ASP?

Answered: 20 Skipped: 0

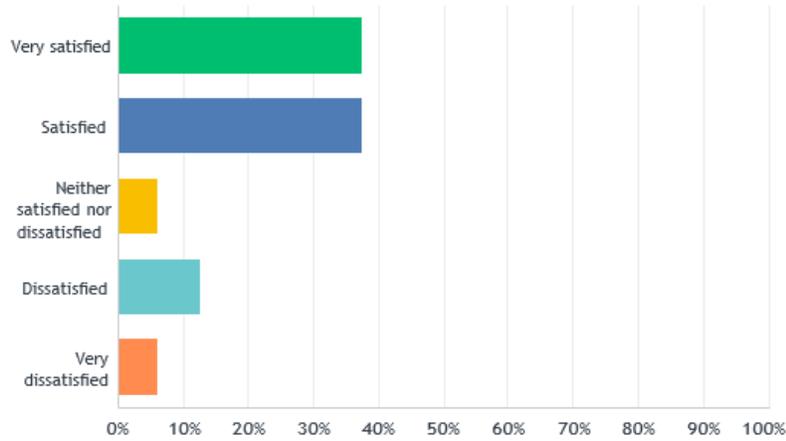


ANSWER CHOICES	RESPONSES	
Yes	95.00%	19
No	5.00%	1
TOTAL		20

## Question 2

The map below shows the proposed land use strategy for the Prairie Gateway area. How satisfied or dissatisfied are you with the proposed land use strategy in the draft Prairie Gateway ASP?

Answered: 16 Skipped: 4



ANSWER CHOICES	RESPONSES	
Very satisfied	37.50%	6
Satisfied	37.50%	6
Neither satisfied nor dissatisfied	6.25%	1
Dissatisfied	12.50%	2
Very dissatisfied	6.25%	1
<b>TOTAL</b>		<b>16</b>

### Question 3

If you are concerned about the land use strategy for Prairie Gateway, then please describe your concerns and how these concerns might be addressed?

#### *Verbatim Quotes:*

*"No concerns."*

*"Road upgrades to RR 283, intersection at 283/Glenmore and make TWP 232 non-banned in spring in the City of Calgary."*

*"My only concerns are red tape and bureaucracy holding things up. This is a huge economic opportunity for the city and region. Sooner its approved the better."*

*"Traffic - there are very few roads in this area due to sloughs being in riad allowances."*

*"-Traffic in the area.*

*-Purposed storm water drainage plan.*

*-wild life impact (ducks unlimited have been notified)."*

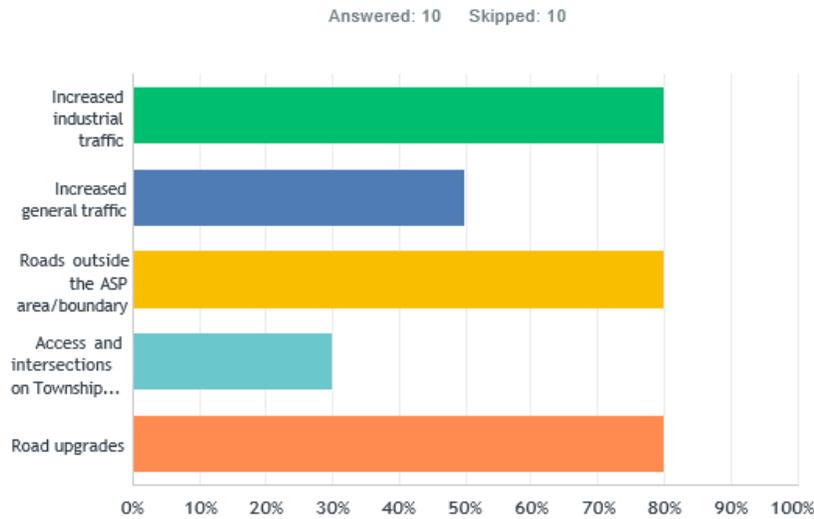
*"Glenmore trail is an extremely busy road at RR 283. Having more truck traffic without any upgrade to the intersection is dangerous."*

*"Rail infrastructure needs to included some land south of CPKC, mainline across from CPKC, north of mainline future development."*

*"Map 3 in the Draft Prairie Gateway ASP does not acknowledge RVC's Shepard ASP and the proposed policy areas of Business adjacent to the south side of CPKC mainline and the residential areas further south. The Draft Prairie Gateway ASP mentions interface planning but Map 7's interface areas are so minor that the map is nearly useless. The 2014 Shepard ASP's Fig B-1 illustrates interface planning. Interface planning should encompass gradual residential to commercial, business & light industrial not just a hard edge of residential to industrial. Also, the ASP's northern boundary should not have been based on an above-grade, abandoned rail bed and power line. The northern boundary should have been all the way to Glenmore Trail based on the amount of intermodal and transportation businesses that currently exist on Rge Rd 283. The northern boundary should have encompassed the full extent of these immediately adjacent parcels and the transportation network that joins them. The abandoned rail bed [then within the ASP area] could have been considered as a future LRT or regional pathway to bring in the workers to the industrial area [from Calgary & Langdon] and help reduce the need for huge parking lots for all the workers' car/truck traffic."*

## Question 4

Map 9 below shows the proposed transportation network for the ASP, which includes upgrades to roads and intersections, providing efficient routes for truck traffic on Highway 560 and Township Road 232 to Stoney Trail. At the previous Prairie Gateway open house, we heard the transportation and transit concerns listed below. Based on the draft Prairie Gateway ASP shared in May 2024, please check any transportation and transit concerns you have (check all that apply):



ANSWER CHOICES	RESPONSES
Increased industrial traffic	80.00% 8
Increased general traffic	50.00% 5
Roads outside the ASP area/boundary	80.00% 8
Access and intersections on Township Road 232	30.00% 3
Road upgrades	80.00% 8
Total Respondents: 10	

**Verbatim Quotes:**

*“Highway 560 and RR 283 is very busy. with increase in population in Langdon and Chestermere this intersection needs some traffic lights. It would be nice if traffic went to stoney trail from this ASP but there will still be a lot going north on 283 to Glenmore.”*

*“Glenmore/ RR283 is overloaded and needs upgrading ASAP.”*

*“No major concerns.”*

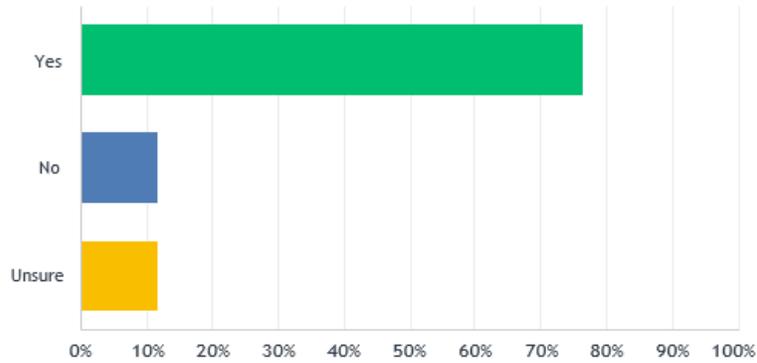
*“N/A”*

*“Only one big way in or out of the area.”*

## Question 5

Would you be supportive of a public transit route connecting into Prairie Gateway area?

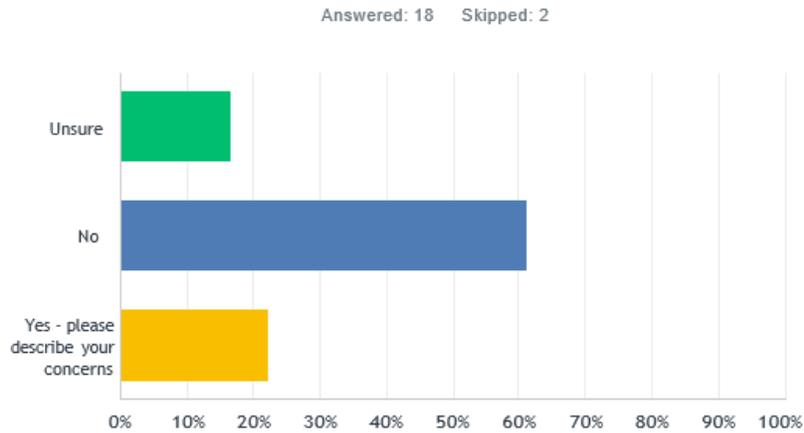
Answered: 17 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	76.47%	13
No	11.76%	2
Unsure	11.76%	2
<b>TOTAL</b>		<b>17</b>

## Question 6

After reviewing the draft Prairie Gateway ASP, do you have any concerns or areas of improvements related to water, wastewater, and/or stormwater servicing?



ANSWER CHOICES	RESPONSES	
Unsure	16.67%	3
No	61.11%	11
Yes - please describe your concerns	22.22%	4
<b>TOTAL</b>		<b>18</b>

### Verbatim Quotes:

*“The modeling in the Master Drainage Plan [ & the East Calgary Regional Drainage study] is flawed because none of the desktop analyses took into account the historic drainage channel that exists in the NW corner of the ASP area. This historic drainage channel [when properly maintained] effectively drains Areas 1 & 3. It is the historic overland flow outlet for the area since 1955. Areas 9 & 10 only have 3 wetlands delineated but its all the other wetlands that are at full supply level and draining 24/7 even in the drought years with water coming primarily from the Shepard Business Park & Shepard Energy Centre. The drainage ditches in Areas 9 & 10 are delineated on the map but the wetlands are not shown and they are the most important sources of overland flow are not. As such they were not accurately accounted for in the East Calgary Regional Drainage Study & have not been included in any of Stantec's analysis for the Prairie Gateway ASP Master Drainage Plan. This is an incredibly serious omission and oversight. As well, water servicing routes did not mention servicing options for the hamlet of Shepard. Albeit Shepard is outside of the ASP but options for servicing have been asked for since the last annexation.”*

*“Drainage in the area will be completely changed, this is unacceptable.”*

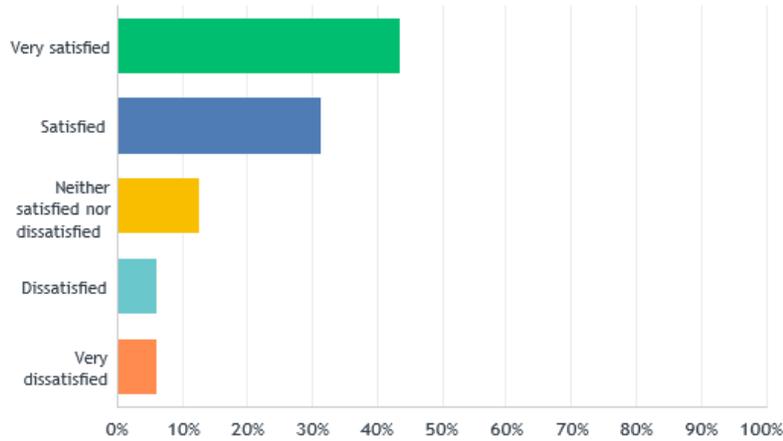
*“Possibility for existing neighboring properties outside the asp.”*

*“See below.”*

## Question 7

Overall, how satisfied are you with the draft Prairie Gateway ASP?

Answered: 16 Skipped: 4



ANSWER CHOICES	RESPONSES	
Very satisfied	43.75%	7
Satisfied	31.25%	5
Neither satisfied nor dissatisfied	12.50%	2
Dissatisfied	6.25%	1
Very dissatisfied	6.25%	1
<b>TOTAL</b>		<b>16</b>

## Question 8

What improvements would you like to see made to the draft Prairie Gateway ASP?

### Verbatim Quotes:

*"We would like to add the following to the Prairie Gateway Area Structure Plan Process:*

*Page 12 in the Draft ASP; Please clarify what "Interim uses" means regarding our parcels?*

*Page 15 Policy 6.01 in the Draft ASP should be removed. It is an unworkable provision.*

*Wetlands Policy 14.03 in the Draft ASP should be removed or include reference to the lands South of TWP 232 as well.*

*Other Policy 14.11 and 14.12 should be removed or include references to lands south of TWP 232 as well.*

*Map 8 MUST be altered on our property. We have mapped the wetlands on our parcels, paid Acreage Assessments and entered into an agreement relating to Wetland Mitigation. This plan cannot alter that.*

*Please explain why Stantec's preferred Option (Option 1) for Stormwater discharge through the NW portion of the plan area is ignored by this Draft ASP?*

*Section 21 in general, and Map 12 specifically, should be modified to identify Stantec's Option 1 Storm solution as the recommended solution. Other solutions such as those currently shown in the plan should be identified as alternative options to be investigated. We previously completed upgrades to RR 284 within the intermunicipal planning area. This ASP and future planning approvals in both the County and City need to recognize these improvements and charge Boundary Recoveries in our favour for any future development adjacent to or benefiting from our past improvement.*

*The County has agreed to this, the City of Calgary needs to do the same.*

*Our existing DC Land Use Bylaw 130 includes lands within and directly to the north of this plan area. How do the County and City propose to reconcile altering policy through this ASP on only a portion of our ByLaw area?*

*Stantec MDP May 13, 2024 Figure 3.7 "Existing Conditions Overland Flow Paths" and 2024 3.2.11 "Existing Boundary Conditions" are incorrect, current overland flow is through a Federal ditch that flows to the west under RR284 in the NW corner of Cell A. The mapping should be corrected to reflect this."*

*"The draft plan is fairly good & covers all the necessary bases required by RVC & CoC, however there are some critical errors/omissions in the technical reports that need correction.*

*Acknowledgement of culvert locations in the Master Drainage Plan under the CPKC rail mainline [.8m culverts nearly every 400m] needs to occur. We provided the RVC planners/Council and Shepard Dev'mt Corp with that information in Oct'21, and its very frustrating to continually experience the lack of acknowledgement of this and the historic PFRA [1955] drainage channel in the NW corner of the ASP area as significant information for this project.*

*All the hydrological modeling [existing or otherwise] efforts are useless until the above is noted. What we were really hoping for with all the LIDAR/DEM data, were some modeling scenarios that provide or estimate hydrological impacts of the actual development ie. cut & fill of the hill in Phase 2/9 areas. The existing conditions modeling [pg 18-40] in the Master Drainage Plan is nearly irrelevant as the most significant drainage challenges are in Areas 1-3, & 9-10. Modeling scenarios based on estimated elevations of built-up phases would have been particularly useful.*

*These modeling scenarios would improve understanding of potential drainage impacts, impacts on roadways and servicing costs as well.*

*We cordially invite any of the consultants, planners or project team members to come and we'll tour you through the area to see the actual area so that errors/omissions can be corrected."*

*"The north block area development plans....and time frame."*

*"Nothing currently."*

*"Timelines. Should move this project ahead ASAP."*

*"The same concessions that were made to this group, be made to other are lanowners."*

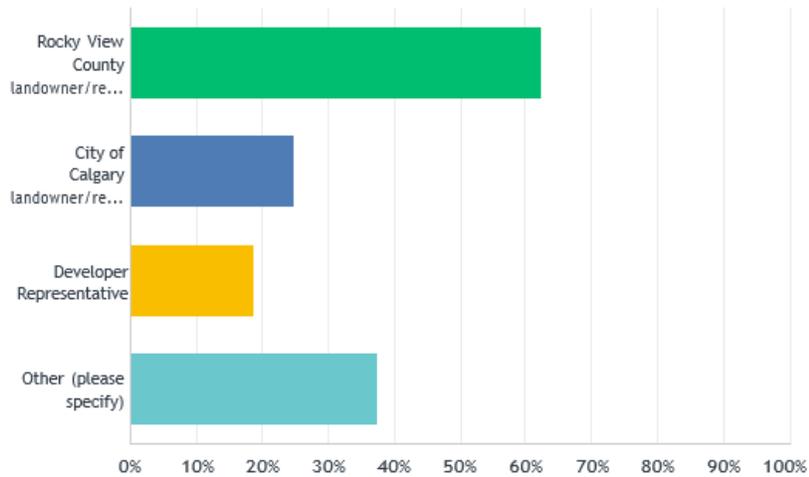
*"Details on when the upgrades and all related work will start."*

*"Cancel the project. You are ruining all the acreages in the area but dropping their value. Ruining sections of farm land, migratory bird land and wildlife areas. Nobody wants you in the area."*

## Question 9

Please check all that apply to you. I am a...

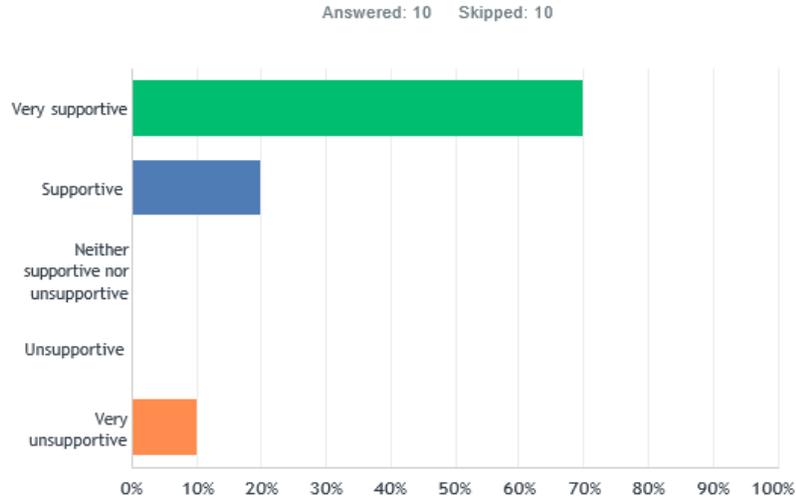
Answered: 16 Skipped: 4



ANSWER CHOICES	RESPONSES	
Rocky View County landowner/resident	62.50%	10
City of Calgary landowner/resident	25.00%	4
Developer Representative	18.75%	3
Other (please specify)	37.50%	6
<b>Total Respondents: 16</b>		

## Question 10

If you are representing a developer, business, or real estate company, how strongly do you feel the draft Prairie Gateway ASP will support industrial development?

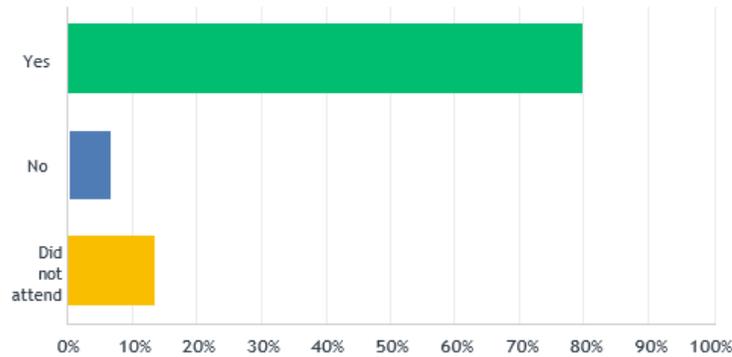


ANSWER CHOICES	RESPONSES	
Very supportive	70.00%	7
Supportive	20.00%	2
Neither supportive nor unsupportive	0.00%	0
Unsupportive	0.00%	0
Very unsupportive	10.00%	1
<b>TOTAL</b>		<b>10</b>

## Question 11

Do you agree with the following statement? After attending the open house on May 28, 2024, I felt I better understood the project and how it will impact me.

Answered: 15 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	80.00%	12
No	6.67%	1
I did not attend the open house	13.33%	2
<b>TOTAL</b>		<b>15</b>

## Question 12

OPTIONAL: Please provide your email address if you would like to be added to our Prairie Gateway ASP mailing list, which will provide email updates on the Prairie Gateway ASP project only. \*Please note, any personal information shared (including email addresses) will not be shared publicly.

## Question 13

OPTIONAL: If you own a property or represent a landowner in the Prairie Gateway area, please identify the legal description(s) or municipal address(es) below. \*Please note, any personal information shared (including addresses) will not be shared publicly. Location information helps us understand the context of the feedback received and helps to avoid duplication of responses.

## Additional Email Submissions

### Verbatim Quotes:

*“Homestead Land Equity is in full support of the Prairie Gateway Area Structure Plan (ASP). The ASP provides the proper policy framework to create a vital industrial economic area for the region and the County. As long-time owners of land within this area, we’ve recognized the potential of this area for rail-oriented industrial development for many years and we’re pleased that it is finally occurring. The collaboration between the County and the City on the ASP should be commended. The Prairie Gateway ASP will not only create support for the region’s industrial base, but also draw in new opportunities for economic development. We support the adoption of the Prairie Gateway ASP by the County and the Calgary Metropolitan Region Board.”*

*“My family and I live on the border of the proposed Prairie Gateway. We are devastated that the new Industrial area will transform our peaceful country side into a area full of trains and semitrucks. We are in the middle of raising our children here. Can you imagine this happening across the street from where you live? I have questions. What if anything can be done to stop this assuming everything goes ahead as planned, when will construction begin? We will need to know so we can try to sell our home before our home values plummet. The noise pollution that will be introduced is going to be directly impacting all the residents. Have there been any consideration to the people who will be affected by this industrial project?”*

*“We provide you with these comments on the draft ASP:*

*pg 11 - Map 3 - RVC Shepard Plan is omitted from the map and needs to be included in the current list & display of statutory plans impacting the Prairie Gateway ASP.*

*The northern boundary for the ASP should have been either all the way north to Glenmore Tr &/or considered contiguous parcels rather than using the boundary of the abandoned rail bed.*

*pg 15 - Table 1 - all listed areas total 2056.4?*

*pg 29 - Map 7 - 232 Corridor & Residential Interface - the areas shown on the map are so small they're questionably inadequate. Instead, some indication should be made of all the residential areas immediately adjacent to but bordering the draft ASP as was done for some of the wetland analysis. The RVC Shepard ASP 2014, Fig B-1 is relevant here, showing an area for businesses adjacent to the tracks on the south side, then residential further south; interface planning should not be a hard line between residential to industrial, but rather include commercial, various compatible business and associated landscaping/setbacks.*

*pg 34 - Lighting - light efficient & dark sky good - full cut-off design imperative.*

*pg 40 - Map 8 - useless map as pathways are noted on existing roadways, Environmental Areas has a typo, trying to show open space this way is useless.*

*pg 41 - Reserves - schools are not a compatible use so why mention them in 16.08?*

*pg 45 - Transportation - the northern boundary of the ASP is an abandoned rail bed. Possibly this could be utilized for a future LRT line from Calgary or Langdon so workers can commute and parking lots wouldn't have to use up so much space?*

*pg 50 - Water Servicing - no mention of servicing to hamlet of Shepard? Two proposed routes and no options? Would there not be some cost efficiency of infrastructure?*

*pg 53 - Stormwater - 1st para - "There are no natural streams or rivers..." but there is a historic drainage channel on SW-16 which has been an open surface water conveyance channel since 1955, constructed by PFRA [Federal gov't] along with all the other similar ditches near Langdon,*

infrastructure that RVC regularly maintains. This drainage channel is the overland outlet from the NW corner of the ASP to the Shepard Slough complex & on to the Bow R.

Several of the proposed stormwater detention storage ponds would not be required if the historic drainage channel was dredged and regularly maintained.

Also in Stantec's MDP, they state on pg 34 [3.2.10] that there are no culverts under the CPKC mainline. There are, in fact, 0.8m [30"] steel culverts roughly every 400m under the tracks and we provided evidence of them to RVC Council & planners in Oct 2021. The stormwater servicing report and modeling done by Stantec is flawed by not considering these facts.

The abandoned rail bed used to have very large concrete culverts west of the ASP but they were removed long ago. Within the ASP area, the abandoned rail bed has an old ditch running along the south side, that used to convey surface water from east of Rge Rd 283 west to the Shepard Slough complex. That ditch along the south side of the abandoned rail bed has been filled in, in spots, by acreage owners on Rge Rd 283 over time.

pg 54 - 21.13 d. - reuse of stormwater for irrigation would not be recommended due to salinity.

pg 55 - Map 12 - Stormwater Servicing - the data layer titled "Shepard Regional Drainage System" is not accurate and omits many wetlands North of Shepard and south of Glenmore Trail, within City of Calgary NW of the ASP area. Surface drainage from the Shepard Business Park and the Shepard Energy Centre is 24/7 through these wetlands by way of constructed channels is continuous [even in drought years] and of significant volume. None of these said wetlands are shown on the map! In Stantec's MDP, Areas 9&10 would be the greatest contributor to overland surface flow volumes for the entire ASP area in a pre-development scenario and they weren't even considered.

The proposed storm pipe along Rge Rd 284 will go up hill unless there's major excavation planned. The proposed storm pipe along Twp Rd 231 is feasible.

My father & I cordially invite any of the planners, consultants or ASP team to come and tour these areas to see first hand, gather accurate information and make the ASP successful.

We completed the survey earlier today but wanted to get this additional information to you."

Note: The following was received as a survey answer to Question 8 and as a separate email submission:

"We would like to add the following to the Prairie Gateway Area Structure Plan Process:

- Page 12 in the Draft ASP; Please clarify what "Interim uses" means regarding our parcels?
- Page 15 Policy 6.01 in the Draft ASP should be removed. It is an unworkable provision.
- Wetlands Policy 14.03 in the Draft ASP should be removed or include reference to the lands South of TWP 232 as well.
- Other Policy 14.11 and 14.12 should be removed or include references to lands south of TWP 232 as well.
- Map 8 MUST be altered on our property. We have mapped the wetlands on our parcels, paid Acreage Assessments and entered into an agreement relating to Wetland Mitigation. This plan cannot alter that.
- Please explain why Stantec's preferred Option (Option 1) for Stormwater discharge through the NW portion of the plan area is ignored by this Draft ASP?
- Section 21 in general, and Map 12 specifically, should be modified to identify Stantec's Option 1 Storm solution as the recommended solution. Other solutions such as those currently shown in the plan should be identified as alternative options to be investigated.

- *We previously completed upgrades to RR 284 within the intermunicipal planning area. This ASP and future planning approvals in both the County and City need to recognize these improvements and charge Boundary Recoveries in our favour for any future development adjacent to or benefiting from our past improvement. The County has agreed to this, the City of Calgary needs to do the same.*
- *Our existing DC Land Use Bylaw 130 includes lands within and directly to the north of this plan area. How do the County and City propose to reconcile altering policy through this ASP on only a portion of our ByLaw area?*
- *Stantec MDP May 13, 2024 Figure 3.7 "Existing Conditions Overland Flow Paths" and 2024 3.2.11 "Existing Boundary Conditions" are incorrect, current overland flow is through a Federal ditch that flows to the west under RR284 in the NW corner of Cell A. The mapping should be corrected to reflect this."*

## 7 CONCLUSIONS

The purpose of the second open house and survey was to obtain feedback on the draft ASP, alongside other technical and regional considerations. The feedback received further refines the ASP by helping determine if previous concerns were mitigated where possible and identifying further concerns.

The tone of the open house was positive and inquisitive, with 12 out of 13 survey respondents recording they better understood the project and how it impacted them after attending the open house.

The majority of respondents supported the proposed land use strategy, with some expressing concern regarding transportation infrastructure upgrades. Survey results confirmed increased traffic and road upgrades within and outside the Plan boundary are a primary concern.

In contrast, concerns related to water, wastewater, and/or stormwater were minimal. While limited, it should be noted there are mentions of concerns related to traffic, stormwater drainage, wildlife impacts, rail infrastructure, residential interface, and red tape throughout the responses.

Further, the vast majority of those identifying as a developer, business, or real estate company felt the ASP will support industrial development. Overall, the results show respondents are supportive of the draft ASP.

Feedback will be considered as revisions occur on the Prairie Gateway ASP. There will be another opportunity for public engagement at the public hearing, at a date still to be determined. Updates will be provided via mailouts, email, and/or the Prairie Gateway ASP webpage.



Rocky View County/City of Calgary Intermunicipal Development Plan Amendments – Prairie Gateway Area Structure Plan

Electoral Division: All

File: 1014-532

Date:	September 11, 2024
Presenter:	Kaitlyn Luster, Senior Regional Planner
Department:	Regional Planning

REPORT SUMMARY

Rocky View County and The City of Calgary have jointly prepared minor amendments to the Rocky View County/City of Calgary Intermunicipal Development Plan (IDP) to support the Prairie Gateway Area Structure Plan (ASP). The amendments create collaborative planning policies and add the Prairie Gateway ASP as a 'Key Focus Area' in the IDP. In addition to supporting the Prairie Gateway ASP, the amendments also support future joint planning initiatives as may be directed by both Councils.

ADMINISTRATION'S RECOMMENDATION

THAT Bylaw C-8562-2024 be given first reading.

THAT Bylaw C-8562-2024 be given second reading.

THAT Bylaw C-8562-2024 be referred to the Calgary Metropolitan Region Board for approval.

BACKGROUND

The Rocky View County / City of Calgary IDP was developed in accordance with the *Municipal Government Act*, and the IDP was adopted by both municipalities in 2012. The fundamental purpose of the IDP is to identify areas of mutual interest, to minimize land use conflicts across municipal borders, provide opportunities for collaboration and communication, and outline processes for the resolution of issues that may arise within the IDP area.

While jointly developing the Prairie Gateway ASP, several IDP amendments were identified. These amendments are required to create policy alignment between the IDP and Prairie Gateway ASP.

ANALYSIS

The proposed IDP amendments were prepared by both municipalities through the joint planning work on the Prairie Gateway ASP.

Below is a high-level overview of the proposed amendments:

- New goal and objective added that focuses on building a collaborative relationship;
- New collaborative planning policies added;
- The Southeast Railway Corridor added as a new Key Focus Area; and
- Industrial Growth Corridor updated to separate the Prairie Gateway ASP as a joint planning area.

These amendments detailed in Schedule A of Attachment A provide support to the Prairie Gateway ASP and ensure policy alignment between the IDP and ASP. The amendments identify the ASP through map

## Rocky View County / City of Calgary Intermunicipal Development Plan Amendments – Prairie Gateway Area Structure Plan

amendments and add collaborative planning policies between the two municipalities, fostering relationships that drive economic development which benefit both municipalities and the region. Attachment B: Draft Amended Rocky View County/City of Calgary IDP is the complete amended version of the IDP.

The IDP amendments were evaluated in accordance with the Calgary Metropolitan Region Board (CMRB) Growth Plan, which provides a policy framework for regional growth. It is Administration’s assessment that the IDP amendments and the Prairie Gateway ASP align with the Growth Plan. The IDP amendments will be jointly referred to the CMRB with the Prairie Gateway ASP.

### COMMUNICATIONS / ENGAGEMENT

As part of the Prairie Gateway ASP public engagement process, the draft IDP amendments were shared with the public at the open house on May 28, 2024. The IDP amendments were also included on the Prairie Gateway ASP project website.

The IDP amendments were circulated to external agencies from June 25, 2024, to July 16, 2024, and no concerns were received (Attachment C).

Landowners within and adjacent to the amended Plan area were notified of the public hearing on September 11, 2024. Submissions can be found in Attachment E.

### IMPLICATIONS

There are no financial or economic implications directly related to the IDP amendments. Financial and economic implications will result from the Prairie Gateway ASP, which these IDP amendments support.

### STRATEGIC ALIGNMENT

Key Performance Indicators		Strategic Alignment
Thoughtful Growth	TG1: Clearly defining land use policies and objectives for the County – including types, growth rates, locations, and servicing strategies	TG1.2: Complete Area Structure Plans (ASPs) in alignment with the Regional Growth Plan and Council priorities
		The IDP amendments support the Prairie Gateway ASP, which is in alignment with the Regional Growth Plan and Council priorities

### ALTERNATE DIRECTION

Administration does not have an alternate direction for Council's consideration.

### ATTACHMENTS

- Attachment A: Bylaw C-8562-2024 and Schedule “A” IDP Amendments
- Attachment B: Draft Amended Rocky View County / City of Calgary IDP
- Attachment C: Agency Referral
- Attachment D: Landowner Circulation Map
- Attachment E: Public Submissions

### APPROVALS

**Rocky View County / City of Calgary Intermunicipal Development Plan  
Amendments – Prairie Gateway Area Structure Plan**

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Manager:	Devin LaFleche, Regional Planning Manager
Executive Director/Director:	Amy Zaluski, Director of Intergovernmental Services and Regional Planning
Chief Administrative Officer:	Byron Riemann, Acting Chief Administrative Officer





# BYLAW C-8562-2024

A bylaw of Rocky View County, in the Province of Alberta, to amend the Rocky View County/City of Calgary Intermunicipal Development Plan.

The Council of Rocky View County enacts as follows:

## Title

1 This bylaw may be cited as *Bylaw C-8562-2024*.

## Definitions

2 Words in this Bylaw have the same meaning as those set out in the *Land Use Bylaw* and *Municipal Government Act* except for the definitions provided below:

- (1) “**Council**” means the duly elected Council of Rocky View County;
- (2) “**Land Use Bylaw**” means Rocky View County Bylaw C-8000-2020, being the *Land Use Bylaw*, as amended or replaced from time to time;
- (3) “**Municipal Government Act**” means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
- (4) “**Rocky View County**” means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

## Effect

3 THAT the Rocky View County/City of Calgary Intermunicipal Development Plan (Bylaw C-7078-2011) be amended in accordance with Schedule ‘A’ attached to and forming part of this bylaw.

## Effective Date

4 Bylaw C-8562-2024 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.



READ A FIRST TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2024

READ A SECOND TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2024

UNANIMOUS PERMISSION FOR THIRD READING this \_\_\_\_\_ day of \_\_\_\_\_, 2024

READ A THIRD AND FINAL TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2024

\_\_\_\_\_  
Reeve

\_\_\_\_\_  
Chief Administrative Officer

\_\_\_\_\_  
Date Bylaw Signed



**Bylaw C-8562-2024**

**Schedule 'A' – Proposed Amendments to the Rocky View County/City of Calgary  
Intermunicipal Development Plan**

Amendment # 1

Within the table of contents, amend the wording of section 3.0 Joint Studies as follows:

“3.0 Joint Studies and Planning”

Amendment # 2

Within the table of contents, insert the following wording under section 4.0 Key Focus Areas:

“4.8 Southeast Railway Corridor”

Amendment # 3

Within section 1.0 Introduction, insert the following new goal after goal 7 with the following wording:

“8. To build collaborative relationships that will generate economic development opportunities, as well as create more sustainable methods of business growth, to benefit both municipalities and the Calgary Metropolitan Region.”

And renumber the remaining goals within section 1.0 Introduction as required.

Amendment # 4

Within section 2.1 (Intermunicipal Cooperation Team) Policies, amend the wording of policy 2.1.2(f) as follows:

“Joint studies and planning in accordance with Section 3.0 of this Plan;”

Amendment # 5

Amend the wording of the title of section 3.0 Joint Studies as follows:

“3.0 Joint Studies and Planning”

Amendment # 6

Amend the goal within section 3.0 Joint Studies as follows:

“To establish a framework for Rocky View and Calgary to partner in studies and collaborative planning across the municipal boundary.”

Amendment # 7



Within section 3.0 Joint Studies, insert the following new objective after objective 1 with the following wording:

- “2. Enable a process for collaborative planning to be undertaken by the two municipalities on lands within Key Focus Areas and Identified Growth Areas.”

And renumber the remaining objectives within section 3.0 Joint Studies as required.

#### Amendment # 8

Amend the wording of section 3.1 (Joint Studies) Policies as follows:

“3.1 Joint Study Policies”

#### Amendment # 9

Within section 3.0 Joint Studies, insert a new section 3.2 Collaborative Planning Policies with the following wording:

“3.2 Collaborative Planning Policies

- 3.2.1 If agreed to by both Municipal Councils, land use planning within the Key Focus Area identified in Map 2 or within the Growth Corridors/Areas identified in Map 4 may be conducted as a Collaborative Planning Project.
- 3.2.2 The proposed Collaborative Planning Project should be mutually identified by Rocky View County and The City of Calgary as a significant opportunity for both municipalities to benefit from joint land use planning or cooperative economic development.
- 3.2.3 Where both Municipal Councils agree to a Collaborative Planning Project, Rocky View County and The City of Calgary should collaborate on the basis of a shared investment, shared services, and shared benefit framework.
- 3.2.4 Collaborative Planning Projects shall be initiated through a mutually agreed Terms of Reference approved by both Municipal Councils to ensure clear direction and scope. The Terms of Reference should consider policies within Section 3.2 and Section 15.3 of this Plan as well as the following:
  - (a) Funding sources that each municipality can offer for initiatives;
  - (b) Allowing the participation of external diverse interested parties;
  - (c) Where agreed upon, address investment and benefit related to items such as: infrastructure and servicing; recreation services and facilities; or other items deemed relevant by the municipalities; and
  - (d) A governance model that is suitable to each area and context should be developed for each Collaborative Planning Project.



3.2.5 A Collaborative Planning Project may include the creation or amendment of statutory plans.

3.2.6 Implementation of shared investment, shared services, and shared benefit frameworks and governance models shall be approved by both Municipal Councils prior to implementation.”

Amendment # 10

Within section 4.1 (Key Focus Areas) General Policies, amend the wording of section 4.1.3(a) as follows:

“(a) Determine if any joint studies or collaborative planning may be beneficial;”

Amendment # 11

Within section 4.1 (Key Focus Areas) General Policies, add a new subsection 4.1.3(b)(iv) with the following wording:

“(iv) Draft shared investment, shared services and shared benefit framework and draft governance model stages for Collaborative Planning Projects to ensure the policies of this Plan are reflected in the draft documents.”

Amendment # 12

Within section 4.1 (Key Focus Areas) General Policies, add a new subsection 4.1.3(c)(iv) with the following wording:

“(iv) Shared investment, shared services and shared benefit framework and governance model for Collaborative Planning Projects considering direction provided in Section 3.0 of this Plan.”

Amendment # 13

Within section 4.0 Key Focus Areas, insert a new section 4.8 Southeast Railway Corridor with the following wording:

“4.8 Southeast Railway Corridor

This Key Focus Area consists of nearly 1,700 hectares of land located east of The City of Calgary and south of Highway 560. The southern portion of the lands shall be planned through an Area Structure Plan collaboratively created between Rocky View County and The City of Calgary with the intent to support a rail served industrial development and associated business uses.

The northern portion of these lands may be considered for future Collaborative Planning Projects and are not part of the planned Area Structure Plan.

4.8.1 The Prairie Gateway Area Structure Plan shall be created from a Collaborative Planning Project, pursuant to Section 3.2, to guide land use planning within the



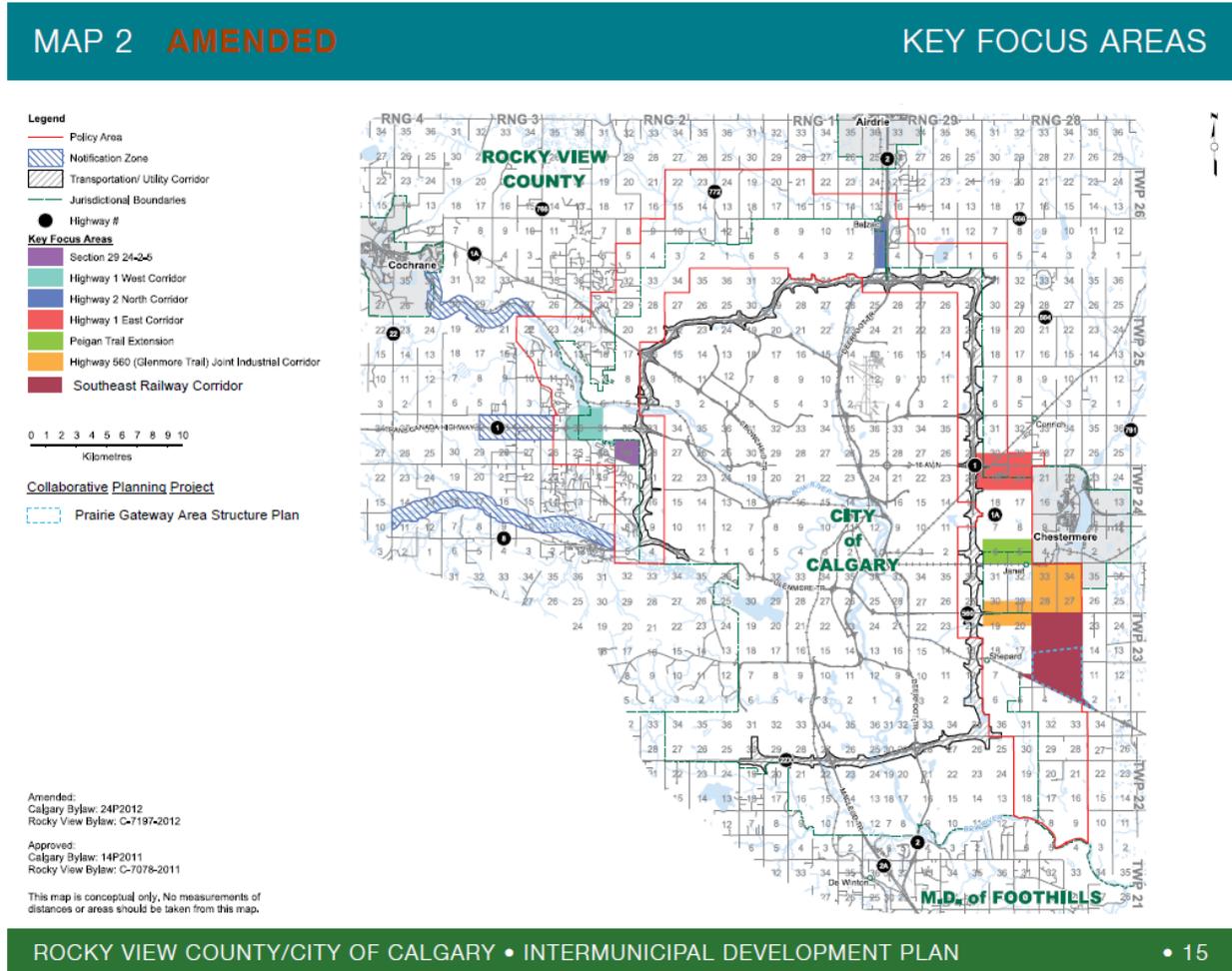
southern portion of the Key Focus Area lands as identified in Map 2. The Area Structure Plan will be a Rocky View County statutory plan.

- 4.8.2 The Prairie Gateway Area Structure Plan shall be supported through implementation of a shared investment, shared services and shared benefit framework and governance model created pursuant to Section 3.2. Formal agreements between The City of Calgary and Rocky View County will be required to implement the framework.
- 4.8.3 Lands within this Key Focus Area should be administered in accordance with Section 8 of this Plan.
- 4.8.4 Consideration may be given for a future Collaborative Planning Project for the north portion of the Key Focus Area that is not currently part of the Area Structure Plan, as determined appropriate by agreement of the municipalities.”



Amendment # 14

Within section 4.0 Key Focus Areas, replace the existing Map 2 – Key Focus Areas with the following revised map:



Amendment # 15

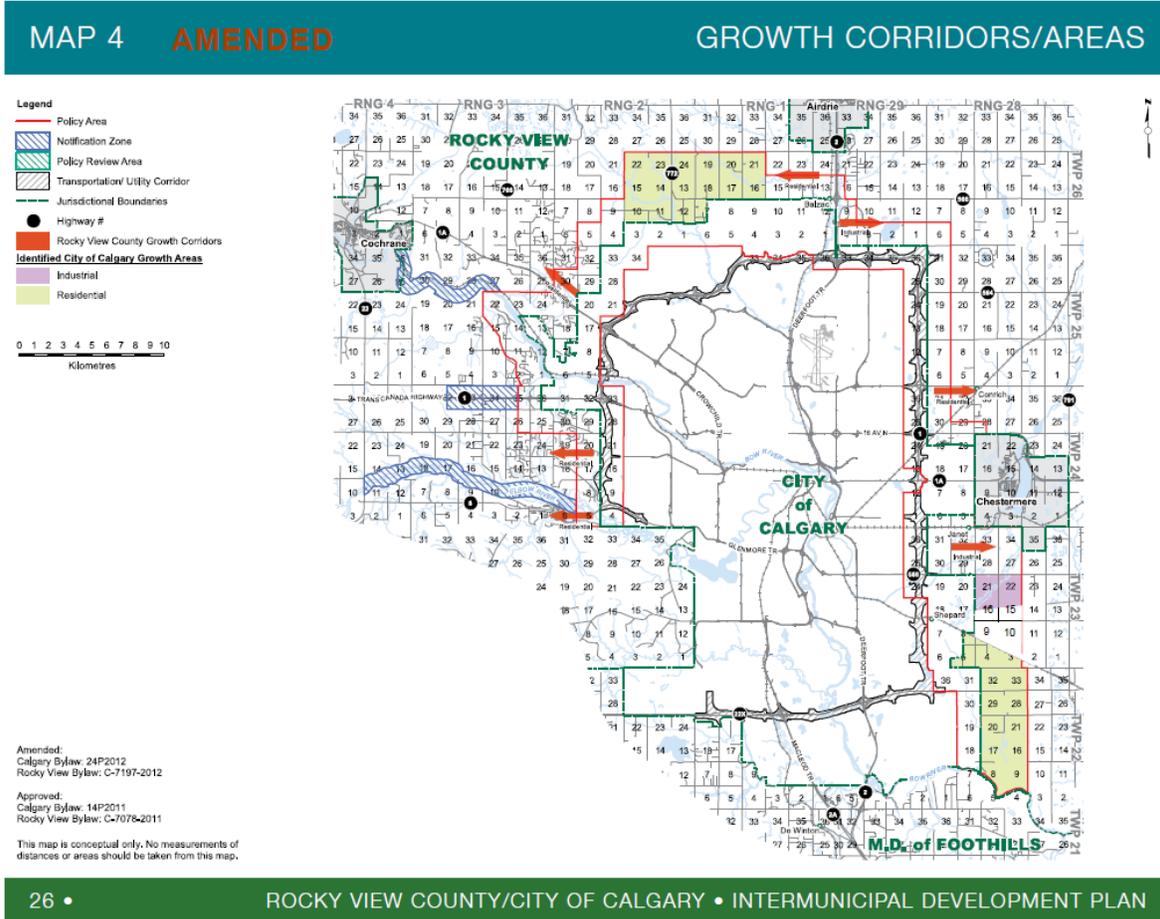
Within section 8.1 (Growth Corridors/Areas and Annexation) Policies, insert a new policy 8.1.9 with the following wording:

“8.1.9 Further to Policy 8.1.3, areas planned through Collaborative Planning Projects, as identified in Map 2, shall, in addition to the applicable statutory plans, be managed in accordance with any applicable legal agreements between The City of Calgary and Rocky View County related to shared investment, shared services and shared benefit frameworks, governance models, or other agreements related to the Collaborative Planning Project area.”



Amendment # 16

Within section 8.0 Growth Corridors/Areas and Annexations, replace the existing Map 4 – Growth Corridors/Areas with the following revised map:



Amendment # 17

Within Appendix E – Glossary, insert a new definition of Collaborative Planning Project in alphabetical order with the following wording:

**“Collaborative Planning Project** A joint land use planning exercise conducted within a Key Focus Area or within the Growth Corridors/Areas pursuant to a Terms of Reference approved by both Municipal Councils.”

Intermunicipal  
Development  
Plan

# Rocky View/Calgary



[www.rockyview.ca](http://www.rockyview.ca)  
[www.calgary.ca](http://www.calgary.ca)



**ROCKY VIEW COUNTY**  
Cultivating Communities



THE CITY OF  
**CALGARY**  
LAND USE PLANNING & POLICY



Intermunicipal  
Development  
Plan

**Office Consolidation**  
2012 October 23/November 5  
C-7197-2012/BYLAWS 24P2012

# Rocky View County/ City of Calgary

## Intermunicipal Development Plan

THE CITY OF CALGARY BYLAW 14P2011 - 2012 JANUARY 9  
ROCKY VIEW COUNTY BYLAW C-7078-2011 - 2012 FEBRUARY 28

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[www.calgary.ca](http://www.calgary.ca)



ROCKY VIEW COUNTY  
Cultivating Communities



THE CITY OF  
CALGARY  
LAND USE PLANNING & POLICY

**NOTE:** This office consolidation includes the following amending Bylaws.

Amendment	Bylaw		Date	Description
1	24P2012 C-7197-2012	The City of Calgary Rocky View County	2012 November 5 2012 October 23	(a) Delete and replace paragraph 3 of Section 1.0. (b) Delete and replace Section 4.5.1. (c) Delete and replace Section 4.6.1. (d) Delete and replace Section 4.7.1. (e) Delete and replace Section 15.7. (f) Delete and replace Map 1 entitled "Plan Area". (g) Delete and replace Map 2 entitled "Key Focus Areas". (h) Delete and replace Map 3 entitled "Residual Long-Term Growth Areas". (i) Delete and replace Map 4 entitled "Growth Corridors/Areas".  Note: Map 6 amended by Bylaw C-7197-2012 and administratively by The City of Calgary

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and amendments thereto are available from City Clerk/Municipal Clerk and should be consulted when interpreting and applying this Bylaw.

#### PUBLISHING INFORMATION

<b>TITLE:</b>	<b>ROCKY VIEW COUNTY/CITY OF CALGARY INTERMUNICIPAL DEVELOPMENT PLAN</b>	
<b>AUTHOR:</b>	LAND USE PLANNING & POLICY PLANNING, DEVELOPMENT & ASSESSMENT THE CITY OF CALGARY	POLICY AND LAND USE PLANNING PLANNING AND COMMUNITY SERVICES ROCKY VIEW COUNTY
<b>STATUS:</b>	APPROVED BY BYLAW - 2012 JANUARY 9 THE CITY OF CALGARY BYLAW 14P2011 ISC: UNRESTRICTED	APPROVED BY BYLAW - 2012 FEBRUARY 28 ROCKY VIEW COUNTY BYLAW C-7078-2011
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# Rocky View County/City of Calgary Intermunicipal Development Plan

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# Introduction



## 1 INTRODUCTION

## INTRODUCTION



“Both municipalities are committed to working together to achieve coordination wherever possible so that the effect that we have on one another and our residents is positive.”

## 1.0 Introduction

The City of Calgary and Rocky View County share over 115 kilometres (72 miles) of border. Our activities are inextricably linked and affect one another. Both municipalities are committed to working together to enhance cooperation and achieve coordination wherever possible so that the effect that we have on one another and our residents is positive.

This plan has been developed in accordance with the *Municipal Government Act* and the Terms of Reference adopted by both municipalities and dated January 21, 2008. Both The City of Calgary and Rocky View County agree that the Intermunicipal Development Plan (IDP) is the preferred means for continuing our cooperative working relationship and addressing intermunicipal issues that may arise in the Plan Area.

*The Plan Area, shown in Map 1, is divided into two parts:*

1. *The Policy Area contains areas immediately adjacent to the shared border. The policies contained in this plan apply in this area, including the circulation and referral process as described in Section 15.1; and*
2. *The second part of the Plan Area is the Notification Zone which is not immediately*

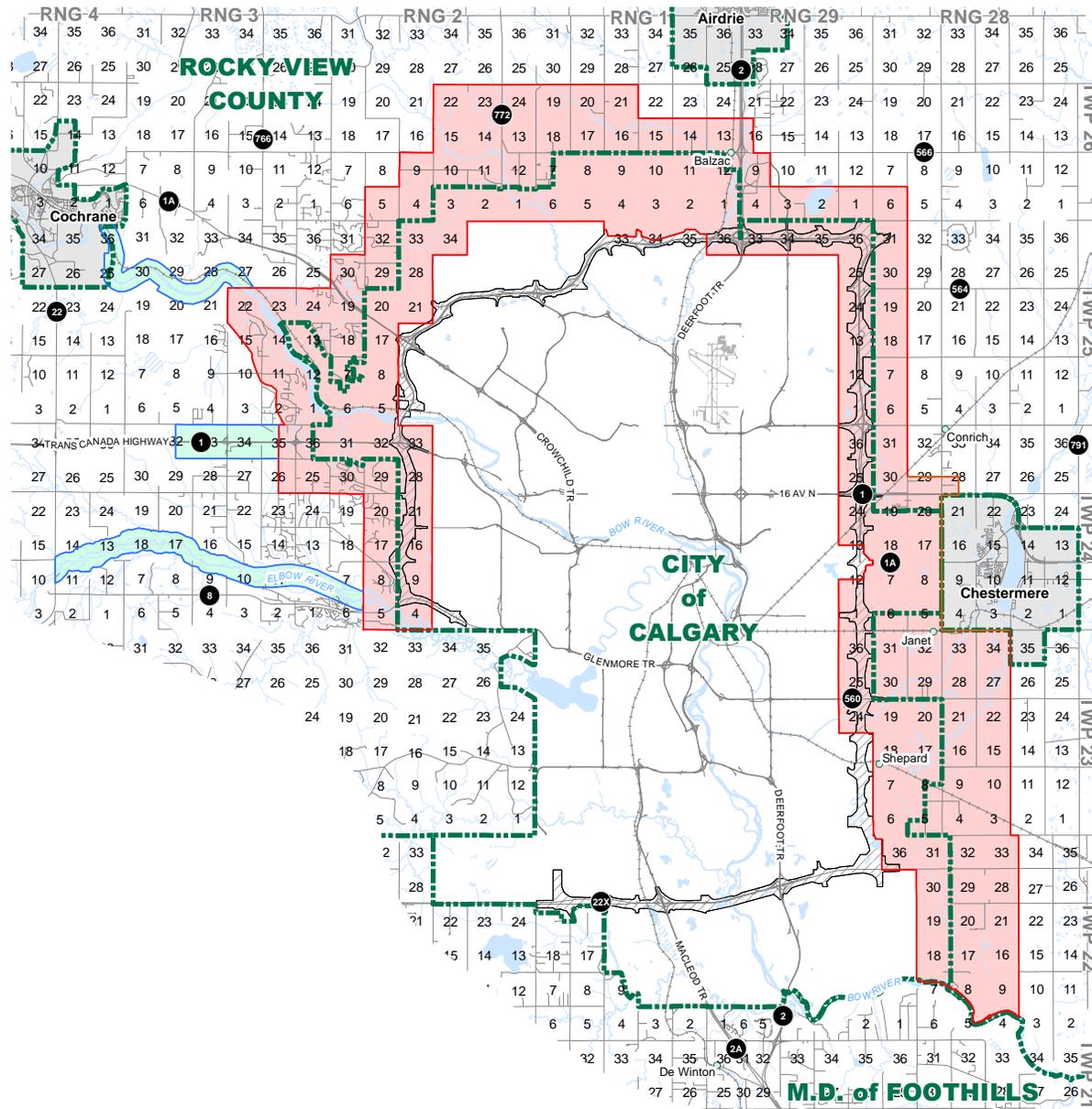
*adjacent to the shared boundary but is an important area for intermunicipal communication. The Notification Zone provides The City of Calgary with the opportunity to comment on land use policies and applications circulated from Rocky View County. Although the policies of this plan do not apply to the Notification Zone, The City of Calgary is encouraged to provide comment with respect to issues affecting the Notification Zone.*

**BYLAW 24P2012  
C-7197-2012**

The fundamental purpose of the Rocky View County/City of Calgary IDP is to identify an area of mutual interest, to minimize land use conflicts across municipal borders, provide opportunities for collaboration and communication, and outline processes for the resolution of issues that may arise within the Plan Area. By adoption of this plan, both Municipal Councils solidify a commitment to using a collaborative approach within the Plan Area and establishing a framework for an ongoing positive relationship based on mutual respect and open communication. The City of Calgary and Rocky View County respect that both municipalities will identify their individual municipal visions and priorities through their respective Municipal Development Plans.

MAP 1 PLAN AREA

- Legend**
- Policy Area
  - Notification Zone
  - Transportation/ Utility Corridor
  - Jurisdictional Boundaries
  - Highway #



Amended:  
Calgary Bylaw: 24P2012  
Rocky View Bylaw: C-7197-2012

Approved:  
Calgary Bylaw: 14P2011  
Rocky View Bylaw: C-7078-2011

This map is conceptual only. No measurements of distances or areas should be taken from this map.

# 1 INTRODUCTION

# INTRODUCTION

## Goals

The following are general goals that apply to all sections of the IDP. Individual sections in the plan also contain a specific goal that applies to that section.

1. To establish the intermunicipal planning process as the preferred means to address planning issues on a mutual basis.
2. To provide more certainty for planning and development decisions within a broad policy framework, through the adoption of a statutory plan by bylaw.
3. To coordinate planning within Key Focus Areas as identified in the 2006 Annexation Agreement between Rocky View County and The City of Calgary.
4. To address development adjacent to the major entranceways and border regions shared by Rocky View County and The City of Calgary.
5. To incorporate The City of Calgary policies for the Residual Long-Term Urban Growth Areas as part of the IDP.
6. To establish each municipality's respective growth corridors, having regard to, and aligning with regional and sub-regional policies (e.g. South Saskatchewan Regional Plan and Calgary Metropolitan Plan) as applicable, the *Rocky View 2060* Growth Management Strategy and the Municipal Development Plan for each municipality.
7. To collaborate between the two municipalities, with the goal of coordinating the planning of utilities, transportation and transit infrastructure, open space systems, river and creek systems, and other ecologically sensitive areas.
8. To build collaborative relationships that will generate economic development opportunities, as well as create more sustainable methods of business growth, to benefit both municipalities and the Calgary Metropolitan Region.
9. To responsibly manage all sources of drinking water, particularly the Bow and Elbow Rivers, as well as the Western Headworks Canal.
10. To address aggregate extraction.
11. To address *Municipal Government Act* requirements with respect to intermunicipal conflict resolution procedures, plan administration and plan amendment or repeal procedures.
12. To establish public consultation requirements for planning processes that may impact existing landowners in border regions.
13. To establish a communication and circulation process to coordinate land use compatibility.



12. To establish public consultation requirements for planning processes that may impact existing landowners in border regions.
13. To establish a communication and circulation process to coordinate land use compatibility.

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# Working Together



- 2.0 Intermunicipal Cooperation Team
- 3.0 Joint Studies
- 4.0 Key Focus Areas

## 2 INTERMUNICIPAL COOPERATION TEAM

## WORKING TOGETHER



## Goal

To facilitate ongoing communication and collaboration between Rocky View County and The City of Calgary Administrations.

## 2.0 Intermunicipal Cooperation Team

### Objective

1. To provide a consistent approach for intermunicipal discussion between Administrations.

### 2.1 Policies

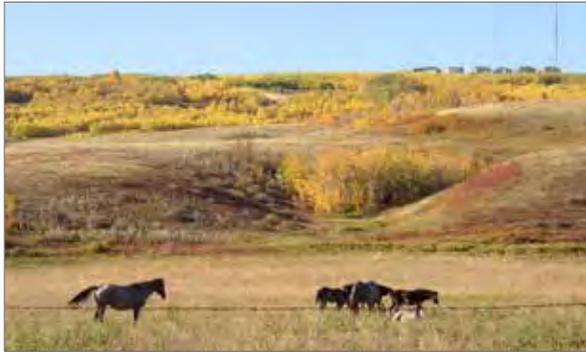
- 2.1.1 Rocky View County and The City of Calgary agree to establish and maintain an Intermunicipal Cooperation Team (ICT) to facilitate discussion between Administrations. The ICT should include all representatives from both municipalities needed to reach consensus on items under consideration.
- 2.1.2 The ICT should be utilized for intermunicipal coordination and communication relating to all intermunicipal initiatives and issues, including but not limited to:
  - (a) Amendments to this Intermunicipal Development Plan;
  - (b) Circulation review in accordance with Section 15.1 of this Plan;
  - (c) Intermunicipal Committee (IMC) initiatives;
  - (d) Capital project discussions and consultation;

- (e) Intermunicipal entranceways;
- (f) Joint studies and planning in accordance with Section 3.0 of this Plan;
- (g) Administrative networking; and
- (h) Sharing of information and data, where appropriate.

- 2.1.3 The ICT should include an ICT administrator from each municipality. The role of the administrator is to:
  - (a) Coordinate meetings;
  - (b) Set agendas;
  - (c) Arrange appropriate representation at meetings;
  - (d) Follow-up on action items;
  - (e) Coordinate reporting to the IMC; and
  - (f) Ensure that the intermunicipal processes are followed as described in Section 15 of this Plan.
- 2.1.4 Following adoption of this Plan, the ICT's first task should be to establish its roles, responsibilities, and protocols and bring them forward to the IMC for their information and feedback.
- 2.1.5 The ICT shall work to prioritize the Action Items as outlined in Appendix A of this Plan.

## WORKING TOGETHER

## JOINT STUDIES 3



## Goal

To establish a framework for Rocky View and Calgary to partner in studies and collaborative planning across the municipal boundary.

## 3.0 Joint Studies and Planning

### Objectives

1. Establish a process for studies to be undertaken as a joint project between the two municipalities.
2. Enable a process for collaborative planning to be undertaken by the two municipalities on lands within Key Focus areas and Identified Growth Areas.
3. Facilitate the sharing of input into the studies, costs incurred to complete the studies, and the information obtained as a result of the studies.
4. Facilitate detailed analysis of issues which span the municipal boundary.

### 3.1 Joint Study Policies

- 3.1.1 If agreed to by Rocky View County and The City of Calgary, studies may be undertaken as a joint project for the benefit of both municipalities.
- 3.1.2 To ensure the expectations of both municipalities are clear, the initial steps in a joint study should include (where applicable) a proportional cost-sharing agreement, data exchange agreement, and identification of a geographical study boundary.
- 3.1.3 Joint study topics may include but are not limited to, transportation, open space, stormwater management, environment, or shared institutional development.
- 3.1.4 Results of joint studies shall be shared between both municipalities.

## 3 JOINT STUDIES

## WORKING TOGETHER

### 3.2 Collaborative Planning Policies

- 3.2.1 If agreed to by both Municipal Councils, land use planning within the Key Focus Area identified in Map 2 or within the Growth Corridors/Areas identified in Map 4 may be conducted as a Collaborative Planning Project.
- 3.2.2 The proposed Collaborative Planning Project should be mutually identified by Rocky View County and The City of Calgary as a significant opportunity for both municipalities to benefit from joint land use planning or cooperative economic development.
- 3.2.3 Where both Municipal Councils agree to a Collaborative Planning Project, Rocky View County and The City of Calgary should collaborate on the basis of a shared investment, shared services, and shared benefit framework.
- 3.2.4 Collaborative Planning Projects shall be initiated through a mutually agreed Terms of Reference approved by both Municipal Councils to ensure clear direction and scope. The Terms of Reference should consider policies within Section 3.2 and Section 15.3 of this Plan as well as the following:
- (a) Funding sources that each municipality can offer for initiatives;
  - (b) Allowing the participation of external interested parties;
  - (c) Where agreed upon, address investment and benefit related to items such as: infrastructure and servicing; recreation services and facilities; or other items deemed relevant by the municipalities; and
  - (d) A governance model that is suitable to each area and context should be developed for each Collaborative Planning Project.
- 3.2.5 A Collaborative Planning Project may include the creation or amendment of statutory plans.
- 3.2.6 Implementation of shared investment, shared services, and shared benefit frameworks and governance models shall be approved by both Municipal Councils prior to implementation.

## WORKING TOGETHER

## KEY FOCUS AREAS 4

## Goal

To achieve a greater degree of coordination in the Key Focus Areas with particular attention to interface planning, common highway entranceways, and integration of land use policies.

## 4.0 Key Focus Areas

The 2006 Annexation Agreement identified six geographical areas of particular interest to both municipalities. In these areas, both municipalities expressed a desire to achieve an increased level of collaboration and engagement. Each area has site-specific characteristics that make them unique in the Plan Area. These areas are identified as Key Focus Areas within this Plan and are shown on Map 2.

Engagement and communication between Rocky View County and The City of Calgary will be of key importance as each of the Key Focus Areas are planned and developed. This will ensure that all opportunities and constraints are identified at an early stage. It will also contribute to the high level of coordination that both municipalities desire in these areas.

### Objectives

1. Achieve a greater degree of intermunicipal collaboration and involvement in the Key Focus Areas.
2. Collaborate in creating attractive entranceways that showcase each municipality for the benefit of residents and the traveling public.

3. Provide a process where land use policies and their integration with the adjacent municipality can be discussed for each Key Focus Area.

### 4.1 General Policies

- 4.1.1 The Intermunicipal Cooperation Team (ICT) should be utilized for intermunicipal coordination and communication relating to all infrastructure and land use planning initiatives within Key Focus Areas, including subsequent amendments to planning documents.
- 4.1.2 Through the ICT, Rocky View County and The City of Calgary should jointly address each intermunicipal entranceway within the Key Focus Areas. Where appropriate, the Province of Alberta should be a stakeholder in this process. The focus of the ICT discussion should include, but not be limited to: highway setbacks; landscaping; form and massing of buildings; design themes; location of municipal signage; and lighting.
- 4.1.3 When considering initiatives within Key Focus Areas, the ICT should:

## 4 KEY FOCUS AREAS

## WORKING TOGETHER

- (a) Determine if any joint studies or collaborative planning may be beneficial;
- (b) Meet at the following points in the planning process:
- (i) Formation of a Terms of Reference, or equivalent, to ensure that:
    - an intermunicipal engagement strategy that considers both the adjacent municipality and their residents is established and agreed upon by both municipalities,
    - opportunities and constraints of an intermunicipal nature are identified at an early stage, and
    - opportunities for intermunicipal partnership and support are explored;
  - (ii) land use and transportation concept formation to demonstrate and discuss ways in which items outlined in (i) have been considered and incorporated as appropriate;
  - (iii) Draft plan stage to ensure that any remaining intermunicipal matters are addressed, and the policies of this Plan are reflected in the draft document;
- (c) Discuss the following topics:
- (i) Transportation issues, such as:
    - interchange planning,
    - road connections across municipal boundaries,
    - appropriate road standards to allow for ease of movement,
    - transportation studies, which should be exchanged for information or conducted jointly to inform the planning process, and
    - lands for future road right-of-way to facilitate agreed upon highway and roadway upgrades;
  - (ii) Pathways and open spaces, including connections across municipal boundaries and coordination of open spaces and parks; and
  - (iii) Interface, including joint development of interface policies specific to the Key
- (iv) Draft shared investment, shared services and shared benefit framework and draft governance model stages for Collaborative Planning Projects to ensure the policies of this Plan are reflected in the draft documents.
- (iv) Shared investment, shared services and shared benefit framework and governance model for Collaborative Planning Projects considering direction provided in Section 3.0 of this Plan.
- (d) Explore the integration of land use policy, which should include:
- references to this document for circulation procedures,
  - appropriate textual and visual (e.g. maps) references to lands in the neighbouring jurisdiction,
  - text that conveys the importance of intermunicipal cooperation in this Key Focus Area, and
  - direction that further work that should be completed at subsequent stages of development in order to achieve the desired coordination; and
- (e) Discuss any other topics relevant to the Key Focus Area including recreation, culture and community development.
- Focus Area. Interface policies should consider direction provided in Section 6 of this Plan and be incorporated into subsequent plans in the Key Focus Area;

## WORKING TOGETHER

## KEY FOCUS AREAS 4

**4.2 Section 29-24-2-5**

This area within Rocky View County is identified for employment concentration over the longer term. Opportunities include a joint business park for this area with consideration for secondary land uses. Regional transportation, transit planning, and interface planning with lands within The City of Calgary are required.

**Policies**

- 4.2.1 Employment feasibility research to help determine the amount and type of employment uses should be conducted by Rocky View County.
- 4.2.2 Future planning in the area should facilitate mobility between the two municipalities.
- 4.2.3 The City of Calgary and Rocky View County may explore the feasibility of coordinated transit service at the time of plan preparation.

**4.3 Highway 1 West Corridor**

Included in the 2006 Annexation Agreement, The City of Calgary identified much of this area for employment growth to better balance jobs and population by locating employment opportunities closer to residential areas on the west side of the City. There is existing rural residential development within Rocky View County that is proximate to this Key Focus Area. Benefits of developing this area include efficient utilization of existing transportation infrastructure and creating employment opportunities close to existing residential areas.

Rocky View County, through its existing policy documents, has identified this area as a special policy planning area requiring unique consideration of the interface between the highway, The City of Calgary, and Rocky View County. Even though it is important that there is coordination of planning across the municipal boundary within this Key Focus Area, it is not the intent that the look and feel of the final development be identical across the boundary.

**Policies**

- 4.3.1 Employment feasibility research to help determine the amount and type of employment uses should be considered in any City of Calgary Area Structure Plan process.
- 4.3.2 Consideration of the common boundaries between the highway, The City of Calgary, and Rocky View County should be given to the lands within this Key Focus Area, in accordance with policy documents.

## 4 KEY FOCUS AREAS

## WORKING TOGETHER

### 4.4 Queen Elizabeth II Highway (Highway 2) North Corridor

Queen Elizabeth II Highway North Corridor is part of an important gateway to both municipalities and is a key provincial highway corridor. Features of this Key Focus Area include Nose Creek, the Canadian Pacific Railway line and the Queen Elizabeth II Highway.

The future land use of the Queen Elizabeth II Highway North Corridor Key Focus Area will consist of non-residential, employment uses due to constraints from proximity to the Calgary International Airport. Proximity of this Key Focus Area to the Calgary International Airport, Canadian Pacific Railway, and the Queen Elizabeth II Highway is not conducive to residential development but presents significant opportunity for employment uses such as industrial and commercial development.

#### Policies

- 4.4.1 Employment feasibility research to help determine the amount and type of employment uses should be conducted by The City of Calgary.
- 4.4.2 A suitable interface between future development and the Hamlet of Balzac should be achieved.
- 4.4.3 In accordance with the Airport Vicinity Protection Area (AVPA), development in the Key Focus Area shall primarily be non-residential employment uses.
- 4.4.4 Development of this area should not compromise the functioning of the Canadian Pacific Railway line.
- 4.4.5 The Nose Creek riparian area should be treated as an important natural feature.
- 4.4.6 Once a functional alignment has been established for the Highway 2 and Highway 566 interchange, Rocky View County and The City of Calgary may explore the possibility of annexing residual land south of the interchange from Rocky View County to The City of Calgary.

### 4.5 Highway 1 East Corridor

This Key Focus Area is an important entranceway for both municipalities and is a key highway corridor for the Province. Interface planning and coordination of land use policy is required for this area that includes established Rocky View County development. Transportation planning is required for east/west links with the Transportation and Utility Corridor and north/south roadways into development areas within both municipalities.

#### Policies

- 4.5.1 *Rocky View and Calgary should ensure that The Town of Chestermere is engaged as a stakeholder in planning processes that occur within this Key Focus Area and that are adjacent to the Town's boundary.* **BYLAW 24P2012 C-7197-2012**
- 4.5.2 Coordination of land use policy and transportation should be carefully considered as future development will be contiguous across the boundary.

## WORKING TOGETHER

## KEY FOCUS AREAS 4

## 4.6 Peigan Trail Extension

This Key Focus Area will be a new eastern entranceway between Rocky View County and The City of Calgary and will enhance connectivity between the two municipalities.

Within this area, lands to the north of the future roadway alignment will be residential land uses within The City of Calgary and lands to the south of the future roadway alignment will be industrial land uses within Rocky View County.

### Policies

- 4.6.1 *Rocky View and Calgary should ensure that The Town of Chestermere is engaged as a stakeholder in planning processes that occur within this Key Focus Area and that are adjacent to the Town's boundary.* **BYLAW 24P2012 C-7197-2012**
- 4.6.2 Intermunicipal coordination regarding the interface between employment uses within Rocky View County and residential uses within The City of Calgary should be pursued to establish a suitable transition.
- 4.6.3 Once a functional alignment has been established, The City of Calgary should initiate the annexation process requesting that lands lying north of Peigan Trail within this Key Focus Area be annexed into The City of Calgary. Lands south of Peigan Trail shall remain within Rocky View County.

## 4.7 Highway 560/Glenmore Trail

Planning for this area will address the interface and joint infrastructure planning for industrial growth in both municipalities. A key feature in this Key Focus Area is the Shepard Wetland Complex which will serve the stormwater management requirements for Rocky View County and The City of Calgary. This Key Focus Area represents long-term industrial growth corridors for both municipalities.

Planning in this area will involve a variety of stakeholders including Alberta Environment, Western Irrigation District, Canadian National Railway, Canadian Pacific Railway, and the Town of Chestermere.

### Policies

- 4.7.1 *Rocky View and Calgary should ensure that The Town of Chestermere is engaged as a stakeholder in planning processes that occur within this Key Focus Area and that are adjacent to the Town's boundary.* **BYLAW 24P2012 C-7197-2012**
- 4.7.2 Other stakeholders should be involved in joint planning processes as necessary. Stakeholders may include but not be limited to Alberta Environment, Western Irrigation District, Canadian National Railway and Canadian Pacific Railway.

- 4.7.3 The City of Calgary, Rocky View County and The Town of Chestermere are currently undertaking the Shepard Regional Drainage Plan (SRDP). Any planning done in this area should be in conformity with the SRDP. This should include but not be limited to:
- adherence to release rates identified in the plan;
  - protection of drainage corridors for future development of the drainage complex; and
  - coordination with neighbouring municipalities as necessary.
- 4.7.4 Lands within this Key Focus Area identified as being within The City of Calgary's growth corridor on Map 4 should be administered in accordance with Section 8 of this Plan.

## 4 KEY FOCUS AREAS

## WORKING TOGETHER

### 4.8 Southeast Railway Corridor

This Key Focus Area consists of nearly 1,700 hectares of land located east of The City of Calgary and south of Highway 560. The southern portion of the lands shall be planned through an Area Structure Plan collaboratively created between Rocky View County and The City of Calgary with the intent to support a rail served industrial development and associated business uses.

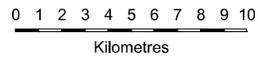
The northern portion of these lands may be considered for future Collaborative Planning Projects and are not part of the planned Area Structure Plan.

#### Policies

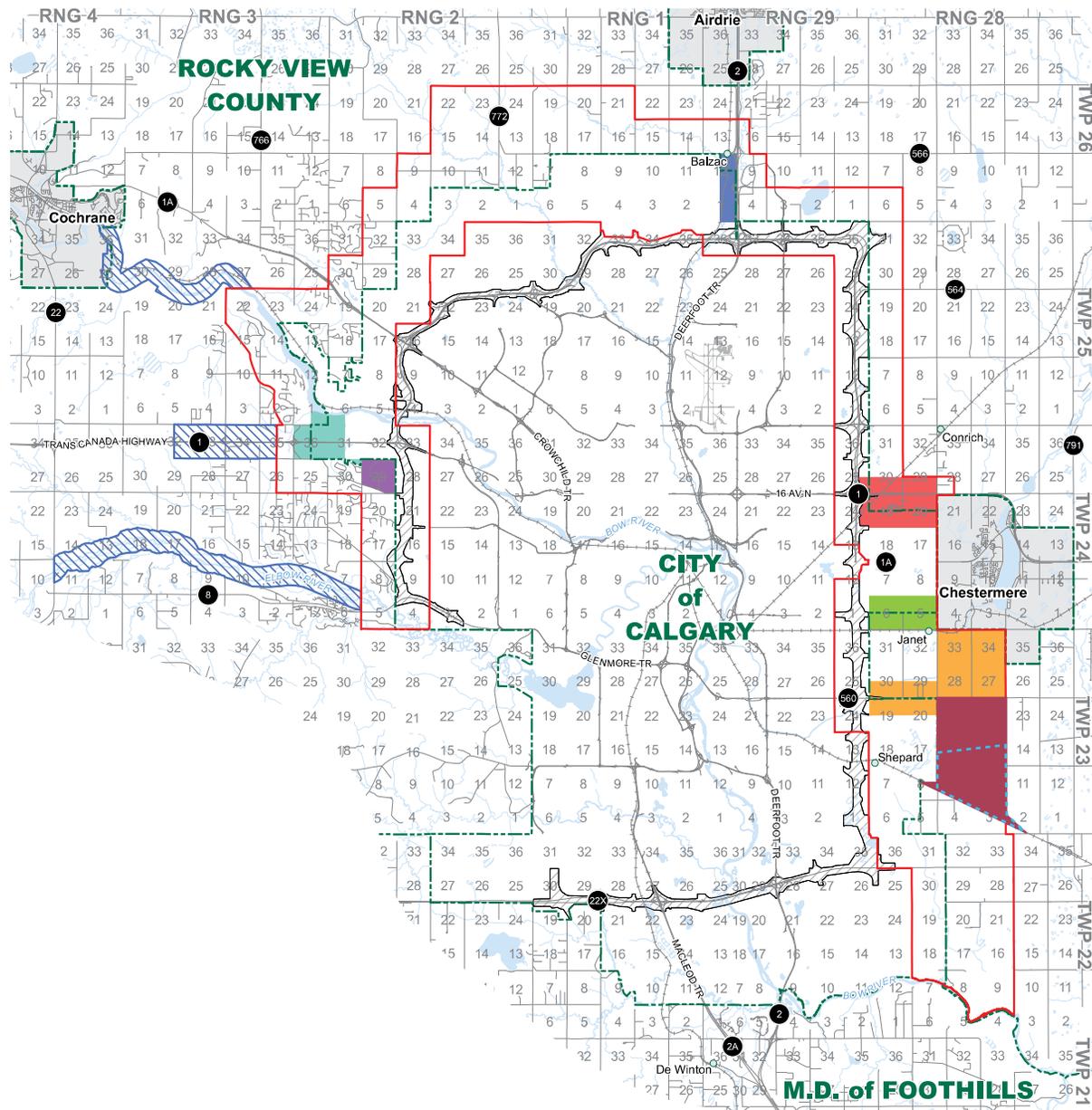
- 4.8.1 The Prairie Gateway Area Structure Plan shall be created from a Collaborative Planning Project, pursuant to Section 3.2, to guide land use planning within the southern portion of the Key Focus Area lands as identified in Map 2. The Area Structure Plan will be a Rocky View County statutory plan.
- 4.8.2 The Prairie Gateway Area Structure Plan shall be supported through implementation of a shared investment, shared services and shared benefit framework and governance model created pursuant to Section 3.2. Formal agreements between The City of Calgary and Rocky View County will be required to implement the framework.
- 4.8.3 Lands within this Key Focus Area should be administered in accordance with Section 8 of this Plan.
- 4.8.4 Consideration may be given for a future Collaborative Planning Project for the north portion of the Key Focus Area that is not currently part of the Area Structure Plan, as determined appropriate by agreement of the municipalities.

# MAP 2 KEY FOCUS AREAS

- Legend**
- Policy Area
  - Notification Zone
  - Transportation/ Utility Corridor
  - Jurisdictional Boundaries
  - Highway #
- Key Focus Areas**
- Section 29 24-2-5
  - Highway 1 West Corridor
  - Highway 2 North Corridor
  - Highway 1 East Corridor
  - Peigan Trail Extension
  - Highway 560 (Glenmore Trail) Joint Industrial Corridor
  - Southeast Railway Corridor



- Collaborative Planning Project**
- Prairie Gateway Area Structure Plan



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Approved:  
Calgary Bylaw: 14P2011  
Rocky View Bylaw: C-7078-2011

This map is conceptual only. No measurements of distances or areas should be taken from this map.



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# Growth



- 5.0 Municipal Planning Considerations
- 6.0 Interface Planning
- 7.0 Residual Long-Term Growth Areas
- 8.0 Growth Corridors/Areas and Annexation

## 5 MUNICIPAL PLANNING CONSIDERATIONS



### Goal

Identify each municipality's considerations for reviewing and assessing planning proposals within the Intermunicipal Development Plan area.

## 5.0 Municipal Planning Considerations

### Objective

1. Gain an understanding of the considerations each municipality will undertake when reviewing their respective planning documents, redesignations, subdivision, and development proposals.

### 5.1 Policies

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>5.1.1 Development proposals should be evaluated against regional and sub-regional plans, as applicable, the Calgary/Rocky View 2006 Annexation Agreement, each municipality's respective Municipal Development Plan (MDP), statutory, and non-statutory plans.</li> <li>5.1.2 If an Area Structure Plan, or equivalent, is not in place the host municipality should evaluate applications for redesignation, subdivision and development proposals according to all of the following:           <ol style="list-style-type: none"> <li>5.1.3 Historical resources management in the Plan Area must comply with Provincial regulations.</li> <li>5.1.4 Any subdivision or development applications for lands identified as having potential historic sites should be referred to Alberta Culture and Community Spirit.</li> </ol> </li> </ol> | <ol style="list-style-type: none"> <li>(a) Strategic policies outlined by the host municipality including their MDP;</li> <li>(b) The policies of this Plan;</li> <li>(c) Impacts on existing and planned uses in the vicinity of the proposal; and</li> <li>(d) Consideration of environmental impacts in accordance with the policies and the procedures of the municipality in which the proposal is made, and requirements of Alberta Environment.</li> </ol> |
|--|---|



## Goal

To facilitate compatible land use transitions across the municipal boundary.

## 6.0 Interface Planning

### Objective

1. Identify tools and provide direction to help achieve appropriate transitions across the municipal boundary.

### 6.1 General Policies

- 6.1.1 Principles outlined in this chapter should be reflected in all subsequent planning processes and included in resulting documents.
- 6.1.2 Planning processes including applications for redesignation, subdivision, or development should be evaluated with respect to adjacent existing and planned uses across the municipal boundary.
- 6.1.3 Interface policies should be applied to achieve development that respects existing and planned land uses across the municipal boundary and should mitigate nuisance factors. These policies are intended to be applied to land uses across municipal boundaries. Individual municipal policy should guide land use transitions within a single municipality.

- 6.1.4 Intermunicipal entranceways are important features for both municipalities. Special consideration should be given to the interface in these areas. Development should be encouraged to align with the entranceway guidelines of each respective municipality.
- 6.1.5 The use of transition tools should be coordinated with the adjacent municipality to achieve the desired interface.
- 6.1.6 Transition tools that may be used to mitigate impacts and provide an appropriate transition are listed below. This list is not exhaustive and other methods may be appropriate. These transition tools are intended to be used in combination.

Transition tools include:

- ◆ density
- ◆ intensity
- ◆ land use
- ◆ phasing
- ◆ open space
- ◆ landscaping
- ◆ berming

## 6 INTERFACE PLANNING

- ◆ topography
  - ◆ fencing
  - ◆ screening
  - ◆ stormwater management facilities
  - ◆ road alignment/access
  - ◆ site/building design, such as:
    - building orientation
    - floor area ratio or site coverage
    - building height
    - setbacks
    - form and massing
    - lighting
    - sound attenuation
- 6.1.7 Transition tools used should depend on the level of impact on the adjacent use and should be evaluated on a site-specific basis.
- 6.1.8 Environmental and nuisance impacts of developments or uses such as noise, air contaminants, and odorous matter should be mitigated across municipal boundaries where appropriate.
- 6.1.9 All land uses shall recognize existing provincial legislation requiring management of agricultural related invasive plants, pests, and diseases.

### 6.2 Agricultural Interface Policies

- 6.2.1 Transition tools should be applied to new, non-agricultural development to minimize impacts on existing agricultural land uses across a municipal boundary.
- 6.2.2 Environmental and nuisance impacts of agricultural operations should be mitigated by provisions of the *Agricultural Operations Practices Act*.
- 6.2.3 Transition provided by new, non-agricultural development should consider the impact non-agricultural traffic and nuisance factors such as litter and pets may have on existing agricultural lands. Negative impacts should be mitigated.
- 6.2.4 To achieve 6.2.3, transition tools that may be considered for new, non-agricultural development should include fencing, controlled access to agricultural lands, and site design.

### 6.3 Commercial and Residential Interface Policies

- 6.3.1 Transition tools applied between commercial and residential development should include but not be limited to form and massing of buildings, sound and lighting attenuation, and site design.
- 6.3.2 Pathway connections between commercial and residential should be of high importance and roadway connections should be planned to limit negative impacts on adjacent residential areas.
- 6.3.3 Transition provided between commercial and residential should mitigate use specific nuisances.

### 6.4 Industrial and Residential Interface Policies

- 6.4.1 Land uses such as commercial, business industrial, and open space should be considered as buffers between industrial and residential uses.
- 6.4.2 Scale of transition between industrial and residential should be proportionate to the level of impact between existing and planned land uses to mitigate potential health, safety, and nuisance factors.

## GROWTH

## RESIDUAL LONG-TERM GROWTH AREAS 7



## Goal

To provide policies to address the Residual Long-Term Growth Areas within The City of Calgary.

## 7.0 Residual Long-Term Growth Areas

### Objectives

1. Accommodate temporary uses within the residual parcels prior to comprehensive development.
2. Integrate planning with adjacent lands within Rocky View County.

### 7.1 Policies

- 7.1.1 Residual Long-Term Growth Areas, as identified in Map 3, should be planned comprehensively through an Area Structure Plan (ASP) and/or Regional Context Study with adjacent lands within Rocky View County.
- 7.1.2 The Residual Long-Term Growth Area shall be deemed removed from Map 3: Residual Long Term Growth Areas, once included within an ASP.
- 7.1.3 Prior to the approval of an ASP, approval of Temporary Uses such as agriculture, open space and recreational uses may be considered.
- 7.1.4 Additional Temporary Uses may be considered on a discretionary basis based on their merits and the degree to which they comply with this plan.

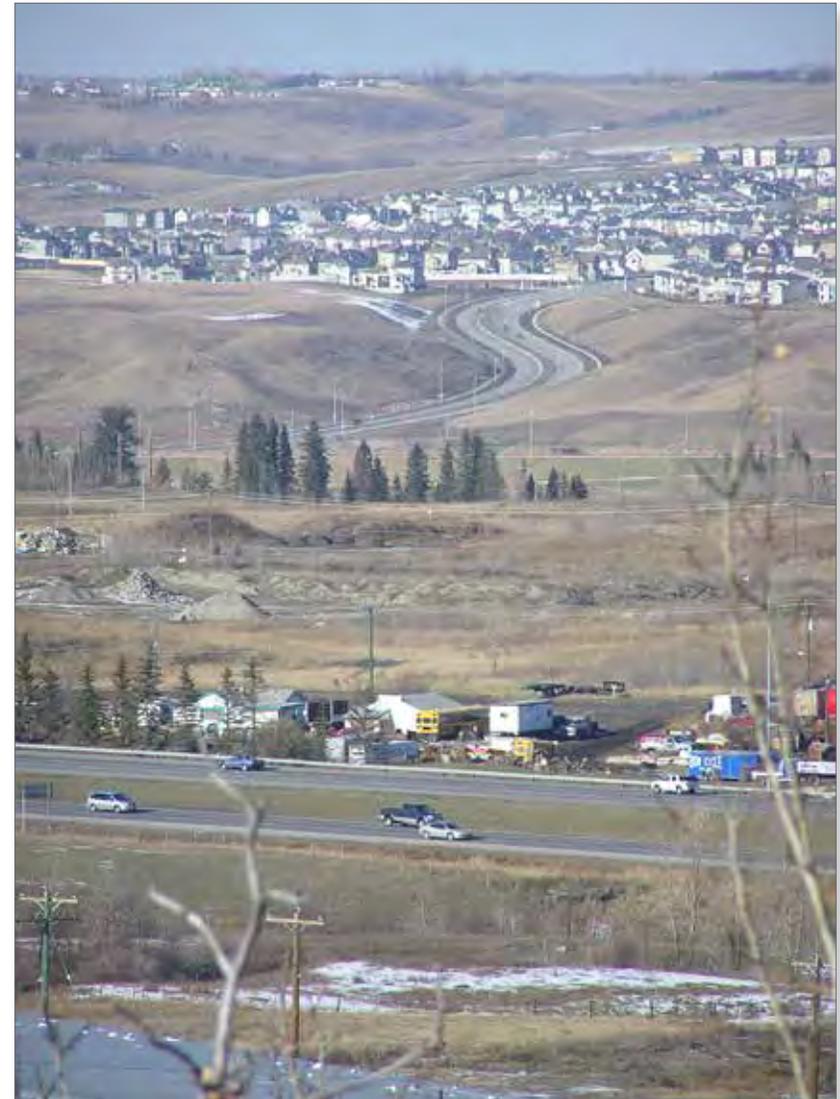
Examples of appropriate uses include:

- ◆ garden centres,
- ◆ driving ranges,
- ◆ campgrounds,
- ◆ tree farms, and
- ◆ outdoor storage areas for recreational vehicles, agricultural machinery and automobiles.

- 7.1.5 Limited service industrial development should not be allowed as a permanent or Temporary Use within residual long term growth areas. Examples of development that should not be considered include salvage yards, pipe storage, and auto wrecking.
- 7.1.6 A high quality form of development is required. Visual screening, including berming, fencing, and/or landscaping, should be used to minimize the impact on adjacent areas to the satisfaction of the Development Authority.
- 7.1.7 Temporary development should incorporate design elements that address the interface with Stoney Trail.

## 7 RESIDUAL LONG-TERM GROWTH AREAS

- 7.1.8 Subdivision of land to facilitate development should be strongly discouraged until full servicing is available, and area structure planning, or equivalent, is complete.
- 7.1.9 Fully serviced non-residential development that is located immediately adjacent to Stoney Trail should:
- ◆ be oriented to take advantage of the visibility from Stoney Trail, and
  - ◆ incorporate design requirements that ensure a high quality form of development.
- 7.1.10 Applications for redesignation, subdivision, or development should be subject to The City of Calgary guidelines and procedures regarding Transportation Impact Assessments. These will establish the required City of Calgary and/or Rocky View County transportation improvements.
- 7.1.11 Applications for redesignation, subdivision or development should consider the Shepard Regional Drainage Plan, which is currently underway.

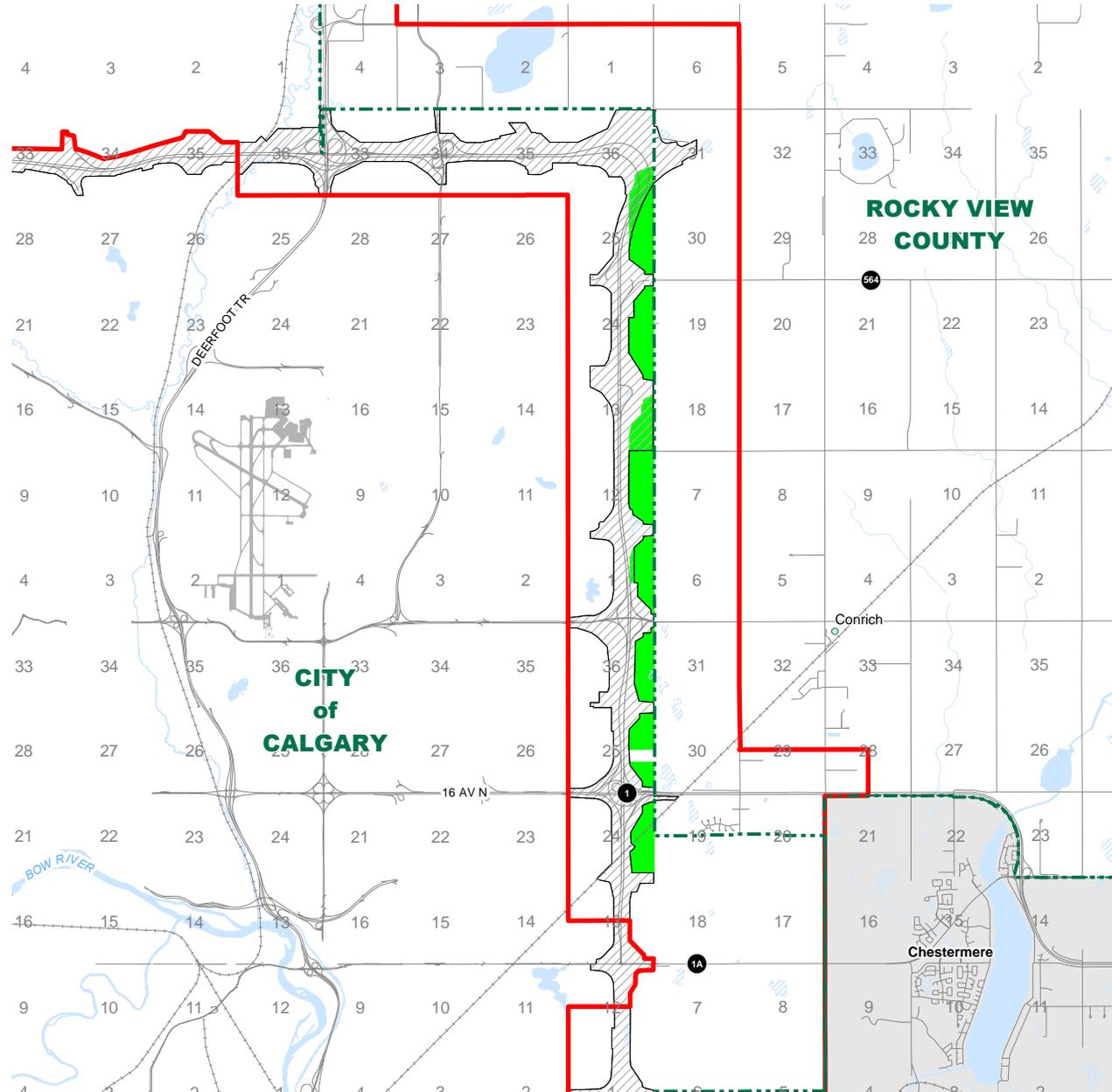


# MAP 3 RESIDUAL LONG-TERM GROWTH AREAS

**Legend**

- Policy Area
- Transportation/ Utility Corridor
- Jurisdictional Boundaries
- Residual Long-Term Growth Areas
- Highway #

0 1 2 3 4  
Kilometres



Amended:  
Calgary Bylaw: 24P2012  
Rocky View Bylaw: C-7197-2012

Approved:  
Calgary Bylaw: 14P2011  
Rocky View Bylaw: C-7078-2011

This map is conceptual only. No measurements of distances or areas should be taken from this map.

## 8 GROWTH CORRIDORS/AREAS AND ANNEXATION



## Goal

To establish growth corridors/areas for Rocky View County and The City of Calgary.

## 8.0 Growth Corridors/Areas and Annexation

### Objectives

1. Recognize growth corridors/areas for both municipalities.
2. Identify lands for possible future annexation from Rocky View County to The City of Calgary.

### 8.1 Policies

- 8.1.1 Map 4, Growth Corridors/Areas, identifies Growth Corridors for Rocky View County and Growth Areas for The City of Calgary. These are adapted from the 2006 Annexation Agreement and represent areas for potential future development of the municipalities within the Plan Area.
- 8.1.2 Rocky View County Growth Corridors should be developed in accordance with *Rocky View 2060* Growth Management Plan and other Rocky View County statutory and local area plans, as they may be updated from time to time.
- 8.1.3 Identified City of Calgary Growth Areas should continue to be governed in accordance with existing Rocky View County policy documents, which may be updated. Should the lands be annexed by The City of Calgary, planning will be conducted as directed by its Municipal Council at that time.
- 8.1.4 Rocky View County Council and Administration should evaluate applications within identified City of Calgary Growth Areas against this Plan, the Rocky View County Municipal Development Plan and the Rocky View County Land Use Bylaw.
- 8.1.5 Land use redesignation applications in identified City of Calgary Growth Areas shall be referred to the Intermunicipal Cooperation Team for discussion to gain a greater understanding of the long term intermunicipal interests in the area.
- 8.1.6 When planning in identified City of Calgary Residential Growth Areas allows Municipal Reserve to be taken Rocky View County should take all comments from school boards, Rocky View County Municipal Lands and Rocky View County Recreation Boards regarding the Municipal Reserve owing into consideration.
- 8.1.7 Should The City of Calgary wish to identify additional Growth Areas beyond those identified in Map 4: Growth Corridors/Areas, the following process shall be pursued to allow for mutually beneficial discussions:
  - (a) Preliminary administrative discussions;

## GROWTH

## GROWTH CORRIDORS/AREAS AND ANNEXATION 8

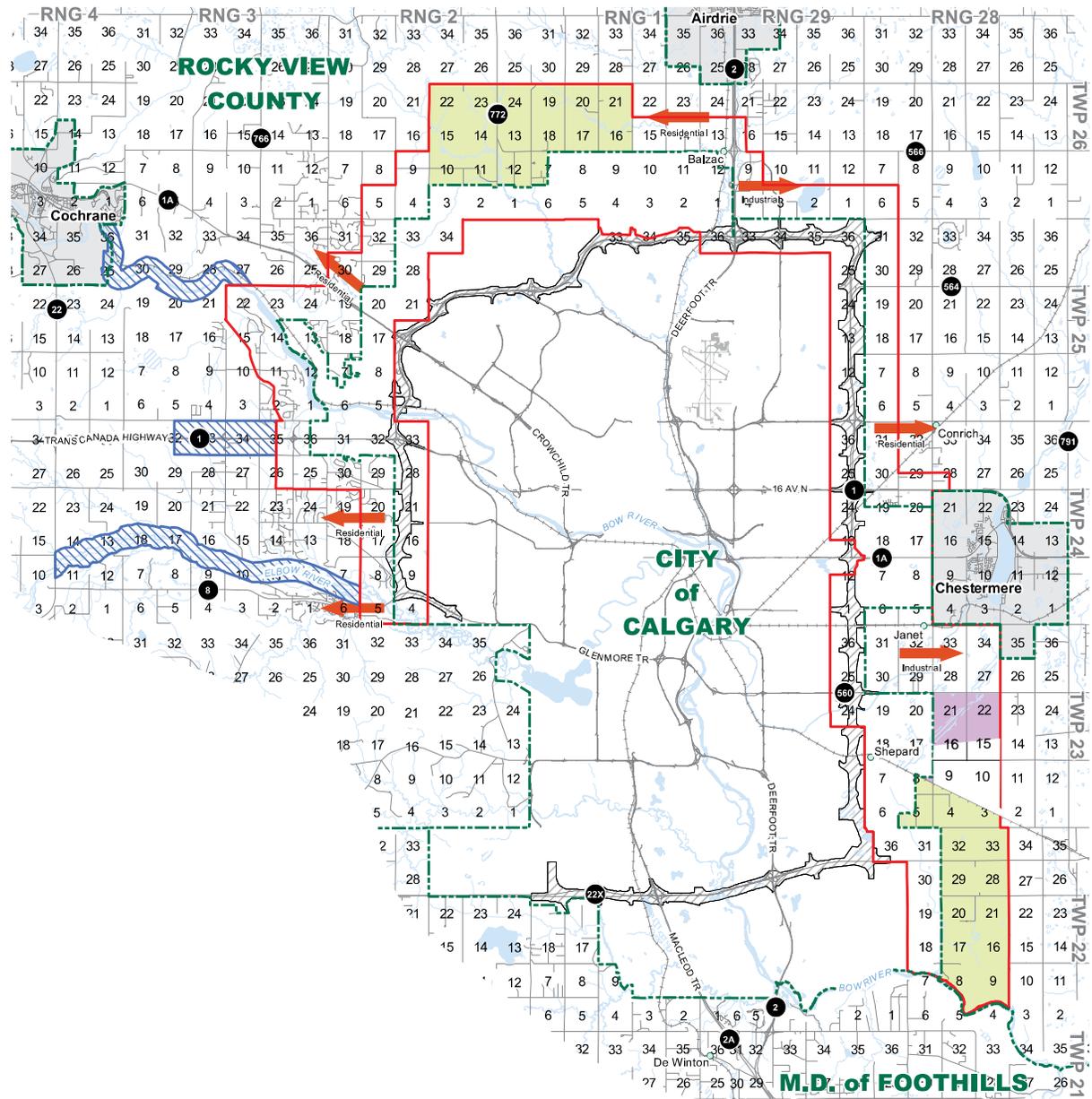
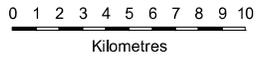
- (b) Intermunicipal Committee discussions and recommendations to both Municipal Councils;
- (c) Direction from both Municipal Councils to begin negotiations;
- (d) Best efforts towards mutually beneficial negotiation process;
- (e) Negotiated recommendation brought forward to both Municipal Councils for consideration; and
- (f) Intermunicipal Development Plan amendment, if necessary.

- 8.1.8 Future annexation proposals shall proceed in accordance with the process for annexation in the *Municipal Government Act*.
- 8.1.9 Further to Policy 8.1.3, areas planned through Collaborative Planning Projects, as identified in Map 2, shall, in addition to the applicable statutory plans, be managed in accordance with any applicable legal agreements between The City of Calgary and Rocky View County related to shared investment, shared services and shared benefit frameworks, governance models, or other agreements related to the Collaborative Planning Project area.



# MAP 4 GROWTH CORRIDORS/AREAS

- Legend**
- Policy Area
  - Notification Zone
  - Policy Review Area
  - Transportation/ Utility Corridor
  - Jurisdictional Boundaries
  - Highway #
  - Rocky View County Growth Corridors
  - Identified City of Calgary Growth Areas
  - Industrial
  - Residential



Amended:  
Calgary Bylaw: 24P2012  
Rocky View Bylaw: C-7197-2012

Approved:  
Calgary Bylaw: 14P2011  
Rocky View Bylaw: C-7078-2011

This map is conceptual only. No measurements of distances or areas should be taken from this map.

Intermunicipal  
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# Land and Water



- 9.0 Parks, Open Space and Recreation
- 10.0 Flood Hazard Area Management
- 11.0 Watershed Protection
- 12.0 Aggregate Extraction

## 9 PARKS, OPEN SPACE AND RECREATION

## LAND AND WATER



## Goal

To coordinate and promote intermunicipal cooperation in the protection, enhancement and development of parks, open space, and recreational facilities.

## 9.0 Parks, Open Space and Recreation

### Objectives

1. To facilitate appropriate and logical intermunicipal connections between existing and future parks for active and passive recreation purposes.
2. To coordinate a contiguous intermunicipal open space system for ecosystem viability and sustainability.
3. To promote coordination of recreational amenities and services between municipalities.

- (c) Work together on an intermunicipal open space and natural area inventory (including environmentally significant areas) to identify opportunities for cross-boundary connections and intermunicipal open space preservation and enhancement;
- (d) Explore the feasibility of developing an overall intermunicipal recreation master plan;
- (e) Explore the feasibility of entering into joint maintenance agreements for municipal reserve lands in the Policy Area; and
- (f) Cooperate in the exploration of cost-effective ways of delivering recreational services that benefit both municipalities.

### 9.1 Policy

- 9.1.1 While recognizing different municipal approaches and priorities with respect to parks, open space and recreation, both municipalities should work together to:
  - (a) Identify potential connections and planning between existing and future park sites across municipal boundaries;
  - (b) Work together on an intermunicipal pathway inventory to identify opportunities for cross boundary connections;



## Goal

To appropriately manage lands in flood hazard areas.

## 10.0 Flood Hazard Area Management

### Objectives

1. Ensure that municipal processes support safety, economic, and environmental stewardship within flood hazard areas.
2. Establish communication processes with respect to emergency planning and management of flood hazard areas.
3. Promote planning aligned with provincial policy for flood hazard areas.

### 10.1 Policies

- 10.1.1 Land use and development in the flood hazard areas of the Intermunicipal Development Plan should align with policies, guidelines, requirements or controls adopted by the municipality for their jurisdiction, while having regard for those set out by the Province of Alberta and the Government of Canada.
- 10.1.2 Both municipalities should refer to, and have regard for, flood hazard mapping and flood risk area definitions as endorsed by Alberta Environment.
- 10.1.3 Potential flood hazard mapping revisions should be brought forward to

the Intermunicipal Cooperation Team (ICT) for discussion at an early stage in the application review process. Any technical documents available should be exchanged between municipalities.

- 10.1.4 Through the ICT, both municipalities shall share information regarding:
  - (a) Flood response and flood protection planning elements for lands that may be subject to flooding particularly with respect to utility design and operation, transportation/egress routes and interim flood protection measures; and
  - (b) Tools to mitigate the risks of river flooding, including but not limited to utility design, storage restrictions, building setbacks, and flood-proof building design.
- 10.1.5 Both municipalities should utilize management approaches to retain natural morphology of streams where possible.
- 10.1.6 Potential impacts (such as structural, hydrologic, and water quality aspects) on groundwater interactions in flood hazard areas should be addressed as part of planning processes prior to development.

## 11 WATERSHED MANAGEMENT

## LAND AND WATER



## Goal

To responsibly manage watersheds within the Policy Area.

## 11.0 Watershed Management

### Objectives

1. While recognizing development will occur in both municipalities, both will manage watersheds for water quality and quantity as they are important for a safe drinking water supply, healthy ecosystems, and the operation of agricultural systems.
2. Work collaboratively to mitigate negative impacts on watersheds within the Policy Area.

### 11.1 Policies

- 11.1.1 Both municipalities should manage for the long-term quality and quantity of municipal drinking water supplies including:
  - (a) Protection and enhancement of surface water sources, watersheds, and waterways; and
  - (b) Protection of groundwater including groundwater recharge areas.
- 11.1.2 Both municipalities should manage watersheds to support healthy, functional ecosystems.

- 11.1.3 The most up-to-date Watershed Management Plans shall be used as guidance documents and decision making tools for activities occurring within watersheds, including recommendations on cumulative effects management and water quality objectives.
- 11.1.4 Both municipalities should cooperate and support Alberta Health Services and Alberta Environment to mitigate the adverse impact of water quality contaminants.
- 11.1.5 All development proposed in proximity to water bodies should be carefully evaluated for impacts on water quality of surface water, groundwater, and alluvial aquifers. Negative impacts should be mitigated.
- 11.1.6 Both municipalities should implement environmental setback guidelines to protect riparian areas and water quality.



## Goal

To provide for intermunicipal cooperation with respect to aggregate extraction.

## 12.0 Aggregate Extraction

### Objective

1. Aggregate resources are important to our municipalities. Both municipalities wish to facilitate intermunicipal communication regarding aggregate extraction operations, and planning and development proposals in the vicinity.

### 12.1 Policies

- 12.1.1 In accordance with policy 13.1.1, both municipalities should seek to coordinate the planning of major aggregate haul routes within the Policy Area. In doing this, both the short- and long-term needs of residents and the industry should be taken into consideration.

- 12.1.2 When processing applications for new sand and gravel pit operations, each municipality should give consideration to the:
  - (a) possible impacts that approval of such applications may have on existing and planned uses in the adjacent municipality; and
  - (b) comments received from the adjacent municipality.
- 12.1.3 In the event that existing aggregate extraction operations begin to create negative impacts such as noise, dust and truck traffic on the adjacent municipality, both municipalities should discuss impacts. The host municipality may coordinate enforcement of existing approvals and/or discuss standards of abatement with the applicant and adjacent municipality at the time of development permit renewal.



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# Infrastructure



13.0 Transportation

14.0 Utilities and Servicing

## 13 TRANSPORTATION

## INFRASTRUCTURE



## Goal

To facilitate the coordination of transportation infrastructure between municipalities.

## 13.0 Transportation

### Objectives

1. Facilitate the coordination and collaboration of current and long term transportation plans of The City of Calgary and Rocky View County.
2. Establish a process for evaluation of intermunicipal transportation infrastructure impacts.

### 13.1 Policies

- 13.1.1 In order to provide for efficient development and reasonable access between the two municipalities, The City of Calgary and Rocky View County should coordinate the planning of major transportation links for all modes of transportation.
- 13.1.2 Both municipalities should jointly consult with Alberta Transportation to coordinate planning and development along provincially administrated transportation links.
- 13.1.3 Multi-modal transportation connections between municipalities should be coordinated where appropriate.

- 13.1.4 Both municipalities should communicate regularly on transportation matters through the City of Calgary/Rocky View County Intermunicipal Cooperation Team and Intermunicipal Committee.
- 13.1.5 The host municipality should consider the impact that a proposed development may have on the transportation infrastructure of the adjacent municipality through the development of a Transportation Impact Assessment (TIA) to the standard of the host municipality.
- 13.1.6 If the impact of development exceeds the capacity of the existing transportation infrastructure, upgrades should be coordinated through the following process:
  - (a) Circulation of the proposal, in accordance with this Plan;
  - (b) The adjacent municipality detailing required upgrades as a result of the proposed development, in accordance with the TIA; and
  - (c) The host municipality should require appropriate upgrades as conditions of subdivision or development approval.

## INFRASTRUCTURE

## TRANSPORTATION 13



- 13.1.7 Transportation connections should be compatible across municipal boundaries.
- 13.1.8 Both municipalities should coordinate access from boundary roads.
- 13.1.9 Where the road jurisdiction is discontinuous on a boundary road or a road standard is most efficiently maintained by the adjacent municipality, maintenance agreements should be pursued in accordance with Section 3: Joint Studies.
- 13.1.10 Both municipalities should jointly pursue development of a process for early notification of road bans and closures.

## 14 UTILITIES AND SERVICING

## INFRASTRUCTURE



## 14.0 Utilities and Servicing

## Objectives

1. Establish a process for cross-boundary utility planning and right-of-way acquisition.
2. Facilitate the coordination of joint stormwater planning on an intermunicipal and regional basis.

## 14.1 Policies

- 14.1.1 The process for acquiring easements and rights-of-way within the adjacent municipality involves the following steps:
  - (a) Identification of the need for sanitary, water and stormwater easements and rights-of-way,
  - (b) Discussion between the municipalities through the Intermunicipal Cooperation Team (ICT) and other municipal bodies, as deemed necessary,
  - (c) Negotiation of intermunicipal agreements for sanitary, water and stormwater easements and rights-of way, and

- (d) Execution of legal utility easement and rights-of-way agreements between the municipalities to allow for sanitary, water and stormwater infrastructure.

14.1.2 Either municipality may extend sanitary, water and stormwater services to the adjacent municipality according to its applicable policies.

14.1.3 Where communal sewage treatment systems are being considered, the proposals shall be brought to the ICT for information.

14.1.4 Where appropriate, Master Drainage Plans/Staged Master Drainage Plans should be brought to the ICT for information.

14.1.5 Both municipalities should collaborate in the development of Master Drainage Plans/Regional Drainage Plans within the Policy Area, on a drainage basin scale where feasible.

14.1.6 Recommendation of present and future Master Drainage Plans/Regional Drainage Plans, approved by both municipalities, within the Policy Area should be followed.

## Goal

To address sanitary, water and stormwater on an intermunicipal scale.

## INFRASTRUCTURE

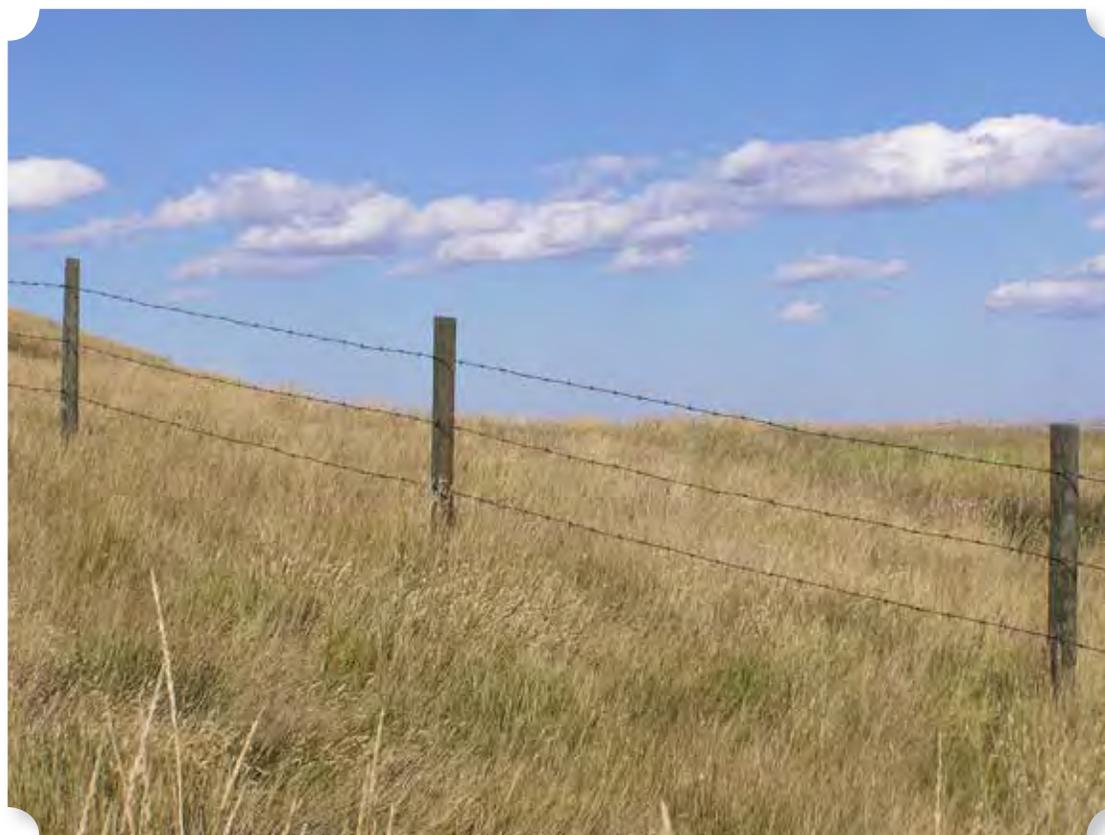
## UTILITIES AND SERVICING 14

- 14.1.7 Low Impact Development practices and technologies should be implemented wherever feasible to meet stormwater management objectives set out in the Water Management Plans for the Bow Basin, Elbow River, and Nose Creek watersheds, and applicable policies for The City of Calgary and Rocky View County.
- 14.1.8 Best management practices shall be applied to new developments to mitigate adverse impacts on water courses including impacts on water quality, natural hydrology, riparian areas and habitat within the Policy Area.



Intermunicipal  
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# Plan Implementation



## 15 PLAN IMPLEMENTATION

## PLAN IMPLEMENTATION



## Goal

To identify intermunicipal processes and describe the relationship between plans.

## 15.0 Plan Implementation

### Objectives

1. Establish an intermunicipal referral process.
2. Establish a process for administration and repeal of this Plan.
3. Allow for resolution of intermunicipal issues.
4. Establish the relationship between this Plan and other statutory and non-statutory plans.

### 15.1 Circulation and Referral Processes

The mutual referral of planning applications, policy plans, studies and other information is essential to the proper administration of the Intermunicipal Development Plan (IDP) and for effective coordination of planning across municipal boundaries.

- 15.1.1 The following that occur partially or wholly within the Plan Area (Map 1) shall be circulated to both municipalities:
- (a) Statutory and non-statutory plans within the Plan Area and proposed amendments to such plans;

- (b) Applications for land use redesignation and subdivision;
- (c) All applications for development permits, including renewals;
- (d) Disposition of environmental, municipal and/or school reserves, environmental easements, public utility lots and/or road allowances;
- (e) Emergency response plans for natural resource extraction activities; and
- (f) Flood hazard mapping revisions.

15.1.2 Subject to written intermunicipal agreement, items may be added to or deleted from the preceding circulation list without the need for an amendment to this Plan.

15.1.3 Applications shall be referred to the adjacent municipality prior to consideration by the Development Authority/Subdivision Authority, Calgary Planning Commission or either Municipal Council as applicable.

15.1.4 When creating Area Structure Plans (ASPs), or equivalent, for new development areas within the Policy Area, the adjacent municipality and their residents should be included in

## PLAN IMPLEMENTATION

## PLAN IMPLEMENTATION 15

the planning process. This consultation process should include:

- (a) Municipal Administration as a stakeholder in the ASP, or equivalent, preparation and inclusion in stakeholder meetings as appropriate;
- (b) Invitation to public consultation meetings sponsored by the host municipality to the adjacent municipality and their residents who own property adjacent to the ASP, or equivalent;
- (c) A mechanism for the adjacent municipality and its residents to provide feedback regarding the draft ASP, or equivalent; and
- (d) Collaboration between municipal administrations (through the Intermunicipal Cooperation Team, where appropriate) on planning, transportation and servicing matters which are intermunicipal in nature.

15.1.5 Municipal processes and timelines shall leave sufficient time for intermunicipal discussion outlined in Section 15.3.

15.1.6 Unless otherwise agreed to by both municipalities, the responding municipality shall have twenty (20) days to review development permits and thirty (30) days from date of receipt to reply to all other intermunicipal circulations.

15.1.7 In the event that either municipality does not reply within, or request an extension to, the maximum response time for intermunicipal circulations, it will be assumed that the responding municipality has no comment or objection to the referred planning document.

## 15.2 Administration, repeal and amendment processes

15.2.1 Each municipality shall administer provisions of this IDP for lands within its municipal jurisdiction using its own staff resources and will determine what authority should be delegated to the Intermunicipal Committee (IMC) and to staff.

15.2.2 The City of Calgary and Rocky View County agree to a minimum five-year period from the date of final approval of this IDP during which the policies will be in effect. During the five-year period, the IDP may be amended as mutually agreed to by both municipalities.

15.2.3 After the expiration of five years from the date of final approval of this IDP, either municipality may serve written notice of termination. One year after the service of such notice of termination each Municipal Council shall be at liberty to repeal its bylaw adopting this Plan.

15.2.4 After a comprehensive annexation or when deemed required by both municipalities a review of the content of the IDP should take place.

15.2.5 The IDP may be amended from time to time subject to the agreement of both Municipal Councils. Amendments could include changes to policy (textual amendments), boundaries, or such other matters as may be determined.

## 15 PLAN IMPLEMENTATION

## PLAN IMPLEMENTATION

### 15.3 Resolution of Intermunicipal Matters

15.3.1 If there are matters in this Plan on which the two municipalities disagree, they shall be addressed and may be resolved at any of the following stages:



#### Stage 1: Administrative Review

- 15.3.2 The host municipality shall ensure that complete information addressing the application, as outlined in the IDP, is provided to the responding municipality.
- 15.3.3 Upon circulation of a proposal, the Administration of the responding municipality should undertake a technical evaluation of the proposal and provide comments to the Administration of the host municipality.
- 15.3.4 The Administrations of both municipalities shall determine, based on the provisions of the IDP, whether proposals should be referred to the IMC.
- 15.3.5 Notwithstanding 15.3.4 above, either municipality may refer a proposal to the IMC for review.
- 15.3.6 Referrals to the IMC should occur prior to consideration by the Calgary Planning Commission, or first reading of any relevant bylaws and it is recognized that multiple IMC meetings may be required.

## PLAN IMPLEMENTATION

## PLAN IMPLEMENTATION 15

## Stage 2: Intermunicipal Committee Review

- 15.3.7 Where a proposal is referred to the IMC, the perspectives of both municipalities will be presented to the Committee.
- 15.3.8 After consideration of the matter, the IMC may:
- Provide suggestions with respect to desired courses of action and/or revisions to a proposal to make it more acceptable to both municipalities;
  - Seek additional information and alternate options for consideration at a future meeting of the Committee;
  - Agree on a consensus position relative to conformity with the IDP to assist both Administrations;
  - Conclude that no initial agreement can be reached; or
  - Schedule such further meetings as may be necessary and consult with such technical or other sources as the Committee deems necessary to identify compromises and solutions.

- 15.3.9 Where considered necessary and useful by the IMC and where necessary authorization has been received, a facilitator may be engaged to help the IMC work toward a consensus position.
- 15.3.10 If a consensus cannot be reached following IMC review, then the proposal may be referred to both Municipal Councils.

## Stage 3: Municipal Councils

- 15.3.11 After receiving direction from the IMC and the respective Administrations with respect to a particular proposal, each Municipal Council may establish its position on the proposal.
- 15.3.12 If neither Municipal Council supports the proposal, then no further action shall be required.
- 15.3.13 If the two Municipal Councils cannot agree on a proposal, then both Municipal Councils should consider referring the matter to a mediation process so that a mutually beneficial solution can be found.
- 15.3.14 In the event that the two municipalities agree to mediation, the initiating municipality should not give approval in the form of second or third readings to appropriate bylaws until mediation has been pursued.
- 15.3.15 In the event a Municipal Council gives three readings to the bylaw prior to a mediated solution being reached, the other municipality may appeal to the Municipal Government Board to reserve the right of appeal.

## 15 PLAN IMPLEMENTATION

## PLAN IMPLEMENTATION

## Stage 4: Mediation Process

- 15.3.16 The following should be required before a mediation process can be established:
- (a) Agreement by both Municipal Councils that mediation is necessary;
  - (b) Appointment by both Municipal Councils of an equal number of representatives to participate in a mediation process;
  - (c) Engagement, at equal cost to both municipalities, of an impartial and independent mediator agreed to by both municipalities; and
  - (d) Approval by both municipalities of a mediation schedule, including the times and locations of meetings and a deadline by which the mediation process is to be completed.
- 15.3.17 If agreed to by both municipalities, members of the IMC or administrative staff from either municipality who are not participating directly in the mediation process may act as information resources either inside or outside the mediation room.

- 15.3.18 All participants in the mediation process should be required to keep the details of the mediation confidential until the conclusion of the mediation.
- 15.3.19 At the conclusion of the mediation, the mediator should submit a report to both municipalities.
- 15.3.20 If a mediated agreement is reached, then it shall be provided to both Municipal Councils for consideration. Any mediated agreement shall not be binding on either municipality and shall be subject to the approval of both Municipal Councils.
- 15.3.21 If no mediated agreement can be reached or if a mediated agreement is not approved by both Municipal Councils, then the appeal process may be initiated.

## Stage 5: Appeal Process

- 15.3.22 In the event that the mediation process fails, the initiating municipality may give second and third reading to a bylaw to implement the proposal (i.e., a land use bylaw amendment, an Area Structure Plan (ASP) or equivalent, or ASP amendment).
- 15.3.23 If the initiating municipality passes a bylaw to implement the proposal, then the responding municipality may appeal that action to the Municipal Government Board under the provisions of Section 690 of the *Municipal Government Act*.

# PLAN IMPLEMENTATION

# PLAN IMPLEMENTATION 15

## 15.4 Relationship to Provincial Plans

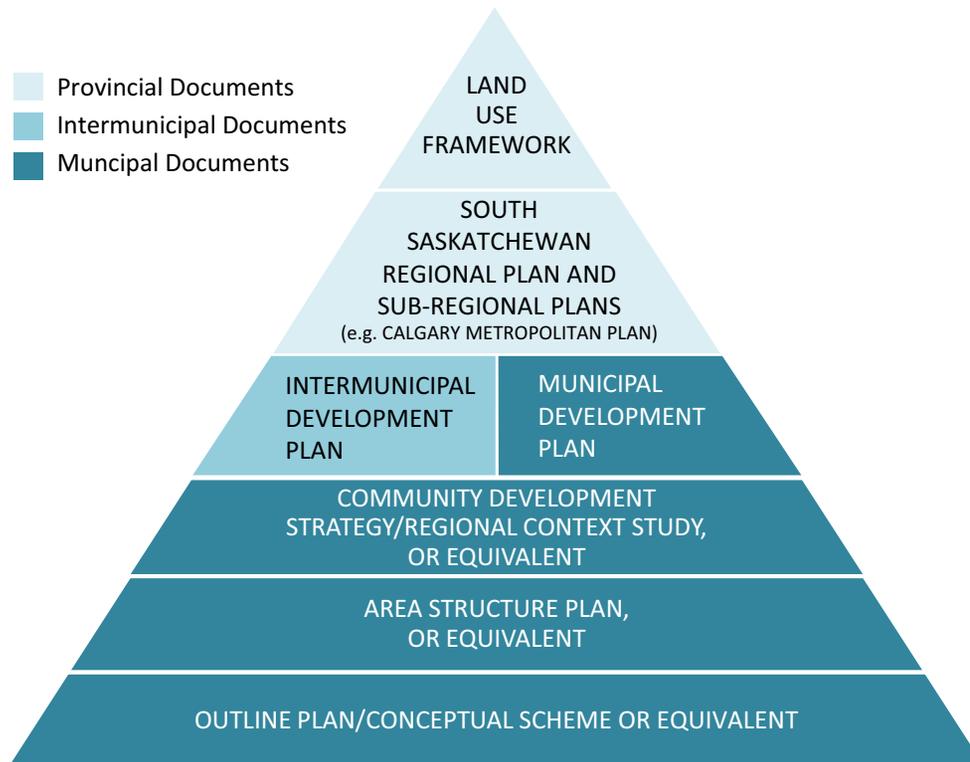
15.4.1 This Plan should be in alignment with all provincial-level plans. Any amendments necessary to bring this Plan into alignment with a provincial-level plan or document should be brought forward to both Municipal Councils for consideration.

## 15.5 Relationship to the Calgary Metropolitan Plan

15.5.1 Where a municipality is a member of the Calgary Regional Partnership, this Plan shall be used in conjunction with the Calgary Metropolitan Plan when evaluating development and planning proposals within that municipality.

## 15.6 Relationship to Other Municipal Plans

- 15.6.1 To ensure ongoing relevancy, this Plan shall be used in conjunction with statutory and non-statutory plans to provide direction for intermunicipal collaboration.
- 15.6.2 Existing plans that pre-date the adoption of this Plan shall prevail where discrepancies occur.
- 15.6.3 Existing plans within the 2007 annexation territory shall be amended to be in conformity with this Plan if discrepancies exist.
- 15.6.4 Statutory and non-statutory plans adopted by either municipality after this IDP's adoption date shall be in alignment with this Plan.
- 15.6.5 Amendments adopted by either municipality after this IDP's adoption date to statutory and non-statutory plans (including plans adopted prior to this Plan) shall be in conformity with this Plan.



## 15 PLAN IMPLEMENTATION

## PLAN IMPLEMENTATION

## 15.7 Relationship to The Town of Chestermere

- 15.7.1 *The City of Calgary and Rocky View County share common borders and common intermunicipal interests with The Town of Chestermere. Issues of intermunicipal interest include principles of communication, local planning initiatives, policy implementation tools, intermunicipal connectivity, regional drainage, transportation, and any other matters as Rocky View and Calgary deem appropriate.*
- 15.7.2 *To help address these intermunicipal interests, Calgary and Rocky View should:*
- (a) ensure The Town of Chestermere is identified as a stakeholder in statutory planning processes for lands within any Key Focus Area adjacent the shared municipal boundary;*
  - (b) ensure there is a process requiring the circulation of planning applications to The Town of Chestermere for comments; and*
  - (c) provide a forum for intermunicipal discussion through the establishment or maintenance of intermunicipal committees.*

- 15.7.3 *Should either Rocky View or Calgary undertake an intermunicipal development plan with The Town of Chestermere, this Plan may require amendments or removal of lands to ensure alignment of statutory documents.*

**BYLAW 24P2012  
C-7197-2012**

# Appendices



- A. Action Items Identified in the Intermunicipal Development Plan
- B. General Application Process
- C. Flood Hazard Areas Map
- D. Existing Transportation Systems
- E. Glossary

## A ACTION ITEMS

## APPENDICES

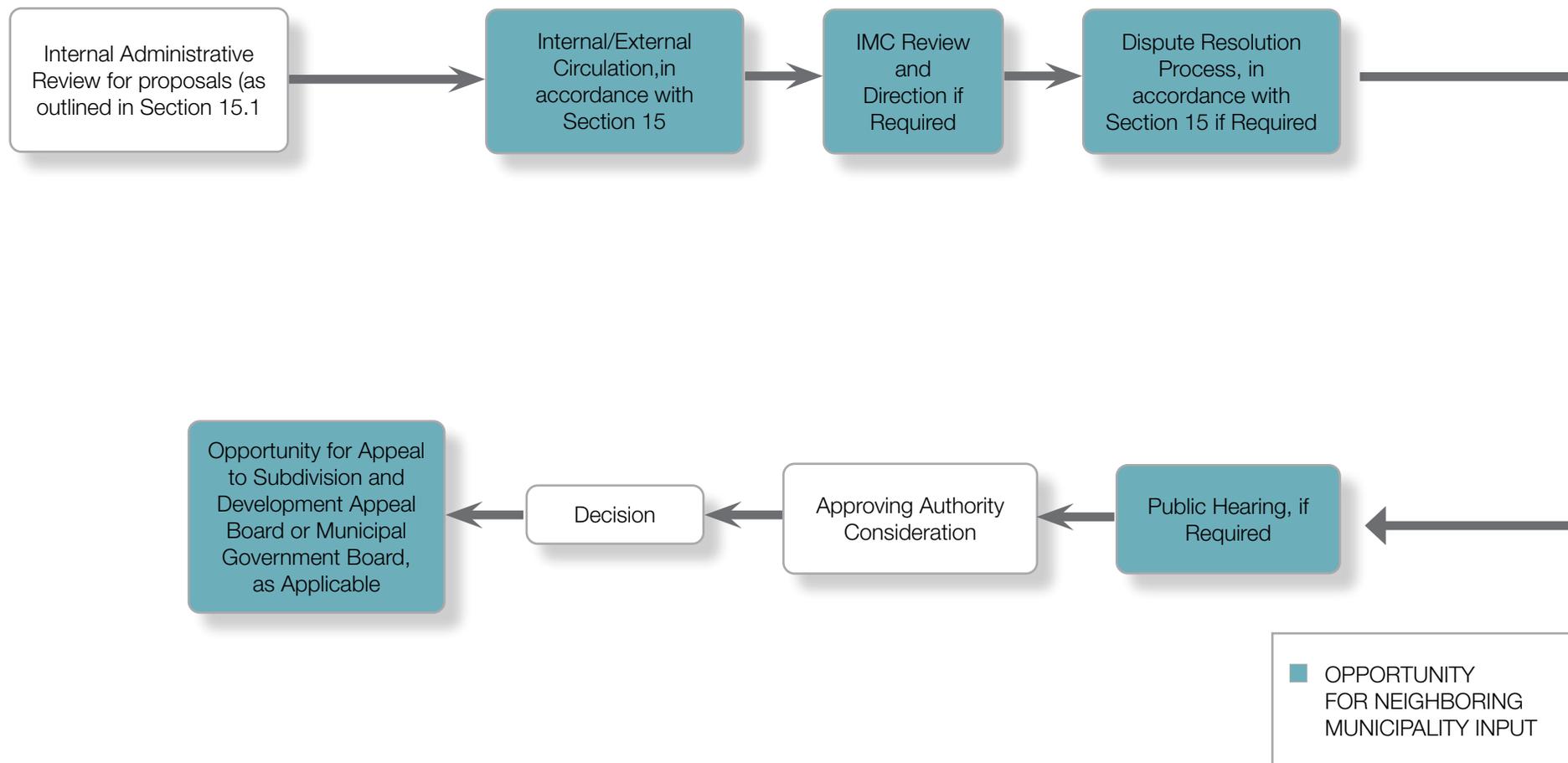
## A. Action items identified in the Intermunicipal Development Plan

IDP Action Items	
Policy/Section	Action Item
Section 2	Formation of an Intermunicipal Cooperation Team and delineation of roles and responsibilities.
4.4.6	Once a functional alignment has been established for the Highway 2 and Highway 566 interchange, explore the possibility of annexing residual land south of the interchange from Rocky View County to The City of Calgary.
4.6.3	Once a function alignment has been established for Peigan Trail, The City of Calgary should initiate the annexation process for lands lying north of Peigan Trail.
9.1.1 (c)	A pathway inventory and identification of cross-boundary connection opportunities.
9.1.1 (d)	Explore the validity of an overall recreation master plan for the IDP Policy Area.
9.1.1 (e)	Exploring the feasibility of entering into joint maintenance agreements for the IDP Policy Area.
13.1.10	Development of a process for early notification of road bans and closures.
15.6.3	Review of existing plans within the 2007 annexation territory to identify possible discrepancies and amendments.

APPENDICES

GENERAL APPLICATION PROCESS B

**B. General Application Process**



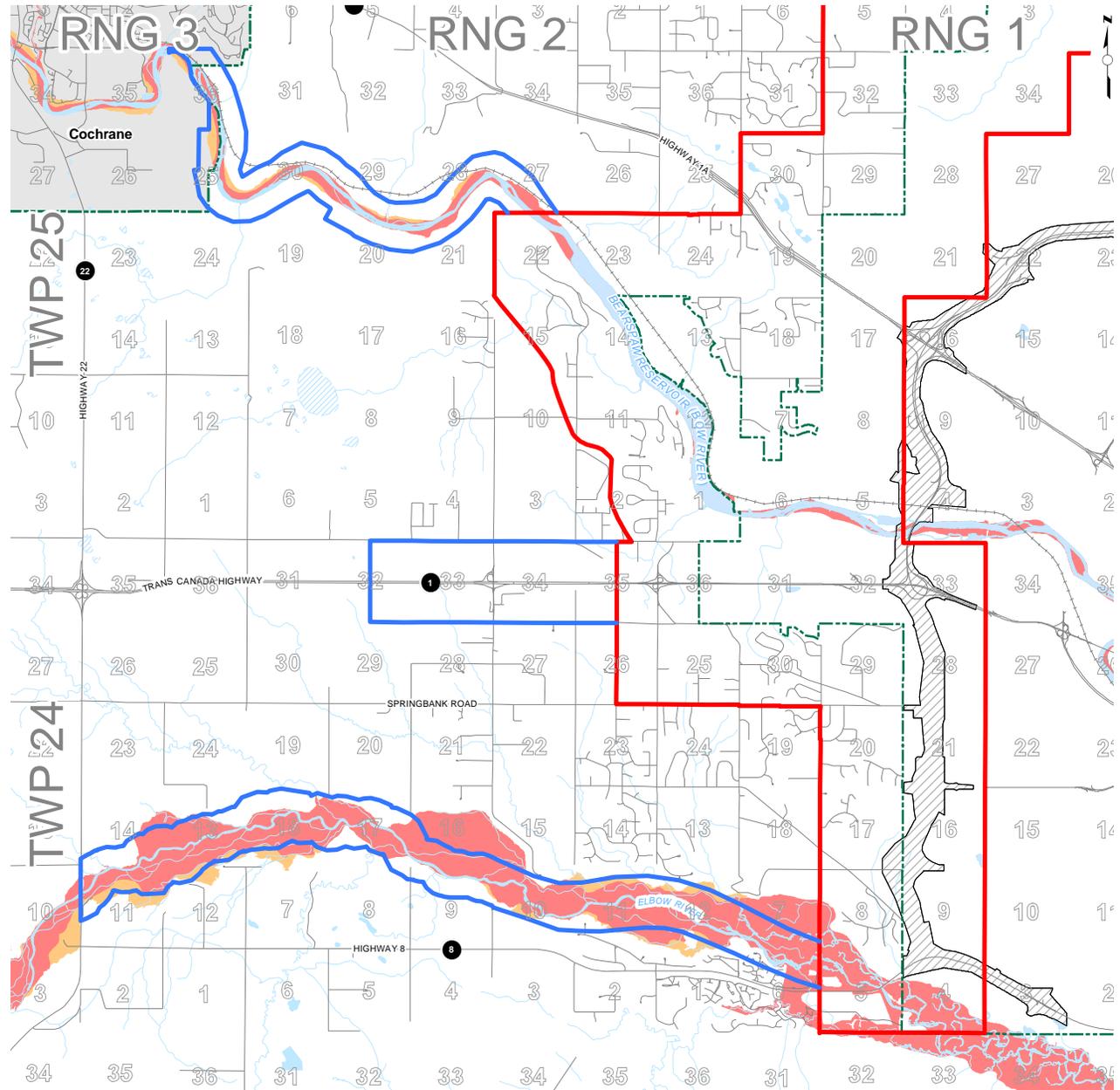
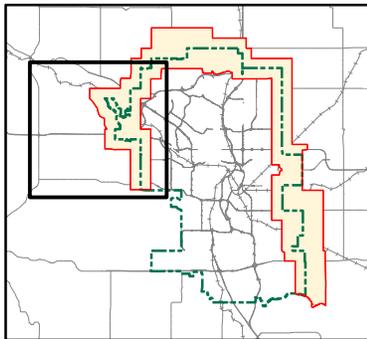
## C FLOOD HAZARD AREAS MAP

### C. Flood Hazard Areas Map

# MAP 5 FLOOD HAZARD AREAS



Map for reference only. The City of Calgary currently also applies flood hazard management policies to the West Nose Creek and Nose Creek. This map should be further amended to reflect any approved Provincial flood hazard mapping.



Approved:  
Calgary Bylaw: 14P2011  
Rocky View Bylaw: C-7078-2011

This map is conceptual only. No measurements of distances or areas should be taken from this map.

## D EXISTING TRANSPORTATION SYSTEMS

### D. Existing Transportation Systems

#### Provincial Highway System

The major elements of the existing transportation system can be classified according to the following four major categories (Map 6).

Key components of the Provincial Highway System include:

- ◆ Highway 22X;
- ◆ Highway 1 East and West;
- ◆ Highway 1A East and West;
- ◆ Deerfoot Trail/Highway 2 North; and
- ◆ Highway 8.

#### Intermunicipal Road System

In addition to the Provincial Highway System, there are a number of roads which act as key links between Rocky View County and the City of Calgary. These include:

- ◆ 114 Avenue S.E./Township Road 232;
- ◆ Glenmore Trail East/Secondary Highway 560;
- ◆ McKnight Boulevard/Conrich Road/Township Road 250;
- ◆ 80 Avenue N.E./Township Road 252;
- ◆ Country Hills Boulevard/Delacour Road/Secondary Highway 564;
- ◆ Centre Street North/Secondary Highway 782;
- ◆ Symons Valley Road/Secondary Highway 772;
- ◆ 85 Street N.W.;
- ◆ Old Banff Coach Road/Secondary Highway 563;

## APPENDICES

## EXISTING TRANSPORTATION SYSTEMS D

**Boundary Roads**

- ◆ Lower Springbank Road,;
- ◆ Bow Trail/Old Banff Coach Road; and
- ◆ 17 Ave S.W./ Township Road 242

A number of boundary roads exist between The City of Calgary and the Rocky View County:

- ◆ Range Road 285
- ◆ Peigan Trail S.E.
- ◆ 146 Avenue S.E.
- ◆ 84/88 Street East;
- ◆ 100 Street East;
- ◆ 116 Street East;
- ◆ 144 Avenue North/Burma Road;
- ◆ 85 Street West;
- ◆ Rocky Ridge Road N.W.;
- ◆ 112 Avenue N.W.;
- ◆ 12 Mile Coulee Road/117 Street N.W.;
- ◆ Highway 2 North;
- ◆ Highway 566; and
- ◆ 101 Street S.W.

These roads are unique in that they are within one jurisdiction but are also significant roads for the neighbouring jurisdiction.

## D EXISTING TRANSPORTATION SYSTEMS

### Dangerous Goods Routes and Truck Routes

The City of Calgary requires that vehicles transporting certain quantities of dangerous goods travel on designated dangerous goods routes. When it becomes necessary for such vehicles to leave dangerous goods routes for the purpose of making deliveries or supplying services, carriers must proceed on dangerous goods routes to truck routes that provide the most direct access to and from their destinations.

Refer to Map 6 for details of dangerous goods, high load, and truck routes. (Note: This list may be amended from time to time. See The City of Calgary Transportation of Dangerous Goods Bylaw for the most up-to-date list.)

### Dangerous Goods Routes

The following list identifies designated dangerous goods routes within the Intermunicipal Development Plan area:

- ◆ Glenmore Trail S.E.;
- ◆ 17 Avenue S.E.;
- ◆ 16 Avenue/Highway 1 N.E.;
- ◆ 16 Avenue/Highway 1 N.W.;
- ◆ Glenmore Trail/Highway 8 S.W.;
- ◆ Stoney Trail N.W./N.E.;
- ◆ Stoney Trail S.E. (Future); and
- ◆ Deerfoot Trail/Queen Elizabeth II Highway.

## APPENDICES

## EXISTING TRANSPORTATION SYSTEMS D

**Truck Routes**

In addition to dangerous goods routes, The City of Calgary has designated certain roads or areas for use by trucks and has also restricted certain truck routes by the times of day or by the number of axles. The following list identifies designated truck routes within the Intermunicipal Development Plan area (Note: This list may be amended from time to time. See The City of Calgary Truck Route Bylaw for the most up-to-date list):

- ◆ Marquis of Lorne Trail;
- ◆ Country Hills Boulevard;
- ◆ Old Banff Coach Road;
- ◆ Centre Street North;
- ◆ 114 Avenue S.E.;
- ◆ 100 Street East/Garden Road S.E.;
- ◆ 116 Street S.E.;
- ◆ 84/88 Street East/88 Street S.E.;
- ◆ 68 Street between 17 Avenue S.E. and McKnight Boulevard N.E.;
- ◆ Métis Trail N.E.;
- ◆ Airport Trail N.E.;
- ◆ McKnight Boulevard N.E.;
- ◆ Symons Valley Road N.W.;
- ◆ 85 Street N.W.;
- ◆ 112 Avenue N.W., between 85 Street N.W. and Sarcee Trail;
- ◆ Crowchild Trail/Highway 1A N.W.;and
- ◆ 17 Avenue S.W.

## D EXISTING TRANSPORTATION SYSTEMS

### Truck Routes identified in the West Regional Context Study (RCS)

- ◆ Nose Hill Drive N.W.

### Truck Routes identified in the North Regional Context Study (RCS)

- ◆ 128 Avenue N.W.;
- ◆ 144 Avenue;
- ◆ 160 Avenue;
- ◆ Sarcee Trail N.W.;
- ◆ Shaganappi Trail N.W.;
- ◆ Panorama Road N.W.;
- ◆ 14 Street N.W.;
- ◆ 6 Street N.E.;
- ◆ 15 Street N.E.;
- ◆ 69 Street N.W.;
- ◆ 101 Street N.W.; and
- ◆ 12 Mile Coulee Road.

## APPENDICES

## EXISTING TRANSPORTATION SYSTEMS D

**High Load Corridor**

In addition to Truck Routes and Dangerous Goods Routes, The City of Calgary designates certain roads as High Load Corridors. A permit is required for overdimensional loads to travel within the city. The following list identifies designated high load corridors within the IDP area (Note: This list may be amended from time to time. See The City of Calgary Truck Route Bylaw for the most up-to-date list):

- ◆ Marquis of Lorne Trail S.E.;
- ◆ 84 Street/88 Street S.E.;
- ◆ 100 Street (Garden Road) (Recommended High Load Corridor)\*;
- ◆ 114 Avenue S.E.;
- ◆ Glenmore Trail S.E.;
- ◆ 17 Avenue S.E.;
- ◆ McKnight Boulevard N.E.;
- ◆ Country Hills Boulevard;
- ◆ Symons Valley Road N.W.;
- ◆ Crowchild Trail N.W.; and
- ◆ Glenmore Trail S.W.

# MAP 6 EXISTING TRANSPORTATION SYSTEMS

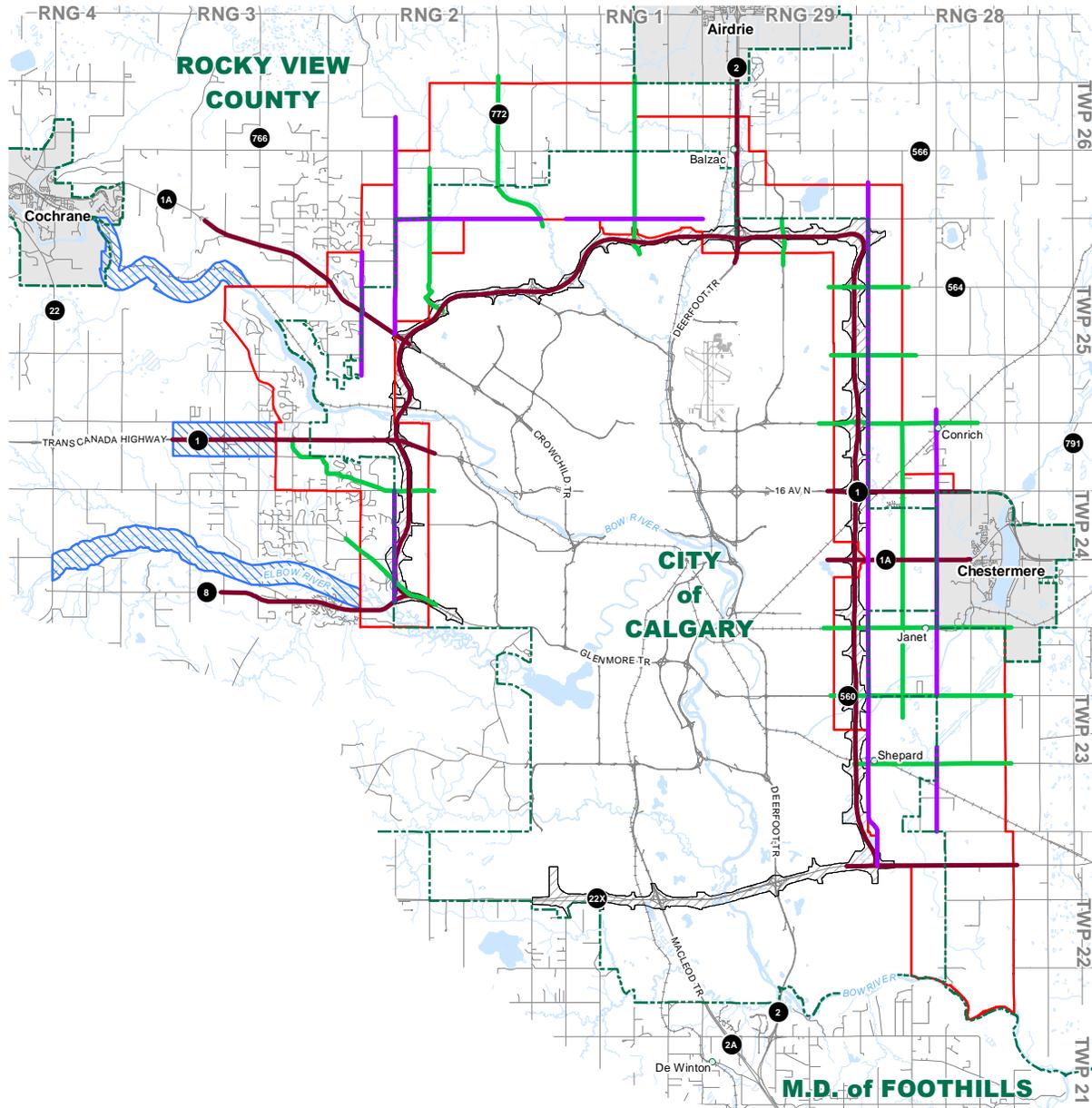
**Legend**

- Policy Area
- Notification Zone
- Transportation/ Utility Corridor
- Jurisdictional Boundaries

**Transportation Systems**

- Boundary Roads
- Intermunicipal Road System
- Provincial Highway System

0 1 2 3 4 5 6 7 8 9 10  
Kilometres



Amended:  
Rocky View Bylaw: C-7197-2012

Approved:  
Calgary Bylaw: 14P2011  
Rocky View Bylaw: C-7078-2011

This map is conceptual only. No measurements of distances or areas should be taken from this map.

## APPENDICES

## GLOSSARY E

## E. Glossary

<b>Annexation</b>	The transfer of land from the jurisdiction of one municipal government to another municipal government. The process through which annexation occurs is defined by the <i>Municipal Government Act</i> .
<b>Area Structure Plan</b>	A statutory plan that provides the framework for subdivision and development of an area of undeveloped land. Area structure plans are further outlined in the <i>Municipal Government Act</i> .
<b>Calgary Metropolitan Plan</b>	Sub-regional plan developed by the Calgary Regional Partnership.
<b>Collaborative Planning Project</b>	A joint land use planning exercise conducted within a Key Focus Area or within the Growth Corridors/Areas pursuant to a Terms of Reference approved by both Municipal Councils.
<b>Flood Hazard Area</b>	The area affected by the design flood under encroachment conditions. The flood hazard area is typically divided into floodway and flood fringe zones, and may also include areas of overland flow. <i>(Source: Alberta Environment)</i>
<b>Flood Fringe</b>	The portion of the flood hazard area outside of the floodway. Water in the flood fringe is generally shallower and flows more slowly than in the floodway. New development in the flood fringe may be permitted in some communities and should be floodproofed. <i>(Source: Alberta Environment)</i>
<b>Floodway</b>	The portion of the flood hazard area where flows are deepest, fastest and most destructive. The floodway typically includes the main channel of a stream and a portion of the adjacent overbank area. The floodway is required to convey the 1:100 year flood. New development is discouraged in the floodway and may not be permitted in some communities. <i>(Source: Alberta Environment)</i>
<b>Interface</b>	Location where different land uses meet and interact across the municipal boundary.
<b>Intermunicipal Development Plan</b>	A statutory plan that is jointly prepared by neighbouring municipalities which includes areas of land lying within the boundaries of the municipalities as they consider necessary. Intermunicipal Development Plans are further defined in the <i>Municipal Government Act</i> .

## E GLOSSARY

## APPENDICES

**Intermunicipal Entranceways**

Major transportation corridors that create a sense of entry and exit from one municipality to the other.

**Key Focus Areas**

Those areas of mutual interest to both the Rocky View County and The City of Calgary that are specifically identified in this Plan as “Key Focus Areas”.

- (1) Common highway entranceways to both municipalities;
- (2) Areas that Rocky View County and The City of Calgary have determined that the integration of land use policies is desirable; and
- (3) Areas for interface planning between The City of Calgary and Rocky View County.

**Land Use Bylaw**

A bylaw made under Division 5 of the *Municipal Government Act*.

**Land Use District**

A district in a Land Use Bylaw which details regulations established by Council for control over the use and development of an area pursuant to the provisions of the *Municipal Government Act*.

**Low Impact Development (LID)**

A stormwater management approach that uses a variety of practical techniques to manage stormwater runoff close to its source, where rain falls. LID includes design techniques that attempt to maintain or mimic natural (pre-development) hydrologic functions in a watershed. Design practices include green roofs, stormwater capture and re-use and landscape designs that increase the absorption and filtering of rainwater.

**Master Drainage Plan**

A stormwater drainage plan prepared for a large drainage area serviced by one or more outfalls. The plan evaluates existing drainage conditions and provides recommendations for potential location of stormwater ponds, trunk sizes, servicing routes and water quality requirements. The information provided in the plan is used to guide stormwater decisions as the area develops.

**Municipal Development Plan**

A statutory plan under the *Municipal Government Act*. The requirements of a municipal development plan are further defined under the *Municipal Government Act*.

## APPENDICES

## GLOSSARY E

<b>Notification Zone</b>	As shown on Map 1, this contains lands which are not immediately adjacent to the shared boundary but is an important area for intermunicipal communication. The notification Zone provides the City of Calgary with the opportunity to comment on land use policies and applications circulated from Rocky View County. Although the policies of this Plan do not apply to the Notification Zone, The City of Calgary is encouraged to provide comment with respect to issues affecting the Notification Zone.
<b>Non-statutory plans</b>	A guiding document regarding future development that does not meet the definition of Statutory Plan under the <i>Municipal Government Act</i> .
<b>Open Space</b>	All land and water areas, either publically owned or offering public access, that are not covered by structures. Open space includes current and potential future parks, pathways, roadway greens, land for parks and recreation facilities, golf courses, cemeteries and other types of alternative open space.
<b>Pathways</b>	Constructed linear paths typically with a surface constructed of asphalt or aggregate materials and may be located on developed open space or more naturalized areas.
<b>Plan Area</b>	The area covered by this Intermunicipal Development Plan as shown on Map 1
<b>Policy Area</b>	As shown on Map 1, this contains areas immediately adjacent to the shared border. The policies contained in this plan apply in this area, including the circulation and referral processes as described in Section 15.1.2.
<b>Public Park</b>	Public land specifically designed or reserved for the general public for active or passive recreational use and includes all natural and manmade landscaping, facilities, playing fields, buildings, and other structures that are consistent with the general purpose of public park land.
<b>Recreation</b>	Means an array of pursuits such as sports, arts and culture, and physical and leisure activities.
<b>Redesignation</b>	The reclassification of a land use designation in the Land Use Bylaw as applied to a specific area.
<b>Right-of-Way</b>	Land occupied or intended to be occupied by a street, crosswalk, railroad, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, landscaping, open space, or other special use.

## E GLOSSARY

## APPENDICES

<b>Staged Master Drainage Plan</b>	A stormwater drainage plan that covers a portion of the area included in a Master Drainage Plan which may or may not be serviced by an outfall. The plan evaluates alternatives to provide an acceptable level of service while meeting the objectives of the Master Drainage Plan. Preliminary designs of major ponds are usually included in the plan. This plan may not be required if the Master Drainage Plan contains enough detail.
<b>Subdivision</b>	The process of dividing land into smaller parcels. The Subdivision Authority, as defined in the <i>Municipal Government Act</i> (Section 623), is authorized to make subdivision decisions on behalf of a municipality.
<b>Statutory plans</b>	An Intermunicipal Development Plan, a Municipal Development Plan, an Area Structure Plan, or an Area Redevelopment Plan adopted by a municipality and as defined by the <i>Municipal Government Act</i> .
<b>Temporary Uses</b>	A temporary use is considered to be one that can be removed within a short period of time (e.g. six months), has no permanent structures, and does not require urban utility services. Development Permits for temporary uses should only be approved for a maximum period of 10 years in duration, with the potential for renewal upon expiration.
<b>Water Management Plans</b>	Water Management Plans provide broad guidance for water management, set out clear and strategic directions regarding how water should be managed or result in specific actions as defined by the <i>Alberta Water Act</i> .
<b>Watershed</b>	A system of water bodies and water courses ultimately draining into one common area (e.g., lake or river).
<b>Watershed Management Plan</b>	A comprehensive guidance document that may address many issues in a watershed including water quality, water quantity, point and non-point source pollution and source protection. It may also look at ways to better integrate land/resource management within a watershed.

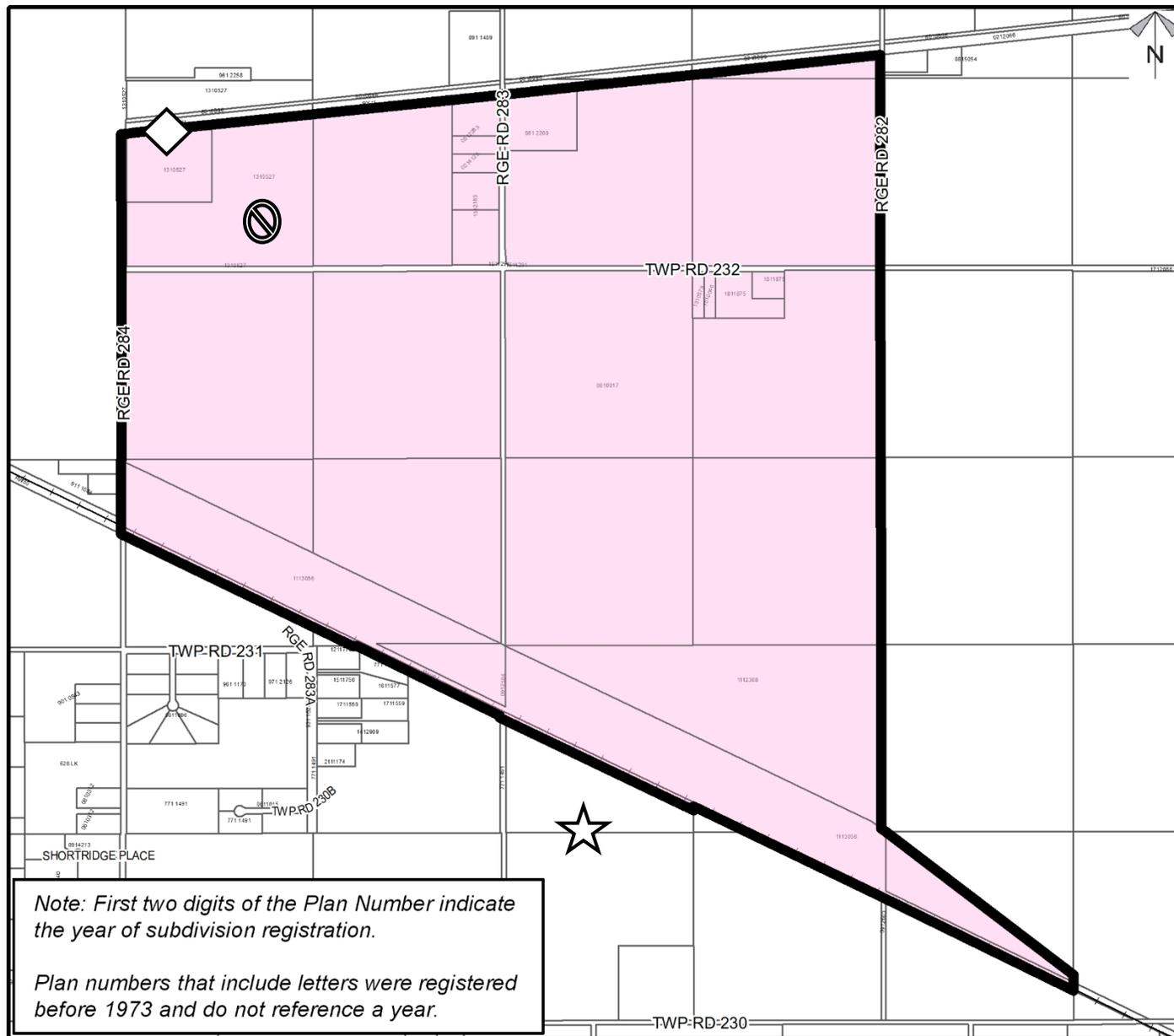
## ATTACHMENT C: AGENCY REFERRAL

AGENCY	COMMENTS
<b><i>Province of Alberta</i></b>	
Alberta Health Services	<p>Alberta Health Services-Environmental Public Health (AHS-EPH) appreciates the opportunity to review the proposed Rocky View County / City of Calgary IDP amendments, in order to accommodate the Prairie Gateway Area Structure Plan and to create policy alignment between the ASP and IDP.</p> <p>Based on the information and documents provided and a review of our internal files, AHS-EPH has no concerns with the proposed amendments at this time. We appreciate the work being done to ensure successful and responsible land development and growth.</p> <p>If there are further amendments or changes made to the IDP or ASP, please let our department know for additional review.</p>
<b><i>Intermunicipal</i></b>	
City of Chestermere	The City of Chestermere does not have any concerns regarding the proposed IDP amendments.
<b><i>Public Utility</i></b>	
ENMAX	We don't have any comments to these amendments.
TELUS Communications	Thank you for including TELUS in your circulation. At this time, TELUS has no concerns with the proposed activities.

Circulation Period: June 25, 2024, to July 16, 2024.



### Landowner Circulation Area



-  Opposition 1
-  Support 3
-  Concerns 2

*Note: First two digits of the Plan Number indicate the year of subdivision registration.*

*Plan numbers that include letters were registered before 1973 and do not reference a year.*

Division: 6  
 Roll:  
 File: Prairie Gateway ASP  
 Printed: 8/6/2024  
 Legal: A portion of  
 Twp 23, Rge 28

**From:** [Candace Vanin](#)  
**To:** [Legislative Services](#); [Kaitlyn Luster](#)  
**Subject:** Bylaw C-8562-2024-1014-532  
**Date:** Thursday, August 29, 2024 4:27:13 PM  
**Attachments:** [Sutherland letter to RVC re Prairie Gateway C-8562-2024-1014-532.pdf](#)

---

Hi Planning Services staff,

On behalf of my father, Gary Sutherland, land owner of 16-23-28-W4, within the proposed Prairie Gateway ASP, please see attached.

This submission is intended for the Sept 11/24 special meeting of council.

Thank you.

Candace Vanin  
Rocky View County  


Mr. Gary Sutherland  
283218 Twp Rd 232  
Rocky View, Alberta  
T1X 0K7

August 29, 2024

Rocky View County  
262075 Rocky View Point  
Rocky View County, AB  
T4A 0X2

Attention: Legislative Services

Dear Sir/Madam:

Re: [Bylaw C-8562-2024-1014-532](#)

Upon review of the revised Prairie Gateway ASP [July 2024] and City of Calgary-Rocky View County Intermunicipal Development Plan, I would like to express the following concerns with this ASP and the IDP amendments proposed:

**Prairie Gateway ASP [July 2024]**

Pg. 12 Plan Area Context – correction – The Plan area is 4.0 km east of the Stoney Trail Ring Road [not 1.5km]

Pg. 24 Rail Served Policy Area – suggest addition of:

General Policy

10.03 Railed Served Development shall comply with Guidelines for New Development in Proximity to Railway Operations [source: FCM-Railway Association of Canada 2013]

Pg 40 Natural & Historic Environment

Policies – Wetlands

This section of the ASP is based on the Waterbodies Permanence Assessment technical report Feb 2024. Based on new information provided at the May 28/24 open house and the June 19/24 Shepard Community meeting, the project team told us that the Waterbodies Permanence Assessment technical report would be revised. The original report did not acknowledge the Environmental Screening Assessment [Tannas 2020] completed on the same lands for the original/former RVC Shepard Industrial ASP. Tannas assessed wetlands and the presence of the historic drainage ditch constructed in 1955 that serves as an drainage outlet for the westernmost catchment areas of the ASP. It flows out through the NW corner of the ASP and then flows west 200-400m into the Shepard Wetland complex.

**I do not support approval of the ASP until the Waterbodies Permanence Assessment technical report is revised with this new and accurate information. Subsequently the Prairie Gateway ASP will be amended with the new information from the technical report.**

Rocky View County  
Page 2

Policies – Other – suggest addition of:

Top Soil Removal/Deposition: The Prairie Gateway ASP area encompasses over 2,000 acres of agricultural land with historic drainage and salinity/alkali concerns.

Stripping, grading, topsoil removal, storage and topsoil deposition will comply with approved bylaws and policies so as not to impair/impede drainage patterns and future development or cause risks to soil/water quality.

Pg. 54 – Water Servicing – suggest addition of:

19.07 b. May consider additional infrastructure design, capacity and engineering in order to service the hamlet of Shepard.

Pg. 56 – Map 10: Water Servicing – suggest addition of:

Show the hamlet of Shepard on the map.

Show the Shepard Business Park on the map.

Pg. 59 – Stormwater

This section of the ASP is based on the Master Drainage Plan technical report Feb 2024.

The project team based much of their analysis on information provided by the City of Calgary's East Calgary Regional Drainage Study Phase 1. The analysis in the East Calgary Drainage study was incomplete, considering only 30% of the existing, actively contributing wetlands/waterbodies in the City of Calgary's Shepard Industrial ASP [2013] area, which impacts the NW area of the ASP. This omission is a serious oversight and was brought to the attention of the project team on May 28<sup>th</sup> and June 19<sup>th</sup> public meetings. We were told there would be a revised Master Drainage Plan. Options and proposed drainage systems/storm trunks are incorrect. Budget implications of excessively longer, deeper storm trunks, in the wrong location will be huge.

To date, all drainage and stormwater management analysis has been a desk-top exercise.

**I do not support approval of the ASP until the Master Drainage Plan technical report is revised with improved and accurate information. Subsequently the Prairie Gateway ASP will be amended with the new information from the revised Master Drainage Plan.**

**City of Calgary- Rocky View County IDP Amendments:**

The edits to the IDP and other statutory plans repeatedly focus on collaboration and joint planning.

I thought the purpose of any IDP is supposed to be joint planning and collaboration between two municipalities, and I don't understand why the Prairie Gateway ASP area has been removed from the map showing the priority growth regions.

An explanation of this would be appreciated.

Rocky View County  
Page 3

Thank you for your consideration of the above information and suggestions.

I can be reached at [REDACTED] anytime if you have questions or need additional information. Thank you for your consideration of this written submission and I look forward to discussing this further with RVC administration.

Yours truly,



Gary Sutherland

Cc: Kaitlyn Luster, Planner, Rocky View County  
Candace Vanin

**Micah Nakonechny**

---

**From:** james thomson [REDACTED]  
**Sent:** Thursday, August 29, 2024 2:14 PM  
**To:** Legislative Services  
**Subject:** Bylaw c-8562-2024-1014-532 & c-8563

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

August 29/2024

Dear Council

I am submitting my concerns regarding the Prairie Gateway ASP and the inter municipal plans associated.

I have lands nearby to the proposed ASP both in the City and County. Prairie Gateway is likely to be advantageous to me. I also have friends with lands in and immediately adjacent to the ASP at both western and eastern edges. My concern is the cursory review of the surface water ramifications and those will be significant. Desktop analysis is insufficient. Once the ASP is approved Rocky View County will lose leverage. There are farmers with many decades of daily observations on how water moves in the area. That knowledge should not be marginalized to desktop analysis. The ASP area is large and the topography will be altered substantially. There will be losers and those losers will be land owners in Rocky View. An independent comprehensive analysis of surface water today and post build out is needed before momentum is such that excuses will be made that the development is just too far along. The proponent, the City of Calgary and the CPR collectively have the resources to do this right to begin with.

I have for more than 25 years been directly involved in or observing interactions between the City and Rocky View over stormwater and wetlands etc , there have been notable instances. The accommodation has always been for Rocky View to make. In all cases the collateral damage has been to residents and landowners in Rocky View. The political cost has always been in Rocky View. Always !

Sincerely, James Thomson  
 S11 T23 R27 W4

[REDACTED]

**Micah Nakonechny**

---

**From:** BANKS, Robert (Standard General Calgary) <rob.banks@standardgeneral.ca>  
**Sent:** Saturday, August 24, 2024 6:28 PM  
**To:** Kaitlyn Luster; Maclean, Sean  
**Cc:** Legislative Services  
**Subject:** Prairie Gateway Area Structure Plan  
**Attachments:** Prairie Gateway Area Structure Plan (ASP).pdf

Good Day,

Please find attached Standard General's letter of support for the Prairie Gateway Area Structure Plan to be included with the Council packages for first and second readings the second week of September.

Sincerely,

Rob Banks



A COLAS COMPANY

**Rob Banks**

**Vice President**, Colas Western Canada Inc.  
**STANDARD GENERAL CALGARY**  
M: +1 (403) 816-2376

9660 Enterprise Way SE, Calgary AB T3S 0A1

[www.standardgeneralcalgary.ca](http://www.standardgeneralcalgary.ca)



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A **COLAS** COMPANY

August 19<sup>th</sup>, 2024

Rocky View County  
262075 Rocky View Point  
Rocky View County, AB  
T4A 0X2

City of Calgary  
800 Macleod Trail SE  
Calgary, AB  
T2G 2M3

**Attention: Administration and Council Members**

**Re: Prairie Gateway Area Structure Plan (ASP)**

Please accept this letter of support from Standard General Calgary, A Division of Colas Western Canada Inc., regarding the proposed Prairie Gateway ASP. We firmly believe that this ASP will introduce significant development and employment opportunities by leveraging proximity to the Canadian Pacific Kansas City (CPKC) rail line and CANAMEX corridor. It is evident that there are notable benefits that substantiate the need for this ASP within the greater Calgary Municipal Region, including regional economic growth and shared servicing.

### **Enhancing Business Growth and Affordability**

Standard General is prominent road and community builder serving Calgary and the region for over 80 years. In preparation to better serve future market growth and infrastructure needs, Standard General intends to expand our aggregate distribution, recycling depot, and hot-mix asphalt manufacturing capacity. To this end, we need space, proximity, and in particular rail logistics to bring in resources from afar to maximize economy of scale.

### **Better Utilization of Municipal Services and Access**

Standard General is currently located within the Shepard Business Park which was annexed into the City of Calgary in 2007 and has been without further improvement. This ASP will expedite the delivery of much needed supporting service infrastructure like water, sanitary, storm mains, and other city services to fill in development gaps within the southeast quadrant.

.../2

## Fostering Sustainability

Standard General has a corporate global mandate to reduce 30% of emissions from all our activities by 2030. To help achieve this business sustainability goal and reduce our supply chain carbon footprint, investing in rail access is an environmentally responsible alternative to currently pure trucking on roads.

In whole, Standard General agrees with, and supports, the proposed Prairie Gateway ASP. We believe that this ASP will enhance both the City of Calgary and the Rocky View County regional competitive advantage, along with providing opportunities for economic growth.

Please feel free to contact us if you require additional information. We are looking forward to your response.

Thank you in advance for your consideration.

Regards,



**Rob Banks**  
**Vice President, Colas Western Canada Inc.**  
**STANDARD GENERAL CALGARY**

M: +1 (403) 816-2376  
9660 Enterprise Way SE  
Calgary, AB T3S 0A1  
Rob.Banks@standardgeneral.ca

**Micah Nakonechny**

---

**From:** Jamie Coulter <jcoulter@naiadvent.com>  
**Sent:** Monday, August 26, 2024 1:01 PM  
**To:** Legislative Services; Kaitlyn Luster  
**Subject:** Bylaw C-8562-2024-1014-532  
**Attachments:** NAI Global - Letter of Support for Prairie Gateway Aug 26, 2024.pdf

Good Afternoon,

Please see attached letter of support for the Prairie Gateway ASP and the Bylaw referenced in the subject line. NAI Global Commercial Real Estate Services strongly recommends this project proceeds. We appreciate you taking our opinion into account when deciding on the project.

Regards,

**Jamie Coulter, SIOR | Vice President/Partner**  
3633 8<sup>th</sup> Street SE, Calgary, Alberta T2G 4Y9  
[jcoulter@naiadvent.com](mailto:jcoulter@naiadvent.com)

Office 403 984 9812  
Mobile 403 835 1535

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August 26, 2024

Rocky View County  
262075 Rocky View Point  
Rocky View County, AB  
T4A 0X2

City of Calgary  
800 Macleod Trail SE  
Calgary, AB  
T2G 2M3

**Attention: Administration and Council Members**

**Re: Prairie Gateway Area Structure Plan (ASP)**  
**Bylaw C-8562-2024-1014-532**

I am writing to express my strong support for the Prairie Gateway Area Structure Plan, a development that stands to offer substantial economic benefits to both the City of Calgary and Rockyview County. This initiative represents a forward-thinking approach to regional growth, leveraging key geographical and economic advantages that will benefit the broader community for years to come.

Calgary's strategic location on the CANAMEX corridor is a critical factor that enhances the economic viability of the Prairie Gateway project. The CPKC rail line is the **ONLY** rail transportation route that connects Canada, the United States, and Mexico, the CANAMEX corridor positions Calgary as a **key** logistics hub for North America. The Prairie Gateway development will capitalize on this by enhancing the city's ability to serve as a vital link in the continental supply chain. This will attract investment from companies looking to optimize their distribution networks, thereby increasing the flow of goods through Calgary and supporting local businesses. Companies want transportation options, they want rail to truck and truck to rail and this project provides those options.

In my substantial experience in the logistics industry, I have seen how the development of large intermodal rail parks has consistently proven to be an economic catalyst in other

regions across North America. For instance, places like Kansas City and Alliance, Texas, have seen significant economic growth as a result of similar projects. These areas have attracted numerous businesses that rely on efficient rail and road transport, leading to the creation of thriving industrial parks and boosting the local tax base. The Prairie Gateway Area can replicate these successes, positioning Calgary and Rockyview County as leaders in modern logistics and transportation infrastructure.

In conclusion, the Prairie Gateway Area Structure Plan is a transformative project that offers wide-ranging benefits. It will create jobs, attract investment, and capitalize on Calgary's strategic location along the CANAMEX corridor. I strongly urge all stakeholders to support this initiative and help realize the economic potential it represents for our region.

Regards,

A handwritten signature in black ink that reads "Steve Pastor". The signature is written in a cursive, flowing style.

Steve Pastor  
Vice President  
Global Supply Chain & Ports/Rail Logistics/Consultant  
NAI Global Industrial Chairperson for the Americas  
195 North Street, Suite 100  
Teterboro, NJ

**Micah Nakonechny**

---

**From:** Jim Harriman [REDACTED]  
**Sent:** Thursday, August 29, 2024 3:13 PM  
**To:** Legislative Services  
**Subject:** Written comments for Sept 11th.  
**Attachments:** Presentation Draft.pdf #2.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Attention: Legislative Service

Please find attached my written comments, for Jim Harriaman to address the Public Hearing re Bylaw C-8562-2024 -1014-532, at or after 9:00 a.m. September 11,2024.

Regards  
Jim Harriman

Please confirm receipt of this e-mail

**PUBLIC HEARING: Bylaw C-862-2024 – 1014-532**  
**September 11, 2024**

Thank you for the opportunity to address the hearing:

I represent the landowners of 3 families that own 403.44 acres of land on the south side of CPKC Rail mainline directly across from Prairie Gateway ASP and CPKC Rail Land.

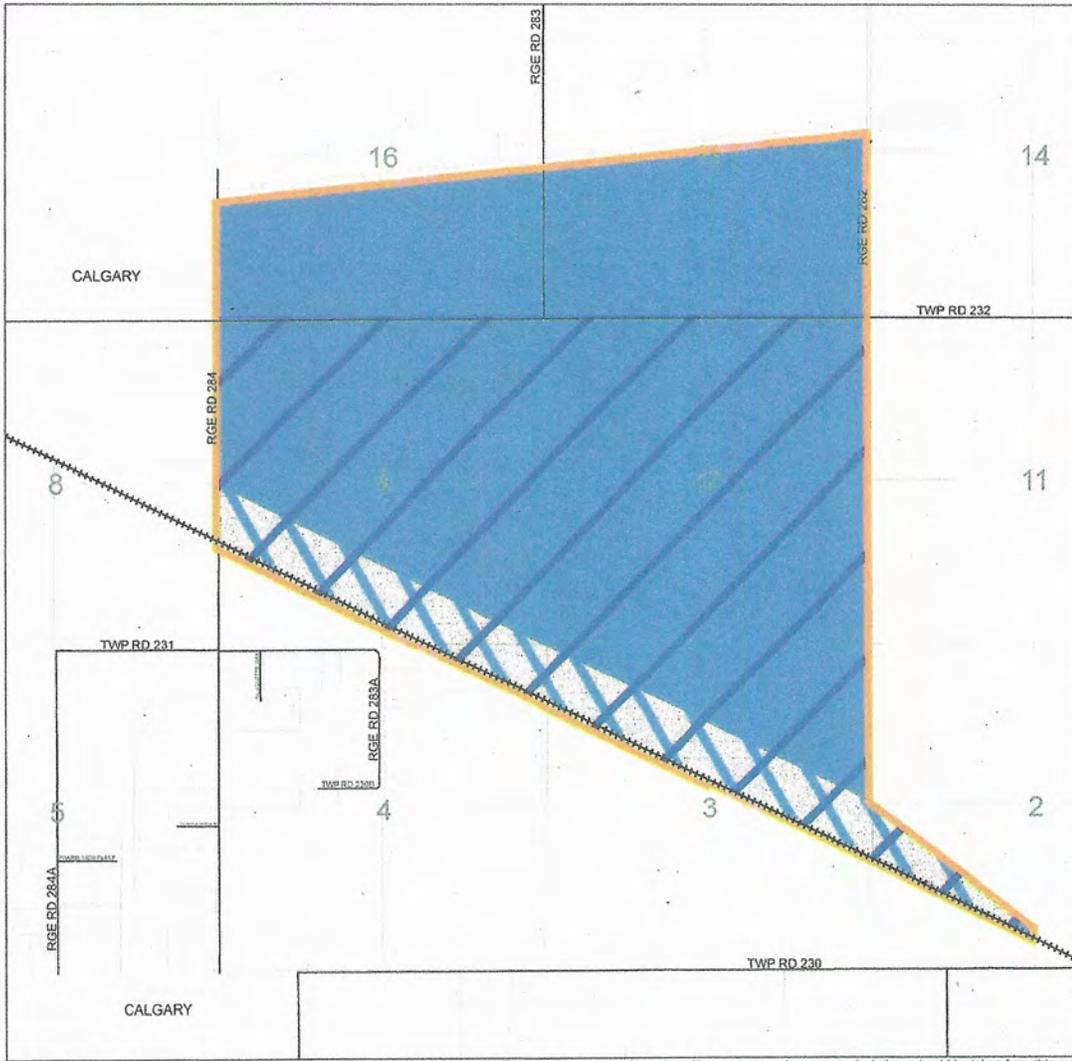
**Land Portion** of the SW/NW-3-23-28 W4M, NE/NW-3-23-28 W4M and Sw-2-23-28 W4M:

The Landowners requests that the County while amending the Rocky View County / City of Calgary Intermunicipal Development Plan (IDP); consider amending the plan to designate our 403.44 acres as “Rail Land” or “Rail Infrastructure”.

**Background:** When the Landowners sold land north of the mainline to CP Rail the deal also included a siding/ link agreement for our groups land south of the CP Rail mainline. CPKC Rail supports our 403 acres of land to become a major part of the “Railway Logistics Hub”.

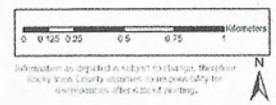
**In the Future:** Prairie Gateway Lands will become a major part of the “Rail Logistics Hub” and will require off site rail car services, staging and marshalling services. Should these services be at a Private Rail Terminal across from the CPKC mainline, or have their rail car shuttled back to Calgary and increase not decrease rail traffic in the City of Calgary?

Map 5: Land Use Strategy



Map 5:  
Land Use Strategy

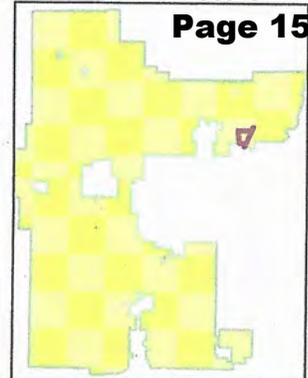
- ASP Boundary
- Rail Served Policy Area
- Railway Land
- Railway
- Land Use**
- Industrial



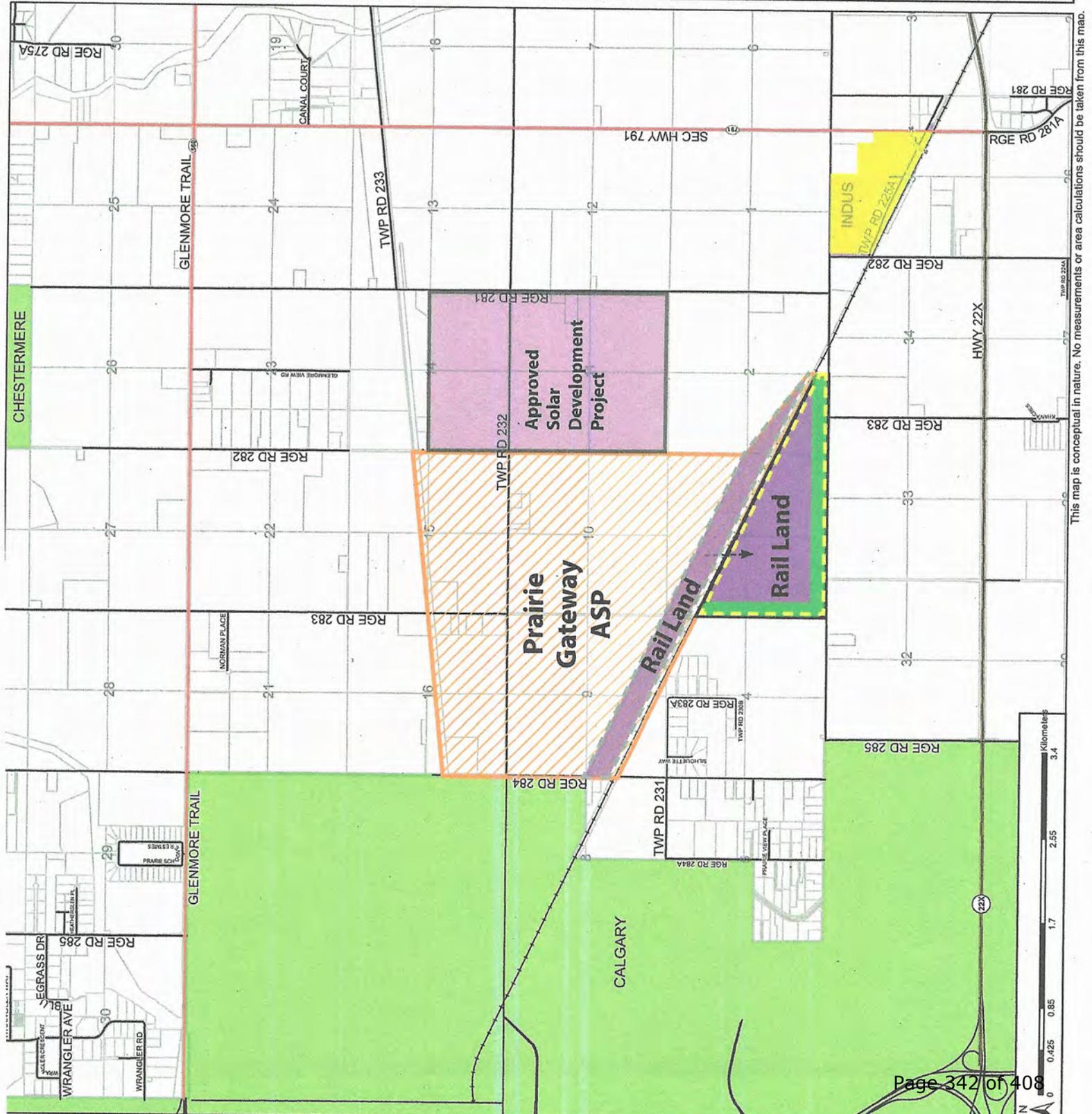
This map is conceptual in nature. No measurements or area calculations should be taken from this map.

# FUTURE RAIL & INDUSTRIAL LAND

-  Prairie Gateway ASP Boundary
-  Rail Land
-  Homestead Land Equity Holdings / proposed rail marshalling yard
-  Buffer/Berm zone



Information as depicted is subject to change, therefore Rocky View County assumes no responsibility for discrepancies after date of printing.



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

**The Landowners of the 403 acres support Prairie Gateway moving forward:**

The ASP and IDP are an excellent opportunity for the County and the Calgary Region to develop rail- served industrial Land. There is a major missing piece not in the plan that will result in an inefficient development.

**“A Rail Marshalling Yard”**

It is not cost- effective for Shepard Development Corp. to sell or provide valuable serviced land for marshalling yard infrastructure, and would not result in a high tax assessment. CPKC doesn't want to provide it because they want to see if private industry will provide this necessary rail infrastructure and service.

Currently trains are staged and marshalled in the City of Calgary, which is extremely inefficient. **Where are rail cars going to stage & marshalled onto trains?**

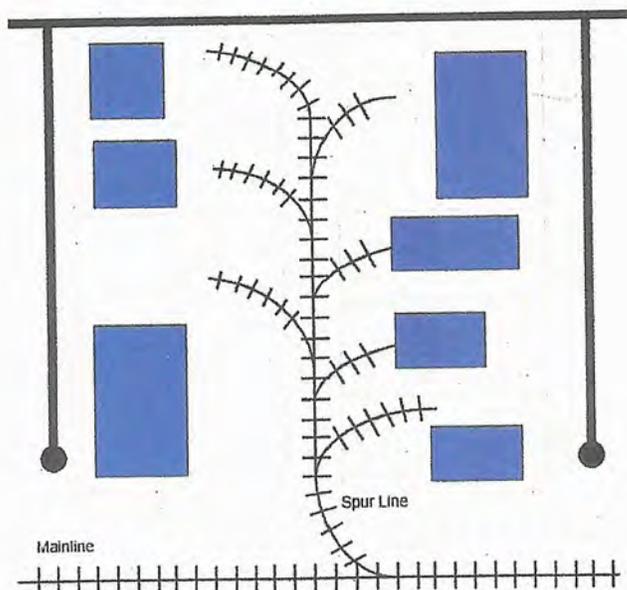
Our landowner group has 403 acres of land south of mainline with support from CPKC and Cando Rail Terminals Ltd, for this land to become a “Rail Marshalling Yard”. Prairie Gateway “rail –serviced- industrial lands” to be a success will need efficient, offsite rail marshalling and services in the area. Prairie Gateway has not shown this very necessary rail infrastructure anywhere in its plans.

**We highly recommend that the County consider amending the IDP and the ASP to allow for the 403 acres of adjacent lands to be rail infrastructure / marshalling yard.**

## Objectives

- Prioritize effective and efficient rail served development in the Rail Served Policy Area.

**Figure 1: Conceptual Diagram of Rail Served Development**



22 | Rocky View County | Prairie Gateway Area Structure Plan

### Rail Services supporting Prairie Gateway Rail Car Traffic.

CPKC Rail works with a number of independent rail service providers.

Prairie Gateway's rail infrastructure, link track and rail sidings will most likely be provided and operate by an independent Rail Service provider, not CPKC Rail. The basic services will require Industrial Switching on site and staging, marshalling and Train Assembly of site.

The development of a "multi-purpose rail terminal" by an independent rail service provider on the 403 acres south of CPKC mainline would be very synergic with Prairie Gateway's Development and operation. Also enhancing CPKC Rail overall regional rail operation and reduce rail traffic in the City of Calgary.



Jon Harman  
Director of Business Development

427 W. 12<sup>th</sup> Street  
Kansas City, MO 64105  
United States

C 612-867-8396  
Jon.Harman@cpkcr.com

November 9, 2023

Dear Jim Harriman  
Homestead Land Equity Corporation  
335 Parkview Crescent SE  
Calgary, AB T2J 4N8 Canada  
Email: [REDACTED]

**Re: CP Letter of Support for Potential Facility near Indus, AB**

Dear Mr. Harriman,

The intent of this letter is to acknowledge the discussions CPKC has had with Jim Harriman, Homestead Equity Corp. (335 Parkview Crescent SE, Calgary, AB T2J 4N8 Canada) and Norman Fodness, in particular as it relates to a potential rail-served facility near Indus, AB.

Please accept this letter as an expression of support for such a project, as conceptually discussed to CPKC. CPKC looks forward to our continued conversations on developing private siding that meets CPKC's engineering design requirements to service and support this business. This facility as conceptually proposed, with efficient and effective rail access will provide additional market access for goods to be shipped and received via CPKC's broad reaching rail network into and from Alberta.

CPKC, where possible, looks forward to assisting your organization in moving this project forward.

Sincerely,

*Jon Harman*

Jon Harman  
Director of Business Development  
CPKC



Unit 400 – 740 Rosser Avenue  
Brandon, MB R7A 0K9

February 13, 2024

Jim Harriman  
Homestead Land Equity Corporation  
335 Parkview Crescent SE  
Calgary, AB T2J 4N8 Canada

Sent via email: [REDACTED]

**Re: Cando Rail & Terminals Letter of Support for Potential Facility near Indus, AB**

Dear Jim,

Cando Rail & Terminals Ltd (“Cando”) wishes to acknowledge the discussions we’ve had with you and the information you’ve shared with us regarding your rail-served development land near Indus, Alberta. We understand that Homestead Land Equity Corporation is undertaking initial site investigations and has engaged a Registered Professional Planner to lead development of an Area Structure Plan (“ASP”) for roughly 403 acres that you hope to have rezoned to “Direct Control - Rail Terminal”.

Cando is supportive of your Rail Logistics Hub concept. Forward thinking transportation and logistics planning will aid regional economic development and can only help as you build support for your ASP in Rocky View County. Your proposed facility will provide additional market access for Alberta-made products and an entry point for international investment. Cando looks forward to continued conversations with you and a potential site visit in the second half of 2024.

Please continue to reach out with further project updates.

Sincerely,

A handwritten signature in black ink that reads 'Mike'.

Mike Richard  
Director, Property & Business Development  
Cando Rail & Terminals Ltd.



Platinum member

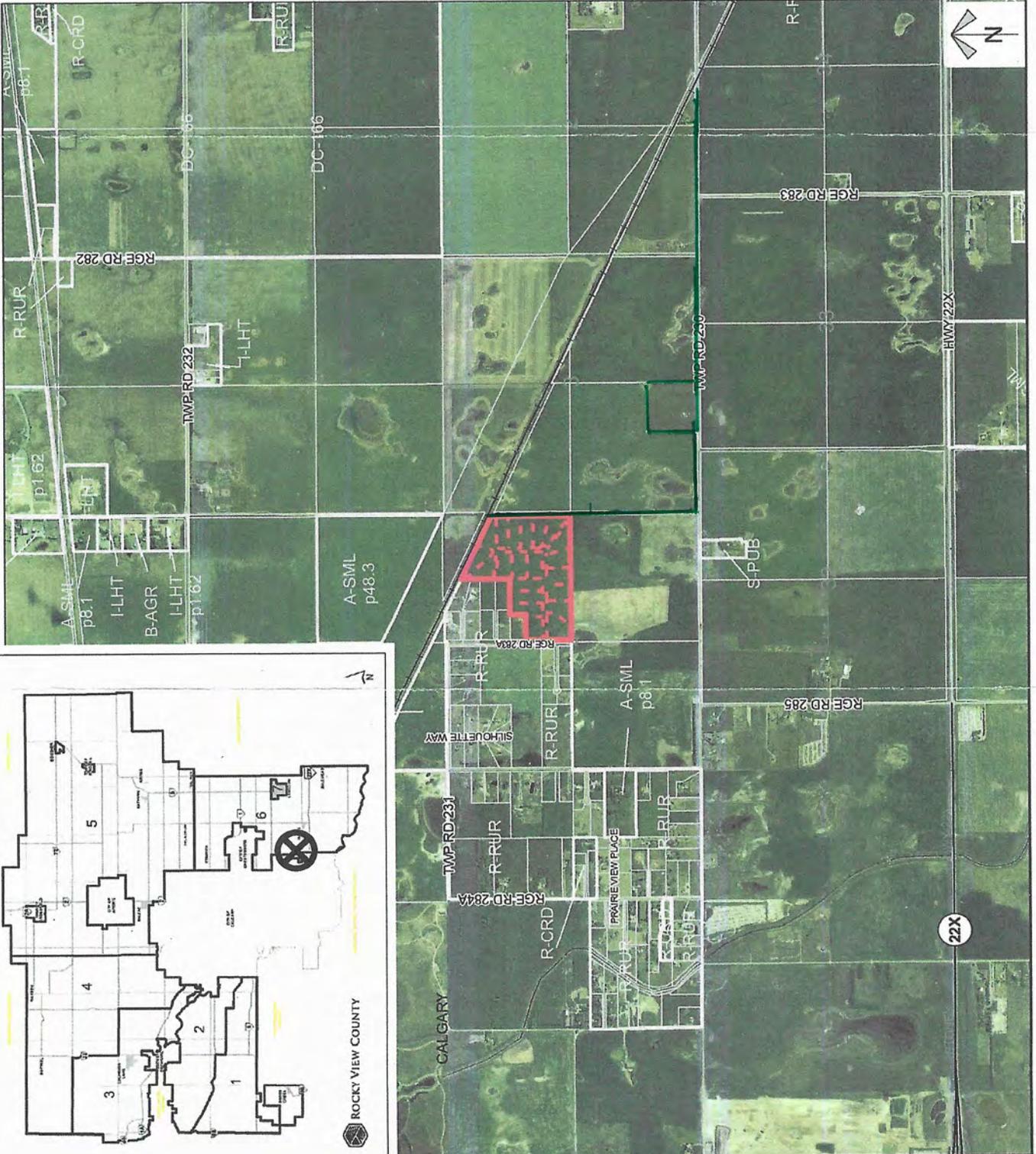
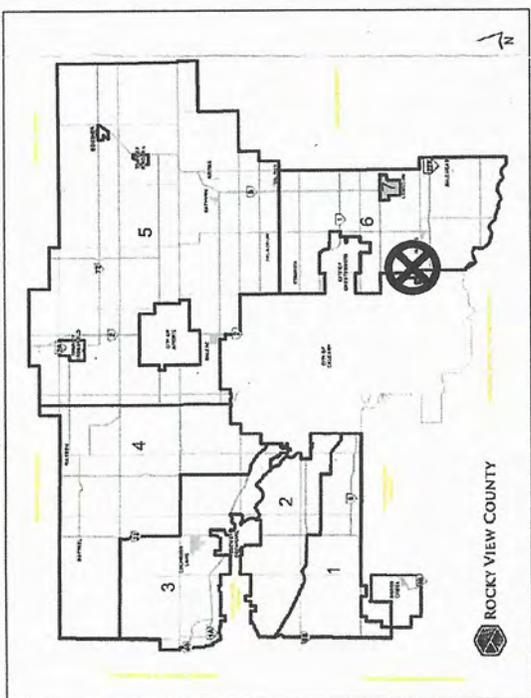


# Location & Context

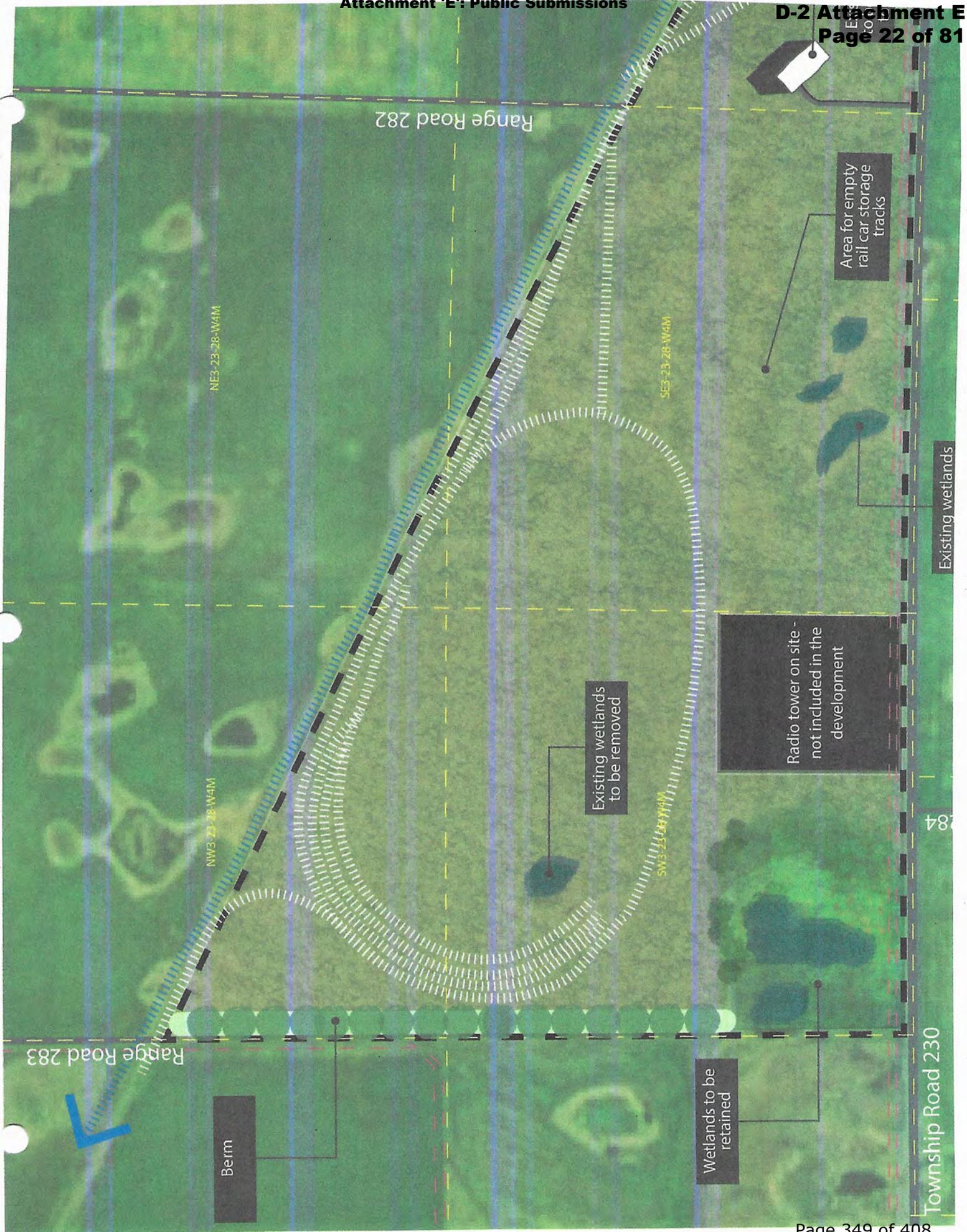
## Redesignation Proposal

To redesignate the subject lands from Agricultural, General District (A-GEN) to Residential, Rural District (R-RUR) in order to facilitate future subdivision.

Division: 6  
Roll: 03304035  
File: PL20220190  
Printed: Nov 14, 2022  
Legal: A portion of NE-04-23-28-W04M



AGENCY	COMMENTS
FortisAlberta	No concerns.
Telus Communications	No objection.
<b>Adjacent Municipality</b>	
The City of Calgary	The City of Calgary Administration cannot support the redesignation of this parcel with the intent to subdivide. It is our opinion that this application is not in line with the objectives and intent of the Rocky View/Calgary Intermunicipal Development Plan.
<b>Other External Agencies</b>	
Canada Post	Requirement for centralized Community Mail Boxes.
Canadian Pacific Railway	<p>Thank you for the recent notice respecting the captioned development proposal in the vicinity of Canadian Pacific Railway Company. The safety and welfare of residents can be adversely affected by rail operations and <b>CP is not in favour of residential uses that are not compatible with rail operations.</b> CP freight trains operate 24/7 and schedules/volumes are subject to change. CP's approach to development in the vicinity of rail operations is encapsulated by the recommended guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities. The 2013 Proximity Guidelines can be found at the following website address: <a href="http://www.proximityissues.ca/">http://www.proximityissues.ca/</a>.</p> <p>CP recommends that the below condition be inserted in all property and tenancy agreements and offers of purchase and sale for all dwelling units in the proposed building(s):</p> <p>"Canadian Pacific Railway and/or its assigns or successors in interest has or have a railway right-of-way and/or yard located adjacent to the subject land hereof with operations conducted 24 hours a day, 7 days a week, including the shunting of trains and the idling of locomotives. There may be alterations to, or expansions of, the railway facilities and/or operations in the future, which alterations or expansions may affect the living environment of the residents in the vicinity. Notwithstanding the inclusion of any noise and/or vibration attenuating measures in the design of the development and individual dwellings, Canadian Pacific Railway will not be responsible for complaints or claims arising from the use of its facilities and/or its operations on, over, or under the aforesaid right-of-way and/or yard."</p> <p>Should the captioned development proposal receive approval, CP respectfully requests that the recommended guidelines be followed.</p>



Berm

Range Road 282

NE3-23-28-W4M

SE3-23-28-W4M

NW3-23-28-W4M

SW3-23-28-W4M

Range Road 283

Existing wetlands to be removed

Radio tower on site - not included in the development

Area for empty rail car storage tracks

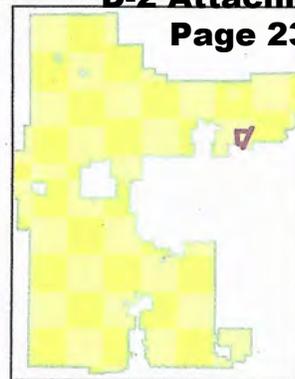
Existing wetlands

Township Road 230

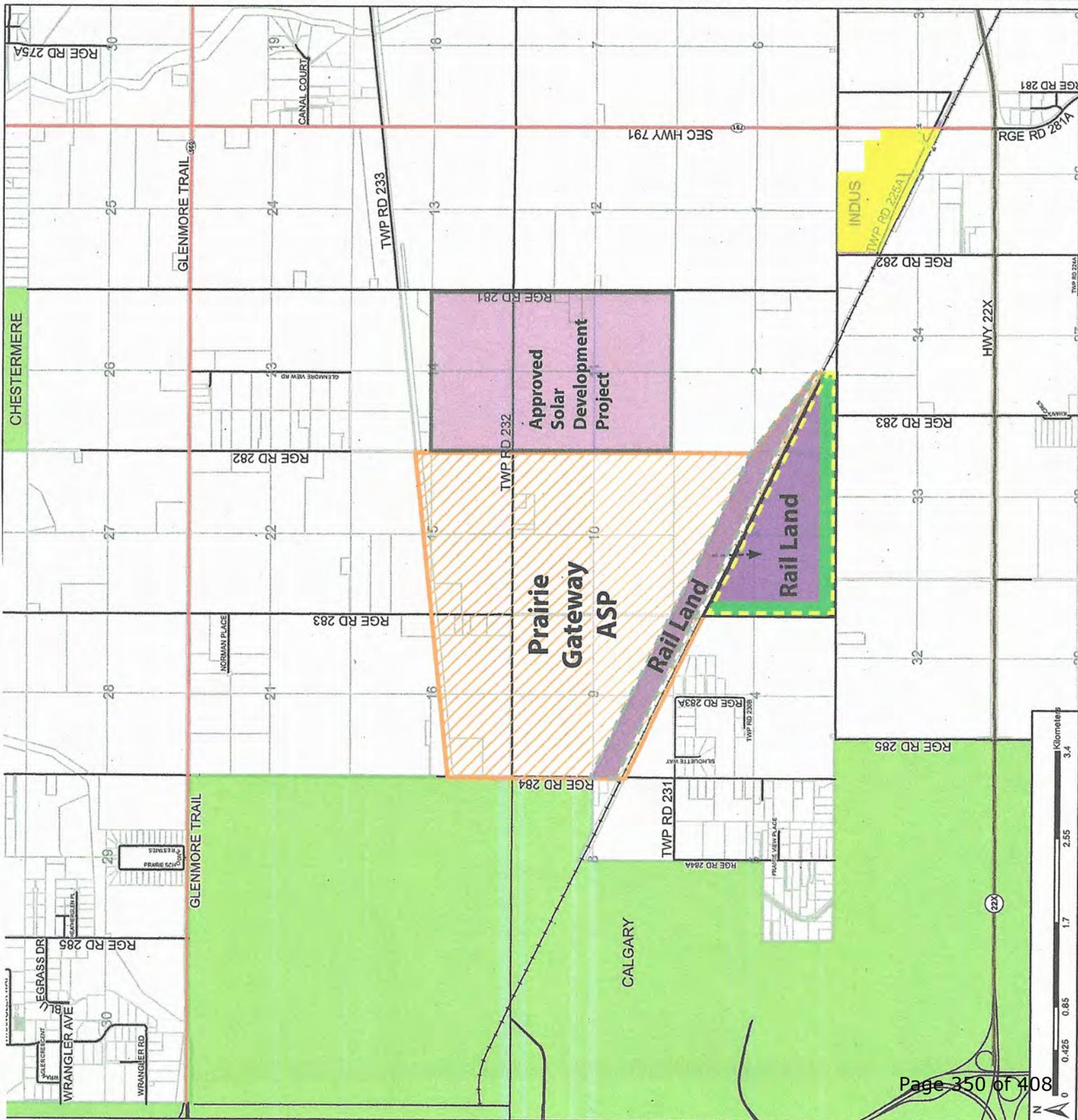
Wetlands to be retained

# FUTURE RAIL & INDUSTRIAL LAND

-  Prairie Gateway ASP Boundary
-  Rail Land
-  Homestead Land Equity Holdings / proposed rail marshalling yard
-  Buffer/Berm zone



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This map is conceptual in nature. No measurements or area calculations should be taken from this map.

**From:** [Al Merlo](#)  
**To:** [Reeve General Mailbox](#)  
**Cc:** [Kaitlyn Luster](#); [REDACTED]; [Rob Bondi](#); [Al Merlo](#)  
**Subject:** Special Council Meeting on September 11, 2024  
**Date:** August 29, 2024 2:54:39 PM  
**Attachments:** [RVC Notice of Special Council Meeting 2024 0911.pdf](#)  
[Wetland Impact Assessment-Am Jade Co.-Shepard-June 21-12.pdf](#)  
[HAB-TECH - Shepard-Southwell Trapp BIA Aug-2011.pdf](#)

---

Hello Reeve Kissel:

We are the owners of Cell A DC 130, legal description SW 16-23-28-W4M Lot 2 Cell A Plan 1310527. We would like the following to be included in the agenda for consideration at the Special Council Meeting on September 11, 2024 (Notice attached) in Council Chambers at the County Hall located at 262075 Rocky View Point.

We would like to add the following to the Prairie Gateway Area Structure Plan Process:

- Page 12 in the Draft ASP; Please clarify what “Interim uses” means regarding our parcels?
- Page 15 Policy 6.01 in the Draft ASP should be removed. It is an unworkable provision
- Wetlands Policy 14.03 in the Draft ASP should be removed or include reference to the lands South of TWP 232 as well
- Other Policy 14.11 and 14.12 should be removed or include references to lands south of TWP 232 as well
- Map 8 MUST be altered on our property. We have mapped the wetlands on our parcels, paid Acreage Assessments and entered into an agreement relating to Wetland Mitigation. This plan cannot alter that.
- Please explain why Stantec's preferred Option (Option 1) for Stormwater discharge through the NW portion of the plan area is ignored by this Draft ASP?
- Section 21 in general, and Map 12 specifically, should be modified to identify Stantec’s Option 1 Storm solution as the recommended solution. Other solutions such as those currently shown in the plan should be identified as alternative options to be investigated.
- We previously completed upgrades to RR 284 within the intermunicipal planning area. This ASP and future planning approvals in both the County and City need to recognize these improvements and charge Boundary Recoveries in our favour for any future development adjacent to or benefiting from our past improvement. The County has agreed to this, the City of Calgary needs to do the same
- Our existing DC Land Use Bylaw 130 includes lands within and directly to the north of this plan area. How do the County and City propose to reconcile altering policy through this ASP on only a portion of our ByLaw area?
- Stantec MDP May 13, 2024 Figure 3.7 “Existing Conditions Overland Flow Paths” and 2024 3.2.11 "Existing Boundary Conditions” are incorrect, current overland flow is through a Federal ditch that flows to the west under RR284 in the NW corner of Cell A. The mapping should be corrected to reflect this

We would also like the two attached documents included in any notes or materials provided to the participants of the Special Council Meeting. The wetlands contained in the lands of DC130 were mapped and approved in 2012 as a condition of our subdivision and land use approval by the MD of Rocky View:

- 1). Wetland Impact Assessment; John L. Kansas, M.Sc., P.Biol. January 12, 2012
- 2). HAB-TECH Environmental Ltd. Biophysical Impact Assessment August 2011

Thank you,

Al Merlo  
AM JADE CO.  
<http://amjade.com>  
403-703-7964  
9720 68 Street SE  
Calgary, AB T2C 4Z8



619-18<sup>th</sup> Avenue NW  
Calgary, Alberta Canada  
T2M 0T9  
403.282.1616

## BIOPHYSICAL IMPACT ASSESSMENT

**Am Jade Co. Inc. Shepard property**  
**Lots 1 and 2**

*Prepared for:*

**Am Jade Co. Inc. and Southwell Trapp and Associates Ltd.**  
**Calgary, Alberta**

*Prepared by:*

**Javier G. Vargas, M.Sc., P.Biol.**  
**John L. Kansas, M.Sc., P.Biol.**

**HAB-TECH Environmental Ltd.**



August 2011

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1. Soil Types
2. Habitat Types
3. Rare Plants Survey Route

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1. At Risk Definitions
2. Potential rare plant species for the Shepard study area
3. Plant species encountered during rare plant survey
4. Potential resident Vertebrate species at risk in study area
5. Incidental bird species detected during field visits
6. Habitat ratings for species at risk in the Shepard study area
7. Relative ecological significance of habitat types at the local level

**APPENDICES**

1. Proposed Subdivision
2. Site and Habitat Photographs

## EXECUTIVE SUMMARY

HAB-TECH Environmental Ltd. (HAB-TECH) was commissioned in June 2011 by Southwell Trapp & Associates Ltd. on behalf of Am Jade Co. Inc. to conduct the terrestrial and wetland ecological components of a Biophysical Impact Assessment (BIA) for a 22.4-ha land area located in the SW quarter of Section 16-23-28w4 (i.e. Lots 1 and 2 - Appendix 1), M.D. of Rocky View. These lands are herein referred to as the Shepard lands. All of the Shepard lands occur within Foothills Fescue Subregion of the Grassland Natural Region (Natural Regions Committee 2006).

The vast majority (90.9%) of the Shepard lands comprise habitats with low ecological significance. Development of these lands will not result in a significant negative effect on wildlife or vegetation in the study area. Habitats with moderate ecological significance account for 2.04-ha or 9.1% of the Shepard lands. These habitats include: a semi-permanent wetland class IV, a seasonal wetland class III, and a temporal wetland class II. Loss of moderate ecological significance habitats is considered significant in the local context (i.e. inside the study area). Areas with high ecological significance at the habitat/local level do not occur in the property.

One rare plant species (*Gratiola neglecta*) was found in wetlands #3 and #4: This species is considered rare in Alberta, but is not federally listed. It is recommended that construction of these two wetlands be avoided. If avoidance is not feasible then transplanting of the largest rare plant population located in wetland #3 (including topsoil) should be considered.

Three bird species at risk were detected during field visits: Swainson's hawk, sora, and northern pintail. These species are currently listed as "sensitive" by the province of Alberta but are not designated as species at risk federally. In order to mitigate impacts on those three species it is recommended that wetlands #3 and #4 be preserved as they are, or as part of any proposed Stormwater Management Plan. If avoidance is not possible, then construction activities should be limited to times outside of the peak breeding and nesting season (May-July). This will ensure compliance with the Migratory Birds Convention Act. If land clearing is completed in August, a nest search should be done before the clearing of the wetlands.

The six wetlands on the property are considered uncommon and important in a regional context. Effects on any of the six wetlands within the Shepard lands will require minimization and/or compensation of impacts (see the Provincial Wetland Restoration/Compensation Guide – Alberta Environment 2007). Approval to construct within the wetlands must be completed through Alberta Environment under the Alberta Water Act (Government of Alberta 1996). Impact and function assessments for each wetland will be required as part of any wetland compensation agreement.

## 1.0 INTRODUCTION

HAB-TECH Environmental Ltd. (HAB-TECH) was commissioned in June 2011 by Southwell Trapp & Associates Ltd. on behalf of Am Jade Co. Inc. to conduct the terrestrial and wetland ecological components of a Biophysical Impact Assessment (BIA) for a 22.4-ha land area (the Shepard lands) located in the SW quarter of Section 16-23-28w4 (i.e. Lots 1 and 2 - Appendix 1), M.D. of Rocky View. Specific tasks of the assessment included the following;

### *Information review:*

- locating and compiling previous ecological inventory, assessment and planning reports and information relevant to the subject lands; and,
- scientific literature review as appropriate.

### *Habitat supply assessment:*

- field site reconnaissance to classify habitat types and land use characteristics with specific focus on native plants; and,
- classify and map habitat types and soils on the subject lands.

### *Ecological significance assessment at the habitat level:*

- assess the floristic and structural diversity and the native habitat integrity of each mapped habitat type.
- assess the suitability of each habitat type for vertebrate species at risk; and,
- assess the potential of each habitat type to harbor rare plants and plant communities.

### *Ecological significance assessment at the regional/landscape level:*

- assess the regional habitat rarity of each of the habitats present in the property;
- assess habitat fragmentation levels in and adjacent to the property; and,
- assess the potential of the property as a wildlife movement route.

### *Impact assessment:*

- assess the potential effects of land development on habitat and landscape level attributes of the property.

## 2.0 METHODS

### 2.1 Review of Regional Ecological Information Sources

A number of inventory, assessment and planning sources were obtained and reviewed in order to assess the local and regional ecological significance of the subject lands. The following specific documents were referenced:

- Alberta Natural Heritage Information Center Rare Plant Tracking Lists (Gould 2006) and Ecological Community Tracking List (Allen 2009).
- The City of Calgary's Natural Area Management Plan (Calgary Parks and Recreation 1994).
- Calgary Urban Parks Program biophysical assessments (GAIA et al. 1993).
- Biophysical inventory and analysis of three environmentally sensitive areas within the Calgary Restricted Development Area (RDA) (Strong and Kansas 1984).
- Ecodistricts of Alberta – Summary of Biophysical Attributes (Strong and Thompson 1995).
- Biophysical and land use inventory and analysis of Nose Hill Park (Sentar 1993).
- Soil survey of the Calgary urban perimeter (MacMillan 1987).
- Range plant communities and range health assessment guidelines for the Foothills Fescue Natural Subregion of Alberta (Adams et al. 2003).
- City of Calgary Wetland Conservation Plan (City of Calgary 2004).
- City of Calgary Open Space Plan. (City of Calgary 2003)

### 2.2 Habitat Supply Assessment

Site visits to classify and map the habitats occurring on the property and to assess terrestrial and wetland ecological aspects were completed on July 12 and 21, 2011. The Shepard lands were visited on foot and notes concerning vegetation and wildlife habitat were taken. Information included vegetation associations and structure based on dominant vascular plants. Photographs were taken of representative habitat types. Habitats were mapped on a 1:2,000 scale color aerial photograph. Wetland boundary delineation was completed using a hand-held GPS set on track mode.

### 2.3 Ecological Significance Assessment at the Habitat/Local Level

A comprehensive assessment of the local ecological significance of each habitat type identified and mapped in the property was carried out taking into consideration the following five ecological factors:

- Floristic diversity of habitat types;
- Structural diversity of habitat types;
- Native habitat integrity based on a subjective assessment of the current level of disturbance;
- Wildlife habitat suitability for vertebrate species at risk; and,
- Potential of habitat types to support rare plants.

The five ecological significance factors were rated as high, medium or low for each habitat type based on scientific literature and consultant reports, first-hand knowledge from site visits, and the authors' understanding of wildlife and habitat values in the region.

### 2.3.1 Vegetation Composition and Structure Analyses

The floristic and structural diversity of habitat types were subjectively rated as high, medium or low using plant species richness measurements conducted for related habitat types within and adjacent the City of Calgary (Sentar 1993; Collister and Kansas 2004; Charlebois and Kansas 2008).

### 2.3.2 Disturbance/Native Habitat Integrity Assessment

The amount of current human disturbance within habitat types was subjectively rated as high, medium or low based on evidence of human use (agricultural clearing, buildings, roads, etc.) and the proportion of habitat that supported introduced (non-native) plant species. Areas with high levels of human disturbance and high proportions of introduced plant species were considered to have low levels of native habitat integrity.

### 2.3.3 Rare Plant Assessment

The rare plant assessment followed two steps. First, a list of potential rare plants and habitat associations was developed; and second, a rare plant field survey was completed. More detailed description of these two steps follows.

#### *Rare Plant Species Occurrence and Habitat Affiliations*

A literature review was conducted to identify rare plants and plant associations that could occur in and adjacent to the Shepard lands. Primary sources of information used to develop a list of potential rare plants and associated habitats included Packer and Bradley (1984), Wallis (1987), Sentar (1993), the Alberta Natural Heritage Information Centre's Rare Plant Tracking Lists (Kemper 2009), and the Alberta Conservation Information Management System's (ACIMS) Ecological Community Tracking List (Allen 2010). In addition, a rare plant element occurrence report for the Shepard land was requested (ACIMS, 2011). Habitat affiliations of the rare plants with potential to occur in the study area were determined when sufficient information was available (Moss 1983; Johnson et al. 1995, Kershaw et al. 2001).

The Nature Conservancy established a method to determine the level of rarity of rare and endangered plant species. A rank is assigned to each plant based on the status codes described below and also taking into consideration a specific geographic scale, which can be global (G) when looking at the status of a plant throughout its entire range, national (N) when interested in the plant species status in a country (e.g. Canada), or sub-national (S) when the area of interest is a province (e.g. Alberta).

#### Status Codes

- 1: critically imperiled due to extreme rarity (5 or fewer occurrences)
- 2: imperiled because of rarity (6 to 20 occurrences)
- 3: rare or uncommon (21 to 100 occurrences)
- 4: apparently secure (> 100 occurrences)
- 5: abundant and demonstrably secure (> 100 occurrences)

F: falsely reported  
 H: known historically, may be rediscover  
 P: potentially present, expected in the province but not yet discovered  
 Q: questionable taxonomic rank  
 R: reported but without persuasive documentation to either accepting or rejecting the report  
 U: uncertain status, more information is needed  
 X: apparently extinct or extirpated, not expected to be rediscovered  
 ? : no information is available, or the number of occurrences estimated  
 GNR SNR: unranked or under review  
 GH SH: conservation status not applicable (includes exotic species)  
 T<sub>1</sub> : rank for a subspecific taxon  
 G? or S? not yet ranked

### *Rare Plant Survey*

A rare plant survey of the Shepard lands was conducted on July 12, 2011 to determine the presence of vascular plant species listed to be of conservation concern, endangered or threatened according to the Alberta Conservation Information Management System's (ACIMS) and/or the Committee on the Status of Endangered Wildlife in Canada (COSEWIC). In order to ensure an effective and scientific survey of the area we followed the Guidelines for Rare Plant Surveys proposed by the Alberta Native Plant Council.

To accurately locate portions of the study area with highest likelihood of harboring rare plants, a 1:2,000 scale aerial photo for the property was reviewed and used for orientation in the field. During the field visit an initial search was conducted around the periphery of each wetland and fallow fields. The initial search was followed by an intensive "hands and knees" ground survey in order to inspect for small and less conspicuous species.

Habitats/wetlands harboring rare plants were rated as high for rare plant habitat, and habitats/wetlands where no rare plants were found were rated as low.

#### 2.3.4 Vertebrate Species at Risk Habitat Suitability Assessment

Wildlife habitat suitability assessment was completed following two steps. First, a vertebrate species at risk occurrence and status list was generated; and second, the suitability of each habitat type was rated for each species on the list and then compiled into a single rating for each habitat type. Detailed methods associated with each of the two steps follows.

#### *Wildlife Species Occurrence and Status*

A list detailing the status and abundance of vertebrate wildlife species known, or expected to be resident during some portion of the year within the study area was developed using local, regional and provincial references (Semenchuk 1992; Russell and Bauer 2000; Smith 1993; Pattie and Fisher 1999), and the authors' experience. From this list, vertebrate species at risk were identified based on recent regulatory status documents (COSEWIC 2010; AEP 2000, 2001, 2005; SARA 2005). Status and abundance definitions are presented below and at-risk definitions in Table 1.

Status

S	summer resident, migrates out of study area for the winter
W	winter resident, present only during late fall, winter and early spring
R	permanent resident, present year-round although not necessarily active during winter
M	migrant, passes through area during spring and/or fall, not normally resident at any time of the year
T	transient, expected to occur only in passing, not normally resident at any time of the year

Abundance

C	common, detected whenever suitable habitat is investigated during an appropriate season
U	uncommon, detected often, but not always, whenever suitable habitat is investigated during an appropriate season
S	scarce, detected occasionally, but not usually, even when suitable habitat is investigated during an appropriate season
R	rare, unexpected but could occur in any given year, would not generally be considered a regular component of the study area fauna

The Alberta Fisheries and Wildlife Management Information System (FWMIS, 2011) was consulted to obtain information concerning historical reports of wildlife species at risk in the vicinity of the study area.

*Wildlife Habitat Suitability Ratings*

The suitability of each habitat occurring on the property was assessed for all vertebrate species at risk based on scientific literature and consultant reports, first-hand knowledge resulting from the reconnaissance site visits, and the authors' knowledge of wildlife-habitat relationships in the region. The following 3-class rating system was used.

Low:	The habitat type may be used by the wildlife species in question; however, use is limited to travel, resting, loafing or opportunistic feeding and/or breeding. The habitat type contributes minimally to population viability of the species.
Moderate:	The habitat type is used by the species for feeding and/or breeding, but is of sub-optimal quality relative to other habitats. The habitat type may contribute significantly to population viability of the species but only during periods of low environmental stress.

High: The habitat type is an important habitat of the species for feeding and/or breeding. The habitat type contributes significantly to population viability.

Individual species ratings were used to develop a composite rating of wildlife habitat significance per each habitat type occurring in the property.

## 2.4 Ecological Significance Assessment at the Landscape/Regional Level

The ecological significance of the property at the landscape/regional level was assessed using three factors:

- Regional habitat rarity;
- Existing habitat fragmentation; and,
- Wildlife movement route potential.

Each factor was evaluated separately with evaluations based on scientific literature and consultant reports, site visits, and the authors' knowledge of ecologically important habitats in the region.

### 2.4.1 Regional Habitat Rarity

Regional habitat rarity was assessed based on a review of other studies conducted in the greater Calgary region. The habitat type classification system from the Calgary Natural Areas Management Plan (Calgary Parks and Recreation 1994) was followed for the purpose of regional habitat supply comparison. The total area of each mapped habitat type in the property was summarized using a GIS (Geographic Information System). The significance (rarity) of habitat types found on the property was assessed against the supply of similar habitat types in the Calgary region. The Calgary Urban Parks Project ecological inventory and assessment (GAIA 1993) provided land areas of habitat types associated with the Bow, Elbow and Nose Creek valleys. Other studies that have quantified habitat supply in the Calgary area are Nose Hill Park (Sentar 1993) and the Calgary Restricted Development area (Strong and Kansas 1984).

### 2.4.2 Fragmentation and Wildlife Movement Routes

The property was evaluated in terms of its ecological significance as a part of a larger ecological system. Key aspects of this assessment were fragmentation and wildlife movement corridor potential.

## 2.5 Project Impact Assessment

The incremental effects of the development of the Shepard lands and their significance were determined, described and assessed. Assessments were based on the current ecological significance of the property at the habitat/local and landscape/regional levels. No project footprint or outline/concept plans were available at the time this report was prepared.

### 3.0 ECOLOGICAL DESCRIPTION AND ASSESSMENT

#### 3.1 Ecological Region, Landforms, and Soils

The Shepard lands occur within the Foothills Fescue Subregion of the Grassland Natural Region (Natural Regions Committee 2006). This ecological zone occurs as a narrow band between the Mixedgrass Subregion and the Foothills Parkland Subregion. Topography is subdued and characterized by morainal, glaciolacustrine and outwash surficial deposits along the lower flanks of the Foothills Geologic Belt. In undisturbed conditions Foothills Fescue vegetation is dominated by native grasslands including Rough Fescue (*Festuca scabrella*), Idaho Fescue (*Festuca idahoensis*), Parry's Oatgrass (*Danthonia parryi*) and Intermediate Oatgrass (*Danthonia intermedia*). According to mapping by Strong and Thompson (1995), the entire Shepard area occurs within the Delacouer Ecodistrict. This Ecodistrict is characterized by:

- 70% grassland (includes cultivated and pasture) vegetation on undulating (0% to 0.5%) morainal plain with moderately well drained, loam-textured black chernozem soils;
- 20% grassland (includes cultivated and pasture) on undulating (0.5% to 2.5%) morainal plain with moderately well drained, silty loam-textured black chernozem soils; and
- 10% grassland (includes cultivated and pasture) vegetation on rolling (6.0% to 9.0%), morainal deposits with well drained, sandy loam-textured dark brown chernozem soils.

As of the mid-1990s approximately 90% of the Delacouer Ecodistrict had been cleared for agricultural production (Strong and Thompson 1995).

Three different soil units were mapped by AGRASID in the study area including: one Delacour (DEL7), and two Balzac (BZC1 and BZC4) soils (Figure 1). DEL7 soils cover 10.7-ha or 48.0% of the property. DEL7 soils are characterized by well drained Black Chernozems developed on fine loamy till. BZC1 soils occupy 1.2-ha (5.4%) of the property and are characterized by poorly drained saline Humic Gleysols in lower ground water discharge areas. The parental material is fine clayey recent lacustrine overlying till, and the landform is level to depressional. BZC4 soils encompass 10.4-ha (46.6%) of the property. These soils are a variable mix of poorly drained saline Humic Gleysols, well drained Black Chernozems and well to imperfectly drained Solodized Solonetz. The parental material is a thin discontinuous fine clayey recent lacustrine overlying till, and the landform is undulating to depressional.

#### 3.2 Vegetation and Habitat Supply

Only two habitat types were found in the study area - Cultivated agricultural (CA) and Wetlands (W) (Figure 2). The six wetlands occurring in the study area were further classified using the Stewart and Kantrud (1971) wetland classification system. The ecological characteristics of each of the habitat types occurring on the Shepard lands are described below including their land area supply.

##### *Cultivated Agricultural (CA)*

Cultivated fields comprise the majority (20.2-ha or 90.3%) of the study area (Photo 1 – Appendix 1). The cultivated field located in the north-eastern portion of Lot 2 has been left fallow and is characterized by stubble crop interspersed with a diverse group of non-native (weedy) species such as summer cypress (*Kochia scoparia*), Canada thistle (*Cirsium arvense*), sow thistle

(*Sonchus arvensis*), stink weed (*Thlaspi arvense*), flixweed (*Descurainia sophia*), sheperd's-purse (*Capsella bursa-pastoris*), prickly lettuce (*Lactuca serriola*), dandelion (*Taraxacum officinale*), lamb's quarters (*Chenopodium album*), and wild buckwheat (*Polygonum convolvulus*). Foxtail barley (*Hordeum jubatum*) is a native species that was also abundant in the study area. This is not surprising since foxtail barley is a weedy native species common on roadsides, waste ground, and open fields (Tannas 2003). In wetter areas of the fallow field some additional hydrophytic plant species were found including: few-flowered rush (*Juncus confusus*), rough cinquefoil (*Potentilla norvegica*), mudwort (*Limosella aquatica*) and northern willow-herb (*Epilobium ciliatum*) (Photo 2 – Appendix 1).

### *Wetlands (W)*

Six wetlands were identified, mapped, and classified using the Steward and Kantrud wetland classification system (Stewart and Kantrud 1971) (Figure 2). Wetlands account for 2.2-ha or 9.5% of the study area. Wetland # 3 (Figure 2) is a semi-permanent wetland (Class IV); wetland #4 is a seasonal wetland (Class III); and wetlands #1, 2, 5, and 6 are temporal wetlands (Class II). Description of these wetlands follows:

#### Semi-permanent Wetland (Class IV)

A single semi-permanent wetland (Class IV) was present in the property (i.e. wetland #3) occupying 0.51-ha or 2.3% of the study area. This wetland is characterized by deep marsh vegetation in the deepest portion of the wetland (Photo 3 – Appendix 1) dominated by common cattail (*Typha latifolia*). Common duckweed (*Lemna minor*) and water-buttercup (*Ranunculus sp.*) are also common in the deep marsh zone. The shallow marsh zone of this wetland is dominated by slough grass (*Beckmannia syzigachne*), creeping spike-rush (*Eleocharis palustris*), needle spike-rush (*E. acicularis*), and reed canary grass (*Phalaris arundinacea*). Common meadow species interspersed within the shallow marsh zone were: alkali grass (*Puccinellia nuttalliana*), fowl bluegrass (*Poa palustris*) and foxtail barley. Other species found were: slender wheat grass (*Agropyron trachycaulum*), short-awned foxtail (*Alopecurus aequalis*), wild mint (*Mentha arvensis*), and Canada thistle. The outer ring of this wetland has been tilled.

#### Seasonal Wetland (Class III)

Wetland #4 is a seasonal wetland (Class III) characterized by shallow marsh vegetation in the deepest portion of the wetland. It occupies 1.05-ha or 4.7% of the study area. Awned sedge (*Carex atherodes*) and slough grass dominate the shallow marsh zone with sporadic common cattail plants. Alkali grass and foxtail barley dominate the wet-meadow portion of the wetland (Photo 4 – Appendix 1). The outer ring of the wetland has been tilled and was dominated by fallow crops, foxtail barley and alkali grass.

#### Temporal Wetland (Class II)

Wetlands #1, 2, 5, and 6 are temporal wetlands (Class II) characterized by wet meadow vegetation in the deepest portion of the wetlands. Wetland #1 covers 0.47-ha or 2.1% of the study area and is dominated by alkali grass, salt grass (*Distichlis stricta*) and foxtail barley. Other native species present were: celery-leaved buttercup (*Ranunculus sceleratus*), rough cinquefoil (*Potentilla norvegica*) and toad rush (*Juncus bufonius*). Non-native species commonly found in this wetland were: lamb's quarters, Canada thistle, sow thistle, dandelion, smooth brome (*Bromus inermis*), white sweet clover (*Melilotus alba*), yellow sweet clover (*M. officinalis*), and quackgrass (*Agropyron repens*). This wetland has been disturbed in the past by excavation and

dirt movement (Photo 5 – Appendix 1). Wetlands #2 (Photo 6 – Appendix 1), #5 (Photo 7 – Appendix 1), and #6 (Photo 8 – Appendix 1) occupy 0.03-ha or 0.14%, 0.04-ha or 0.16%, and 0.08-ha or 0.34% of the study area, respectively. These three wetlands have been completely tilled in the past and were characterized by a high percent cover (>50%) of bare ground. Alkali grass was the dominant species. Foxtail barley, short-awned foxtail and the introduced summer cypress were common in wetlands #5 and 6.

Extensive and long-term agricultural tillage has significantly affected wetland occurrence and native integrity in the study area.

### 3.3 Ecological Significance Assessment at the Habitat/Local Level

An assessment of each of the five ecological significance factors is provided below in the context of mapped habitat types on the Shepard lands. Ratings were based in large part on field measurements by HAB-TECH staff from the same or very similar habitat types in other studies conducted within the Calgary region.

#### 3.3.1 Floristic Diversity

A fundamental principle of conservation biology is to protect sites that support high levels of local “species richness” (the number of organisms present in an area) (Council on Environmental Quality 1993; Noss 1993). Ecosystems that support a high level of diversity of plant species tend to be structurally diverse and productive (Meffe et al. 1997). These areas in turn support a wide variety and abundance of insect and animal forms.

Habitats that support the highest plant species diversity in the Calgary region are seepage tall willow, native grasslands, moist mixed-woods and aspen and balsam poplar forests. The lowest levels of plant diversity are generally found in non-native grasslands, disturbed sites, low shrubland and dry tall shrubland habitat types (Sentar 1993; Collister and Kansas 2004; Charlebois and Kansas 2008). None of the habitats that support high levels of plant species diversity occur on the Shepard lands. Cultivated Agricultural fields were rated as having low floristic diversity as were the temporal wetlands # 2, 5, and 6). Outer rings of wetlands #2, #3 and 4 have been tilled, hence their natural floristic diversity has been reduced. As a result, these three wetlands were rated as having moderate floristic diversity.

#### 3.3.2 Structural Diversity

The structural complexity of an ecological community is positively correlated with the diversity of animal life (Meffe et al. 1997). This is especially true for vertebrate wildlife species that require unique and variable reproductive, forage and cover opportunities or “niches” for survival and reproduction. Short (1986) explained the disproportionate importance of vertical vegetation structure in prairie and rangeland environments where such habitats area in limited supply:

*“Rangeland habitats that provide only a few layers of habitat have a limited volume of space within which wildlife species can find niches. More niches are potentially available as more layers of habitat occur in cover types, so more wildlife species potentially are supported by more structurally diverse habitats.”*

Other studies conducted in similar environments within the greater Calgary region have shown that habitats with the highest structural diversity indices are forest types such as aspen and balsam poplar forests (Sentar 1993; Collister and Kansas 2004; Charlebois and Kansas 2008). Non-native grasslands, disturbed areas and low shrub communities support low structural diversity and lesser use by wildlife as primary habitat. Since there were no tree or tall shrub patches in the study area, there are no habitat types rated as having high structural diversity. The semi-permanent wetland (wetland # 3), the seasonal wetland (wetland #4), and the temporal wetland (wetland #1) were rated as having moderate vegetation structural diversity. Because wetlands # 2, 5, and 6 have been completely tilled in the past they support only one layer of vegetation and a high cover of bare ground. As such they were rated as having low structural diversity.

### 3.3.3 Disturbance/Native Habitat Integrity Assessment

Invasion of native habitats by non-indigenous or “introduced” species of plants can result in a loss of native plant species, changes in community structure and function, and alterations in the physical structure of the system (Drake *et al.* 1989). Human land use and associated interruption of native ecological processes is normally the cause of plant species invasions (Mooney and Drake 1986). Habitat loss, non-native species invasion from cultivated fields and waste lands are the main disturbance factors observed on and adjacent to the Shepard property. Because of the high level of overall land disturbance, none of the habitat types on the property were rated as having a high level of native habitat integrity. The semi-permanent wetland (wetland # 3), the seasonal wetland (wetland #4), and the temporal wetland (wetland #1) were rated as having moderate native habitat integrity.

### 3.3.4 Rare Plants Assessment

According to the information provided by the Alberta Conservation Information Management System (ACIMS 2011), no rare plant occurrences have been recorded to date within or in the immediate vicinity of the property. It is important to note however that the absence of records could simply indicate that very few inventories/surveys have been completed in this area. Table 2 provides a list of rare plant species with the greatest potential of occurring in the study area. We reviewed the ACIMS Preliminary Ecological Community Tracking List (Allen 2010) to determine the potential for occurrence of rare plant communities representative of the Foothills Fescue natural subregion. Taking into consideration the degree of disturbance of the property, there is limited potential for rare plant communities in the property.

A field visit was conducted to search for rare plants and rare plant communities in the study area. The areas searched for rare plants are shown in Figure 3. No rare plant communities were found at the time of the visit and one rare plant species (*Gratiola neglecta*) was found in the outer portions of wetlands #3 and #4 (Figure 3). *G. neglecta* was found growing on areas of bare and wet ground together with foxtail barley, needle spike-rush and slough grass. In wetland #3 this rare species was found growing in clumps between coordinates 299007E/5648981N and 298967E/5649033N (Figure 3). The average density of plants in this section of wetland #3 was 11.7/m<sup>2</sup> at the time of sampling. In wetland 4 *G. neglecta* was also found in clumps centered around 299159E/5648939N. The average density of plants was 3.6/ m<sup>2</sup> at the time of sampling. In general, the areas where *Gratiola neglecta* was growing had been previously tilled. It also was observed that the density of this species decreased when other species such as foxtail barley increased in density.

Table 3 provides an overall list of the 42 common vascular plant species encountered during the field survey: 28 of them (67%) were native species, while the remaining 14 species (33%) were exotic or non-native.

### 3.3.5 Wildlife Species at Risk and Habitat Suitability Assessment

Based on habitat requirements and known distributional ranges, 33 vertebrate species at risk have potential to occur within the Shepard property. These species are listed in Table 4 and include twenty-five bird species, two mammal species, three amphibian species, and three reptile species. A search of the Alberta Fish and Wildlife Management Information System (FWMIS, 2011) data base yielded historical observations of black-necked stilt, burrowing owl, horned grebe, western grebe, northern harrier, northern pintail, short-eared owl, sora, Swainson's hawk and Canadian toad in the general vicinity of the study area. None of those observations occurred directly inside the Shepard lands.

Twenty different bird species were detected during the field visits (Table 5) of which three species are at risk including: Swainson's hawk, sora, and northern pintail. These species are currently listed as "sensitive" by the province of Alberta and are not designated as species at risk federally.

The suitability of each habitat type for each potentially occurring vertebrate species at risk (Table 6) was rated using reference literature, first-hand knowledge gained from field visits and the authors' expertise. Wetlands #3 (semi-permanent wetland class IV) and wetland #4 (seasonal wetland class III) were considered to have the highest relative suitability to harbor wildlife species at risk in the study area, while wetlands #1, 2, 5, and 6 (temporal wetlands class II) were rated as moderate. Cultivated Agricultural fields (CA) were rated as having low potential to harbor species at risk since their limited native integrity does not fulfill species habitat requirements.

### 3.3.6 Habitat Type Significance Assessment at the Habitat/Local Level

Habitat types on the Shepard lands were rated for the five ecological factors discussed in Sections above (Table 7). These ratings describe the local overall significance of the habitat types present within the study area. None of the habitat types mapped on the Shepard land were rated as highly significant for more than two ecological factors. Wetland #4 (seasonal wetland class III) and wetland #3 (semi-permanent wetland class IV) were rated as high for two of the five ecological factors (i.e. rare plant and wildlife species at risk potential) and moderate for the remaining three factors. These habitat types were rated as having an overall ecological significance of moderate at the habitat/local level. Wetland #1 (temporal wetland class II) was also rated as having a moderate overall ecological significance since it was rated as moderate for four of the five ecological factors. Wetlands #2, 5, and 6 rated low for four of the five ecological factors, while Cultivated Agricultural field (CA) was rated low for all of the five ecological factors. As a result, Wetlands #2, 5, and 6 and cultivated lands were rated as having an overall ecological significance of low at the habitat/local level.

## 3.4 Ecological Significance Assessment at the Landscape/Regional Level

Assessments of the property's regional habitat rarity, fragmentation, and wildlife movement potential are discussed below in the context of landscape-level ecological attributes occurring on and adjacent to the Shepard property.

#### 3.4.1 Habitat Type Rarity Assessment

Conservation of an appropriate supply of native vegetation and habitat is a cornerstone of conservation biology and is generally considered to be the primary management tool for the protection of biological diversity (Meffe et al. 1997). Native habitats considered to be in short supply (rare) in a regional context are considered to be more significant than abundant habitats in the context of preserving landscape diversity and the plant and animal species that these landscapes support (Noss 1993; Council on Environmental Quality 1993; Noss and Cooperrider 1994).

In a regional context the least common habitats found within the study area are the wetlands. As a result, all six wetlands found in the study area were rated as having high habitat rarity.

#### 3.4.2 Habitat Fragmentation Assessment

Habitat fragmentation occurs in two principal ways: reduction of the total amount of a habitat type in a landscape, and apportionment of the remaining habitat into smaller more isolated habitats (Meffe et al. 1997). Human settlement in urban and country residential areas routinely results in a patchwork of small isolated natural areas within a matrix of developed land (Adams and Dove 1989). Habitat loss and fragmentation has already significantly occurred in and around the Shepard property. This is reflected by the high proportion of cultivated agricultural fields occurring on the property (90.3%). Habitat fragmentation levels within and adjacent to the property are rated as high.

#### 3.4.3 Wildlife Movement Potential

Wildlife corridors are defined as "linear landscape features that facilitate the biologically effective transport of animals between larger patches of habitat to accommodate daily, seasonal and dispersal movements" (Paquet et al. 1994.). Protection of routes for wildlife movement is important in order to provide safe travel opportunities between important habitats and to facilitate dispersal and population exchanges. Since significant habitat fragmentation has already taken place in the vicinity of the property, the study area is not considered as an important wildlife movement corridor. This effect is compounded by the lack of meaningful amounts of hiding cover (trees, shrubs) on the property.

## 4.0 IMPACT ASSESSMENT AND RECOMMENDATIONS

This section of the report addresses the implications of development of the Shepard lands from an ecological impact perspective. No project footprint or outline/concept plans were available at the time this report was prepared. As such the following impact assessment assumes full development of the property. This is a worst-case impact scenario and has potential to be mitigated through avoidance and best practices. Some suggestions for mitigation are provided in this section.

### 4.1 Impact Assessment at the Habitat/Local Level

A total of 20.3-ha or 90.9% of the property has been significantly disturbed by past land use practices. Cultivated agricultural and tilled temporal wetlands #2, 5, and 6 have low ecological significance at the habitat/local level. Development of those lands will not result in significant negative effects on wildlife or vegetation in the study area.

The remaining 2.04-ha or 9.1% of the property is represented by three wetlands: a semi-permanent wetland class IV (wetland #3); a seasonal wetland class III (wetland #4); and a temporal wetland class II (i.e. wetland #1). These wetlands were rated as having moderate ecological significance at the habitat/local level. Loss of these wetlands would represent a significant impact in the local context. The impact of full development is rated as significant because these three wetlands have the potential to support several provincially listed wildlife species, two of them (i.e. wetland #3 and #4) supported a rare plant species, and they are the primary source of biological diversity on the property. .

#### 4.1.1 Potential Mitigation Measures

One rare plant species (*Gratiola neglecta*) was found in association with wetlands #3 and #4. This species is considered rare in Alberta, but is not federally listed. Even though there is no legislation protecting this species in Alberta, it is recommended that construction of these two wetlands be avoided. If avoidance is not feasible then transplanting of the largest population located in wetland #3 (including topsoil) should be considered. A suitable transplant site would need to be found, preferably in similar habitat/soils on the property. Rare plant communities were not found on the property; hence no further mitigation is required to offset construction effects on this aspect of wetland vegetation.

Three bird species at risk were recorded during field visits of the property: Swainson's hawk, northern pintail, and sora. Preferred habitat for Swainson's hawk is not common in the study area, however, suitable habitat does exist within the powerline right-of-way that divides lots 1 and 2. Mitigation can be addressed through timing of construction activities in areas adjacent to the powerline outside of the peak breeding season (May-July). Impacts of development on this species should be minimal.

Northern pintails inhabit shallow bodies of water of varying size. They nest mainly near water but are often found some distance away from water bodies in dense vegetation or on exposed prairie sites (Godfrey 1976; Fisher and Acorn 1998). The single individual recorded was a lone male and it is likely that this was a transient bird. However, wetlands #3 and #4 do provide high habitat quality for this species. As a result it is recommended that these wetlands be preserved as they are, or as part of any proposed Stormwater Management Plan. If avoidance is not possible, then construction activities should be limited to times outside of the peak breeding season (May-July). Impacts of development on this species assuming successful mitigation should be minimal.

Sora habitat commonly includes wetlands with abundant cattails, bulrushes, sedges, and grasses within a matrix of shallow and deep water (Fisher and Acorn 1998; Semencheck 2007). The semi-permanent wetland (wetland #3) supplies good habitat quality for this species. As such it is recommended that this wetland be preserved as it is, or as part of any proposed Stormwater Management Plan. If avoidance is not possible, then construction activities should be limited to times outside of the peak breeding season (May-July). Impacts of development on this species should be minimal assuming successful mitigation.

Limiting construction activities to periods outside the peak breeding season (i.e. May-July) will also comply with the Migratory Birds Convention Act.

#### 4.2 Impact Assessment at the Landscape/Regional Level

The six wetlands on the property are considered uncommon and important in a regional context and an approval from Alberta Environment will be needed prior to construction under the Alberta Water Act (Government of Alberta 1996). The Water Act requires....

*“...that an approval be obtained before undertaking a construction activity in a wetland. A construction activity includes but is not limited to disturbing, altering, infilling or draining a wetland.”*

Effects on the 6 wetlands on the Shepard lands will require minimization and/or compensation of impacts (see the Provincial Wetland Restoration/Compensation Guide – Alberta Environment 2007).

Given its ex-urban/agricultural character the effects of habitat fragmentation have already largely occurred in, and around, the Shepard lands. The relatively limited and fragmented supply of native vegetation (~10% of the study area) with potential to be directly affected minimizes the magnitude of regional fragmentation resulting from development of the Shepard lands. The presence of agriculture, road development and residential/light industrial development, in the local area impairs the value of the Shepard lands as part of a regional movement corridor. The Shepard lands support minimal security cover for mammals and as such do not offer substantive movement opportunities.

## 5.0 SUMMARY AND CONCLUSIONS

### 5.1 Habitat/Local Level

- The majority of the property is comprised of habitats with low ecological significance (20.3-ha or 90.9% of the property). Development of these previously disturbed lands will not result in a significant negative effect on wildlife or vegetation in the study area. Habitats with moderate ecological significance account for 2.04-ha or 9.1% of the property. These habitats include: a semi-permanent wetland class IV (wetland #3); a seasonal wetland class III (wetland #4); and a temporal wetland class II (i.e. wetland #1). Loss of moderate ecological significance habitats is considered significant in the local context (i.e. inside the study area). Areas with high ecological significance at the habitat/local level do not occur within the property.
- One rare plant species (*Gratiola neglecta*) was found in wetlands #3 and #4 during field surveys. This species is considered rare in Alberta, but is not federally listed. It is recommended that construction of these two wetlands be avoided. If avoidance is not feasible then transplanting of the largest rare plant population located in wetland #3 (including topsoil) should be considered.
- In order to mitigate impacts on the bird species at risk detected on the property and to comply with the Migratory Birds Convention Act it is recommended that wetlands #3 and #4 be preserved as they are, or as part of any proposed Stormwater Management Plan. If avoidance is not possible, then construction activities should be limited to times outside of the peak breeding and nesting season (May-July). If land clearing is completed in August, a nest search should be done before clearing of the wetlands.

### 5.2 Landscape/Regional Level

- The six wetlands on the property are considered uncommon in a regional context. Effects on any of the six wetlands on the Shepard lands will require minimization and/or compensation of impacts (see the Provincial Wetland Restoration/Compensation Guide – Alberta Environment 2007). Approval to construct within the wetlands must be completed in compliance with Alberta Environment under the Alberta Water Act (Government of Alberta 1996). Impact and function assessments for each wetland will be required as part of any wetland compensation agreement.
- Existing land clearing on an around the Shepard lands has resulted in significant habitat fragmentation effects. As such many native habitats and sensitive species have already been significantly impacted. The relatively high proportion (>90%) of disturbed/cleared habitat dampens additional development contributing significantly to regional habitat fragmentation.

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**FIGURES**



619-18<sup>th</sup> Avenue NW  
Calgary, Alberta Canada  
T2M 0T9  
403.282.1616



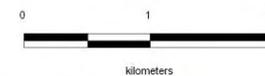
Figure 1. Soils of the Shepard Lands

Legend

— Soil Type

Soil Types

SOIL_UNIT	SOIL_SERIES	Hectares
BZC1	Balzac	1.2
BZC4	Balzac	10.4
DEL7	Delacour	10.7



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Ref# H-F 452\_08-11



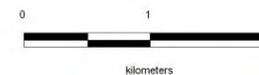
Figure 2. Habitat of the Shepard Lands

Legend

Wetlands

Habitat Types

WL_Code	ID	Description	Hectares
W2	W#1	Temporal Wetland - Class 2	0.473
W2	W#2	Temporal Wetland - Class 2	0.032
W4	W#3	Semi-permanent Wetland - Class 4	0.513
W3	W#4	Seasonal Wetland - Class 3	1.052
W2	W#5	Temporal Wetland - Class 2	0.035
W2	W#6	Temporal Wetland - Class 2	0.076
CA	CA	Cultivated Agricultural	20.200



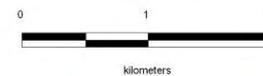
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Figure 3. Rare plants of the Shepard Lands

Legend

- Rare plant Survey Route
- Rare Plant Location (Gratiola Neglecta)
- Wetland



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Ref# H-F 454\_08-11



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**TABLES**

**Table 1. At Risk Definitions**  
(AEP 2000; AEP 2001; AEP 2005; COSEWIC 2009; SARA 2005)

*Alberta Environmental Protection (AEP)*

*General Status*

**At Risk** – any species known to be “At Risk” after formal detailed status assessment and designation as “Endangered” or “Threatened” in Alberta

**May Be At Risk** – any species that “May Be At Risk” of extirpation or extinction, and is therefore a candidate for detailed risk assessment.

**Sensitive** – any species that is not at risk of extinction or extirpation but may require special attention or protection to prevent it from becoming at risk.

*Endangered Species Conservation Committee*

**Endangered** – a species facing imminent extirpation or extinction.

**Threatened** – a species likely to become endangered if limiting factors are not reversed.

**Special Concern** – a species of special concern because of characteristics that make it particularly sensitive to human activities or natural events.

**Data Deficient** – a species for which there is insufficient scientific information to support status designation.

*Committee on the Status of Endangered Wildlife in Canada (COSEWIC)*

**Endangered** - a species facing imminent extirpation or extinction.

**Threatened** - a species likely to become endangered if limiting factors are not reversed.

**Special Concern** - a species of special concern because of characteristics that make it particularly sensitive to human activities or natural events.

**Not at Risk** - a species that has been evaluated and found to be not at risk.

**Indeterminate** - a species for which there is insufficient scientific information to support status designation.

Table 2 Potential rare plant species for the Shepard study area

Species scientific name	Species common name	Rank
<i>Amaranthus californicus</i>	Californian amaranth	S1S2
<i>Rorippa curvipes</i>	yellow cress	SU
<i>Rorippa tenerrima</i>	slender cress	S1S2
<i>Rorippa curvipes var. truncata</i>	blunt-leaved yellow cress	S1S2
<i>Ellisia nyctelea</i>	waterpod	S2
<i>Ranunculus glaberrimus</i>	early buttercup	S2S3
<i>Potentilla finitima</i>	sandhills cinquefoil	S1
<i>Gratiola neglecta</i>	clammy hedge-hyssop	S2
<i>Veronica catenata</i>	water speedwell	S2S3
<i>Elodea bifoliata</i>	two-leaved waterweed	S2
<i>Iris missouriensis</i>	western blue flag	S2
<i>Sisyrinchium septentrionale</i>	pale blue-eyed grass	S3
<i>Allium geyeri</i>	Geyer's onion	S2
<i>Muhlenbergia racemosa</i>	marsh muhly	S2
<i>Sphenopholis obtusata</i>	prairie wedge grass	S2
<i>Ruppia cirrhosa</i>	widgeon-grass	S1

Table 3 Plant species encountered during rare plant survey

Scientific name	Common name	Family	Origin
<i>Alopecurus aequalis</i>	short-awned foxtail	Poaceae	Native
<i>Artemisia absinthium</i>	absinthe wormwood	Asteraceae	Exotic
<i>Artemisia ludoviciana</i>	prairie sagewort	Asteraceae	Native
<i>Atriplex argentea</i>	silver saltbush	Chenopodiaceae	Native
<i>Beckmannia syzigachne</i>	slough grass	Poaceae	Native
<i>Bromus inermis</i> ssp. <i>inermis</i>	smooth brome	Poaceae	Exotic
<i>Capsella bursa-pastoris</i>	shepherd's-purse	Brassicaceae	Exotic
<i>Carex atherodes</i>	awned sedge	Cyperaceae	Native
<i>Chenopodium album</i>	lamb's-quarters	Chenopodiaceae	Exotic
<i>Chenopodium pratericola</i>	goosefoot	Chenopodiaceae	Native
<i>Crepis runcinata</i>	scapose hawk's-beard	Asteraceae	Native
<i>Descurainia sophia</i>	flixweed	Brassicaceae	Exotic
<i>Distichlis stricta</i>	salt grass	Poaceae	Native
<i>Eleocharis acicularis</i>	needle spike-rush	Cyperaceae	Native
<i>Elymus trachycaulus</i> ssp. <i>trachycaulus</i>	slender wheat grass	Poaceae	Native
<i>Epilobium ciliatum</i>	northern willowherb	Onagraceae	Native
<i>Glyceria striata</i>	fowl manna grass	Poaceae	Native
<i>Gratiola neglecta</i>	clammy hedge-hyssop	Scrophulariaceae	Native
<i>Hordeum jubatum</i>	foxtail barley	Poaceae	Native
<i>Iva axillaris</i>	povertyweed	Asteraceae	Native
<i>Juncus bufonius</i>	toad rush	Juncaceae	Native
<i>Kochia scoparia</i>	summer-cypress	Chenopodiaceae	Exotic
<i>Lactuca serriola</i>	prickly lettuce	Asteraceae	Exotic
<i>Lepidium bourgeauanum</i>	western pepper-grass	Brassicaceae	Native
<i>Limosella aquatica</i>	mudwort	Scrophulariaceae	Native
<i>Matricaria recutita</i>	wild chamomile	Asteraceae	Exotic
<i>Neslia paniculata</i>	ball mustard	Brassicaceae	Exotic
<i>Phalaris arundinacea</i>	reed canary grass	Poaceae	Native
<i>Poa compressa</i>	Canada bluegrass	Poaceae	Exotic
<i>Poa pratensis</i>	Kentucky bluegrass	Poaceae	Native
<i>Polygonum hydropiper</i>	Marshpepper Smartweed	Polygonaceae	Exotic
<i>Polygonum ramosissimum</i>	bushy knotweed	Polygonaceae	Native
<i>Potentilla norvegica</i>	rough cinquefoil	Rosaceae	Native
<i>Puccinellia nuttalliana</i>	Nuttall's salt-meadow grass	Poaceae	Native
<i>Ranunculus sceleratus</i>	celery-leaved buttercup	Ranunculaceae	Native
<i>Salicornia rubra</i>	samphire	Chenopodiaceae	Native
<i>Scirpus paludosus</i>	prairie bulrush	Cyperaceae	Native
<i>Sonchus arvensis</i>	perennial sow-thistle	Asteraceae	Exotic
<i>Taraxacum officinale</i>	common dandelion	Asteraceae	Exotic
<i>Thlaspi arvense</i>	stinkweed	Brassicaceae	Exotic
<i>Typha latifolia</i>	common cattail	Typhaceae	Native
<i>Veronica peregrina</i>	hairy speedwell	Scrophulariaceae	Native

Table 4. Vertebrates species at risk with potential to be residents within the Shepard study area.							
Common Name	Scientific Name	Status	Abundance	At Risk Designations			
				Alberta	COSEWIC	Schedule	SARA
<b>Birds</b>							
American Green-winged Teal	<i>Anas crecca</i>	S	U	Sensitive			
Northern Pintail	<i>Anas acuta</i>	S	U	Sensitive			
Lesser Scaup	<i>Aythya affinis</i>	S	U	Sensitive			
Great Blue Heron	<i>Ardea herodias</i>	S	U	Sensitive			
American Bittern	<i>Botaurus lentiginosus</i>	S	S	Sensitive			
Black-necked Stilt	<i>Himantopus mexicanus</i>	S	S	Sensitive			
Long-billed Curlew	<i>Numenius americanus</i>	S	S	Sensitive	Special Concern	Schedule 1	Special Concern
Piping Plover	<i>Charadrius melodus</i>	S	S	At Risk	Endangered	Schedule 1	Endangered
Sora	<i>Porzana carolina</i>	S	U	Sensitive			
Pied-billed Grebe	<i>Podilymbus podiceps</i>	S	U	Sensitive			
Horned Grebe	<i>Podiceps auritus</i>	S	U	Sensitive	Special Concern	No schedule	No Status
Western Grebe	<i>Aechmophorus occidentalis</i>	S	U	Sensitive			
Burrowing Owl	<i>Athene cucularia</i>	S	S	At Risk	Endangered	Schedule 1	Endangered
Short-eared Owl	<i>Asio flammeus</i>	R	S	May be at Risk	Special Concern	Schedule 3	Special Concern
Ferruginous Hawk	<i>Buteo regalis</i>	S	S	At Risk	Threatened	Schedule 3	Special Concern
Northern Harrier	<i>Circus cyaneus</i>	S	U	Sensitive	Not at risk		
Swainson's Hawk	<i>Buteo swainsoni</i>	S	U	Sensitive			
Prairie Falcon	<i>Falco mexicanus</i>	S	S	Sensitive	Not at risk		
Common Nighthawk	<i>Chordeiles minor</i>	S	U	Sensitive	Threatened	No schedule	No Status
Barn Swallow	<i>Hirundo rustica</i>	S	U	Sensitive			
Common Yellowthroat	<i>Geothlypis trichas</i>	S	U	Sensitive			
Sprague's Pipit	<i>Anthus spragueii</i>	S	U	Sensitive	Threatened	Schedule 1	Threatened
Baird's Sparrow	<i>Ammodramus bairdii</i>	S	U	May be at Risk	Not at risk		
Brewer's Sparrow	<i>Spizella breweri</i>	S	R	Sensitive			
Bobolink	<i>Dolichonyx oryzivorus</i>	S	S	Sensitive			
<b>Mammals</b>							
Long-tailed Weasel	<i>Mustela frenata</i>	R	U	May Be At Risk			
American Badger	<i>Taxidea taxus</i>	R	S	Sensitive			
<b>Reptiles and Amphibians</b>							
Plains Spadefoot	<i>Spea bombifrons</i>	R	S	May be at risk	Not at risk		
Canadian Toad	<i>Bufo hemiophrys</i>	R	S	May be at risk	Not at risk		
Northern Leopard Frog	<i>Rana pipiens</i>	R	S	At Risk	Threatened	Schedule 1	Special Concern
Wandering Garter Snake	<i>Thamnophis elegans</i>	R	U	Sensitive			
Plains Gartersnake	<i>Thamnophis radix</i>	R	U	Sensitive			
Red-sided Garter Snake	<i>Thamnophis sirtalis</i>	R	U	Sensitive			

Table 5 Incidental Bird Species Detected During Field Visits	
Alphabetical Order	
Common Name	Scientific Name
Black-billed Magpie	<i>Pica hudsonia</i>
Brewer's Blackbird	<i>Euphagus cyanocephalus</i>
Clay-colored Sparrow	<i>Spizella pallida</i>
Common Raven	<i>Corvus Corax</i>
Common Snipe	<i>Gallinago gallinago</i>
Eastern Kingbird	<i>Tyrannus tyrannus</i>
Franklin's Gull	<i>Larus pipixcan</i>
Gadwall	<i>Anas strepera</i>
Killdeer	<i>Charadrius vociferus</i>
LeConte's Sparrow	<i>Ammodramus leconteii</i>
Mallard	<i>Anas platyrhynchos</i>
Nelson's Sharp-tailed Sparrow	<i>Ammodramus nelsoni</i>
Northern Pintail	<i>Anas acuta</i>
Red-tailed Hawk	<i>Buteo jamaicensis</i>
Red-winged Blackbird	<i>Agelaius phoeniceus</i>
Savannah Sparrow	<i>Passerculus sandwichensis</i>
Sora	<i>Porzana carolina</i>
Swainson's Hawk	<i>Buteo swainsoni</i>
Tree Swallow	<i>Tachycineta bicolor</i>
Yellow-headed Blackbird	<i>Xanthocephalus xanthocephalus</i>

Table 6. Habitat ratings for species at risk in the Shepard Study Area

Common Species Name	Cultivated Agricultural	Wetlands		
		Wetland #3	Wetland #4	Wetland #1,2,5, and 6
American Green-winged Teal	L	H	H	M
Northern Pintail	L	H	H	M
Lesser Scaup	L	H	H	M
Great Blue Heron	L	M	L	L
American Bittern	L	H	M	M
Black-necked Stilt	L	M	M	M
Long-billed Curlew	M	L	L	L
Piping Plover	L	L	L	L
Sora	L	H	M	M
Pied-billed Grebe	L	H	M	M
Horned Grebe	L	H	M	M
Western Grebe	L	H	M	M
Burrowing Owl	L	L	L	L
Short-eared Owl	L	L	M	M
Ferruginous Hawk	L	L	L	L
Northern Harrier	M	H	H	M
Swainson's Hawk	M	L	L	L
Prairie Falcon	L	L	L	L
Common Nighthawk	L	L	L	L
Barn Swallow	L	H	H	M
Common Yellowthroat	L	M	L	L
Sprague's Pipit	L	L	L	L
Baird's Sparrow	L	L	L	L
Brewer's Sparrow	L	L	L	L
Bobolink	L	L	L	L
Long-tailed Weasel	L	L	L	L
American Badger	L	L	L	L
Plains Spadefoot	L	M	M	M
Canadian Toad	L	M	M	M
Northern Leopard Frog	L	M	M	M
Wandering Garter Snake	L	M	M	M
Plains Gartersnake	L	M	M	M
Red-sided Garter Snake	L	M	M	M
<b>Total number of species rated H</b>	0	10	5	0
<b>Total number of species rated M</b>	3	9	13	18
<b>Total number of species rated L</b>	30	14	15	15

Table 7. Relative Ecological Significance of Habitat types at the local level

Criteria	Habitat Type						
	CA	W#1	W#2	W#3	W#4	W#5	W#6
<b>Floristic Diversity</b>	L	M	L	M	M	L	L
<b>Structural Diversity</b>	L	M	L	M	M	L	L
<b>Native Habitat Integrity</b>	L	M	L	M	M	L	L
<b>Rare Plant Potential</b>	L	L	L	H	H	L	L
<b>Wildlife Species at Risk Potential</b>	L	M	M	H	H	M	M
<b>Total number of criteria rated H</b>	0	0	0	2	2	0	0
<b>Total number of criteria rated M</b>	0	4	1	3	3	1	1
<b>Total number of criteria rated L</b>	5	1	4	0	0	4	4
<b>Overall Relative Habitat Significance</b>	L	M	L	M	M	L	L
<i>L = Low, M = Moderate, H = High</i>							

**APPENDIX 1**

**Site Photographs**



Photo 1. Cultivated Agricultural fields occupy the majority of the study area



Photo 2. Fallow field located in the north-eastern portion of Lot 2.



Photo 3. Wetland #3 - a semi-permanent wetland (Class IV)



Photo 4. Wetland #4 - a seasonal wetland (Class III)



Photo 5. Wetland #1 - a temporal wetland (Class II)



Photo 6. Wetland #2 - a tilled temporal wetland (Class II)



Photo 7. Wetland #5 - a tilled temporal wetland (Class II).



Photo 8. Wetland #6 - a tilled temporal wetland (Class II)

## Wetland Impact Assessment

**Prepared by:** John L. Kansas, *M.Sc., P.Biol.*  
(on behalf of Am Jade Co. Inc.)

**Date of assessment:** January 12, 2012

### Wetland Characteristics:

**Water body name:** Am Jade Co. Inc. Shepard Property Lots 1 and 2

**Wetland area:** Six (6) wetlands totalling 2.18 hectares (5.4 acres)  
Location: SW quarter of Section 16-23-28w4

The planned development is a light industrial/storage facility on agricultural land. The subject property is located 8 km northwest of Indus and immediately east of the City of Calgary in the Shepard community. The overall property is 22.4 hectares (55.4 acres) and is comprised of two adjacent lots found north and south of the Canadian Pacific Railway line (Figure 1). The dominant land use on and adjacent to the property is agricultural annual crop production.

Six wetlands occur on the subject lands and total 2.18 hectares or 9.5% of the property. These wetlands range in size from 0.03 to 1.05 ha. All wetlands were classified using the Stewart and Kantrud (1971) classification system. Wetlands include one semi-permanent wetland (Class IV; 0.51 ha); one seasonal wetland (Class III; 1.05 ha); and four temporal wetlands (Class II; 0.62 ha). All wetlands on the property have been subjected to intensive and long-term cultivation/tilling. Over the past 58 years, the land has been annually cultivated and farmed on a rotation of cereal grains and oilseeds with only approximately five years of summer fallow since 1953. All six wetlands will be fully displaced by the proposed development. No riparian habitats occur on the site.

Contributing drainage area: approximately 24.6 hectares

### Existing Wetland Supply

#### Stewart and Kantrud Wetland Classification:

Class I Ephemeral ponds:	NONE
Class II Temporal ponds:	4 wetlands totalling 0.62 ha
Class III Seasonal ponds and lakes:	1 wetland – 1.05 ha
Class IV Semi-permanent ponds and lakes:	1 wetland – 0.51 ha
Class V Permanent ponds and lakes:	NONE
Class VI Alkali ponds and lakes:	NONE
Class VII Fen (alkaline bog) ponds:	NONE

**Riparian Area:**

NONE

Surrounding land use: Natural NO  
 Cropland YES  
 Hay YES  
 Pasture YES  
 Industrial YES  
 Residential Two farmsteads to the north (Figure 1)  
 Other Range Road 204 (gravel) to the west (Figure 1)

Referenced site photos attached: Yes  No

Historical aerial photos attached: Yes  No

**Site Observations:**

Waterfowl: Site visits to assess terrestrial and wetland ecological aspects of the property were completed on July 12 and 21, 2011. Detected waterfowl included single individuals of mallard, gadwall and northern pintail.

Wetland dependent wildlife: Other wetland dependant species observed during site field surveys on July 12 and 21 included: common snipe, Franklin's gull, killdeer, red-winged blackbird, sora, and yellow-headed blackbird.

Upland Fauna: Upland fauna observed on or in the immediate vicinity of the property's wetlands included: black-billed magpie, clay-coloured sparrow, common raven, eastern kingbird, LeConte's sparrow, Nelson's sharp-tailed sparrow, red-tailed hawk, Swainson's hawk, tree swallow,

Rare/endangered species: Northern pintail, Swainson's hawk and sora are wildlife species that are currently listed as "sensitive" by the province of Alberta. The remaining bird species are "secure" and are highly adaptable and resilient generalists. None of the 3 provincially-listed bird species are listed federally (COSEWIC or SARA). Rare plant surveys were conducted of the property on July 12 and 21, 2011. No rare plant communities were found at the time of the visit and one rare plant species (*Gratiola neglecta*) was found in the outer portions of wetlands #3 and #4 (Figure 2). The average density of plants in wetland #3 was 11.7/m<sup>2</sup> and in wetland 4 was 3.6/ m<sup>2</sup>. In general, the areas where *Gratiola neglecta* was growing had been previously tilled. A plan for restoring individuals of this species to suitable habitat will be developed and implemented prior to construction. No SARA listed plant species were observed.

Other (Plants): A total of 42 common vascular plant species were encountered during the field survey: 28 of them (67%) were native species, while the remaining 14 species (33%) were exotic or non-native. The relatively high proportion of non-native plants reflects the disturbed (agricultural) nature of the property.

## Existing Wetland Function (Benefits):

The values of existing (pre-development) wetland function for hydrological, biological/ecological and socio-economic factors are rated below. Ratings are based on field surveys conducted on July 12 and 21, 2011, the Biophysical Impact Assessment (BIA) conducted for the property (Vargas and Kansas 2011), the stormwater management plan for the property (LGN Consulting 2011), and the experience and regional wetland knowledge of the author of this Wetland Impact Assessment. Ratings are presented separately for the Class II (temporary), Class 3 (seasonal) and Class 4 (semi-permanent) wetlands. Wetland structure and composition of the 4 Class 2 wetlands are very similar and as such were rated as a group.

The status or value of each wetland function was rated based on six classes (Very High, High, Moderate, Low, Very Low/None, and Unknown). A brief description of each rating class follows.

<i>Very High (VH)</i>	The function is intact and resembles the functionality of an undisturbed wetland. Surrounding areas have not been altered.
<i>High (H)</i>	The function remains intact or barely altered. There is no evidence of disturbance in the wetland; however some disturbance in the surrounding areas may be present.
<i>Moderate (M)</i>	There are some elements associated with the function that have been disturbed however the function is still present. There might be some evidence of disturbance inside the wetland. The surrounding areas present moderate to high disturbance.
<i>Low (L)</i>	There are some elements associated with the function that have been highly disturbed to the extent of affecting the functionality of the wetland. There is some evidence of high disturbance inside the wetland.
<i>Very Low/None (VL)</i>	The majority of elements associated with the function has been highly disturbed or removed compromising the integrity of the function.
<i>Unknown (U)</i>	Is used when there are not data or knowledge available to confirm or reject the particular function in the wetland.

### Hydrological Function

Seven wetland hydrological functions were considered. Wetland function ratings are shown in brackets beside the function.

- wetlands as contributor to recharge of water supply aquifers; (CL 2: M; CL3: M; CL4:M)
- wetlands as flood protection; (CL2: L;CL3: M: CL4:M)
- wetlands providing erosion control; (CL2: L: CL3:L; CL4: L)
- wetlands as usable surface water; (CL2: L: CL3:L: CL 4:L)
- wetlands for storage of agricultural run-off; (CL 2: M: CL 3: M; CL4: H)
- wetlands as containment of toxics: surface run-off/discharge flow; (CL 2:M: CL 3: M; CL4: M)
- wetlands for sediment flow stabilization (CL2: L: CL3:L; CL4: L).

Low to moderate hydrological function ratings result primarily from small wetland size, relatively low water permanence, and effects of surrounding agricultural lands.

#### Biological/Ecological Function

Six biological/ecological wetland functions were evaluated. Wetland function ratings are shown in brackets beside the function:

- habitat for migratory birds; (CL 2: VL; CL3: L: CL4: L)
- habitat for amphibians and reptiles; (CL 2: VL; CL 3: L: CL4: L)
- habitat for vertebrate species at risk; (CL 2: L; CL3: L: CL4: L)
- potential to support rare plants; (CL 2: VL; CL3: M: CL4: M)
- support of plant species diversity; (CL 2: L; CL3: L: CL4: M)
- support of vegetation structural diversity. (CL 2: VL; CL3: L: CL4: M)

Very low to moderate biological/ecological function ratings result primarily from small wetland size, relatively low water permanence, and from cumulative habitat fragmentation effects from agricultural land clearing and transportation development. Seasonally appropriate field surveys in July 2011 indicate overall very low to moderate biological/ecological function. Site photographs including all wetlands are provided in Appendix 1.

#### Socio-Economic Function

Eleven wetland socio-economic functions were evaluated. Wetland function ratings are shown in brackets beside the function:

- wetlands for sightseeing; (CL 2: VL; CL3: L: CL4: L)
- wetlands as contributor to visual diversity of landscape; (CL 2: VL; CL3: L: CL4: L)
- wetlands for recreational opportunities; (CL 2: VL; CL3: VL: CL4: VL)
- wetlands for education and nature interpretation; (CL 2: VL; CL3: VL: CL4: VL)
- accessibility to public; (CL 2: VL; CL3: VL: CL4: L)
- contribution to crop irrigation; (CL 2: VL; CL3: L: CL4: L)
- wetlands for commercial use; (CL 2: VL; CL3: VL: CL4: VL)
- wetlands for tourism; (CL 2: VL; CL3: L: CL4: L)
- wetlands as source of domestic water supply; (CL 2: VL; CL3: VL: CL4: L)
- wetlands as water for industry; (CL 2: VL; CL3: VL: CL4: L)

The wetlands on the Shepard property are not openly accessible to the public. The existing wetlands are small and except for a short period in spring do not support standing water or significant nesting or staging of wetland dependant wildlife. As such numerous socio-economic values including sightseeing, recreational opportunities, education and nature interpretation, accessibility to public, commercial use, and tourism were rated as very low to low.

## **Proposed Development/Mitigation Plan:**

### **Proposed Development – Background/Need**

This proposed light industrial/storage development consists of an outdoor storage area (~50%), site building area (~20%), loading/staging/driveway (~15%), and storm pond/landscaping (~15%). The nature and scope of the proposed development is consistent with land use zonation in Rocky View County.

### **Project Design Features**

All stormwater will be managed and retained on site. Most of the stormwater will evaporate or be used for landscaped irrigation. Two storm ponds will be constructed in the approximate locations shown in Figure 3. The proposed stormwater facilities in conjunction with the irrigation of grassed areas have sufficient capacity to provide a zero discharge to the proposed development. The stormwater management plan meets Rocky View County objectives while embracing and showcasing Best Management Practices in stormwater management (LGN Consulting Engineering Ltd. 2011).

### **Mitigation Plan**

All wetlands lie within the footprint of the proposed development and as such will be removed. Best management practices including bio-swales will be employed on site. Off-site mitigation includes compensation, as proposed below.

## **Assessment of Wetland Impacts:**

Figure 4 provides the proposed site development layout concept. It is apparent from this plan that all 6 wetlands existing on the property will be removed. In terms of regional wetland supply the removal of these 6 wetlands represents a minor impact. Partial mitigation of this impact will be achieved by designing permanent bioswales, using native plant materials to the extent feasible. Mitigation through compensation is proposed.

## **Compensation Proposal:**

Mitigation through avoidance or mitigation/minimization of impacts is not feasible or desired in this instance. As such the proponent seeks to enter into a compensation agreement with a wetland restoration agent. In this regard Ducks Unlimited has been contacted. The following information was sent to Mr. Craig Bishop – Mitigation Services Coordinator) on January 26, 2012:

Name of Applicant: Am Jade Co. Inc.  
Mailing Address: 9720 - 68 Street SE  
Calgary, Alberta  
T2C 4Z8  
Signing Authority: Alan Merlo  
Development Name: Shepard Property Lots 1 and 2  
Legal Land: SW quarter of Section 16-23-28w4  
Area of Impact: 2.18 hectares  
Wetland classification: Class 2 – Temporal (n=4); Class 3 - Seasonal (n=1)  
Class 4 – Semi-Permanent (n=1)  
Associated watershed: Bow River

It is expected that AM Jade Co. will pay compensation to offset the wetland damage the project is expected to cause. AM Jade Co. has initiated entry into an agreement with Ducks Unlimited to deliver the restoration within protocols dictated by Alberta Environment's Wetland Compensation guide.

## Literature Cited

Vargas, J.G. and J.L. Kansas 2011. Biophysical Impact Assessment – AM Jade Co. Inc. Shepard Property Lots 1 and 2. Prep. for AM Jade Co. Inc. and Southwell Trap and Associates by HAB-TECH Environmental Ltd. Calgary. 24pp.

LGN Consulting Engineering Ltd. 2011. Shepard Industrial Site Stormwater Management Plan – SB# 2207-RV-193/03316002. Prep. for AM Jade Co. Inc. by LGN Consulting Engineering Ltd. 8 pp.

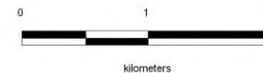
Stewart R.E. and H.A. Kantrud 1971. Classification of natural ponds and lakes in the glaciated prairie region. Bureau of Sport Fisheries and Wildlife, United States Department of the Interior. Research Publication No. 92. 57 pp.

**FIGURES**



Figure 1. AM Jade Co. inc. Shepard Property and Wetlands.

Figure 2. Habitat of the Shepard Lands

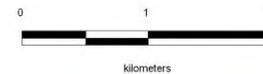
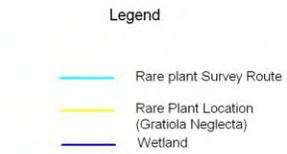


Produced by Rich Ashton, Aug, 2011  
Ref# H-F\_453\_08-11



Figure 2. Rare plants associated with wetlands - AM Jade Co. inc. Shepard Property.

Figure 3. Rare plants of the Shepard Lands



Produced by Rich Ashton, Aug, 2011  
Ref# H-F 454\_08-11

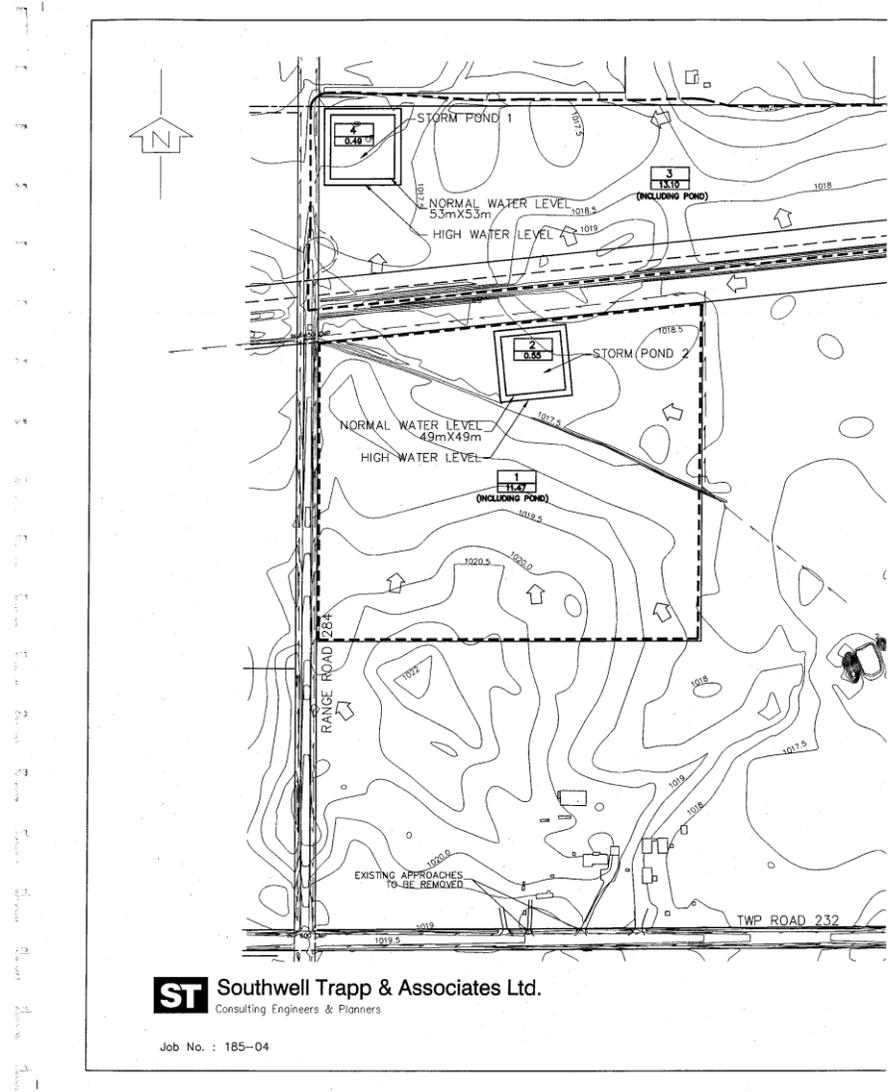


Figure 3. Proposed Storm pond locations - AM Jade Co. inc. Shepard Property.

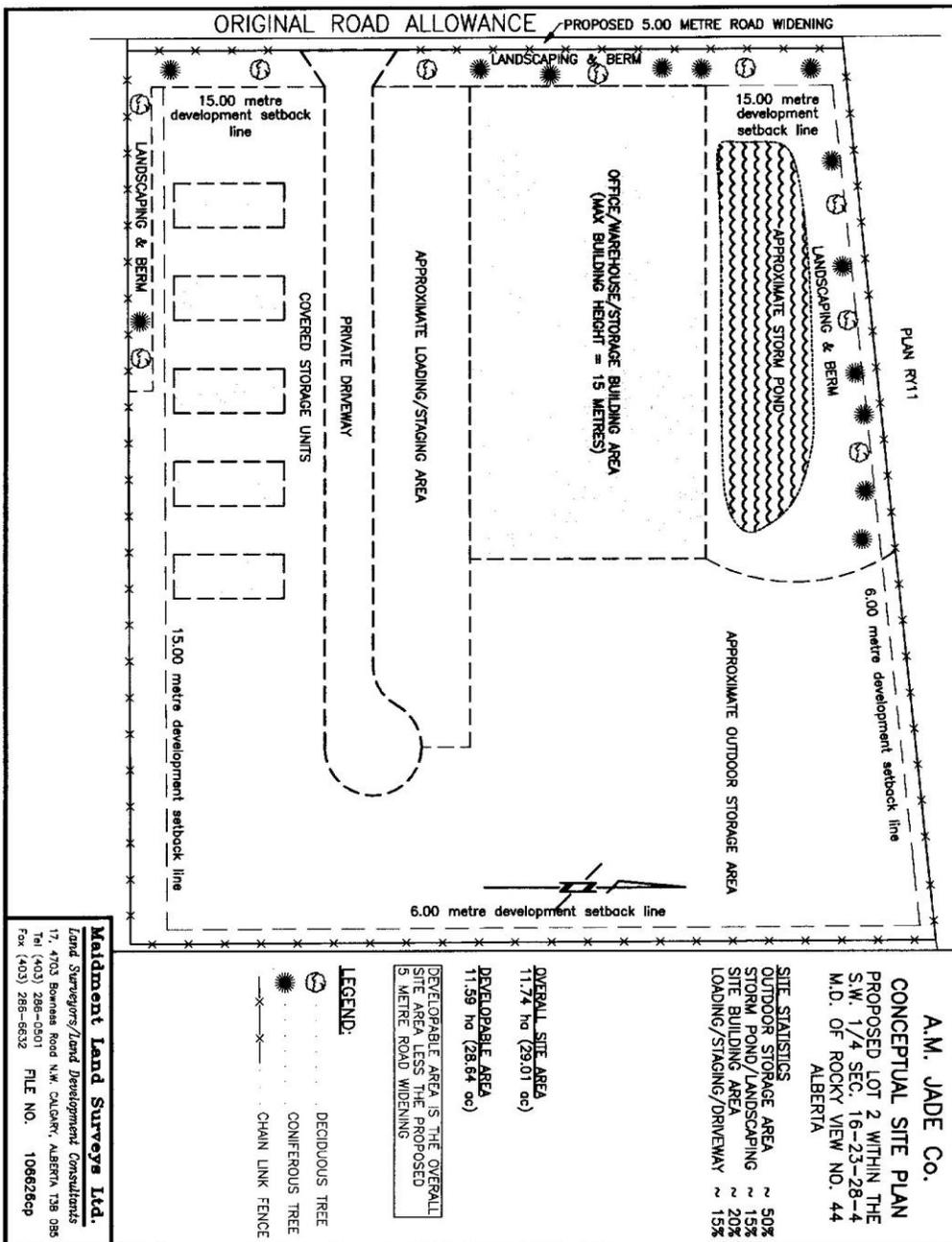


Figure 4. Concept Site Plan – Lot 1 – AM Jade Co. Inc. Shepard Property.

**APPENDIX 1**  
**Site Photographs**



Photo 1. Cultivated Agricultural fields occupy the majority of the study area



Photo 2. Fallow field located in the north-eastern portion of Lot 2.



Photo 3. Wetland #3 - a semi-permanent wetland (Class IV)



Photo 4. Wetland #4 - a seasonal wetland (Class III)



Photo 5. Wetland #1 - a temporal wetland (Class II)



Photo 6. Wetland #2 - a tilled temporal wetland (Class II)



Photo 7. Wetland #5 - a tilled temporal wetland (Class II).



Photo 8. Wetland #6 - a tilled temporal wetland (Class II)