



## COUNCIL MEETING AGENDA

Date: Tuesday, February 18, 2025  
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**

- |   |   |
|---|---|
| 1. January 28, 2025 Special Council Meeting Minutes | 3 |
| 2. February 4, 2025 Council Meeting Minutes         | 7 |

**D. PUBLIC HEARINGS / APPOINTMENTS**

The following public hearings were advertised on January 21, 2025 and January 28, 2025 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 3 - Bylaw C-8606-2025 & Bylaw C-8605-2025 - Local Plan & Redesignation Item: Residential/Institutional | 15 |
| File: PL20230135 / PL20230136 (06705041)   |    |

**E. CLOSED SESSION**

**1. RVC2025-04 - Prairie Gateway Deal Agreement Approval**

THAT Council move into closed session to consider the confidential item "Prairie Gateway Deal Agreement Approval" pursuant to the following sections of the *Freedom of Information and Protection of Privacy Act*:

- Section 21 – Disclosure harmful to intergovernmental relations
- Section 24 – Advice from officials

Note: supporting materials for this item were confidentially distributed to Council prior to the closed session

**2. RVC2025-07 - Strategic Initiatives Update**

THAT Council move into closed session to consider the confidential item "Strategic Initiatives Update" pursuant to the following sections of the *Freedom of Information and Protection of Privacy Act*:

- Section 24 – Advice from officials

Note: there were no supporting materials for this item

**F. GENERAL BUSINESS**

1. **All Divisions - Oil and Gas Companies Uncollected Property Tax Write-Off** 116  
File: N/A
2. **Division 6 - Conrich Area Servicing** 119  
File: 5045-300

**G. BYLAWS**

1. **All Divisions - Bylaw C-8609-2025 - Master Rates Bylaw** 130  
File: N/A
2. **Division 6 - Bylaw C-8563-2024 - Prairie Gateway Area Structure Plan** 182  
File: 1014-532  
  
Note: this item should be considered after closed session item E-1 - Prairie Gateway Deal Agreement Approval
3. **All Divisions - Bylaw C-8562-2024 - Rocky View County / City of Calgary Intermunicipal Development Plan Amendments – Prairie Gateway Area Structure Plan** 277  
File: 1014-532  
  
Note: this item should be considered after closed session item E-1 - Prairie Gateway Deal Agreement Approval

**H. SUBDIVISION APPLICATIONS**

1. **Division 7 - Subdivision Item: Applicant Request for Consideration** 295  
File: PL20240097 (03215004)
2. **Division 6 - Subdivision Item: Commercial** 331  
File: PL20240138 (03330054/55)

**I. UNFINISHED BUSINESS**

**J. NOTICES OF MOTION**

1. **Division 6 - Councillor Samra and Councillor Wright - Direction to Amend the Procedure Bylaw to Require Recorded Votes for All Council Motions and to Investigate Electronic Voting Options** 359  
  
Note: this motion will be read into the record at this meeting and will be debated at the March 4, 2025 Council meeting

**K. ADJOURN THE MEETING**





**SPECIAL COUNCIL MEETING MINUTES**

Tuesday, January 28, 2025  
9:00 AM  
Council Chambers  
262075 Rocky View Point  
Rocky View County, AB T4A 0X2

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Present: Reeve C. Kissel  
Deputy Reeve D. Kochan  
Councillor G. Boehlke  
Councillor K. Hanson  
Councillor S. Samra  
Councillor A. Schule  
Councillor S. Wright

Also Present: R. McCullough, Chief Administrative Officer  
B. Riemann, Chief Operating Officer, Infrastructure Services  
I. Agbonkhese, A/Executive Director, Financial Services  
D. Kazmierczak, A/Executive Director, Community Services  
A. Zaluski, A/Executive Director, Corporate Services  
T. Andreasen, A/Manager, Legislative Services  
A. Chell, Senior Planner, Planning  
J. Sotocinal, Planner 2, Planning  
K. Wrzosek, Legislative Officer, Legislative Services

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**A Call Meeting to Order**

The Chair called the meeting to order at 9:12 a.m.

**B Updates/Approval of Agenda**

MOVED by Deputy Reeve Kochan that the January 28, 2025 Special Council meeting agenda be approved as presented.

Carried

**D-1 Divisions 3 & 4 - Bylaw C-8588-2024 – Bearspaw Area Structure Plan  
File: 1011-501**

Reeve Kissel vacated the Chair in accordance with section 16 of the *Procedure Bylaw* as the subject of the public hearing was located in her electoral division.

Deputy Reeve Kochan assumed the Chair.

MOVED by Reeve Kissel that the public hearing for item D-1 be opened at 9:15 a.m.

Carried

Person(s) who presented: J. Sotocinal, Planner 2, Planning



A. Chell, Senior Planner, Planning

The Chair called for a recess at 9:32 a.m. and called the meeting back to order at 9:40 a.m.

MOVED by Councillor Wright that Council receive the late public submissions for item D-1 in accordance with section 200 of the *Procedure Bylaw*;

AND THAT Council receive the late submission from the Town of Cochrane for item D-1 in accordance with the *Procedure Bylaw*.

Carried

Person(s) who presented in support: Karin Ryan  
Dave Hellard  
Martyn Griggs  
Allan VanDerputten  
Hans Hirschmanner

MOVED by Councillor Wright that Council approve a 2-minute time extension for the speaker in accordance with section 193 of the *Procedure Bylaw*.

Carried

Person(s) who presented in support: Pat Ryan  
Bill Chambers  
Gerald Bietz on behalf of *Bighill Creek Preservation Society and Board Members Vivian Pharis and David Reid*  
Steve Lilly on behalf of *Protecting Bearspaw Road and Rockyview Forward along with Janet Ballantyne, Todd Millar and Ray and Eden Wong*  
Alan Fertig  
Will Letkeman on behalf of *himself and Ken and Pat McKerracher*  
Craig Skauge on behalf of *himself, Lorna Stock, Andrew Nguyen, and Arthur Zhu*  
Don Rumpel  
Ashley Davis  
Steve Patterson  
Sam Xu

Person(s) who presented electronically in support: Dave Collyer

Person(s) who submitted pre-recorded audio/video presentations in support: Silvia Raschke  
Stacy Johnson  
Bryce Weber  
Emily Nickle

The Chair called for a recess at 10:40 a.m. and called the meeting back to order at 10:51 a.m.



Person(s) who presented in opposition  
or with concerns:

Terry Raymond  
Todd Olsen

MOVED by Councillor Wright that Council approve a 2-minute time extension for the speaker in accordance with section 193 of the *Procedure Bylaw*.

Carried

Councillor Hanson returned to the meeting at 1:04 p.m.

Person(s) who presented in opposition  
or with concerns:

Samantha Stokes on behalf of *Highfield and Royop Developments*  
Ken Waddell on behalf of *Bearspaw Seniors Living, Ronald Sigurdson, Myrna Waddell, and Matthew Waddle*  
Jody Sveinson

MOVED by Councillor Wright that Council approve a 2-minute time extension for the speaker in accordance with section 193 of the *Procedure Bylaw*.

Carried

Person(s) who presented in opposition  
or with concerns:

Steven Schock  
Ruth Ludwig

Person(s) who presented in opposition  
or with concerns:

Kyle Petryshen  
Bruce Kendall  
Bryan Sveinson  
Dean Mantai

Person(s) who presented electronically  
in opposition or with concerns:

Liam Kelly  
Kanwar and Aashna Gill

MOVED by Reeve Kissel that Council approve a 2-minute time extension for the speaker in accordance with section 193 of the *Procedure Bylaw*.

Carried



The Chair called for a recess at 12:03 p.m. and called the meeting back to order at 1:02 p.m.

The Chair called for a recess at 2:39 p.m. and called the meeting back to order at 2:49 p.m.

The Chair called for a recess at 3:05 p.m. and called the meeting back to order at 3:17 p.m.

Persons(s) who presented rebuttal: J. Sotocinal, Planner 2, Planning  
A. Chell, Senior Planner, Planning  
D. Kazmierczak, A/Executive Director, Community Services

MOVED by Reeve Kissel that the public hearing for item D-1 be closed at 4:11 p.m.

Carried

The Chair called for a recess at 4:11 p.m. and called the meeting back to order at 4:17 p.m.

MOVED by Reeve Kissel that Council refers Bylaw C-8588-2024 (Bears paw Area Structure Plan) to Administration to allow Council to submit proposed amendments to the Bears paw Area Structure Plan for consideration;

AND THAT Administration be directed to return with Bylaw C-8588-2024 (Bears paw Area Structure Plan) and Council's proposed amendments, no later than the end of April 2025.

Carried

## **I Adjourn the Meeting**

MOVED by Councillor Samra that the January 28, 2025 Special Council meeting be adjourned at 4:23 p.m.

Carried

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Reeve or Deputy Reeve

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Chief Administrative Officer or designate



**COUNCIL MEETING MINUTES**

Tuesday, February 4, 2025  
9:00 AM  
Council Chambers  
262075 Rocky View Point  
Rocky View County, AB T4A 0X2

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Present: Reeve C. Kissel  
Deputy Reeve D. Kochan  
Councillor G. Boehlke  
Councillor K. Hanson  
Councillor S. Samra (arrived at 9:10 a.m.)  
Councillor A. Schule  
Councillor S. Wright

Also Present: R. McCullough, Chief Administrative Officer  
B. Riemann, Chief Operating Officer, Infrastructure Services  
I. Agbonkhese, A/Executive Director, Financial Services  
D. Kazmierczak, A/Executive Director, Community Services  
J. Sopko, Executive Director, Corporate Services  
A. Zaluski, Director, Intergovernmental Services and Regional Planning  
T. Andreasen, A/Manager, Legislative Services  
J. Lee, Manager, Capital and Engineering Services  
B. Manshanden, A/Manager, Economic Development  
A. Chell, Planning Policy Supervisor, Planning  
L. Cox, Planning and Development Supervisor, Planning  
C. Berger, Planner 2, Planning  
X. Deng, Senior Planner, Planning  
M. Dollmaier, Senior Planner, Planning  
M. Mitton, Legislative Officer, Legislative Services

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**A Call Meeting to Order**

The Chair called the meeting to order at 9:04 a.m.

Councillor Samra was not present when the meeting was called to order.



**B Updates/Approval of Agenda**

MOVED by Deputy Reeve Kochan that the February 4, 2025 Council meeting agenda be amended as follows:

- Add emergent closed session item E-1: RVC2025-03 – Intergovernmental Update
- Add emergent closed session item E-1: RVC2025-05 – Strategic Initiative Update

Carried  
Absent: Councillor Samra

MOVED by Deputy Reeve Kochan that the February 4, 2025 Council meeting agenda be approved as amended.

Carried  
Absent: Councillor Samra

**C-1 January 7, 2025 Council Meeting Minutes**

MOVED by Councillor Boehlke that the January 21, 2025 Council meeting minutes be amended as follows:

- Add note to the beginning of the minutes that Councillor Boehlke was absent from most of the meeting due to his attendance at a scheduled Agricultural Services Board conference

Carried  
Absent: Councillor Samra

Councillor Samra arrived at the meeting at 9:10 a.m.

MOVED by Councillor Boehlke that the January 21, 2025 Council Meeting minutes be approved, as amended.

Carried

**D-1 Division 5 - Bylaw C-8601-2025 - Redesignation Item: Agricultural  
File: PL20240153 (06532004)**

MOVED by Councillor Boehlke that the public hearing for item D-1 be opened at 9:10 a.m.

Carried

Person(s) who presented: Larry Konschuk, Konschuk Consulting (Applicant)

Person(s) who presented in support: None

Person(s) who presented in opposition  
or with concerns: None

Persons(s) who presented rebuttal: None



MOVED by Councillor Boehlke that the public hearing for item D-1 be closed at 9:22 a.m.  
Carried

MOVED by Councillor Boehlke that Bylaw C-8601-2025 be given first reading.  
Carried

MOVED by Councillor Boehlke that Bylaw C-8601-2025 be given second reading.  
Carried

MOVED by Councillor Boehlke that Bylaw C-8601-2025 be considered for third reading.  
Carried

MOVED by Councillor Boehlke that Bylaw C-8601-2025 be given third and final reading.  
Carried

**F-1 Division 7 - Langdon Area Structure Plan Expansion – Revised Terms of Reference**  
**File: N/A**

Presenters: Patrica Maloney, Patricia Maloney Consulting

MOVED by Councillor Schule that Council approve the revised Terms of Reference that comprises an updated timeline for the developer-led and wholly developer-funded Langdon Area Structure Plan amendment, as set out in Attachment A.  
Carried

**E-1 Emergent Closed Session Item – Intergovernmental Update**  
**File: RVC2025-03**

**E-2 Emergent Closed Session Item – Strategic Initiative Update**  
**File: RVC2025-05**

MOVED by Councillor Hanson that Council move into closed session at 9:52 a.m. to consider the following confidential items pursuant to the following sections of the *Freedom of Information and Protection of Privacy Act*:

E-1 – Intergovernmental Update

- Section 21 – Disclosure harmful to intergovernmental relations
- Section 24 – Advice from officials

E-2 – Strategic Initiative Update

- Section 24 – Advice from officials
- Section 25 – Disclosure harmful to economic and other interests of a public body

Carried



Council held the closed session for item E-1 with the following additional people in attendance:

Rocky View County: R. McCullough, Chief Administrative Officer  
B. Riemann, Chief Operating Officer, Infrastructure Services  
J. Sopko, Executive Director, Corporate Services  
A. Zaluski, Director, Intergovernmental Services and  
Regional Planning

Council held the closed session for item E-2 with the following additional people in attendance:

Rocky View County: R. McCullough, Chief Administrative Officer  
B. Riemann, Chief Operating Officer, Infrastructure Services  
J. Sopko, Executive Director, Corporate Services  
B. Manshanden, A/Manager, Economic Development

MOVED by Councillor Hanson that Council move into open session at 11:02 a.m.

Carried

**E-1 Emergent Closed Session Item – Intergovernmental Update**  
**File: RVC2025-03**

MOVED by Deputy Reeve Kochan that the Reeve follow the direction of Council as discussed in closed session RVC2025-03 – Intergovernmental Update.

Carried

**E-2 Emergent Closed Session Item – Strategic Initiative Update**  
**File: RVC2025-05**

MOVED by Deputy Reeve Kochan that Administration follow the direction of Council as discussed in closed session RVC2025-05 – Strategic Initiative Update.

Carried

**F-2 All Divisions - Council Compensation and Expense Reimbursement Policy C-195**  
**File: N/A**

MOVED by Councillor Wright that Council approves the amended Council Compensation and Expense Reimbursement Policy C-195 as presented in Attachment A.

Carried

MOVED by Councillor Wright that Council direct Administration to bring forward the following budget adjustments to be considered during spring budget finalization:

- To increase the percentage from 1% to 1.25% for elected officials' health spending account, to match the allocation for County employees; and
- To increase the amount of the annual pension contributions for elected officials to 5% of the current Councillor Base Salary, to come in effect for the new Council following the 2025 municipal election.

Carried





**F-3 All Divisions - Code of Conduct Recommendations and Training**

**File: N/A**

MOVED by Councillor Boehlke that Rocky View County Council affirms its commitment to participating in comprehensive respectful workplace training – similar to County staff training.

Carried

The Chair called for a recess at 11:24 a.m. and called the meeting back to order at 11:32 a.m.

**H-1 Division 1 – Subdivision Item: Residential**

**File: PL20240080 (04618033)**

MOVED by Councillor Hanson that the Subdivision Authority approves application PL20240080 with the conditions noted in Attachment F:

- 1) THAT the application to subdivide a  $\pm 0.965$  hectare ( $\pm 2.38$  acre) lot with a  $\pm 0.917$  hectare ( $\pm 2.38$  acre) remainder from NE-18-24-02-W05M, having been evaluated in terms of Section 654 of the *Municipal Government Act* and Sections 9 the Matters Related to *Subdivision and Development Regulation*, and the Municipal Development Plan (County Plan), and having considered adjacent landowner submissions, is approved as per the Tentative Plan for the reasons listed below:
  1. The application is consistent with the Statutory Policy;
  2. The subject lands hold the appropriate land use designation;
  3. The technical aspects of the subdivision proposal have been considered and are further addressed through the conditional approval requirements.
- 2) The Applicant/Owner is required, at their expense, to complete all conditions attached to and forming part of this conditional subdivision approval prior to Rocky View County (the County) authorizing final subdivision endorsement. This requires submitting all documentation required to demonstrate each specific condition has been met, or agreements (and necessary securities) have been provided to ensure the conditions will be met, in accordance with all County Policies, Standards, and Procedures, to the satisfaction of the County, and any other additional party named within a specific condition. Technical reports required to be submitted as part of the conditions must be prepared by a qualified professional, licensed to practice in the province of Alberta within the appropriate field of practice. The conditions of this subdivision approval do not absolve an Applicant/Owner from ensuring all permits, licenses, or approvals required by Federal, Provincial, or other jurisdictions are obtained.
- 3) Further, in accordance with Section 654 and 655 of the *Municipal Government Act*, the application shall be approved subject to the following conditions of approval:

**Survey Plans**

- 1) Subdivision is to be effected by a Plan of Survey, pursuant to Section 657 of the *Municipal Government Act*, or such other means satisfactory to the Registrar of the South Alberta Land Titles District.
  - a) A Plan of Survey, including the Application number (PL20240080) and Roll number (04618033) of the parcel; and



- b) Landowner's Consent to Register Plan of Survey.

**Transportation**

- 2) The Owner shall upgrade the existing approach accessing lot 2 to single gravelled approach standard in accordance with the County Servicing Standards. In addition, the Owner shall also:
  - a) Contact County Road Operations for a pre-construction inspection and a post-construction inspection for final acceptance.

**Site Servicing**

- 3) Water is to be supplied by an individual well on Lot 2. The subdivision shall not be endorsed until:
  - a) The Owner provides a Phase 2 Aquifer Testing Report that includes a Well Driller's Report to demonstrate that an adequate supply of water is available for Lot 2;
  - b) Verification is provided that each well is located within each respective proposed lot's boundaries;
  - c) A Well Driller's Report confirming a minimum pump rate of 1.0 IGPM for the new well is provided.
- 4) The Owner shall provide a Site-Specific Stormwater Implementation Plan (SSIP) conducted by a professional engineer that provides recommendations on managing stormwater flows that is in accordance with the Springbank Master Drainage Plan and County Servicing Standards to demonstrate no adverse impact to neighboring properties.
- 5) The Owner shall enter into a Development Agreement (Site Improvements/Services Agreement) with the County for the proposed new lot and shall include the following:
  - a) Accordance with the Level 3 PSTS Assessment, prepared by Prairie Geo Engineering (December 20, 2024).
- a) The installation of a Packaged Sewage Treatment System complying with NSF 40 and/or BNQ standards and any other recommendations

**Payments and Levies**

- 6) The Owner shall pay the Transportation Off-Site Levy in accordance with the Transportation Off-Site Bylaw C-8007-2020. The County shall calculate the total owing for the gross development area, as shown in the staff report and the Plan of Survey.
- 7) The Owner shall pay the County Subdivision Endorsement fee, in accordance with the *Master Rates Bylaw*, for the creation of one (1) new lot.

**Taxes**

- 8) All taxes owing up to and including the year in which subdivision is to be registered, are to be paid to Rocky View County prior to signing the final documents pursuant to Section 654(1) of the *Municipal Government Act*.



**D. SUBDIVISION AUTHORITY DIRECTION:**

- 1) Prior to final endorsement of the subdivision, the Planning Department is directed to present the Applicant/Owners with a Voluntary Recreation Contribution Form and ask them if they will contribute to the Fund in accordance with the contributions prescribed in the *Master Rates Bylaw*.

Carried

The Chair called for a recess at 11:35 a.m. and called the meeting back to order at 1:00 p.m.

Councillor Hanson was not present when the meeting was called back to order.

**D-2 Division 5 - Bylaw C-8560-2024 - Local Plan and Redesignation Item: Business  
File: PL20230052/55 (06409001 & 06409009)**

MOVED by Councillor Boehlke that the public hearing for item D-2 be opened at 1:00 p.m.

Carried

Absent: Councillor Hanson

Councillor Hanson returned to the meeting at 1:02 p.m.

Person(s) who presented: David Capper, Urban Systems Ltd. (Applicant)

Person(s) who presented in support: None

Person(s) who presented in opposition  
or with concerns: None

Persons(s) who presented rebuttal: None

MOVED by Councillor Boehlke that the public hearing for item D-2 be closed at 1:38 p.m.

Carried

MOVED by Councillor Boehlke that section 7c) of proposed Bylaw C-8560-2024 be amended as follows:

- c) In the eastern portion of CrossIronMills East Master Site Development Plan, for the subject lands designated as Industrial, ~~Light District (I-LHT)~~ **Heavy District (I-HVY)**, the following uses shall not be permitted for the site specifically:

Recycling / Compost Facility

Carried

MOVED by Councillor Boehlke that the CrossIron Mills East Master Site Development Plan be approved in accordance with Attachment F.

Carried



MOVED by Councillor Boehlke that Bylaw C-8560-2024 be given first reading, as amended.  
Carried

MOVED by Councillor Boehlke that Bylaw C-8560-2024 be given second reading, as amended.  
Carried

MOVED by Councillor Boehlke that Bylaw C-8560-2024 be considered for third reading, as amended.  
Carried

MOVED by Councillor Boehlke that Bylaw C-8560-2024 be given third and final reading, as amended.  
Carried

**I Adjourn the Meeting**

MOVED by Councillor Samra that the February 4, 2025 Council meeting be adjourned at 1:43 p.m.  
Carried

\_\_\_\_\_  
Reeve or Deputy Reeve

\_\_\_\_\_  
Chief Administrative Officer or designate



## Local Plan & Direct Control Redesignation Item: Residential

Electoral Division: 3

File: PL20230135/6 / 06705041

Date:	February 18, 2025
Presenter:	Logan Cox, Supervisor, Planning & Development
Department:	Planning

### REPORT SUMMARY

The purpose of this report is for Council to assess the proposed Glenview Road Conceptual Scheme, to guide future subdivision and development, including an assisted living facility, on portions of S1/2-05-26-03-W05M & NE-32-25-03-W05M, and redesignation of the subject lands (Attachment A) from Residential, Rural District (R-RUR) to a Direct Control District (DC) to facilitate development of an assisted living facility.

- PL20230135: To redesignate the subject parcel from Residential, Rural District (R-RUR) to Direct Control District to accommodate an assisted living facility.
- PL20230136: To approve the Glenview Road Conceptual Scheme, which provides a non-statutory policy framework to guide and evaluate an assisted living facility and future hamlet residential development in the area.

The application was evaluated pursuant to the policies and regulations of the Calgary Metropolitan Region Growth Plan, the Rocky View County/ Town of Cochrane Intermunicipal Development Plan (IDP), the Municipal Development Plan (County Plan), the Glenbow Ranch Area Structure Plan (ASP), and the *Land Use Bylaw*.

The applications do not align with the policies of the Glenbow Ranch Area Structure Plan with regards to servicing, density, and compatibility with surrounding areas. The application further does not align with the policies of the County Plan with regards to managing growth, utilities, and the environment.

### ADMINISTRATION'S RECOMMENDATION

PL20230135 (Direct Control Redesignation):

THAT application PL20230135 be refused.

PL20230136 (Glenview Road Conceptual Scheme):

THAT application PL20230136 be refused.



## Local Plan & Direct Control Redesignation Item: Residential

### BACKGROUND

#### Location (Attachment A)

Located approximately 0.17 kilometres (0.11 miles) south of Highway 1A on the east side of Glenview Road.



#### Site Context (Attachment B)

On December 23, 2020, an application for an MSDP and redesignation to S-PUB for an assisted living facility was submitted to the County. The application included a total of 400 units on site with interim servicing to support the development including a large septic field and stormwater pond. At the February 8, 2022, meeting, Council refused the applications.

#### Intermunicipal and Agency Circulation (Attachment C)

The application was circulated to all necessary intermunicipal neighbours, internal and external agencies.

This application was circulated to the Town of Cochrane. The Town voiced concerns that the proposed CS would be premature to items such as school locations and reserve allocations within Glenbow Ranch. They further noted that piped services would not be available to support the entire CS area for quite some time.

Alberta Transportation and Economic Corridors has provided comments on the proposal that an updated Transportation Impact Assessment (TIA) will be required with each phase and at the time of development permit. Policies have been included in the CS to address this concern.

#### Landowner Circulation (Attachment D)

The application was circulated to 130 adjacent landowners in accordance with the *Municipal Government Act* and County Policy C-327 (Circulation and Notification Standards); six (6) letters in opposition and one (1) letter in support were received.

## Local Plan & Direct Control Redesignation Item: Residential

### ANALYSIS

#### Conceptual Scheme Overview

##### Development Concept

The Glenview Road CS proposes an assisted living facility on a 14-acre parcel that is expected to develop out in one phase. This phase will include 92 single detached dwellings, approximately 485 sq ft. in size, two personal storage buildings for the residents, and two communal buildings for dining and healthcare services. The design of the site includes shared parking for the communal areas and storage, with a network of decks and trails to each dwelling. The surrounding 145.62 acres are shadow planned as hamlet residential.

##### Transportation

The proposed assisted living development cell will maintain existing access off Glenview Road. As part of the application, a Transportation Memo was submitted that stated no intersection or road upgrades would be required. Subsequent applications would submit further Transportation Impact Assessments that would outline any upgrades warranted at that time. All design and costs associated with road upgrades or signalization of intersections would be the responsibility of the developer.

##### Water Supply

The proposed assisted living development is to be serviced by potable water from Rocky View Water Co-op. The existing Rocky View Water Co-op pipe is not adequately sized for fire suppression; therefore, fire suppression is proposed to be provided from the on-site stormwater reservoir. The remaining hamlet residential area is proposed to utilize the future extension of the regional watermain as indicated in the Glenbow Ranch ASP.

##### Wastewater Treatment

Since there currently are no sanitary services to the area, the assisted living development cell proposes the use of a private sewage treatment system (PSTS) that will result in an approximately 4-acre septic field. The hamlet residential areas are also encouraged to use PSTS until regional services are available. Due to the lack of a hydrogeology study for higher effluent, inadequate setbacks, and the lack of efficient servicing proposed to the area, the proposed wastewater servicing strategy was determined to not align with the policies of the Glenbow Ranch Area Structure Plan (ASP), nor the County Plan. Furthermore, hamlet residential development utilizing PSTS is not supported in the County Servicing Standards.

##### Stormwater Management

In accordance with the Glenbow Ranch ASP, the proposed CS shadow planned areas are expected to convey stormwater to a regional stormwater pond. Each developer of the shadow planned area will be required to submit a stormwater management plan at subdivision stage that is compliant with the Glenbow Ranch Master Drainage Plan. Since there is no regional stormwater system in place, the proposed assisted living facility is proposing on-site stormwater management through the use of a stormwater pond.

##### Public Consultation

The Applicant completed two rounds of public consultation with adjacent landowners. The Applicant revised the proposal as feedback was received with regards to building heights/density, contextual appropriateness, and servicing and traffic considerations.

## Local Plan & Direct Control Redesignation Item: Residential

### Policy Review (Attachment E)

The application was reviewed pursuant to the County Plan and was found to not align with policies relating to managing residential growth in hamlets, environment, institutional and community uses, and utility servicing. The application was found to be premature, for the utility servicing in the area is proposing wastewater servicing that is inconsistent with the environmental and utility servicing policies of the County Plan. The proposed assisted living development is inconsistent with the goals of the County Plan to have institutional uses provide a benefit to the local area.

The application was further reviewed pursuant to the Glenbow Ranch ASP. The proposed Conceptual Scheme (CS) was determined to align with the ASP as many policies mirror the requirements of the ASP. However, the CS lacks guidance on how the hamlet residential areas of the plan will develop and the application lacks technical reports to support the future development of those lands.

The Glenbow Ranch ASP includes policies surrounding density in the hamlet area and allows for increased density based on a voluntary transfer of development credits program; this program is currently not in place. Although the program is voluntary, and the proposed assisted living facility is proposing exemption to the program as an Institutional Use in alignment with policies of the ASP. The proposed assisted living facility is proposing to be over the allotted maximum density for the area. The assisted living facility is residential in nature and proposes a total of 92 detached residential units; based on the parcel size, the maximum density of units would be 77 units for the subject lands.

Document	TDC Area	Minimum Density (Units per Acre)	Maximum Density (Units per Acre)
Glenbow Ranch Area Structure Plan	Build Area E	N/A	1 acre average unit size
	Build Area G	N/A	5.57 upa (max 3,502 units)
Proposed Application	Assisted Living Facility	Assisted Living Facility	6.58 upa (92 units on 13.99 ac)
	Hamlet Residential	Hamlet Residential	5.57 upa (anticipated 725 units)

### COMMUNICATIONS / ENGAGEMENT

Consultation was conducted in accordance with statutory requirements and County Policy C-327.

### IMPLICATIONS

#### Financial

No financial implications identified at this time.

### STRATEGIC ALIGNMENT

This report is a statutory obligation under the *Municipal Government Act*.

### ALTERNATE DIRECTION

No alternative options have been identified for Council's consideration.



Local Plan & Direct Control Redesignation Item: Residential

ATTACHMENTS

- Attachment A: Map Set
- Attachment B: Application Information
- Attachment C: Application Referral Responses
- Attachment D: Public Submissions
- Attachment E: Policy Review
- Attachment F: Draft Bylaw C-8605-2025 and Draft Bylaw C-8606-2025

APPROVALS

Manager:	Dominic Kazmierczak
Acting Executive Director:	Dominic Kazmierczak
Chief Administrative Officer:	Reegan McCullough

## Location & Context

### Redesignation Proposal

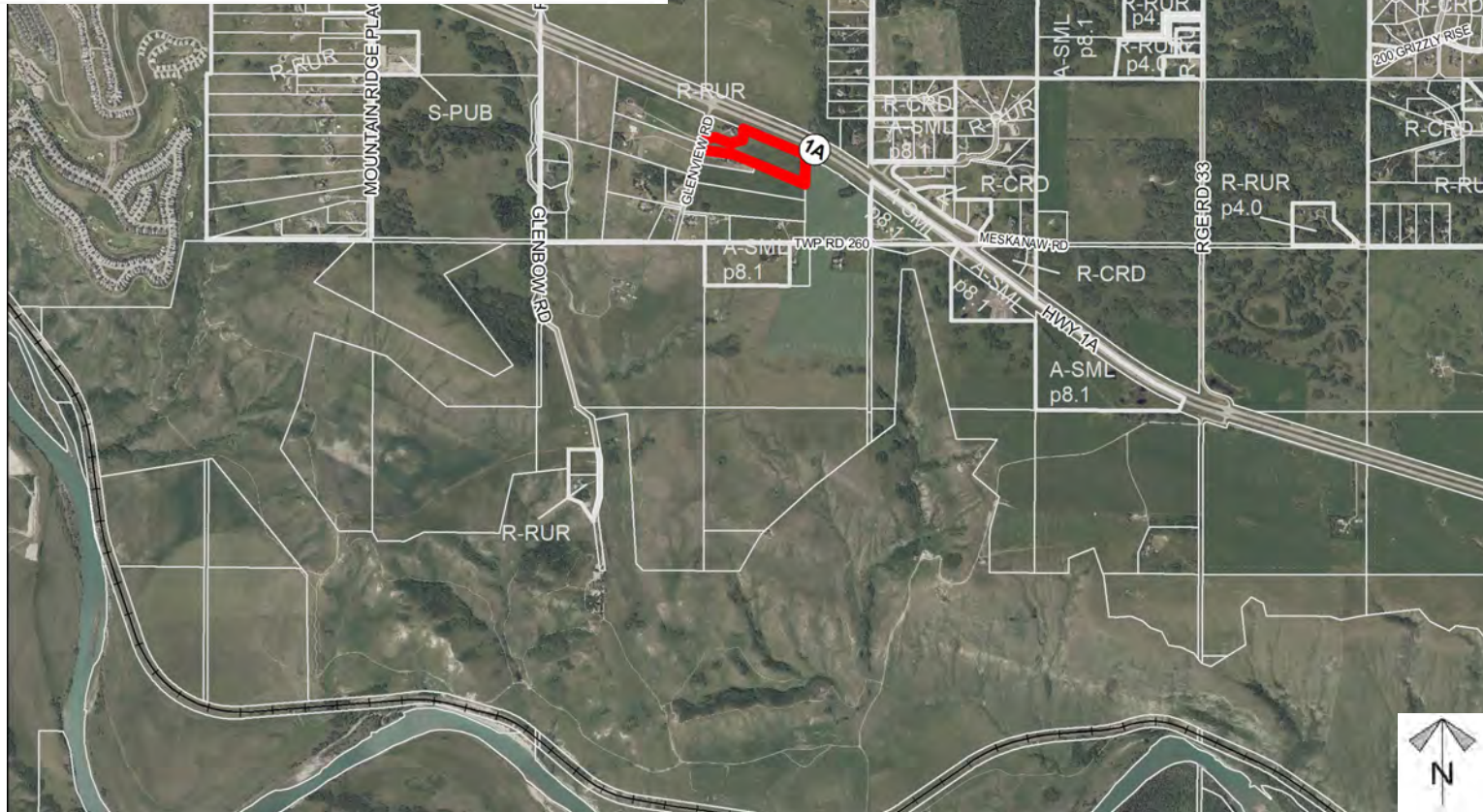
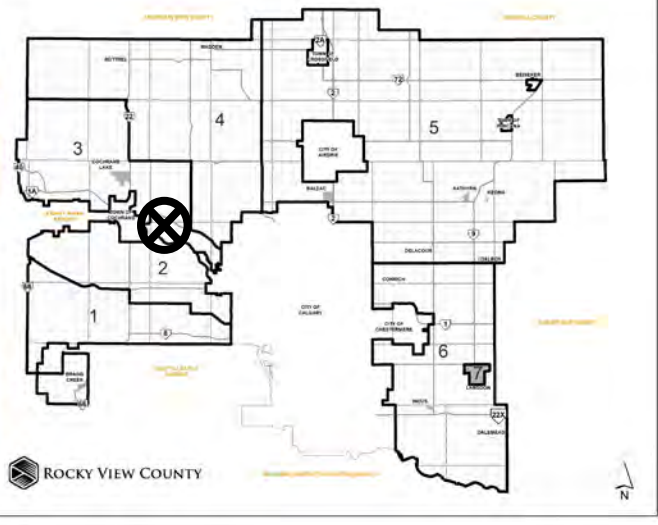
#### PL20230135

To redesignate Lot 2, Block 1, Plan 0714945 from Residential, Rural District (R-RUR) to a Direct Control District (DC) to facilitate the development of an assisted living community.

#### PL20230136

To adopt the Glenview Road Conceptual Scheme

Division: 3  
 Roll: 06705041  
 File:  
 PL20230135/PL20230136  
 Printed: Nov 14, 2023  
 Legend: 20 of 359  
 3-W5M







## Development Proposal

### Redesignation Proposal

#### PL20230135

To redesignate Lot 2, Block 1, Plan 0714945 from Residential, Rural District (R-RUR) to a Direct Control District (DC) to facilitate the development of an assisted living community.

#### PL20230136

To adopt the Glenview Road Conceptual Scheme

R-RUR → DC

Division: 3

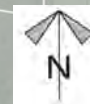
Roll: 06705041

File:

PL20230135/PL20230136

Printed: Nov 14, 2023

Page 2 of 3  
3-26-23-W5M





## Environmental

### Redesignation Proposal

#### PL20230135

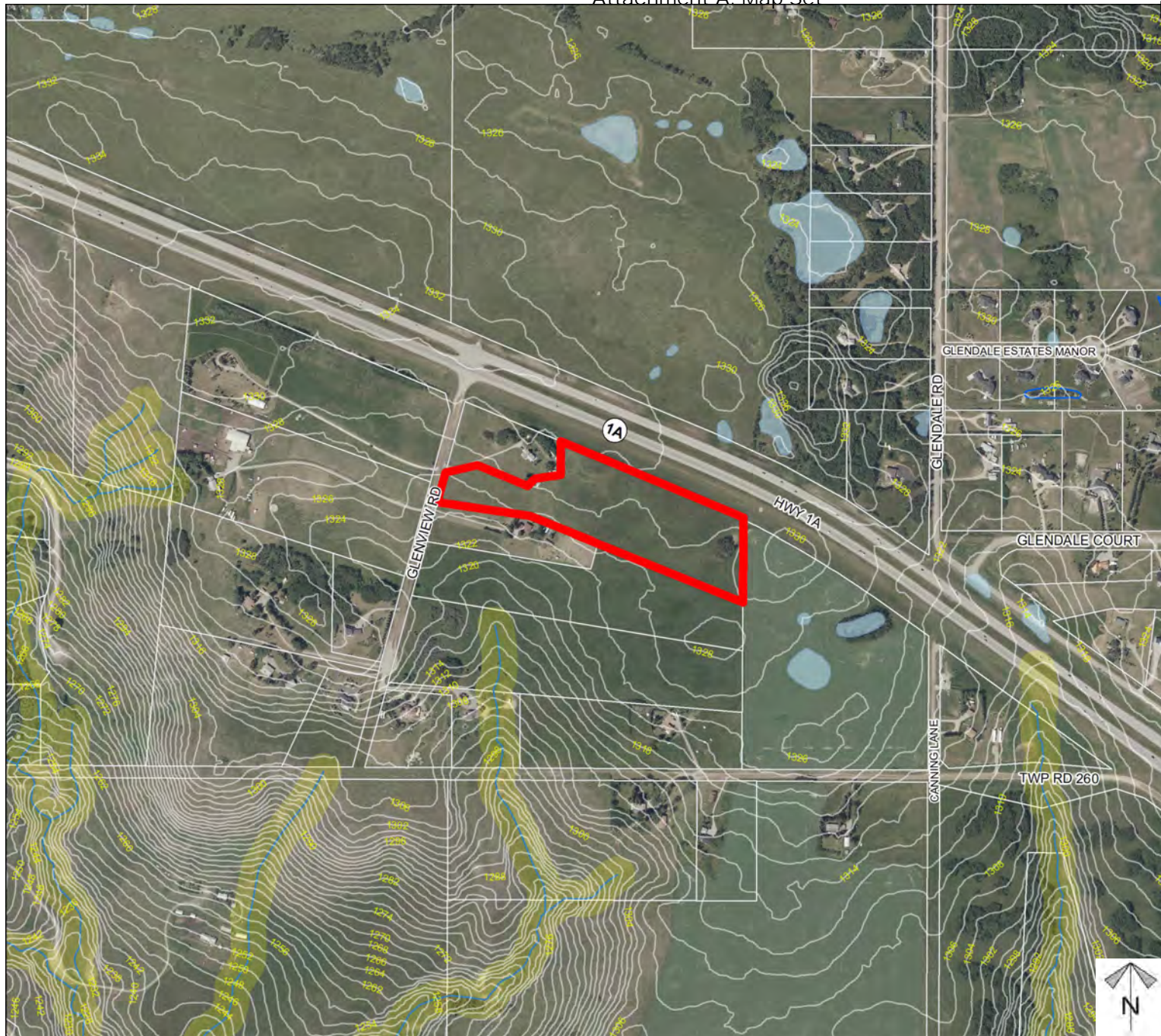
To redesignate Lot 2, Block 1, Plan 0714945 from Residential, Rural District (R-RUR) to a Direct Control District (DC) to facilitate the development of an assisted living community.

#### PL20230136

To adopt the Glenview Road Conceptual Scheme

-  Subject Lands
-  Contour - 2 meters
-  Riparian Setbacks
-  Alberta Wetland Inventory
-  Surface Water

Division: 3  
 Roll: 06705041  
 File:  
 PL20230135/PL20230136  
 Printed: Nov 14, 2023  
 Legend: 2023-26-3-W5M  
 Page 22 of 359





## Soil Classifications

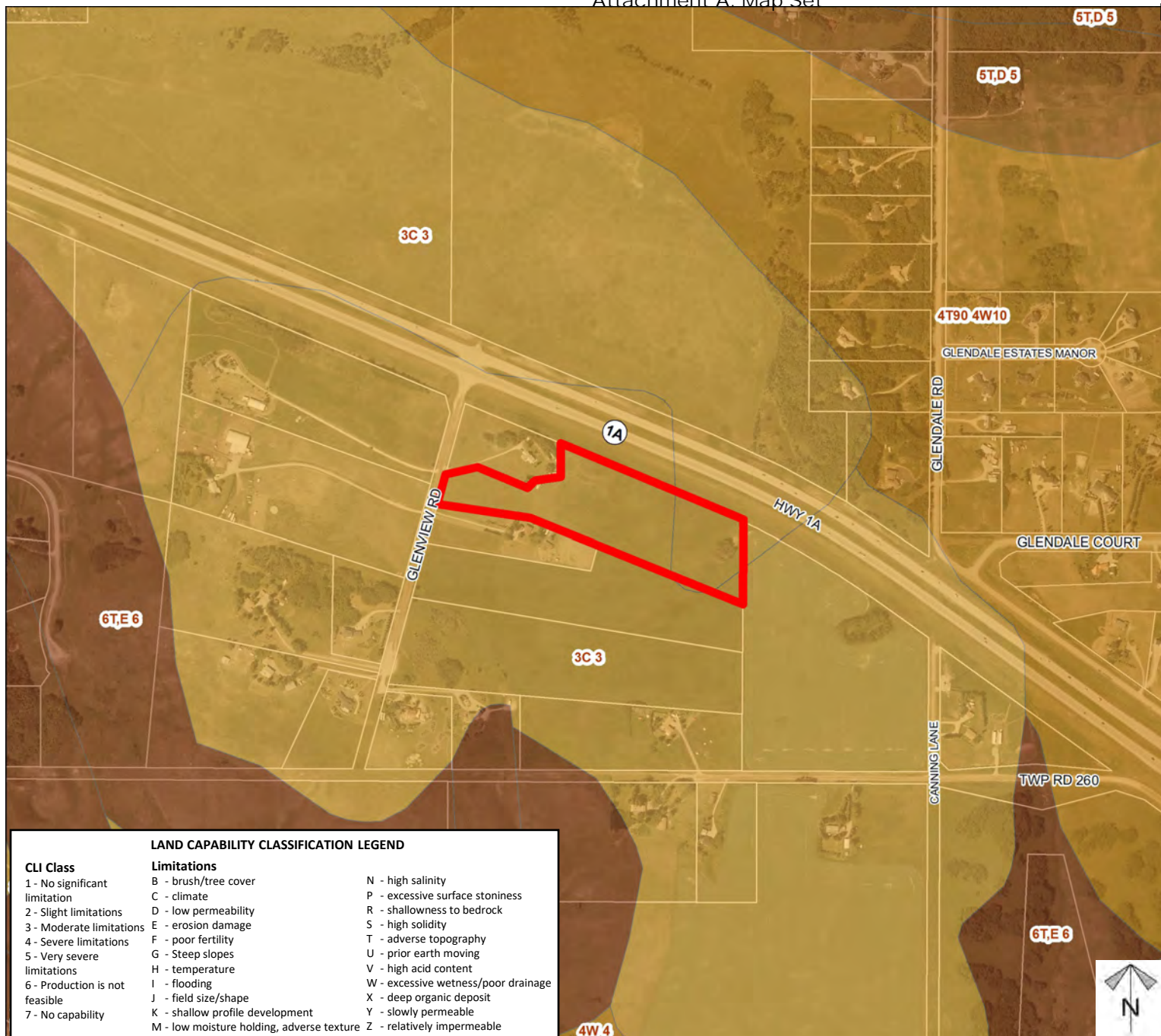
### Redesignation Proposal

#### PL20230135

To redesignate Lot 2, Block 1, Plan 0714945 from Residential, Rural District (R-RUR) to a Direct Control District (DC) to facilitate the development of an assisted living community.

#### PL20230136

To adopt the Glenview Road Conceptual Scheme



#### LAND CAPABILITY CLASSIFICATION LEGEND

##### CLI Class

1 - No significant limitation	B - brush/tree cover	N - high salinity
2 - Slight limitations	C - climate	P - excessive surface stoniness
3 - Moderate limitations	D - low permeability	R - shallowness to bedrock
4 - Severe limitations	E - erosion damage	S - high solidity
5 - Very severe limitations	F - poor fertility	T - adverse topography
6 - Production is not feasible	G - Steep slopes	U - prior earth moving
7 - No capability	H - temperature	V - high acid content
	I - flooding	W - excessive wetness/poor drainage
	J - field size/shape	X - deep organic deposit
	K - shallow profile development	Y - slowly permeable
	M - low moisture holding, adverse texture	Z - relatively impermeable

Division: 3  
Roll: 06705041  
File:  
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Legend Book 359-26-3-W5M

## Landowner Circulation Area

### Redesignation Proposal

#### PL20230135

To redesignate Lot 2, Block 1, Plan 0714945 from Residential, Rural District (R-RUR) to a Direct Control District (DC) to facilitate the development of an assisted living community.

#### PL20230136

To adopt the Glenview Road Conceptual Scheme

### Legend

Support



Not Support

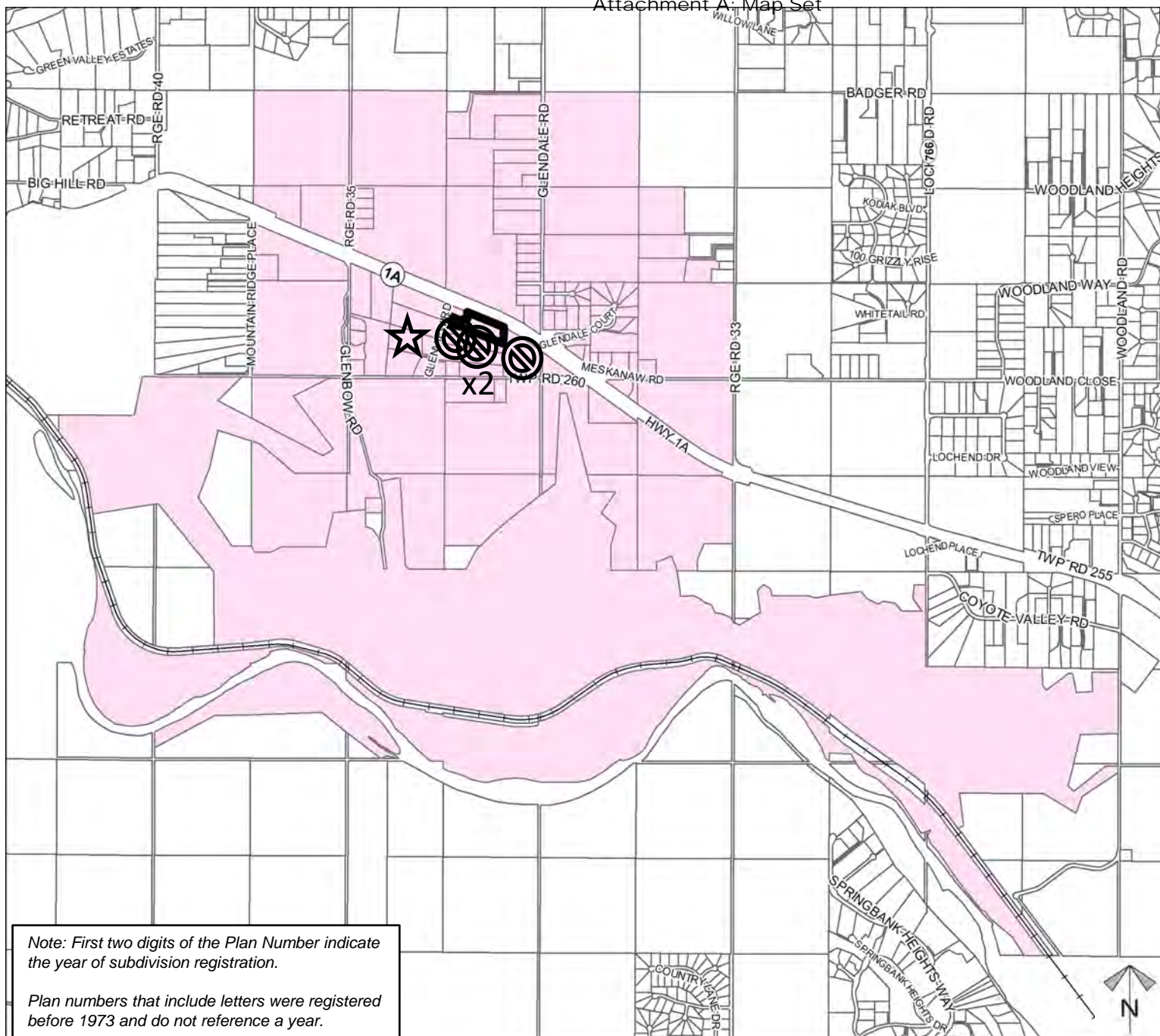


1x opposition letter  
could not be mapped

Division: 3  
Roll: 06705041  
File:  
PL20230135/PL20230136  
Printed: Nov 14, 2023  
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3-W5M

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.



**ATTACHMENT B: APPLICATION INFORMATION**

<b>APPLICANT/OWNERS:</b> O2 Planning and Design / 1343797 Alberta Ltd.	<b>DATE APPLICATION RECEIVED:</b> October 30, 2023
<b>GROSS AREA:</b> ±5.66 hectares (±13.99 acres)	<b>LEGAL DESCRIPTION:</b> SE-05-26-03-W05M
<b>Pre-Application Meeting Held:</b> <input checked="" type="checkbox"/>	<b>Meeting Date:</b> 2023-09-27
<b>SOILS (C.L.I. from A.R.C.):</b> Moderate limitations due to climate.	
<b>HISTORY:</b> <b>February 8, 2022:</b> Council refused an application for redesignation and an MSDP for an assisted living facility.	
<b>TECHNICAL REPORTS SUBMITTED:</b> <ul style="list-style-type: none"> <li>• Confirmation of Capacity, Rocky View Water Co-op, March, 2024</li> <li>• Trip Generation Memorandum, ISL Engineering, March, 2024</li> <li>• Stormwater Management Report, ISL Engineering, March, 2024</li> <li>• Site Servicing Study, ISL Engineering, August, 2024</li> <li>• PSTS Considerations, Almor Testing Services, August, 2024</li> <li>• Septic Field Soil Samples, Almor Testing Services, September, 2024</li> </ul>	



## ATTACHMENT C: APPLICATION REFERRAL RESPONSES

AGENCY	COMMENTS
<b><i>School Authority</i></b>	
Rocky View Schools	No response received.
Calgary Catholic School District	No response received.
Public Francophone Education	No response received.
Catholic Francophone Education	No response received.
<b><i>Province of Alberta</i></b>	
Alberta Ministry of Environment and Protected Areas	No response received.
Alberta Transportation and Economic Corridors	<p>Transportation and Economic Corridors offers the following comments and observations with respect to the proposed development(s):</p> <ol style="list-style-type: none"> <li>1. Pursuant to Section 618.3(1) of the Municipal Government Act (MGA), the department expects that the municipality will comply with any applicable items related to provincial highways in an ALSA plan if applicable</li> <li>2. Pursuant to 618.4(1) of the Municipal Government Act, the department expects that the Municipality will mitigate the impacts of traffic generated by developments approved on the local road connections to the highway system, in accordance with Policy 7 of the Provincial Land Use Policies.</li> </ol> <p>Transportation and Economic Corridors has the following additional comments and/or requirements with respect to this proposal:</p> <ol style="list-style-type: none"> <li>1. The applicant is advised that any development within the highway right-of-way or within 300 metres beyond the limit of a controlled highway or within 800 metres from the center point of an intersection of the highway and another highway would require a permit from Alberta Transportation. This requirement is outlined in the Highways Development and Protection Regulation. The subject property is within the noted permit area and, as such, any development would require the said permit. To ensure that any future highway expansion plans are not unduly compromised, minimum setbacks would be identified and stipulated as a condition of approval such that an adequate buffer would be maintained alongside the highway and any other highway related issues could be appropriately addressed.</li> <li>2. Based on review of the previous TIA, installation of partial or delineation lighting at the highway intersection will be required as a condition of development permit approval.</li> <li>3. Storm pond discharge / outfall must not enter into the highway right of way, and be contained fully within the service road right of way,</li> </ol>



AGENCY	COMMENTS
	<p>directed elsewhere, and/or fully contained on site. In the 1:100 year storm event, the highway ditches may not be capable of accommodating additional flows from adjacent land development.</p> <p>4. Rocky View County shall ensure a parallel east-west road network is constructed as part of the long-term plans for this area, to provide alternate access to Highway 1A via signalized intersections and/or future interchange locations, per the Glenbow Ranch ASP.</p>
Alberta Sustainable Development (Public Lands)	No response received.
Alberta Culture and Community Spirit (Historical Resources)	No response received.
Alberta Energy Regulator	No response received.
Alberta Health Services	Ensuring any interim private sewage disposal system is completely contained within the proposed property boundaries and complies with the setback distances outlined in the most recent Alberta Private Sewage Systems Standard of Practice. Prior to installation of any sewage disposal system, a proper geotechnical assessment should be conducted by a qualified professional engineer and the system should be installed in an approved manner.
<b>Public Utility</b>	
ATCO Gas	No concerns.
ATCO Pipelines	No concerns.
AltaLink Management	No response received.
FortisAlberta	No concerns.
TELUS Communications	No concerns.
TransAlta Utilities Ltd.	No concerns.
Rockyview Gas Co-op Ltd.	No response received.
<b>Adjacent Municipality</b>	
Town of Cochrane	I would reiterate the Town's concern with timing the determination of school site locations with the Conceptual Scheme or Local Plan level. The Glenbow Ranch ASP sets the parameters for 3 school sites, 2 to be located within Area

AGENCY	COMMENTS
	<p>G of the ASP. This proposed Conceptual Scheme is planning a fair amount of the Area G lands, however no lands are being proposed for schools, nor are school sites mentioned in the Plan. Provision of school sites within developing areas of the County remain a concern for the Town as it is a challenge to provide land for schools within the Town that service a far larger area, with the limited amount of Municipal Reserve we are able to acquire.</p> <p>In relation to the servicing, the Town has concerns with the potential reliance on a storm pond to provide fire suppression. Specifically there are concerns about water availability, potential for ice cover on the water surface, silt in the water, etc. should Town Emergency Services be requested as backup on fire calls.</p> <p>With the proposal to move ahead prior to piped sanitary, is the proposed 4 acre communal septic field and system being designed for the ability to be tied into future piped servicing should it become available? If that occurs, what type of future land uses could occur if the septic field were to be reclaimed?</p>
<b>Internal Departments</b>	
Recreation, Parks, and Community Support	No concerns.
GIS Services	No response received.
Building Services	No concerns.
Fire Services & Emergency Management	<p>Subject to access route design and water supply requirements as per the NBC (AE), NFC (AE) and County Bylaws.</p> <p>Being assisted living facilities in the building code may require sprinklered buildings; (Building Services can confirm) the owners need to be aware that water requirements may be a challenge.</p>
Capital and Engineering Services	<p><b>General:</b></p> <ul style="list-style-type: none"> <li>The review of this file is based upon the application submitted. These conditions/recommendations may be subject to change to ensure best practices and procedures.</li> <li>Prior to issuance of future DP, the applicant shall be responsible to dedicate all necessary easements and ROWs for utility line assignments and provide for the installation of all underground shallow utilities and street lighting with all necessary utility providers to the satisfaction of the County</li> <li>Prior to issuance of future DP, the applicant is required to submit a Construction Management Plan for proposed development in accordance with County's servicing standards.</li> </ul> <p><b>Geotechnical:</b></p> <ul style="list-style-type: none"> <li>As part of the application, the applicant provided a Shallow Subsoil and Groundwater Site Investigation prepared by Almor Testing Services Ltd. dated March, 2024. The report evaluated the onsite subsurface soil conditions and provides various recommendations to be incorporated in the future design of the onsite facilities and construction practices.</li> </ul>

AGENCY	COMMENTS
	<p>These recommendations include design and construction of site grading, underground services, stormwater infrastructures, foundation requirements, pavement structures and other relevant items.</p> <ul style="list-style-type: none"> <li>The investigation indicated that presently, groundwater is not a consideration. Prior to issuance of future DP, the applicant shall provide an updated geotechnical report addressing a groundwater assessment in accordance with the County's servicing standards.</li> </ul> <p><b>Transportation:</b></p> <ul style="list-style-type: none"> <li>The development is proposed to gain access via Glenview Road.</li> <li>The applicant provided RVC Assisted Living TIA for the proposed development prepared by ISL Engineering and Land Services Ltd., December 2020. The TIA considers the assisted living facility to have 100 units for the 2020 horizon with an eventual 400 units at the 2040 horizon. The TIA considered offsite impacts to the road network and key intersections based on the growth of background traffic as well as with the addition of the proposed development.</li> <li>As per the TIA, for the 2040 horizon, the intersection of Highway 1A / Glenview Road fails northbound movements. Traffic signal warrant was checked for the intersection and concluded that signalization is not warranted. Given that, a signal would be a major impedance to the main through traffic on the highway, and that the volume of traffic from the site subject to longer delays is relatively low, it is appropriate not to install signal to resolve failing northbound movements. The TIA confirmed the current left and right turn lanes at the intersection of Highway 1A/Glenview Road have sufficient storage capacity. A delineation illumination is warranted for Highway 1A / Glenview Road in 2040 post development.</li> <li>The applicant provided a Trip Generation Comparison letter prepared by ISL Engineering and Land Services Ltd., dated March 14, 2024. The TIA considers the proposed development to have 44 units of senior assisted and independent living at stage 1 and 90 units at full buildout stage. The report concluded that the trip generation of stage 1 is similar to stage 1 of the 2020 TIA and the trip generation of full build is lower than the full build of the 2020 TIA and therefore no updates to the TIA are required.</li> <li>At the time of future DP for each applicable phase, the applicant will be required to submit an updated TIA taking into consideration the existing background traffic, traffic to be generated from the proposed development phase and any other traffic from other approved developments in proximity. If any improvements are required to be implemented to support the proposed development phase, the applicant will be required to enter into a Development Agreement with the County for the implementation of the necessary upgrades.</li> <li>As per the County Plan, business development outside of a business area should have direct and safe access to a paved County Road or Provincial Highway. Prior to issuance of future DP, applicant/owner may be required to enter into a Development Agreement for the construction of Regional Transitional Paved Road along the Glenview Road ROW from site access to Hwy 1A with associated infrastructure including paved approach to site in accordance with Rocky View County Servicing Standards.</li> </ul>

AGENCY	COMMENTS
	<ul style="list-style-type: none"> <li>Prior to issuance of future DP, the applicant will be required to provide payment of the Transportation Off-Site Levy, in accordance with the applicable levy at the time of approval, for the total gross acreage of the lands proposed to be developed.</li> <li>It is to be noted that the applicant shall be responsible for any offsite ROW acquisitions (if required) to support the proposed development.</li> </ul> <p><b>Sanitary/Waste Water:</b></p> <ul style="list-style-type: none"> <li>The applicant submitted a Site Servicing Study (Water, Sanitary) for Assisted Living Development, prepared by ISL Engineering, dated November 29, 2024.</li> <li>As per the report, the site is expected to generate approximately 23 m<sup>3</sup>/day of a typical residential wastewater from 90 units without the water reuse and 6.4 m<sup>3</sup>/day of a commercial wastewater from the café.</li> <li>There is currently no municipal sanitary infrastructure adjacent to the property to which wastewater may be discharged. The closest municipal sanitary connection is located in the community of Gleneagles within the town of Cochrane town limit less than 3 km to the west of the site. The Glenbow Ranch ASP and current Town of Cochrane policy do not support external sewage discharge into existing Town of Cochrane wastewater infrastructure for treatment and disposal. Therefore, the report suggests that residential wastewater will be treated onsite while the commercial wastewater is proposed to be removed from site utilizing tank and haul.</li> <li>The residential wastewater is proposed to be treated on site by a septic field that utilizes pretreatment through a package sewage treatment system. Based on a design volume, the recommended treatment field size would be approximately 2,550 m<sup>2</sup>.</li> <li>In accordance with Alberta Private Sewage System Standard of Practice, on-site wastewater treatment system exceeding 9 m<sup>3</sup> per day design capacity should evaluate following: <ul style="list-style-type: none"> <li>capacity of the surficial and underlying lithology to receive and transport the added wastewater effluent,</li> <li>near-surface groundwater conditions and the potential for groundwater mounding</li> <li>assess the impact of the added effluent on groundwater quality and receiving surface water.</li> </ul> </li> <li>The applicant provided a pre-liminary assessment for the above requirements. However, it doesn't fully address all the required items as per the Alberta Private Sewage System Standard of Practice. The applicant also provided options to implement the wastewater effluent re-use within all the units to reduce the size of the septic field. However, it is unclear at this time how the effluent re-use will be employed as well as its effectiveness to treat the wastewater effluent.</li> <li>Given the magnitude of proposed development, requirement of an oversized septic field and inadequacy of lithology and hydrogeological study for higher effluent, Engineering does not support the proposed sanitary servicing as it is unclear at this time the potential impact of proposed septic system on the groundwater, receiving surface water and the environment.</li> </ul> <p><b>Water Supply and Waterworks:</b></p>

AGENCY	COMMENTS
	<ul style="list-style-type: none"> <li>As per the Site Servicing Brief, the average water demand for the proposed development is approximately 31 m<sup>3</sup>/day.</li> <li>Water servicing for the proposed Assisted Living development will utilize the water distribution system by Rocky View Water Co-op. The water distribution system will provide treated potable domestic water and fire flows to the proposed development. The nearest watermain is 100 mm HDPE line about ¾ mile away from the proposed development, which is sufficient for project build out.</li> <li>As per the servicing brief, the existing 100mm HDPE line in the vicinity is not sized to supply adequate fire flows. The site will have its own onsite water reservoir completed with a dedicated fire pump and booster pumps to supply fire flow and potable water. In addition, hydrants will be located throughout the site for fire coverage.</li> <li>As part of the application, the applicant provided an email from Rocky View Water Co-op pertaining to the previous application that there may be upgrades required to their system to service the proposed development and maintain adequate pressure to the existing users. The applicant also provided a confirmation letter from Rocky View Water Co-op that an adequate and continuous piped water supply is available for the proposed development.</li> <li>Prior to issuance of future DP, the applicant shall enter into development agreement and complete the necessary upgrades to Rocky View Water Co-op distribution system to their satisfaction to service the proposed development.</li> <li>It is to be noted that the applicant shall be responsible for any ROW acquisitions and easements required to service the proposed development.</li> </ul> <p><b>Storm Water Management:</b></p> <ul style="list-style-type: none"> <li>As part of the MSDP, the applicant provided a stormwater management report, prepared by ISL Engineering &amp; Land Servicing Ltd., dated March 20, 2024. As per the Stormwater Study, a permissible discharge of 0.99 l/s/ha will be implemented for the design of stormwater management system for full build out in accordance with Bearspaw-Glenbow Master Drainage Plan and the Glenbow Ranch ASP Master Drainage Plan while using an on-site storage pond to detain any excess runoff generated due to development. The stormwater management systems consist of a storm wet pond located at the west portion of the site. A control structure composing of an orifice and a weir for runoff release control will be designed at the outlet of the pond.</li> <li>At the time of future DP, the applicant will be required to provide a detailed stormwater management plan and design drawings for the proposed stormwater management system and all related infrastructure in accordance with the requirements of the Stormwater Study, Glenbow Ranch ASP Master Drainage Plan, the County's Servicing Standards, Alberta Environment regulations and best practices.</li> <li>Prior to issuance of future DP, the applicant will be required to prepare an erosion and sediment control (ESC) plan, prepared by a qualified professional, identifying ESC measures to be taken during construction of proposed infrastructure. The drawings and plans shall be in accordance with the requirements of the County's Servicing Standards and best management practices.</li> </ul>

AGENCY	COMMENTS
Agriculture & Environment Services	<ul style="list-style-type: none"> <li>It is to be noted that the applicant shall be responsible for any ROW acquisitions and drainage easements required to service the proposed development.</li> </ul>
	<p><b>Environmental:</b></p> <ul style="list-style-type: none"> <li>As per the stormwater study, two wetlands have been identified within the subject site, one is a Class II temporary wetland near northwest boundary and another is a Class III seasonal wetland beside the east boundary. At the time future DP, the applicant/owner will be required to provide a Wetland Impact Assessment (WIA) conducted by a qualified professional that assesses the existing wetlands and the impacts, the proposed development will have on the wetlands. The WIA shall also provide recommendations on mitigation and compensation measures to address the impacts to the wetlands.</li> <li>The applicant will be responsible for obtaining all required AEP approvals for wetland disturbance.</li> <li>In accordance with submitted conversation with Alberta Historic Resources Management, A Historical Resources Act approval will be required prior to the onset of development activities. Prior to issuance of future DP, the applicant shall provide a document showing Historic Resource Act Clearance by Alberta Historic Resources Management for proposed development.</li> <li>The applicant shall obtain all the required permits/approvals for the proposed development related to all applicable municipal, provincial, and federal legislation, regulations, and policies.</li> </ul>
	No response received.

Circulation Period: December 11, 2023, to January 17, 2024.

January 7, 2024

Attention: Michelle Dollmaier

Re: Redesignation Application

File: 06705041

Application: PL20230135/PL20230136

From: Mark Trenke [REDACTED]  
(immediate Neighbor)

To whom it may concern:

I write this formal letter to the above application for redesignation, in which we fully object. As an immediate neighbor to this, we have genuine concerns about the effects of this development to all the established country living homes and the lifestyle people expect in this region. In addition, problems with increased traffic and safety at an uncontrolled intersection, drainage of storm water, water supply, sewage treatment/drainage, and the environmental impact to lands below this high density project.

We completely object to the change of the land designation to Direct Control and proposed land usage as presented. This is the wrong location for such a project as the area is not prepared to support this at this time. A project of this scope is best suited within the Town of Cochrane and not in a Rural Country Living area that cannot support this project at this time **if ever**.

There is not adequate water supply available at this time and this Scheme talks about "future" extensions of water. "Fire suppression" talks about water storage, however, they have placed the storage on neighboring lands such as ours. They need to do this on their own lands. "Sanitary Servicing" they state again there is no current support, however, they state that the project is dependant on connecting to a regional system which is not yet constructed or approved. Several key reasons proving that this project is pre-mature for this location. Clearly a Scheme.

Under intent, they state in point two "ensure that the development vision for the assisted living community does not preclude other parcels within the Plan from developing in a logical and efficient manner; and," This is False, it completely precludes neighboring lands such as our 32+ acres.

Under Hamlet Vision for Assisted Living they state in paragraph 3 and 4 " This concept integrates SEAMLESSLY with the vision established in the Glenbow Ranch ASP..." This is also FALSE as half of our lands are designated Country Residential. Paragraph 4 "This vision is for a contextually appropriate assisted living development that **respects the established character of the area** by remaining **low in height and density** with natural buffers and screening from neighboring lands." False again there has been no respect to the character of the area and neighboring lands such as ours, especially since they have not contacted us once regarding anything to with this Scheme. What is low density in their mind?

How does this development scheme fit seamlessly into the vision of the current Glenbow ASP? If it did, then they would not require redesignation to “direct control”.

There are no specifics to what “assisted living” means in detail and the exact densities proposed. Vague definitions.

May I put your attention to page one of the “Conceptual Scheme” provided. Under Development Approach paragraph 3 it states that “the conceptual Scheme was prepared in a **consultation with the owners within the conceptual Scheme area**, the adjacent neighbors, and interested local community stake holders.” This is a LIE! We are the adjacent owners and the largest parcel of land directly bordering this Scheme. No one has ever approached us or discussed anything with us as a neighbor. In fact, they have used our lands for their storm water and drainage as well as streets to meet their needs not ours. This proposal should have all of the requirements like storm water collection/drainage, sewage, roads ALL be independent of neighboring lands, and all contained on their own lands. This “Glenview Road Conceptual Scheme” does not even state who wrote this and there are no contacts on this. This is definitely a Scheme produced by Schemers just as last time back in February of 2021. This must be stopped once again. Simply put this is the wrong project for this location and/or the right project for another location in the town of Cochrane.

Before any final decisions are made on this proposal, se should expect at least one public hearing where ALL landowners in the region are properly notified in advance and can attend and voice their support or concerns over this matter.

We find it suspicious that this group had strategically made this proposal over the Holidays and New Year when many people are away and travelling while this Scheme is once again trying to slip through.

The exact reasons why this proposal was rejected by council still remains and the notes and findings from the last attempt back in 2021 should be reviewed.

Please ensure that this formal letter has been presented on our behalf to council.

Regards,

Mark Trenke  
Landowner/Direct neighbor

[REDACTED]



**From:** [REDACTED]  
[REDACTED] [Michelle Dollmaier](#)  
**Cc:** [REDACTED]  
[REDACTED]  
**Date:** Saturday, December 30, 2023 2:12:30 PM  
**Attachments:** [Approved Minutes.pdf](#)

---

Hello Michelle,

Please take this email as our most recent submission in opposition to the application PL20230135 / PL20230136 – file 06705041.

Further to my email below, **I suggest these additional points on our OPPOSITION to this Concept Plan and resignation;**

1. This development is not located in a commercial core area identified in the Glenbow Ranch ASP, and the site does not make efficient use of servicing.
2. The proposed high-density development is incompatible with the immediate Rural Residential (RUR) uses.
3. No details on the septic field and assessment of the impact on the groundwater and environment is provided.
4. No detailed study and assessment is given if any proposed on-site septic system meets all regulations for setbacks and use. For example, our property is within 300m of the setbacks required for a septic field to support this type of development.
5. The proposed development is in a transitional area to RUR, and it should not be changed as it is directly opposite to the intent of the Glenbow Ranch Area Structure Plan. The Glenbow Ranch ASP is developed in consideration of the land first – In this case, the land is topography serves as a natural transition to RUR from other designations; as such it should not be changed.
6. Pharmaceutical load on the wastewater would be quite high for this type of development; no information is addressed for such a development – this is not a normal residential load – Alberta Health Services report for such a facility should be required for any mechanical treatment assessment.
7. Insufficient community engagement and open houses to discuss the Concept Plan. Insufficient notice for the one open house was given and most neighbours could not make it.
8. The neighbour directly across Glenbow Road is a developer and does not live on the property; any support from this property should not be considered.
9. Landowner opposition to the original land use change to Direct Control caused the developer to change it to Special Public Servicing District. In this case, the developer has gone back to Direct Control, which landowners in the area did not support.

Thank you,

Sumesh and Cheryl Gupta

**From:** [REDACTED]  
**Sent:** December 30, 2023 12:57 PM  
**To:** MDollmaier@rockyview.ca  
**Cc:** [REDACTED]  
**Subject:** RE: File Number 06705041 Application Number PL20230135/PL20230136

File Number: 06705041  
 Application Number: PL20230135 / PL20230136  
 Division: 3

Hello Michelle,

We are residents of 30 Glenview Rd, Cochrane, AB T4C 0B8. Our property is directly affected by the proposal to redesignate Lot 2, Block 1, Plan 0714945 from Residential, Rural District (R-RUR) to a Direct Control District (DC) to facilitate the development of an assisted living community. **As the neighbour directly to the south of the proposed property, we oppose the proposal to redesignate from Rural District (R-RUR) to a Direct Control (DC) to facilitate the development of an assisted living community. Furthermore, the Glenview Road Conceptual Scheme should NOT be accepted.**

We consciously chose to live in the Glenbow area, inspired by the Glenbow Ranch Area Structure Plan and the vision and guiding principles set out by the MDD. We do not believe O2's Glenview Road Conceptual Scheme should be approved as it is inconsistent with MDD's guiding principles and the Glenbow Ranch Area Structure Plan. Some of the reasons are:

- The proposed Glenview Road Conceptual Scheme does not reduce the overall footprint of this development, which is inconsistent with one of the guiding principles of 'alternative residential development forms that reduce the overall footprint are pursued';
- Low-impact development management is not being followed in this Glenview Road Conceptual Scheme; light pollution from the facility for existing neighbours is not addressed; noise pollution is not addressed; no detail on water management for neighbours that are impacted by construction, and overall this type of development is not low-impact given the waste management system proposed for the Assisted Living; due to the intensity of this development, **a recommendation would be for the Assisted Living is that it must connect to a piped-waste water system for any phase to avoid impact on the aquifer of existing neighbours**
- The proposed development does not conserve and enhance the valued landscape to coexist with the natural landscape; there are no proposed high berms with trees planted to avoid existing neighbours to continue to enjoy the natural landscape of their property; the Glenview Road Conceptual Scheme does not have any provisions on how this important aspect of the Glenbow Ranch Area Structure Plan will be achieved
- No mitigation of impacts on existing residents are proposed, which speaks to the lack of benefit for the community as a whole, but only focuses on the Developer's perspective, which is inconsistent with the Glenbow Ranch Area Structure Plan;
- A mandatory requirement for development of this type should only be allowed once municipal water and sewage services have been brought to the proposed property at the

Developer's expense

While development is necessary to continue to meet our growing population and aging population, we do not believe this proposed plan sustainably achieves this. This proposed development, and associated proposed land redesignation is not appropriate for this location. Such developments should create opportunities for a range of affordability and lifestyle experiences for all residents, consistent with the Glenbow Ranch Area Structure Plan but this proposed land use redesignation (on Table 4, page 38) of the Glenview Road Conceptual Scheme does not achieve this per the listed items above. **The developers and their customers are the sole beneficiaries, without any consideration and input from existing parcel owners.**

Most importantly, this does not achieve the lifestyle of the existing neighbours sought in the RUR designation. We've chosen to invest in this area because of Glenbow's natural beauty and historical significance, which we would like our kids to grow up with. This development prevents us from enjoying the property as it is designated. For example, we have a horse that we will bring to the property. However, we will not be able to have our horse on the property due to the stress from this development during construction and operations. The visual, noise, and light pollution of this development are inappropriate in this location. Glenview Road is the wrong place for this development. This development directly impacts the enjoyment and lifestyle that the RUR designation aims to deliver for the residents of Glenbow.

**Rocky View County Council rejected this development on February 8, 2022 (PL20200185 - Bylaw C-8134-2021), stating it was in the wrong location.** Now the Developer is trying to change the location itself with their vision of a Conceptual Scheme (CS) for Glenview Road to accommodate its development objectives. **The neighbours do not want it; the Rocky View County Council rejected it, so this redesignation should not be allowed, nor should this Glenview Road Conceptual Scheme be accepted.**

Lastly, a vision for any proposed area on Glenview Road should be done inclusively. This vision is only the Developer's; no input from existing landowners in the area has been considered. It certainly does not align with our vision or how we enjoy the property today. As we were the only ones that attended the virtual open house, we discussed it with our neighbours, and they had no input to this Glenview Road Conceptual Scheme.

Thank you,

Sumesh and Cheryl Guptar

**Michelle Dollmaier**

Senior Planner | Planning  
262075 Rocky View Point  
Rocky View County  
Alberta T4A 0X2  
(MDollmaier@rockyview.ca)

2023 12 28

**Re: File 06705041**

Application number: PL20230135/PL20230136

Dear Michelle Dollmaier

We are writing to voice our strong opposition to the proposal to redesignate Lot 2, Block 1, Plan 0714945 from Residential, Rural District (R-RUR) to Direct Control District (DC), in order to facilitate the development of an assisted living community. This was conveyed to us by postal mailing dated Monday, December 11, 2023 and received on December 18, 2023.

We have previously commented in writing on a similar proposal in 2021, where an application to redesignate the same lot from Residential, Rural District (R-RUR) to Special, Public Service District (S-PUB) was meant to support a very similar assisted living development. Our comments were sent to the planner Xin Deng on 2021 02 04 and to the Legislative Officer Erin McGuire on 2022 01 15. Let me know if you require copies of our previous letters.

We are owners of farmland property **SE-05-26-03-05 (A-5346 JK)** directly east of the proposed land-use redesignation for a development at 22 Glenview Rd. We are writing to express our concerns and strong opposition to this renewed proposal. Many of our concerns have been previously submitted and are again outlined here.

We have owned and farmed this land for over 50 years. The original attraction to purchase our property was the farmland/ranching location midway between Calgary and Banff National Park, coupled with the spectacular scenery and unspoiled prairie views. Over the decades, we have done our best to limit development in the area, to preserve farmland for agricultural and ranching use. We have written in opposition to many residential plans nearby, and more recently, have been strong supporters of the Glenbow Ranch Provincial Park initiatives, since this represents an attempt to retain the natural values within the Glenbow Ranch area.

As you are certainly aware, there was a large study of the Rocky View County land use several years ago, resulting in the enacted current Land Use Bylaw (C-8000-2020). In addition, there was a large study of the Glenbow Ranch Area prior to 2017, resulting in another bylaw adopted for the Glenbow Ranch Area Structure Plan (Bylaw C-7667-2017). Both of these documents outline an orderly plan for the preservation and maintenance of the rich and spectacular landscape south of Highway 1A adjacent to the Glenbow Ranch Provincial Park. These bylaws highlight that the primary land use in the area is ranching. The area structure plan provides a framework to “retain the integrity of the overall area structure plan concept, and how development will be connected and integrated with adjacent areas.” The bylaw also highlights environmentally significant grasslands, wildlife corridors, escarpments, and steep slopes; valued views, both into and from the Glenbow Provincial Park; and three existing country residential communities: Coyote Valley, Glenview, and Mountain Ridge as well as individual residential parcels scattered throughout the area.

Among other aspects, the bylaw also outlines goals to:

- to enhance the experience of existing residents by preserving open space, maintaining views of the Glenbow Ranch Provincial Park, and creating connections to that Park.
- to mitigate the impacts on existing residents from traffic and new forms of residential development.
- to support planned and logical development that can be adequately serviced with water and wastewater, and manages stormwater in a way that maintains or enhances Bow River water quality.

All of these long-term goals include the maintenance of the current **low density rural residential land use** in the area of the current proposal.

The most recent application has devoted no discussion of the actual proposal or reasons to redesignate Lot 2, Block 1 Plan 0714945 from Residential, Rural District (R-RUR) to Direct Control District (DC). Rather, the developer has submitted a Conceptual Scheme (CS) to support the assisted living proposal. This CS seems to be designed to counter the administrations rejection of the previous proposal in 2021, by supplying a concept plan for the entire TDC Build Area G Hamlet Residential and Commercial lands. As stated in the document, the CS “is intended to demonstrate serviceability of Parcel A based on existing and proposed infrastructure. This developer (1343797 Alberta LTD) probably made a mistake by buying Parcel A, lot 2, Block 1 which is located in the Hamlet Residential land use area (Fig. 7). The developer should have purchased property in the Hamlet Commercial area, directly east of the Hamlet Residential area as defined in the Glenbow Ranch ASP Land Use Strategy (Map 7, bylaw C-7667-2017, amended April 24, 2018 by order MGB Order 024/18), where they would likely have been able to develop an assisted living development.

Additionally, the Conceptual Scheme Plan establishes a strategy for provision of the necessary transportation, utility servicing, and stormwater management infrastructure to service the remainder of the Conceptual Scheme area based on the vision defined by the Glenbow Ranch ASP”. In other words, the current CS is the developers vision of how the entire Area G Hamlet could be developed, rather than focusing on the specific lot where the assisted living development is being proposed. In that sense, the CS does not specifically address the proposal to change from R-RUR to DC. In fact, there appears to be no specific discussion of this in the CS proposal.


As far as I know, the current landowners in the area around Parcel A have not been consulted about the developers’ vision for the whole area. The developers seem to assume that landowners will develop their properties for more residential use that will require support transportation, potable water servicing and stormwater management infrastructure. The developers of parcel A are pushing their development concept for the whole area for more residential dwellings and commercial activities. They seem to miss the entire point that most of this is valuable agricultural and ranching land that needs protection from development!

We strongly reject the inclusion of our land (Parcel I) in the developers vision for “subject to future lotting” (Fig. 9), “assisted living site access and pedestrian network” (Fig. 12), “storm servicing” (Fig. 15), “municipal reserve and public utility lot” (Fig. 16), and “future land use” (Fig. 17)

Again, we suggest that this proposed development does not at all conform to good, low density development in this rural residential area. Further, we suggest that such a senior assisted living community to accommodate residents in many multi-family buildings would be much more suitably located in an area closer to an urban centre, such as Cochrane or Calgary where future residents would have convenient access to local amenities to support their full life needs. This would also reduce the need for cars and the accompanying parking lots, a poor use of any land these days! We are all trying to move society away from cars to mitigate global warming. The creation of the Glenbow Ranch Provincial Park provides opportunities for seniors to visit this beautiful and relatively unspoiled area of Alberta. Living in developments in close-by, more urban areas of Cochrane or Calgary would help to maintain this lovely environment!

Thank you for the opportunity to comment on this ill-advised proposed redesignation and encourage Council to reject this proposal.

Sincerely



Eric Carstens, Anita Krebs and Conrad Krebs-Carstens



**From:** [REDACTED]  
**To:** [Legislative Services](#)  
**Cc:** [REDACTED]  
**Subject:** Bylaw C-8606-2025 & Bylaw C-8605-2025-PL20230135 / PL20230136 (06705041)  
**Date:** Wednesday, February 5, 2025 4:22:19 PM  
**Attachments:** [Rockyview County letter of opposition to development file 06705041.docx](#)  
[Letter to county-Michelle Dollmaier February 4th.docx](#)

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To whom it may concern. Please find attached opposition letter for the upcoming public hearing as per bylaw stated in subject line above.

Please confirm receipt of this email.

Thank you!

**Mark Trenke**

February 4<sup>th</sup>, 2025

Attention: Michelle Dollmaier

Re: Bylaw C-8606-2025 &amp; Bylaw C-8605-2025-PL20230135/PL20230136(06705041)

From: Mark &amp; Claudia Trenke (immediate major landowner)

Dear Michelle:

We write this formal letter of opposition to the above application for redesignation.

As an immediate neighbor to the lands described in parcel A (13.99 ac) our concerns are still serious and unchanged. On January 7<sup>th</sup>, 2024, we submitted a letter of opposition to council which I have also included for your reference. We still feel our concerns of that letter have not been met as well as new concerns.

This conceptual scheme is for the “sole” benefit of the landowner of parcel A. as noted above, this landowner is only an 8% owner of the lands described and included in the proposed “scheme”. Our lands equate to approximately 20% of the conceptual scheme, therefore, we feel that our concerns and request should receive great consideration.

As stated in our January 7<sup>th</sup> letter from last year, we stated that we want nothing to do with this potential scheme and we formally request to have our lands removed from this proposed scheme. A minor landowner such as parcel “A” should not have their individual needs met for the financial gains they are scheming at the expense or required use/support of surrounding lands. They must plan within their means or rights within their own lands. Especially with such a small parcel of land.

IF this group had direct and personal discussions with the “major” neighboring landowners and together a potential solution for development was agreed upon then at that point in time a proposed “conceptual Scheme” could have some relevance to the county ASP. This clearly has not happened although the group behind this development has insinuated that they have had input from or spoken with the landowners affected by this scheme. This remains false. This lack of communication and false representation reiterates our concerns around this application including our comments in our letter from January 7<sup>th</sup>, 2024 (file attached)

The use of the word “interim” for waters & septic is still a major RED flag. You can’t approve a high-density hamlet with a “future” plan for water and septic. This is cart before the horse mentality. Simply a wrong location for such a proposal. This needs to be within the town area to be feasible. This “deflecting” the facts technique is not working. For these reasons alone we see this proposal as a hard stop.



In this “scheme” there is verbiage around small-scale commercial. On page 22, paragraph 22 they describe “.... provide meal service to residents via and on-site restaurant and café. These food service uses will also be open to visitors and public for dine-in service.” Does this mean that they plan to open a McDonalds or Earl’s on site? Are the provide meals at a cost like skip the dishes? The current ASP land use does not include any “commercial” uses. The mapping clearly shows hamlet-commercial far to the east of these lands. There should not be any “commercial” type zoning or business approved on any development on this small 13-acre parcel of land.

On page 23, in RED, shows 4 separate buildings for commercial. What exactly are they “scheming”? Again, we oppose any type of commercial development on this 13acre piece of land. This is simply overuse, over development and misrepresentation of what “truly” is at mind hear.

Commercial restaurants and coffee shops for the purpose of “assisted living” how defined is this and to what detail/restrictions. What is defined and restricted in “assisted living”. these are so vague that we fear this is only a “cash grab” for income and not for the benefit of the community, neighbors and country residential that we all love in this area.

Allowing restaurants, coffee shops and perhaps a gas station to develop here along side potential low income “rental” properties with high turnover and no controls ONLY for the financial gain of the ownership group behind this. Who are these people and why are they avoiding speaking with neighbor landowners? Why do they tactfully choose to try and push these concepts past council during times of the year when they know that most landowners are vacationing and might miss their opportunity to oppose this poor effort to capitalize on such a small parcel of land at the expense of others affected immediately around them.

It is the “major” landowners in the area and immediately adjoining this small piece of land that should have major input into all proposed development schemes.

Please add our names to list of people attending the public hearing as we plan to speak at the hearing. We are now forced to come home early from our winter “Family Day” due to this public hearing date and we will now engage our legal team to advise us on this matter in the meantime.

Kind Regards,

Mark Trenke/Claudia Trenke

Landowners/Direct Neighbors

**Michelle Mitton**

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**From:** Suzie Kim [REDACTED]  
**Sent:** January 27, 2025 12:00 PM  
**To:** Legislative Services  
**Subject:** About Bylaw

Hi. I am a representative of the land- 75 Glenview Road.

I welcome to the plan of Bylaw C-8600-2025 and Bylaw C-8605-2025.  
Because of these plans will be beneficial to nearby local community members in the future.

Regards

*Suzie( Myunghee ) Kim*

This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution or copying of this information is prohibited and unlawful. If you received this communication in error, please reply immediately to let me know and then delete this e-mail. Thank you.

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**From:** reginald klassen [REDACTED]  
**Sent:** Wednesday, February 5, 2025 10:37 PM  
**To:** PAA\_Development <[Development@rockyview.ca](mailto:Development@rockyview.ca)>  
**Subject:** Fw: regarding Feb 16/25 hearing for development proposal at Glenview Rd/Hwy 1A

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**From:** reginald klassen [REDACTED]  
**Sent:** Wednesday, February 5, 2025 8:37:22 PM  
**To:** reginald klassen [REDACTED]  
**Subject:**

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We are responding to the application for land redesignation no. PL20200187 and MSDP PL20200185. Our concerns relate to the both the size and layout of the proposed facility and it's impact on properties adjacent to the facility and also the impact on others in the general community. They also relate to the need for services and their impact on infrastructure in the short term and the potential for changing the local community in the long term.

This facility here?

The number of residents proposed for this facility is high by most standards including urban senior residences. The arrangement of townhouse-like buildings is not typical for supportive living residences which usually have a smaller footprint and would be multi-story for this many people. The needs for meals preparation and distribution either to a cafeteria and /or to residents rooms are better met with a concentration of residences. Recreation and physiotherapy/OT facilities are better accessed by seniors especially in winter when they are within the same building. Have these things been worked out by the developer or will they require a design change once they have approvals? Who's need is it really? Assisted living facilities generally are expensive to build and expensive to live in. Intensive facilities are more so. Is the developer the first one to see a need? Is he a member of this community? This is more than a "new build". It requires ongoing oversight and large maintainance expenditures. Would the province need to inject funds to finish and support this facility. If so, do they see a need in this location?

Traffic and related Infrastrure

A facility of this size would require substantial services for food preparation, laundry, cleaning, and maintenance. My colleagues in the health care professions (physicians, nurses, social workers), caution that the flow of traffic and the need of adequate parking for staff and visitors to a facility of this size should not be underestimated.

Supplying this facility would require regular movement of large trucks on and off the property. Trucking of sewage for staff and residents alone could require multiple semi-truck loads per week. We feel the design is insensitive to the families living in the adjacent 2 properties. They would have to live with this near traffic daily.

The Glenview intersection would become a relatively high flow one because of service trucks and staff. The 1A is the main artery for traffic to and from Cochrane. Flow is high during rush hour and more so in summer. Especially before and during weekends. Imagine the disruption. If this facility wouldn't be built, how soon would the County install traffic lights here?

#### Water and Sewage

The proposal states that the water coop has been approached regarding capacity for the 1<sup>st</sup> phase. Would upgrades needed for subsequent phases make sense given that at present, the site is near the end of the line. What reassurances would local households have that the developer wouldn't seek to offload some of these expenses onto them on the basis of frontage.

Sewage management is concerning. If the 1<sup>st</sup> phase is for 400+ people the developer is essentially suggesting the ultimate establishment of a small town equivalent. Why would any jurisdiction allow the development of a facility on vague plans to manage the sewage and gray water output by trucking. I calculate the average output from 460 individuals to be just under 14,000L/day based just on toilet flushing alone. This is based on the average person flushing 5x/day with 6L/flush. This is just a portion of what this facility would produce. Would the effluent be stored in underground tanks or holding ponds. The capacity for this effluent would



have to be several times greater than a daily maximum potential output. What would happen if the storage was near capacity and something like a weather event prevented haulage.

The developer's timeline for connecting to a sewer line is vague. The sole purpose for a line would be to serve this establishment. Who else in the near future would need it? Given the state of Calgary's economy it's difficult to see the need for the development of a hamlet or town in the area for a long time. The cost would be high and, again, I'm concerned that the developer would try to off-load some of the cost onto local households.

The households in the Glenview community are well aware of the potential for local development. The supposition is that long term planning for this is based on sober fore-thought and therefore, shouldn't be easily put aside. The aim should be to reduce as much as possible, the negative effects of large projects on a community. I raise the question again; why here? I think it has more to do with a view to "extract value" from a particular piece of land, than some altruistic motivation. As someone who works with elderly people with needs, including dementia, I think there are locations with better access to services for those with limited mobility and where roadways, water and sewage are near or already in place. If re-designation reduces scrutiny to facilitate the aims of the developer it should not be granted. I think he needs to do more work to prove need. I also think there should be guarantees that he fund all aspects of the development if you allow him to go ahead ie water, sewer, roadways. He should also provide a fund to cover environmental damage if his sewage storage facility is flooded or damaged.

## ATTACHMENT E: POLICY REVIEW

Definitions		
Consistent	Generally Consistent	Inconsistent
Clearly meets the relevant requirements and intent of the policy.	Meets the overall intent of the policy and any areas of inconsistency are not critical to the delivery of appropriate development.	Clear misalignment with the relevant requirements of the policy that may create planning, technical or other challenges.

Municipal Development Plan (County Plan)	
Managing Residential Growth - Hamlets	
5.1	<i>Support the development of the Hamlets of Conrich, Harmony, Langdon, Balzac, and Glenbow Ranch as full service rural communities providing a range of land uses, housing types, and rural services to their residents and local area; in accordance with their area structure plan or conceptual scheme. These hamlets are identified as "Hamlet – Full Service" on Map 1.</i>
Inconsistent	The proposed CS and assisted living facility is not in accordance with the Glenbow Ranch ASP and is proposing interim servicing opposed to full service.
Environment – Stormwater and Wastewater	
7.6	<i>Require environmentally sustainable wastewater disposal practices to protect watersheds and surface/ground water quality. Wastewater treatment systems should not exceed the land's carrying capacity.</i>
Inconsistent	The potential impact of the proposed oversized septic field on groundwater, receiving surface water, and the environment is unclear due to inadequate studies.
7.7	<i>Effectively treat stormwater to protect surface water, riparian areas, and wetlands.</i>
Consistent	Stormwater is proposed to be treated on-site.
7.11	<i>Stormwater treatment and storage facilities shall not be located in floodways or riparian areas located along waterways.</i>
Consistent	The proposed on-site stormwater system is not located within floodways or a riparian area.
Hamlets – Hamlets: Appearance and Function	
9.1	<i>Encourage and support the development of the Hamlets of Conrich, Harmony, Langdon, Balzac, and Glenbow Ranch as full service rural communities providing a range of land uses, housing types, and rural services to their residents and local area, in accordance with their area structure plan or conceptual scheme.</i>
Inconsistent	The proposed CS and assisted living facility is not in accordance with the Glenbow Ranch ASP.
9.4	<i>Land uses in hamlets may include:</i> <i>a. residential uses, including seniors housing;</i> <i>b. local commercial uses;</i> <i>c. institutional and community uses such as schools, community halls, and religious assemblies;</i> <i>d. recreational and cultural uses; and</i> <i>e. light industrial uses.</i>
Consistent	The proposed CS includes residential uses and senior housing.

<b>Institutional and Community Land Use</b>	
11.1	<i>Institutional and community land uses shall be encouraged to locate in hamlets, country residential communities, and business centres and shall be developed in accordance with the policies of the relevant area structure plan or conceptual scheme.</i>
Consistent	The proposal includes senior housing as an institutional use and is located within a hamlet area.
11.2	<i>Proposed institutional and community land uses for hamlets or country residential communities shall demonstrate:</i> a. <i>a benefit to the local area or community; and</i> b. <i>compatibility with existing land uses.</i>
Inconsistent	The proposed institutional use would not provide a benefit to the local area in this location as there are no amenities existing or proposed for the residents, nor is it compatible with existing land uses.
<b>Utility Services – Wastewater Management</b>	
17.9	<i>New residential development shall provide wastewater treatment, in accordance with County Policy, by:</i> a. <i>connecting to, or constructing, regional or decentralized wastewater services; or</i> b. <i>confirming the lot(s) is capable of private wastewater treatment.</i>
Inconsistent	The applicant is proposing an oversized PSTS and has not provided adequate studies to prove the solution is viable without having negative impacts on adjacent landowners, groundwater or the environment.

<b>Glenbow Ranch ASP</b>	
<b>Conservation Design</b>	
7.1	<i>Local plans, land use, subdivision, development permitting, building, and conservation shall be guided by Map 5: Build Area and Conservation Area.</i>
Consistent	Development is within a Build Area per Map 5
7.3	<i>In order to conserve approximately 50% of the developable land, local plans, land use, subdivision, and development shall not result in changes to the identified Conservation Area and Build Area boundary (Map 5).</i>
Consistent	The proposal is not changing the built area or encroaching into a conservation area as outlined in Map 5 of the ASP.
7.4	<i>Notwithstanding Policies 7.1 to 7.3, individual communities (TDC Build Areas and non TDC Build Areas - Map 6: TDC Program Areas) may be adjusted at the local plan, land use, or subdivision stage if:</i> a) <i>the variance results in an exchange of land between the Conservation Area and Build Area for any individual TDC Build Area or Build Area of no more than 5% of the Build Area (Section 9, Table 3); and</i> b) <i>the maximum increase in the TDC Build Area or Build Area is no more than 0.5% of the individual TDC Build Area or Build Area (Section 9, Table 3).</i>
Inconsistent	The application proposed more than the maximum density allowed on a parcel and no exchange of TDC because the program is not yet approved. Max 77 upa based on allowable TDC density for Built Area G.
<b>Conservation: Enabling Legislation and Tools</b>	
8.1	<i>All sections and policies of this Plan related to the Transfer of Development Credit (TDC) Program, as legislated in Division 5 of the Alberta Land Stewardship Act, are not in effect until such time as the Transfer of Development Credit (TDC) Program is approved by the Lieutenant Governor in Council.</i>
Inconsistent	The TDC program is not currently approved.



<b>Glenbow Ranch Transfer of Development Credit Program</b>	
9.1	<i>Conservation of developable land is encouraged through voluntary participation in the Transfer of Development Credit (TDC) Program by the:</i> a) <i>sale or transfer of development credits and placement of conservation easements on parcels of land identified as having conservation value (Table 9, Map 5: Conservation Area and Build Area, and Map 6: TDC Program Areas); and</i> b) <i>development of TDC Build Area communities A, B, D, E, F, G, I, and J through the purchase of development credits (Map 6).</i>
Consistent	Assisted living facility is exempt from the TDC program under institutional use and the CS includes parameters for residential development for the surrounding area.
9.3	<i>Landowners of developable land within either the Conservation Area or the Build Area (Map 5) may choose to not participate in the TDC Program. Non-participating landowners shall be allowed to develop residential lots to a minimum of 3.95 acres in size, subject to the policies of this Plan.</i>
Generally Consistent	The proposed CS shadow plans the area surrounding the assisted living development cell. Since the TDC program is voluntary, the shadow planned area could change. It is currently designed to maximum density with the use of the TDC program.
<b>TDC Build Areas</b>	
9.7	<i>A residential TDC density may be achieved, only in TDC Build Area communities A, B, D, E, F, G, I, and J, by the purchase of transferrable development credits assigned to the TDC Conservation Area parcels.</i>
Inconsistent	The proposed assisted living facility is residential in nature, and proposing to develop over the allowed TDC density without any purchase of credits. Furthermore, the shadow planned areas would be subject to the TDC program, however the program does not exist so future development within the CS cannot purchase credits and likely would not develop as shown.
9.9	<i>The TDC density for each TDC Build Area, identified on Map 6 and Table 3 is an average density. The TDC density for an individual parcel in TDC Build Areas G, I, and J may vary within the TDC Build Area and will be determined during local plan preparation.</i>
Consistent	The applicant is proposing to use more density on their parcel and using the TDC Density for Hamlet Residential over the entire plan area.
<b>Residential Land Use</b>	
10.1	<i>Residential development shall be in accordance with Map 6: TDC Program Areas and Map 7: Land Use.</i>
Consistent	The subject site is located within TDC Build Area E (Country Residential) and G (Hamlet Residential) in Map 7. Opting out to the TDC Program per institutional policies. Remainder of the CS shadow planned to develop to allowable TDC densities.
10.5	<i>Minimum / maximum lot size and maximum average residential TDC density for TDC Build Areas A, B, D, E, and F shall be in accordance with Table 6 and the policies of the Glenbow Ranch Transfer of Development Credit (TDC) Program (Section 9).</i>
Inconsistent	The parcel is located half within Build Area E and half in Build Area G. Parcel is 13.99 acres in size @ 5.57 upa TDC density, max density would be 77 residential units. Proposing 90 residential units for the assisted living.

<b>Residential Design – Build Areas G, U, and J</b>	
10.9	<i>Local plans for TDC Build Areas G, I, and J shall:</i> a) <i>promote pedestrian use and connections to the open land and the regional trail system;</i> b) <i>maximize pedestrian and vehicular connectivity within and between Build Areas;</i> c) <i>minimize the number of cul-de-sacs;</i> d) <i>provide dark sky friendly lighting;</i> e) <i>provide multi-family residences such as semi-detached homes, row houses, and townhouses; and</i> f) <i>provide a range of lot sizes and housing types within the local neighbourhood</i>
Generally Consistent	The development cell for the assisted living facility provides housing options and a trail for residents. However, majority of the CS is shadow planned so there is no clear direction for development, open space, or trails. The CS includes the use of general policies that mirror the ASP.
10.10	<i>Local plans for TDC Build Areas G, I, and J should provide architectural design guidelines that promote street oriented design. Design guidelines should address:</i> a) <i>building materials and palette;</i> b) <i>front yard aesthetics such as street oriented porches or patios, and recessing garages from front facades; and</i> c) <i>planting standards and street trees.</i>
Inconsistent	No specific architectural guidelines are provided within the CS, policies of the CS state the information will be provided at DP stage.
10.11	<i>Residential TDC Build Areas G, I, and J should follow the community design guidelines identified in Appendix C.</i>
Consistent	Policies within the CS state that the residential areas need to adhere to 10.10 and 10.11 of the ASP.
<b>Non-Participating Development</b>	
10.17	<i>At the discretion of the County, non-participating landowners proposing residential development with a parcel size less than twenty acres may be required to prepare a local plan.</i>
Consistent	Local plan prepared.
10.18	<i>In addition to the conservation requirements of policy 10.8, non-participating residential development should undertake an environmental impact assessment and be sited away from mature tree stands, natural areas, native grasslands, and / or wildlife corridors, in order to minimize impact on the Conservation Area.</i>
Inconsistent	No environmental site assessment completed since majority of the plan area is shadow planned.
<b>Institutional Uses</b>	
10.19	<i>Institutional land uses proposed in Build Areas or Conservation Areas may be considered when compatible with:</i> a. <i>community development; or</i> b. <i>the values of the Glenbow Ranch Provincial Park</i>
Inconsistent	The current proposal of 90 units on one parcel is not compatible with the surrounding community development of County Residential.
10.20	<i>Institutional land uses proposed in Build Areas (Map 5) do not require the purchase or transfer of development credits.</i>
Generally Consistent	Although the parcel is institutional and would not require purchase of development credits, the proposed density is above the allowed TDC density.

Hamlet Commercial	
11.1	<i>Commercial land uses shall only be located in TDC Build Area G, in general accordance with Map 6 and 7.</i>
Inconsistent	Outside hamlet commercial area on Map 7. Hamlet commercial area is in the middle of TDC Build Area G, however the proposed commercial is located on the edge of the Hamlet.
11.2	<i>Commercial land uses proposed for TDC Build Area G (Map 6 and 7) do not require the purchase or transfer of development credits.</i>
Consistent	No development credits applied.
11.3	<i>The commercial area shall provide a range of small-scale business and commercial services, sized to support hamlet residents, local Rocky View residents, and visitors to Glenbow Ranch Provincial Park.</i>
Consistent	Supporting businesses for the public and the assisted living facility.
11.4	<i>The commercial area should provide a mixed-use development form with residential dwellings and / or institutional uses located as part of the commercial area.</i>
Consistent	Proposing on-site restaurant and café for residents and the public. The assisted living is institutional use.
11.5	<i>The commercial area shall provide for a well-designed, attractive public space that:</i> <i>a) respects and enhances community identity and character;</i> <i>b) encourages community interaction;</i> <i>c) is pedestrian and cyclist-friendly, with connections between building entrances, building sites, the commercial area, and adjacent neighborhoods;</i> <i>d) addresses the needs of residents of all ages and abilities; and</i> <i>e) is connected by pathways and sidewalks.</i>
Consistent	Policy included in the CS that the commercial developments will develop to the County's Commercial, Office & Industrial Design Guidelines.
11.6	<i>Commercial development shall not exceed 125,000 square feet of gross floor area.</i>
Consistent	Policy that the commercial area will not exceed 25,000 sq ft.
11.7	<i>In order to create a cohesive business district, retail and commercial service uses occupying a single site (or sites) should be comprehensively grouped, be designed to function as a single site through shared access and parking, and be complementary in design and landscaping.</i>
Consistent	The application is proposing the grouping of commercial buildings with shared access and parking.
11.8	<i>Commercial development should be attractively designed, fit with existing development, and address the County's Commercial, Office, and Industrial Design Guidelines, as well as the design requirements of Appendix D.</i>
Consistent	Policies in the CS state that the commercial buildings will need the Commercial, Office, and Industrial Design Guidelines.
Open Space	
15.1	<i>An interconnected system of open space shall be provided in the Plan area that is in general accordance with Map 8: Pathways and Trails.</i>
Consistent	Policies in the CS and the proposed trail location for the specific parcel align with Map 8.
15.2	<i>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, cultural, and / or recreational experience for the community.</i>
Consistent	The proposed trail in the Development Cell will provide for a positive experience for residents.

15.3	<i>Open space should have an ecological, social, cultural, recreational, and / or aesthetic function.</i>
Consistent	The pathways will have a recreational function around the site.
<b>Parks, Pathways, Trails and Sidewalks</b>	
15.5	<i>Residential, commercial, and institutional development shall create a regional and local network of pathways, trails, and sidewalks that promote walking and cycling.</i>
Generally Consistent	The Development Cell will provide a regional pathway along within their parcel with potential for future developments to connect in the future. However, no sidewalks are proposed. The location of trails is limited to the development cell.
15.7	<i>Local plans shall include pathways, trails, and / or sidewalks that generally align with the network shown on Map 8 and:</i> <ul style="list-style-type: none"> <li><i>a. contribute to the regional trail and pathway system and, where opportunities exist, connect with other municipalities' pedestrian networks;</i></li> <li><i>b. wherever possible, are located within, or align with, a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area;</i></li> <li><i>c. promote access to Glenbow Ranch Provincial Park in areas deemed appropriate by the Government of Alberta; and</i></li> <li><i>d. incorporate Crime Prevention Through Environmental Design (CPTED) features.</i></li> </ul>
Inconsistent	Since majority of the area is shadow planned, the applicant did not want to set a definite location for pathways and trails.
<b>Riparian Areas</b>	
16.9	<i>A local plan shall provide a detailed riparian assessment based on the Province's Stepping Back from the Water guide. The assessment should determine the applicable mitigation requirements to protect the riparian area.</i>
Inconsistent	Although a riparian area is within the CS, the area is shadow planned therefore no assessment was provided.
16.10	<i>The riparian protection area should remain in its natural state. Development proponents should maintain the natural riparian function through the use of native plant species.</i>
Consistent	Figure 17 does outline the riparian area and outlines the area as being protected.
<b>Reserves</b>	
17.1	<i>Reserves owing on a parcel of land shall be provided as:</i> <ul style="list-style-type: none"> <li><i>a. municipal reserve, school reserve, or municipal and school reserve;</i></li> <li><i>b. money in place of reserve land; or</i></li> <li><i>c. a combination of land and money.</i></li> </ul>
Consistent	The application is not proposing subdivision therefore MR is not required. However, the CS states that future subdivision will dedicate MR in accordance with the MGA.
<b>Emergency Services</b>	
18.1	<i>In association with County Fire Services, the RCMP, and other emergency service providers, emergency services shall be provided to meet current needs, as well as future needs, based on projected population growth and demographic change in the Plan area.</i>
Consistent	The CS is proposing to use County Fire Services and the RCMP.
18.4	<i>Local plans shall address fire and protection response measures, as well as on-site firefighting requirements, through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, wildland fire protection, and fire control measures.</i>

Consistent	The proposed CS has taken fire and protection response measures to meet on-site firefighting requirements.
<b>Regional Transportation Network</b>	
19.1	<i>The regional transportation system should be developed in general accordance with Map 9: Transportation and the Glenbow Master Transportation Plan. The classifications of the road network and detailed alignment may be refined through further transportation analysis and / or at the local plan stage.</i>
Consistent	The application notes that the signalization of the intersection at Highway 1A and Glenview Rd will be required in the future. The upgrade will be determined by a TIA.
19.2	<i>Access to Highway 1A shall be in general accordance with Map 9, unless otherwise determined by Rocky View County and Alberta Transportation.</i>
Consistent	Maintaining existing access to Highway 1A
19.3	<i>The County shall collaborate with the Government of Alberta regarding regional road connections and interchange/intersection design with respect to Highway 1A. A future functional study to determine ultimate cross section and intersection/interchange requirements for Highway 1A is anticipated.</i>
Consistent	The application and TIA were circulated to ATEC. No upgrades are required at this time.
<b>Local Transportation Network</b>	
19.10	<i>The local road network shall be designed to support interconnected road, pathway, trail, and sidewalk linkages that provide efficient, safe, and direct access to new and existing development.</i>
Consistent	The CS proposes a road network for the shadow planned areas.
19.11	<i>Cul-de-sac design should be discouraged within TDC Build Areas G, I, and J.</i>
Generally Consistent	One cul-de-sac is shown within the shadow planned area.
19.12	<i>Secondary and / or emergency access shall be provided to all residential communities. Access requirements shall be identified as part of the local plan preparation.</i>
Consistent	No secondary access is required at this time.
<b>General Transportation</b>	
19.16	<i>A Transportation Impact Assessment shall be required as part of the local plan preparation and / or subdivision application process to determine if potential off-site road improvements are required to support a proposed development, including consideration of the two potential interchanges as per Map 9. In addition to the requirements of the County's Servicing Standards, each Traffic Impact Assessment prepared to support Local Plans in Cells G, I, and J shall include the following:</i> <i>a. Statement of current status of regional transit planning affecting the plan area and anticipated completion dates of ongoing studies;</i> <i>b. Evaluation of current use and impacts on existing City of Calgary Park and Ride facilities and proposed mitigating measures, to the County's satisfaction;</i> <i>c. Estimate of potential mode share for transit based upon comparisons in The City of Calgary forecast model, field measurements of other sites, and other methods as appropriate;</i> <i>d. Funding sources and status for require upgrades; and</i> <i>e. Evaluation of impact on Highway 1A intersections and identification of any appropriate mitigation measures.</i>
Consistent	The applicant provided a TIA.
19.17	<i>Any costs associated with transportation improvements identified through a Transportation Impact Assessment shall be the developer's responsibility.</i>



Consistent	Policies of the CS state that developers are responsible for transportation improvements stated in a TIA.
19.18	<i>Developers shall be required to pay the County Transportation Off-Site Levy.</i>
Consistent	Polices of the CS state that developers will provide TOL payments.
<b>Utility Services</b>	
20.1	<i>Development within the Glenbow Ranch Area Structure Plan shall be supported by an efficient, economic, and environmentally sustainable municipal utility system.</i>
Inconsistent	The proposal includes the use of a 4 acre septic field which would not be efficient for future development of the area, or environmentally sustainable. Should the system fail, it is unclear whether there would be enough room for a second one.
20.2	<i>Municipal piped water and wastewater systems shall be provided for TDC Build Areas G, I, and J (Map 6). The final water and wastewater systems shall be determined as part of the local plan preparation.</i>
Inconsistent	Proposing interim wastewater servicing appropriate for country residential developments while proposing development at hamlet density (build area G)
20.3	<i>Country residential areas A, B, C, D, E, F, and H (Map 6) shall connect to either an existing piped water system or to a new system developed for TDC Build Areas G, I, and J.</i>
Consistent	The CS states that the proposal will connect to piped water.
20.9	<i>Costs associated with local utility service improvements, including private water systems, shall be the responsibility of the developer.</i>
Consistent	Policies of the CS state that service improvements are the responsibility of the developer.
20.13	<i>Utility rights-of-way and easements shall be provided to accommodate shallow utilities at the subdivision or development permit stage, as deemed necessary by the County and the utility provider.</i>
Consistent	No utility right of ways are required.
20.14	<i>A Water Use Assessment, shall be required with local plan preparation, subdivision applications, and development permit applications to determine water demand and infrastructure required to meet that demand.</i>
Consistent	The applicant provided confirmation that there is water capacity to service the development.
20.18	<i>Sump pumps and stormwater drainage systems shall not be connected to the wastewater system.</i>
Consistent	Not proposing to connect the stormwater drainage to the PSTS.
20.19	<i>All Build Areas shall be serviced with shallow utilities.</i>
Consistent	The proposal will use shallow utilities.
<b>Stormwater</b>	
21.12	<i>Stormwater ponds or constructed wetlands should be located:</i> <ol style="list-style-type: none"> <li><i>in general accordance with the locations identified in the Glenbow Ranch ASP Master Drainage Plan;</i></li> <li><i>on an accessible public utility lot; and</i></li> <li><i>outside of the riparian setback area.</i></li> </ol>
Inconsistent	The application proposed the use of a stormwater pond outside of a location shown in Map 12 of the ASP for the interim until a regional solution is available.
21.14	<i>Stormwater ponds or constructed wetlands should be designed to complement open space connectivity to the natural environment. At the local plan stage, a sub-catchment master drainage plan will be prepared for each Build Area to identify the location of key storage facilities and conveyance routes through sensitive areas.</i>
Consistent	The location of the stormwater pond will compliment open space since there is a proposed trail for residents.

21.17	<i>As part of the preparation of a local plan and the supporting sub-catchment master drainage plan, best management practices and alternative solutions for the improvement of stormwater quality and reduction of stormwater quantity shall be required. Solutions include:</i> <ul style="list-style-type: none"> <li><i>a. design of stormwater facilities to incorporate source controls in order to reduce the amount of water moving downstream, and the need for end-of-pipe stormwater treatment solutions;</i></li> <li><i>b. use of Low Impact Development methods, such as constructed wetlands and bioswales;</i></li> <li><i>c. reduction of impermeable surface runoff;</i></li> <li><i>d. reuse of stormwater for irrigation within an individual lot; and</i></li> <li><i>e. consideration of stormwater ponds at the sub-regional level to support the reuse of stormwater.</i></li> </ul>
Consistent	The applicant is proposing the use of a stormwater pond within the development cell for the assisted living facility.
<b>Solid Waste</b>	
22.8	<i>Solid waste management shall remain the responsibility of the property owners in nonparticipating development, and agricultural areas.</i>
Consistent	Solid waste is the responsibility of landowners.
<b>Implementation</b>	
24.1	<i>Applications for redesignation, subdivision, and / or development shall require the concurrent or prior adoption of a local plan, unless otherwise directed by the policies of this Plan.</i>
Consistent	The application includes the submission of a direct control district for the assisted living development cell.
24.3	<i>Local plans shall address and adhere to the requirements of the Glenbow Ranch Area Structure Plan. In support of local plans and redesignation applications, the developer shall submit a rationale addressing how their proposal is consistent with the vision and policies of this Plan.</i>
Inconsistent	Some policies are not adhered to with in the proposed CS and it is unclear how the proposal is consistent with the vision and policy of the ASP.
<b>Local Plan Boundaries</b>	
24.6	<i>Local plan planning boundaries are identified on Map 13: Local Plan Boundaries. The local plan boundary may be adjusted at the discretion of the County.</i>
Consistent	While the application does not follow the local plan boundaries, a rationale was provided.
24.7	<i>If a local plan is of sufficient size that further detail is required for a specific area, the subsequent document shall be referred to as a 'development cell' and shall be amended into the local plan.</i>
Consistent	The proposed assisted living is noted to be within its own development cell within the CS.

**Land Use Bylaw C-8000-2020****Direct Control Districts**

296	<i>The purpose of a Direct Control district is to provide for development with unique characteristics, unusual site conditions or innovative design that require specific regulations unavailable in other Districts.</i>
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Consistent	The proposed assisted living facility is unique in that there will be a mix of 92 individual dwelling units and commercial, communal uses on the parcel without subdivision.
297	<i>Direct Control Districts must only be used for the purpose of providing for development that, due to their unique characteristics, innovative ideas or unusual site constraints, require specific regulation unavailable in other Districts.</i>
Consistent	No other districts within the LUB address the unique characteristics of the proposal.



# BYLAW C-8605-2025

## **A Bylaw of Rocky View County to amend Land Use Bylaw C-8000-2020, being the *Land Use Bylaw*, and to adopt Direct Control District (DC-182)**

The Council of Rocky View County enacts as follows:

### **Title**

1 This bylaw may be cited as *Bylaw C-8605-2025*.

### **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 Schedule B, Land Use Maps, of Bylaw C-8000-2020 be amended by redesignating Plan 0714945, Block 1, Lot 2 from Rural Residential District (R-RUR) to Direct Control District (DC-182) as shown on the attached Schedule ‘A’ forming part of this Bylaw.

4 THAT Plan 0714945, Block 1, Lot 2 is hereby redesignated as Direct Control District as shown on the attached ‘Schedule A’ forming part of this Bylaw.

5 THAT this Direct Control District shall apply to the portion for the Land Use Maps, of Bylaw C-8000-2020 identified as DC-182.

6 THAT the special regulations of the Direct Control District are as detailed in Schedule ‘B’ attached to and forming part of this Bylaw, which comprise:

1.0 General Regulations

2.0 Land Use Regulations

3.0 Development Regulations

### **Effective Date**

7 Bylaw C-8605-2025 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 \_\_\_\_\_, 2025

READ A SECOND TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2025

UNANIMOUS PERMISSION FOR THIRD READING this \_\_\_\_\_ day of \_\_\_\_\_, 2025

READ A THIRD AND FINAL TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2025

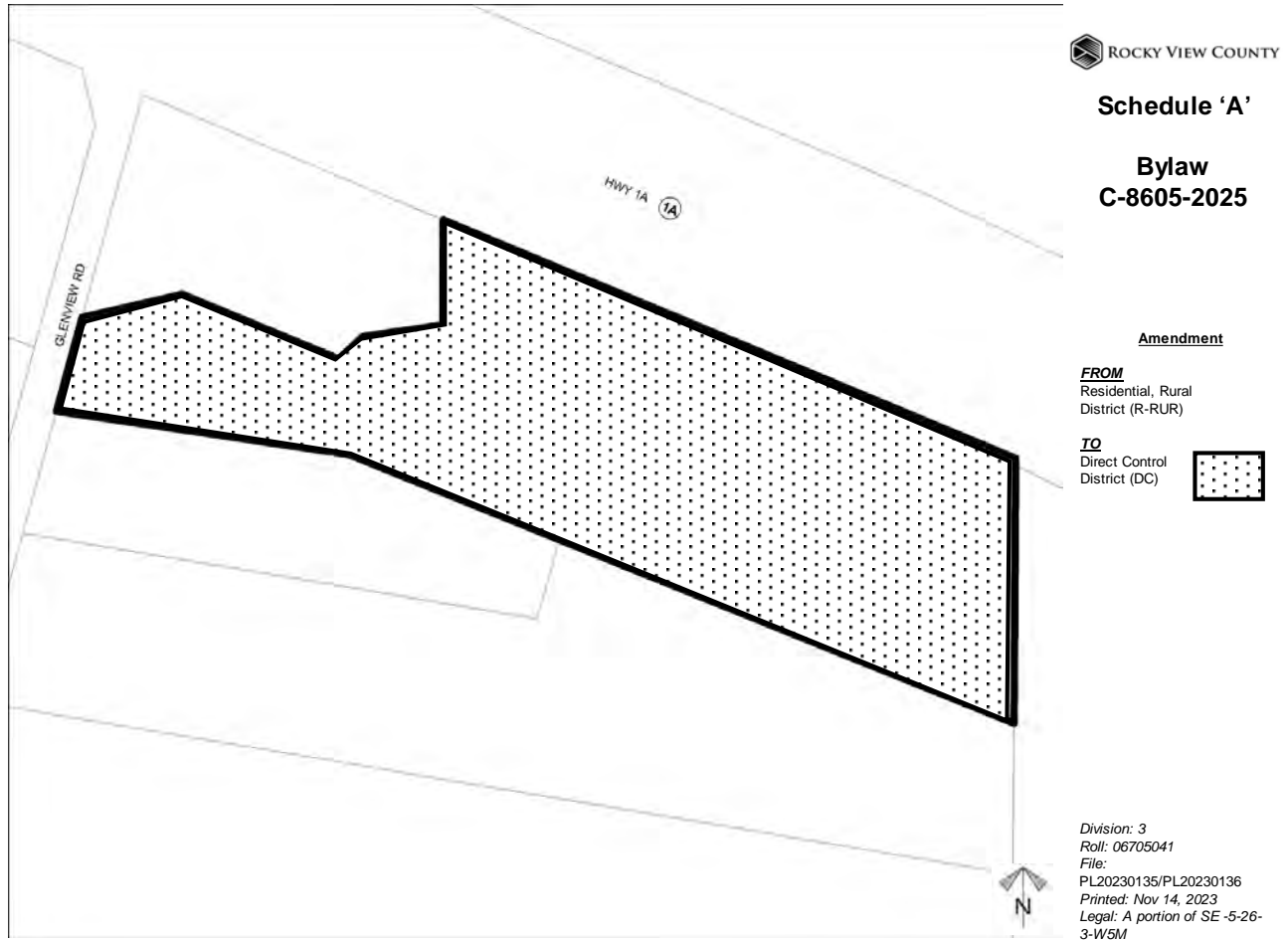
\_\_\_\_\_  
Reeve

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

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



**SCHEDULE 'A'**  
**FORMING PART OF BYLAW C-8605-2025**







**SCHEDULE 'B'**  
**FORMING PART OF BYLAW C-8605-2025**

**1.0 GENERAL REGULATIONS**

1.1 Purpose and Intent:

The purpose and intent of the Direct Control District is to facilitate the development of the unique proposal brought forward for this site. The proposed development represents an institutional assisted living complex that is not adequately encompassed by any existing land use district, as well as supportive commercial uses. Direct Control designation is required to provide flexibility for the final built form that will be confirmed through Development Permitting, while providing a general framework for development that assures the County, Council, and general public regarding the potential built form.

1.2 The rules regulating the Special, Public Service District Designation (S-PUB) shall apply unless otherwise specified in this Bylaw.

1.3 Parts 1, 2, 3, 4, 5, and 8 of the Land Use Bylaw C-8000-2020 shall apply unless otherwise specified in this Bylaw.

1.4 Pursuant to this Bylaw, Administration is the Development Authority, as defined in the Land Use Bylaw, for all development permit applications for developments on lands in this Direct Control designation.

1.5 The Development Authority may vary the Direct Control designation regulations of this Bylaw for the approval of a development permit if, in the opinion of the Development Authority, the granting of a variance would not unduly interfere with the spirit and intent of the Glenbow Ranch Area Structure Plan's long-term vision for the surrounding community, and the proposed development conforms with the use(s) allowed in this Direct Control District pursuant to this Bylaw and the portions of Land Use Bylaw C-8000-2020 identified in 1.3.

1.7 The Development Authority may require the developer to enter into a Development Agreement to fulfill the development-related regulations necessary to ensure all servicing, access, and technical items are implemented, as directed by this Direct Control Bylaw, the County's Servicing Standards, and the Glenview Road Conceptual Scheme, as amended.

1.8 Definitions:

**"Assisted Living Facility"** means an institutional use where accommodation with a range of specialized care provisions for residents are provided, including but not limited to medical treatment for congenital physical and cognitive ailments, in a congregate setting. Residents may require continuous access to professional services including on-site health care for the exclusive use of those who reside in the community. Communal social and recreation activities may be provided, there may be one or more communal kitchens and dining areas, and there may be staff accommodation on site. Within this District, a defining feature of Assisted Living Community is that residents may be housed in independent, detached or semi-detached dwelling units with private walkway connections to other units and to communal areas.



## 2.0 LAND USE REGULATIONS

- 2.1 In addition to the Permitted and Discretionary Uses identified in Section 452 of the Land Use Bylaw C-8000-2020, the following are also Permitted Uses in this Direct Control District:

2.2 **Permitted Uses**

*Accessory Building  $\leq 90$  m<sup>2</sup> (968.75 ft<sup>2</sup>)*

*Assisted Living Facility*

*Dwelling Unit (up to 45 m<sup>2</sup>)*

*Establishment (Drinking)*

*Establishment (Eating)*

*Recreation (Culture & Tourism)*

*Recreation (Outdoor)*

*Recreation (Public)*

*Retail (Small)*

*The permitted uses above are exempt from the requirement for a development permit*

2.3 **Discretionary Uses**

*Accessory Building  $> 90$  m<sup>2</sup> (968.75 ft<sup>2</sup>)*

*Campground*

*Care Facility (child)*

*Care Facility (Clinic)*

*Care Facility (Medical)*

*Care Facility (Senior)*

*Cemetery and Funeral Services*

*Communications Facility (Type A)*

*Communications Facility (Type B)*

*Communications Facility (Type C)*

*Dwelling Unit, accessory to the principal use*

*Farmers Market*

*Post-Secondary*

*Recreation (Private)*

*Religious Assembly*

*School*

*Shipping Container (parcels greater than 3.95 acres)*

*Special Function Business*



- 2.4 Those uses which are not otherwise defined in the Bylaw, which in the opinion of the Development Authority are similar to the above and conform to the purpose of this District may be Discretionary Uses.

### **3.0 DEVELOPMENT REGULATIONS**

#### **3.1 Minimum Requirements**

- 3.1.1 Minimum number of on-site parking stalls: 0.4 stalls / unit
- 3.1.2 Minimum Setback from Glenview Road: 45.0 metres
- 3.1.3 Minimum Setback from Service Road Plan 1107 L.K.: 15.0 metres
- 3.1.4 Minimum Setback from Plan 071495 Lot 1 Block 1: 15.0 metres
- 3.1.5 Minimum East Lot Line Setback: 30.0 metres
- 3.1.6 Minimum South Lot Line Setback: 15.0 metres

#### **3.2 Maximum Requirements**

- 3.2.1 Maximum number of dwelling units: 95
- 3.2.2 Maximum building height: 12 metres
- 3.2.3 Maximum lot coverage: 12.5%
- 3.2.4 Maximum usable area of Commercial Uses: 2,750 square metres



# BYLAW C-8606-2025

## A Bylaw of Rocky View County to adopt a Conceptual Scheme.

The Council of Rocky View County enacts as follows:

### Title

1 This bylaw may be cited as *Bylaw C-8606-2025*.

### 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 “Glenview Road Conceptual Scheme”, affecting Lot 1, Block 1, Plan 0714945; Lot 1, Block 2, Plan 0714945; Lot 1, Block 2, Plan 9512590; Block 2, Plan 1107JK; Lot 3, Plan 731356; Lot 1, Block 1, Plan 0810055; Lot 2, Block 1, Plan 0810055; Lot 4, Block A, Plan 731356; Block A, Plan 5346JK; Block A, Plan 2374JK; Lot 2, Block 1, Plan 1313240; Lot 1, Block 1, Plan 0814768; and, the remainder of NE-32-25-03-W05M be adopted as defined in Schedule ‘A’ attached to and forming part of this Bylaw.

### Effective Date

4 Bylaw C-8606-2025 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 \_\_\_\_\_, 2025

READ A SECOND TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2025

UNANIMOUS PERMISSION FOR THIRD READING this \_\_\_\_\_ day of \_\_\_\_\_, 2025

READ A THIRD AND FINAL TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2025

\_\_\_\_\_  
Reeve

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

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



**SCHEDULE 'A'**  
**FORMING PART OF BYLAW C-8479-2024**

A Conceptual Scheme affecting a Lot 1, Block 1, Plan 0714945; Lot 1, Block 2, Plan 0714945; Lot 1, Block 2, Plan 9512590; Block 2, Plan 1107JK; Lot 3, Plan 731356; Lot 1, Block 1, Plan 0810055; Lot 2, Block 1, Plan 0810055; Lot 4, Block A, Plan 731356; Block A, Plan 5346JK; Block A, Plan 2374JK; Lot 2, Block 1, Plan 1313240; Lot 1, Block 1, Plan 0814768; and, the remainder of NE-32-25-03-W05M referred to as "Glenview Road Conceptual Scheme".



# Glenview Road Conceptual Scheme

*A POLICY FRAMEWORK TO GUIDE FUTURE HAMLET AND  
COUNTRY RESIDENTIAL DEVELOPMENT WITHIN THE GLENBOW RANCH ASP*

**JANUARY 2025**



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# Introduction

## Purpose

This Conceptual Scheme ('the Plan') establishes a comprehensive development vision, rationale and implementation framework to support the development of hamlet residential and country residential as defined in the Glenbow Ranch Area Structure Plan (ASP), 2017.

This Conceptual Scheme's policies are intended to facilitate the development of a portion of the hamlet residential area for an assisted living community which is defined herein as an independent "Development Cell", while also establishing a framework for the potential future redevelopment of the other parcels within the Plan.

The Plan's implementation framework is intended to guide future applications for land use redesignation and subdivision within the subject area.

## Development Rationale

The applicant for this Conceptual Scheme is the owner of the parcel legally described as Lot 2, Block 1, Plan 0714945 within the South 1/2 Section 05-26-03-W5M ('Parcel A'). The applicant intends to develop this parcel as an assisted living community as part of the Hamlet Residential area identified within the Glenbow Ranch ASP.

The applicant has prepared a detailed development strategy for their Development Cell as part of this Plan, in addition to general shadow planning to demonstrate how subdivision, servicing and development of the remainder of the parcels within the Conceptual Scheme (the 'Plan Area') can be achieved by other landowners within the plan.

## Development Approach

Conceptual site planning and technical reporting completed in support of this Conceptual Scheme is intended to demonstrate serviceability of Parcel A based on existing and proposed infrastructure. Additionally, this Plan establishes a strategy for provision of the necessary transportation, utility servicing, and stormwater management infrastructure to service the remainder of the Conceptual Scheme area based on the vision defined by the Glenbow Ranch ASP.

It is understood that the remaining parcel owners within the Plan area will eventually pursue proposals to develop their lands in accordance with their own individual development aspirations and timelines. Accordingly, the Plan establishes a 'potential future' strategy for the balance of the Plan to be comprehensively redeveloped with each owner able to provide the supporting transportation, potable water servicing, and stormwater management infrastructure via future land use amendment and subdivision applications to be prepared pursuant to this Plan.

This Conceptual Scheme is intended to provide a framework for future development of this portion of the Glenbow Ranch Area Structure Plan, to which adjacent landowners may make reference and amendments when proposing future development within the Plan Area.



Figure 01

## Regional Context



**Parcel A** refers to the lands owned by the applicant for this Conceptual Scheme, known municipally as 22 Glenview Rd.



## Intent

The goal of this plan is to:

- + establish a vision for the proposed assisted living community on Parcel A and provide a policy and technical framework for its development;
- + ensure that the development vision for the assisted living community does not preclude other parcels within the Plan from developing in a logical and efficient manner; and,
- + establish a comprehensive development approach for the integration of the proposed assisted living community into the existing rural context, as well as into the future hamlet as it develops over time.

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**The policies of this Conceptual Scheme are intended to guide future subdivision and development of the Plan Area and should be evaluated alongside the Glenbow Ranch Area Structure Plan and County Servicing Standards.**

## Hamlet Vision for Assisted Living

People choose to live in Bearspaw because of its proximity to nature, sense of community, and rural escape from the bustle of urban areas. As Bearspaw has developed and matured over the past decades, community members have grown older and are now contemplating how much longer they will be able to remain in their country residential homes.

Residents in Rocky View value the ability to remain in the communities they love and call home. However, the County's Seniors Housing Assessment has found that there are currently very few options for residents to age in place in the Bearspaw area.

The proposed assisted living community seeks to address this lack of seniors housing options, providing a place where seniors can continue to live independently, safely and comfortably. This proposed development envisions an assisted living community with individual residences, daily needs and services all on site. This concept integrates seamlessly with the vision established in the Glenbow Ranch ASP for a hamlet residential area with a mix of uses, moderate residential density and a unique identity.

This vision is for a contextually appropriate assisted living development that respects the established character of the area by remaining low in height and density, with natural buffers and screening from adjacent lands. This proposal for assisted living in the Glenbow Ranch hamlet will provide a much-needed form of housing that will enhance the overall quality of life for area residents.





# Site Context

## Location

The Plan Area is regionally situated along the south side of Highway 1A between Calgary and Cochrane. The Plan Area is comprised of 12 parcels of land totaling approximately 159.61 acres (64.62 ha).

The Plan Area boundary is defined by:

- + to the north, Highway 1A
- + to the west, Glenview Road
- + to the east, Highway 1A and Range Road 34
- + to the south, the Glenbow Ranch Conservation Area

## Legal Descriptions & Parcel Reference

The applicant for this Conceptual Scheme is the owner of the 13.99 acre (5.66 ha) Parcel “A”. The breakdown of parcels by area and legal description is show in Table 1.

Figure 02

## Local Context

Table 1: Legal Descriptions & Parcel Reference

Parcel	Legal Description	ha	ac
A	Lot 2, Block 1, Plan 0714945	5.66	13.99
B	Lot 1, Block 1, Plan 0714945	1.62	4.00
C	Lot 1, Block 2, Plan 9512690	1.77	4.37
D	Block 2, Plan 1107JK	5.49	13.57
E	Lot 3, Plan 731356	7.26	17.94
F	Lot 1, Block 1, Plan 0810055	1.61	3.98
G	Lot 2, Block 1, Plan 0810055	1.60	3.95
H	Lot 4, Block A, Plan 731356	4.05	10.00
I	Block A, Plan 5346JK	10.16	25.11
J	Block A, Plan 2374JK	2.79	6.90
K	Lot 2, Block 1, Plan 1313240	8.31	20.54
L	Lot 1, Block 1, Plan 0814768	2.00	4.94
M	34024 Township Road	54.44	134.52
TOTAL PLAN AREA		64.62	159.61





Figure 03

## Legal Descriptions



## Site Conditions

The Plan Area consists of 12 parcels of land totaling approximately 159.61 acres (64.62 ha). The existing uses of the Plan Area are primarily country residential and agricultural in nature, including businesses related to equestrian and animal care. There are some treed areas around existing dwellings within the Plan Area but the majority of the site has been cultivated for crop or pasture.

The Plan Area is adjacent to Highway 1A to the north but physically separated from the highway by a service road allowance (Service Road Plan 1107 LK). The west boundary of the site is Glenview Road, which provides access to multiple parcels including the applicant-owned Parcel A. The easterly and parcels are currently access by Township Road 260 via Highway 1A.

Existing road rights-of-way are registered on title for the future extension of Glenview Road, Township Road 260 and Range Road 34. These future roadways form boundaries of the Conceptual Scheme and provide potential access to future subdivision of multiple parcels within the plan area.

The Plan Area is in the Glenbow Ranch Area Structure Plan. The Glenbow Ranch Area Structure Plan identifies two policy areas:

- + **Riparian Protection Area** - undevelopable land such as wetlands or drainage
- + **Conservation Area** - land which may be considered developable subject to certain considerations

The Plan Area is defined to the south and southeast by the Conservation Area boundary, The Riparian Protection Area for a drainage course and ravine in the southwest portion of the Plan Area.

## Development Context

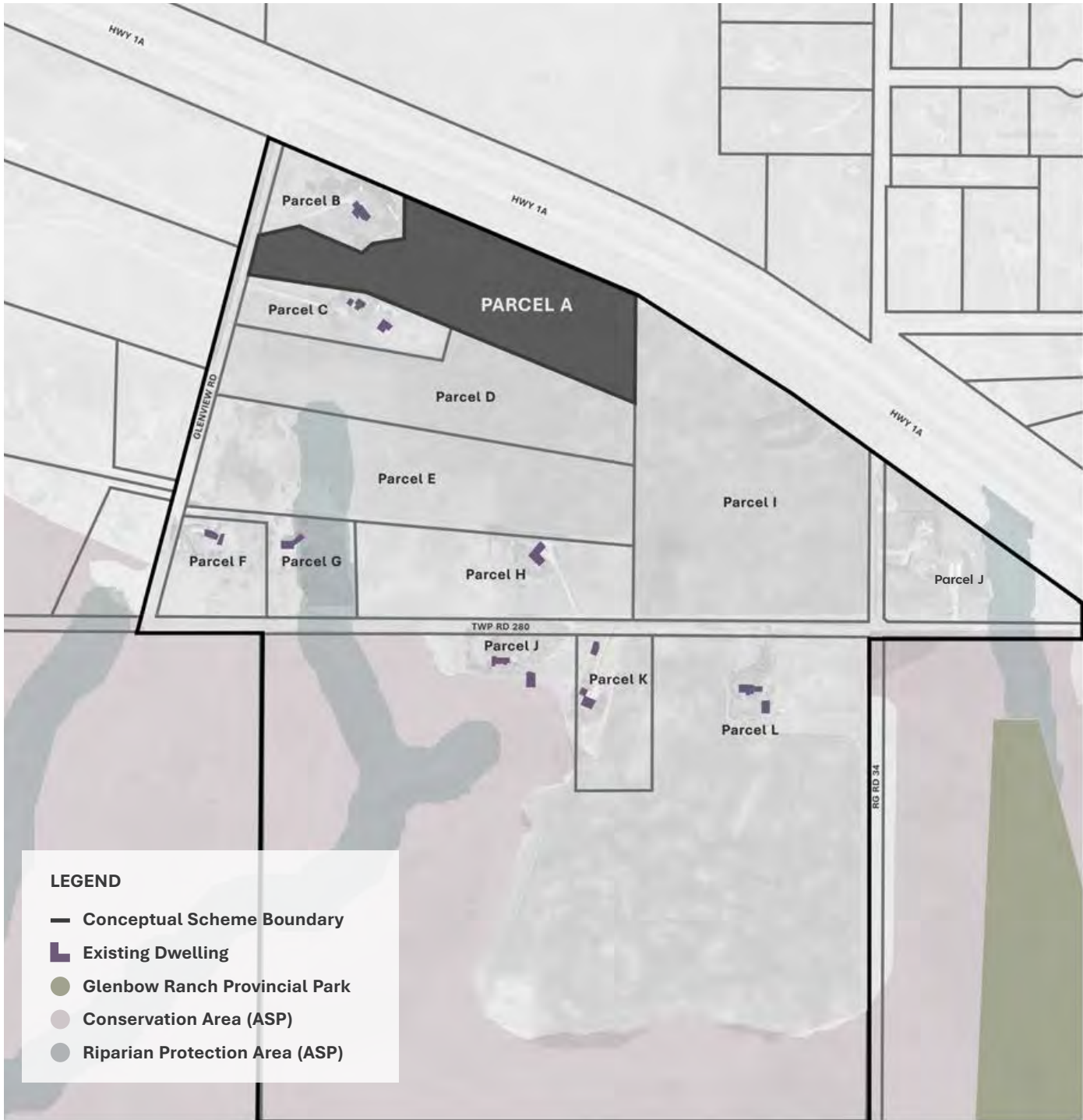
The Plan Area is located within the approved Glenbow Ranch Area Structure Plan and is across Highway 1A from the approved Bearspaw Area Structure Plan, including the proposed Glendale Mountain View Conceptual Scheme directly to the north. The surrounding area has been planned for future growth through clear, established land use expectations. The site is already identified as an area for future development, and is located in the heart of the Glenbow Ranch ASP's build area. The proposed development would represent the first major investment in Glenbow Ranch since the ASP was approved almost ten years ago in 2017.

As a highway-adjacent use, the large site allows for responsible setbacks from the roadway while remaining capable of accommodating the proposed assisted living development in a contextually sensitive built-form.

Additionally, the proposed development's proximity to Highway 1A strategically locates it in an area that provides rapid access to emergency medical services in Cochrane and Calgary while remaining assisted living that enables residents of the Bearspaw area and throughout Rocky View County to age where they have spent most of their lives - in a much more comfortable and close-to-home setting than moving to a bigger city.

Figure 04

## Site Conditions



## Topography & Drainage

The Plan Area is flat at the north boundary with Highway 1A and gently slopes toward the south as shown on Figure 5. At the south site boundaries, the land slopes more steeply toward the basin of a ravine and catchment basin which directs water south to the Bow River.

The Plan Area is located entirely within one sub-catchment area as identified in the Glenbow Ranch ASP Master Drainage Plan.

## Biophysical Considerations

As illustrated on Figure 5, the majority of the Plan area is covered by a mixture of flat and rolling topography containing cultivated agricultural land, native prairie and shrub, and shelterbelts.

Future development within the Plan Area may require a Biophysical Impact Assessment (BIA) and Wetland Assessment Impact Report (WAIR) at the subdivision stage, with any required mitigations completed as a condition of approval to the satisfaction of the County and the applicable Provincial/Federal regulatory authority.

Parcels D, E and G within the Plan area contain portions of the Riparian Protection Area and/or Conservation Area as identified by the Glenbow Ranch ASP. Proposed Land Use and/or subdivision applications for these parcels should be accompanied by additional biophysical reporting as identified above.

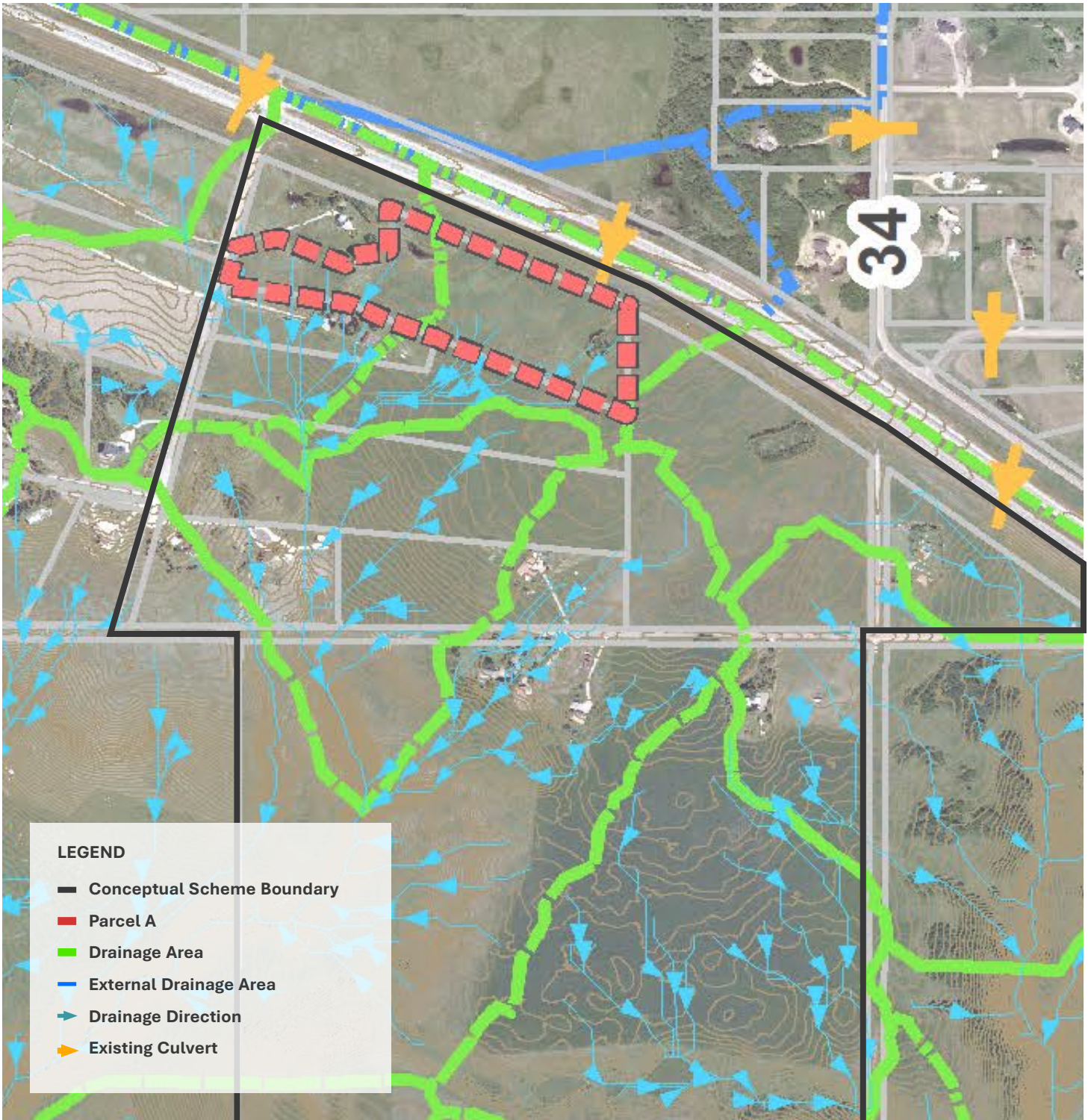
### Policies:

1. Prior to development, the County may require the developer of each parcel within the Plan Area to provide a Geotechnical Investigation to demonstrate that sub-surface conditions are favourable for development, to the satisfaction of the County.
2. Prior to development, the County may require the developer of each parcel within the Plan to provide a Biophysical Impact Assessment (BIA) and Wetland Assessment Impact Report (WAIR), with any required mitigations completed as a condition of approval to the satisfaction of the County and the applicable Provincial/ Federal regulatory authority.
3. Prior to proceeding with any surface disturbances, the developer of each parcel within the Plan Area shall submit a Historical Resources Application to the Province through Alberta Culture and Status of Women's Online Permitting and Clearance System (OPaC), to the satisfaction of the Province.
4. If required, the developer of each Parcel shall prepare a Historical Resource Impact Assessment and complete any required mitigations, to the satisfaction of the Province.
5. Prior to Development Permit approval, the developer of each parcel shall submit a Historical Resources Act clearance to the County.



Figure 05

## Topography & Drainage



## Existing Land Use

Existing Land Uses are shown on Figure 6. The majority of the Plan Area is designated Residential, Rural (R-RUR), which is intended to provide for rural subdivision on lots over 4 acres in size with supporting agricultural uses. Other Land Uses within the southern portion of the site include Agricultural, General (A-GEN) and Agricultural, Small Parcel, both of which allow for agricultural uses on mid to large-sized parcels.

## Archaeological & Historic Resources

The majority of the Plan area includes lands with a Historic Resources Value (HRV) of 5 which is considered to hold the least potential to contain sites of archaeological and/or palaeontological significance.

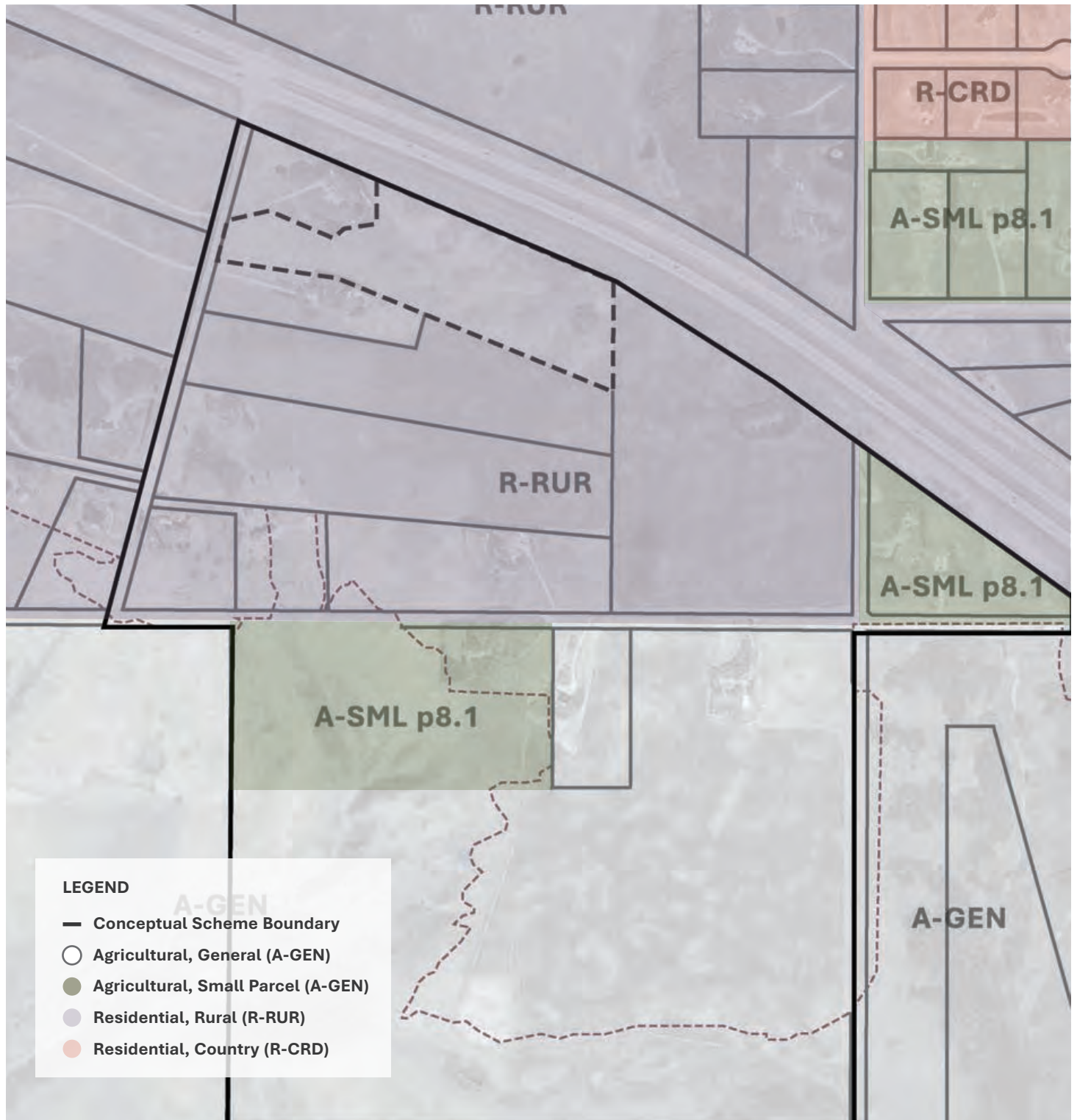
A Historic Resource Application affecting Parcel A was submitted to Alberta Culture and Status of Women through the Online Permitting and Clearance System in support of the prior Master Site Development Plan (2020). The Province responded, indicating that a Historical Resource Impact Assessment (HRIA) must be completed prior to any surface disturbances occurring within these lands. As such, an HRIA will be prepared in accordance with the Provincial Requirements.

The owners of each remaining Parcel within the Plan area will be required to secure all required Historic Resource Act approvals from the Province prior to redevelopment of their lands.



Figure 06

## Existing Land Use



# Policy Framework

## County Plan - 2013

Rocky View County adopted its Municipal Development Plan (The County Plan) in October, 2013. The County Plan establishes planning principles which all future developments within the municipality are expected to consider.

The County Plan's Residential Policies seek to facilitate moderate residential growth within preferred designated areas, including hamlets such as the one identified for this area within the Glenbow Ranch ASP.

The County Plan also encourages country residential development to continue within existing communities where Area Structure Plans are adopted.

This Conceptual Scheme proposes hamlet and country residential development within an approved Area Structure Plan. As such, this Conceptual Scheme is consistent with the County Plan's Growth Management Strategy

Per County Plan Section 11, Institutional and Community Uses should be those that "contribute to the community by serving culture". Among the list of other suggested community uses, the County Plan lists "Senior's and Youth Centres", "Health Care Facilities".

This site is proposed for assisted living, which meets the intent of a Institutional or Community Use under the County Plan as it combines aspects of health care and senior care. Rocky View County currently has limited assisted living housing options, with none available in the Glenbow Ranch and Bearspaw areas. This proposed development represents a critical first step in diversifying the housing types and land uses in the plan area, moving the County towards its goal of a full service hamlet in the Glenbow Ranch area.

The County Plan also lays a groundwork for the technical requirements and supporting information that must be submitted for development applications. This Conceptual Scheme conforms with these requirements.

## Calgary Metropolitan Region Growth Plan - 2022

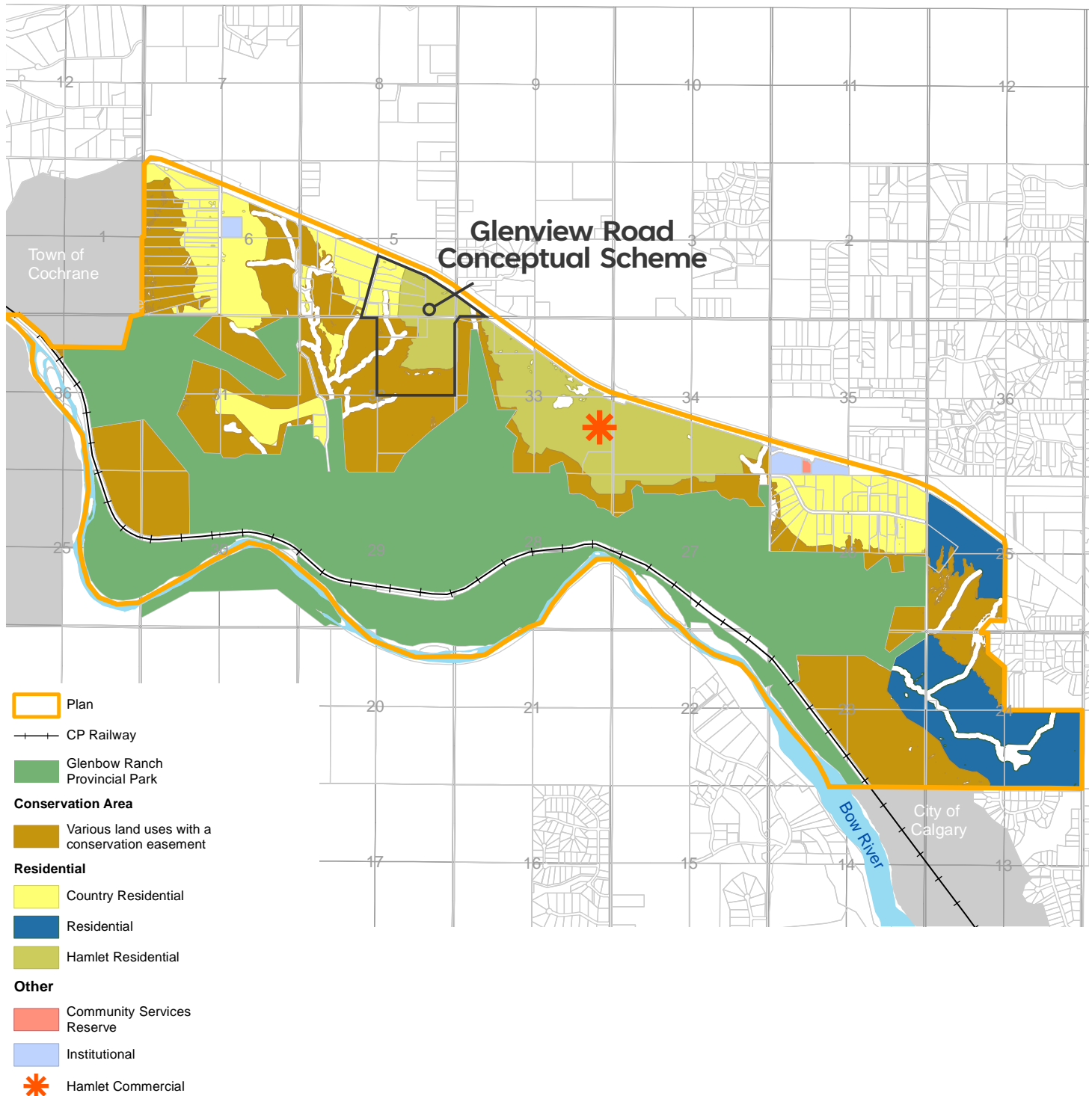
The Calgary Metropolitan Region Board (CMRB) approved its Growth and Servicing plans in 2022. The plans will serve as a best-practice guide for achieving long-term prosperity in the Calgary Metropolitan Region, providing policies and high-level guidance to municipalities on regionally significant topics.

The Growth Plan identifies the Plan Area as being within an Existing Area Structure Plan along a primary transportation corridor (Highway 1A). The Growth Plan presents three development scenarios: Business As Usual, Compact Growth, and Transit Oriented Development. In each of these scenarios, the Highway 1A corridor is presented as accommodating some level of new growth by virtue of the proposed extension and improvement of regional transportation and transit infrastructure along Highway 1A.

Therefore, the development vision for the Plan Area is generally aligned with the Growth Plan as well.

Figure 07

## Glenbow Ranch ASP Land Use Strategy



## Glenbow Ranch Area Structure Plan (ASP) - 2017

The Glenbow Ranch Area Structure Plan presents a comprehensive vision for the development of all lands north of the Bow River, south of Highway 1A, east of the Town of Cochrane, and west of the City of Calgary into a full service hamlet. Envisioned as a “multi-generational community,” that “supports people in all stages of their lives from young families to seniors,” the proposed assisted living facility and surrounding supportive uses in this Plan represent a critical element of achieving this vision.

The Glenbow Ranch ASP proposes to accommodate approximately 10,000 new residents within the Hamlet residential area, which includes this Plan Area. The ASP proposes that the hamlet residential area be designed to maximize efficiency for the provision of municipal services, open space and other neighbourhood amenities, with comprehensively designed development and a mix of uses.

Employing an innovative “Transfer of Development Credit” program (TDC), the Glenbow Ranch ASP will over the course of its build-out lead to the permanent protection of over 1,750 acres of land adjacent to the Glenbow Ranch Provincial Park. At present time the program has never been implemented or enabled through an Order-in-Council of the Provincial government. As the TDC program is focused on residential development, uses such as agriculture, commerce, and institutions are considered non-participating uses. These uses do not require the purchase of development credits and are exempt from the TDC program.

The Glenbow Ranch ASP proposes the definition of Local Plans in accordance with Figure 8. This Local Plan proposes to adjust the west boundary to align with Glenview Road. This is proposed because several properties within Local Plan 5 (the Hamlet) either obtain primary access from, or require secondary access connection to, Glenview Road. The proponent’s Parcel A is one of these properties, and is divided between the Country Residential and Hamlet Residential designated areas. Expanding the Local Plan boundary to Glenview Road allows for a better designed and connected roadway system, as well as open space, pathway and servicing design solutions.

## Senior’s Housing Assessment - 2015

In 2015 the County undertook a Senior’s Housing Assessment (SHA) to identify and quantify the types and numbers of seniors housing needed over the next 10-15 years. The most important findings from this assessment were that the County’s senior population is expected to almost double in the next 20 years, and the existing supply of seniors housing is inadequate to support this growing population segment.

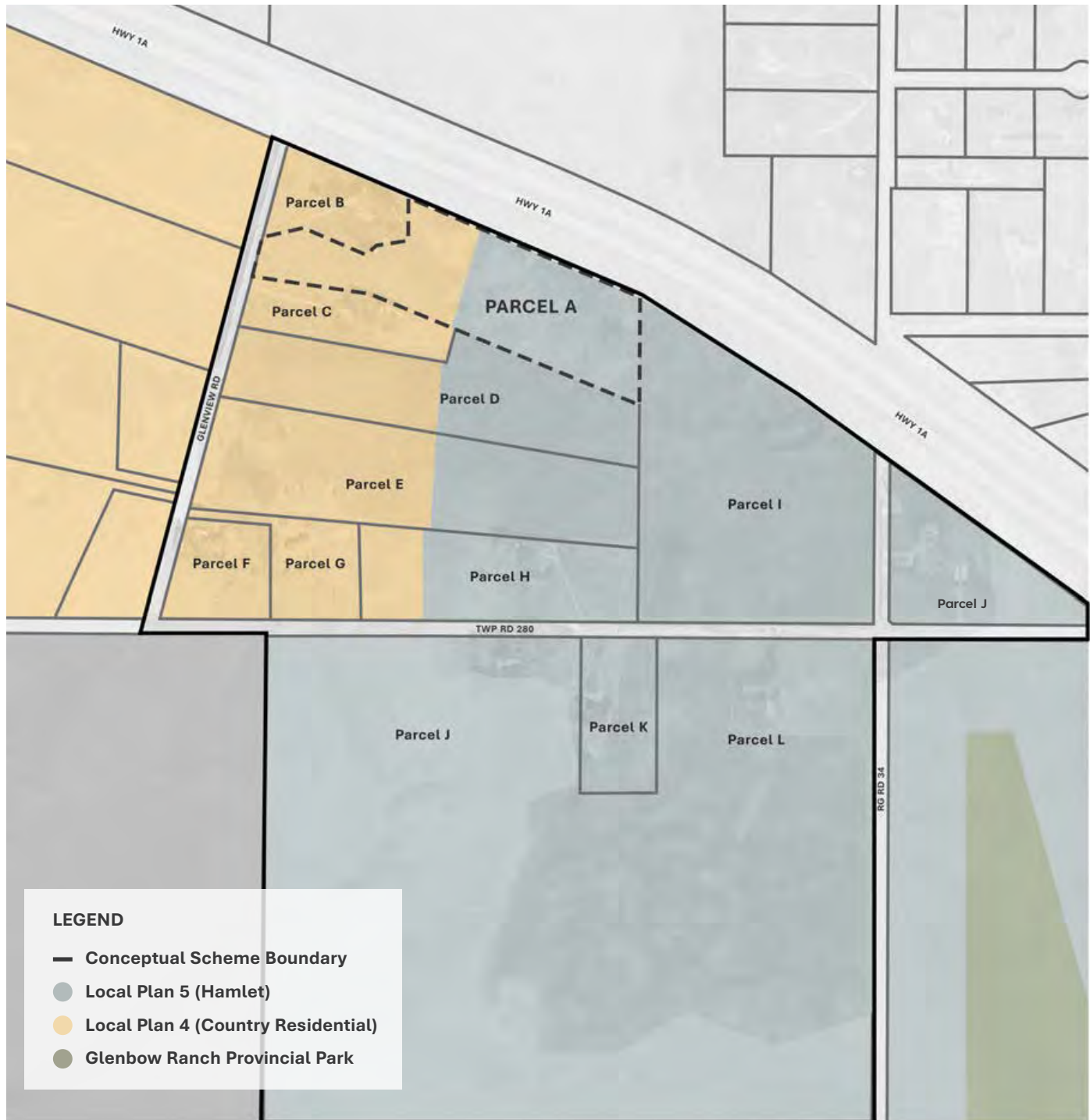
Consistent with the findings from recent ASP and MDP engagement, the SHA found that “most seniors in the County would like to remain in their own community or close to their own community as they age”. The SHA explicitly identifies the role of the County as “encouraging and facilitating the development of a range of housing options for seniors,” and that the County has a role to play in “making land use planning decisions which facilitate the development of affordable housing for seniors”. Regulating land use and making land use decisions in a way that provides this important form of assisted living is a critical means for achieving these goals.

The proposed development would be the first assisted living facility of its type in the Glenbow Ranch area, and addresses the impending shortage of assisted living facilities in the County today. This enables residents of the Bearspaw and Glenbow Ranch communities to remain close to home even as they enter older age and require greater care, achieving the key tenets of the SHA.



Figure 08

## Glenbow Ranch Local Plan Boundaries



# Development Concept

The proposed development concept for the Conceptual Scheme is shown in Figure 9. The Conceptual Scheme’s policy framework is intended to guide the implementation of comprehensive hamlet and country residential subdivision within the entire Plan Area, over time, as generally directed by the Glenbow Ranch Area Structure Plan.

As discussed in other sections of this Plan, the proponents of this Conceptual Scheme are the owners of Parcels A, the Hamlet Assisted Living parcel shown on Figure 10. This landowner intends to develop the site for an assisted living development as part of the future hamlet.

While the scenario illustrated on Figure 9 suggests a potential subdivision strategy for hamlet and country residential development within the Conceptual Scheme area, the policies of this Conceptual Scheme do not obligate any of the Parcel owners to redevelop their lands within a prescribed timeline. Instead, it is anticipated that each Parcel owner will pursue the redevelopment process of their lands subject to their own individual development aspirations and timelines.

The Plan Area is anticipated to accommodate approximately 747 future residential dwellings and 2,000 square metres of local commercial. Based on an estimated 1.0 residents per assisted living dwelling and 3.0 residents per residential dwelling, this equates to roughly 1,971 future residents.

The majority of these units are to be accommodated within the Assisted Living site (92 single detached dwellings) and Hamlet Residential area (633 dwellings in a variety of configurations). The Plan Area provides roughly 17% of the proposed 4,407 units within the Glenbow Ranch ASP, or 21% of the proposed 3,502 units within the Hamlet Residential area.

The assisted living development proposes a small amount of local commercial to serve the Plan Area. This comprises approximately 17% of the maximum proposed Hamlet Commercial under the ASP. As development occurs over time, more residential households may create additional demand for local commercial in the Plan.

## Hamlet Residential Objectives

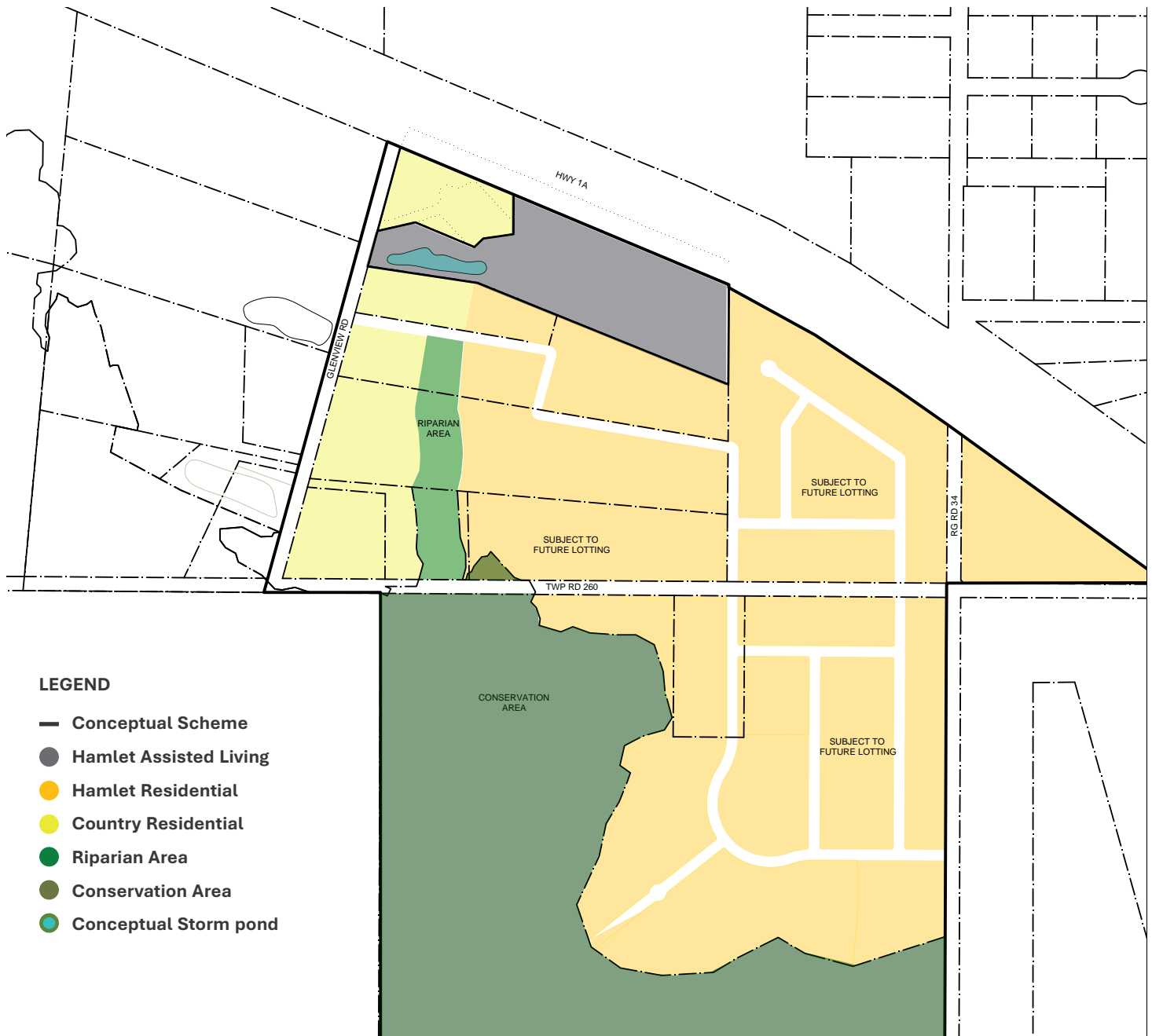
- + create a well-balanced community with a unique identity and sense of place
- + preserve and respect natural areas and open space
- + promote pedestrian use and connections to open land and the regional trail system
- + maximize pedestrian and vehicular connectivity across the plan
- + provide a mix of residential, institutional, and supporting local commercial uses
- + provide a range of lot sizes and housing types, including the potential for semi-detached and rowhouse development where feasible

## Policies:

6. Residential subdivision within the Plan is expected to occur in general alignment with Figure 9: Development Concept. Minor deviations from this concept shall not require a Conceptual Scheme amendment.

Figure 09

## Development Concept



## Transfer Development Credit (TDC) Program

The Glenbow Ranch ASP contains a transfer of development credit (TDC) program that promotes the protection of conservation area by implementing a market-driven approach for landowners to develop at higher densities in exchange for credits purchased from landowners within the conservation area.

This Conceptual Scheme proposes a level of ultimate density on all parcels in alignment with ASP policy, which states that each Build Area is assigned a base density plus a minimum of 75% of the available transfer credits in that Build Area. Figure 10 delineates the Build Areas as defined in the Glenbow Ranch ASP.

Tables 2 and 3 below include breakdowns of anticipated densities by development type and build area. For each of the parcels within the Plan Area, these tables can be used to reference the expected parcel size and anticipated number of units per acre of their land within each Build Area.

The assisted living development is included within the Hamlet Residential area and is subject to the overall density limit for that area. The overall density for the Conceptual Scheme is 2.74 units per acre.

Table 2: Development Concept Statistics

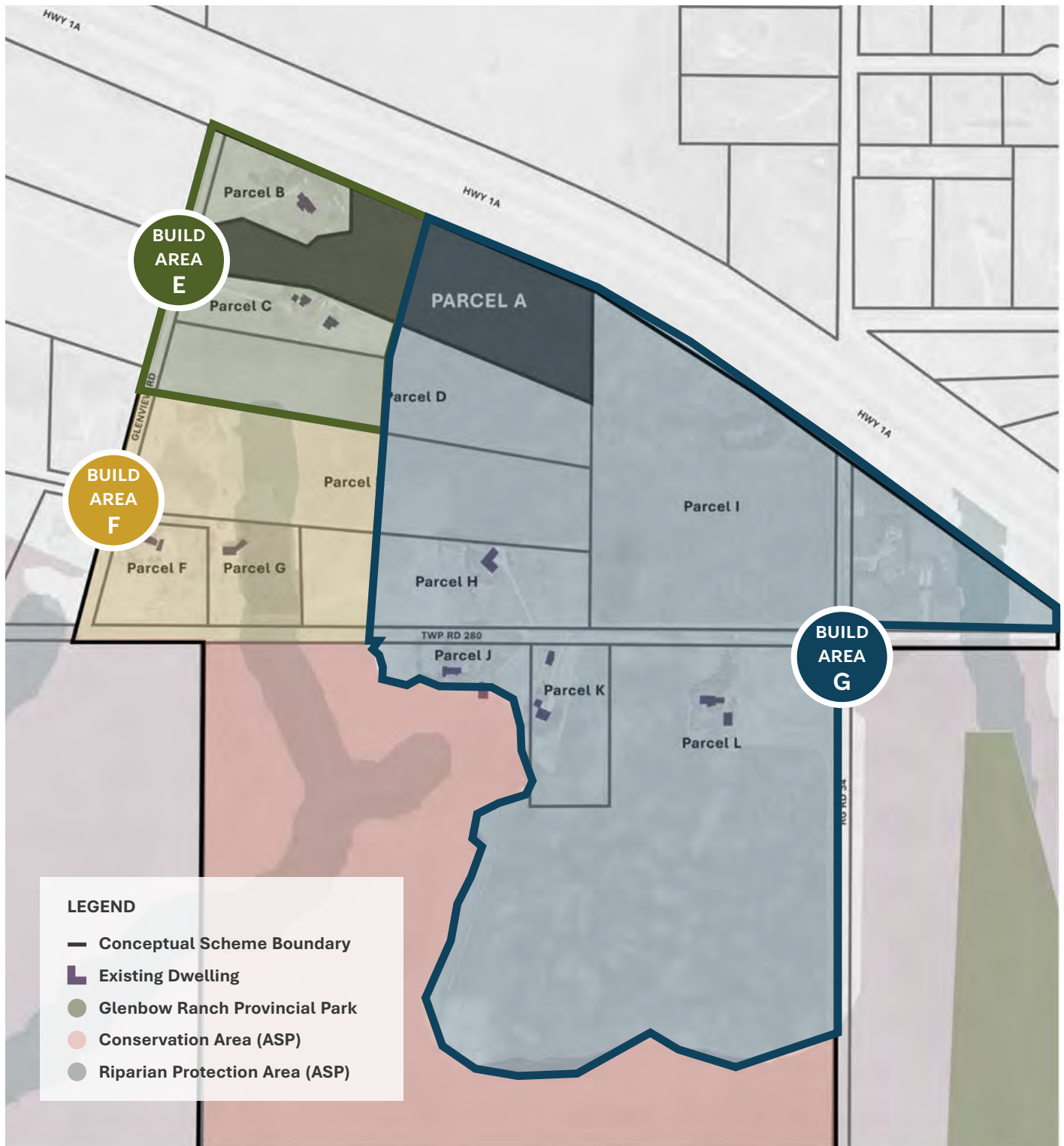
Proposed Use	Hectares	Acres	% of Area	Density	Units	Commercial
Hamlet Residential	52.66	130.12	42.5%	5.57 upa	725	2,000 sqm
Country Residential North	3.39	8.37	3.1%	1 upa	8	-
Country Residential South	11.61	28.69	10.5%	0.5 upa	14	-
Gross Residential Area (excludes Assisted Living)	67.66	167.78	61.2%			-
Riparian Protection Area	2.70	6.67	2.4%			
Conservation Area	40.17	99.27	36.3%			
<b>Conceptual Scheme Area</b>	<b>110.53</b>	<b>273.11</b>	<b>100%</b>	<b>2.74 upa</b>	<b>747</b>	<b>2,000 sqm</b>

Table 3: Density and Parcel Sizes by Build Area

Build Area	Proposed Use	Parcels	Density	Average Parcel Size
G (Hamlet)	Hamlet Residential	A, D, E, H, I, J, K, L	5.57 units per acre	0.18 acres
E (Glenview North)	Country Residential	A, B, C, D	1 unit per acre	1 acre
F (Glenview South)	Country Residential	E, F, G, H	0.5 units per acre	2 acres

Figure 10

## Transfer of Development Credit (TDC) Build Areas



## Assisted Living - Hamlet Residential Development Cell

The focal point of this Conceptual Scheme is a proposed assisted living community on Parcel A as shown in Figure 11. Per Policy 24.7 of the Glenbow Ranch ASP, this parcel is proposed to comprise a 'Development Cell' which is subject to its own detailed design and policy as outlined in this section. The Development Cell is subject to the policies of the Conceptual Scheme in addition to the specific Development Cell policies outlined in this section.

The development vision is for an assisted living community with approximately 92 individual residences for independent age care living, with daily needs accommodated on site. In addition to care and medical assistance, the assisted living development will also provide meal service to residents via an on-site restaurant and cafe. These food service uses will also be open to visitors and the general public for dine-in service. Additionally, the assisted living community will provide personal storage for residents on-site. This is supported by Section 11 of the Glenbow Ranch ASP which indicates that a range of small-scale commercial land uses should be provided within the hamlet area in a manner that integrates with residential and/or institutional uses.

The development will include pathways, walkways, open space connections and landscaping to support a high level of aesthetic quality as well as quality of life for residents.

Access to the parcel is proposed from the west via Glenview Road, with connection to Highway 1A to the north and future proposed connection to Township Road 260 to the south. All parking for uses is to be provided on site.

The proposed development is intended to evolve along with the future hamlet as it grows. In order to integrate with the current country residential context, the design approach includes low building heights and massing, low to moderate density and generous landscaping and buffers to adjacent properties. As the hamlet grows, this development has the potential to grow and redevelop and intensify accordingly.

The development is proposed to be accommodated through a Direct Control (DC) district with an Institutional basis, as described under the Implementation section of this Plan.

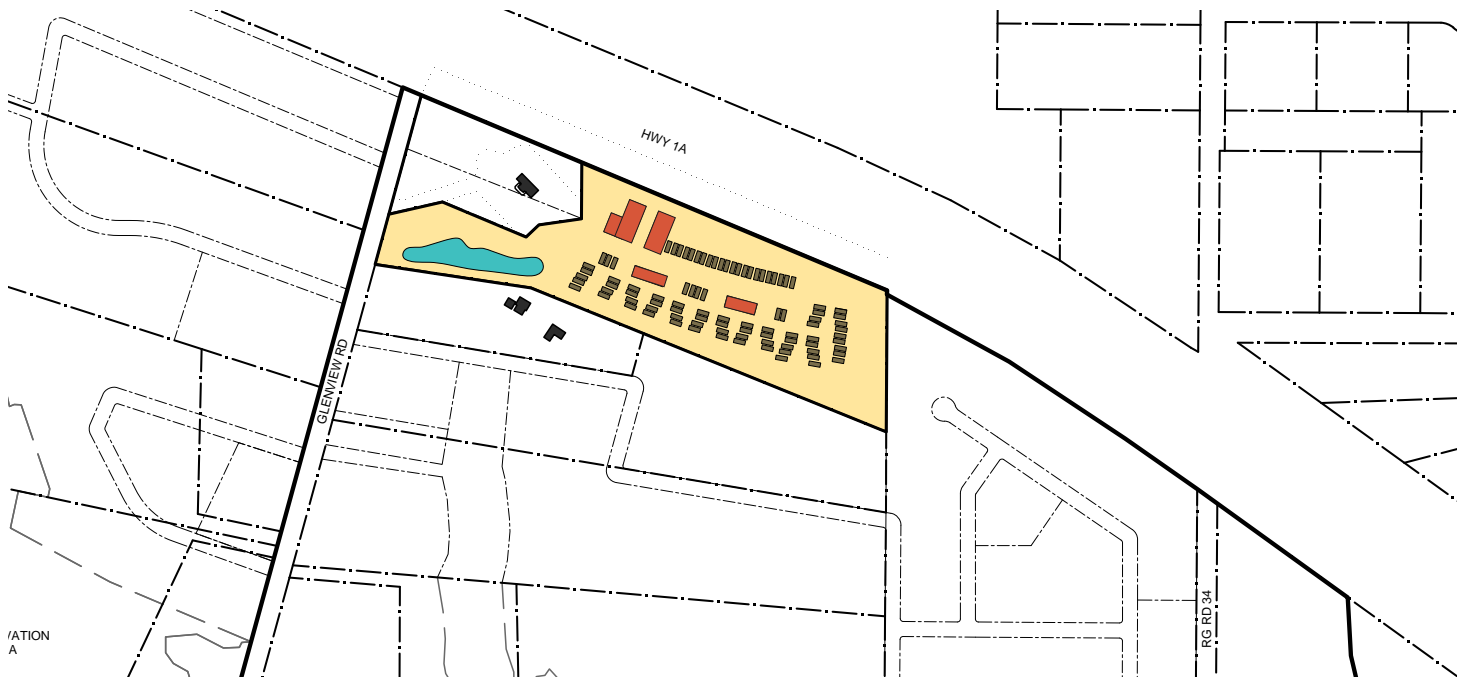
### Policies:

- 7. The development cell shall provide a minimum 5 metre landscaped buffer to all existing country residential parcels and a minimum 5 metre landscaped buffer to HWY 1A.**
- 8. Commercial uses, such as food service and personal storage, shall only be allowed within the development cell where they are ancillary to the Assisted Living use as defined in the Direct Control Land use District, and are not to exceed 25,000 square feet of gross floor area.**
- 9. Commercial uses within the development cell shall be integrated with assisted living uses to share site access, parking, design features and landscaping.**
- 10. Parking shall be provided in accordance with parking requirements of the Land Use Bylaw.**
- 11. 92 dwelling units shall be allowed in a location generally aligned with the conceptual design provided in Figure 12.**
- 12. Commercial within the development cell shall present an attractive facade to the adjacent Highway 1A, addressing the County's Commercial, Office, and Industrial Design Guidelines, as well as the design requirements of Appendix D of the Glenbow Ranch ASP.**
- 13. Dwelling units and commercial buildings within the Assisted Living community shall be connected to one another via a network of privately maintained pathways, boardwalks and decks with accessible at-grade access to each building.**



Figure 11

## Hamlet Assisted Living Development Cell



### LEGEND

- Conceptual Scheme Boundary
- Assisted Living Development Parcel
- Private Storm pond
- Proposed Dwellings
- Proposed Local Commercial



**Policies:**

14. All private lighting within the development cell shall comply with Land Use Bylaw requirements.
15. Assisted Living community uses within the development cell shall be responsible for providing their own solid waste services.
16. At Development Permit, the developer shall submit a detailed landscaping plan that demonstrates plantings and trails in general alignment with Figure 12.
17. At Development Permit, the developer shall provide confirmation of servicing approach for the development, including tie-ins to any available regional services.



Aerial site rendering, Housebrand 2024

Figure 12

**Assisted Living Design Concept**

Garden Loft proof of concept, Housebrand 2024





## Residential Development Area

The proposed Hamlet Residential and Country Residential areas within this Plan are intended to be guided in their design and development by both the Glenbow Ranch ASP and the conceptual mapping prepared in this document.

Future subdivision within the remaining parcels in the Plan area should be guided by Figure 9, which provides a conceptual strategy for extending future transportation, water servicing, and stormwater management infrastructure to all remaining parcels in the Plan.

This development concept is intended to offer an equitable and implementable distribution of developable land and public amenity space amongst landowners in the Plan, while offering future access and servicing to all parcels and protecting for logical development. This development concept is intended to support the ultimate build-out of a master-planned, cohesive Hamlet Residential area.

The Country Residential area within this Plan is intended to provide a transition between the hamlet and the adjacent agricultural and future country residential lands to the west.

## Criteria for Future Subdivision and Development

Prior to subdivision and/or Development Permits proceeding within each Parcel, the developer of each Parcel shall prepare supporting information to address the following planning considerations:

1. A plan showing the proposed parcel configuration and orientation of proposed subdivision.
2. A parcel size and density table demonstrating overall alignment with Table 2 of this Conceptual Scheme and the Transfer of Development Credit (TDC) policies within the Glenbow Ranch.
3. Proof of purchased Transfer of Development Credits for development in alignment with the policies of the Glenbow Ranch, or demonstration of non-participation in the program if applicable.
4. Criteria for the proposed architectural style, form and character of new dwellings, proposed building placement, and landscaping criteria for of all new residential lots in accordance with Policy 10.10 and 10.11 of the Glenbow Ranch ASP.
5. A supporting document demonstrating alignment with the neighbourhood design criteria outlined by Policy 10.9 of the Glenbow Ranch ASP.
6. A Plan showing the proposed disposition of outstanding Municipal Reserve (MR) to be provided at the subdivision stage through dedication of land or cash-in-lieu of land, or both.
7. A Plan showing how lands containing identified wetlands and or historic resources can be mitigated prior to surface disturbances occurring in accordance with the applicable regulatory authorities.
8. Technical reporting that demonstrates how the required transportation, utility servicing, and stormwater management infrastructure will be provided in accordance with the County Servicing Standards, and the requirement of any applicable regulatory authority.

### Policies:

18. **The developer of each Parcel within the Plan must satisfy the planning criteria listed above, in accordance with the County Plan, in support of a Land Use Amendment application, to the satisfaction of the County.**

# Transportation

## Regional Transportation

The Plan Area is currently accessed from Highway 1A in two separate locations: Glenview Road on the west, and Township Road on the east. Each is a full all-turns access to the divided highway. As anticipated by the Glenbow Ranch ASP, both the Glenview Road and Township Road 260 intersections with Highway 1A are identified for future signalization, providing safe and efficient access to the Plan Area.

There is currently no existing connection through the site linking these two accesses, however there are existing road rights-of way extending along the existing alignments for Township Road 260 and Glenview Road. The Glenbow Ranch ASP envisions a single 2-lane collector traversing the Plan Area, providing two highway accesses for the community.

## Internal Transportation

As shown on Figure 13, the Glenbow Ranch ASP proposes a single 2-lane collector providing connection and road access through the site. However, this ASP concept limits road access to parcels in the southwest portion of the Plan (Parcels F, G, H and M) and creates a less efficient development pattern on those parcels.

Therefore, an additional proposed Collector Road segment is proposed along the existing road rights-of-way as shown in Figure 13. Viability of this additional connection should be explored through future development applications for these parcels, and will assessment of proposed impacts on the ravine / riparian area as defined by the ASP. If this proposed connection is developed as a Collector roadway, then the other roadway connection within the site should be considered as a Local Road instead (subject to a Transportation Impact Assessment).

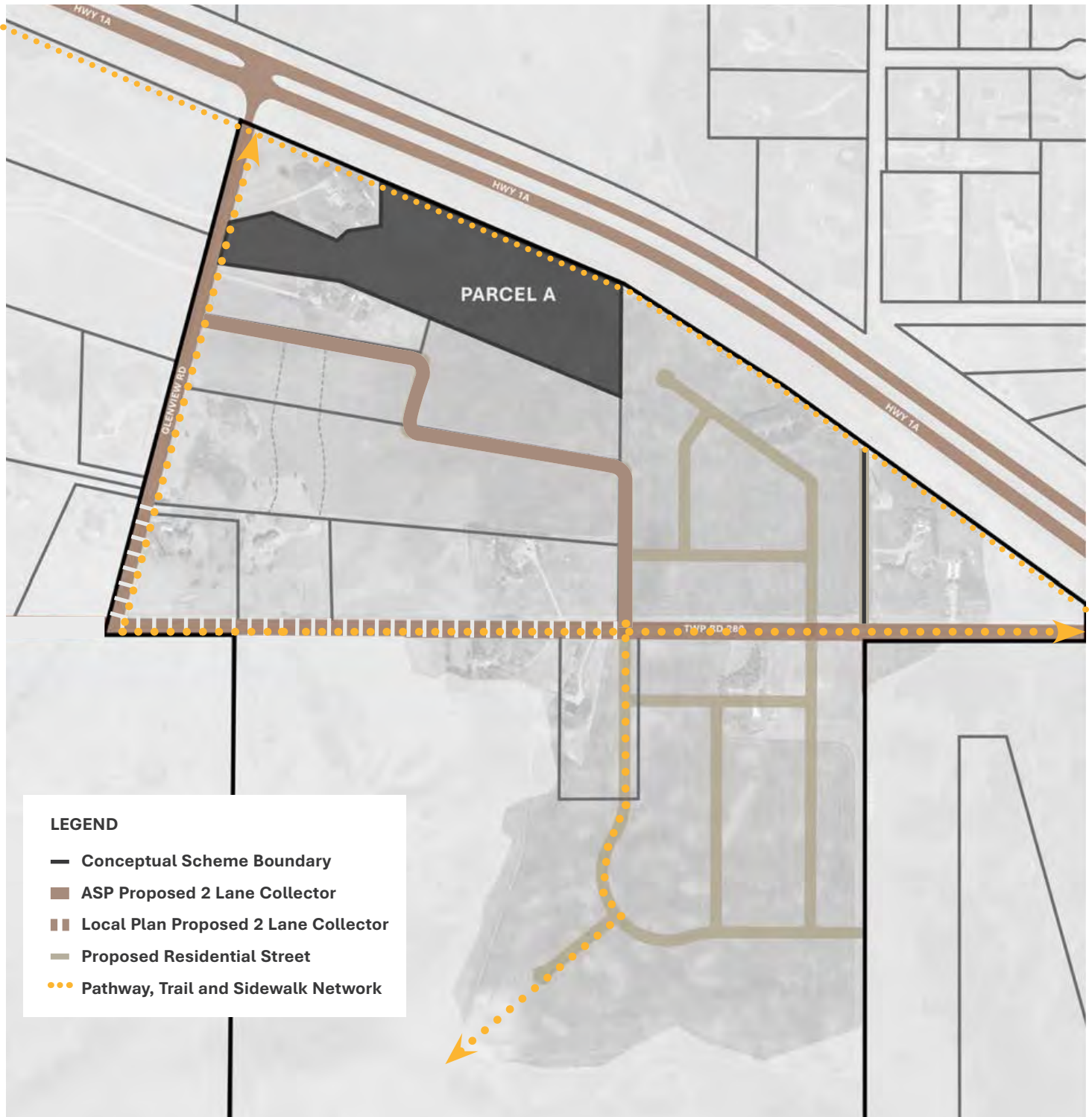
Based on the proposed Collector road network, a logical and efficient local road network is proposed in Figure 13. This transportation concept is intended to serve as a guide for future development, and the local roadway network shown on Figure 13 should not be considered binding.

### Policies:

19. Access to each parcel will be provided by an internal subdivision road network in accordance with County Servicing Standards, as generally illustrated on Figure 13: Transportation Concept.
20. Prior to development, each Developer must confirm the appropriate number of accesses and/or emergency accesses to their Parcel and adjacent Parcels, as determined by the County.
21. The developer of each Parcel shall provide a Transportation Impact Assessment (TIA) at the future subdivision or development permit stage, to the satisfaction of the County and Alberta Transportation.
22. The developer of each Parcel shall be responsible to complete all required on and off-site road improvements as determined necessary by the County and ATEC.
23. The developer of each Parcel shall provide the applicable Regional Transportation Off-Site Levy payments at the subdivision or development stage, whichever comes first.
24. The developer of each parcel may be required to provide Road rights-of-way for required road widening at the subdivision stage.
25. A paved road required to accommodate development within the Plan shall be designed in accordance with County Servicing Standards and any applicable TIA report(s), and constructed by the developer of each parcel.
26. The developer of each parcel shall be responsible for constructing and maintaining trails within their lands in accordance with Figure 13, which shall be designed to County Standards for regional trails.

Figure 13

## Transportation Concept





## Assisted Living Site Access

Access to and from the proposed assisted living development will be provided through a new access point onto Glenview Road located at the southern end of the property's road frontage. This location allows for the largest possible setback from Highway 1A, minimizing the potential for conflict between vehicles moving onto and off of the highway.

The attached Transportation Impact Assessment (TIA) highlights the appropriateness of this approach as well as the site's capacity to handle the anticipated traffic volumes at full build-out without signalization of the intersection of Glenview Road and Highway 1A. Commensurate with the findings of the TIA, the proposed development will contribute to the addition of streetlight illumination at the intersection of Glenview Road and Highway 1A.

The central parking area on site allows shared parking between buildings and allows the parking circulation to double as the fire access route and turnaround.

## Pedestrian Network

The Glenbow Ranch ASP identifies a network of trails, pathways and/or sidewalks connecting to regional trail systems and natural open spaces. Within the Plan Area, a future pathway corridor is indicated along Highway 1A, with two connections identified through the Plan Area and eventual connections through the Conservation Area to the Glenbow Ranch Provincial Park.

These pedestrian connections should generally be provided as shown in Figure 13, and may include pathways or trails through open space or sidewalks on roadways.

Within the Hamlet Residential portion of the Plan, all Residential Streets shall include sidewalks on at least one side of the street in accordance with Rocky View's County Servicing Standards.

# Servicing

## Water Servicing

The proposed development is located in the vicinity of the Rocky View Water Co-op (RVWC) service area, with the nearest watermain about ¾ mile away. The watermain is a 100mm HDPE line that is near capacity.

In the ultimate condition, the Glenbow Ranch ASP indicates a future extension of the 300m Watermain (south) and 400m Watermain (north) with a Water Reservoir and Treatment Plant within the Plan Area. The 400m Watermain runs directly through the proposed Assisted Living development. Additionally, a Treated Watermain is proposed to traverse the site along the alignment of Township Road 260. This ultimate infrastructure is shown in Figure 14. The extension of these watermains will provide full municipal water service and capacity to the entire Plan Area.

Based on the existing distribution network, there are connections available on Glendale Road/Range Road 34 (100mm) north of Highway 1A, or on the Township Road 260 alignment (150mm) south of the site. There is a possibility to connect the two branches of the distribution lines to create a looped connection from which the project site can connect. However, the two branches may be in two different pressure zones and connecting the two could involve a Highway 1A crossing.

### Assisted Living - Water Servicing

In the interim, it has been indicated that potable water may be supplied through RVWC connections nearby. In the preliminary stages, the Water Co-op has indicated that it has the supply capacity to support full build-out of the Assisted Living development. The Servicing Brief prepared in support of this application contains additional water demand analysis and Water Co-op supply capacity.

## Emergency Response

Primary fire response will be provided from the Rocky View County Fire Station #103 located at Highway 1A and Lochend Road. Secondary fire response is anticipated from The City of Calgary and/or The Town of Cochrane subject to the terms of the applicable Intermunicipal Agreement.

Policing will be provided by the RCMP Detachment in The Town of Cochrane with support from the Rocky View County Community Peace Officers. Emergency Response will be addressed by the 911 system with dispatch of ambulance service from EMS facilities within the City of Calgary.

## Fire Suppression

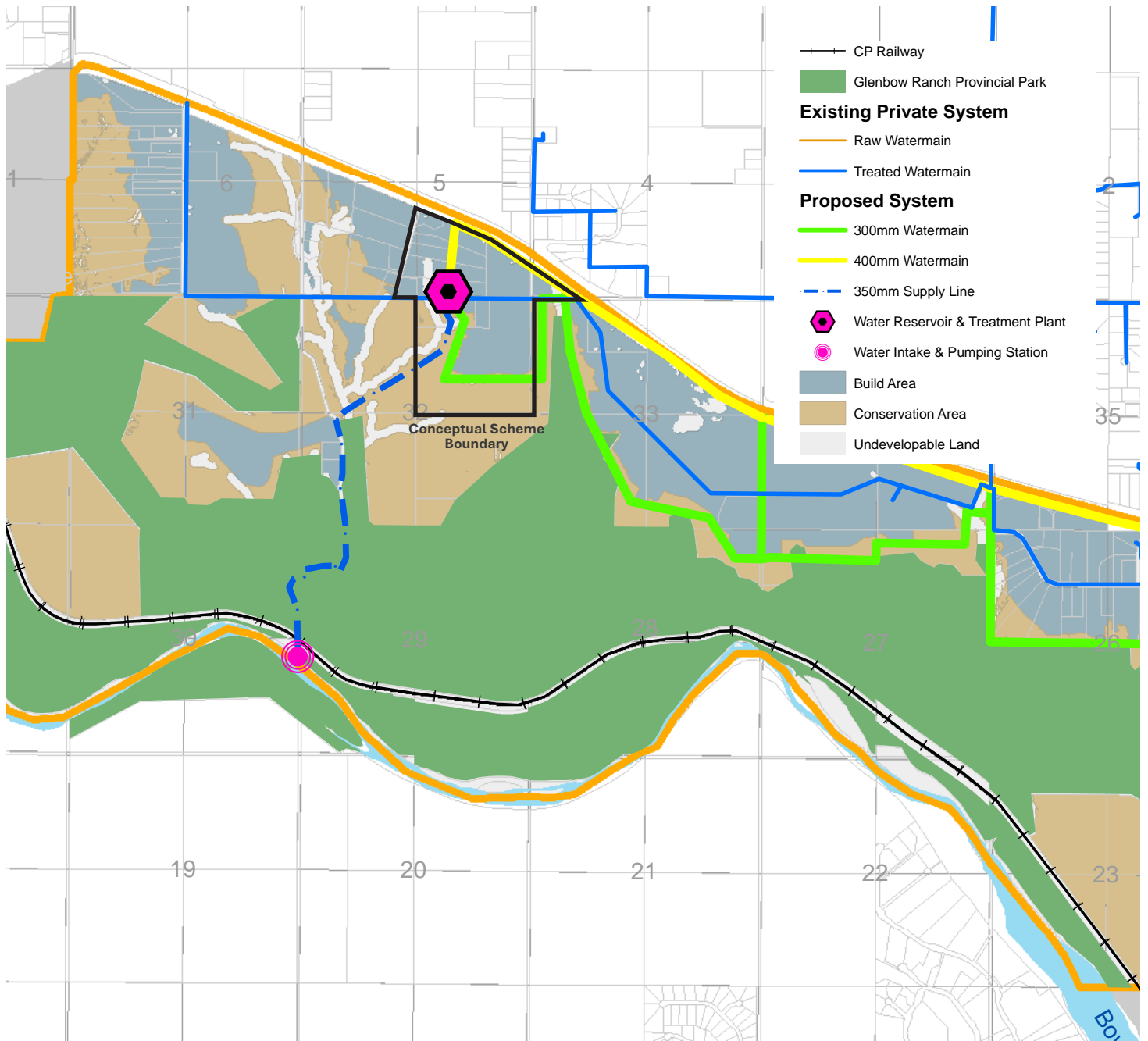
The ultimate proposed water system serving the Plan Area will be designed to provide fire flow, pressure, and water storage to combat fires. The flow rate and storage requirements shall be assessed by a qualified engineer on behalf of individual developers at the time of subdivision / development permit.

### Assisted Living - Fire Suppression

It is acknowledged that the existing 100mm HDPE line in the vicinity is not sized to supply adequate fire flows as required by the County Servicing Standards. However, the Assisted Living development proposes alternative methods available to provide fire suppression capabilities, as described in the appended Servicing Memo (ISL). Potable water can be fed to the onsite reservoir through an extension to the existing RVWC 100mm HDPE line, with the reservoir sized to accommodate fire-fighting volumes. Alternatively, the on-site storm pond may be designed as a wet facility with sufficient capacity for fire suppression.

Figure 14

## Water Servicing



Glenbow Ranch Area Structure Plan Map 10: Water

# Servicing

## Sanitary Servicing

There is currently no municipal sanitary infrastructure within or adjacent to the Plan Area to which wastewater may be discharged. The closest municipal sanitary connection is located in the community of Gleneagles within the Town of Cochrane town limit less than 3km to the west of the site.

In future, the development will be dependent on connection to a regional system becoming available in the future. The ultimate servicing outcome for the Plan Area is to connect to a regional sanitary system which is not yet constructed. The Glenbow Ranch ASP Servicing Strategy evaluated wastewater disposal options and arrived at two viable alternatives:

- New tertiary wastewater treatment plant with a new outfall to the Bow River
- Connection to the City of Calgary's wastewater system

Both options require major regional infrastructure investment on the part of the County. With this development being one of the first to move forward in the area, interim servicing solutions are required until broader development triggers additional servicing connections.

In advance of a regional wastewater management solution, provision of wastewater service within the Plan area will be provided via individual private sewage treatment systems. The owner of each parcel within the Plan Area will be required to provide a private sewage treatment system report at the subdivision stage to verify soil conditions are suitable to accommodate private sewage systems in accordance with County Servicing Standards.

## Assisted Living - Sanitary Servicing

In the interim condition, the intent for the assisted living development is to treat sanitary effluent onsite (through the use of an interim mechanical and septic field treatment system).

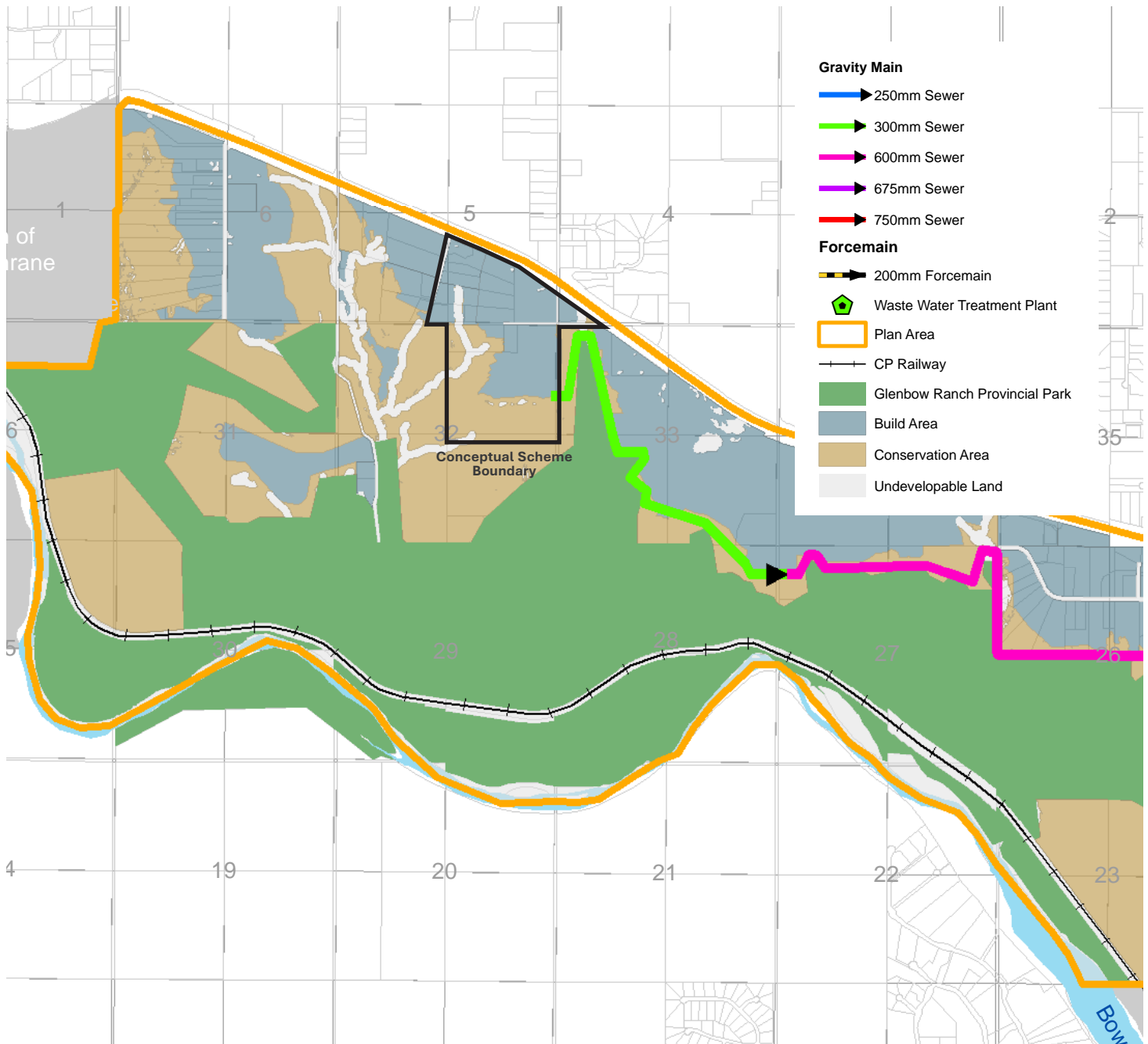
A Servicing Brief has been prepared in support of this application which proposes a standalone private septic field system with mechanical upstream treatment of the field to 30 mg/l achieving the smallest possible interim septic field footprint. An interim AEP approval may be required at Development Permit regarding residents offset from the septic field. The site is designed below AEP's 25m<sup>3</sup>/day release rate cut off, so no formal approval is required.

## Shallow Utilities

Shallow utilities (i.e. electricity, telecommunication, natural gas, etc.) will be provided by the developer of each Parcel at the subdivision stage in consultation with all applicable shallow utility providers.

Figure 15

## Sanitary Servicing



Glenbow Ranch Area Structure Plan Map 11: Wastewater



## Stormwater Management

A conceptual stormwater management strategy was prepared for the site and is included in Figure 9 of the Development Concept. This is intended to provide a ‘high level’ assessment of the pre-development drainage conditions within the sub-catchment area and to establish a strategy to support the redevelopment of Parcel A with foresight to future development of the remaining Parcels within the Plan Area.

Stormwater management strategy for the Plan Area is based on the information outlined by:

- + Bearspaw - Glenbow Master Drainage Plan, Worley Parsons, 2010
- + Glenbow Ranch Area Structure Plan, Rocky View County, 2017
- + Glenbow Ranch Master Drainage Plan, ISL Engineering, 2017

As generally illustrated on Figure 16, the Glenbow Ranch ASP indicates that surface drainage within the Plan Area is intended to be directed to two regional conveyance corridors, one along Glenview Road and one through the eastern portion of the Plan.

One regional pond is to be located immediately downstream to the developable area within the relevant flat conservation area. The regional storage pond should be a constructed wetland with a lined bottom; its size should be estimated by the permissible inflow, allowed outflow, and the available storage space.

The outlet of the regional storage pond may be designed as an open channel associated with irregular cross-sections and high roughness to discharge runoff under controlled hydraulic energy, ensuring no adverse impacts on the channel itself, or the bank stability of the Bow River.

Proper measures should be implemented with regular monitoring for erosion control of the Plan Area, its downstream lands and the bank stability of the Bow River during and after construction of regional and local stormwater management facilities.

Appropriate treatment of the water quality of the effluent of the regional pond(s) should be provided and monitored to comply with the Bow River watershed management standards for the City of Calgary’s drinking water source protection.

Each developer will be required to prepare a site specific stormwater management strategy at the subdivision stage, to confirm the conclusions of the Stormwater Management Report prepared in support of this Plan. All new hamlet residential and country residential development will be expected to demonstrate consistency with the unit release rates and volumes as per the Glenbow Ranch Master Drainage Plan.

In advance of regional stormwater management solutions, this Plan proposes potential conceptual design for a series of on-site stormwater retention facilities. The specific size and location of the required stormwater management facilities, in addition to the requirements for overland drainage easements and rights-of-way will be determined through detailed engineering design at the subdivision stage for each parcel.

### Assisted Living - Stormwater Management

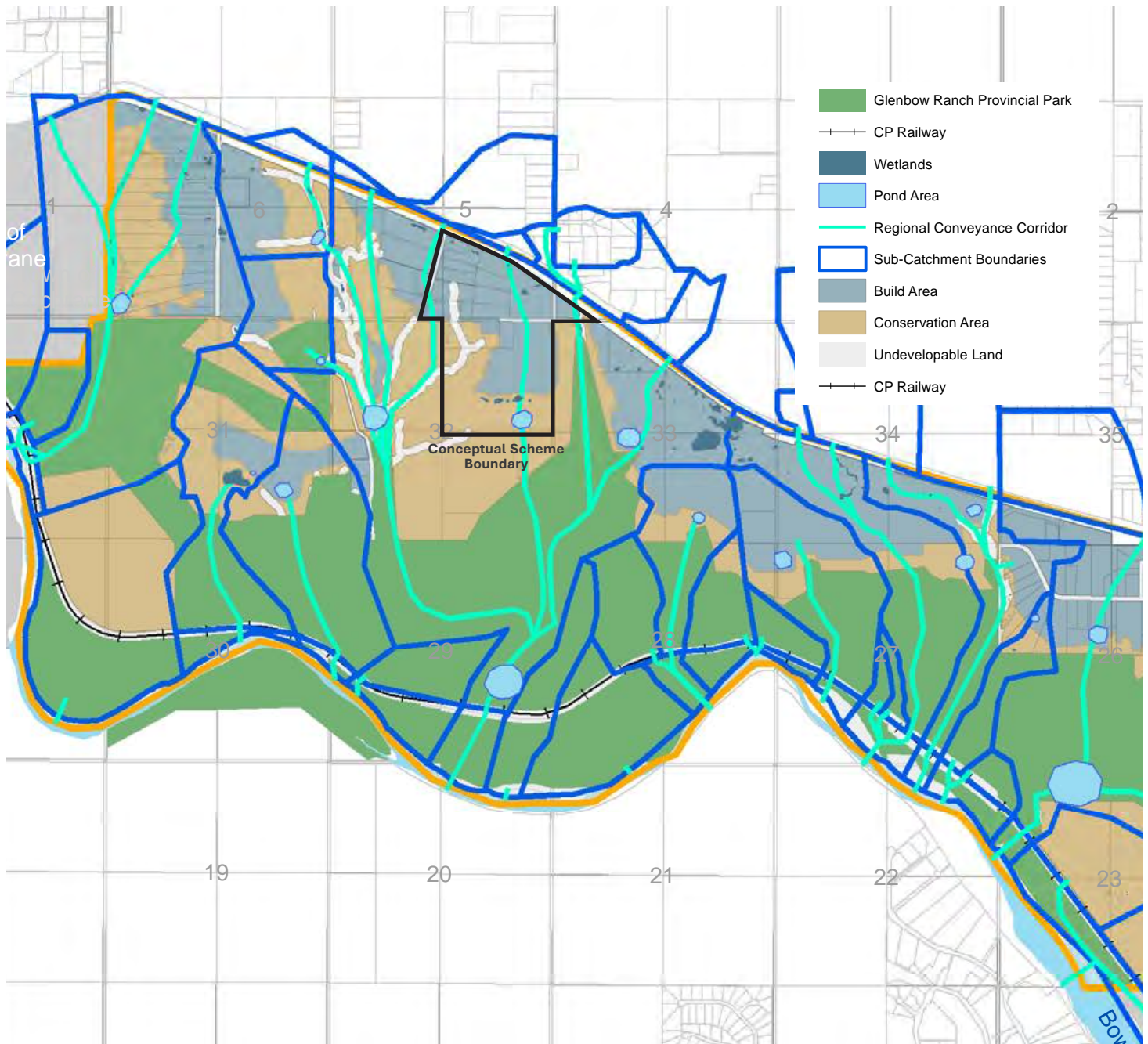
A stormwater management report has been submitted in support of this application which proposes stormwater management solutions for Parcel A in advance of regional infrastructure. An on-site storage pond is proposed to detain any excess runoff generated due to development. The required footprint areas and the storage volumes were evaluated using the 1:100 year storm event and with 0.99 litres per hectare (l/s/ha) as the permissible discharge rate.

An Oil Grit Separator (OGS) is to be provided to filter runoff from the parking lot prior to entering the storage pond. The proposed Emergency Escape for the storm pond is to the west along the existing road right-of-way for Glenview Road. No adverse impacts would be expected to downstream drainage courses due to the proposed stormwater system.

Under the ultimate condition, the tying location to the regional stormwater management facility for the subject site is near Glenview Road on the southwest property boundary.

Figure 16

## Storm Servicing



Glenbow Ranch Area Structure Plan Map 12: Stormwater

**Policies:**

27. Potable water shall be provided within the Plan area by the Rocky View Water Co-op as generally illustrated by Figure 14: Water Servicing.
28. The developer of each Parcel shall provide written confirmation from a County approved piped water supplier at the land use amendment and subdivision stages in accordance with County Servicing Standards.
29. The developer of each Parcel shall extend potable water infrastructure within the Plan Area at the subdivision stage in accordance with applicable Provincial regulatory requirements, the County Servicing Standards, and the Rocky View Water Co-op's specifications.
30. Costs required to extend the Rocky View Water Co-op's distribution network to the Plan Area may be subject to a Cost Recovery Agreement if shown to be benefiting larger area than the proposed development, at the subdivision stage, in accordance with County Servicing Standards.
31. Fire suppression shall be provided within the Plan area in accordance with the requirements of the County Servicing Standards and Bylaw C-7259-2013 (Fire Suppression Bylaw).
32. Wastewater service to residential subdivision and assisted living development within the Plan Area shall be provided by private sewage treatment systems (PSTS) until such time as regional services are extended to this area.
33. The developer of each Parcel within the Plan will be required to provide a Private Sewage Treatment System Assessment (PSTS) Report at the subdivision stage.
34. Private Sewage Treatment Systems shall be constructed in accordance with the PSTS report, Alberta Private Sewage: Standard of Practice and County Servicing Standards.
35. The design of all stormwater management infrastructure within the Plan Area shall fully contain 1:100 storm event on-site to be consistent with the requirements of the ATEC.
36. The developer of each Parcel shall prepare a Stormwater Management Plan, at the subdivision stage, to assess pre and post development surface drainage characteristics and the requirements to construct drainage facilities to ensure positive conditions are maintained in accordance with the County's Servicing Standards.

37. The design of all stormwater management infrastructure within the Plan Area will be expected to be consistent with the requirements of the Glenbow Ranch Master Drainage Plan and County Servicing Standards.
38. The developer shall construct all stormwater infrastructure in accordance with the approved stormwater management plan and the County Servicing Standards.
39. Prior to development relying on regional County stormwater services, the developer shall be required to front-end the cost of any services deemed necessary by the County.
40. Where stormwater management facilities are constructed within the Plan area with capacity to accommodate runoff from adjoining lands, the County shall establish a Cost Recovery Agreement at the subdivision stage in accordance with Infrastructure Cost Recovery policy and the County Servicing Standards.
41. Shallow utilities required by residential subdivision within each Parcel shall be installed and/or financed by the developer at the subdivision stage in consultation with all applicable utility providers.
42. The alignment of utility installations shall be determined at the subdivision stage in accordance with the County Servicing Standards.
43. Solid waste management shall be provided by a qualified waste management operator through a contract to be managed by each residential lot owner.
44. Any on-site septic field and packaged sewage treatment system will treat no more than 9m<sup>3</sup> per day of residential wastewater generated on site. Any flow exceeding that will be treated by wastewater re-use technologies to the satisfaction of the County.



# Open Space

## Municipal Reserve (MR)

The developer of each Parcel shall provide outstanding Municipal Reserve (MR) against each certificate of title, at the subdivision stage, either by land dedication or cash-in-lieu of land in accordance with the requirements of the Municipal Government Act. The anticipated disposition of Municipal Reserves (MR) within the Plan Area is described in the following Table.

It is noted that the proposed assisted living facility is not to be subdivided and contains institutional uses, therefore Municipal Reserve dedication for this site is not included in the overall reserve calculations in Table 3 below. These dedication calculations are intended to give a high-level summary of overall reserve in the ultimate development condition, however these statistics will be revised based on the definition of any Environmental Reserve within the Riparian Protection Special Study Area.

Table 3: Municipal Reserve Dedication

Area	Hectares	Acres
Conceptual Scheme Area	110.53	273.11
Less Assisted Living Site	5.66	13.99
Less Conservation + Riparian Area	42.87	105.93
<b>Gross Developable Area</b>	<b>67.66</b>	<b>167.18</b>
Municipal Reserve Open Space	6.77	76.72

**Policies:**

**39. The developer of each Parcel shall provide outstanding MR against each certificate of title, at the subdivision stage, by dedication of land and/or cash-in-lieu of land in accordance with the requirements of the Municipal Government Act.**

## Environmental Reserve (ER)

Environmental Reserve shall be taken for any lands which are deemed undevelopable based on environmental features such as wetlands, major drainages, riparian areas and valued habitat areas.

Based on the Glenbow Ranch Area Structure Plan, one Riparian Protection Area is identified in the southwest portion of the Plan Area. This encompasses sloped lands and a natural overland drainage corridor.

The ASP also identifies a significant portion of the Conceptual Scheme as Conservation Area. The conservation of this potentially developable land is encouraged through voluntary participation in the Transfer of Development Credit (TDC) Program by the sale or transfer of development credits and placement of conservation easements on parcels of land identified as Conservation Area as outlined in Section 9 of the ASP.

This Conceptual Scheme provides a conceptual boundary for environmental area, indicated as Riparian Protection Special Study Area on Figure 17. At the subdivision or development permit stage for any affected parcels within the Special Study Area, a Biophysical Impact Assessment (BIA) prepared by a qualified professional shall be required to determine the extent of any lands and setback areas required to be designated as Environmental Reserve.

Any land designated by a landowner as Environmental Reserve (ER) shall be deducted from the calculation of developable area for that parcel .This in turn reduces the required Municipal Reserve dedication for that parcel in accordance with the requirements of the Municipal Government Act.



Figure 17

## Open Space Concept



# Implementation

## Policy Framework and Implementation

This Conceptual Scheme is intended to guide the implementation of comprehensive hamlet and country residential subdivision within the entire Plan Area, over time, as generally contemplated by the Glenbow Ranch ASP.

As discussed in other sections of this Plan, the proponent of this Conceptual Scheme is the owner of Parcel A. These owners wish to immediately develop their land as an assisted living community.

The future land use concept scenario illustrated in Figure 18 suggests hamlet residential and country residential subdivision will occur within throughout the Conceptual Scheme area in alignment with the vision of the Glenbow Ranch ASP. However, the policies of this Conceptual Scheme do not obligate any of the parcel owners to redevelop their lands within a prescribed timeline. Instead, it is anticipated that each parcel owner will pursue the redevelopment process of their lands subject to their own individual development aspirations and associated timelines.

## Proposed Land Use

The assisted living development is to be accommodated through a Direct Control (DC) land use district based on the Rural Residential (R-RUR) district. The Direct Control district is required to provide custom land use rules to enable the vision described in this conceptual scheme. This proposed redesignation is shown in Figure 19 and Table 4.

Table 4: Proposed Land Use Amendment

Proposed Land Use	Hectares	Acres
Direct Control (DC)	5.66	13.99

## Future Land Use

The developer of each Parcel shall apply for a Land Use Amendment at such time they wish to pursue development within their lands in accordance with the provisions of this Conceptual Scheme, the requirements of the Glenbow Ranch Area Structure Plan, and the County Servicing Standards.

Figure 18 provides a conceptual proposal for land uses within the Plan Area, accommodating future development through the use of the following districts:

- + Country residential subdivision and development is proposed to be accommodated through the Country Residential (R-CRD) district
- + Hamlet residential development is proposed under the Residential, Urban (R-URB) district in advance of regional (piped) servicing infrastructure or the Residential, Mid Density Urban (R-MID) district once regional services are in place
- + Public open space (municipal or environmental reserves) under Special, Park (S-PRK)
- + Storm pond and other public utility until Special, Public (S-PUB)

### Policies:

**40. Prior to redeveloping their lands, each Parcel owner shall submit an application for Land Use Amendment to the County demonstrating alignment with the policies of this Conceptual Scheme and with Figure 18: Future Land Use Concept.**

Figure 18

## Future Land Use Concept

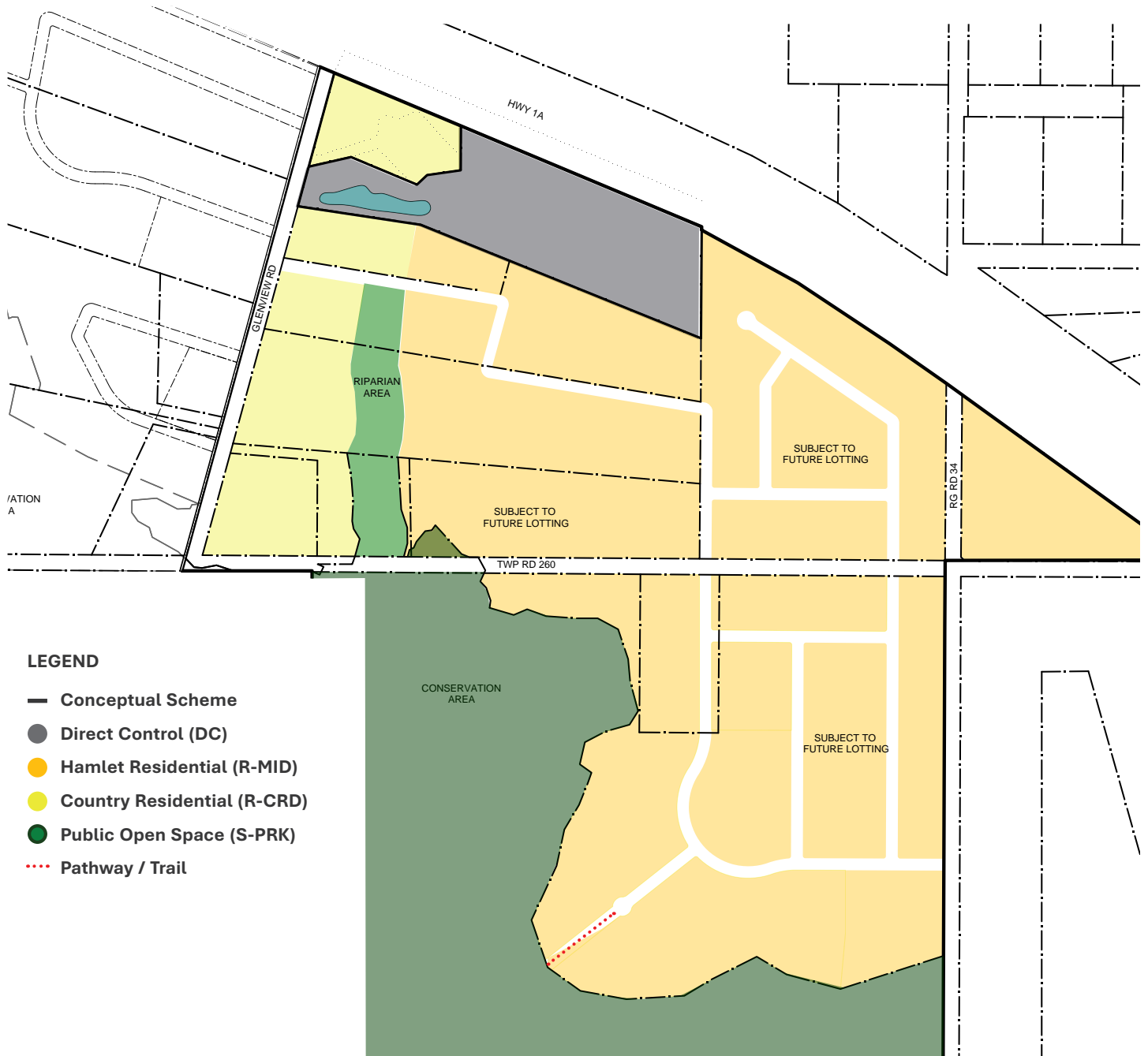
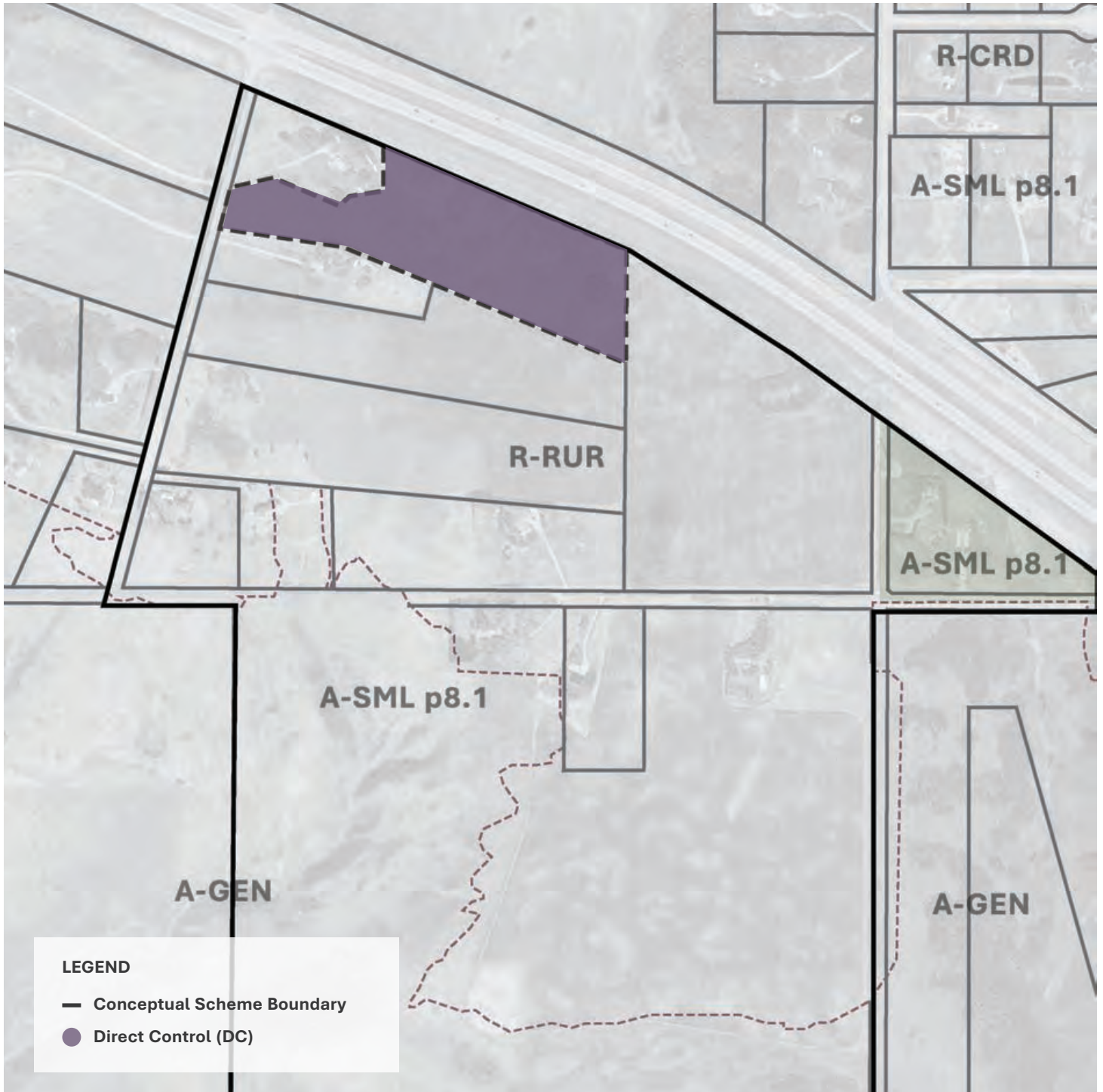


Figure 19

## Proposed Land Use Amendment





# Community Consultation

The site at 22 Glenview Road was the subject of a previous application for Land Use and a Master Site Development Plan (MSDP). This application was for an Seniors Assisted Living development and was refused by Rocky View Council in February 2022.

Based on feedback heard through the engagement process and from Council at that February 2022 public hearing, the applicant re-envisioned the approach to Assisted Living on this site and resubmitted this Conceptual Scheme application, responding to feedback that was heard by drastically reducing height, density and overall development on the site.

An additional two public open houses were held with neighbours in the area, one before the formal submission and one afterward. The key feedback themes included: height/density, contextual appropriateness, servicing and traffic considerations, impact to adjacent residents and the approach to conceptual shadow planning for lands outside the Assisted Living site. Based on this feedback, the Conceptual Scheme and Land Use applications have undergone several rounds of revisions including further reduction of development density, paring back of conceptual shadow planning for adjacent landowners, and additional detail about servicing and traffic.

**2020  
Submitted**



**2023  
Revised**





## Engagement Timeline



# What Has Changed

## Comment / Concern

## Our Response



**Height, Density and Contextual Appropriateness**



- » Significant reduction in density (from 400 units to 90 units)
- » Height reduction (from 3+ storeys to 1-2 storeys)
- » Renewed vision for assisted living in partnership with Garden Loft
- » Architectural designs, landscaping and amenities suitable to the rural context



**Interim Servicing Challenge (before Regional Services)**



- » Density reduction greatly reduces reliance on interim services
- » Development can be serviced with on-site stormwater, septic



**Right Idea, Wrong Place / Not Comprehensively Planned**



- » Proposal develops a comprehensive vision for site - an assisted living facility with community-serving amenities and small-scale commercial
- » Proposed Conceptual Scheme suggests how surrounding lands could develop to create a hamlet area with a unique identity.



**Concerns the Conceptual Scheme will Constrain other Landowners outside the Assisted Living Site**



- » Conceptual plans to demonstrate how the proposed development on our site does not prevent other landowners from accessing, servicing and developing their lands in the future.
- » Detailed concept design in the Conceptual Scheme has been replaced with general guidance and a framework for future development.

# Glenview Road Conceptual Scheme

*A POLICY FRAMEWORK TO GUIDE FUTURE HAMLET AND  
COUNTRY RESIDENTIAL DEVELOPMENT WITHIN THE GLENBOW RANCH ASP*  
JANUARY 2025



# COUNCIL REPORT

## Oil and Gas Companies Uncollected Property Tax Write-Off

Electoral Division: All

File: N/A

Date:	February 18, 2025
Presenter:	Adrienne Wilson, Supervisor Taxation & Receivables
Department:	Financial Services

### REPORT SUMMARY

This report requests authorization from Council to write off the uncollectable taxes of the oil and gas companies listed in Attachment A. Administration requires a Council resolution to write off taxes owed by delinquent oil and gas properties to apply for Provincial Education Requisition Credit (PERC) through the Government of Alberta tax credit program.

Section 347 of the *Municipal Government Act* (MGA) provides Council the ability to cancel or reduce tax arrears.

### ADMINISTRATION'S RECOMMENDATION

THAT Council approves the cancellation of uncollectable oil and gas taxes totaling \$135,986, as presented in Attachment A.

THAT Council directs Administration to apply for a Provincial Education Requisition Credit (PERC) to receive a \$23,072 tax credit for the resulting unpaid portion of education property taxes.

### BACKGROUND

The Provincial Education Requisition Credit (PERC) is a Government of Alberta tax credit program that offers municipalities a tax credit for unpaid education property taxes on delinquent oil and gas properties. The program requires that municipalities have a council motion writing off taxes owed by delinquent oil and gas properties to qualify for tax credits due to previously remitted tax requisition payments to the province on behalf of said oil and gas companies.

Administration has outstanding taxes from five oil and gas companies totaling \$135,986. Oil and gas company properties are assessed by Municipal Affairs. The County has no purview over the assessments or input as to when these properties are no longer assessed. The assessment values are received electronically from Municipal Affairs and are the values to be used. However, Municipal Affairs has deactivated the listed tax rolls in the Provincial tax roll system, meaning the properties are no longer assessed and will not have any further assessments going forward. These are linear properties and are not titled by Alberta Land Titles, and therefore do not fall under the MGA Tax Recovery Process. As such, the balances are now considered uncollectable.

In addition, the Alberta Energy Regulator (AER) enforces rules and regulations for oil and gas companies in Alberta. When a company is found to be non-compliant, the AER can take action, such as issuing orders, fines, or canceling licenses. All the companies listed in Attachment A are also listed on the AER Compliance Dashboard for non-compliance and requiring enforcement.

If Council approves canceling the tax arrears, Administration will apply for PERC in the amount of \$23,072. This is the amount the County has paid in education requisitions on behalf of these companies

## Oil and Gas Companies Uncollected Property Tax Write-Off

despite the uncollected tax payments. PERC allows municipalities to apply to have the requisition payments be credited back for the 2015 to 2025 tax years. Any PERC credits the province grants to the County will be reflected on a future education property tax requisition invoice.

### ANALYSIS

The breakdown of the taxes being requested for write-off can be found in Attachment A.

### COMMUNICATIONS / ENGAGEMENT

Once the County applies for and receives PERC from the province, it will no longer communicate with delinquent properties to seek further collections.

### IMPLICATIONS

#### Financial

Council's approval of the cancellation of uncollectable oil and gas taxes would result in a \$135,986 reduction in property tax revenue.

### STRATEGIC ALIGNMENT

Section 347 of the *Municipal Government Act* (MGA) allows Council to cancel or reduce tax arrears.

### ALTERNATE DIRECTION

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

### ATTACHMENTS

Attachment A: Oil and Gas Property Tax Breakdown

### APPROVALS

Manager:	Isedua Agbonkhese, Acting Executive Director Financial Services
Executive Director/Director:	Isedua Agbonkhese, Acting Executive Director Financial Services
Chief Administrative Officer:	Reegan McCullough, Chief Administrative Officer



## Oil &amp; Gas Property Tax Breakdown

ROLL	COMPANY NAME	2015 BALANCE	2016 BALANCE	2017 BALANCE	2018 BALANCE	2019 BALANCE	2020 BALANCE	2021 BALANCE	CANCELLATION REQUEST AMOUNT
00010224	Concerto Resources Ltd	-	\$3,174	\$1,156	\$1,093	\$1,240	\$895	-	\$7,561
00010367	Mika Resources Ltd	-	-	-	-	\$474	\$63	-	\$538
00010382	Lexin Resources Ltd	-	\$60,050	\$8,070	\$9,155	\$10,386	\$11,781	-	\$99,445
00010508	LR Processing Ltd	-	\$6,595	\$7,011	\$1,828	\$2,074	\$2,353	-	\$19,863
00010559	Richbar Energy Ltd	\$989	\$1,025	\$1,099	\$1,263	\$1,494	\$1,688	\$1,016	\$8,577
<b>TOTAL</b>		<b>\$989</b>	<b>\$70,846</b>	<b>\$17,338</b>	<b>\$13,341</b>	<b>\$15,671</b>	<b>\$16,783</b>	<b>\$1,016</b>	<b>\$135,986</b>



# COUNCIL REPORT

## Conrich Area Servicing

Electoral Division: 6

File: 5045-300

Date:	February 18, 2025
Presenter:	Jeannette Lee, Manager
Department:	Capital & Engineering Services

### REPORT SUMMARY

In 2023, owners of residential properties within Meadow Ridge Estates, an existing subdivision within the Hamlet of Conrich boundary, petitioned Council to install water and wastewater infrastructure for 16 parcels, funded through a future Local Improvement Tax (LIT). However, cost estimates revealed higher than anticipated expense per parcel. While Council approved the first reading of Borrowing Bylaw C-8420-2023 outlining the LIT on June 20, 2023, widespread concerns about affordability were raised, including an attempt from some owners to petition against the LIT.

At the May 14, 2024 Council meeting, Council directed Administration to explore alternative options to extend services in the Conrich area and reduce costs for Meadow Ridge residents:

*MOVED by Councillor Samra that Council directs Administration to defer the installation of infrastructure, water, and wastewater local improvement at Meadow Road in the Conrich Estates subdivision;*

***AND THAT Council directs Administration to explore other options for expanding water and wastewater services in the Conrich area, with a report to be brought back to Council by the end of Q3 in 2024.***

(Note: due to complexities and numerous servicing options for the area, an extension was granted by Council at the October 8, 2024 Council meeting for the report to be presented in Q1 of 2025.)

Administration initiated a preliminary servicing study for the expanded Conrich area, and a further evaluation of servicing options for Meadow Ridge Estates. These studies focused on assessing servicing needs for existing residents and potential new utility customers, current servicing requests and community demands, while also considering a broader view for future expansion and servicing requirement as development and growth continues, as is anticipated and outlined within the Conrich Area Structure Plan (ASP).

Options were explored for water and wastewater servicing, determining that costs to complete further wastewater servicing within the Conrich area would far exceed benefit. Due to geographical constraints, expansion of wastewater sewers would require the use of lift stations, adding significant cost with few benefitting users. It is recommended to allow future growth demand to determine the expansion of the wastewater sewer network.

Delivery of water servicing is attainable as water is a pressure system. The proposed water feedermain network through the core of Conrich would expand on existing infrastructure, creating a looped system to service 1,039 acres and 142 existing properties. The cost of this system is estimated at approximately \$7.75 M, supporting diverse land use and future expansion opportunities. A phased approach would

## Conrich Area Servicing

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integrate smaller-diameter mains for localized service connections, ensuring system integrity, continuous fire-flow coverage, and cost efficiencies.

Administration requests \$700,000 to support detailed engineering, land acquisition, and refined cost estimates for the Conrich water feedermain expansion. This investment would ensure the development of a resilient, adaptable, and future-ready water distribution network that meets the needs of both existing residents and future growth.

### ADMINISTRATION'S RECOMMENDATION

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THAT Council approves a budget adjustment of \$700,000 from the Local Government Fiscal Framework Grant to complete the detailed engineering and land acquisition required to expand the water feedermain network within Conrich, as per Attachment A.

THAT Council directs Administration to revisit Borrowing Bylaw C-8420-2023 and the Meadow Ridge Estates Local Improvement Tax (LIT) for 16 parcels, based on the revised engineering estimates, before the end of Q2 2025.

### BACKGROUND

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The community of Conrich is in the central east region of Rocky View County, bordering the east side of the City of Calgary and north of Chestermere. The Conrich ASP (currently under review, as per the direction of Council at the December 10, 2024 Council meeting) aims to provide guidance for land use, infrastructure development, and community design in this rapid growth development area of the County. It is essential to create well-structured, long-term, and comprehensive plans for the hamlet and surrounding area, ensuring phased, strategic expansion and local growth opportunities, considering both existing and future demands for infrastructure.

Water and wastewater servicing in the Conrich area currently serves Cambridge Estates and continues through to Prince of Peace. Expansion of the water feedermain to a looped system through the core of Conrich would allow for the optional servicing of existing residents, providing more reliable water servicing through times of emergency or maintenance, as well as would allow for fire coverage within the area. Wastewater expansion in the area, on the other hand, is more difficult as this is typically a gravity system. Due to geographical constraints, it is recommended that wastewater expansion be reviewed as development demands – growth demands growth.

Several servicing requests have been made from existing residents in the Conrich area, with a primary desire for water servicing. Aside from the Meadow Ridge community, of which made requests for expanded servicing through the LIT, requests for service have also been made from other facilities, namely the Khalsa School, and the Chestermere Christian Fellowship.

### ANALYSIS

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Based on the completed engineering studies, alignment for a water feedermain network was identified through the centre of the Conrich area, expanding on the existing feedermain and completing a looped system. This proposed alignment would effectively service a catchment area of approximately 1,039 acres, encompassing 142 existing properties and potential new utility customers of which range in size from country residential to large agricultural holdings (future subdivision and increased density expected per the ASP), demonstrating the system's ability to accommodate diverse land uses and scales efficiently. This alignment would also provide expansion possibilities throughout the greater Conrich area and an opportunity for further regional connections. Initial high-level estimates for the feedermain spine network are estimated at \$7.75M.

## Conrich Area Servicing

A phased, long-term service plan integrates existing residents, regional strategies, and levy-funded assets, featuring a looped water system for enhanced reliability, fire flow capacity, and service stability. A looped water distribution system offers improved reliability by ensuring continuous water circulation and reducing risks associated with single-line feeds. It enhances service stability during maintenance or emergencies and provides sufficient flow for fire protection. The phased implementation, starting with the regional feedermain network, will allow each community to connect to the network system, maintaining system functionality and accepting increased demands. Strategic planning of tie-ins is critical to prevent disruptions and ensure the network can accommodate growth efficiently.

With the completion of feedermain installations, servicing options to existing parcels could then be addressed through a phased approach. Smaller diameter mains would be connected at strategically placed tie-ins to the feedermain, providing interior networks for service connections. To protect the stability of the feedermain network, service connections should be limited to the smaller mains network. Reducing the number of tie-ins helps minimize the risk of failure and enhances overall system integrity. As well, great cost and operational efficiencies may be realized with controls and ties to smaller diameter pipes, aiding the feasibility of servicing existing residents.

The Meadow Ridge Estates subdivision was considered in this phased approach for servicing, and while the looped feedermain would provide greater reliability, an interior looped network may be constructed and connected through Cambridge Estates. This would reduce costs from the original LIT estimates, should the requesting residents wish to proceed with water and wastewater servicing. Based on high-level estimating, servicing costs of between \$4.5 M and \$5.6 M are anticipated for the 42 parcels. Residents should expect to pay approximately \$108,000 to \$134,000 per lot. Should the community wish to proceed with only water servicing the estimated cost would be approximately \$64,000 per lot, however future wastewater servicing costs would greatly increase due to expected inflation and duplicated work, likely leaving costs unreasonable. Note, these costs do not include water and wastewater connection fees that may be applied to allocate system capacity to individual lot owners, as per the Master Rate Bylaw (2024), a total of \$35,295 per lot.

Based on the above information and proposed phased construction, stages and cost estimating are broken down below:

### Existing Watermain – Attachment B

Existing 600 mm feedermain services Cambridge Estates and extends to Prince of Peace south of Highway 1.

### Proposed Feedermain – Attachment C

Proposed extension to the existing 600 mm feedermain on Conrich Road and again on Township Road 250, creating a looped system. Total estimated cost of \$7.75 M.

1. Township Road 250 – 400 mm Feedermain - east to west extension
  - a. The west extension provides service options to existing residents and future tie-in for expansion throughout the greater Conrich area and regional extension out to the OMNI reservoir, creating a 'back-up' loop once completed.
  - b. Estimated cost of \$3.75 M.
2. Conrich Road – 500 mm Feedermain – south to north extension
  - a. Completes the looped connection, also improving the reliability of the Prince of Peace and Cambridge Estates servicing. Provides opportunity for smaller loop creation to feed existing residents, including the Khalsa School.
  - b. Estimated cost of \$4.0 M.

## Conrich Area Servicing

### Proposed Meadow Ridge Estate Mains and Servicing – Attachment D

The Meadow Ridge community comprises 42 residential parcels, each approximately 2 acres in size. Of these, 16 parcels participated in the initiation of the LIT. The preliminary servicing plan, detailed in Attachment C, shows a phased construction approach to allow for servicing to advance to the initial 16 requesting parcels, should only the residents in Phase 1 of the community wish to proceed.

Due to the high costs for servicing in developed areas, we offer the below estimates for full servicing with water and sewer, and then water service only. While initially cost reduction would be achieved with only water servicing, efficiencies during construction would not be realized and the installation for sewer in the future would be greatly increased as trenching, rehabilitation and working around existing infrastructure would need to be completed once again.

1. Phase 1, Servicing 16 parcels
  - a. Water and wastewater running in parallel, 200 mm water main connected to the existing feeder main on Conrich Road, parallel connections will extend south into Cambridge Estates, ensuring adequate fire-flow.
    - i. This phase can utilize a standard gravity wastewater collection system that connects directly to the existing downstream infrastructure in Cambridge Estates. The current capacity of the regional system is sufficient, and no upgrades are required for this connection.
    - ii. Estimated cost of \$2.0 M, or approximately \$128,000,000 per lot.
  - b. Water servicing only, 200 mm watermain connected to the existing feedermain on Conrich Road, adequate fire-flow achieved.
    - i. Estimated cost of \$1.4 M, or approximately \$86,000 per lot.
2. Phase 2, Servicing 26 lots
  - a. Water and wastewater running in parallel, 200 mm watermain, looped through the community. Adequate fire-flow achieved for the current number of residents. This area cannot be easily serviced for wastewater by standard gravity mains due to topographical challenges. Options for sewer include the use of a local lift station, the use of low-pressure grinder pumps, or a gravity sewer connection that requires land acquisition.
    - i. Local Lift Station: Pump station (in front of private property) to pump flows from the constrained area into the gravity system established in Phase 1. Least desirable, most expensive.
    - ii. Low-Pressure Grinder Pumps: provides an alternative to a lift station by requiring grinder pumps for each home (similar to those used in Bragg Creek), reducing the scope of public infrastructure but adding individual homeowner equipment and cost.
    - iii. Land Acquisition: gravity sewer serving is possible with land acquisition but requires crossing two existing acreages in Meadow Ridge Estates as well as a County MR in Cambridge Park. Feasibility for land acquisition would need to be explored.
    - iv. Dual servicing with gravity sewer is estimated at approximately \$2.9 M or \$110,000 per lot.
  - b. Water servicing only, 200 mm watermain, looped through the community, adequate fire flow achieved.
    - i. Estimated cost of \$1.8 M, or approximately \$70,000 per lot.

### Future Phased Servicing – Attachment E

Future connections and extensions with watermain within localized community areas, servicing from the proposed 200 mm and 250 mm watermain. These areas could be divided into logical and serviceable areas as the requests and demands were presented. Servicing for the Khalsa School and Chestermere Christian Fellowship would be reviewed with this approach.



## Conrich Area Servicing

### COMMUNICATIONS / ENGAGEMENT

No communication or engagement is currently required.

### IMPLICATIONS

#### Financial

To provide the water feedermain network infrastructure, a substantial upfront investment would be required of the County. While a portion of the project may be funded through the County's levy structure, the remaining investment would need to be gained through additional funding mechanisms. These could include:

- **Grant Funding:** exploring provincial or federal grant opportunities to offset upfront expenditures.
- **Future Cost Recovery:** establishing cost recovery mechanisms tied to future development, ensuring that new projects contribute to infrastructure funding.
- **Master Rates Bylaw Connection Fees:** incorporation of costs into connection fees outlined in the *Master Rates Bylaw*, allocating a portion of the expenses to individual lot owners as they tie into the system.
- **Local Improvement Tax:** implementing an LIT to distribute costs among benefiting property owners. There is the potential for connection fees to become unfeasible for existing residents to tie into the regional system

By leveraging a combination of these approaches, the County could manage the financial burden of the project while ensuring sustainable infrastructure development and equitable cost distribution.

#### Other Implications

While the investment for the feedermain is significant, it can only be expected that the costs for construction will continue to rise, and as development increases in the area, land costs may increase and ease of construction decrease, also lending to additional cost in time.

The absence of fire suppression infrastructure in some developed areas further heightens safety risks, underscoring the urgency for comprehensive water servicing solutions. Additionally, dissatisfaction among landowners regarding the available service options poses a risk to community support, particularly if the proposed solutions are perceived as costly or insufficiently reliable.

### STRATEGIC ALIGNMENT

Key Performance Indicators			Strategic Alignment
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	SD2.2: Citizens satisfied with the County's defined service levels	Conrich area and Meadow Ridge landowners await the County's proposal for attainable servicing.
Effective Service Delivery	SD3: Citizens are satisfied with Public Engagement opportunities and availability of information	SD3.2: Citizens satisfied with the public engagement opportunities provided by the County	

## Conrich Area Servicing

Key Performance Indicators		Strategic Alignment
Effective Service Delivery	SD4: Services are continually assessed for improvements in cost efficiency, effectiveness, and customer experience	Progressive deep utility servicing to the Conrich area, in alignment with forecasted growth and sustainability needs.

### ALTERNATE DIRECTION

THAT Council directs Administration to revisit Borrowing Bylaw C-8420-2023 and the Meadow Ridge Estates Local Improvement Tax (LIT) for 16 parcels, as per the original petition, before the end of Q2 2025.

#### *Benefits*

The original request of servicing 16 lots in Meadow Ridge Estates would be addressed, and would provide fire suppression services in the area.

#### *Disadvantages*

There is lesser benefit to servicing only 16 lots of the full 42 lots and not averaging costs across a greater number. Costs would be approximately \$128,000 per lot, not including connection fees per the *Master Rates Bylaw*.

#### *Risks*

After preparing Borrowing Bylaw C-8420-2023 as per the original LIT petition, widespread concerns about affordability were raised, including an attempt from some owners to petition against the LIT.

### ATTACHMENTS

Attachment A: Budget Adjustment Form  
Attachment B: Existing Service  
Attachment C: Proposed Feedermain  
Attachment D: Meadow Ridge Estate Servicing Plan  
Attachment E: Future Phased Servicing

### APPROVALS

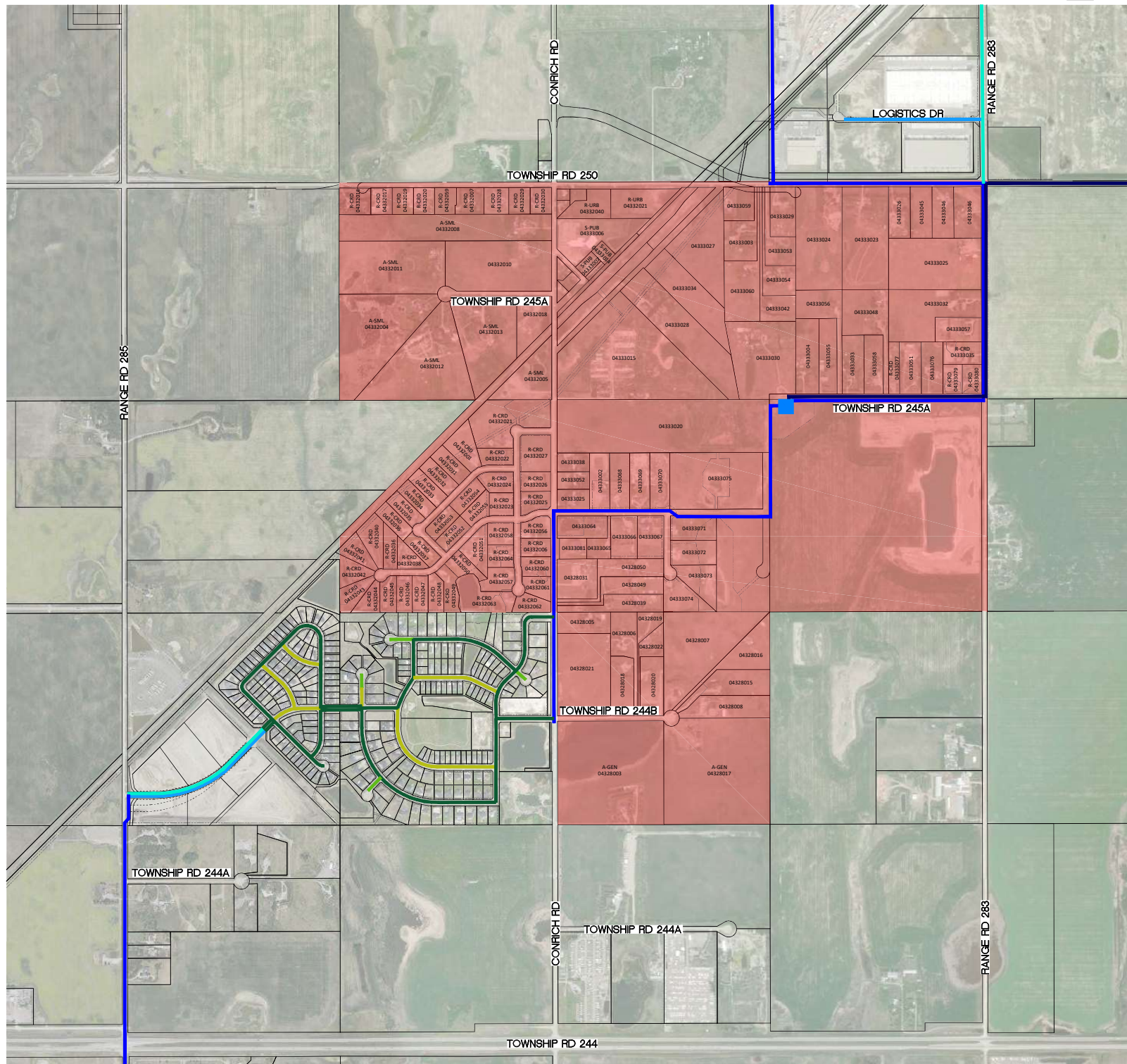
Manager:	Jeannette Lee, Capital & Engineering Services
Executive Director/Director:	Byron Riemann, Chief Operating Officer
Chief Administrative Officer:	Reegan McCullough, Chief Administrative Officer

**ROCKY VIEW COUNTY**  
**BUDGET ADJUSTMENT REQUEST FORM**  
**BUDGET YEAR: 2025**

Description	Budget Adjustment
EXPENDITURES: Conrich Area Servicing Engineering & Detail Design	700,000
<b>TOTAL EXPENSE:</b>	<b>700,000</b>
REVENUES: Local Government Fiscal Framework (LGFF and former MSI) Funding	(700,000)
<b>TOTAL REVENUE:</b>	<b>(700,000)</b>
<b>NET BUDGET REVISION:</b>	<b>0</b>
<b>REASON FOR BUDGET REVISION:</b> Budget Adjustment for the Conrich Area Servicing	
<b>AUTHORIZATION:</b>  <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>Chief Administrative Officer: _____            Reegan McCullough</p> <p>Acting Executive Director Corporate _____            Issy Agbonkhese</p> <p>Chief Operating Officer _____            Byron Riemann</p> </div> <div style="width: 45%;"> <p>Council Meeting Date: _____</p> <p>Council Motion Reference: _____</p> <p>Date: _____</p> </div> </div>	

Budget AJE No: \_\_\_\_\_

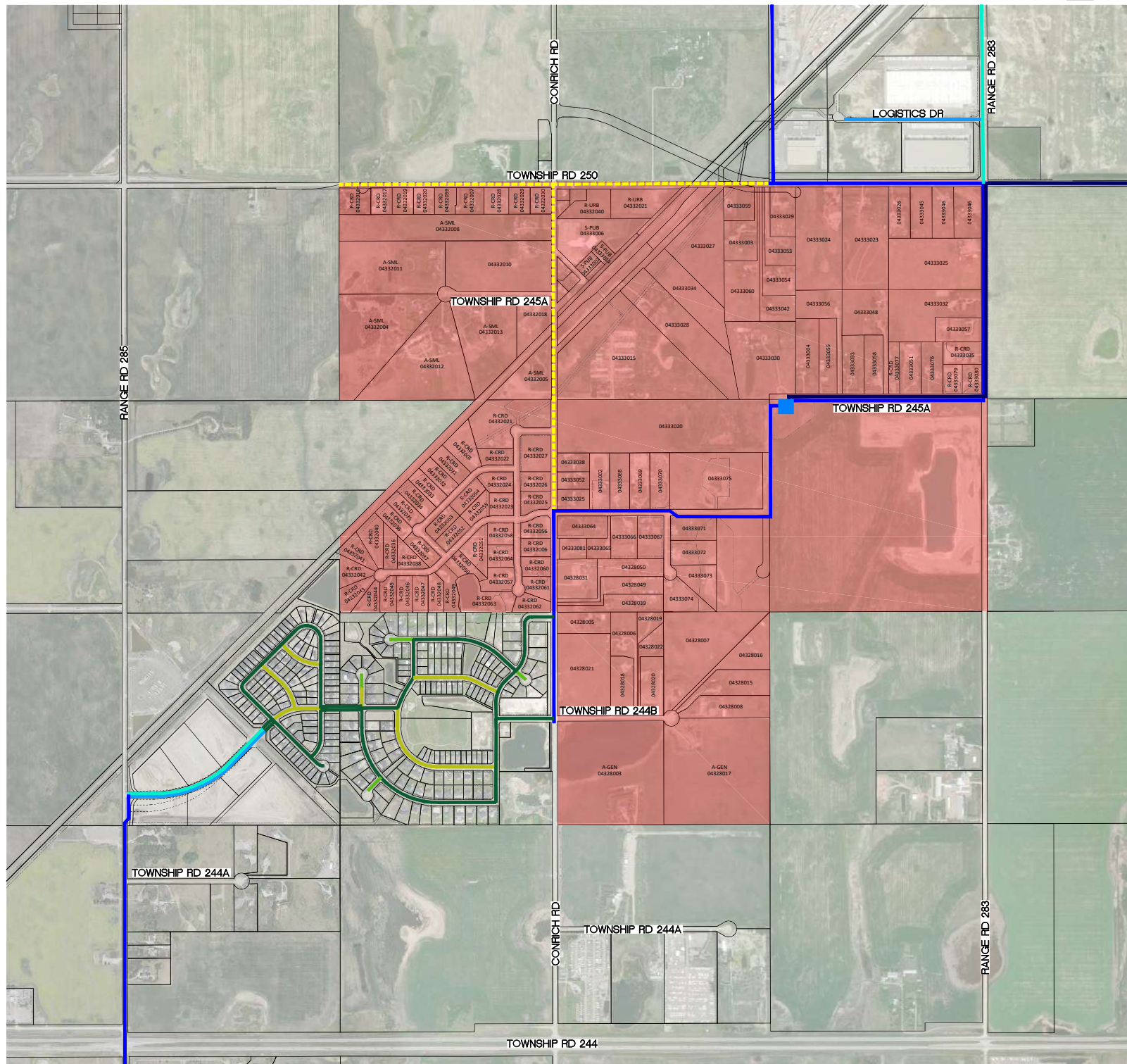
Posting Date: \_\_\_\_\_



## LEGEND

- INDICATES EXISTING PROPERTY LINE
- - - INDICATES EXISTING RIGHT OF WAY
- INDICATES PROPOSED SERVICE AREA
- INDICATES EXISTING 600mm WATERMAIN
- INDICATES EXISTING 400mm WATERMAIN
- INDICATES EXISTING 300mm WATERMAIN
- INDICATES EXISTING 250mm WATERMAIN
- INDICATES EXISTING 200mm WATERMAIN
- INDICATES EXISTING 100mm WATERMAIN
- INDICATES EXISTING 300mm TRANSMISSION MAIN
- INDICATES EXISTING PUMP STATION

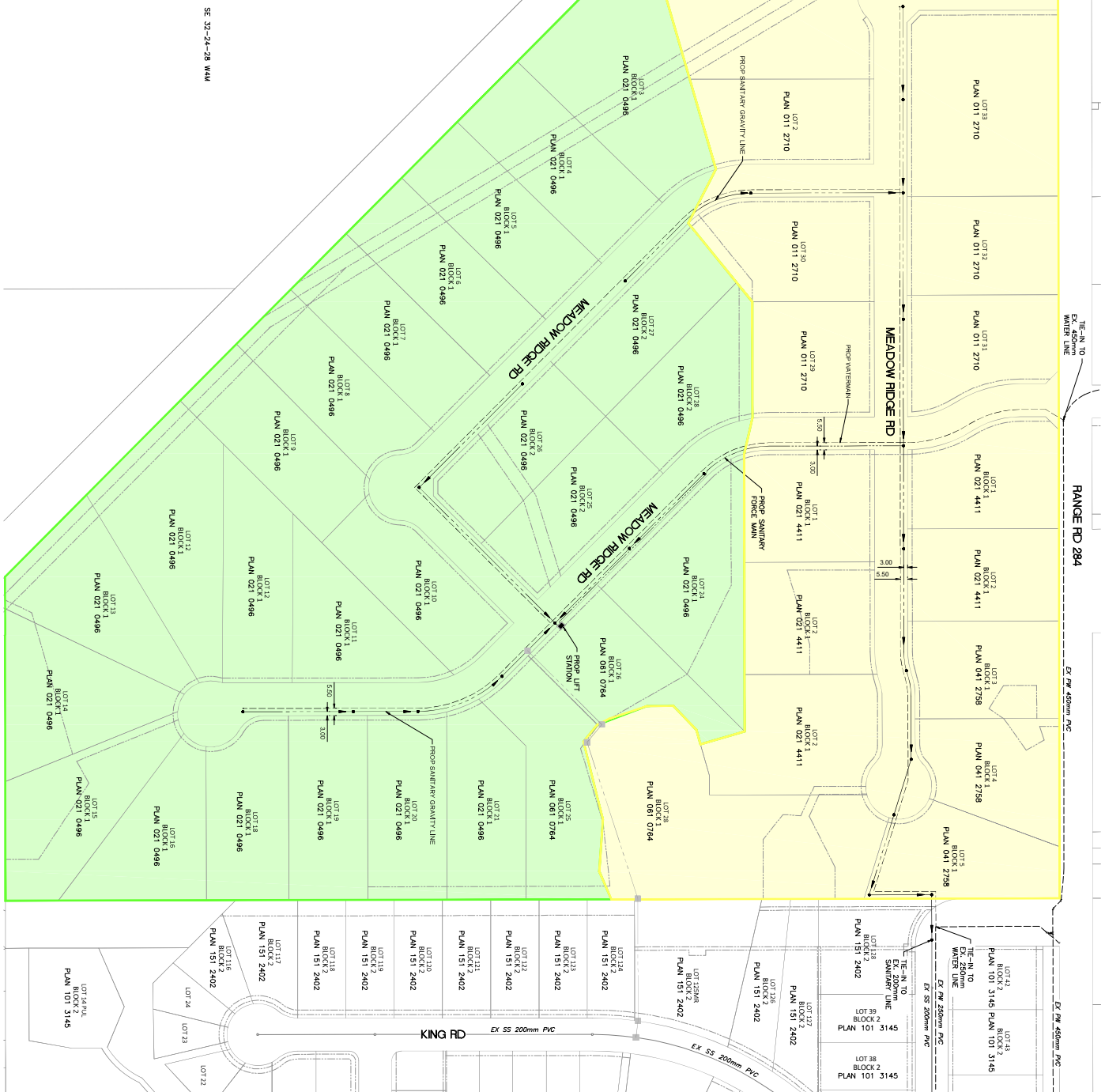













## LEGEND

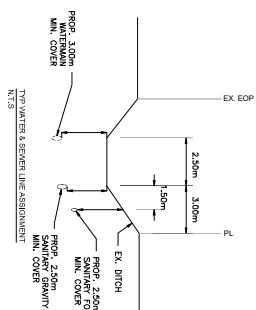
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- - -	INDICATES EXISTING RIGHT OF WAY	—	INDICATES PROPOSED REGIONAL WATERMAIN
■	INDICATES EXISTING 600mm WATERMAIN		
■	INDICATES EXISTING 400mm WATERMAIN		
■	INDICATES EXISTING 300mm WATERMAIN		
■	INDICATES EXISTING 250mm WATERMAIN		
■	INDICATES EXISTING 200mm WATERMAIN		
■	INDICATES EXISTING 100mm WATERMAIN		
■	INDICATES EXISTING 300mm TRANSMISSION MAIN		
■	INDICATES EXISTING PUMP STATION		





## LEGEND

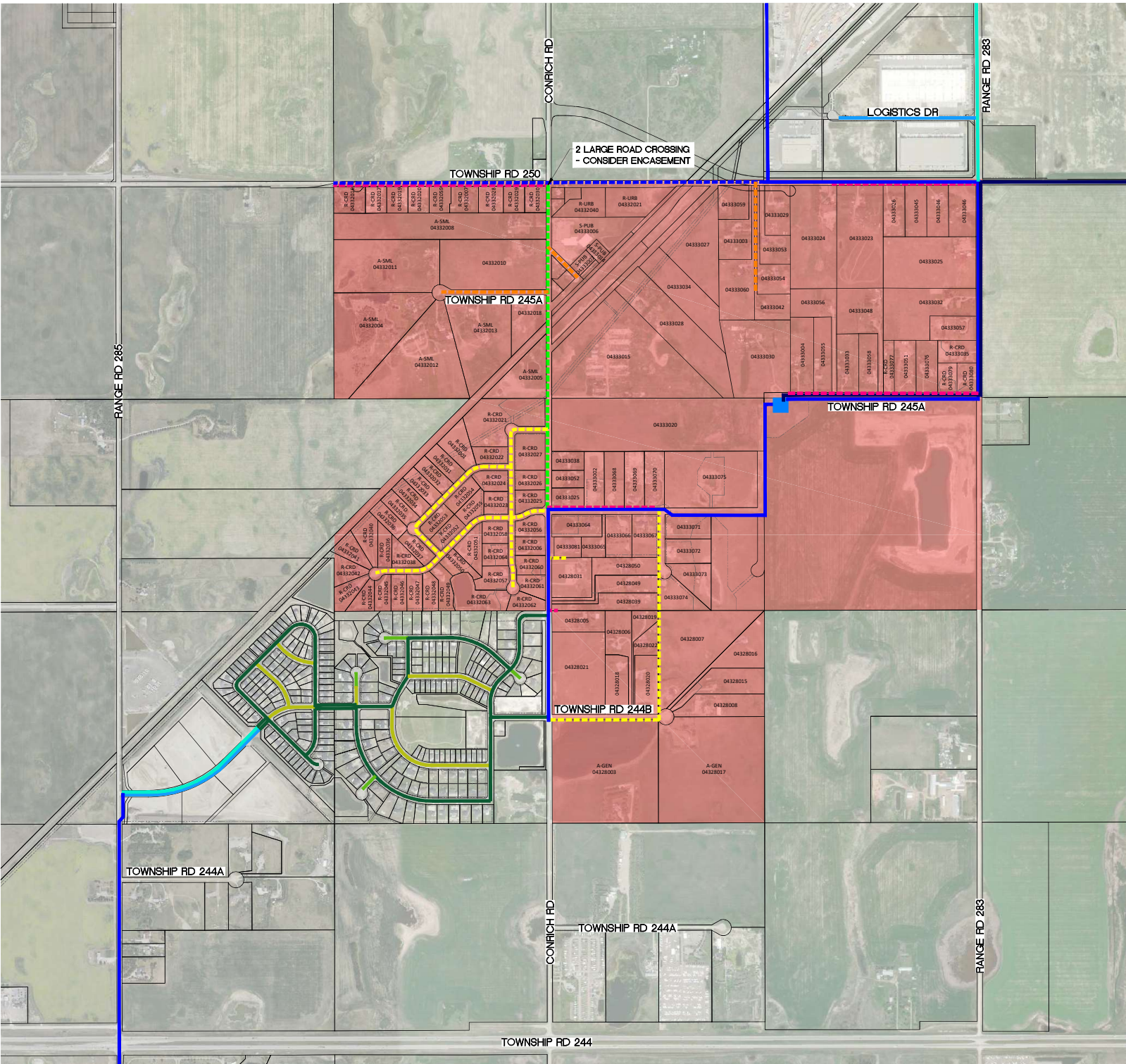
- |   |  |
|---|--|
|  | INDICATES EXISTING PROPERTY LINE         |
|  | INDICATES EXISTING RIGHT OF WAY          |
|  | INDICATES PROPOSED 200mm WATERWAY        |
|  | INDICATES PROPOSED SANITARY GRAVITY LINE |
|  | INDICATES PROPOSED SANITARY FORCE MAIN   |
|  | INDICATES PROPOSED LIFT STATION          |
|  | INDICATES PROPOSED SANITARY MANHOLE      |
|  | INDICATES PROPOSED PHASE 1               |
|  | INDICATES PROPOSED PHASE 2               |



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CON:

ATTACHMENT E: FUTURE PHASED SERVICING



LEGEND

	INDICATES EXISTING PROPERTY LINE		INDICATES PROPOSED SERVICE AREA
	INDICATES EXISTING RIGHT OF WAY		INDICATES PROPOSED 500mm WATERMAIN
	INDICATES EXISTING 600mm WATERMAIN		INDICATES PROPOSED 400mm WATERMAIN
	INDICATES EXISTING 400mm WATERMAIN		INDICATES PROPOSED 300mm WATERMAIN
	INDICATES EXISTING 300mm WATERMAIN		INDICATES PROPOSED 250mm WATERMAIN
	INDICATES EXISTING 250mm WATERMAIN		INDICATES PROPOSED 200mm WATERMAIN
	INDICATES EXISTING 200mm WATERMAIN		INDICATES PROPOSED 100mm WATERMAIN
	INDICATES EXISTING 100mm WATERMAIN		
	INDICATES EXISTING 300mm TRANSMISSION MAIN		
	INDICATES EXISTING PUMP STATION		



# COUNCIL REPORT

## 2025 Master Rates Bylaw C-8609-2025

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Electoral Division: All

File: N/A

Date:	February 18, 2025
Presenter:	Adrienne Wilson, Supervisor Taxation & Receivables
Department:	Financial Services

### REPORT SUMMARY

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The *Municipal Government Act* authorizes Council to establish bylaws regarding services provided by Rocky View County, including the fees charged for those services.

The *Master Rates Bylaw* consolidates the established list of fees assigned to certain County services and is reviewed annually as part of the County's budgeting process. Review of County fees are in alignment with User Fee Policy C-224. Administration recommends the adoption of *Master Rates Bylaw* C-8609-2025, which would repeal Bylaw C-8515-2024.

Should Council adopt the proposed Bylaw C-8609-2025, it would become effective on March 1, 2025.

### ADMINISTRATION'S RECOMMENDATION

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THAT Bylaw C-8609-2025 be given first reading.

THAT Bylaw C-8609-2025 be given a second reading.

THAT Bylaw C-8609-2025 be considered for third reading.

THAT Bylaw C-8609-2025 be given third and final reading.

### BACKGROUND

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A municipality has limited revenue streams, with property tax and user fees being the primary sources that a Council can regulate. On November 28, 2024, Council approved the 2025 Operating and Capital Budget, which included user fee increases. The approved fee increases allow the County to recover the cost of providing services based, in part, on the inflation rate and ensure service levels are maintained at a minimum standard. Ideally, a fee increase will also enable service improvements and/or expansion.

Municipal user fees are standard in urban and rural areas. Local governments collect fees to cover the cost of services, such as waste collection, water supply, and maintenance of public spaces. Fees can vary depending on where constituents reside and the type of services required.

### ANALYSIS

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The County carefully considers how the approved budget is allocated, including conducting a thorough review of any changes needed to the fees. Most fees for 2025 were approved as part of the 2025 Operating and Capital Budget and are incorporated into the proposed bylaw to ensure clarity and transparency, except for the reduction of the boundary adjustment fee from \$510 to \$500. This reduction was made after the approval of the 2025 Operating and Capital Budget.



## 2025 Master Rates Bylaw C-8609-2025

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Administration acknowledges that adjustments to the utility rates for 2025 are not included in the *Master Rates Bylaw*. The utility rates will be brought to Council on March 4, 2025, for further consideration.

The following departments have proposed changes to fees:

### *Cemeteries*

- 3% fee increases in select categories per the Master Plan.

### *Pets & Animals*

- Animal impound fees added due to a change in agreement with the Cochrane Humane Society.
- Includes the fee for replacement dog tags and vicious dog licenses, originally overlooked when dog licensing was reimplemented in 2023.

### *Enforcement*

- Increase in rate for community peace office per hour due to increased cost of officers and fuel.

### *Finance*

- Service fee increase for returned cheques, tax certificates, and registered tax notifications.

### *Planning & Development*

- Changes in the rate for residential and commercial compliance stamps.
- Minor reduction of boundary adjustment fee per lot or title to align with the endorsement fee when adjusting two lots.

### *Recreation, Parks & Community Support*

- An increase in the rate for commercial and filming permits due to industry market review.

### *Roads*

- Removal of Rip Rap from gravel sales as the material is no longer available.
- Fee added for a single trip overweight or over-dimension permit to the bylaw.

### *Water & Sewer*

- Removal of the Wintergreen water supply as it is now included in Bragg Creek water service rates.
- Increase in the flat fee and sewer rate of Bragg Creek sewer service costs for the drum screen rate recovery.

## COMMUNICATIONS / ENGAGEMENT

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The proposed bylaw would be published on the County's website to ensure it is accessible to the public.

## IMPLICATIONS

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### **Financial**

The proposed fee changes align with the approved 2025 Operating and Capital Budget and direction provided by Council.

2025 Master Rates Bylaw C-8609-2025

STRATEGIC ALIGNMENT

Key Performance Indicators			Strategic Alignment
Financial Prosperity	FP2: Ensuring County remains financially sustainable for future generations	Choose an item.	This annual exercise establishes the list of fees assigned to certain County services and is reviewed annually as part of the County’s budgeting process to ensure effective service delivery.

ALTERNATE DIRECTION

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

ATTACHMENTS

- Attachment A: Summary of 2025 Proposed Changes to Master Rate Fees
- Attachment B: Proposed 2025 *Master Rates Bylaw C-8609-2025*

APPROVALS

Manager:	Isedua Agbonkhese, Acting Executive Director Financial Services
Executive Director/Director:	Isedua Agbonkhese, Acting Executive Director Financial Services
Chief Administrative Officer:	Reegan McCullough, Chief Administrative Officer



## 2025 PROPOSED CHANGES TO MASTER RATE FEES

DIVISION	DEPARTMENT	2024 RATE	2025 PROPOSED RATE	TOTAL REVENUE IMPACT	FEE DESCRIPTION	THE RATIONALE FOR THE PROPOSED RATE CHANGE
Community Services	Planning	<del>\$150.00 Residential</del> <del>\$250.00 Commercial</del>	\$180.00 Residential \$300.00 Commercial	\$40,700	Compliance Stamp	Compliance Stamp fees for residential & non-residential are being increased.
Community Services	Planning	<del>\$540.00</del>	\$500.00	-	Boundary Adjustment; per lot or title	Minor reduction to align with endorsement fee when adjusting two lots. An additional \$20 charge (\$10 per lot) also creates additional costs for the County over transferring the appeal deposit over to the endorsement fee.
Community Services	Enforcement Services	<del>\$75.00</del>	\$85.00	-	Community peace officer; per hour	Traffic Control for events increases. The cost of officers and fuel has increased since the last master rate increase. Based on historic volumes, there has been no revenue impact.
Chief Administrative Office	Recreation, Parks & Community Support	<del>\$350.00</del>	\$1,000.00	-	Commercial and Filming	Industry market rate based on 2023 review. The budget stays the same based on the projected reduction in permits due to changes in special event bylaws.

DIVISION	DEPARTMENT	2024 RATE	2025 PROPOSED RATE	TOTAL REVENUE IMPACT	FEE DESCRIPTION	THE RATIONALE FOR THE PROPOSED RATE CHANGE
Financial & Business Services	Assessment Services	<del>\$250.00 — \$650.00</del>	\$650.00	-	Assessment Complaint Fee	The Non-Residential Compliant Fee used to be based on the assessment value of properties but is now fixed. Based on historic volumes, there has been no revenue impact.
Financial & Business Services	Finance Services	<del>\$30.00</del>	\$40.00	\$52,700	Tax Certificate	A \$10 rate increase indicates the average rate for the same service in eight like-sized municipalities across Alberta.
Financial & Business Services	Finance Services	<del>\$25.00</del>	\$45.00	\$2,500	Tax Notification	A \$20 rate increase indicates the average rate for the same service in eight like-sized municipalities across Alberta.
Financial & Business Services	Finance Services	<del>\$25.00 (first account)</del> <del>\$7.50 (additional account affected)</del>	\$35.00 (first account) \$10.00 (additional account affected)	\$1,100	Returned Cheque	Rocky View has decided to use the average regional municipality NSF charges. This accounts for the economics of scale in processing transactions.
Infrastructure Services	Cemetery Services	*See Cemetery Breakdown Below	*See Cemetery Breakdown Below	\$100,000	Burial/Cremation Lots	3% Increase (Master Plan)
Infrastructure Services	Cemetery Services	*See Cemetery Breakdown Below	*See Cemetery Breakdown Below	\$50,000	Interment/Inurnment Fee's	3% Increase (Master Plan)
Infrastructure Services	Cemetery Services	*See Cemetery Breakdown Below	*See Cemetery Breakdown Below	\$20,000	Niche/Additional services	3% Increase (Master Plan)

DIVISION	DEPARTMENT	2024 RATE	2025 PROPOSED RATE	TOTAL REVENUE IMPACT	FEE DESCRIPTION	THE RATIONALE FOR THE PROPOSED RATE CHANGE
Community Services	Enforcement Services	<del>\$0.00</del>	\$10.00	\$7,000	Replacement Tag	The fee for dog licensing was missed when it was reimplemented.
Community Services	Enforcement Services	<del>\$0.00</del>	\$300.00	\$0	Vicious Dog Licenses	The fee for dog licensing was missed when it was reimplemented.
Community Services	Enforcement Services	<del>\$250.00</del>	\$60.00(first impoundment) \$75.00(second impoundment) \$100.00(third impoundment) \$125.00(fourth impoundment)	-	Reclaim Impounded Animal	The Humane Society provides the service and bills us for it. RVC is supposed to collect a revenue portion but is netted in the expense as a "discount." Based on historic volumes, there has been no revenue impact.
Infrastructure Services	Utility Services	<del>Flat Fee: \$25.00</del> <del>Sewer Rate: \$7.581/m3</del>	Flat Fee: \$27.00 Sewer Rate: \$11.889/m3	\$105,000		Drum Screen Replacement Rate Rider.

**\*Cemetery Proposed Master Rate Fee Changes**

Fee Description	Rate		Rationale for proposed rate change
Burial Lots (4'x9') - Garden of Peace Cemetery			
Flat marker lot	<del>\$3,299.08</del> \$3,398.05	+ GST	3% increase. (Master Plan).
Upright monument lot without cement base	<del>\$3,774.97</del> \$3,888.22	+ GST	3% increase. (Master Plan).
Upright monument lot with cement base (limited available)	<del>\$4,087.04</del> \$4,209.65	+ GST	3% increase. (Master Plan).
Plot upgrade (from Flat marker lot to upright monument lot where able)	<del>\$475.89</del> \$490.17	+ GST	3% increase. (Master Plan).
Cremation lots (4'x2' or 4'x4') - Garden of Peace Cemetery			
Flat marker lot, holds up to two urns (Gardens of Memory & Remembrance)	<del>\$2,280.25</del> \$2,348.66	+ GST	3% increase. (Master Plan).
Flat marker lot, holds up to four urns	<del>\$3,002.82</del> \$3,092.90	+ GST	3% increase. (Master Plan).
Upright monument lot, holds up to four urns (limited available)	<del>\$3,539.03</del> \$3,645.20	+ GST	3% increase. (Master Plan).
Field of Honour - Garden of Peace Cemetery (Veteran Only) Must provide proof of Military Service			
Flat marker lot (50% of regular price flat marker lot)	<del>\$1,649.55</del> \$1,699.04	+ GST	3% increase. (Master Plan).
Cremation lot (1/3 size of regular plot)	<del>\$1,099.70</del> \$1,132.69	+ GST	3% increase. (Master Plan).

Fee Description	Rate	Rationale for proposed rate change	
<b>Child Lot (3yrs to 12yrs - full size plot)</b>			
Flat marker lot	<del>\$1,649.55</del> \$1,699.04	+ GST	3% increase. (Master Plan).
Upright monument lot without cement base	<del>\$1,887.47</del> \$1,944.11	+ GST	3% increase. (Master Plan).
Upright monument lot with cement base (limited available)	<del>\$2,043.52</del> \$2,104.83	+ GST	3% increase. (Master Plan).
Plot Upgrade (from Flat marker to Upright monument where able)	<del>\$237.95</del> \$245.09	+ GST	3% increase. (Master Plan).

<b>Infant Lot (up to 2yrs or 4' Casket, 1/2 plot)</b>			
Flat marker lot (4'x4')	<del>\$1,154.69</del> \$1,189.33	+ GST	3% increase. (Master Plan).
Upright monument lot (where able)	<del>\$1,430.48</del> \$1,473.39	+ GST	3% increase. (Master Plan).
<b>Interment/Inurnment Fee's - Garden of Peace Cemetery</b>			
<b>Casket Burial</b>			
Summer (May to October) Adult Single Depth	<del>\$1,083.84</del> \$1,116.36	+ GST	3% increase. (Master Plan).
Winter (November to April) Adult Single Depth	<del>\$1,379.79</del> \$1,421.18	+ GST	3% increase. (Master Plan).
Summer (May to October) Adult Double Depth (1st Burial)	<del>\$1,564.79</del> \$1,611.73	+ GST	3% increase. (Master Plan).



Fee Description	Rate		Rationale for proposed rate change
Winter (November to April) Adult Double Depth (1st Burial)	<del>\$1,860.73</del> \$1,916.55	+ GST	3% increase. (Master Plan).
Summer (May to October) Adult Double Depth (2nd Burial)	<del>\$1,083.84</del> \$1,116.36	+ GST	3% increase. (Master Plan).
Winter (November to April) Adult Double Depth (2nd Burial)	<del>\$1,379.79</del> \$1,421.18	+ GST	3% increase. (Master Plan).
Summer (May to October) Child	<del>\$579.15</del> \$596.52	+ GST	3% increase. (Master Plan).
Winter (November to April) Child	<del>\$717.26</del> \$738.78	+ GST	3% increase. (Master Plan).
Summer (May to October) Infant Under 2yrs	<del>\$294.53</del> \$303.37	+ GST	3% increase. (Master Plan).
Winter (November to April) Infant Under 2yrs	<del>\$393.19</del> \$404.99	+ GST	3% increase. (Master Plan).
<b>Niche</b>			
Opening/Closing	<del>\$265.81</del> \$273.78	+ GST	3% increase. (Master Plan).
Opening/Closing - Additional Urns during same service/niche	<del>\$132.91</del> \$136.90	+ GST	3% increase. (Master Plan).
<b>Cremated Remains (Ashes)</b>			
Summer (May to October) In Ground Inurnment	<del>\$474.17</del> \$488.40	+ GST	3% increase. (Master Plan).
Winter (November to April) In Ground Inurnment	<del>\$572.83</del> \$590.01	+ GST	3% increase. (Master Plan).
<b>Additional Services</b>			

Fee Description	Rate	Rationale for proposed rate change	
Saturday Service Fee - Casket service	<del>\$1,025.23</del> \$1,055.99	+ GST	3% increase. (Master Plan).
Saturday Service Fee - Urn/Scattering/Infant/Child	<del>\$417.68</del> \$430.21	+ GST	3% increase. (Master Plan).
Weekday Service Overtime Charge (arrival at or after 3 p.m.; per half hour)	<del>\$255.00</del> \$262.65	+ GST	3% increase. (Master Plan).
Seasonal Services: Snow removal around gravesite	<del>\$186.06</del> \$191.64	+ GST	3% increase. (Master Plan).



# **BYLAW C-8609-2025**

**A bylaw of Rocky View County, in the Province of Alberta, to establish the rates and fees charged for providing various municipal goods and services.**

**NOW THEREFORE** the Council of Rocky View County enacts as follows:

## **Title**

- 1 This bylaw may be cited as the *Master Rates Bylaw*.

## **Definitions**

- 2 Words in this bylaw have the same meaning as set out in the *Municipal Government Act* except for the definitions provided in Schedule 'A' of this bylaw.
  - (1) **"Chief Administrative Officer"** means the Chief Administrative Officer of Rocky View County according to the *Municipal Government Act* or their authorized delegate; and
  - (2) **"Municipal Government Act"** means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced occasionally.

## **Effect**

- 3 Rocky View County establishes the rates and fees set out in Schedule 'A' attached to and forming part of this bylaw.
- 4 The Chief Administrative Officer may waive or excuse an individual from paying all or part of a rate or fee set out in Schedule 'A' of this bylaw if, in the opinion of the Chief Administrative Officer:
  - (1) Facts were not disclosed which should have been disclosed at the time the fee was considered; or
  - (2) Extenuating circumstances warrant a waiver or excusal.
- 5 If any provision of this bylaw is declared invalid for any reason by a court of competent jurisdiction, all other provisions of this bylaw will remain valid and enforceable.

## **Repeal and Effective Date**

- 6 Bylaw C-8515-2024 is repealed upon this bylaw passing and coming into full force and effect.
- 7 Bylaw C-8609-2025, the *Master Rates Bylaw*, is passed when it receives a third reading and is signed according to the *Municipal Government Act*.
- 8 Bylaw C-8609-2025, the *Master Rates Bylaw*, comes into full effect on March 1, 2025.



READ A FIRST TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_ , 2025.

READ A SECOND TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_ , 2025.

*UNANIMOUS PERMISSION FOR THIRD READING this* \_\_\_\_\_ day of \_\_\_\_\_ , 2025.

READ A THIRD TIME IN COUNCIL this \_\_\_\_\_ day of \_\_\_\_\_ , 2025.

\_\_\_\_\_  
Reeve

\_\_\_\_\_  
Chief Administrative Officer or Designate

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



**SCHEDULE 'A'**

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Agricultural Services		
Fee Description		Rate
<b>Rentals</b>		
Tree planting machine		
1.	Rental; per day	\$50.00 + GST
2.	Damage deposit	\$150.00
Agriculture pest trap		
3.	Rental; per week after two weeks	\$25.00 + GST
4.	Damage deposit	\$125.00
Water well measuring tape		
5.	Rental; per week after two weeks	\$25.00 + GST
6.	Damage deposit	\$125.00
Back pack sprayer		
7.	Rental; per day	\$25.00 + GST
8.	Damage deposit	\$125.00
Pasture sprayer		
9.	Rental, first day	\$250.00 + GST
10.	Rental, each additional day	\$100.00 + GST
11.	Damage deposit	\$1,000.00
<b>Other</b>		
12.	Bat box	\$30.00 + GST
13.	Gopher traps and bait	Actual costs
14.	Grass seed	Actual costs
15.	Green Acreages guide	\$30.00 + GST
16.	Landowner weed control agreement sign (each)	\$15.00 + GST
17.	Weed Identification in Alberta booklet	\$3.00 + GST
18.	Weed spraying after a weed notice is issued	\$50.00 + Actual costs + GST
19.	Soil and hay sampler deposit	\$125.00 + GST
20.	Twine for weed-free hay	Actual costs



## Appeal of a Development, Subdivision, or Enforcement Decision

Fee Description		Rate
21.	Appeal of a Development Authority decision; filed by landowner	\$350.00
22.	Appeal of a Development Authority decision; filed by affected party	\$250.00
23.	Appeal of a Stop Order issued by the Development Authority	\$500.00
24.	Appeal of a Subdivision Authority decision* * Paid at time of subdivision application and credited to endorsement fee if no appeal is filed.	\$1,000.00
25.	Appeal of a Compliance Order issued as per sections 545 and 546 of the <i>Municipal Government Act</i>	\$500.00
26.	Appeal under the <i>Agricultural Pests Act</i>	\$100.00
27.	Appeal under the <i>Weed Control Act</i>	\$500.00



Assessment	
Fee Description	Rate
<b>Request for assessment information</b>	
28. Staff time; per hour	\$50.00 + GST
29. Document copying – first page	\$5.00
30. Document copying – each subsequent page	\$1.00



Assessment Complaint Fees		
Fee Description		Rate
31.	Farmland	\$50.00
32.	Residential - 3 or fewer dwellings	\$50.00
33.	Residential – 4 or more dwellings	\$650.00
34.	Non-residential	\$650.00



Building Permits & Inspections		
Fee Description		Rate
35. Safety Codes Levy fee - applicable on all permit and inspection fees. Excluded on penalty and administration fees. (Minimum fee of \$4.50, Maximum fee of \$560)		4% of fee
<b>Residential construction; Single Family dwellings, Duplexes, Multi-family, Accessory dwelling units (detached), Manufactured homes, Relocated homes, Additions (renovations that add square footage to the building)</b>		
36. Floor Area: developed living area (includes additions, enclosed deck/porch areas) (per square foot)		\$0.58
37. Attached garage; per square foot		\$0.40
38. Basement floor area; undeveloped (per square foot)		\$0.30
39. Basement floor area: developed / finished living area (per square foot)		\$0.58
40. Deck, porch or covered canopy (per square foot) <i>See 'Floor Area': developed living area' for enclosed deck and porch spaces</i>		\$0.30
41. Renovation (within an existing building, no new square footage added); including basement development renovations (per square foot)		\$0.40
42. Fireplace or wood stove; each		\$160.00
43. Accessory buildings (Residential)- unfinished / undeveloped, less than 592 sf (55m <sup>2</sup> ); Sheds, detached garages, storage garages etc. (per square foot)		\$0.30
44. Accessory buildings (Residential)- unfinished / undeveloped, greater than 592 sf (55m <sup>2</sup> ); Sheds, detached garages, storage garages etc. (per square foot)		\$0.40
45. Accessory buildings (Residential) - finished / developed living space; Sheds, detached garages, storage garages etc. (per square foot)		\$0.58
46. Farm building or private riding arena		\$80.00
<b>Commercial, Institutional, or industrial; New construction, renovations, additions, Tenant Bay Development, Equestrian Centres</b>		
47. Institutional, commercial, or industrial; per \$1,000 construction cost		\$10.50
48. Change of Use; per \$1,000 construction cost		\$10.50



Fee Description		Rate
<b>Building Permits - Miscellaneous Permits</b>		
49.	Minimum charge permit fee	\$160.00
50.	Solar panel Installation - mounted on a building structure <i>Electrical permit may also be required</i>	\$80.00
51.	Hot Tub Installation- Electrical permit may also be required. <i>*For installations on a new deck, please also refer to deck permitting fees</i>	\$80.00
52.	Swimming Pool <i>Electrical and gas permits may also be required</i>	\$160.00
53.	Demolition permit	\$160.00
54.	Foundation permit <i>May be requested with a full permit application submission</i>	\$100.00
55.	Tent; per property/event (minimum fee \$160); total per property/event fundraising activities by non-profits exempt (per square foot)	\$0.10
56.	Stage; per property/event, required for platforms higher than 1.2 m from the ground or adjacent surface; fundraising activities by non-profits exempt (per event)	\$160.00
57.	Bleachers; per property/event; fundraising activities by non-profits exempt (per event)	\$160.00
58.	Hydronic heating	\$160.00
59.	Geothermal heating; per \$1,000 of system installation	\$9.00
<b>Building Permits - Other Fees</b>		
60.	Changes to an issued Building or Subtrade permit; contractor change, scope of work changes etc. (per event)	\$50.00
61.	Re-examine plans	10% of original fee
62.	Land Titles Certificate	\$15.00
63.	Re-inspection fee (Building and Subtrade permits) - Safety Codes Officer needs to be recalled for inspection due to: <ul style="list-style-type: none"> <li>a. no access to the project for a scheduled inspection; or</li> <li>b. project not ready for inspection at time of scheduled inspection (including previous deficiencies not corrected, incomplete work, work to be inspected is covered); or</li> <li>c. additional inspection trips for complex construction, progress inspections or additional inspections.</li> </ul>	
64.	First occurrence	\$160.00





Fee Description		Rate
<b>Building Permits – Other Fees – continued</b>		
65.	Second / subsequent occurrences	\$260.00
66.	Failure to call for an inspection when required by a Safety Codes Officer (Building and Subtrade permits)	\$260.00
67.	Starting construction without an issued Permit	20% increase of permit fee (per discipline)
68.	Ignoring a stop work notice, or unauthorized removal of a stop work notice; first occurrence (Building and Subtrade permits)	\$500.00
69.	Ignoring a stop work notice, or unauthorized removal of a stop work notice; subsequent occurrences in same calendar year (Building and Subtrade permits)	\$1,000.00
70.	Occupying a building prior to occupancy being granted by a safety codes officer first offence	\$500.00
71.	Occupying a building prior to occupancy being granted by a safety codes officer second and subsequent offences and each additional offence by same contractor in a calendar year	\$1,000.00
72.	Void - permit advisory stamp	\$30.00
73.	Pre-application meeting; per hour	\$160.00
74.	Alberta Building Code variance; buildings under 6,458 ft <sup>2</sup> (600m <sup>2</sup> )	\$320.00
75.	Alberta Building Code variance; buildings over 6,458 ft <sup>2</sup> (600m <sup>2</sup> )	\$1,600.00
<b>Permit Renewal and Extensions</b> All permits expire within one year from the date of issuance. If a permit expires / is closed before all required inspections are completed and passed, renewal fees will apply to reactivate / re-open the permit(s) for an additional one year from date of renewal.		
<b>Building permit: renewal fee to reactivate/ re-open</b>		
76.	First occurrence	\$160.00
77.	Second and subsequent occurrences	37% of original fee
78.	Electrical permit: renewal fee to reactivate/ re-open; if original permit term had minimum of one inspection performed that passed in compliance. Otherwise, standard permit fees apply.	\$160.00
79.	Gas permit: renewal fee to reactivate/ re-open; if original permit term had minimum of one inspection performed that passed in compliance. Otherwise, standard permit fees apply.	\$160.00
80.	Plumbing permit: renewal fee to reactivate/ re-open; if original permit term had minimum of one inspection performed that passed in compliance. Otherwise, standard permit fees apply.	\$160.00



Fee Description		Rate
<b>Building permit: renewal fee to reactivate/ re-open – continued</b>		
81.	Private Sewage permit: renewal fee to reactivate/ re-open; if original permit term had minimum of approved design. Otherwise, standard permit fees apply.	\$160.00
82.	Sewer Connection permit Renewal	\$160.00
83.	Permit Extensions: (one time only) One Year extension to the original permit expiration date must be requested in writing, before the permit expires / is closed.	No charge
<b>Refunds</b>		
84.	Building Permit Application Refund- Before Permit Issuance, written request of application withdrawal must be submitted	Refund of 75% of original permit fees, minus any administration fees, penalty fees and Safety Codes Levy Fees
85.	Building Permit Refund - After permit Issuance, provided no construction has commenced. Written request of permit cancellation must be submitted within 90 days of the permit issuance date	Refund of 50% of original permit fees, minus any administration fees, penalty fees and Safety Codes Levy Fees
86.	Subtrade Permit Application Refund- Before Permit Issuance, written request of application withdrawal must be submitted	Refund of 75% of original permit fees, minus any administration fees, penalty fees and Safety Codes Levy Fees
87.	Subtrade Permit Refund -After permit Issuance, provided no construction has commenced. Written request of permit cancellation must be submitted within 90 days of the permit issuance date	Refund of 50% of original permit fees, minus any administration fees, penalty fees and Safety Codes Levy Fees
<b>Subtrade and Sewer Permits</b>		
<b>Electrical - Residential - based on total developed area including attached garage</b>		
88.	Less than 1,500 ft <sup>2</sup> (139 m <sup>2</sup> ) including hot tub connections, minor electrical works	\$160.00
89.	1,501 to 2,500 ft <sup>2</sup> (140 to 232 m <sup>2</sup> )	\$210.00
90.	2,501 to 5,000 ft <sup>2</sup> (232 to 464 m <sup>2</sup> )	\$285.00
91.	5,001 to 7,500 ft <sup>2</sup> (465 to 697 m <sup>2</sup> )	\$335.00
92.	Over 7,500 ft <sup>2</sup> (698 m <sup>2</sup> )	See commercial fees
93.	Service connections - (permanent or temporary connections). Extra trip / inspection fee if not completed with standard rough and final inspections	\$160.00
94.	Homeowner fee; where the owner who resides or intends to reside in a single family residence performs the work, and the work serves the dwelling; per permit	\$125.00



Fee Description		Rate
<b>Gas - Residential - based on total developed area including attached garage</b>		
95.	Less than 1,500 ft <sup>2</sup> (139 m <sup>2</sup> ) - including appliance, furnace and hot water tank replacements, Gas lines for fireplace, BBQ, and Ranges, and unit heater installations	\$160.00
96.	1,501 to 2,500 ft <sup>2</sup> (140 to 232 m <sup>2</sup> )	\$210.00
97.	2,501 to 5,000 ft <sup>2</sup> (232 to 464 m <sup>2</sup> )	\$235.00
98.	5,001 to 7,500 ft <sup>2</sup> (465 to 697 m <sup>2</sup> )	\$295.00
99.	Over 7,500 ft <sup>2</sup> (698 m <sup>2</sup> )	See commercial fees
100.	Service connections - (permanent or temporary connections). Extra trip / inspection fee if not completed with standard rough and final inspections	\$160.00
101.	Gas fireplace; Unit installation permit - (if completed by a different contractor from the gas line installation) - (Per Project, if all units inspected at same time in same project)	\$160.00
102.	Temporary Gas permit for propane for construction heaters	\$160.00
103.	Temporary Gas permit for temporary gas service connection for construction heaters (natural gas)	\$160.00
104.	Homeowner fee; where the owner who resides or intends to reside in a single family residence performs the work, and the work serves the dwelling; per permit	\$125.00
<b>Plumbing - Residential - based on total developed area including attached garage</b>		
105.	Less than 1,500 ft <sup>2</sup> (139 m <sup>2</sup> )	\$230.00
106.	1,501 to 2,500 ft <sup>2</sup> (140 to 232 m <sup>2</sup> )	\$260.00
107.	2,501 to 5,000 ft <sup>2</sup> (232 to 464 m <sup>2</sup> )	\$290.00
108.	5,001 to 7,500 ft <sup>2</sup> (465 to 697 m <sup>2</sup> )	\$320.00
109.	Over 7,500 ft <sup>2</sup> (697 m <sup>2</sup> )	\$410.00
110.	Minor renovation, including accessory building; five outlets or fewer	\$160.00
111.	Major renovation, including accessory building; more than five outlets	See commercial fees
112.	Groundworks / below ground rough in inspection - extra trip / inspection fee if requested in addition to the required rough and final inspections	\$160.00
113.	Homeowner fee; where the owner who resides or intends to reside in a single family residence performs the work, and the work serves the dwelling; per permit	\$125.00



Fee Description		Rate
<b>Private Sewage permits - Residential</b>		
114.	Residential single-family or two-family; per dwelling unit	\$275.00
115.	Alternative Solution: Variance request for private sewer installation	\$275.00
<b>Sewer Connection - Residential</b>		
116.	Sewer Connection to connect to main sewer line utility	\$160.00
<b>Electrical - Commercial, industrial, institutional, multi-family, and agricultural - based on value of work</b> <i>*Material costs exclude appliances and solar panels in a photovoltaic solar system.</i>		
117.	Up to \$1,000 materials and labour	\$160.00
118.	\$1,001 to \$2,000 materials and labour	\$165.00
119.	\$2,001 to \$3,000 materials and labour	\$170.00
120.	\$3,001 to \$4,000 materials and labour	\$175.00
121.	\$4,001 to \$5,000 materials and labour	\$180.00
122.	\$5,001 to \$6,000 materials and labour	\$190.00
123.	\$6,001 to \$7,000 materials and labour	\$200.00
124.	\$7,001 to \$8,000 materials and labour	\$220.00
125.	\$8,001 to \$9,000 materials and labour	\$230.00
126.	\$9,001 to \$10,000 materials and labour	\$240.00
127.	\$10,001 to \$11,000 materials and labour	\$250.00
128.	\$11,001 to \$12,000 materials and labour	\$260.00
129.	\$12,001 to \$13,000 materials and labour	\$270.00
130.	\$13,001 to \$14,000 materials and labour	\$280.00
131.	\$14,001 to \$15,000 materials and labour	\$290.00
132.	\$15,001 to \$16,000 materials and labour	\$300.00
133.	\$16,001 to \$18,000 materials and labour	\$310.00
134.	\$18,001 to \$20,000 materials and labour	\$330.00
135.	\$20,001 to \$25,000 materials and labour	\$340.00
136.	\$25,001 to \$30,000 materials and labour	\$370.00
137.	\$30,001 to \$35,000 materials and labour	\$400.00
138.	\$35,001 to \$40,000 materials and labour	\$430.00
139.	\$40,001 to \$50,000 materials and labour	\$470.00



Fee Description	Rate
<b>Electrical - Commercial, industrial, institutional, multi-family, and agricultural - based on value of work – continued</b> <i>*Material costs exclude appliances and solar panels in a photovoltaic solar system.</i>	
140. \$50,001 to \$60,000 materials and labour	\$540.00
141. \$60,001 to \$80,000 materials and labour	\$600.00
142. \$80,001 to \$100,000 materials and labour	\$700.00
143. \$100,001 to \$120,000 materials and labour	\$850.00
144. \$120,001 to \$140,000 materials and labour	\$950.00
145. \$140,001 to \$160,000 materials and labour	\$1,050.00
146. \$160,001 to \$180,000 materials and labour	\$1,200.00
147. \$180,001 to \$200,000 materials and labour	\$1,300.00
148. \$200,000 and more; base fee <b>plus</b> incremental fee below	\$1,300.00
149. \$200,000 and more; per \$1,000 of value over \$200,000	\$5.00
150. Service connections - (permanent or temporary connections). Extra trip / inspection fee if not completed with standard rough and final inspections	\$160.00
<b>Gas - Commercial, industrial, institutional, new multi-family, and agricultural</b>	
151. 0 to 100,000 BTU input (including Appliance replacements)	\$160.00
152. 100,001 to 200,000 BTU input (including Appliance replacements)	\$170.00
153. 200,001 to 400,000 BTU input (including Appliance replacements)	\$180.00
154. 400,001 to 1 million BTU input (including Appliance replacements)	\$240.00
155. More than 1 million and up to 2 million BTU input (including Appliance replacements)	\$340.00
156. Over 2 million BTU input; base fee (including Appliance replacements)	\$340.00
157. Over 2 million BTU input; per 1 million BTU or portion thereof over 2 million (including Appliance replacements)	\$45.00
158. Temporary Gas permit for propane for construction heaters	\$160.00
159. Temporary Gas permit for temporary gas service connection for construction heaters (natural gas)	\$160.00



Fee Description	Rate
<b>Plumbing - Commercial, industrial, institutional, multi-family, and agricultural</b>	
160. Base fee; plus applicable outlet fee below	\$114.00
161. 1 to 20 outlets; per outlet (minimum fee \$160)	\$11.50
162. 21 to 100 outlets; per outlet	\$9.50
163. More than 100 outlets; per outlet	\$6.25
<b>Private Sewer Sewage permits - Commercial, industrial, institutional, new multi-family, and agricultural</b>	
164. Non Residential and Multi-family	\$385.00
165. Alternative Solution: Variance request for private sewer installation	\$275.00
<b>Sewer Connection - Commercial, industrial, institutional, multi-family, and agricultural</b>	
166. Sewer Connection: to connect to main sewer line utility	\$160.00





Cemeteries		
Fee Description		Rate
Burial Lots (4'x9') - Garden of Peace Cemetery		
167.	Flat marker lot	\$3,398.05 + GST
168.	Upright monument lot without cement base	\$3,888.22 + GST
169.	Upright monument lot with cement base (limited available)	\$4,209.65 + GST
170.	Plot upgrade (from Flat marker lot to upright monument lot where able)	\$490.17 + GST
Burial Lots (4'x9') - Bottrel & Dalemead Cemeteries		
171.	Flat marker lot	\$3,140.19 + GST
172.	Upright monument lot without cement base	\$3,593.14 + GST
Cremation lots (4'x2' or 4'x4') - Garden of Peace Cemetery		
173.	Flat marker lot, holds up to two urns (Gardens of Memory & Remembrance)	\$2,348.66 + GST
174.	Flat marker lot, holds up to four urns	\$3,092.90 + GST
175.	Upright monument lot, holds up to four urns (limited available)	\$3,645.20 + GST
Cremation lots (4'x4' only) - Bottrel & Dalemead Cemeteries		
176.	Flat marker lot, holds up to four urns	\$2,858.19 + GST
177.	Upright monument lot without cement base, holds up to four urns	\$3,368.56 + GST
Field of Honour - Garden of Peace Cemetery (Veteran Only) <i>Must provide proof of Military Service</i>		
178.	Flat marker lot (50% of regular price flat marker lot)	\$1,699.04 + GST
179.	Cremation lot (1/3 size of regular plot)	\$1,132.69 + GST
Child Lot (3yrs to 12yrs - full size plot)		
180.	Flat marker lot	\$1,699.04 + GST
181.	Upright monument lot without cement base	\$1,944.11 + GST
182.	Upright monument lot with cement base (limited available)	\$2,104.83 + GST
183.	Plot Upgrade (from Flat marker to Upright monument where able)	\$245.09 + GST
Infant Lot (up to 2yrs or 4' Casket, 1/2 plot)		
184.	Flat marker lot (4'x4')	\$1,189.33 + GST
185.	Upright monument lot (where able)	\$1,473.39 + GST



Fee Description		Rate
<b>Columbariums - Garden of Peace Cemetery</b>		
186.	Niche - holds 1-2 Urns *One urn placement included	\$3,823.75 + GST
187.	Niche - holds 2-3 Urns *One urn placement included	\$5,735.61 + GST
<b>Interment/Inurnment Fee's - Garden of Peace Cemetery</b>		
<b>Casket Burial</b>		
188.	Summer (May to October) Adult Single Depth	\$1,116.36 + GST
189.	Winter (November to April) Adult Single Depth	\$1,421.18 + GST
190.	Summer (May to October) Adult Double Depth (1st Burial)	\$1,611.73 + GST
191.	Winter (November to April) Adult Double Depth (1st Burial)	\$1,916.55 + GST
192.	Summer (May to October) Adult Double Depth (2nd Burial)	\$1,116.36 + GST
193.	Winter (November to April) Adult Double Depth (2nd Burial)	\$1,421.18 + GST
194.	Summer (May to October) Child	\$596.52 + GST
195.	Winter (November to April) Child	\$738.78 + GST
196.	Summer (May to October) Infant Under 2yrs	\$303.37 + GST
197.	Winter (November to April) Infant Under 2yrs	\$404.99 + GST
<b>Niche</b>		
198.	Opening/Closing	\$273.78 + GST
199.	Opening/Closing - Additional Urns during same service/niche	\$136.90 + GST
<b>Cremated Remains (Ashes)</b>		
200.	Summer (May to October) In Ground Inurnment	\$488.40 + GST
201.	Winter (November to April) In Ground Inurnment	\$590.01 + GST
202.	Scattering of Ashes (Including name plaque)	\$714.98 + GST
203.	Scattering of Ashes (without name plaque)	\$150.00 + GST
204.	Rose Garden Name Plaque	\$564.98 + GST
205.	Rose Bush	\$82.29 + GST
<b>Interment/Inurnment Fee's - Bottrel &amp; Dalemead Cemeteries</b>		
<b>Casket Burial</b>		
206.	Summer (May to October) Casket Burial - Single Depth Only	\$1,927.58 + GST
207.	Winter (November to April) Casket Burial - Single Depth Only	\$2,203.91 + GST



Fee Description		Rate
<b>Cremated Remains (Ashes)</b>		
208.	Summer (May to October) Cremated Remains (Ashes) In Ground Inurnment	\$843.30 + GST
209.	Winter (November to April) Cremated Remains (Ashes) In Ground Inurnment	\$935.42 + GST
<b>Additional Services</b>		
210.	Administration Fee	\$238.48 + GST
211.	Saturday Service Fee - Casket service	\$1,055.99 + GST
212.	Saturday Service Fee - Urn/Scattering/Infant/Child	\$430.21 + GST
213.	Weekday Service Overtime Charge (arrival at or after 3 p.m.; per half hour)	\$262.65 + GST
214.	Seasonal Services: Snow removal around grave site	\$191.64 + GST
215.	Urgent Accommodation Fee for Unplanned Services; subject to availability	\$550.00 + GST
216.	Disinterment of Adult Casket	\$3,568.95 + GST
217.	Disinterment of Urn, Child or Infant Casket	\$1,070.69 + GST
218.	Transportation of Equipment (For Bottrel & Dalemead Services only)	\$250.00 + GST
<b>Memorial Items</b>		
219.	Flat Markers, Upright Monuments, 3rd Party Installation Permits, Plaques, Trees, Bushes and Benches	Contact Garden of Peace Cemetery for Pricing



Corporate Properties	
Fee Description	Rate
County Hall event booking	
220. 1-24 attendees; per hour	\$170.00
221. 25-49 attendees; per hour	\$280.00



## Enforcement

Fee Description	Rate
222. Community peace officer (e.g. traffic control); per hour (including Special and Neighbourhood Events)	\$85.00 + GST



Finance & Tax		
Fee Description	Rate	
223. Reissue a letter of credit	\$100.00	+ GST
224. Returned cheque (e.g. NSF, stale dated, stop payment); first account affected	\$35.00	
225. Returned cheque; each additional account affected	\$10.00	
226. Staff time; per hour	\$30.00	+ GST
227. Request for copies of Utility Invoice / 1st page	\$5.00	+ GST
228. Request for copies of Utility Invoice / Each subsequent page	\$1.00	+ GST
229. Accounts sent to collection	Up to 25% of amount owing	+ GST
230. Interest on overdue accounts receivable; per month (Excludes property tax and water/sewer accounts)	1.5%	
Tax		
231. Minimum annual tax payable	\$20.00	
232. Tax certificate; per parcel	\$40.00	
233. Historical tax summary	\$50.00	+ GST
234. Tax Notification	\$45.00	





Fire & Emergency	
Fee Description	Rate
235. Consumer fireworks permit	No charge
236. Commercial fireworks permit	\$50.00
237. Demolishing and/or securing premises	Actual costs
238. Removing or clearing combustible debris from property	Actual costs
239. Three or more false alarms in a calendar year	Actual costs
240. Intentional false alarm	Actual costs
241. Fire investigation	Actual costs
242. Fire safety inspection; initial and follow up	No charge
243. Three or more fire safety inspections in a calendar year; per inspection	\$150.00 + GST
244. Fire inspection of premises involved in illegal activities	\$150.00 + GST
245. Fire Suppression contract and/or Mutual Aid Fire Services	Actual costs + GST
246. Fire suppression	Actual costs
247. Recovery	Actual costs
248. Fire rescue/response outside the County where no mutual agreement exists	Actual costs
249. Hazardous Material Response / Mitigation	Actual costs
250. Fire Department standby at public events	Actual costs



## Freedom of Information / Access to Information

Fee Description	Rate
<b>Non-personal/General access to information request</b> <i>Additional fees may be charged in accordance with section 11 and Schedule 2 of the Freedom of Information and Protection of Privacy Regulation, Alta Reg 186/2008 where the total fee is estimated to exceed \$150, subject to change in accordance with prevailing provincial access to information legislation.</i>	
251. Initial fee for request	\$25.00, unless otherwise stated in prevailing provincial access to information legislation
252. Initial fee for continuing request	\$50.00, unless otherwise stated in prevailing provincial access to information legislation
<b>Personal access to information request</b>	
253. Fee for request for access to a record that is a record of the personal information of the applicant	*No charge
<i>*Subject to fees for producing a copy of a record in accordance with section 12 and items 3 to 6 of Schedule 2 of the Freedom of Information and Protection of Privacy Regulation, Alta Reg 186/2008 where the total fee is estimated to exceed \$10, subject to change in accordance with prevailing provincial access to information legislation.</i>	



Maps & Addresses	
Fee Description	Rate
<b>Print Maps</b>	
254. General map with aerial photograph; up to 11" by 17"	\$10.00 + GST
255. General map with aerial photograph; over 11" by 17"	\$30.00 + GST
256. Additional prints; up to 11" by 17"	\$1.00 + GST
257. County map, no landowner names; 17" by 21"	\$10.00 + GST
258. County map, with landowner names; 34" by 42"	\$20.00 + GST
259. County map, with landowner names; mailing fee	\$20.00 + GST
<b>Vector/Raster Data</b>	
260. County-wide data; per layer	\$100.00 + GST
261. Partial county coverage data; per layer	\$50.00 + GST
262. Data package; first section, 2 metre contour intervals	\$50.00 + GST
263. Data package; each additional adjoining section	\$25.00 + GST
264. Airphoto/orthophoto; first section, colour	\$40.00 + GST
265. Airphoto/orthophoto; each additional adjoining section, colour	\$20.00 + GST
266. Map booklet, PDF	\$50.00 + GST
267. Staff time for custom requests; per hour (minimum fee \$15)	\$60.00 + GST
<b>Addresses</b>	
268. Naming of subdivision, road, or street	\$350.00
269. Road renaming application	\$500.00
270. House number change request	\$200.00



Municipal Lands		
Fee Description	Rate	
271. Application for boundary adjustments and/or lease of environmental reserves**	\$250.00	
272. Application for lease of fee simple County lands**	\$250.00	+ GST
273. Application for license of occupation for County lands**	\$250.00	+ GST
274. Application for temporary grazing permit and site inspection fee	\$250.00	+ GST
275. Preparation of temporary access agreement for County lands**	\$150.00	+ GST
<b>Preparation of utility right of way/easement agreements**</b>		
276. Initial agreement	\$250.00	+ GST
277. Amendment	\$100.00	+ GST
278. Application for removal of reserve designation; per parcel or titled unit*	\$2,750.00	
279. Application for sale of former reserve land; per parcel or titled unit*	\$2,750.00	+ GST
280. Application for sale of fee simple land; per parcel or titled unit*	\$2,750.00	+ GST
<p>* 75% of fee is refunded if application is cancelled prior to file circulation; 65% of fee is refunded if cancelled during or after circulation and before advertising/notification</p> <p>** Negotiated rates or other forms of compensation to the County may be part of the agreement terms</p>		



Pets & Animals	
Fee Description	Rate
281. Hobby kennel licence	\$125.00
282. Reclaim impounded animal - First Impoundment	\$60.00
Reclaim impounded animal - Second Impoundment (within a 12-month period)	\$75.00
Reclaim impounded animal - Third Impoundment (within a 12-month period)	\$100.00
Reclaim impounded animal - Fourth Impoundment (within a 12-month period)	\$125.00
283. Dog trap damage deposit (refundable)	\$250.00
284. Cat trap damage deposit (refundable)	\$100.00
285. Dog License fee - Intact	\$20.00
286. Dog License fee - Spayed/Neutered	\$15.00
287. Replacement Tag	\$10.00
288. Vicious Dog Licenses	\$300.00



Planning & Development	
Fee Description	Rate
<b>Area Structure Plan/Conceptual Scheme/Master Site Development</b> <i>Fee calculations exclude municipal and/or environmental reserves, and public utility lots. Maximum fee is \$100,000.</i>	
289. Area structure plan review or major amendment	Actual costs
290. Area structure plan minor amendment	\$10,000.00
291. Area structure plan minor text or mapping amendment	\$4,000.00
292. Conceptual scheme up to 160 acres (64.75 hectares); flat fee	\$6,600.00
293. Conceptual scheme over 160 acres (64.75 hectares)	\$6,600.00+\$50.00 per acre above 160 acres
294. Conceptual scheme amendment	\$4,200.00
295. Conceptual scheme or master site development plan re-circulation	\$1,000.00
296. Master site development plan	\$4,200.00
297. Master site development plan amendment	\$2,400.00
298. Natural Resource Extraction/Processing master site development plan	\$7,500.00
299. Calgary Metropolitan Region Board fee for Regionally Significant Applications (fee refunded if no application is made to the CMRB)	\$5,000.00
<b>Land Redesignation (Residential, Business, and Direct Control Districts)</b> If the applicant attended a pre-application meeting for their land use redesignation application, then Administration may offer up to a \$500 application credit. <i>Fee calculations exclude municipal and/or environmental reserves, and public utility lots. Maximum fee is \$100,000.</i>	
300. Outside an Area Structure Plan or Conceptual Scheme; base fee for first six lots	\$6,375.00
301. Plus next 44 lots; per lot	\$685.00
302. Plus next 50 lots; per lot	\$495.00
303. Plus each additional lot over 100 lots; per lot	\$235.00
304. Inside an Area Structure Plan or Conceptual Scheme; base fee for first six lots	\$2,100.00
305. Plus next 44 lots; per lot	\$455.00
306. Plus next 50 lots; per lot	\$330.00





Fee Description		Rate
307.	Plus each additional lot over 100 lots; per lot	\$155.00
<b>Land Redesignation (Residential, Business, and Direct Control Districts) – continued</b> If the applicant attended a pre-application meeting for their land use redesignation application, then Administration may offer up to a \$500 application credit. <i>Fee calculations exclude municipal and/or environmental reserves, and public utility lots. Maximum fee is \$100,000.</i>		
308.	Land Use Bylaw text amendment application	\$2,100.00
309.	Redesignation or subdivision application major amendment	25% of original application cost
310.	Redesignation or subdivision application minor amendment	\$1,000.00
311.	Natural Resource Extraction/Processing; per quarter section or portion thereof	\$5,675.00
<b>Land Subdivision*</b> If the applicant attended a pre-application meeting for their land use redesignation application, then Administration may offer up to a \$500 application credit. <i>Fee calculations exclude municipal and/or environmental reserves, and public utility lots. Maximum fee is \$100,000.</i>		
312.	Subdivision by instrument or plan; first 10 lots; per new lot	\$975.00
313.	Plus next 40 lots; per lot	\$260.00
314.	Plus next 50 lots; per lot	\$100.00
315.	Plus each additional lot over 100 lots; per lot	\$50.00
316.	Boundary adjustment; per lot or title	\$250.00
317.	Condominium building; per unit	\$40.00
318.	Appeal of Subdivision Authority decision; paid at time of subdivision application and credited to endorsement fee if no appeal is filed	\$1,000.00
<b>Subdivision approval extension or re-activation (refundable if application is denied)</b> <i>Fee calculations exclude municipal and/or environmental reserves, and public utility lots.</i>		
319.	First request	\$310.00
320.	Second request	\$560.00
321.	Third and final request	\$745.00
322.	Subdivision development design legal review	Actual costs + 10%
323.	Resubmission of previously approved subdivision	Lesser of application fee or \$3,250.00



Fee Description		Rate
<b>Application Withdrawal (Planning application)</b>		
Third-party review fees are non-refundable		
324.	Application is withdrawn prior to file circulation	85% fee refund
325.	Application is withdrawn during or after circulation and before staff report is complete	50% fee refund
<b>Subdivision Endorsement</b>		
326.	First 10 lots; per lot	\$1,000.00
327.	Plus next 40 lots; per lot	\$780.00
328.	Plus next 50 lots; per lot	\$500.00
329.	Boundary adjustment; per lot or title	\$500.00
<b>General Development Permits</b>		
330.	Accessory building	\$265.00
<b>Stripping, filling, excavation, and/or grading</b>		
331.	One acre or less	\$450.00
332.	Over one acre and up to two acres	\$600.00
333.	Over two acres	\$1,000.00
334.	Stripping, grading, and excavation for subdivision; first two parcels	\$2,000.00
335.	Stripping, grading, and excavation for subdivision; each additional parcel	\$100.00
336.	Landfill; first two parcels	\$5,000.00
337.	Landfill; each additional parcel	\$100.00
338.	Signs	\$265.00
339.	Variance to a Land Use Bylaw Regulation	Additional 25% of application cost
<b>Residential Development Permits</b>		
340.	Dwelling Unit, Detached (includes Manufactured, Single Detached, and Tiny)	\$315.00
341.	Accessory dwelling unit	\$515.00
342.	Dwelling Unit, Attached; two or more units (includes Multiple Unit, Duplex/Semi, and Rowhouse)	\$540.00 + \$160.00/unit
343.	Home-based business Type II	\$585.00
344.	Bed and Breakfast/Vacation Rental	\$515.00



Fee Description	Rate
345. Show Home/Temporary Sales Centre	\$515.00
<b>Residential Development Permits - continued</b>	
346. Temporary Residence	\$315.00
<b>Agricultural Development Permits</b>	
347. Beekeeping	\$265.00
348. Keeping livestock (increase to the number of animal units); less than 20 animals	\$265.00
349. 20 to 500 animals	\$440.00
350. Outdoor Agricultural production; base fee up to 10 hectares (24.71ac)	\$465.00
351. Per hectare over 10 ha (24.71 ac) (maximum fee \$2,500)	\$5.00
352. Indoor Agricultural production; base fee up to 600 m <sup>2</sup>	\$530.00
353. Per square metre over 600 m <sup>2</sup> (maximum fee \$2,500)	\$0.25
354. Riding arena	\$585.00
355. Equestrian centre	\$700.00
356. Farm Gate Sales	\$265.00
<b>Commercial, Institutional &amp; Industrial Development Permits</b>	
<b>New construction per new building constructed</b>	
357. 600 m <sup>2</sup> or less of floor area (footprint)	\$1,000.00
358. 601 to 1,499 m <sup>2</sup> of floor area (footprint)	\$2,150.00
359. 1,500 m <sup>2</sup> or more of floor area; base fee (footprint)	\$3,150.00
360. Accessory building or Ancillary Structure (equal to or less than 40 m <sup>2</sup> )	\$315.00
361. Each additional square metre over 1,500 m <sup>2</sup> (footprint)	\$1.00
362. Change of use in an existing building or portion thereof	\$530.00
363. New Business Tenant (No Change of Use)	\$150.00
364. Change of Use of Land; developed area (maximum fee \$5,500)	\$470.00 + \$0.10/m <sup>2</sup>
365. Communications Facility (Type A, B, & C)	\$1,000.00
366. Golf course; per nine holes	\$2,575.00
367. Kennel	\$625.00
368. Natural Resource Extraction/Processing; first 10 acres (4.05 hectares), initial or renewal application	\$6,200.00
369. Each subsequent acre (0.4 hectare); initial or renewal	\$205.00



Fee Description	Rate
application	
<b>Development Related</b>	
370. Adjustment fee for developing without a permit	150% of applicable fee
371. Change a development permit application; after circulation but before decision	50% of original fee
372. Refund of development permit fees; before circulation	75% of original fee
373. Refund of development permit fees; during or after circulation but before decision	50% of original fee
374. Re-circulation fee	25% of the original application fee
375. Renew a development permit (excluding Natural Resource Extraction/Processing)	\$200.00
376. Time extension of commencement, completion or prior to release expiry date (minimum fee \$185)	50% of original fee
377. Prepare a development agreement as a condition of a development permit	\$500.00
378. Request to waive development permit reapplication interval period	\$500.00
379. Request to re-evaluate a development permit condition/continuation of an expired development permit	25% of the original application fee
380. Development permit compliance re-inspection (first inspection is free)	\$150.00
381. Development permit compliance re-inspection; second and subsequent	\$250.00
382. Voluntary recreation contribution, residential; per unit	\$800.00
383. Voluntary recreation contribution, non-residential; per acre	\$800.00
<b>Print Documents</b>	
384. General printing request - black and white cost per page (8.5" x 11")	\$0.10 + GST
385. General printing request - colour cost per page (8.5" x 11")	\$0.60 + GST
386. County technical reports	\$150.00 + GST
387. Land Use Bylaw with maps	\$90.00 + GST
388. Land Use Bylaw with maps and Direct Control Bylaws	\$150.00 + GST
389. Municipal Development Plan	\$90.00 + GST
390. Intermunicipal Plan	\$15.00 + GST
391. Area Structure Plan or Area Redevelopment Plan	\$90.00 + GST



Fee Description		Rate
392.	Conceptual Scheme	\$10.00 + GST
<b>Print Documents - continued</b>		
393.	Background studies and reports (e.g. land inventory, context study)	\$15.00 + GST
394.	Land Title documents; per title/instrument	\$20.00
<b>Administrative</b>		
395.	Document retrieval, non-FOIP; per property file/hour (minimum fee \$25)	\$25.00 + GST
396.	Pre-application meeting; per hour	\$250.00
397.	Request to postpone a public hearing; Development of 1 to 4 lots	\$550.00
398.	Plus each additional lot over 4 lots; per lot	\$65.00
399.	Natural Resource Extraction/Processing	\$1,580.00
400.	Indefinite postponement	Double the above rates
401.	Use Agreements, Land Use Designation and Development Permit letter of confirmation	\$85.00
402.	Third-party review	Actual costs + 10%
403.	Fiscal impact assessment	Actual costs
404.	Compliance stamp; residential	\$180.00
405.	Compliance stamp; commercial	\$300.00
406.	Development agreement inspection; first site visit	\$450.00
407.	Second and subsequent site visits; each visit	\$900.00
408.	General inspection fee other than for a development agreement	\$200.00
409.	Cash a development security	\$250.00
410.	Complete or secure a development site	5% of security fee
411.	Plan cancellation	\$2,500.00
412.	Discharge of caveats	\$25.00 + \$200.00 each
413.	Processing of a Cost Recovery Payment (Infrastructure or Planning Related)	\$500.00



Recreation, Parks & Community Support	
Fee Description	Rate
<b>Special Events Permit Processing Fee</b>	
414. Residential and Non-profit	No charge
415. Commercial and Filming	\$1,000.00
<b>Agreement for use of County lands</b>	
416. Non-profit	No charge
417. Commercial	\$300.00
418. Security deposit for use of County lands (refundable)	\$500.00
<b>Pre- and post-event road inspections</b>	
419. Non-profit	No charge
420. Commercial	\$250.00
421. Other	\$250.00
<b>Grant funding program</b>	
422. Volunteer labour	Provincial minimum wage





Roads			
Fee Description			Rate
Road Maintenance			
423.	Dust control; per 200 metres (first 200 metres are no charge)	\$500.00	+ GST
424.	Plowing a private driveway for medical access; greater of per event or hour	\$50.00 per event or \$120.00/hr	+ GST
425.	Plowing a road under a development agreement; per lane km/month from November to April	\$500.00	+ GST
426.	Blading an agricultural field access road or non-standard road; per hour (2 free/year)	\$150.00	+ GST
Cattle guards			
427.	Install	\$5,000.00	+ GST
428.	Clean out	\$1,600.00	+ GST
429.	Repair	Industry rate	
430.	Remove	\$3,500.00	+ GST
431.	Cattle pass; install, maintain, and remove	Actual costs	
Road Construction			
432.	Application to build a temporary road approach; refunded when approach removed	\$1,000.00	+ GST
Road approach inspection (first inspection is no charge)			
433.	Second inspection; per approach	\$100.00	+ GST
434.	Third inspection; per approach	\$400.00	+ GST
435.	Each additional inspection; first approach	\$400.00	+ GST
436.	Each additional inspection; each additional approach	\$150.00	+ GST
437.	Access road development/road right of way application	\$500.00	
438.	Access road development/road right of way inspection; per 100 metres	\$200.00	
Landowner compensation rates			
439.	Crop damage; per acre	\$400.00	
440.	Borrowed pits; per acre	\$300.00	
441.	Back sloping area disturbed; per acre	\$300.00	
442.	Fence removed; per mile	\$800.00	
443.	Fence replaced; per mile	\$1,600.00	



Fee Description	Rate
<b>Road Allowances and Closures</b>	
444. Road allowance used by non-County utilities; per km/year	\$300.00
445. Utility line assignment requiring Council approval	\$500.00
446. Close a road allowance	\$2,000.00
447. License a road allowance for agricultural use	\$500.00
448. Road allowance grazing/cultivation/existing driveway license; per acre/year	\$20.00 + GST
449. Transfer a road allowance licence	\$500.00
450. Re-open a previously closed road allowance	\$1,500.00
451. Close a road* (fee includes GST) <i>* 85% of the fee is refunded if the application is cancelled before file circulation; 60% of the fee is refunded if cancelled during or after circulation and before advertising of public hearing.</i>	\$2,750.00
452. Drafting and execution of purchase contract for road closure	Per third-party rates
<b>Traffic Control</b>	
453. Supply and install a traffic sign	\$300.00 + labour + GST
454. Traffic count; per 24 hours	\$125.00 + GST
455. Traffic classification count; per 24 hours	\$250.00 + GST
<b>Gravel Sales (Seasonal)</b>	
456. Crushed gravel; per cubic metre <i>*Refunds of gravel sales are subject to a 3-year period with receipt</i>	\$15.50 + GST
457. Unprocessed pit-run gravel; per cubic metre <i>*Refunds of gravel sales are subject to a 3-year period with receipt</i>	\$8.00 + GST
458. Reject sand; per cubic metre <i>*Refunds of gravel sales are subject to a 3-year period with receipt</i>	\$7.00 + GST
<b>Unprocessed pit-run gravel for contractors doing government projects</b>	
459. Projects within the County; per tonne	\$4.00 + GST
460. Projects outside the County; per tonne	\$5.00 + GST
<b>TRAVIS MJ Permit Fees for trucks hauling overweight / over dimension loads along</b>	
461. Single Trip Overweight/Over Dimension Permit	\$20.00 flat fee + Province of Alberta fee based on weight and mileage +GST



Waste & Recycling	
Fee Description	Rate
<b>County-Managed Garbage and Recycling Centres</b>	
462. Tag-a-Bag; single tag	\$4.00
463. Household furniture; per item	\$22.00
464. Bulk waste; per half-ton load	\$50.00
465. Freon removal; per compressor	Actual costs
466. Untreated wood or lumber; per half-ton load	\$33.00
467. Non-resident site usage fee; per visit	\$25.00
<b>Langdon Curbside Collection</b>	
468. Black garbage cart – 120 litres; per month	\$11.47
469. Black garbage cart – 240 litres; per month	\$16.09
470. Blue recycling cart; per month	\$10.69
471. Green organics cart; per month	\$9.52
472. Black garbage cart change fee	\$50.00



Water & Sewer	
Fee Description	Rate
<b>Administrative</b>	
473. Water or sewer account set up; per account	\$30.00
474. Water meter and installation; up to ¾"	\$800.00
475. Water meter and installation; over ¾" up to 2"	\$2,500.00
476. Water meter and installation; over 2"	Subject to invoicing (full cost recovery from supplier)
477. Per mg/L over 300 mg/L biological oxygen demand (BOD)	\$0.1460/kg
478. Per mg/L over 300 mg/L total suspended solids (TSS)	\$0.1161/kg
479. Per mg/L over 100 mg/L fats, oil, and grease (FOG)	\$0.1971/kg
480. Late payment penalty, water or sewer account; per month	3%
481. Request to connect to outside municipality services	\$500.00
<b>Blazer Water Systems</b>	
482. Water connection	\$4,000.00
<i>Residential &amp; Non-Residential water rate; per month (Flat fee + water consumption)</i>	
483. Flat fee (per service)	\$33.45
484. Potable Water: 0 to 60 cubic meters	\$3.14/m <sup>3</sup>
485. Potable Water: Over 60 cubic meters	\$6.269/m <sup>3</sup>
486. Irrigation Water: Lynx Ridge Golf Course Commercial Customer	\$0.236/m <sup>3</sup>
487. Irrigation Water: Lynx Ridge Estate Irrigation Customer Group	\$1.061/m <sup>3</sup>
<b>Bearspaw Regional Wastewater System</b>	
488. Sewer connection	\$4,000.00
<i>Residential &amp; Non-Residential water rate; per month (Flat fee + water consumption)</i>	
489. Flat fee (per service)	\$31.09
490. Sewer Rate	\$1.97/m <sup>3</sup> water use
<b>Bragg Creek Water Service</b> <i>*Additional off-site infrastructure borrowing costs apply, calculated to the date of fee payment.</i>	
491. Additional service capacity from within the service area; per m <sup>3</sup> /day*	\$6,715.00
<b>Bragg Creek Water Service – continued</b>	



Fee Description		Rate
<i>*Additional off-site infrastructure borrowing costs apply, calculated to the date of fee payment.</i>		
492.	Water connection from outside the service area; per m <sup>3</sup> /day* (minimum 0.85m <sup>3</sup> )	\$29,395.00
<i>Residential &amp; Non-Residential water rate; per month (Flat fee + water consumption)</i>		
493.	Flat fee (per service)	\$25.00
494.	Water rate	\$3.173/m <sup>3</sup>
<b>Bragg Creek Sewer Service</b>		
<i>*Additional off-site infrastructure borrowing costs apply, calculated to the date of fee payment</i>		
495.	Sewer connection from outside the service area; per m <sup>3</sup> /day* (minimum 0.85m <sup>3</sup> )	\$25,600.00
<i>Residential &amp; Non-Residential water rate; per month (Flat fee + water consumption)</i>		
496.	Flat fee (per service)	\$27.00
497.	Sewer rate	\$11.89/m <sup>3</sup> water use
498.	Additional service capacity from within the service area; per m <sup>3</sup> /day*	\$11,163.00
<b>Cochrane Lake Community Water Service</b>		
499.	Water connection; Residential*	\$6,000.00
<i>Residential &amp; Non-Residential water rate; per month (Flat fee + water consumption)</i>		
500.	Flat Fee (per service)	\$70.00
501.	0 to 30 cubic meters	\$1.869/m <sup>3</sup>
502.	30 to 60 cubic meters	\$3.129/m <sup>3</sup>
503.	60 cubic meters and over	\$4.379/m <sup>3</sup>
504.	Water connection; over 5/8" *	By Formula** **\$6,000.00 x (max water volume deliverable monthly by connection/max water volume)
505.	* Applies to all new connections to the County water system for the purposes of providing water service to any parcel within the service area of the Cochrane Lakes water system where the owner or any prior owner has not already paid the comparable or corresponding fee for connection, nor paid any comparable or corresponding developer charges, levy, cost contribution and/or cost recoveries respecting water services to the County imposed under any agreement and/or as a	



Fee Description		Rate
condition of Development Permit or Subdivision Approval respecting the parcel.		
506.	*Additional off-site infrastructure borrowing costs apply, calculated to the date of fee payment.	
Cochrane Lake Community Sewer Service		
507.	Sewer connection; Residential*	\$4,000.00
Residential & Non-Residential sewer rate; per month (flat fee + water consumption up to 60m³)		
508.	Flat Fee (per service)	\$70.00
509.	0 – 60 cubic meters of water use	\$1.87/m³ water use
510.	60 cubic meters and over of water use	No charge
511.	Sewer connection (where water connection over 5/8”) *	By Formula** **\$4,000.00 x (max water volume deliverable monthly by connection/max water volume)
512.	* applies to all new connections to the County sewer system for the purposes of providing sewer service to any parcel within the service area of the Cochrane Lakes sewer system where the owner or any prior owner has not already paid the comparable or corresponding fee for connection, nor paid any comparable or corresponding developer charges, levy, cost contribution and/or cost recoveries respecting sewer services to the County imposed under any agreement and/or as a condition of Development Permit or Subdivision Approval respecting the parcel.	
East Rocky View Water Service		
513.	Residential water rate; per month	\$15.00 +\$5.397/m³
514.	Water overage surcharge; per cubic meters over allocation	\$8.50
Non-residential water rate; per month		
515.	0 to 49 cubic meters	\$20.00+ \$5.397/m³
516.	50 to 499 cubic meters	\$50.00 + \$5.397/m³
517.	500 cubic meters and over	\$150.00 + \$5.397/m³
Conrich Service Area		
*Additional off-site infrastructure borrowing costs apply, calculated to the date of fee payment.		
518.	Residential water connection*	\$17,150.00
Conrich Service Area – continued		
*Additional off-site infrastructure borrowing costs apply.		





Fee Description		Rate
<i>calculated to the date of fee payment.</i>		
519.	Non-residential water connection; per m <sup>3</sup> /day* (minimum 0.95m <sup>3</sup> )	\$18,050.00
520.	Additional service capacity; per m <sup>3</sup> /day*	\$18,050.00
<b>East Balzac Service Area</b> <i>*Additional off-site infrastructure borrowing costs apply, calculated to the date of fee payment.</i>		
521.	Residential water connection*	\$15,210.00
522.	Non-residential water connection; per m <sup>3</sup> /day* (minimum 0.95m <sup>3</sup> )	\$16,010.00
523.	Additional service capacity; per m <sup>3</sup> /day*	\$16,010.00
<b>East Rocky View Sewer Service</b>		
524.	Residential metered sewer rate; per month	\$30.00 + \$2.93/m <sup>3</sup> water use
525.	Residential unmetered sewer rate; per month	\$71.45
526.	Multi-unit residential sewer rate; per month	\$30.00 + \$3.90/m <sup>3</sup> water use
527.	Non-residential sewer rate; per month	\$45.00 + \$2.93/m <sup>3</sup> water use
528.	Sewer overage surcharge; per cubic meter over allocation	\$5.11
<b>Conrich Service Area</b> <i>*Additional off-site infrastructure borrowing costs apply, calculated to the date of fee payment.</i>		
529.	Residential sewer connection*	\$18,145.00
530.	Non-residential sewer connection; per m <sup>3</sup> /day* (minimum 0.95m <sup>3</sup> )	\$21,225.00
531.	Additional service capacity; per m <sup>3</sup> /day*	\$21,225.00
<b>Dalroy Service Area</b> <i>*Additional off-site infrastructure borrowing costs apply, calculated to the date of fee payment.</i>		
532.	Residential sewer connection*	\$30,640.00
533.	Non-residential sewer connection; per m <sup>3</sup> /day* (minimum 0.95m <sup>3</sup> )	\$35,840.00
534.	Additional service capacity; per m <sup>3</sup> /day*	\$35,840.00
<b>East Balzac Service Area</b> <i>* Additional off-site infrastructure borrowing costs apply,</i>		



Fee Description	Rate
<i>calculated to the date of fee payment.</i>	
535. Residential sewer connection*	\$18,145.00
536. Non-residential sewer connection; per m <sup>3</sup> /day* (minimum 0.95m <sup>3</sup> )	\$21,225.00
537. Additional service capacity; per m <sup>3</sup> /day*	\$21,225.00
<b>Elbow Valley/Pinebrook Sewer Service</b>	
538. Sewer rate; per month	\$87.43
539. Sewer connection	\$670.00
<b>Langdon Sewer Service</b>	
<i>*Additional off-site infrastructure borrowing costs apply, calculated to the date of fee payment.</i>	
540. Residential sewer rate; per month	\$71.45
541. Non-residential sewer rate; per month	\$77.75
542. Combined residential/commercial with restaurant sewer rate; per month	\$193.00
543. Combined residential/commercial without restaurant sewer rate; per month	\$96.50
544. Restaurant sewer rate; per month	\$107.226
545. Sewer overage surcharge; per cubic meter over allocation	\$4.33
546. Residential sewer connection*	\$12,300.00
547. Non-residential sewer connection; per m <sup>3</sup> /day* (minimum 0.95m <sup>3</sup> )	\$14,385.00
548. Additional service capacity; per m <sup>3</sup> /day*	\$14,385.00
<b>West Balzac Area Water Service</b>	
549. Residential water connection	\$17,221.84
550. Non-residential water connection; per m <sup>3</sup> /day (minimum 0.95m <sup>3</sup> )	\$18,021.94
551. Additional service capacity; per m <sup>3</sup> /day	\$18,021.94
<b>West Balzac Area Sewer Service</b>	
552. Residential sewer connection	\$20,548.82
553. Non-residential sewer connection; per m <sup>3</sup> /day (minimum 0.95m <sup>3</sup> )	\$23,628.82
554. Additional service capacity; per m <sup>3</sup> /day	\$23,628.82
<b>West Balzac Water Service</b>	



Fee Description	Rate
555. Residential water rate; per month	\$15.00 + \$5.397/m <sup>3</sup>
<i>Non-residential water rate; per month</i>	
556. 0 to 49 cubic meters	\$20.00 + \$5.397/m <sup>3</sup>
557. 50 to 499 cubic meters	\$50.00 + \$5.397/m <sup>3</sup>
558. 500 cubic meters and over	\$150.00 + \$5.397/m <sup>3</sup>
<b>West Balzac Sewer Service</b>	
559. Residential metered sewer rate; per month	\$30.00 + \$2.929/m <sup>3</sup> water use
560. Residential unmetered sewer rate; per month	\$68.02
561. Multi-unit residential sewer rate; per month	\$30.00 + \$3.90/m <sup>3</sup> water use
562. Non-residential sewer rate; per month	\$45.00 + \$2.929/m <sup>3</sup> water use
563. Sewer overage surcharge; per cubic meter over allocation	\$5.11



# COUNCIL REPORT

## Prairie Gateway Area Structure Plan

Electoral Division: 6

File: 1014-532

Date:	February 18, 2025
Presenter:	Kaitlyn Luster, Senior Regional Planner
Department:	Regional Planning

### REPORT SUMMARY

The Prairie Gateway Area Structure Plan (ASP) is a collaborative effort between the County, The City of Calgary, 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).

This item was previously heard on September 11, 2024, which was followed by first and second readings by Council. Administration was then directed to refer the ASP amendments to the Calgary Metropolitan Region Board (CMRB) Regional Evaluation Framework (REF) process for approval.

On November 22, 2024, the CMRB unanimously approved the Prairie Gateway ASP as a new Area Structure Plan and new Employment Area located outside of a Preferred Growth Area.

### RECOMMENDATION

THAT Bylaw C-8563-2024 be given third and final reading.

### BACKGROUND

The Plan area is approximately 886 hectares (2,190 acres) of land in Rocky View County, 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 four kilometres east of Stoney Trail.

In 2023, to investigate economic opportunities and cost and revenue sharing, the parties formed the Gateway initiative. The Gateway initiative aims to deliver a shared investment-shared benefit framework that includes a Deal Agreement and joint planning through an ASP. 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.

Below is a timeline on the Prairie Gateway ASP project since the beginning of 2024:

- **February 22, 2024:** The initiative was presented to The City of Calgary's Planning Committee.
- **July 29, 2024:** The initiative was presented to The City of Calgary's Infrastructure and Planning Committee.
- **September 10, 2024:** The initiative was presented to The City of Calgary Council, which resulted in a letter of support for the ASP.
- **September 11, 2024:** A public hearing for the Prairie Gateway ASP was held, and Council passed first and second readings. Council passed a motion to refer the ASP to the Calgary Metropolitan Regional Board (CMRB) for approval.

## Prairie Gateway Area Structure Plan

- **November 22, 2024:** The Prairie Gateway ASP Regional Evaluation Framework application for a new Area Structure Plan and new Employment Area located outside of a Preferred Growth Area received unanimous approval by the CMRB.

### 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. Significant analysis was conducted, and the projected revenues are 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 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.
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 facilitating rail served development and business benefitting from rail, thus increasing our economic competitiveness and diversification and supporting the County's Residential/Non-Residential Assessment 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 Council priorities.

Prairie Gateway Area Structure Plan

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: Prairie Economic Gateway Initiative Terms of Reference

APPROVALS

Manager:	Devin LaFleche, Regional Planning Manager
Executive Director/Director:	Amy Zaluski, Director of Intergovernmental and Regional Services
Chief Administrative Officer:	Reegan McCullough, 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*.



ROCKY VIEW COUNTY

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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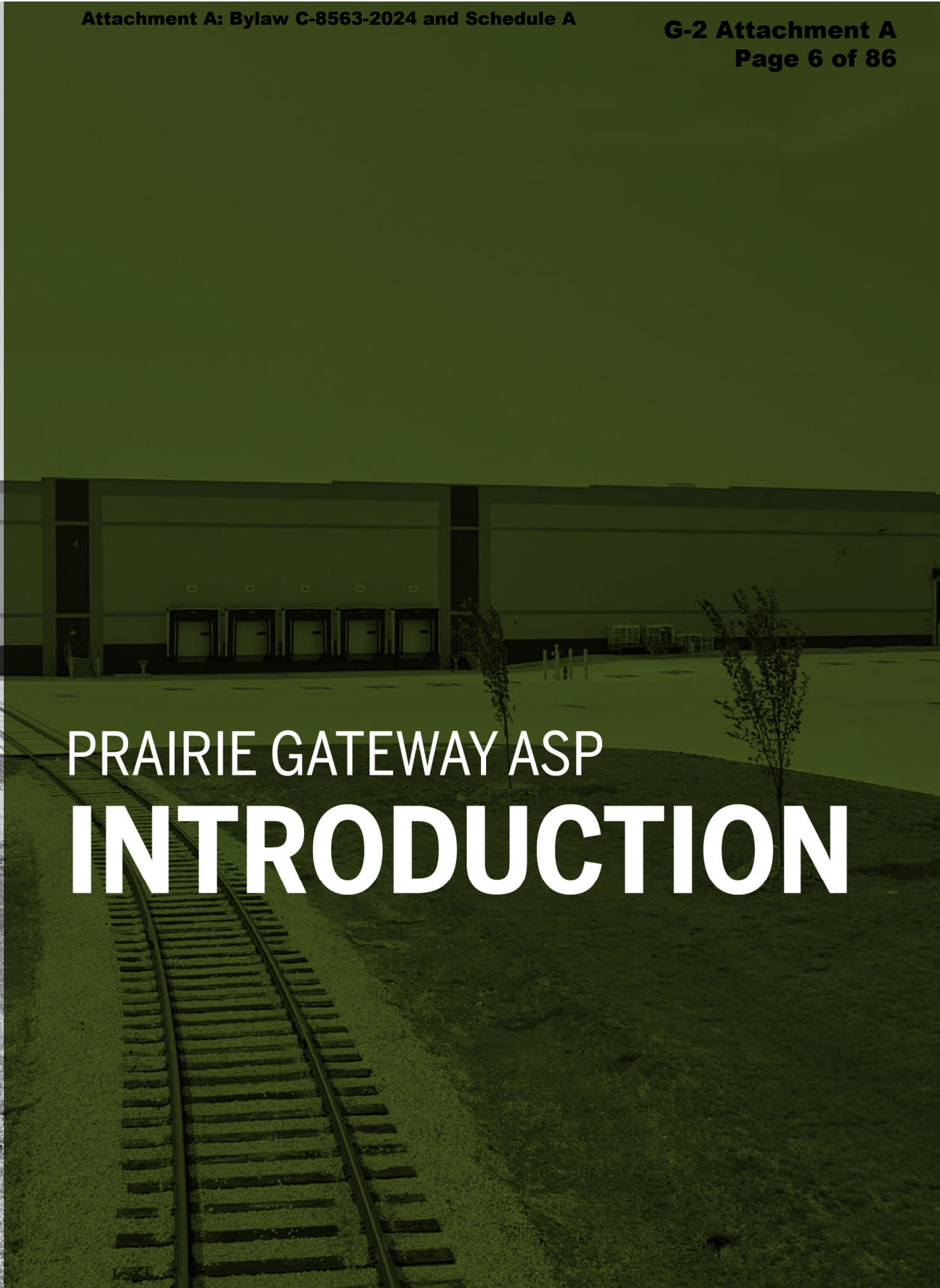
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# PRAIRIE GATEWAY ASP INTRODUCTION





# 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.

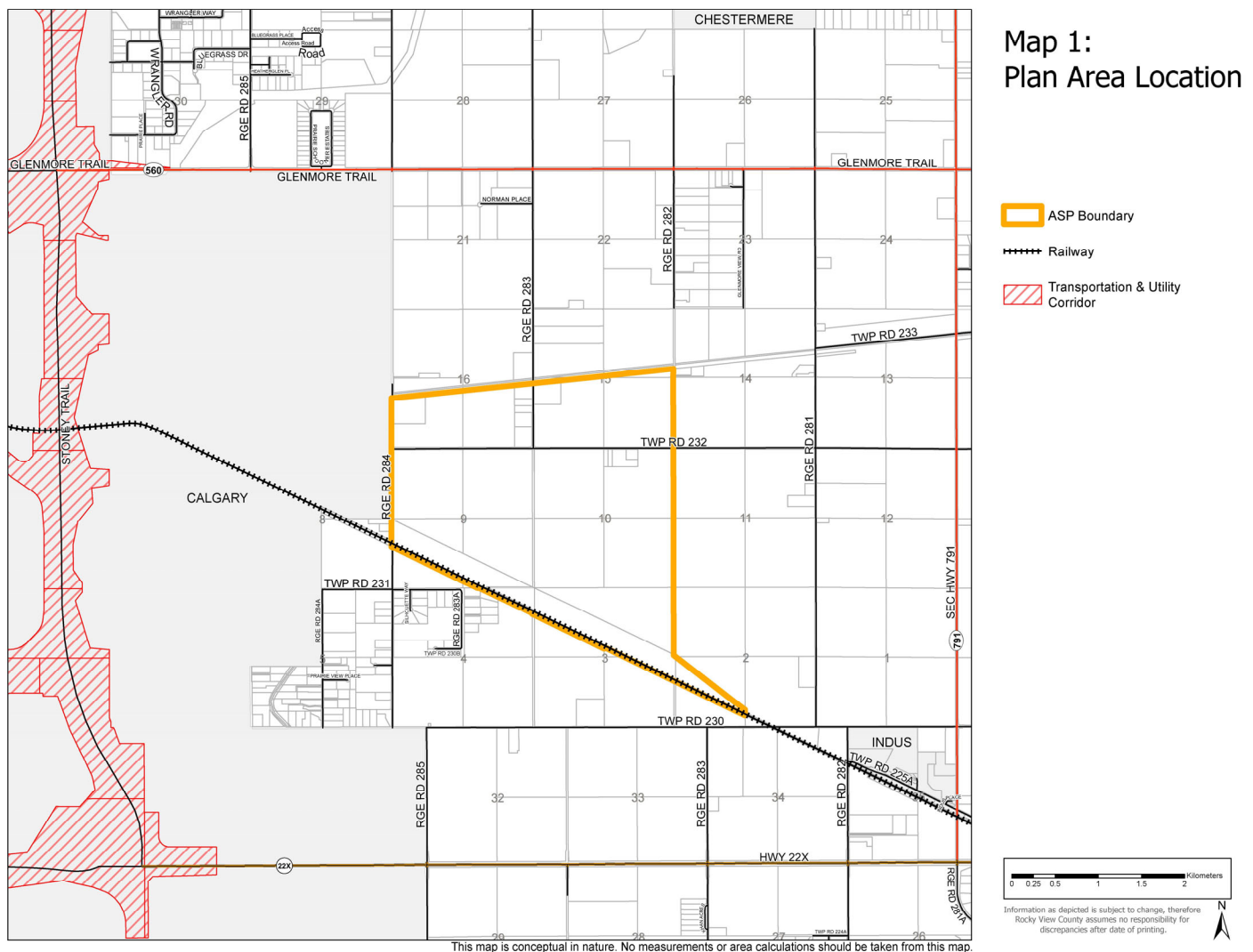
6. **Reduce Greenhouse Gas Emissions:** Promote the use of methods to improve energy and resource efficiency, generate and use renewable energy, and reduce greenhouse gas emissions.
7. **Ensure Land Use Compatibility:** To encourage uses that generate off-site impacts within the Plan area to be sensitive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

## 4 PLAN AREA

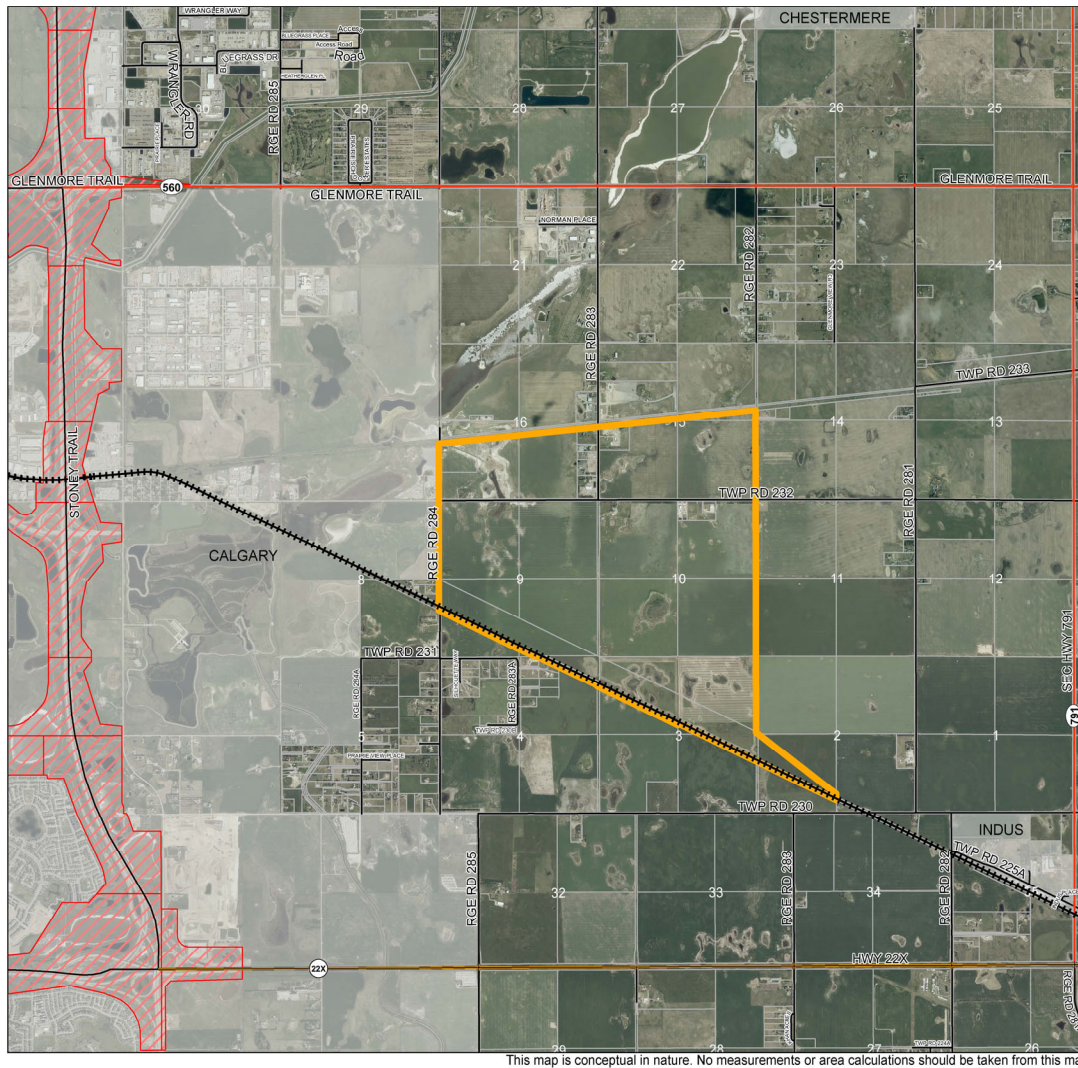
The Plan area is approximately 886 hectares (2,190 acres) of land in Rocky View County, adjacent to the eastern limits of The City of Calgary. As shown on **Map 1** and **Map 2**, the Plan area includes Range Road 284 to the west; land south of the utility corridor running diagonally through Sections 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



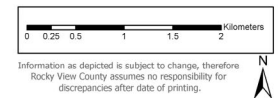
## Map 2: Aerial Photo



Map 2:  
Aerial Photo

 ASP Boundary  
 Railway  
 Transportation & Utility Corridor

Aerial Photo: 2022





## 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

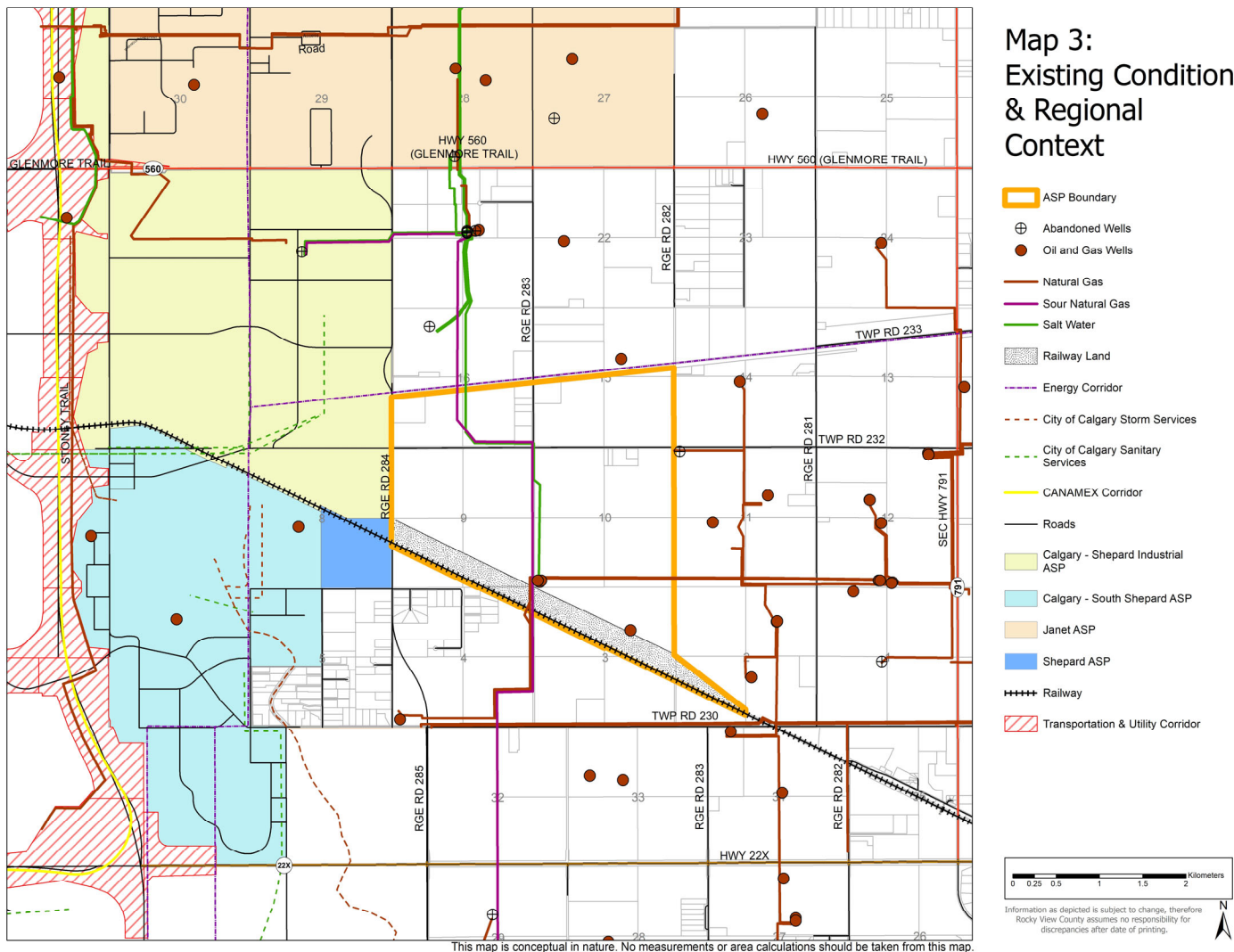
Rocky View County is a member of the Calgary Metropolitan Region Board (CMRB), whose mandate includes ensuring long-term sustainable growth for the Calgary Metropolitan Region. The Plan was referred to the CMRB for review and approval in accordance with the CMRB Regional Evaluation Framework.

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

Map 3:  
Existing Conditions  
& 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.

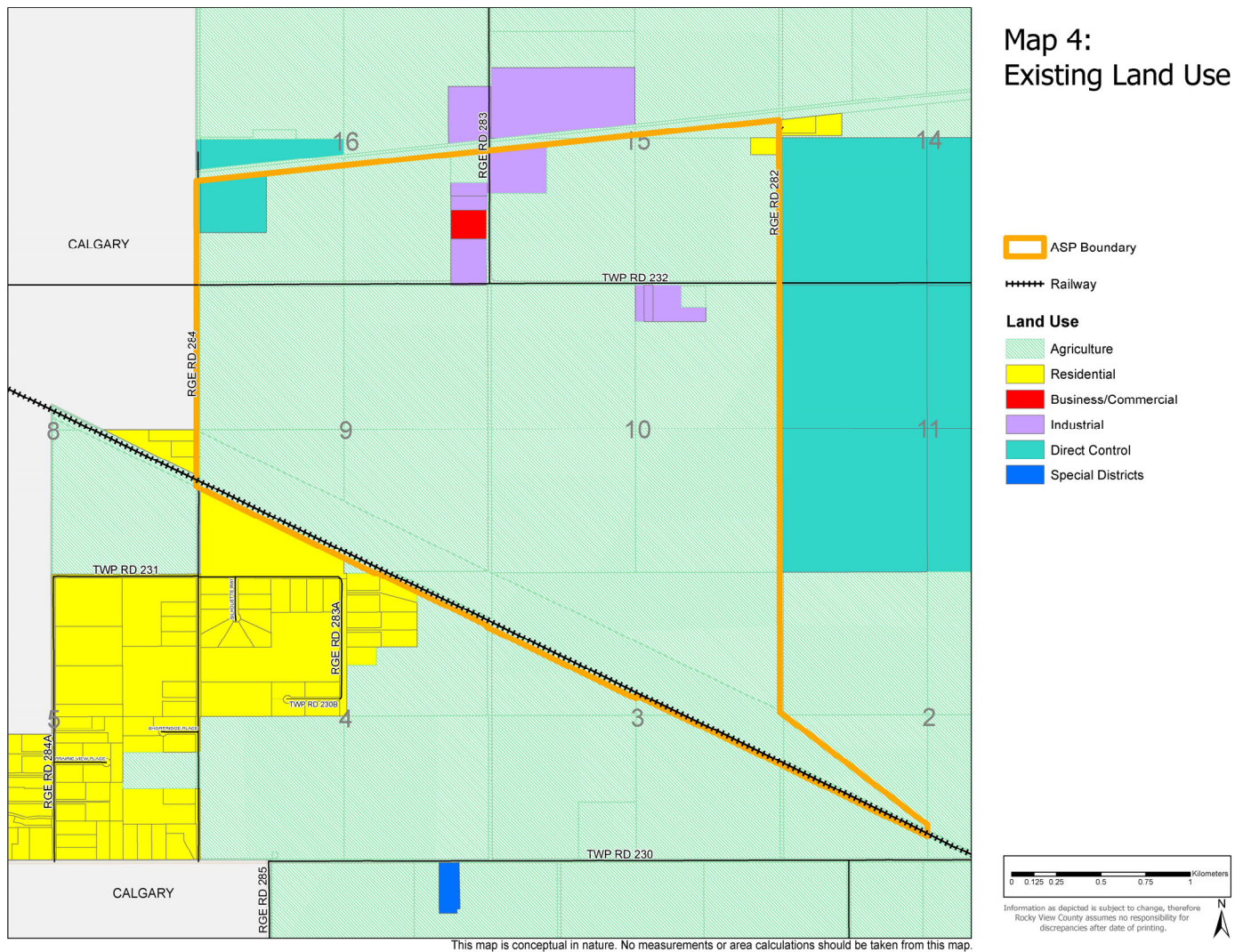
Surrounding the site to the west and north are a few wide and shallow water bodies. The Shepard Slough Complex north of the Plan area is a significant drainage feature on the same scale as the Shepard Wetland. To the west and southwest is Ralph Klein Park in The City of Calgary, a regional park that 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

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**

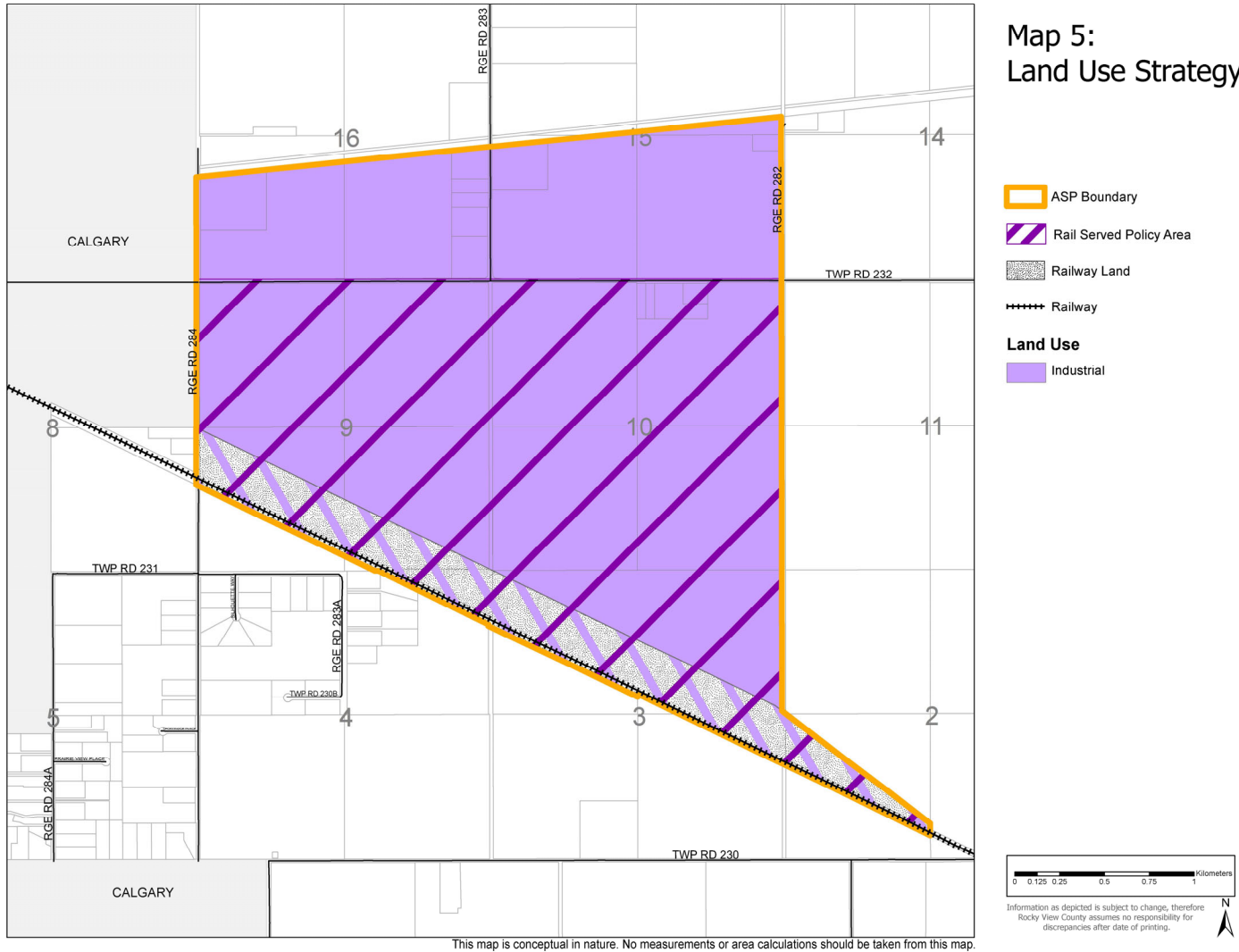
Land Use Type	Gross Area Hectares (AC)
232 Design Corridor (portions of Rail Served Policy Area and Non-Rail Served area north of Township Road 232)	130.5 (322.5)
Railway Land	117.1 (289.3)
Rail Served Policy Area	642.0 (1586.4)
Non-Rail Served area (north of Township Road 232)	244.3 (603.5)
Industrial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

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

## 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.

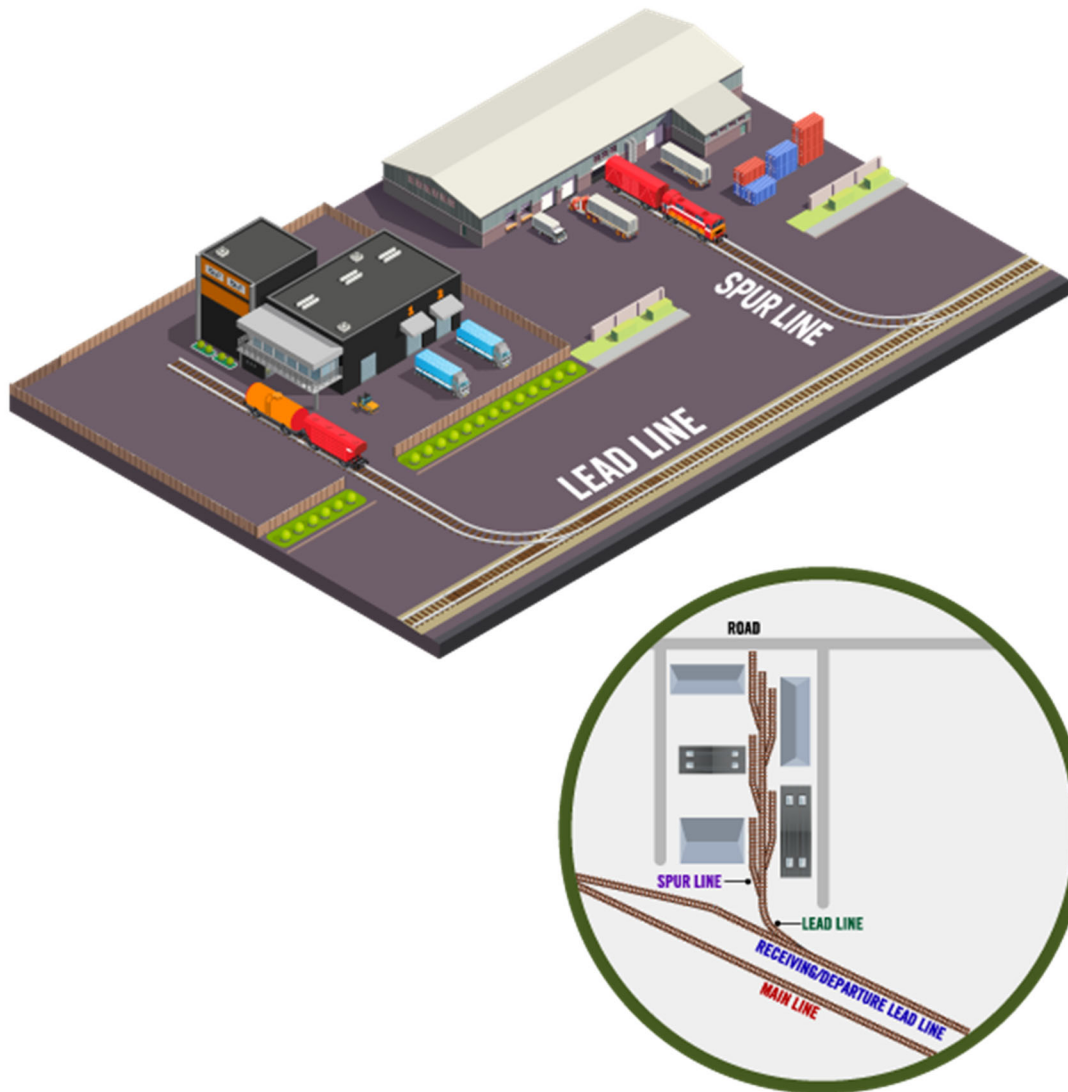
The policies of this Plan recognize the overriding design consideration for the Rail Served Policy Area with regard to track layouts and geometry that has minimal ability to adjust for terrain and natural features. Overall, track geometry should maximize the Rail Served Development opportunities using 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.

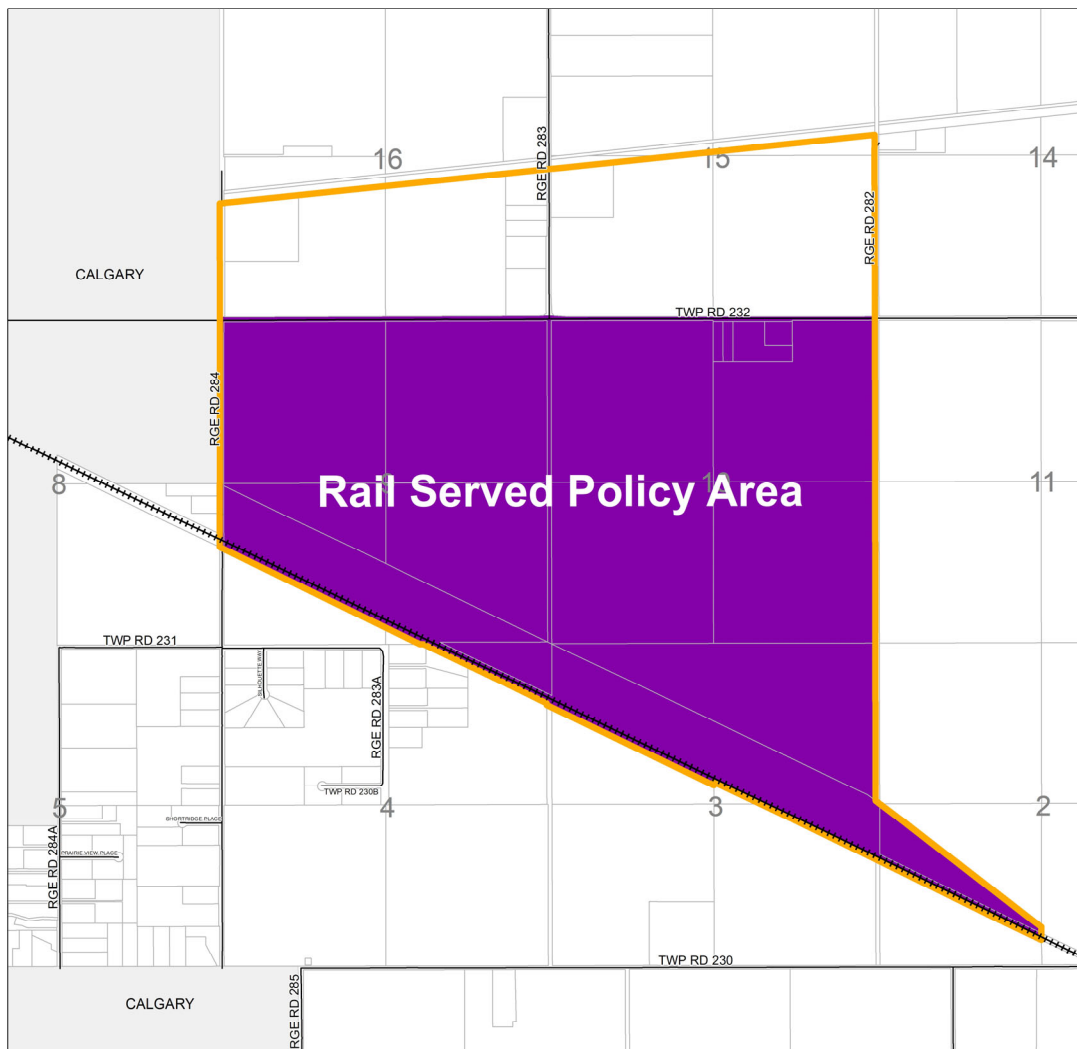
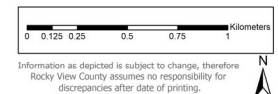
### Local Plan

- 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

Map 6:  
Rail Served  
Policy Area

-  ASP Boundary
-  Rail Served Policy Area
-  Railway



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



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

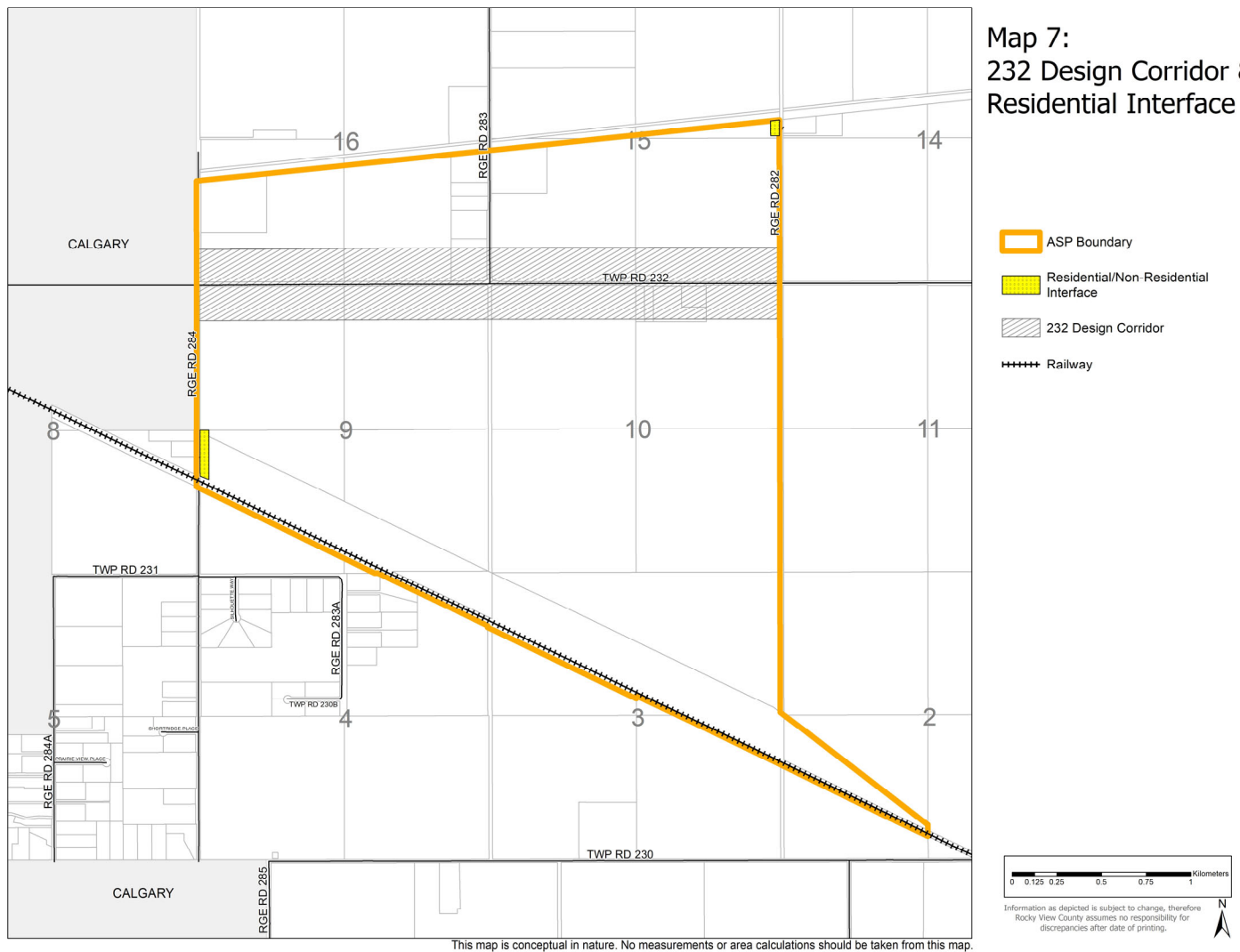
- 11.01 The policies of the 232 Design Corridor shall apply to land located within 200 metres of the Township Road 232 right-of-way, as generally shown on **Map 7**.
- 11.02 Proposed commercial development should be located at intersections to create an attractive streetscape.
- 11.03 Office and light 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



# 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

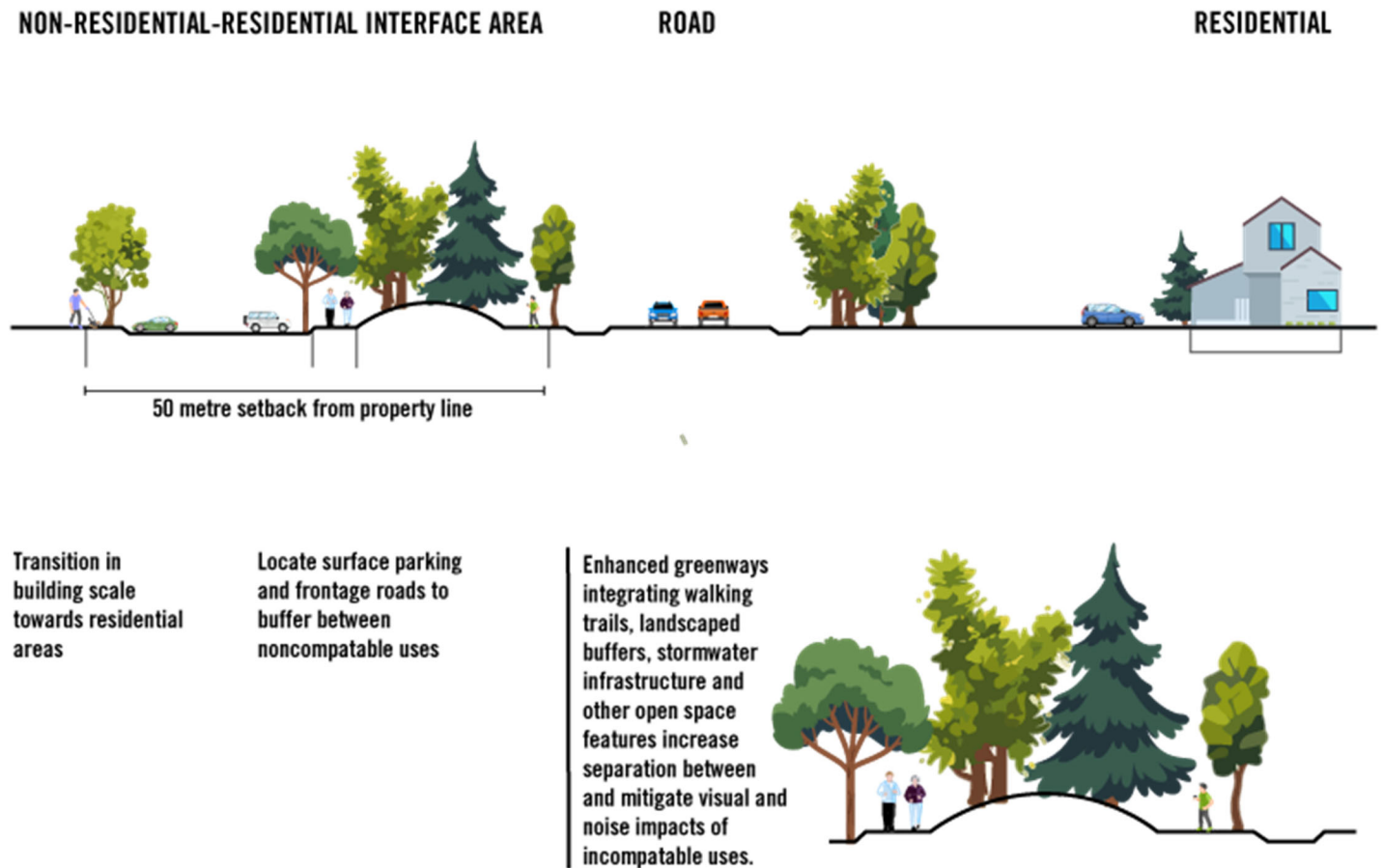
- 12.12 High quality building appearance should be emphasized where non-residential buildings face residential areas. Building design shall address the design guidelines in **Appendix B** of this Plan, the County's Commercial, Office, and Industrial Design Guidelines, and the design principles established 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).
- a. The interface shall be appropriately planned and designed to minimize conflict between incompatible land uses.
  - b. 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:
- a. Barrier fencing to prevent access and catch debris;
  - b. Vegetated berms;
  - c. Stormwater management facilities;
  - d. Ecological/vegetative buffers;
  - e. Use of topographic barriers such as slopes, roads, watercourses, or wetlands; and
  - f. 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:
- a. minimize impact on the natural area;
  - b. provide appropriate landscaping to provide a buffer between parking areas and private roads or driveways and adjacent natural areas;
  - c. locate surface parking and loading areas away from the adjacent edge of the natural area; and
  - d. 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

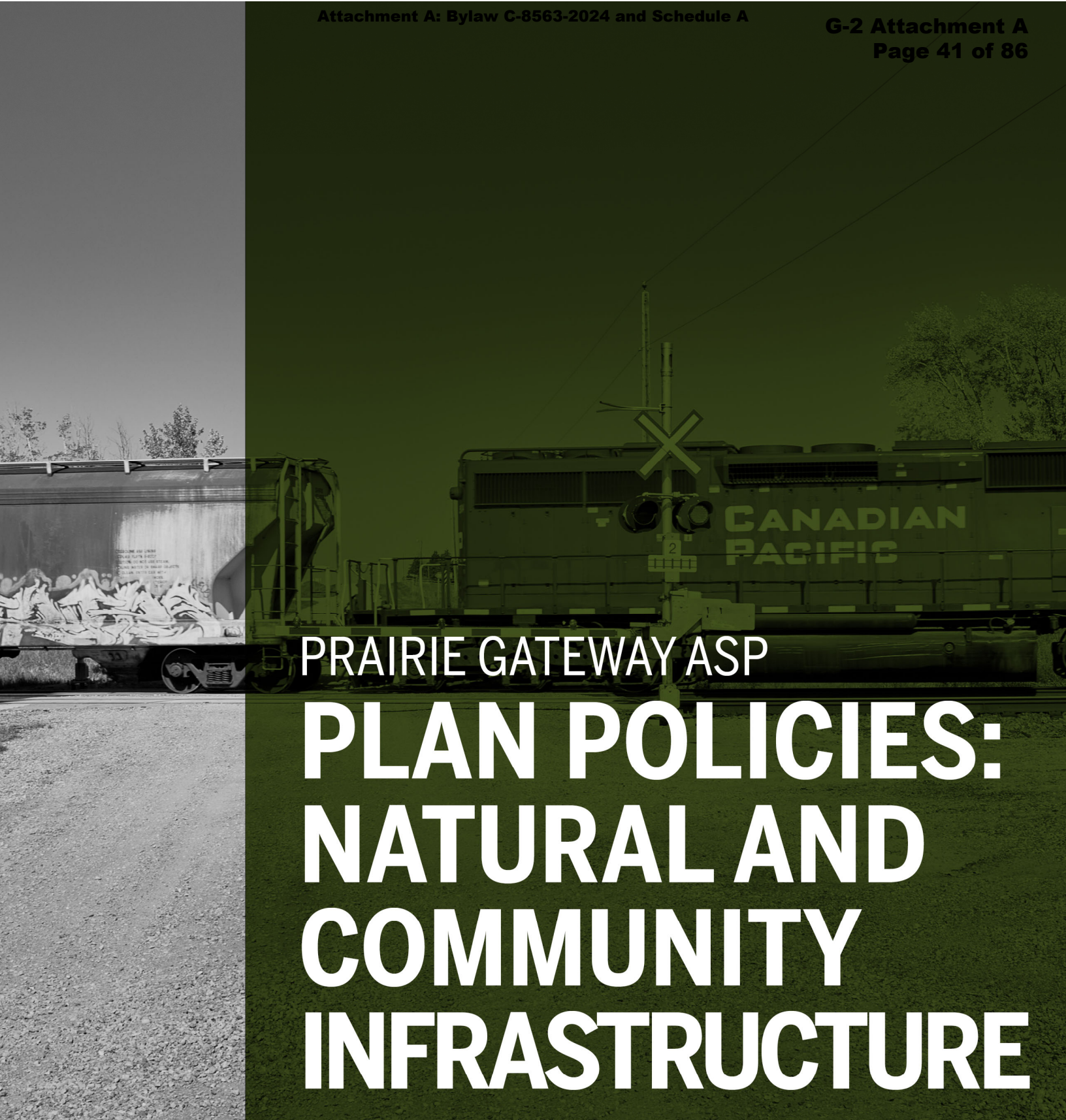
Light pollution can disrupt ecosystems, have adverse health effects, and interfere with the enjoyment of adjacent properties. Exterior lighting in the Plan area should employ dark sky principles to reduce light pollution to conserve energy, reduce glare, safeguard wildlife, and maximize views of the 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:
- a. promote walking and cycling; and
  - b. 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:
- a. the Geometric Design Guide for Canadian Roads;
  - b. the County's servicing standards; and
  - c. 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:
- a. the north side of Township Road 232;
  - b. the west side of Range Road 284;
  - c. the east side of Range Road 283; and
  - d. 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.
- a. 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:
- a. provide connections within, and external to, the Local Plan area;
  - b. wherever possible, be located within or align with a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area;
  - c. incorporate crime prevention through environmental design (CPTED) features; and

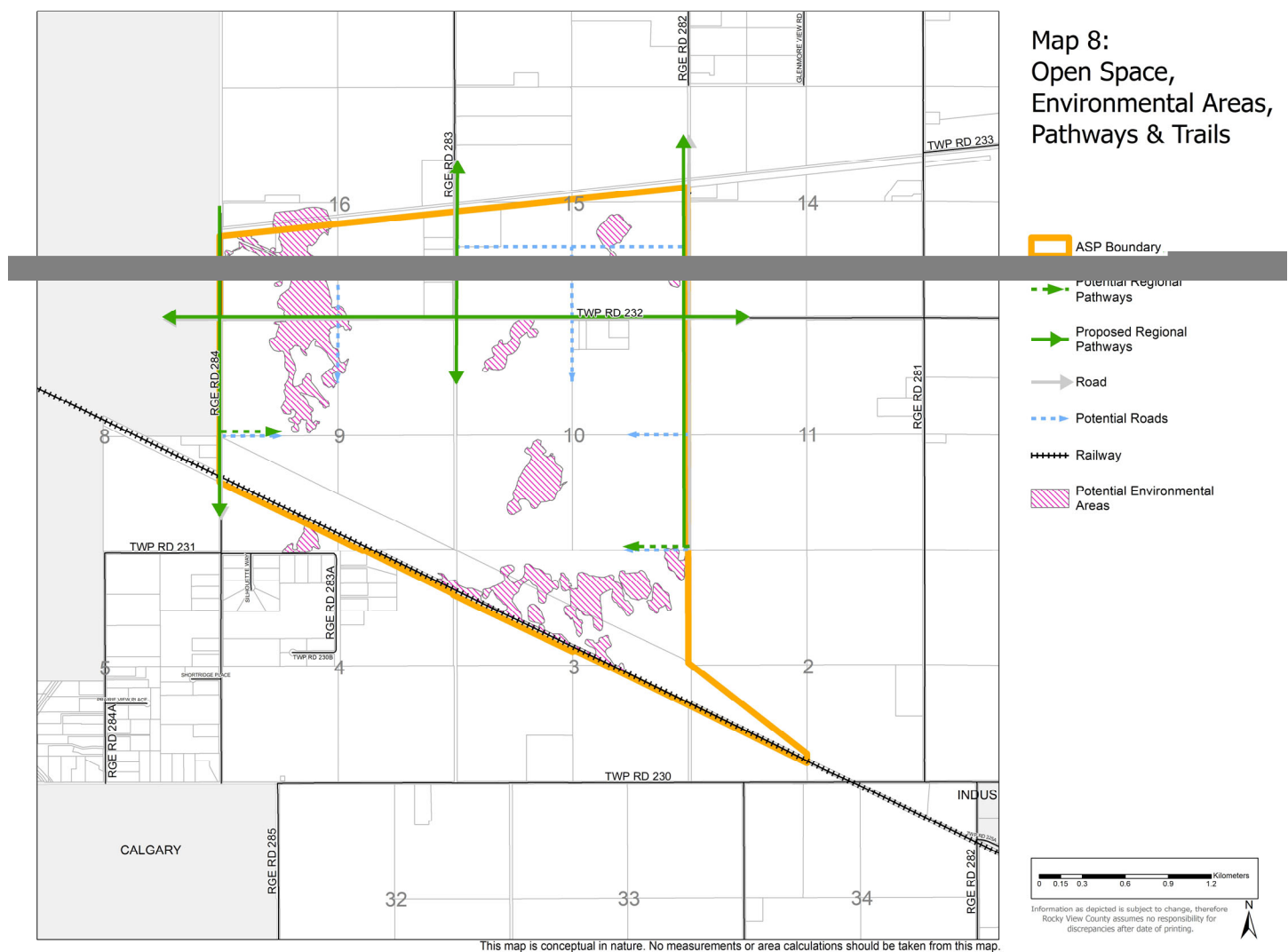
- d. contribute to the regional trail and pathway system and, where possible, connect with other municipalities' pedestrian networks.

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



ROCKY VIEW COUNTY

# 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

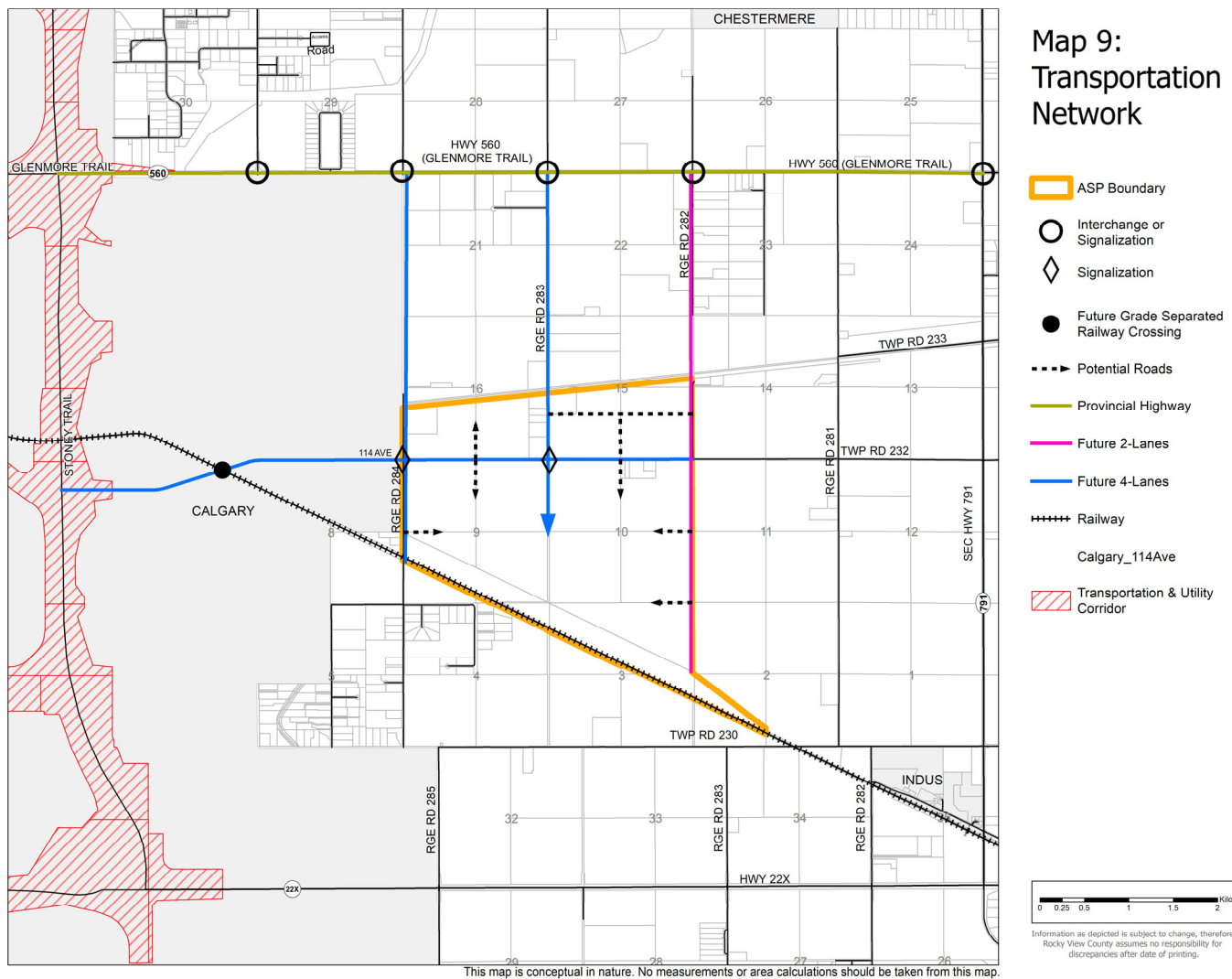


- ii. the change will not negatively affect the ability to provide fire and emergency services.

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:

- should identify, within the Rail Served Policy Area, transit routes that maximize transit coverage while minimizing conflicts with Rail Served Development;
- 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;
- shall identify other potential transit routes;
- shall provide guidance on the spacing of bus stops, transit amenities, and street classification; and
- 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.

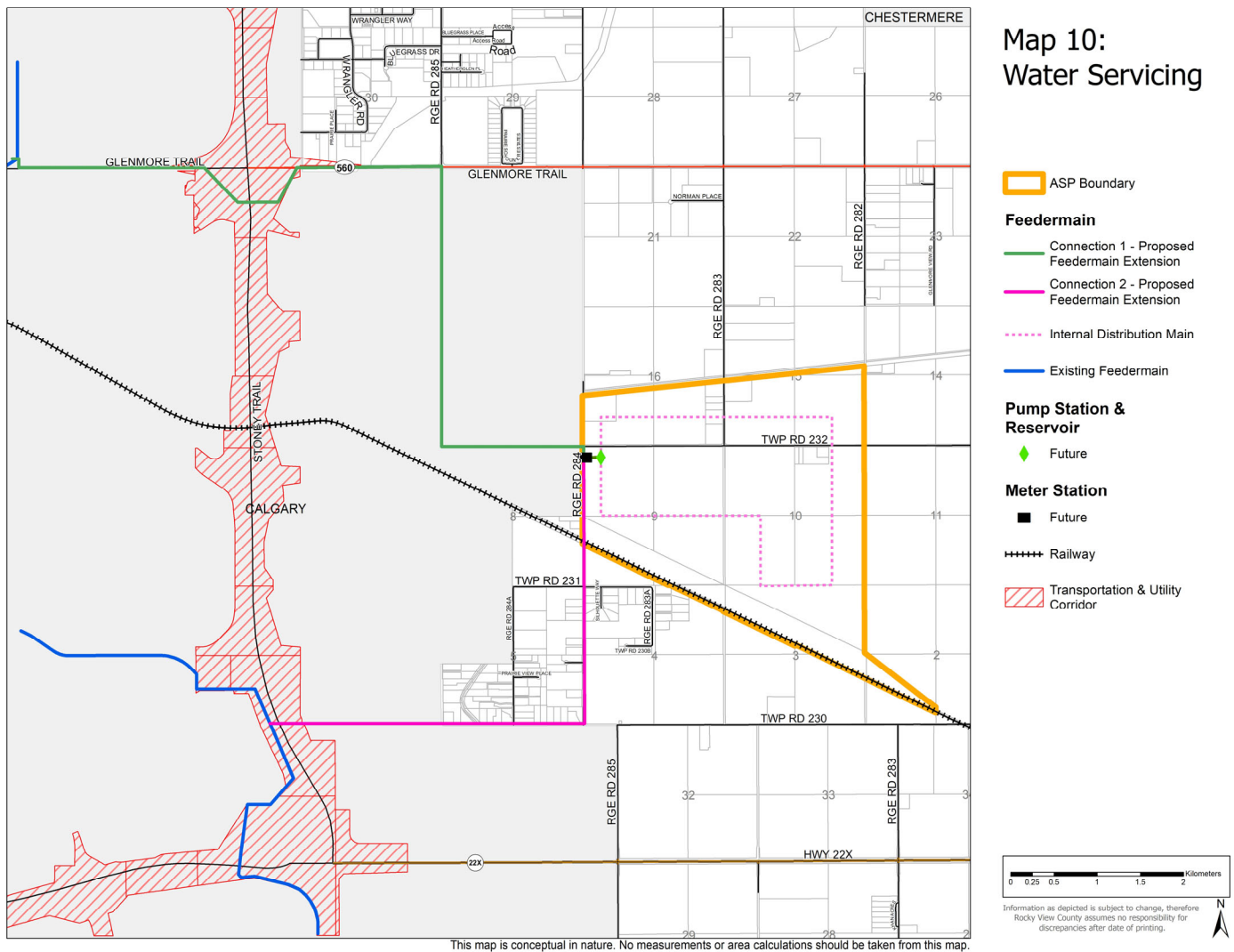
### Shallow Utilities and Regionally Significant Corridors

- 19.20 Shallow utility alignment should be:
- a. identified at the Local Plan stage and determined at the subdivision stage;
  - b. located within a utility right-of-way and not within the road allowance or under sidewalks or pathways; and
  - c. 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.

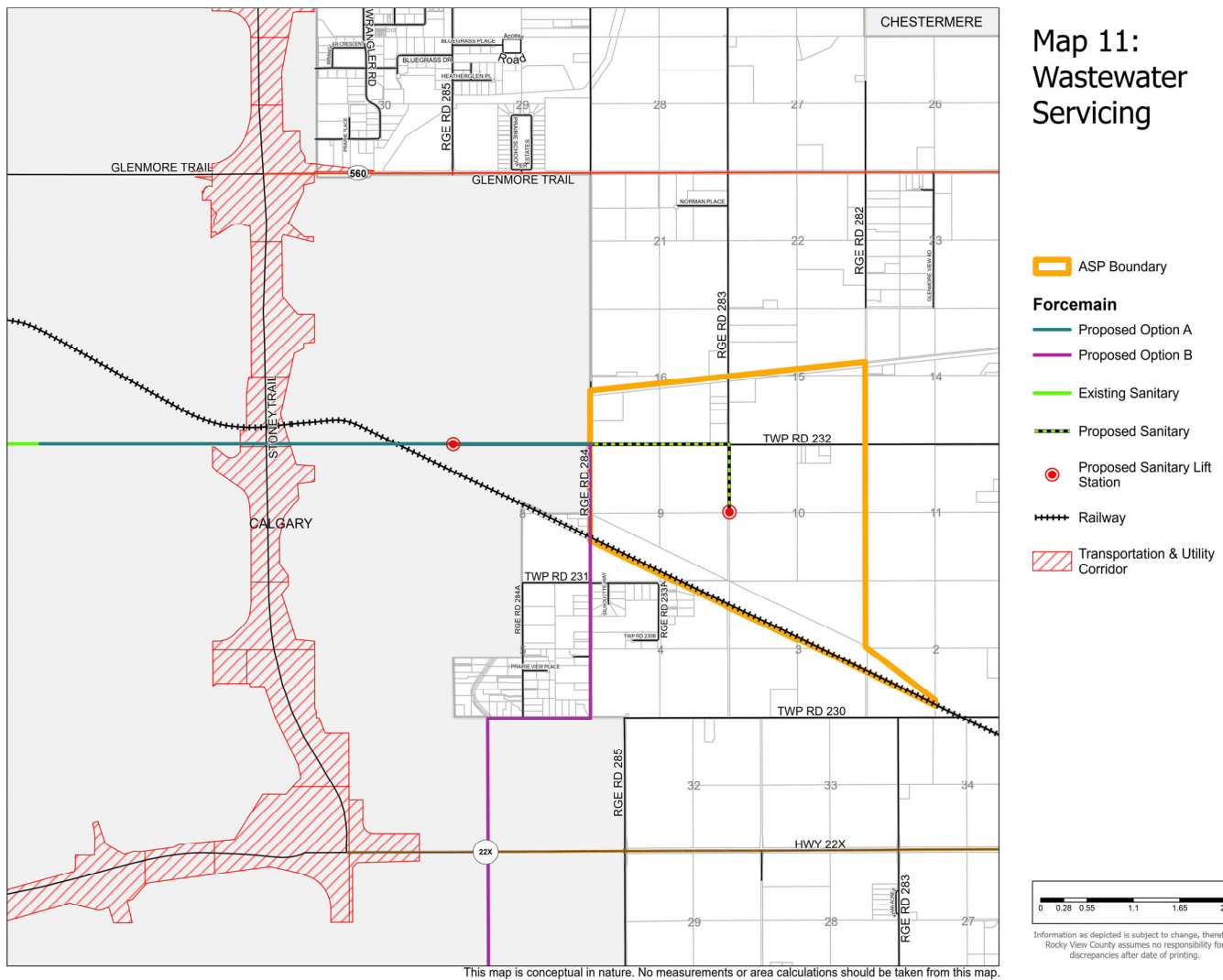
### Local Plan

- 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:
- a. any downstream trunk, wastewater treatment plant upgrades, or other infrastructure required to provide wastewater servicing; and
  - b. 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 11: Wastewater Servicing

Map 11:  
Wastewater  
Servicing

## 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.

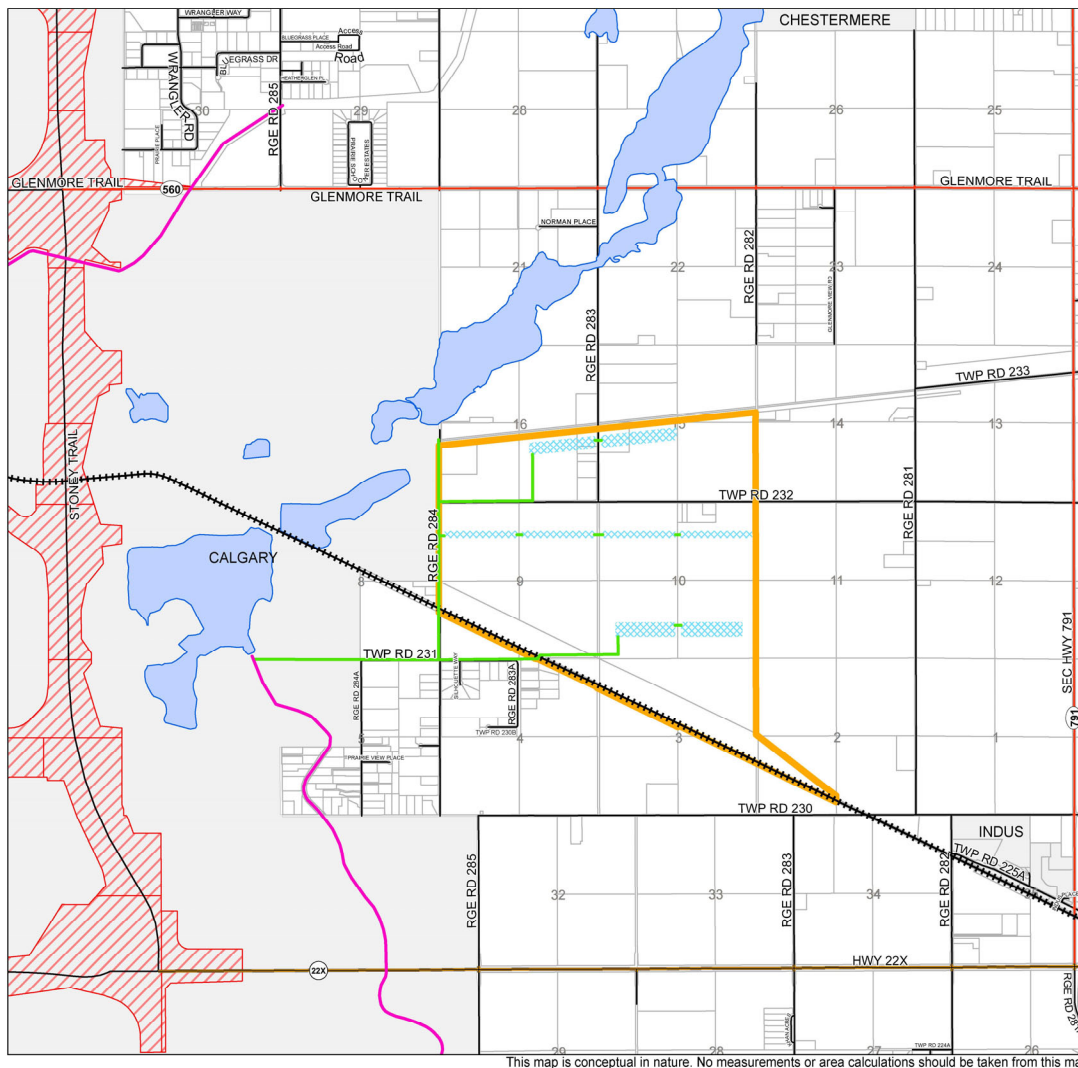
### Local Plans

- 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:
- Water and Wastewater Off-Site Levy;
  - Stormwater Off-Site Levy;
  - Transportation Off-Site Levy; and
  - 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:
- internal to the Plan area will be determined to the satisfaction of the County; and
  - 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:
- Prairie Gateway Master Drainage Plan;
  - Active Transportation Plan: South County;
  - Recreation and Parks Master Plan;
  - Rocky View County Solid Waste Master Plan;
  - Rocky View County Servicing Standards; and
  - 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**

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

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**ROCKY VIEW COUNTY**



# 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.



## Rocky View County / City of Calgary Intermunicipal Development Plan Amendments - Prairie Gateway Area Structure Plan

Electoral Division: 6

File: 1014-532

Date:	February 18, 2025
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.

This item was previously heard on September 11, 2024, which was followed by first and second readings by Council. Administration was then directed to refer the IDP amendments as part of the Prairie Gateway ASP application to the Calgary Metropolitan Region Board (CMRB) Regional Evaluation Framework (REF) process for approval. On November 22, 2024, the CMRB unanimously approved the Prairie Gateway ASP as a new Area Structure Plan and new Employment Area located outside of a Preferred Growth Area.

### RECOMMENDATION

THAT Bylaw C-8562-2024 be given third and final reading, as previously amended.

### 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.

Below is a timeline on the Prairie Gateway initiative project, which included the ASP and supporting IDP amendments, since the beginning of 2024:

- **February 22, 2024:** The initiative was presented to The City of Calgary's Planning Committee.
- **July 29, 2024:** The initiative was presented to The City of Calgary's Infrastructure and Planning Committee.
- **September 10, 2024:** The initiative was presented to The City of Calgary Council.
- **September 11, 2024:** A public hearing for the IDP amendments was held, and Council passed first and second readings. Council passed a motion to refer the ASP and supporting IDP amendments to the Calgary Metropolitan Regional Board (CMRB) for approval.

## Rocky View County / City of Calgary Intermunicipal Development Plan Amendments - Prairie Gateway Area Structure Plan

- **November 22, 2024:** The Prairie Gateway ASP Regional Evaluation Framework application for a new Area Structure Plan and new Employment Area located outside of a Preferred Growth Area received unanimous approval by the CMRB.

### 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: Prairie Economic Gateway Initiative Terms of Reference

### APPROVALS

Manager:	Devin LaFleche, Regional Planning Manager
Executive Director/Director:	Amy Zaluski, Director of Intergovernmental and Regional Services
Chief Administrative Officer:	Reegan McCullough, Chief Administrative Officer



ROCKY VIEW COUNTY

# 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 \_\_\_\_\_, 2025

\_\_\_\_\_  
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.



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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.~~

~~This Key Focus Area consists of approximately 890 hectares of land located north of the CPKC rail line, east of The City of Calgary, and south of the Highway 560 (Glenmore~~



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Trail) Joint Industrial Corridor. 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 lands to the north of the Southeast Railway Corridor Key Focus Area and the south of Highway 560 (Glenmore Trail) may be considered for future Collaborative Planning Projects.

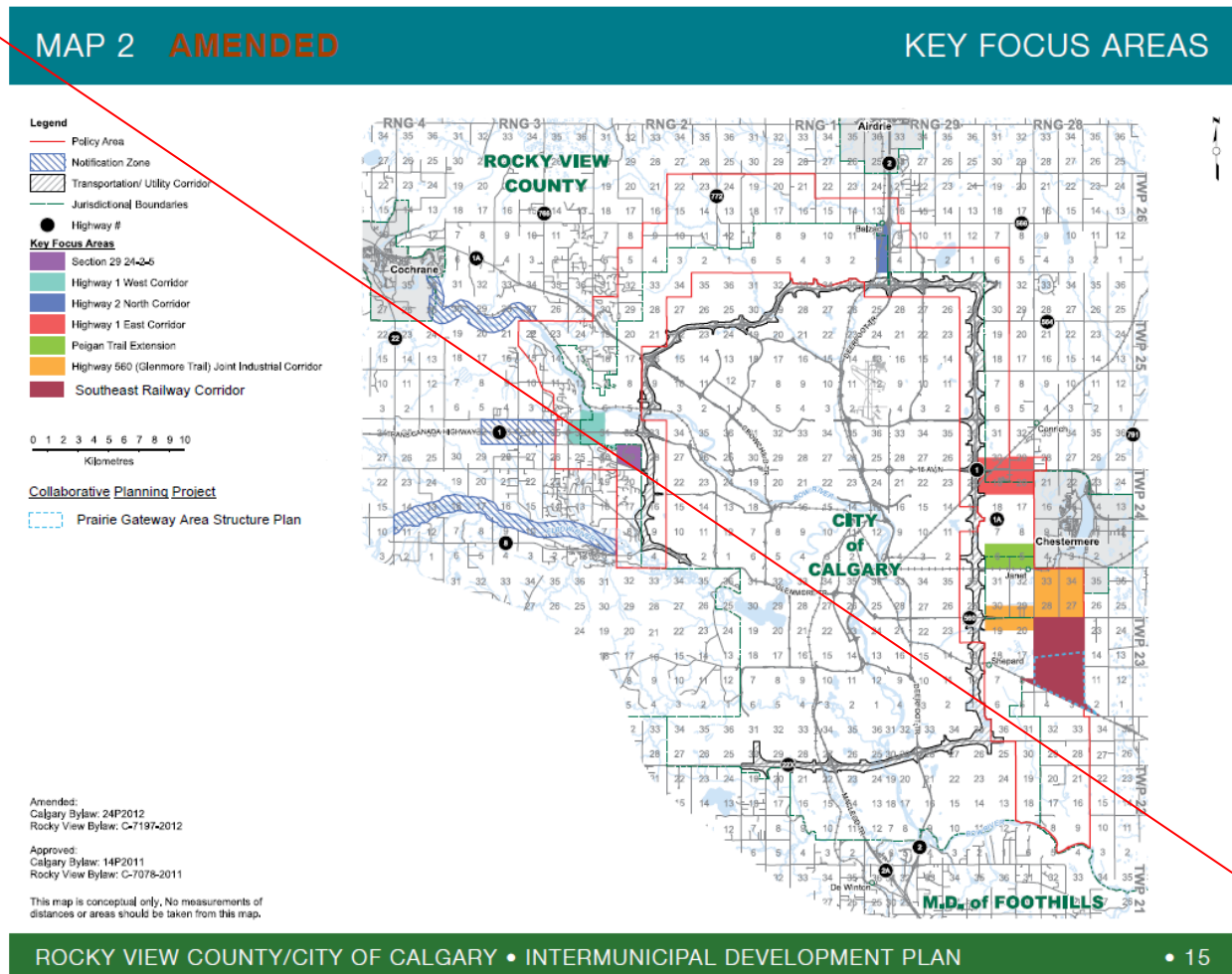
- 4.8.1 The Prairie Gateway Area Structure Plan shall be created from a Collaborative Planning Project, pursuant to Section 3.2, to guide land use planning within ~~the southern portion of~~ the Key Focus Area lands as identified in Map 2. The Area Structure Plan will be a Rocky View County statutory 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~~ the lands north of the Southeast Railway Corridor Key Focus Area and south of Highway 560 (Glenmore Trail), not currently part of the Area Structure Plan, as determined appropriate by agreement of the municipalities."



ROCKY VIEW COUNTY

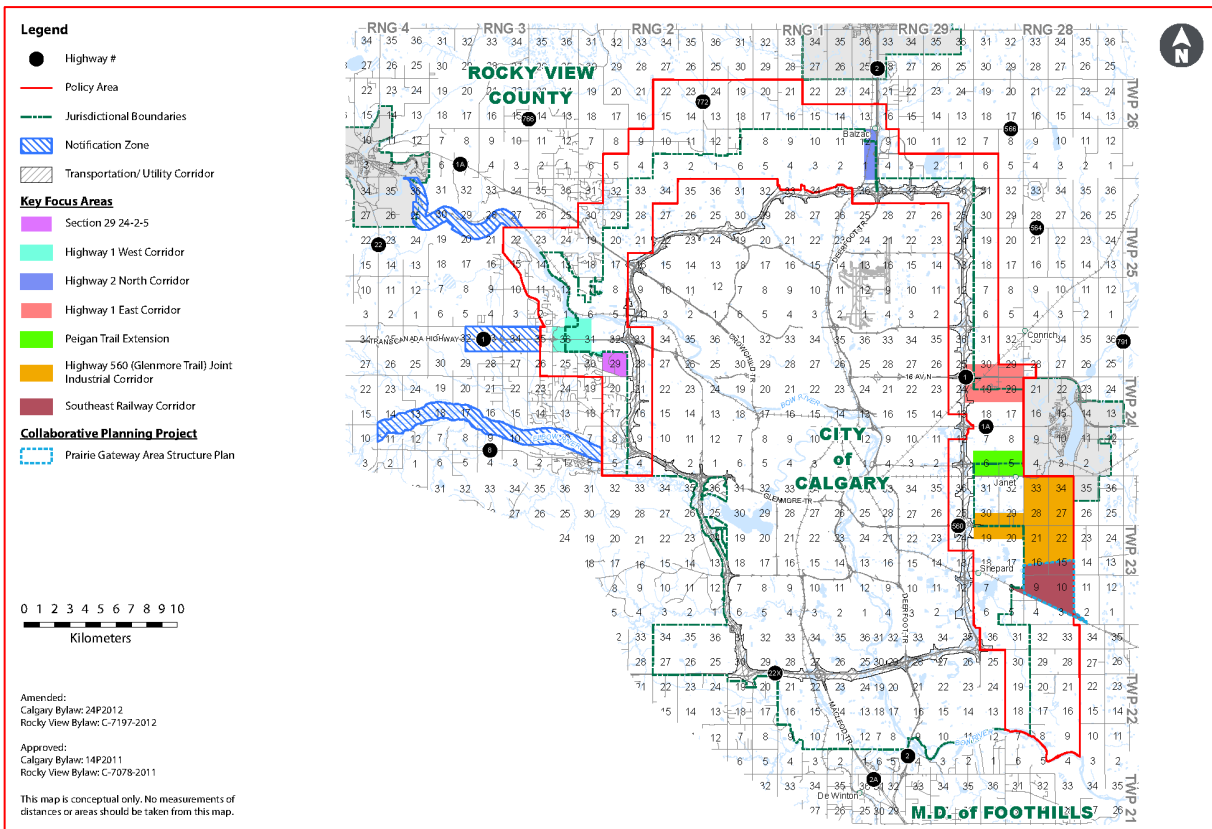
Amendment # 14

Within section 4.0 Key Focus Areas, replace the existing Map 2 – Key Focus Areas with the following revised map:





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### 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:

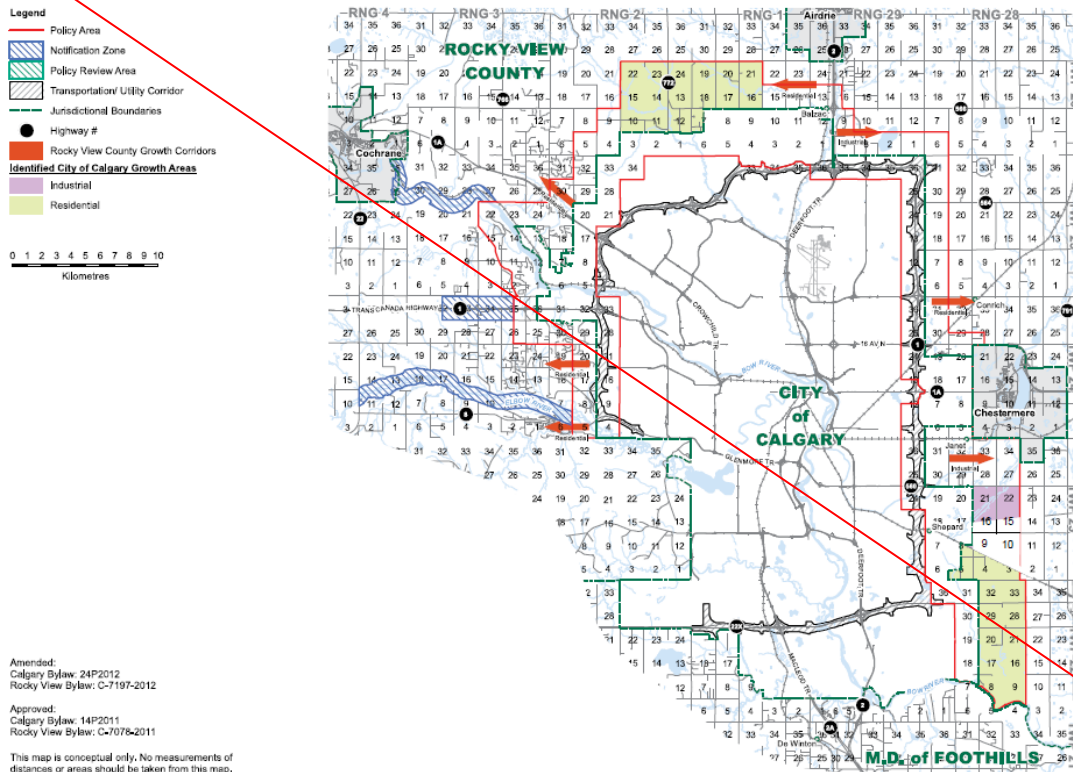




ROCKY VIEW COUNTY

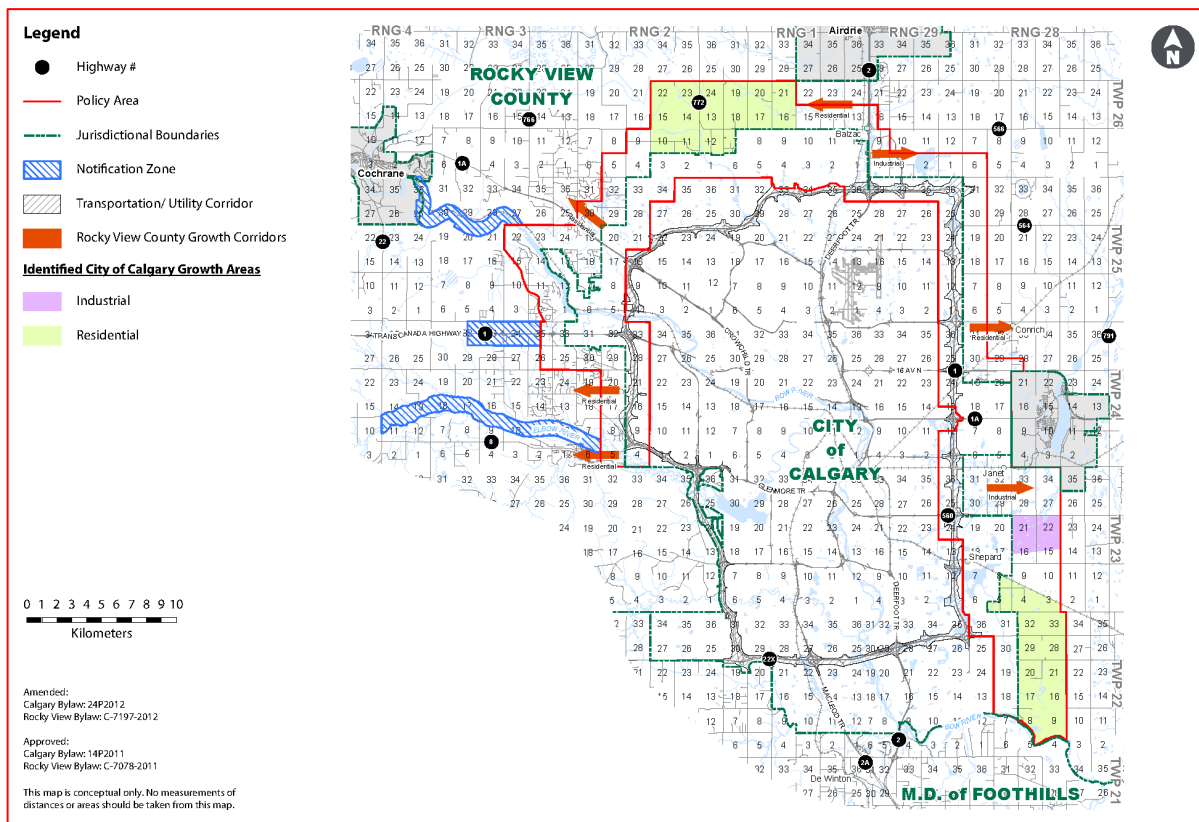
## MAP 4 AMENDED

## GROWTH CORRIDORS/AREAS





ROCKY VIEW COUNTY



## 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.”



# 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.



# COUNCIL REPORT

## Subdivision Item: Applicant Request for Consideration

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Electoral Division: 7

File: PL20240097 / 03215004

Date:	February 18, 2025
Presenter:	Logan Cox, Supervisor, Planning & Development
Department:	Planning

### REPORT SUMMARY

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The purpose of this report is for the Subdivision Authority to consider an Applicant's request to impose an alternative condition relating to road upgrade requirements on their recent subdivision approval. The Applicant has separately appealed the decision to Land and Property Rights Tribunal and the appeal hearing has not yet been held.

On December 3, 2024, Council approved subdivision application PL20240097 for Phase 4 of the Bridges of Langdon development, within the hamlet of Langdon. Condition 2(a) of the approval requires the upgrade to a portion of Centre Street and Railway Avenue. This condition was prepared based on the Applicant's Traffic Impact Assessment (TIA) and the County Servicing Standards, as the TIA indicated that Phase 4 of the development had reached the threshold for road upgrades as outlined in the County Servicing Standards.

Following the subdivision approval, the Applicant provided a further traffic memo to supplement the TIA. The memo cites further engineering standards and revised traffic numbers to conclude that the existing Centre Street and paved surface of Railway Avenue is sufficient to accommodate the existing and projected traffic volume, as proposed in this phase of development. Therefore, the Applicant's submissions assert that the development as approved does not warrant the upgrades originally contemplated in the TIA.

The Applicant is requesting that consideration be given to amending the subdivision approval in accordance with their submitted letter (Attachment A). Administration has reviewed the traffic memo and accepted the findings; however, Administration has no ability to waive or alter the conditions of approval. Furthermore, to amend conditions of subdivision after the Subdivision Authority has rendered a decision is atypical and such amendments would usually be requested either through a new subdivision application or through submission of an appeal.

If the Applicant continues with the appeal to the Land and Property Rights Tribunal (LPRT), Administration would attend to represent the Subdivision Authority. The LPRT would render a decision on the merits of the appeal and the information provided to them by both appellants and Administration, on behalf of the Subdivision Authority. The Applicant has expressed desire for Council, as the Subdivision Authority to consider their request so they can withdraw their appeal to the LPRT.

If Council wishes that the Applicant be required to submit a new application or to appeal the decision to vary the imposed conditions, Administration recommends that this report be received as information. However, if Council supports the Applicant's request, an alternate direction is provided in this report to waive the relevant condition relating to road upgrades and to impose the lesser suggested requirements through a development agreement.

### ADMINISTRATION'S RECOMMENDATION

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THAT the Subdivision Authority receives this report as information.

Subdivision Item: Applicant Request for Consideration

BACKGROUND

On November 14, 2024, the Applicant confirmed the draft conditions to be proposed to Council were acceptable and wished to proceed to Council as soon as possible. The Development Agreement condition was crafted to reflect the accepted Traffic Impact Assessment, as amended through the application review process.

On December 3, 2024, Council, acting as the Subdivision Authority, conditionally approved the subdivision application.

On December 5, 2024, the Applicant provided Administration with an updated Traffic Memo and requested Administration amend the requirements in the recent conditional approval to align with the recommendations of the memo.

On December 20, 2024, the Applicant appealed the subdivision approval to the County’s Subdivision and Development Appeal Board, this was subsequently referred to the Land and Property Rights Tribunal on January 9, 2025, due to the presence of a wetland on the subject property.

ANALYSIS

Administration has reviewed and accepted the updated traffic memo dated December 5, 2024, and advised the Applicant that road upgrading for Centre Street and Railway Avenue could be deferred to future development phases, subject to consideration by the Subdivision Authority or the Land and Property Rights Tribunal, as appropriate. The Applicant was advised that a Traffic Impact Assessment would be required at future development phases to determine the timing for road upgrading.

The original approved Condition 2(a) and the requested amended upgrade requirements, secured through a development agreement signed prior to endorsement of the subdivision, are listed below for comparison. The requested amended requirements differ slightly from the wording proposed by the Applicant in their letter submission (Attachment A).

Original Approved Condition 2(a)	Proposed Amended Requirements
<p>2) The Owner shall enter into a Development Agreement pursuant to Section 655 of the Municipal Government Act, in accordance with the approved Tentative Plan, and shall include the following:</p> <p>a) Design and construction of offsite transportation upgrades as identified in the final approved TIA, including:</p> <ul style="list-style-type: none"><li>○ Upgrade Centre Street, to 4-Lane Major (400.15 or alternative approved by the County), from Railway Ave to North Bridges Landing;</li><li>○ Upgrade Railway Avenue, to Urban Primary Collector (400.3 or alternative approved by the County), from Vale View Road to Centre Street;</li><li>○ Upgrade the intersection of Mowat Street and Railway Avenue to an all-way stop.</li></ul>	<p>The Owner shall enter into a Development Agreement pursuant to Section 655 of the Municipal Government Act, in accordance with the approved Tentative Plan, and shall include the following:</p> <p>a) Design and construction of offsite transportation upgrades as identified in the updated traffic memo dated Dec 5, 2024, including:</p> <ul style="list-style-type: none"><li>○ Implement centreline painting along Railway Avenue, between Mowat Street and Centre Street, to the satisfaction of the County.</li><li>○ Upgrade Railway Avenue to a 9 m paved standard acceptable to the County, between Mowat Street and Vale View Road.</li><li>○ Upgrade the intersection at Mowat Street and Railway Avenue to a 3-way stop.</li></ul>

Section 657(3) of the *Municipal Government Act* allows for a subdivision to be released to Land Titles for registration without the conditions of approval being met so long as the plan of subdivision aligns with what was approved and that the subdivision authority is satisfied that the conditions will be met.

COMMUNICATIONS / ENGAGEMENT

Consultation was conducted in accordance with statutory requirements and County Policy C-327 at the subdivision review stage. No further consultation was completed for this item.

Subdivision Item: Applicant Request for Consideration

IMPLICATIONS

Financial

No financial implications identified at this time.

STRATEGIC ALIGNMENT

Council is the Subdivision Authority for the subject application due to a letter of objection received from a landowner within the application circulation area, as per Section 5(2) of the *Subdivision Authority Bylaw* (C-8275-2022).

ALTERNATE DIRECTION

THAT the Subdivision Authority consents to endorsement of subdivision application PL20240097 without the applicant meeting condition 2(a) as originally approved, in accordance with section 657(3) of the *Municipal Government Act*;

AND THAT prior to endorsement of subdivision application PL20240097, the Owner shall enter into a Development Agreement pursuant to Section 655 of the *Municipal Government Act*, in accordance with the approved Tentative Plan, which includes the following:

- a) Design and construction of offsite transportation upgrades as identified in the updated traffic memo dated Dec 5, 2024, including:
- Implement centreline painting along Railway Avenue, between Mowat Street and Centre Street, to the satisfaction of the County.

○ Upgrade Railway Avenue to a 9 metre paved standard acceptable to the County, between Mowat Street and Vale View Road.

○ Upgrade the intersection at Mowat Street and Railway Avenue to a 3-way stop.

ATTACHMENTS

- Attachment A: Applicant's Letter
- Attachment B: Council Report Package for Item H-1 from Dec 3, 2024 Council Meeting Agenda

APPROVALS

Manager:	Dominic Kazmierczak
Acting Executive Director:	Dominic Kazmierczak
Chief Administrative Officer:	Reegan McCullough



PH: (403) 470-8108  
blvinc23@outlook.com

January 28, 2025

Rocky View County Planning Services  
262075 Rocky View Point  
Rocky View County, AB  
T4A 0X2Attn: Planning Department

**Subject: Motion of Clarification Request and Amendment to Condition 2 –  
Bridges of Langdon Phase 4 Subdivision Approval (File: PL20240097)**

On behalf of Pollyco Group of Companies, this letter serves as a formal request for a “Motion of Clarification” to Rocky View Council to amend Condition 2 of the subdivision approval for Bridges of Langdon Phase 4 (File: PL20240097), issued on December 6, 2024.

This request is necessary to address the supplemental Transportation Impact Assessment (TIA) findings regarding the scope of required off-site upgrades for Centre Street and Railway Avenue. Pollyco appreciates the County’s diligent review of the TIA and supplemental memos and remains committed to ensuring the proposed upgrades align with the County’s objectives, while addressing the actual traffic impacts generated by this and future phases of development in Bridges of Langdon.

**Current Condition 2**

The current wording of Condition 2 from the December 3<sup>rd</sup> approval is as follows:

*The Owner shall enter into a Development Agreement pursuant to Section 655 of the Municipal Government Act, in accordance with the approved Tentative Plan, and shall include the following:*

- *Design and construction of offsite transportation upgrades as identified in the final approved TIA, including:*
  - *Upgrade Centre Street to 4-Lane Major (400.15 or alternative approved by the County) from Railway Avenue to North Bridges Landing;*
  - *Upgrade Railway Avenue to Urban Primary Collector (400.3 or alternative approved by the County) from Vale View Road to Centre Street;*
  - *Upgrade the intersection of Mowat Street and Railway Avenue to an all-way stop.*

While the condition allows the County discretion to approve an alternative scope of upgrades, County Administration has indicated that this discretion requires further clarification and Council approval. This Motion of Clarification seeks to amend Condition 2



to reflect a clear and proportionate set of requirements based on the traffic impacts generated specifically by Phase 4.

## **Proposed Amendment to Condition 2**

Pollyco proposes that Condition 2 be amended to include the following short-term upgrades tied to the development of Phase 4:

*The Owner shall enter into a Development Agreement pursuant to Section 655 of the Municipal Government Act, in accordance with the approved Tentative Plan, and shall include the following:*

- *Design and construction of offsite transportation upgrades as identified, including:*
  - *Upgrade the intersection at Mowat Street and Railway Avenue to an all-way stop.*
  - *Formalize Railway Avenue between Mowat Street and Centre Street as a rural collector with a painted centerline.*
  - *Pave Railway Avenue between Mowat Street and Vale View Road to a 9m rural collector standard.*
  - *Construct a 1.5m paved pathway between the Iron Horse ball diamonds, the high school and the private commercial site at corner Centre Street and Railway Avenue. The approved alignment and right-of-way for this pathway to be provided by Rocky View County.*

As agreed, during the January 27, 2025 meeting with County staff, these short-term upgrades were determined adequate to address the traffic impacts of Phase 4. Also ensuring the safety and functionality of key road segments without the project crippling financial burdens of premature infrastructure investments.

## **Rationale for the Proposed Condition 2 Amendment**

The original condition requiring immediate upgrades to both Railway Avenue and Centre Street, including full urbanization to a 4-lane road, is disproportionate to the actual traffic impacts caused by Phase 4. According to the attached supplemental memo, projected traffic volumes for these road segments will remain well within the capacity of 2-lane rural roads in the short- to medium-term. Therefore, upgrading to a 4-lane urban standard is unnecessary at this stage and can be deferred to future phases when traffic volumes justify such improvements.

A phased approach to road upgrades is a more practical and efficient solution for Langdon's development. The short-term upgrades proposed by Pollyco address immediate concerns, such as traffic safety and road capacity, without overbuilding infrastructure prematurely. This approach allows the County and Pollyco to monitor traffic growth and base future upgrade decisions on clear data, ensuring resources are allocated appropriately.

This proposal aligns with the County's transportation policies, which emphasize that infrastructure investments should be proportional to development's impacts. Fully upgrading Centre Street and Railway Avenue to an urban standard at this time is both unnecessary and inefficient. These upgrades are now included in the County's Newly minted Off-Site Levy framework, ensuring a fair funding mechanism for future improvements when warranted by traffic growth.

Additionally, the County is conducting critical studies on stormwater management and underground infrastructure in this area. Beginning full road upgrades now, before these studies are completed, risks duplicating efforts and wasting financial resources. Premature construction would likely result in costly rework once stormwater solutions are finalized.

### **Conclusion**

By amending Condition 2 as proposed, the County can meet its infrastructure goals while considering the phased nature of development and the financial realities of land development projects. The proposed amendment balances the need for timely upgrades with the importance of proportionate and cost-effective investments.

Pollyco remains committed to collaborating with the County to implement these upgrades and resolve any outstanding concerns. Thank you for your time and consideration of this request.

Should you require further information or clarification, please contact me directly.

**Alan Boucher RPP, MCIP**  
**Principal**  
**BLV Development Management**



Attachments:  
December 5 2025 – Roadway Link Analysis – Bunt & Associates



# COUNCIL REPORT

## Subdivision Item: Residential

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Electoral Division: 7

File: PL20240097 / 03215004

Date:	December 3, 2024
Presenter:	Xin Deng, Senior Planner
Department:	Planning

### REPORT SUMMARY

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The purpose of this report is for Council to assess a proposed subdivision of the subject land (Attachment A), in order to create 99 residential lots, 2 public utility lots, and 2 municipal reserve lots on  $\pm$  8.60 hectares ( $\pm$  21.25 acres) of the subject land for Bridges of Langdon Phase 4.

The application was evaluated pursuant to applicable regulations and policies. The proposal is consistent with Section 5.0 (Managing Residential Growth Areas) and Section 9.0 (Hamlets) of the County Plan, Langdon Area Structure Plan, Bridges of Langdon Conceptual Scheme, and the *Land Use Bylaw*. Technical aspects have been addressed through the conditions of subdivision.

Council is the Subdivision Authority for the subject application due to the letter of objection received from a landowner within the application circulation area, as per Section 5(2) of the *Subdivision Authority Bylaw* (C-8275-2022).

### ADMINISTRATION'S RECOMMENDATION

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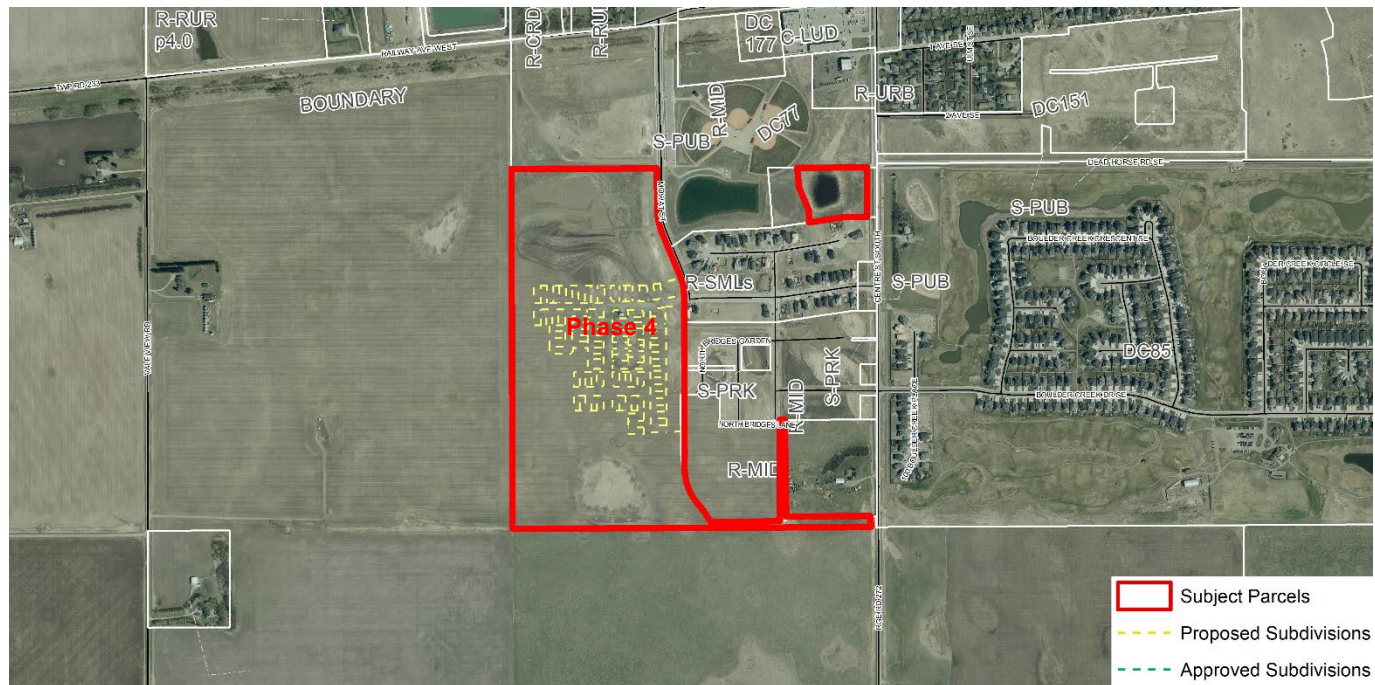
THAT the Subdivision Authority approves application PL202400097 with the conditions noted in Attachment F.

## Subdivision Item: Residential

### BACKGROUND

#### Location (Attachment A)

Located approximately 1.61 kilometres (1 mile) south of Railway Avenue and immediately west of Centre Street, within the hamlet of Langdon.



#### Site History (Attachment B)

The Bridges of Langdon Conceptual Scheme was adopted in 2016 to facilitate mixed-use residential development within the hamlet of Langdon, and then was amended in 2022 to support more intensive development. Bridges of Langdon Phase 1, 2 and 3 have been approved and endorsed in the past few years. The redesignation application for Phase 4 (PL20240091) was approved on November 12, 2024.

#### Intermunicipal and Agency Circulation (Attachment C)

The subject land is not located within an intermunicipal development plan area or adjacent to highways. Comments from regular departments and agencies can be found in Attachment C.

#### Landowner Circulation (Attachment D)

The application was circulated to 653 adjacent landowners in accordance with the *Municipal Government Act* and County Policy C-327 (Circulation and Notification Standards); 1 letter in opposition was received.

### ANALYSIS

#### Policy Review (Attachment E)

The application was reviewed pursuant to the *Municipal Government Act*, Matters Related to Subdivision and Development Regulation, Municipal Development Plan (County Plan), and the *Land Use Bylaw*.

The proposal meets Section 5 and Section 9 of the County Plan, which supports the development of Langdon as full-service rural communities providing a range of land uses, housing types, and rural services. The land is identified for residential uses within the Langdon Area Structure Plan and falls within the Bridges of Langdon Conceptual Scheme. The proposed residential development complies with the residential policies of the Langdon ASP and is consistent with the conceptual scheme.

## Subdivision Item: Residential

The purpose of Residential, Mid-Density Urban District (R-MID) is to accommodate a diverse range of low-to-medium-density residential housing types in hamlets and comprehensively planned areas. The proposal meets the minimum parcel size requirement set out within the *Land Use Bylaw*. The proposed Special, Parks and Recreation District (S-PRK) and Special, Public Service District (S-PUB) would facilitate the construction of pathways and a stormwater pond, which meet the *Land Use Bylaw* and intent of the conceptual scheme.

**Bridges of Langdon Residential Lots Tracking Table**

Anticipated Total Residential Lots within the Bridges of Langdon CS	1,307 lots
- Approved Bridges of Langdon Phase 1 (Developer Pollyco)	87 lots
- Approved Bridges of Langdon Phase 2 (Developer Pollyco)	86 lots
- Approved Bridges of Langdon Phase 3 (Developer Pollyco)	73 lots
- Approved Bridges of Langdon Phase 3B (Landowner Alida White)	81 lots
- Proposed Bridges of Langdon Phase 4 (Developer Pollyco)	99 lots
Pending the approval of Phase 4 subdivision, remaining number of lots to be developed within the Bridges of Langdon CS	881 lots

Phase 4 would be accessible via the internal subdivision roads and serviced by the piped water and wastewater systems. The recommendations from the Traffic Impact Assessment would be implemented through the Development Agreement. A letter from Langdon Water Works has confirmed water capacity and fire flows pressure for the development. Wastewater will be conveyed to the sanitary lift station, which was constructed with Phase 1 and ultimately discharged through the East Rocky View Wastewater Transmission Line to the Langdon Wastewater Treatment Plant. The submitted stormwater management memo indicated that the existing downstream stormwater system, including the stormwater pond and canal that constructed in previous phases of Bridges of Langdon has capacity to service the proposed Phase 4 development without any upgrades.

## COMMUNICATIONS / ENGAGEMENT

Consultation was conducted in accordance with statutory requirements and County Policy C-327.

## IMPLICATIONS

### Financial

No financial implications identified at this time.

## STRATEGIC ALIGNMENT

Council is the Subdivision Authority for the subject application due to a letter of objection received from a landowner within the application circulation area, as per Section 5(2) of the *Subdivision Authority Bylaw* (C-8275-2022).

## ALTERNATE DIRECTION

No alternative options have been identified for the Subdivision Authority's consideration.

## Subdivision Item: Residential

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### ATTACHMENTS

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Attachment A: Map Set  
Attachment B: Application Information  
Attachment C: Application Referral Responses  
Attachment D: Public Submissions  
Attachment E: Policy Review  
Attachment F: Recommended Conditions of Approval

### APPROVALS

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Acting Manager:	Logan Cox
Acting Executive Director:	Brock Beach
Chief Administrative Officer:	Reegan McCullough

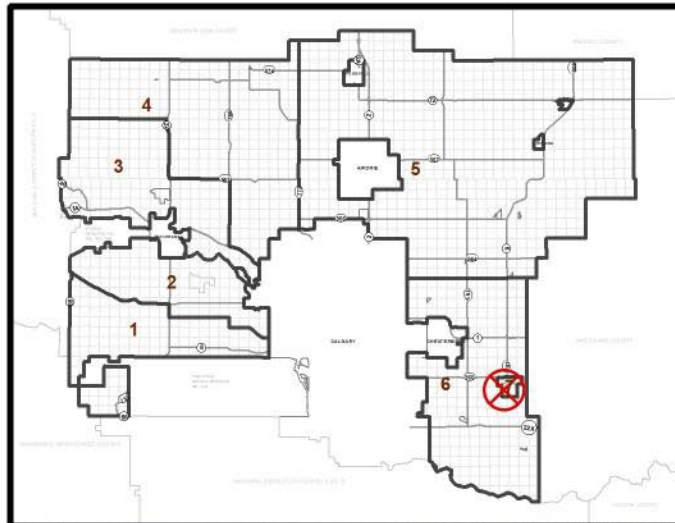




## Location & Context

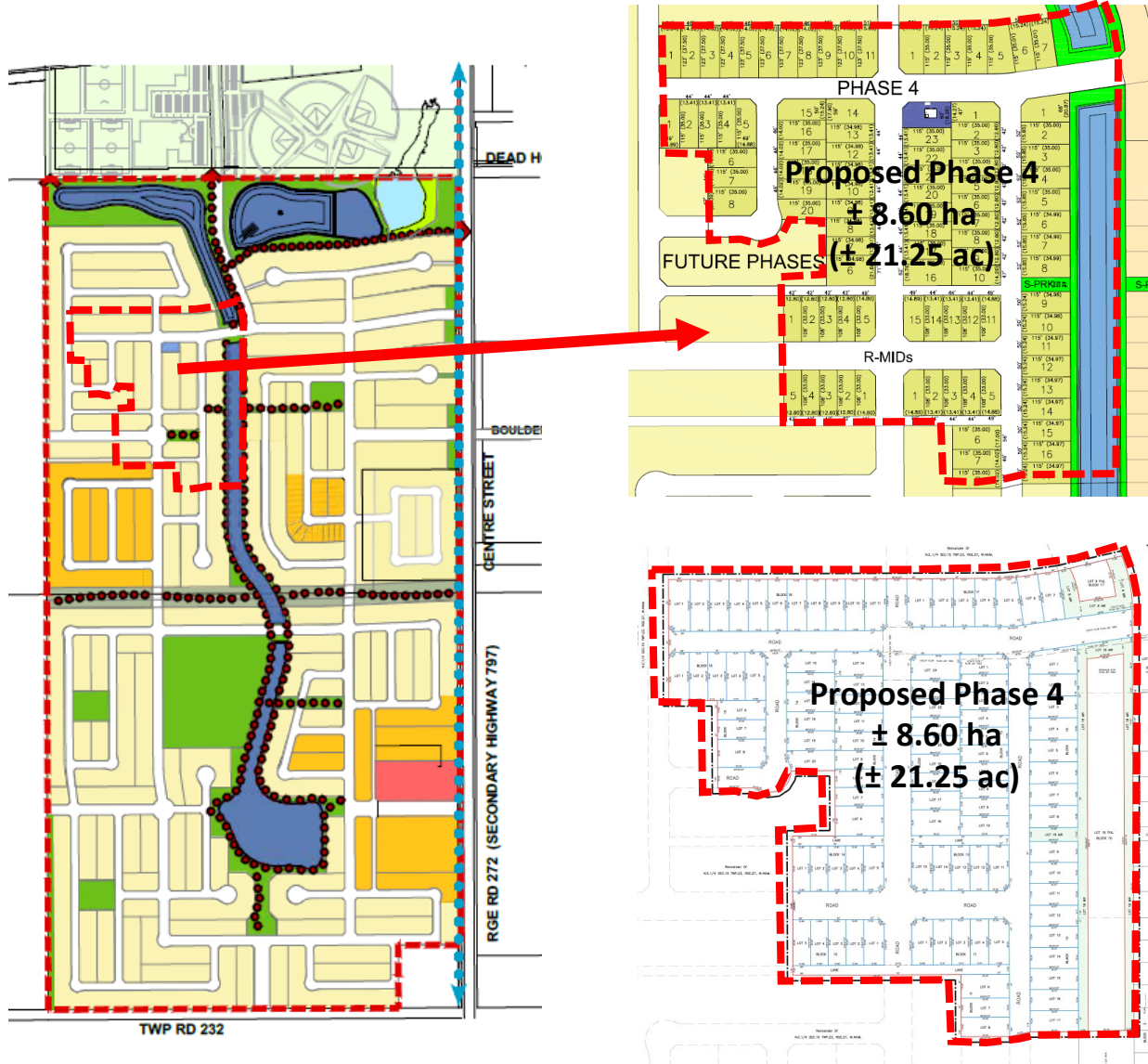
### Subdivision Application

To create 99 residential lots, 2 public utility lots, 2 municipal reserve lots on  $\pm$  8.60 hectare ( $\pm$  21.25 acres) of the subject land for Bridges of Langdon Phase 4



Division: 7  
 Roll: 03215004  
 File: PL20240097  
 Printed: 5/10/2024  
 Legal: A portion of  
 File: 15-2017-VF0149  
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## Bridges of Langdon Conceptual Scheme



### Location of Phase 4 within the Bridges of Langdon CS

#### Subdivision Application

To create 99 residential lots, 2 public utility lots, 2 municipal reserve lots on ± 8.60 hectare (± 21.25 acres) of the subject land for Bridges of Langdon Phase 4

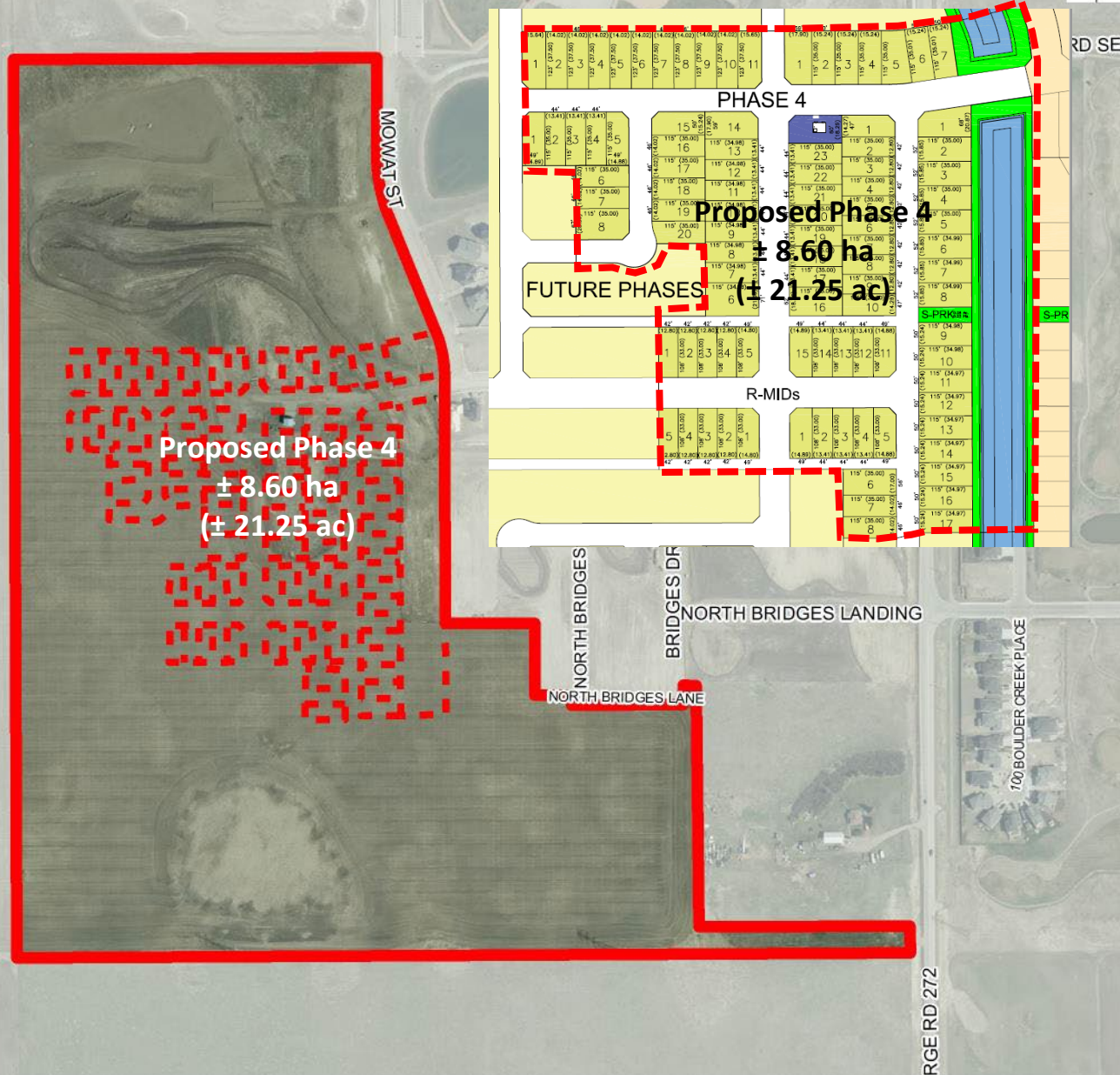




## Development Proposal

### Subdivision Application

To create 99 residential lots,  
2 public utility lots, 2  
municipal reserve lots on  $\pm$   
8.60 hectare ( $\pm$  21.25 acres)  
of the subject land for  
Bridges of Langdon Phase 4



Division: 7  
Roll: 03215004  
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Legal: A portion of  
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## Proposed Subdivision Plan for Bridges of Langdon Phase 4

**Development Area for Phase 4: ± 8.60 ha (± 21.25 ac)**

- 99 Single Dwelling Lots (total area): ± 5.05 ha (± 12.48 ac). Lot sizes range from ± 0.044 ha (± 0.108 ac)
- 2 Municipal Reserve Lots (total area): ± 0.555 ha (± 1.371 ac)
- 2 Public Utility Lots (total area): ± 0.789 ha (± 1.949 ac)
- Internal Roads: ± 2.207 ha (± 5.454 ac)

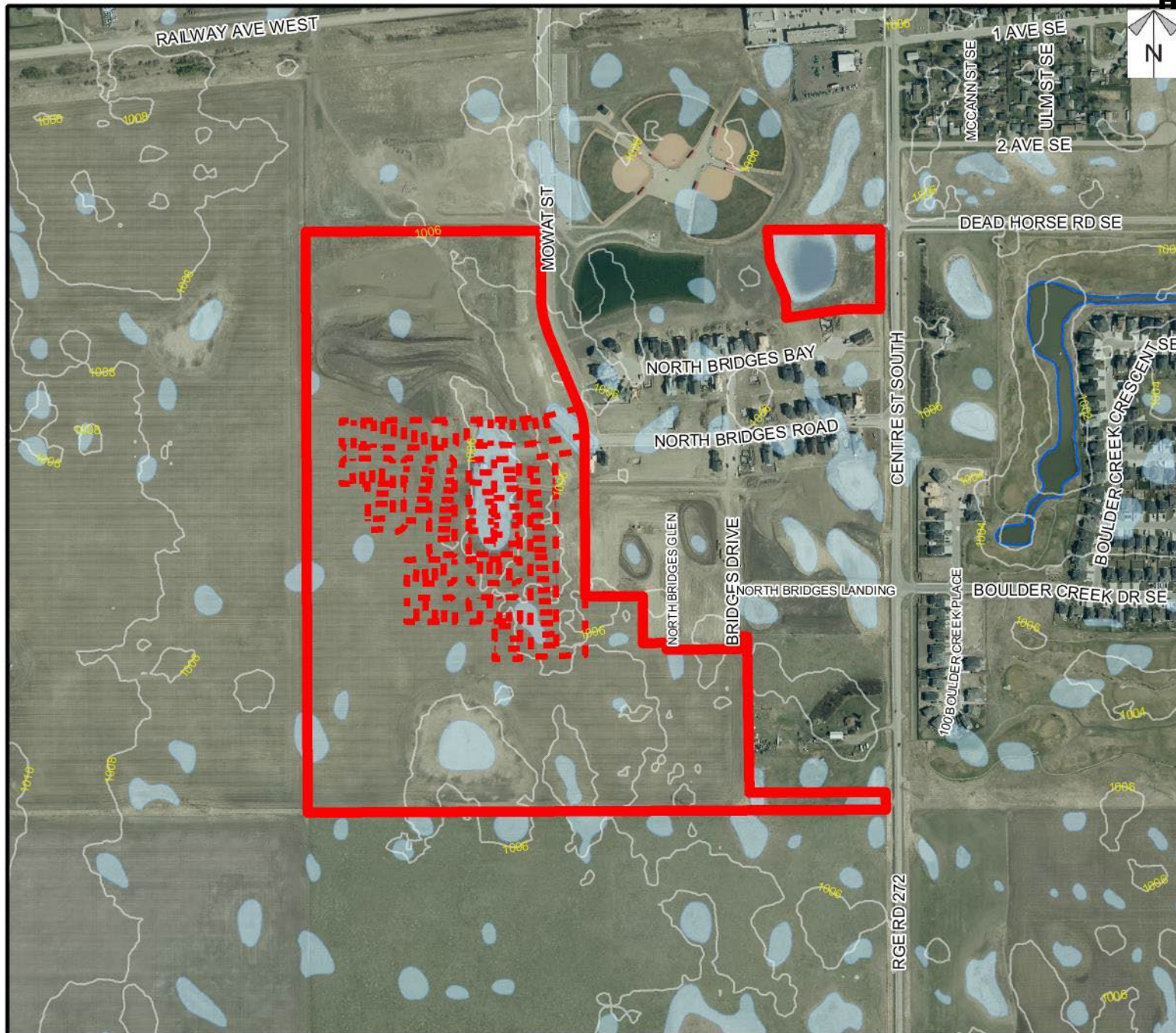




## Environmental

### Subdivision Application

To create 99 residential lots, 2 public utility lots, 2 municipal reserve lots on  $\pm$  8.60 hectare ( $\pm$  21.25 acres) of the subject land for Bridges of Langdon Phase 4



- Subject Lands
- Contour - 2 meters
- Riparian Setbacks
- Alberta Wetland Inventory
- Surface Water

Division: 7  
 Roll: 03215004  
 File: PL20240097  
 Printed: 5/10/2024  
 Legal: A portion of  
 15-309-170319

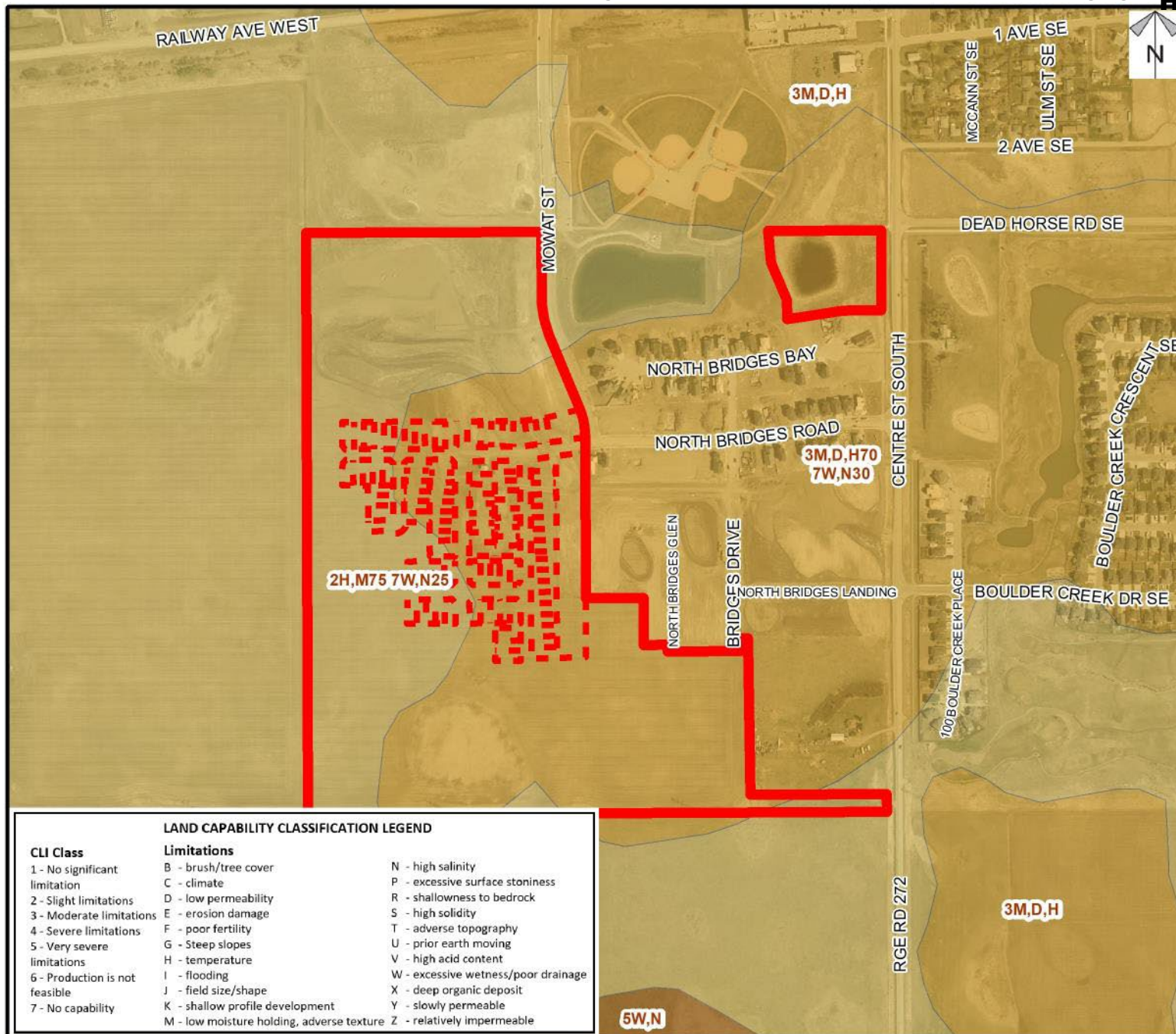




## Soil Classifications

### Subdivision Application

To create 99 residential lots, 2 public utility lots, 2 municipal reserve lots on  $\pm$  8.60 hectare ( $\pm$  21.25 acres) of the subject land for Bridges of Langdon Phase 4



#### LAND CAPABILITY CLASSIFICATION LEGEND

CLI Class	Limitations	
1 - No significant limitation	B - brush/tree cover	N - high salinity
2 - Slight limitations	C - climate	P - excessive surface stoniness
3 - Moderate limitations	D - low permeability	R - shallowness to bedrock
4 - Severe limitations	E - erosion damage	S - high solidity
5 - Very severe limitations	F - poor fertility	T - adverse topography
6 - Production is not feasible	G - Steep slopes	U - prior earth moving
7 - No capability	H - temperature	V - high acid content
	I - flooding	W - excessive wetness/poor drainage
	J - field size/shape	X - deep organic deposit
	K - shallow profile development	Y - slowly permeable
	M - low moisture holding, adverse texture	Z - relatively impermeable

Division: 7  
Roll: 03215004  
File: PL20240097  
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Legal: A portion of  
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To create 99 residential lots,  
2 public utility lots, 2  
municipal reserve lots on  $\pm$   
8.60 hectare ( $\pm$  21.25 acres)  
of the subject land for  
Bridges of Langdon Phase 4

## Support

*Not Support (1)*

Division: 7  
Roll: 03215004  
File: PL20240097  
Printed: 5/10/2024  
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NF 15-23-17-00347  
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*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.*



## Tentative Plan

## Subdivision Application

To create 99 residential lots, 2 public utility lots, 2 municipal reserve lots on  $\pm 8.60$  hectare ( $\pm 21.25$  acres) of the subject land for Bridges of Langdon Phase 4

## Legend

Residential Lots ■  
Public Utility Lots ■  
Municipal Reserve Lots ■

## Surveyor's Notes:

1. Parcels must meet minimum size and setback requirements of Land Use Bylaw C-8000-2020.
2. Refer to Notice of Transmittal for approval conditions related to this Tentative Plan.

Division: 7  
Roll: 03215004  
File: PL20240097  
Printed: 5/10/2024  
Legal: A portion of  
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## Bridges of Langdon Phase 4

Development Area:  $\pm 8.60$  ha ( $\pm 21.25$  ac)

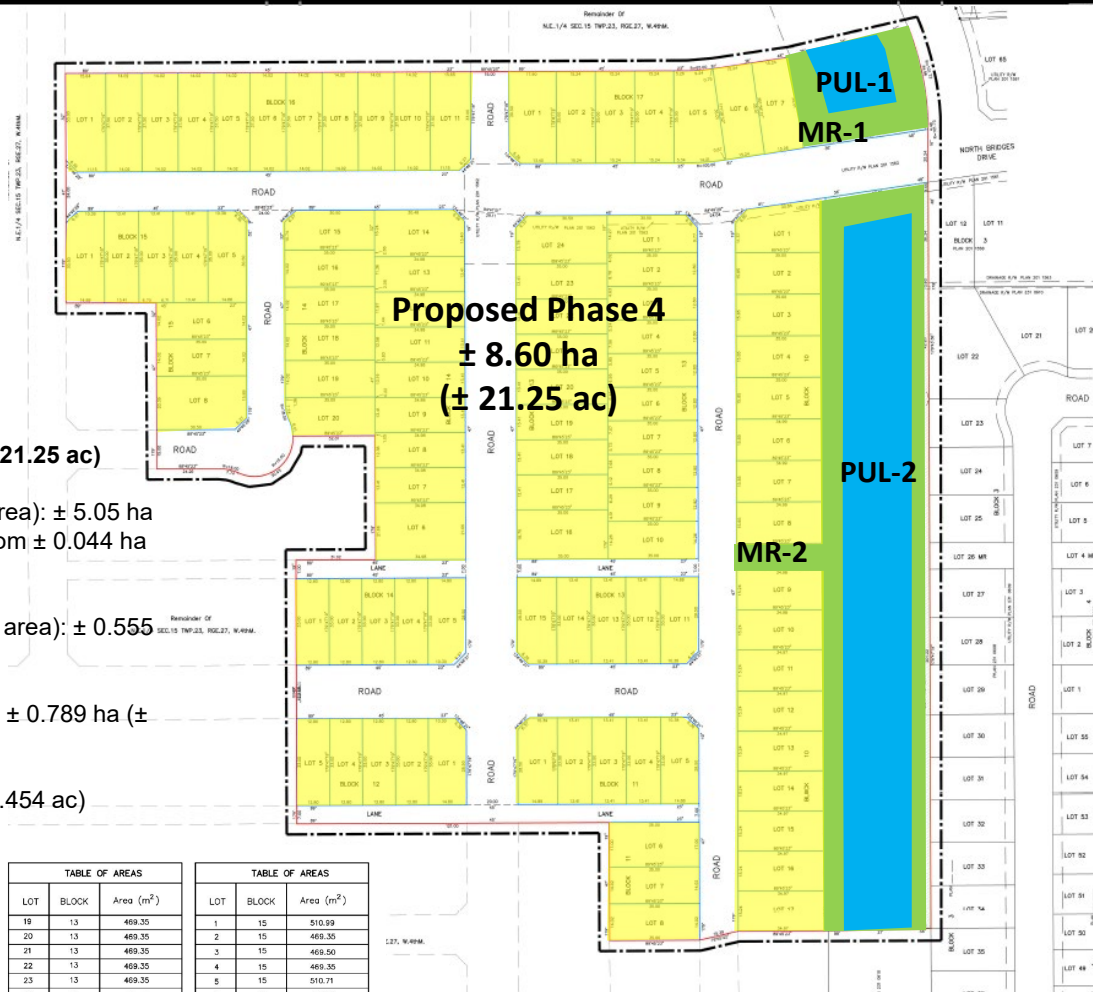
- 99 Single Dwelling Lots (total area):  $\pm 5.05$  ha ( $\pm 12.48$  ac). Lot sizes range from  $\pm 0.044$  ha ( $\pm 0.108$  ac)
- 2 Municipal Reserve Lots (total area):  $\pm 0.555$  ha ( $\pm 1.371$  ac)
- 2 Public Utility Lots (total area):  $\pm 0.789$  ha ( $\pm 1.949$  ac)
- Internal Roads:  $\pm 2.207$  ha ( $\pm 5.454$  ac)

TABLE OF AREAS		
LOT	BLOCK	Area (m <sup>2</sup> )
1	10	632.73
2	10	554.76
3	10	554.77
4	10	554.72
5	10	554.66
6	10	554.61
7	10	554.56
8	10	554.50
9	10	533.07
10	10	533.02
11	10	532.97
12	10	532.92
13	10	532.91
14	10	532.92
15	10	532.92
16	10	532.92
17	10	532.93
18 MR	10	4112.71
19 PUL	10	7168.51
1	11	481.25
2	11	442.53
3	11	442.53
4	11	442.53
5	11	480.92
6	11	585.03

TABLE OF AREAS		
LOT	BLOCK	Area (m <sup>2</sup> )
7	11	490.70
8	11	490.70
1	12	478.28
2	12	422.40
3	12	422.40
4	12	422.40
5	12	422.40
1	13	469.35
2	13	448.00
3	13	448.00
4	13	448.00
5	13	448.00
6	13	448.00
7	13	448.00
8	13	448.00
9	13	448.00
10	13	498.53
11	13	490.92
12	13	442.53
13	13	442.53
14	13	442.53
15	13	481.25
16	13	658.70
17	13	469.35
18	13	469.35

TABLE OF AREAS		
LOT	BLOCK	Area (m <sup>2</sup> )
19	13	469.35
20	13	469.35
21	13	469.35
22	13	469.35
23	13	469.35
24	13	630.10
1	14	422.40
2	14	422.40
3	14	422.40
4	14	422.40
5	14	478.28
6	14	757.58
7	14	469.12
8	14	469.11
9	14	469.10
10	14	469.09
11	14	469.08
12	14	469.05
13	14	469.05
14	14	616.39
15	14	523.28
16	14	490.70
17	14	490.70
18	14	490.70
19	14	490.70
20	14	490.12

TABLE OF AREAS		
LOT	BLOCK	Area (m <sup>2</sup> )
1	15	510.99
2	15	469.35
3	15	469.50
4	15	469.35
5	15	510.71
6	15	490.63
7	15	490.70
8	15	703.36
1	16	576.53
2	16	525.75
3	16	525.75
4	16	525.75
5	16	525.75
6	16	525.75
7	16	525.75
8	16	525.75
9	16	525.75
10	16	525.75
11	16	576.75
12	16	576.75
1	17	616.39
2	17	533.40
3	17	533.40
4	17	533.40
5	17	620.77
6	17	533.53
7	17	533.87
8 MR	17	1134.60
9 PUL	17	608.26



**ATTACHMENT B: APPLICATION INFORMATION**

<b>APPLICANT/OWNERS:</b> Pollyco (Langdon North) Development Ltd. Pollyco (Langdon North) Development Ltd.	<b>DATE APPLICATION RECEIVED:</b> May 8, 2024 October 17, 2024 (application is considered completed)
<b>GROSS AREA:</b> ± 41.79 hectares (± 103.26 acres)	<b>LEGAL DESCRIPTION:</b> A portion of NE-15-23-27-W04M
<b>Pre-Application Meeting Held:</b> <input type="checkbox"/>	<b>Meeting Date:</b> N/A
<b>SOILS (C.L.I. from A.R.C.):</b> <p><b>Class 3M,D,H70 7W,N30</b> – 70% of land in the quarter section contains soil with moderate limitations for crop production due to low moisture holding, adverse texture, low permeability, and temperature. The remaining 30% of the land has no capability for crop production due to excessive wetness/poor drainage and high salinity.</p> <p><b>Class 2H,M75 7W,N25</b> – The western portion of the land contains soil with slight limitation for crop production due to temperature, low moisture holding, adverse texture, excessive wetness/poor drainage, and high salinity.</p>	
<b>HISTORY:</b> <p><b>November 12, 2024:</b> Bridges of Langdon Phase 4 Redesignation application (PL20240091) was approved.</p> <p><b>February 27, 2024:</b> Redesignation application (PL20230095) was approved, as Bridges of Langdon Phase 3B.</p> <p><b>April 12, 2023:</b> Bridges of Langdon Phase 3 Subdivision application (PL20220213) was approved.</p> <p><b>November 1, 2022:</b> Bridges of Langdon Phase 3 Redesignation application (PL20220124) and Site-Specific Amendment to the Land Use Bylaw (PL20220125) were approved.</p> <p><b>June 22, 2022:</b> Bridges of Langdon Phase 2 Subdivision application (PL20220044) was approved.</p> <p><b>May 17, 2022:</b> Bridges of Langdon Phase 2 Redesignation application (PL20210185) and Amendments to the Bridges of Langdon Conceptual Scheme application (PL20220005) were approved to facilitate the future intensive development.</p> <p><b>June 22, 2020:</b> Bridges of Langdon Phase 1 Subdivision application (PL20200048) was approved.</p> <p><b>July 25, 2017:</b> Bridges of Langdon Phase 1 Redesignation application (PL20170054) was approved.</p> <p><b>December 13, 2016:</b> Bridges of Langdon Conceptual Scheme application (PL20160028) was approved to provides guidelines for future redesignation, subdivision, and development permit applications for mixed-use residential development within the hamlet of Langdon.</p>	
<b>TECHNICAL REPORTS SUBMITTED:</b> <ul style="list-style-type: none"> <li>• Water Confirmation Letter (Langdon Waterworks July 17, 2024)</li> <li>• Geotechnical Investigation Reliance (Parkland GEO, July 18, 2024)</li> <li>• Bridges of Langdon Phase 4 Wastewater Analysis (Lee Maher Engineering Associates Ltd. July 25, 2024)</li> <li>• Final Traffic Impact Assessment (Bunt &amp; Associates, October 17, 2024)</li> </ul>	
<b>APPEAL BOARD:</b> Subdivision and Development Appeal Board	

**ATTACHMENT C: APPLICATION REFERRAL RESPONSES**

<b>AGENCY</b>	<b>COMMENTS</b>
<b><i>School Authority</i></b>	
Rocky View Schools	No response.
Calgary Catholic School District	No comment.
<b><i>Province of Alberta</i></b>	
Alberta Ministry of Environment and Protected Areas	No response.
Alberta Transportation and Economic Corridors	No response.
Alberta Sustainable Development (Public Lands)	No response.
Alberta Culture and Community Spirit (Historical Resources)	No response.
Energy Resources Conservation Board	No response.
Alberta Health Services	No response.
<b><i>Public Utility</i></b>	
ATCO Gas	No response.
ATCO Pipelines	No objection.
AltaLink Management	No response.
FortisAlberta	No easement is required.
TELUS Communications	TELUS Communications Inc will require a utility right of way in order to provide service to this new development. Please have TELUS' requirement added as a condition of approval and have the applicant contact rightofwayAB@telus.com to initiate a TELUS Utility Right of Way Agreement.(Please include the original circulation package and this response).
TransAlta Utilities Ltd.	No response.

AGENCY	COMMENTS
Rockyview Gas Co-op Ltd.	No response.
<b>Internal Departments</b>	
Recreation, Parks, and Community Support	Recreation has no comments for the attached application and are in support of the proposed pathway linkages.
GIS Services	No response.
Building Services	For all residential applications, all applicants must submit a complete application as per the requirements of the Building Permit Checklist for a New Single Family Dwelling. Applications missing some documentation may be delayed. All applications must be made on the MyBuild portal. <a href="#">Single-Family-Dwellings Checklist.pdf (rockyview.ca)</a>
Fire Services & Emergency Management	Fire Services has no concerns at this time. Subject to access route design and water supply requirements as per the NBC (AE), NFC (AE) and County Bylaws.
Capital and Engineering Services	<p><b>General:</b></p> <ul style="list-style-type: none"> <li>As per the application, the proposal is as follows to redesignate ± 8.55 hectares (± 21.13 acres) of the subject land from Agricultural, General District (A-GEN) to Residential, Mid-Density Urban District (R-MID) and Special, Parks and Recreation District (S-PRK), and Special, Public Service District (S-PUB), in order to facilitate the creation of 99 residential lots (Bridges of Langdon Phase 4).</li> <li>As a condition of subdivision, the Owner is required to enter into a Development Agreement pursuant to Section 655 of the Municipal Government Act respecting provision of the following:</li> <li>Design and construction of offsite transportation upgrades as identified in the final approved TIA, including: <ul style="list-style-type: none"> <li>Upgrade Centre Street, to 4-Lane Major (400.15 or alternative approved by the County) from Railway Ave to North Bridges Landing;</li> <li>Upgrade Railway Avenue, to Urban Primary Collector (400.3), from Vale View Road to Centre Street;</li> <li>Upgrade the intersection of Mowat Street and Railway Avenue to an all-way stop.</li> </ul> </li> <li>Design and construction of the internal collector roadways to an Urban Residential Collector standard (400.2), including sidewalks on both sides, curbs and gutters, signage and pavement markings, dark sky street lighting, any necessary easement agreements, and removal of the existing temporary gravel turnaround as shown on the Tentative Plan.</li> <li>Design and construction of the public internal local road system to an Urban Residential standard (400.1), including sidewalks on both sides, curbs and gutters, cul-de-sacs, signage and pavement markings, dark sky street lighting, and any necessary easement agreements.</li> </ul>

AGENCY	COMMENTS
	<ul style="list-style-type: none"> <li>• Design and construction of the piped stormwater collection system, in accordance with the recommendations of the approved stormwater management report and the registration of any overland drainage easements and/or restrictive covenants as determined by the stormwater management plan.</li> <li>• Design and construction of the piped wastewater collection system, including the service stubs to each proposed lot and tying into the existing wastewater collection system for Phase 3, in accordance with requirements of the County Servicing Standards.</li> <li>• Construction of a piped water distribution and fire suppression system, designed to meet minimum fire flows as per County Standards and Bylaws.</li> <li>• Design and construction of Landscaping features for all public pathways, public roadways and municipal reserves, in accordance with the approved Landscaping Plan.</li> <li>• Mailbox locations are to be located in consultation with Canada Post to the satisfaction of the County.</li> <li>• All necessary site grading including a building grade plan as per County Standards and Bylaws.</li> <li>• Implementation of the recommendations and findings of the approved geotechnical reports prepared in support of the proposed development phase.</li> <li>• Implementation of the recommendations of the construction management plan.</li> <li>• Implementation of the recommendations of ESC plan.</li> <li>• Installation of power, natural gas, and telecommunication lines.</li> <li>• Obtaining all necessary approvals from AEP.</li> <li>• Dedicating all easements and ROWs for utility line assignments and enter into all agreements/contracts for the installation of all underground shallow utilities and street lighting with utility providers to the satisfaction of the County.</li> <li>• Dedicating all easements and ROWs and enter into all agreements/contracts for the installation of all underground deep utilities (water, wastewater, stormwater) to the satisfaction of the County.</li> <li>• Payment of any applicable off-site levies, at the applicable rates, as of the date of the Development Agreement.</li> <li>• Payment of all applicable contributions to the County or third parties for oversized or excess capacity infrastructure.</li> <li>• Obtaining approval for a road name by way of application to and consultation with the County.</li> <li>• As a condition of subdivision, the applicant will be required to provide a detailed landscaping plan for all public boulevards, open space, and municipal reserve areas associated with the proposed phase of</li> </ul>



AGENCY	COMMENTS
	<p>development to the satisfaction of the County's Municipal Lands department.</p> <ul style="list-style-type: none"> <li>As a condition of subdivision, the applicant will be required to submit a construction management plan in accordance with the County Servicing Standards.</li> <li>As a condition of subdivision, the applicant will be required to submit an erosion and sediment control plan, prepared by a qualified professional, to outline ESC measures in accordance with section 1200 of the County Servicing Standards.</li> <li>It should be noted that the applicant will be eligible to enter into a Cost Recovery Agreement with the County in accordance with County Policy C-406 to receive cost recoveries from others for costs associated with the construction of offsite infrastructure which provides benefit to others.</li> </ul> <p><b>Geotechnical:</b></p> <ul style="list-style-type: none"> <li>No geotechnical report was submitted with the application.</li> <li>As a condition of subdivision, the applicant shall submit a geotechnical report to include adequate groundwater monitoring in accordance with the procedures and duration indicated in the County's Servicing Standards, to the satisfaction of the County. Special attention shall be given to groundwater readings on completion of drilling, 1 day after drilling, 7 days after drilling, 14 days after drilling, 1 month after drilling, and once a month thereafter for 5 consecutive months in accordance with the County's Servicing Standards.</li> <li>As a condition of subdivision, the applicant shall submit a grading plan, prepared by a qualified professional engineer, that illustrates the original ground profile; proposed cut and fill; and the total amount of soil to be imported/exported from the site.</li> <li>As part of the previous Stripping and Grading Permit application, the applicant submitted a Deep Fills Report, prepared by Parkland Geo dated June 21, 2024. The report identifies the areas of cut and fill 1.2m or greater and provides specifications for minimum compaction, materials, and installation and inspections.</li> </ul> <p><b>Transportation:</b></p> <ul style="list-style-type: none"> <li>The applicant submitted an updated TIA prepared by Bunt and Associates, dated October 17, 2024. The report indicates significant offsite upgrades are required to support the proposed development, as well as other developments within Langdon. These offsite improvements include: <ul style="list-style-type: none"> <li>Upgrade Centre Street to a 4-lane cross-section, from Railway Ave to North Bridges Landing;</li> <li>Upgrade Railway Avenue to Urban Primary Collector (400.3), from Vale View Road to Centre Street. This includes sidewalks and curb and gutter on both sides, and potentially underground storm pipe;</li> <li>Upgrade the intersection of Mowat Street and Railway Ave to all-way stop;</li> </ul> </li> <li>As a condition of subdivision, the applicant is required to provide payment of the Transportation Off-Site Levy, in accordance with the</li> </ul>

AGENCY	COMMENTS
	<p>applicable levy at time of subdivision approval, for the total gross acreage of the lands proposed to be subdivided and developed.</p> <ul style="list-style-type: none"> <li>It is to be noted that the applicant shall be responsible for any offsite ROW acquisitions (if required by the TIA) to support the proposed phase of development.</li> </ul> <p><b>Sanitary/Wastewater:</b></p> <ul style="list-style-type: none"> <li>The sanitary collection system within the proposed development will tie into the piped sanitary collection system that was constructed with Bridges of Langdon (BOL) Phase 1. Wastewater will be conveyed to the sanitary lift station which was constructed with BOL Phase 1 and ultimately discharged through the East Rocky View Wastewater Transmission Line to the Langdon Wastewater Treatment Plant.</li> <li>The applicant provided an updated wastewater demand analysis, prepared by Lee Maher Engineering Associates Ltd., dated July 25, 2024, which included a projected average daily wastewater flow 55.6 m<sup>3</sup>/day for the proposed development and confirms available capacity at the Bridges of Langdon Lift Station and the Langdon WWTP.</li> <li>As a condition of subdivision, the applicant will be required to provide payment of the Wastewater Off-Site Levy based on the submitted wastewater demand flow and in accordance with the applicable Wastewater Off-Site Levy bylaw at the time of subdivision approval.</li> <li>As a condition of subdivision, the applicant shall be required to enter into a Cost Contribution and Capacity Allocation Agreement with the County for the required wastewater capacity to be reserved at the treatment plant.</li> <li>It is to be noted that the applicant shall be responsible for any ROW acquisitions and easements required to service the proposed development. As a condition of future subdivision, the applicant will be required to secure all necessary easements and ROWs for all proposed wastewater infrastructure.</li> </ul> <p><b>Water Supply and Waterworks:</b></p> <ul style="list-style-type: none"> <li>The applicant submitted a letter of confirmation from Langdon Waterworks, dated July 17, 2024, indicating their ability to service the Phase 4 development for residential water flows and fire flows and pressures.</li> <li>As a condition of subdivision, the applicant will be required to enter into a Development Service Agreement with Langdon Waterworks for the construction of all water-related improvements required to support the proposed phase of the development.</li> <li>It is to be noted that the applicant shall be responsible for any ROW acquisitions and easements required to service the proposed development. As a condition of future subdivision, the applicant will be required to secure all necessary easements and ROWs for all proposed potable water infrastructure.</li> </ul> <p><b>Stormwater Management:</b></p> <ul style="list-style-type: none"> <li>The applicant provided a stormwater management memo, prepared by LGN Consulting Engineering Ltd. dated April 2, 2024. The memo confirms that the existing downstream stormwater system, including the</li> </ul>

AGENCY	COMMENTS
	<p>pond and canal, that was constructed in previous phases of Bridges of Langdon has capacity to service the proposed Phase 4 development without any upgrades required.</p> <ul style="list-style-type: none"> <li>As part of the Bridges of Langdon Phase 1 subdivision approval, the County and the developer entered into a cost recovery agreement for the shared stormwater facilities to the north of the proposed development. <b>As a condition of subdivision</b>, the applicant will be required to provide payment of the proportional cost contribution associated with Phase 3 in accordance with the Storm Facilities Cost Share Agreement, executed by the County dated July 12, 2020, and any applicable amendments agreed to by both parties.</li> <li>As a condition of subdivision, the applicant will be required to provide payment of the Offsite Stormwater Levy, in accordance with the applicable levy bylaw at time of Subdivision approval, for the improvements to the local (Hamlet) and regional (CSMI) drainage network.</li> <li>As a condition of subdivision, the applicant will be required to provide verification of EPA approvals and EPEA registration for the stormwater system.</li> <li>It is to be noted that the applicant shall be responsible for any ROW acquisitions and drainage easements required to service the proposed development (ex. overland drainage courses). As a condition of subdivision, the applicant will be required to secure all necessary easements and ROWs for all proposed stormwater ponds, escape routes and all other related infrastructure.</li> </ul> <p><b>Environmental:</b></p> <ul style="list-style-type: none"> <li>With the previous Phase 3 subdivision, the applicant provided a Biophysical Impact Assessment prepared by Tannas Consulting Services Ltd. and dated December 2022. The assessment covered the entire quarter-section (NE 15-023-27-W4M) and provided a summary of the potential environmental concerns associated with the proposed development based on published information and field investigation. The assessment took into consideration the significance of the onsite soils, vegetation, wildlife, historical resources, and wetlands and provided several recommendations for during and after construction to mitigate the impact of the development on the environment. The environmental impacts identified in the BIA include: <ul style="list-style-type: none"> <li>permanent impacts to native vegetation within onsite wetlands to be removed;</li> <li>two (2) rare plant species, also found in other wetlands in the local area, to be maintained through cultivation;</li> <li>some removal of sensitive wildlife species habitat to be done outside of critical breeding windows; and</li> <li>minor impacts to onsite hydrology from wetland removals, mitigated through ESC plan implementation and other BMPs.</li> </ul> </li> <li>It is understood that the previous Phase 3 Water Act approval included the Phase 4 development area.</li> <li>As a condition of subdivision, the applicant/owner will be required to submit an Environmental Protection Plan conducted by a qualified professional in accordance with the County Servicing Standards to the</li> </ul>

AGENCY	COMMENTS
	satisfaction of the County that provides recommendations on protecting the environmental features identified in the BIA during the construction of the proposed development.
Agriculture & Environment Services	No response.

Circulation Period: May 29, 2024, to June 19, 2024.

**From:** [Milo Christie](#)  
**To:** [Xin Deng](#)  
**Subject:** Application Numbers: PL20240091, PL20240097  
**Date:** Thursday, June 20, 2024 5:23:52 PM  
**Attachments:** [image.png](#)

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Resending with XXXXXXXX100 removed

File Number - 03215004

Application Number - PL20240091, PL20240097

Attention Planning and Services Department,

As a resident of the North Bridges community, I strongly oppose the applications submitted by Pollyco. Pollyco has shown and continues to show their incompetency as a developer. Once again, as this is not the first complaint, I am certain this too will fall upon deaf ears.

#### **Areas of concern**

- Broken sidewalks
- Unfinished boulevards
  - Understanding this would be the homeowners responsibility post completion, but they never have been finished
- Green space upkeep
  - These areas are appalling
- Garbage, garbage and more garbage
- Snow removal
  - Both roads and pathways
- Builders working past 9 o'clock at night
- Mud all over the streets
- Garbage can emptying

#### **Questions**

- Why is nothing being done to hold Pollyco accountable in the above areas?
- What is being done to prevent this going forward?
- Why will Rockyview tax dollars eventually pay for Pollyco incompetencies?
- What is Pollyco's tender process?

- Why are lots never listed and only end up sold to builders?



Sincerely,

Milo Christie

403-952-9163



## ATTACHMENT E: POLICY REVIEW

Definitions		
Consistent	Generally Consistent	Inconsistent
Clearly meets the relevant requirements and intent of the policy.	Meets the overall intent of the policy and any areas of inconsistency are not critical to the delivery of appropriate development.	Clear misalignment with the relevant requirements of the policy that may create planning, technical or other challenges.

Municipal Development Plan (County Plan)	
Managing Residential Growth - Hamlets	
5.1	<i>Support the development of the Hamlets of Conrich, Harmony, Langdon, Balzac, and Glenbow Ranch as full service rural communities providing a range of land uses, housing types, and rural services to their residents and local area; in accordance with their area structure plan or conceptual scheme. These hamlets are identified as "Hamlet – Full Service" on Map 1.</i>
Consistent	The proposal meets the policy by supporting full services community with a range of land uses and housing types.
Hamlets	
9.1	<i>Encourage and support the development of the Hamlets of Conrich, Harmony, Langdon, Balzac, and Glenbow Ranch as full service rural communities providing a range of land uses, housing types, and rural services to their residents and local area, in accordance with their area structure plan or conceptual scheme.</i>
Consistent	The proposed residential development meets the policy.

Langdon Area Structure Plan	
Residential	
8.1	<i>Residential development within the hamlet of Langdon shall be supported in the areas identified as residential on Maps 5 and 6.</i>
Consistent	The proposed residential development is located in the residential area identified on Maps 5 and 6.
8.2	<i>The County supports innovative neighbourhood design within new residential areas provided the proposed design supports the residential objectives</i>
Consistent	The subject land falls within the Bridges of Langdon Conceptual Scheme, which supports innovative neighborhood design.
8.3	<i>Where new residential neighbourhoods are developed in proximity to existing residential neighbourhoods, the design for the new residential neighbourhoods should provide an acceptable transition to the existing areas through a residential building form that is similar in height, massing, and architectural design to the surrounding community.</i>
Consistent	The proposal is part of the Bridges of Langdon community, which is compatible with the existing development built within the plan area.
8.4	<i>The predominant land use within the residential area shall be single detached residences; multi-family residences such as semi-detached homes, row houses and multi-unit buildings may also be considered.</i>

Consistent	The approved Bridges of Langdon CS contemplates a range of housing types, which meets this policy. The proposed development through this application is single detachment dwelling.
8.5	<i>The following uses in the residential area may be allowed where they are determined to be compatible and appropriate:</i> <i>a. seniors housing;</i> <i>b. public, recreational, and institutional uses such as schools, child care facilities, special care facilities, churches; and</i> <i>c. neighbourhood commercial</i>
Consistent	The above uses have been considered in the approved Bridges of Langdon CS.
8.6	<i>Local plans shall be required to support applications (see Section 27 and Map 12) for residential development. The local plan should provide:</i> <i>a. architectural design guidelines that promote neighbourly interaction by:</i> <i>i. promoting front yard aesthetics; and</i> <i>ii. providing street trees and street-oriented porches or patios.</i> <i>b. rural identity through the use of:</i> <i>i. street names;</i> <i>ii. architectural design guidelines that emphasize a rural look and feel; and</i> <i>iii. landscaping that uses local/native plant species.</i> <i>c. an analysis of open space and recreational needs and opportunities to determine the amount and location of land to be dedicated to parks and open space within a residential area.</i> <i>d. a transportation analysis addressing the need for an efficient vehicular and pedestrian network within, and external to, the residential area.</i> <i>e. a market demand study, if neighbourhood commercial is proposed, to show that:</i> <i>i. the current supply of the proposed commercial land use is approaching build-out, and there is a demonstrated need for the use; and</i> <i>ii. the proposal will contribute to the fiscal balance of the municipality.</i>
Consistent	The above has been addressed in the approved Bridges of Langdon CS
<b>Utility Services</b>	
23.8	<i>All new development shall connect to the piped potable water system.</i>
Consistent	The proposed development would be connected with the piped water system provided by Langdon Water Works, which confirms the capacity to service the proposed development.
23.9	<i>A water use assessment shall be required with local plan preparation, subdivision applications, and/ or development permit applications to determine water demand and infrastructure requirements.</i>
Consistent	The detailed assessment would be required at the future subdivision stage.
23.14	<i>All new development shall be required to connect to the County's wastewater system.</i>
Consistent	The proposed development would be connected with the piped wastewater system.
23.15	<i>A wastewater servicing study shall be required with local plan preparation, subdivision applications, and/or development permit applications to determine wastewater demand and infrastructure requirements.</i>
Consistent	The Applicant has provided a wastewater analysis at the redesignation stage. Further analysis would be provided at the future subdivision stage.

<b>Bridges of Langdon Conceptual Scheme (CS)</b>	
<b>Development Concept</b>	
5.2.1	<i>Arrangement of the land-use areas shall be in general conformance with that illustrated in Figure 8 - Land Use Concept.</i>
Consistent	The proposed residential development complies with Figure 8.
5.3.1a	<i>Single family dwelling units shall be the dominant land use for residential development.</i>
Consistent	The proposed development is single family dwellings.

<b>Land Use Bylaw (LUB)</b>	
<b>Residential, Mid-Density Urban District (R-MID)</b>	
349 <i>Purpose</i>	To accommodate a diverse range of low to medium density fee simple residential housing types in an urban setting, such as Hamlets and comprehensively planned area.
Consistent	The proposed residential lots meet the purpose and intent of the district, and meet the minimum parcel size and minimum lot width requirements.
<b>Special, Public Service District (S-PUB)</b>	
451 <i>Purpose</i>	To provide for the development of Institutional, Educational and Recreational uses.
Consistent	The proposed stormwater ponds meet the purpose and intent of the district, and align with the Bridges of Langdon CS.
<b>Special, Parks and Recreation District (S-PRK)</b>	
469 <i>Purpose</i>	To provide for the development of active and passive recreational areas at the local, neighbourhood and regional levels.
Consistent	The proposed pathways meet the purpose and intent of the district, and is consistent with the Bridges of Langdon CS.

## ATTACHMENT F: RECOMMENDED CONDITIONS OF APPROVAL

### Bridges of Langdon Phase 4 Subdivision

- A. THAT the application to create 99 residential lots, 2 public utility lots, and 2 municipal reserve lots on  $\pm 8.60$  hectare ( $\pm 21.25$  acres) of lands within a portion of NE-15-23-27-W04M, having been evaluated in terms of Section 654 of the *Municipal Government Act* and Sections 9 of the *Matters Related to Subdivision and Development Regulation*, and the *Municipal Development Plan (County Plan)*, and having considered adjacent landowner submissions, is approved as per the Tentative Plan for the reasons listed below:
1. The application is consistent with the Statutory Policy;
  2. The subject lands hold the appropriate land use designation;
  3. The technical aspects of the subdivision proposal have been considered and are further addressed through the conditional approval requirements.
- B. The Applicant/Owner is required, at their expense, to complete all conditions attached to and forming part of this conditional subdivision approval prior to Rocky View County (the County) authorizing final subdivision endorsement. This requires submitting all documentation required to demonstrate each specific condition has been met, or agreements (and necessary securities) have been provided to ensure the conditions will be met, in accordance with all County Policies, Standards, and Procedures, to the satisfaction of the County, and any other additional party named within a specific condition. Technical reports required to be submitted as part of the conditions must be prepared by a qualified professional, licensed to practice in the province of Alberta within the appropriate field of practice. The conditions of this subdivision approval do not absolve an Applicant/Owner from ensuring all permits, licenses, or approvals required by Federal, Provincial, or other jurisdictions are obtained.
- C. In accordance with Section 654(2) the Subdivision Authority is of the opinion that the proposed subdivision would not unduly interfere with the amenities of the neighbourhood, or materially interfere with or affect the use, enjoyment, or value of neighbouring parcel of land; and the proposed subdivision conforms with the use prescribed for that land in the land use bylaw.
- D. Further, in accordance with Section 654 and 655 of the *Municipal Government Act*, the application shall be approved subject to the following conditions of approval:

### Survey Plans

- 1) Subdivision is to be effected by a Plan of Survey, pursuant to Section 657 of the *Municipal Government Act*, or such other means satisfactory to the Registrar of the South Alberta Land Titles District.
  - a) A Plan of Survey, including the Application number (PL20240097) and Roll number (03215004) of the parcel;
  - b) Landowner's Consent to Register Plan of Survey.

### ***Development Agreement***

- 2) The Owner shall enter into a Development Agreement pursuant to Section 655 of the Municipal Government Act, in accordance with the approved Tentative Plan, and shall include the following:
  - a) Design and construction of offsite transportation upgrades as identified in the final approved TIA, including:
    - Upgrade Centre Street, to 4-Lane Major (400.15 or alternative approved by the County), from Railway Ave to North Bridges Landing;
    - Upgrade Railway Avenue, to Urban Primary Collector (400.3 or alternative approved by the County), from Vale View Road to Centre Street;
    - Upgrade the intersection of Mowat Street and Railway Avenue to an all-way stop.
  - b) Design and construction of the internal collector roadways to an Urban Residential Collector standard (400.2), including sidewalks on both sides, curbs and gutters, signage and pavement markings, dark sky street lighting, any necessary easement agreements, and removal of the existing temporary gravel turnaround as shown on the Tentative Plan.
  - c) Design and construction of the public internal local road system to an Urban Residential standard (400.1), including sidewalks on both sides, curbs and gutters, cul-de-sacs, signage and pavement markings, dark sky street lighting, and any necessary easement agreements.
  - d) Design and construction of the piped stormwater collection system, in accordance with the recommendations of the approved stormwater management report and the registration of any overland drainage easements and/or restrictive covenants as determined by the stormwater management plan.
  - e) Design and construction of the piped wastewater collection system, including the service stubs to each proposed lot and tying into the existing wastewater collection system for Phase 3, in accordance with requirements of the County Servicing Standards.
  - f) Construction of a piped water distribution and fire suppression system, designed to meet minimum fire flows as per County Standards and Bylaws.
  - g) Design and construction of landscaping features for all public pathways, public roadways and municipal reserves, in accordance with the approved Landscaping Plan.
  - h) Mailbox locations are to be located in consultation with Canada Post to the satisfaction of the County.
  - i) All necessary site grading including a building grade plan as per County Standards and Bylaws.
  - j) Submission and Implementation of the recommendations and findings of the approved geotechnical reports prepared in support of the proposed development phase.
  - k) Submission and Implementation of the recommendations of the construction management plan.
  - l) Submission and Implementation of the recommendations of ESC plan.
  - m) Installation of power, natural gas, and telecommunication lines.

- n) Obtaining all necessary approvals from AEP.
- o) Dedicating all easements and ROWs for utility line assignments and enter into all agreements/contracts for the installation of all underground shallow utilities and street lighting with utility providers to the satisfaction of the County.
- p) Dedicating all easements and ROWs and enter into all agreements/contracts for the installation of all underground deep utilities (water, wastewater, stormwater) to the satisfaction of the County.
- q) Payment of any applicable off-site levies, at the applicable rates, as of the date of the Development Agreement.
- r) Payment of all applicable contributions to the County or third parties for oversized or excess capacity infrastructure.
- s) Obtaining approval for a road name by way of application to and consultation with the County.

***Geotechnical***

- 3) The Owner shall submit a Geotechnical Report in accordance with County's servicing standards, conducted by a qualified professional geotechnical engineer to address slope stability, construction materials for roads, sewage disposal, water table levels, adequate groundwater monitoring, water servicing, stormwater drainage and other developmental constraints that may be applicable to the Development.

***Site Servicing***

- 4) The Owner shall provide confirmation from Langdon Water Works Ltd. ensuring:
  - a) the completion of all paperwork for water supply allocation;
  - b) the payment of all necessary fees for the purchase of required capacity units for the proposed subdivision;
  - c) the allocation and reservation of the necessary capacity;
  - d) the obligations of the Owner and/or utility to bring water lines to the subdivision (i.e. whether the water utility is to construct the water line to the limits of the subdivision and applicant is to construct all internal water lines, or whether the water utility will be responsible for all connections to individual lots, etc.).
  - e) entering into a Development Service Agreement with Langdon Waterworks for the construction of all water-related improvements required to support the proposed phase of the development.



- 5) The Owner shall enter into a Cost Contribution and Capacity Allocation Agreement with the county for wastewater servicing allocation to the lots created in this Phase based upon the servicing need identified in the Wastewater projections report.

#### ***Stormwater***

- 6) The Owner shall provide verification of EPA approvals and EPEA registration for the stormwater system.
- 7) The Owner shall provide payment of the proportional cost contribution associated with Phase 3 in accordance with the Storm Facilities Cost Share Agreement, executed by the County dated July 12, 2020, and any applicable amendments agreed to by both parties.
- 8) The Owner shall secure all necessary easements and ROWs for all proposed stormwater ponds, escape routes and all other related infrastructure.

#### ***Municipal Reserve***

- 9) The provision of Municipal Reserve is to be provided by the dedication of  $\pm 0.555$  hectares ( $\pm 1.371$  acres) of land within Phase 4, to be determined by a Plan of Survey, as indicated on the Approved Tentative Plan:
  - a)  $\pm 10.775$  hectares ( $\pm 26.639$  acres) of Municipal Reserve owing is to be deferred by Caveat to the remainder land within NE&SE-15-23-27-W4M, pursuant to Section 669 of the Municipal Government Act.
  - b) The existing Deferred Reserve Caveat (#231085924 & #201169640) shall be discharged and replaced with the new one above.

#### ***Landscaping***

- 10) The Owner shall provide a detailed Landscaping Plan for the municipal reserves/public pathway and public roadways, as shown on the Tentative Plan.
  - a) Implementation of the approved Landscaping Plan shall be included within the requirements of the Development Agreement.

#### ***Architectural Controls***

- 11) The Owner shall prepare and register a Restrictive Covenant on the title of each new lot created, requiring that each Lot Owner be subject to the development's Architectural Controls, which require exterior building criteria, water conservation strategies, and landscaping provisions.

#### ***Site Management***

- 12) The Owner shall prepare a Solid Waste Management Plan that will outline the responsibility of the Developer and/or Homeowners' Association for management of solid waste.
- 13) The Owner shall submit an Environmental Protection Plan prepared by a qualified professional, as recommended by the BIA and in accordance with the County Servicing Standards to the satisfaction of the County that provides recommendations on protecting the environmental features identified in the BIA during the construction of the proposed development.

#### ***Payments and Levies***

- 14) The Owner shall pay the Transportation Off-Site Levy in accordance with Bylaw C-8007-2020 prior to endorsement of the subdivision. The County shall calculate the total amount owing from the total gross acreage of Phase 4 as shown on the Plan of Survey.
- 15) The Owner shall pay the Stormwater Off-Site Levy in accordance with Bylaw C-8008-2020 prior to endorsement of the subdivision. The County shall calculate the total amount owing from the total gross acreage of Phase 4 as shown on the Plan of Survey.
- 16) The Owner shall pay the Water and Waste Off-Site Levy in accordance with Bylaw C-8009-2020 prior to endorsement of the subdivision, based on the submitted wastewater demand flow.
- 17) The Owner shall pay the County subdivision endorsement fee for creating 99 new residential lots, in accordance with the Master Rates Bylaw.

**Taxes**

- 18) All taxes owing, up to and including the year in which subdivision is to be registered, are to be paid to the County prior to signing the final documents pursuant to Section 654(1) of the Municipal Government Act.

**D. SUBDIVISION AUTHORITY DIRECTION:**

- 1) Prior to final endorsement of the subdivision, the Planning Department is directed to present the Applicant/Owners with a Voluntary Recreation Contribution Form and ask them if they will contribute to the Fund in accordance with the contributions prescribed in the Master Rates Bylaw.



# COUNCIL REPORT

## Subdivision Item: Commercial

Electoral Division: 6

File: PL20240138 /  
03330054/5

Date:	February 18, 2025
Presenter:	Maureen Nolan, Planner 1
Department:	Planning

## REPORT SUMMARY

The purpose of this report is for Council to assess a proposed subdivision of the subject lands (Attachment A) to adjust the boundaries between a  $\pm 1.21$  hectare (3.00 acre) parcel and a  $\pm 1.21$  hectare (3.00 acre) parcel in order to create a  $\pm 1.62$  hectare (4.00 acre) parcel and a  $\pm 0.81$  hectare (2.00 acre) parcel.

The application was evaluated pursuant to the *Municipal Government Act*, *Matters Related to Subdivision and Development Regulation*, Calgary Metropolitan Region Board Growth Plan (Growth Plan), Rocky View County/City of Calgary Intermunicipal Development Plan (IDP), Municipal Development Plan (County Plan), Janet Area Structure Plan (ASP), Boychuk Industrial Conceptual Scheme (CS), and the *Land Use Bylaw*.

The application was found to be consistent with the Growth Plan, Rocky View County/City of Calgary IDP, County Plan, Janet ASP, and the *Land Use Bylaw*. The application does not align with the minimum parcel size requirement of 1.09 hectares (2.70 acres) in Section 4.1 (Subdivision Design) of the Boychuk Industrial CS. Although one of the proposed lots is only  $\pm 0.81$  hectares (2.00 acres) in size, the proposal is generally compatible with the existing subdivision design in the surrounding area and there are no anticipated impacts with the boundary adjustment. As the Boychuk Industrial CS is a non-statutory document, the application is consistent with the requirements of section 654(1)(b) of the *Municipal Government Act*.

The proposed parcels comply with the minimum parcel size requirement of 0.50 hectares (1.24 acres) in the Commercial, Local Rural District (C-LRDs h18) within the *Land Use Bylaw*.

Council is the Subdivision Authority for the subject application due to non-compliance with Section 4.1 of the Boychuk Industrial CS, in accordance with Section 5(3) of the *Subdivision Authority Bylaw* (C-8275-2022).

## ADMINISTRATION'S RECOMMENDATION

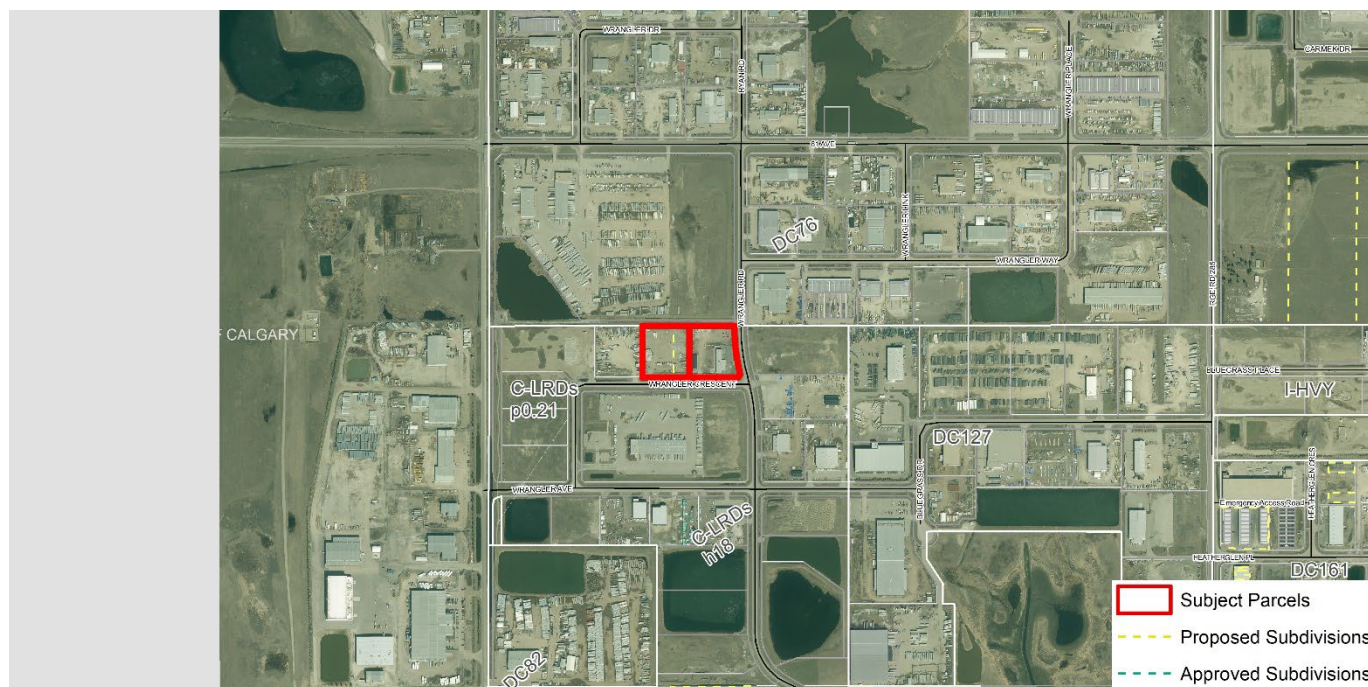
THAT the Subdivision Authority approves application PL20240138 with the conditions noted in Attachment F.

## Subdivision Item: Commercial

## BACKGROUND

**Location** (Attachment A)

Located within the Janet Area Structure Plan, approximately 1.61 kilometres (1.00 mile) north of Highway 560 and 1.21 kilometres (0.75 mile) west of Range Road 285, approximately 0.33 kilometres (0.21 miles) east of the city of Calgary.

**Site History** (Attachment B)

On May 11, 2004, Council approved *Bylaw C-5781-2003* to redesignate the subject lands from Ranch and Farm District (RF) to General Business District (B-2). The subject lands were created through the registration of Plan 1013129 in 2010.

There is an existing concrete construction company operating on proposed Lot 2 that was approved through a Development Permit in 2015. A Development Permit was issued in 2016 for a truck trailer outdoor storage business on proposed Lot 1.

Access to the proposed Lot 1 is provided by an existing approach off Wrangler Crescent, and the proposed Lot 2 is accessed from existing approaches off Wrangler Crescent and Wrangler Road.

**Intermunicipal and Agency Circulation** (Attachment C)

The application was circulated to all necessary intermunicipal neighbours, internal departments, and external agencies.

This application was circulated to The City of Calgary in accordance with the Rocky View County/City of Calgary IDP and they had no comments.

Alberta Transportation and Economic Corridors has provided no concerns on the proposed application.

**Landowner Circulation** (Attachment D)

The application was circulated to 226 adjacent landowners within Rocky View County and 29 adjacent landowners within The City of Calgary in accordance with the *Municipal Government Act* and County Policy C-327 (Circulation and Notification Standards); no letters were received.

## Subdivision Item: Commercial

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### ANALYSIS

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#### Policy Review (Attachment E)

The application was determined to align with the policies of the Growth Plan, Rocky View County/City of Calgary IDP, County Plan, and the Janet ASP. The subject lands are located within a Regional Business Centre as identified on Map 1 of the County Plan. Section 14.0 (Business Development) of the County Plan supports business development in identified Regional Business Centres in accordance with the Janet ASP. As per Section 26.0 (Implementation and Monitoring) of the Janet ASP, subdivision applications shall address and adhere to the requirements of the Boychuk Industrial CS.

Section 4.1 (Subdivision Design) of the Boychuk Industrial CS requires a minimum parcel size of 1.09 hectares (2.70 acres) in order to ensure future development is in line with surrounding development. As one of the proposed lots is only  $\pm 0.81$  hectares (2.00 acres) in size, the application is inconsistent with this requirement. The parcels in the surrounding area have developed in accordance with the conceptual subdivision design shown in Figure 5 of the Boychuk Industrial CS, with the smallest parcel size being 1.21 hectares (3.00 acres). Although one of the proposed lots is undersized, the proposal is generally compatible with the surrounding area and there are no anticipated impacts with the boundary adjustment. As the Boychuk Industrial CS is a non-statutory document, the application is consistent with the requirements of section 654(1)(b) of the *Municipal Government Act*.

The proposed parcels comply with the minimum parcel size requirement of 0.50 hectares (1.24 acres) in the Commercial, Local Rural District (C-LRDs h18) within the *Land Use Bylaw*.

### COMMUNICATIONS / ENGAGEMENT

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Consultation was conducted in accordance with statutory requirements and County Policy C-327.

### IMPLICATIONS

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#### Financial

No financial implications identified at this time.

### STRATEGIC ALIGNMENT

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As per Section 5(3) of the *Subdivision Authority Bylaw* (C-8275-2022), Council is the decision-making authority due to non-compliance with Section 4.1 of the Boychuk Industrial Conceptual Scheme.

### ALTERNATE DIRECTION

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Should the Subdivision Authority find that the application does not meet the intent of the Boychuk Industrial CS, a non-statutory document, they may wish not to support the application.

THAT application PL20240138 be refused for the following reasons:

1. The application does not comply with the Boychuk Industrial Conceptual Scheme.

### ATTACHMENTS

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Attachment A: Map Set  
Attachment B: Application Information  
Attachment C: Application Referral Responses  
Attachment D: Public Submissions [No Letters Received]  
Attachment E: Policy Review  
Attachment F: Recommended Conditions of Approval

Subdivision Item: Commercial

APPROVALS

Manager:	Dominic Kazmierczak
Acting Executive Director:	Dominic Kazmierczak
Chief Administrative Officer:	Reegan McCullough





To adjust the boundaries between a  $\pm 1.21$  hectare (3.00 acre) parcel and a  $\pm 1.21$  hectare (3.00 acre) parcel in order to create a  $\pm 1.62$  hectare (4.00 acre) parcel and a  $\pm 0.81$  hectare (2.00 acre) parcel.

Division: 6  
Roll: 03330054,03330055  
File: PL20240138  
Printed: 1/29/2025  
Legal: A portion of  
PL 2023-038, 0359  
Page 333 of 359





## Development Proposal

To adjust the boundaries between a  $\pm 1.21$  hectare (3.00 acre) parcel and a  $\pm 1.21$  hectare (3.00 acre) parcel in order to create a  $\pm 1.62$  hectare (4.00 acre) parcel and a  $\pm 0.81$  hectare (2.00 acre) parcel.

\* Means the approximate parcel size after the boundary adjustment

\* Lot 1  
 $\pm 0.81$  hectare  
 ( $\pm 2.00$  acre)

\* Lot 2  
 $\pm 1.62$  hectare  
 ( $\pm 4.00$  acre)

WRANGLER RD

WRANGLER CRESCENT





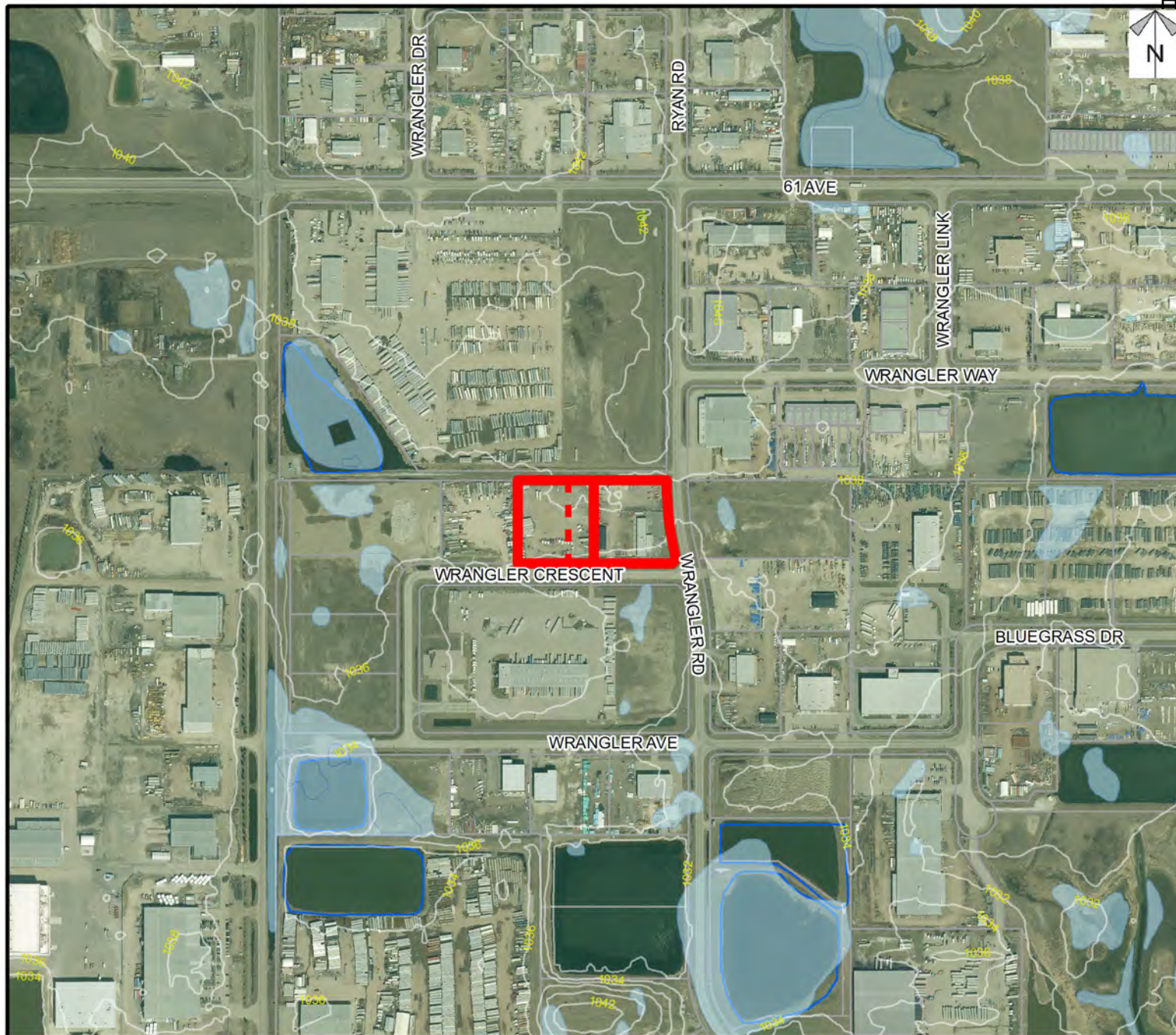
## Environmental

To adjust the boundaries between a  $\pm 1.21$  hectare (3.00 acre) parcel and a  $\pm 1.21$  hectare (3.00 acre) parcel in order to create a  $\pm 1.62$  hectare (4.00 acre) parcel and a  $\pm 0.81$  hectare (2.00 acre) parcel.

### Legend

-  Subject Lands
-  Contour - 2 meters
-  Riparian Setbacks
-  Alberta Wetland Inventory
-  Surface Water

Division: 6  
 Roll: 03330054, 03330055  
 File: PL20240138  
 Printed: 1/29/2025  
 Legal: A portion of  
 Page 337 of 359

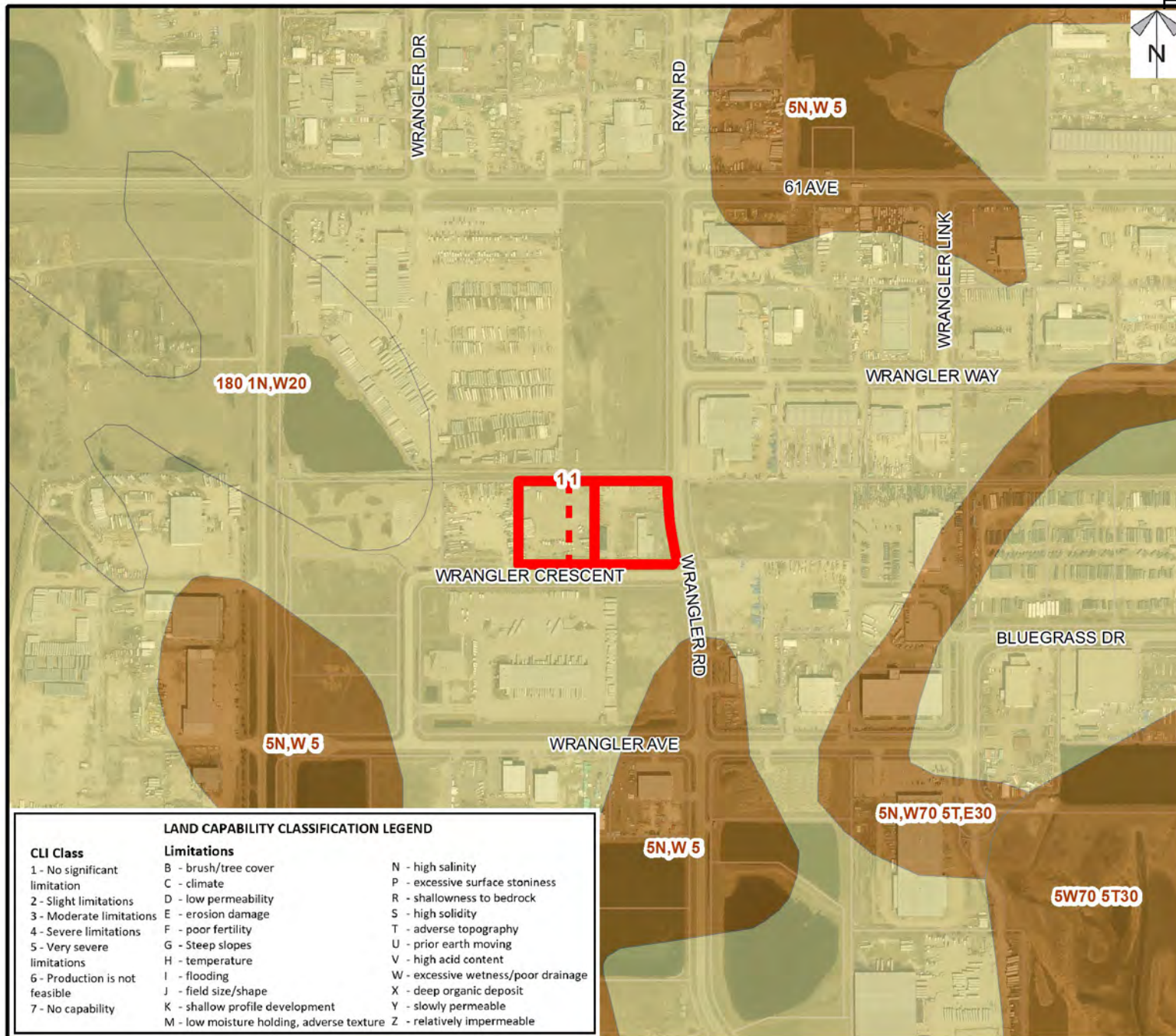






## Soil Classifications

To adjust the boundaries between a  $\pm 1.21$  hectare (3.00 acre) parcel and a  $\pm 1.21$  hectare (3.00 acre) parcel in order to create a  $\pm 1.62$  hectare (4.00 acre) parcel and a  $\pm 0.81$  hectare (2.00 acre) parcel.



### LAND CAPABILITY CLASSIFICATION LEGEND

#### CLI Class

- 1 - No significant limitation
- 2 - Slight limitations
- 3 - Moderate limitations
- 4 - Severe limitations
- 5 - Very severe limitations
- 6 - Production is not feasible
- 7 - No capability

#### Limitations

- B - brush/tree cover
- C - climate
- D - low permeability
- E - erosion damage
- F - poor fertility
- G - Steep slopes
- H - temperature
- I - flooding
- J - field size/shape
- K - shallow profile development
- M - low moisture holding, adverse texture

#### N - high salinity

- P - excessive surface stoniness
- R - shallowness to bedrock
- S - high solidity
- T - adverse topography
- U - prior earth moving
- V - high acid content
- W - excessive wetness/poor drainage
- X - deep organic deposit
- Y - slowly permeable
- Z - relatively impermeable

Division: 6  
 Roll: 03330054,03330055  
 File: PL20240138  
 Printed: 1/29/2025  
 Legal: A portion of  
 PL 2023 01 01 01 01  
 Page 338 of 359



## Landowner Circulation Area

To adjust the boundaries between a  $\pm 1.21$  hectare (3.00 acre) parcel and a  $\pm 1.21$  hectare (3.00 acre) parcel in order to create a  $\pm 1.62$  hectare (4.00 acre) parcel and a  $\pm 0.81$  hectare (2.00 acre) parcel.

### Legend

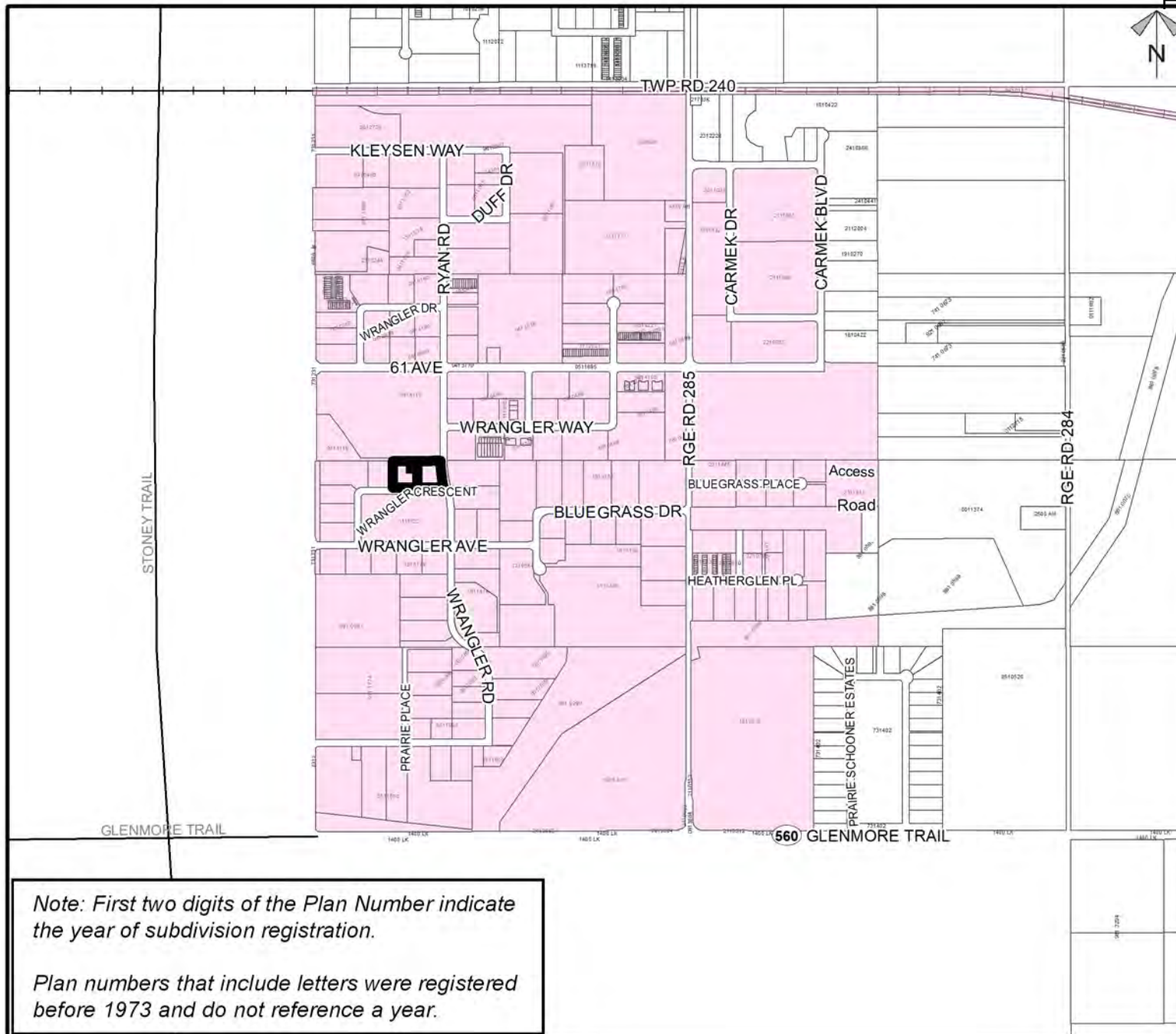
Support



Not Support



Division: 6  
Roll: 03330054, 03330055  
File: PL20240138  
Printed: 1/29/2025  
Legal: A portion of  
PL 2023 08 01 0100  
Page 339 of 359



*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.*

**ATTACHMENT B: APPLICATION INFORMATION**

<b>APPLICANT/OWNERS:</b> Denizen Group Ltd. (Debie Cairo) / Delcor Real Estate Inc. (Mario DelCorno) and Mika Holding Ltd. (Jas Man)	<b>DATE APPLICATION RECEIVED:</b> September 9, 2024
<b>GROSS AREA:</b> ±2.43 hectares (±6.00 acres)	<b>LEGAL DESCRIPTION:</b> Lots 1 & 2, Block 3, Plan 1013129 within NW-30-23-28-W04M
<b>Pre-Application Meeting Held:</b> <input checked="" type="checkbox"/>	<b>Meeting Date:</b> 2024-05-07
<b>SOILS (C.L.I. from A.R.C.):</b> No significant limitation to crop production.	
<b>HISTORY:</b> <p><b>September 8, 2016:</b> Development Permit issued for Outdoor Storage, Truck Trailer on Lot 2, Block 3, Plan 1013129.</p> <p><b>April 21, 2016:</b> Development Permit issued for existing General Industry, Type II, for a concrete construction company, construction of an accessory building (cold storage) on Lot 1, Block 3, Plan 1013129.</p> <p><b>February 27, 2015:</b> Development Permit issued for General Industry, Type II for a concrete construction company and construction of a warehouse/office building and signage on Lot 1, Block 3, Plan 1013129.</p> <p><b>August 18, 2010:</b> Plan 1013129 registered creating the subject lands.</p> <p><b>May 11, 2004:</b> Redesignation of the subject lands from Ranch and Farm District (RF) to General Business District (B-2).</p>	
<b>TECHNICAL REPORTS SUBMITTED:</b> <ul style="list-style-type: none"> <li>None.</li> </ul>	
<b>APPEAL BOARD:</b> Subdivision and Development Appeal Board	



## ATTACHMENT C: APPLICATION REFERRAL RESPONSES

AGENCY	COMMENTS
<b><i>School Authority</i></b>	
Calgary Catholic School District	No concerns.
<b><i>Province of Alberta</i></b>	
Alberta Transportation and Economic Corridors	<p>The requirements of Section 18 of the <i>Matters Related to Subdivision and Development Regulation</i> (The Regulation) are not met. The department anticipates minimal impact on the highway from this proposal. Pursuant to Section 20(1) of the Regulation, Transportation and Economic Corridors grants approval for the subdivision authority to vary the requirements of Section 18 of the Regulation.</p> <p>The requirements of Section 19 of the Regulation are not met. There is no direct access to the highway and there is sufficient local road access to the subdivision and adjacent lands. Pursuant to Section 20(1) of the Regulation, Transportation and Economic Corridors grants approval for the subdivision authority to vary the requirements of Section 19 of the Regulation.</p> <p>The department expects that the municipality will mitigate the impacts of traffic generated by developments approved on the local road connections to the highway system, pursuant to Policy 7 of the Provincial Land Use Policies and Section 618.4 of the <i>Municipal Government Act</i>.</p>
<b><i>Public Utility</i></b>	
ATCO Gas	No objection.
ATCO Transmission	<p>The Engineering Department of ATCO Transmission, (a division of ATCO Gas and Pipelines Ltd.) has reviewed the above named plan and has no objections subject to the following conditions:</p> <ol style="list-style-type: none"> <li>Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties.</li> <li>Ground disturbances and surface works within 30 meters require prior written approval from ATCO Transmission before commencing any work. <ul style="list-style-type: none"> <li>Municipal circulation file number must be referenced; proposed works must be compliant with ATCO Transmission requirements as set forth in the company's conditional approval letter.</li> <li>Contact ATCO Transmission Land Department at 1-888-420-3464 or landadmin@atco.com for more information.</li> </ul> </li> <li><b><u>Parking and/or storage is not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.</u></b></li> <li><b><u>Encroachments are not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.</u></b></li> <li>ATCO Transmission recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings.</li> </ol>

AGENCY	COMMENTS
Enmax	<p data-bbox="488 180 1500 275">6. Any changes to grading that alter drainage affecting ATCO Transmission right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities.</p> <ul data-bbox="537 300 1284 359" style="list-style-type: none"> <li data-bbox="537 300 1284 359">• If alterations are required, the cost will be borne by the developer/owner.</li> </ul> <p data-bbox="488 384 1398 443">7. Any revisions or amendments to the proposed plans(s) must be re-circulated to ATCO Transmission for further review</p> <p data-bbox="488 478 1500 674">ENMAX Power Corporation ("ENMAX") has reviewed this application dated September 19, 2024 and based on the information provided, and, as of the date of this letter, ENMAX has the following comments. Please note that these comments are subject to change at the time of development and design – applicants are still required to perform all due diligence prior to any development activities.</p> <ol data-bbox="537 699 1500 1877" style="list-style-type: none"> <li data-bbox="537 699 1328 793">1. System capacity upgrades may be required in this area to accommodate the new development. Please contact <a href="mailto:GetConnected@enmax.com">GetConnected@enmax.com</a> for more information.</li> <li data-bbox="537 816 1500 1010">2. There is an existing 25kV underground power line, pad-mounted transformer, and switch cubicle installed as approximately shown on the attached plan. The developer is responsible to maintain the existing utility right-of-way within the subject area. In the event that any revision, relocation, or alteration is required on one of ENMAX's underground facilities, the cost shall be fully borne by the developer.</li> <li data-bbox="537 1033 1479 1092">3. Any exposure of ENMAX facilities will be subject to inspection prior to backfilling.</li> <li data-bbox="537 1115 1500 1308">4. Prior to construction, all underground utilities within the subject area must be located. Please contact Alberta One-Call at 1-800-242-3447 or at <a href="http://albertaonecall.com/submit-a-locate-request/to">http://albertaonecall.com/submit-a-locate-request/to</a> to locate and identify the buried utilities. If the developer crosses any existing ENMAX underground installation, the developer will notify ENMAX for inspection prior to backfilling the crossing.</li> <li data-bbox="537 1331 1500 1493">5. The developer is responsible to maintain clearance of buildings from the abovementioned pad-mounted transformer and switch cubicle in accordance with the ENMAX safety clearance criteria (i.e. no temporary or permanent structures to be built within the non-compliance zone, see attached ENMAX standard 6331 and 6341).</li> <li data-bbox="537 1516 1463 1646">6. If the developer requests any changes that could affect the existing ENMAX structures in the vicinity, (e.g. grade changes, relocation, or removal of lines, etc.), the developer is responsible for all the associated costs for making the change.</li> <li data-bbox="537 1669 1500 1799">7. The developer would need approval from ENMAX before proceeding with changes that could affect ENMAX installations and all agreements are to be in place. Generally, a project can take between 3 and 10 months depending on scope and complexity.</li> <li data-bbox="537 1822 1484 1877">8. Any and all revisions, alterations or relocations of existing facilities will be in accordance with the Municipal Right of Way By law #17M2016.</li> </ol>

AGENCY	COMMENTS
	<p>Please note that this letter does not reduce or limit the applicant's responsibility to comply with all laws and regulations regarding utility facilities and all requirements under the Occupational Health &amp; Safety Act (Alberta) (OHS) and the applicant shall observe all such laws and regulations when commencing any work related to the permit application. If a situation arises where there is a discrepancy between ENMAX required setbacks and the AEUC or the OHS, the stricter set of requirements shall govern.</p> <p>Please see attached supporting documents.</p>
FortisAlberta	This application does not fall within our service territory therefore we do not have any objection nor do we require easement for this development.
Telus	No concerns.
<b>Adjacent Municipality</b>	
The City of Calgary	No comments.
<b>Internal Departments</b>	
Recreation, Parks, and Community Support	No comment at this time.
Fire Services	No concerns at this time. Subject to access route design and water supply requirements as per the NBC (AE), NFC (AE) and County Bylaws.
Enforcement Services	No recommendations.
Building Services	No comments.
Capital and Engineering Services	<p><b>General:</b></p> <ul style="list-style-type: none"> <li>As per the application, the applicant is proposing to adjust the boundaries between a <math>\pm 1.21</math> hectare (<math>\pm 3.00</math> acre) parcel and a <math>\pm 1.21</math> hectare (<math>\pm 3.00</math> acre) parcel in order to create a <math>\pm 1.62</math> hectare (<math>\pm 4.00</math> acre) parcel and a <math>\pm 0.81</math> hectare (<math>\pm 2.00</math> acre) parcel.</li> </ul> <p><b>Geotechnical:</b></p> <ul style="list-style-type: none"> <li>As per a desktop GIS review, there are no steep slopes present on the site.</li> <li>Engineering has no requirements at this time.</li> </ul> <p><b>Transportation:</b></p> <ul style="list-style-type: none"> <li>Wrangler Road is a part of the Long Range Transportation Network B Road, requiring 30 m Road Right of Way (ROW). The current right of way is 30 m. The Owner already dedicated +/- 5 m, by Plan of Survey (1013129), strip of land as road ROW along the entire eastern boundary of subject lands.</li> </ul>

AGENCY	COMMENTS
	<ul style="list-style-type: none"> <li>• There is an existing approach off of Wrangler Crescent providing access to proposed Lot 1 and another existing approach off of Wrangler Crescent providing access to proposed Lot 2.</li> <li>• The applicant will not be required to pay the transportation offsite levy, as per the applicable TOL bylaw, as the TOL has been previously collected from the subject lands.</li> <li>• Engineering has no requirements at this time.</li> </ul> <p><b>Site Servicing:</b></p> <ul style="list-style-type: none"> <li>• As per the Janet Area Structure Plan, water cisterns should be used for water servicing and wastewater servicing should be provided by pump out tanks or other acceptable methods, in accordance with County policy and Provincial regulation. Both lots also have a deferred services agreement registered on title to connect to regional water, wastewater and/or stormwater systems when such systems are available.</li> <li>• The applicant confirmed that proposed Lot 2 is serviced by a cistern for potable water and a pump out tank for wastewater.</li> <li>• The applicant also confirmed that proposed Lot 1 is not currently being serviced at all since it has no existing buildings on site.</li> <li>• Engineering has no requirements at this time.</li> </ul> <p><b>Storm Water Management:</b></p> <ul style="list-style-type: none"> <li>• As the application is only for a Boundary Adjustment and there is no proposed change in site imperviousness, a significant impact on stormwater management is not expected. No site-specific stormwater implementation plan is warranted at this time.</li> <li>• Engineering has no requirements at this time.</li> </ul> <p><b>Storm Water Management:</b></p> <ul style="list-style-type: none"> <li>• Based on a desktop review, there are wetlands present on subject lands. Should the owner propose development that has a direct impact on any of the wetlands in the subjected lands, the applicant will be responsible for obtaining all required AEP approvals.</li> <li>• Engineering has no requirements at this time.</li> </ul>

Circulation Period: September 19, 2024, to October 21, 2024.



denizen

5104-7005 Fairmount Dr. SE, Calgary, AB  
T: 587.390.4008 www.denizengroup.ca



1	ISSUED FOR PERMIT	AUG. 29/24	VD
0	ISSUED FOR PERMIT	JUL. 18/24	VD
NO.	DESCRIPTION	DATE	BY

REVISIONS

CLIENT

DELCOR CONSTRUCTION

ROCKY VIEW COUNTYALBERTA  
PROJECT

DELCOR - SUBDIVISION

ROCKY VIEW COUNTYALBERTA  
TITLE  
PROPOSED SUBDIVISION PLAN

PROJECT NO.  
SR24-827

DRAWNDATE  
VDJUL. 18, 2024

CHECKEDDATE  
SDJUL. 18, 2024

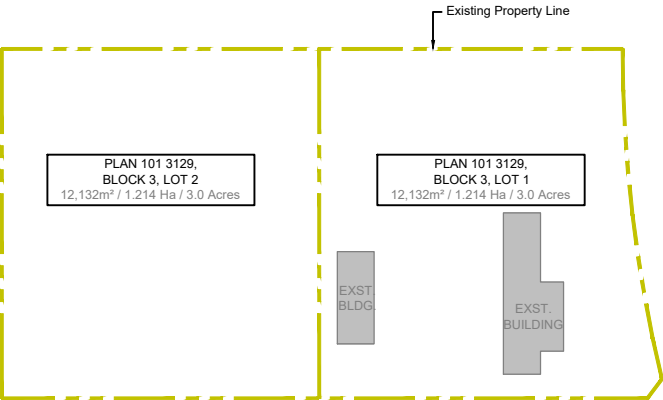
SCALE  
AS NOTED

DRAWING NO.

A0.1



1 PROPOSED SUBDIVISION PLAN  
A0.1 SCALE: 1:250



2 KEY PLAN  
A0.1 SCALE: N.T.S

SITE GENERAL NOTES

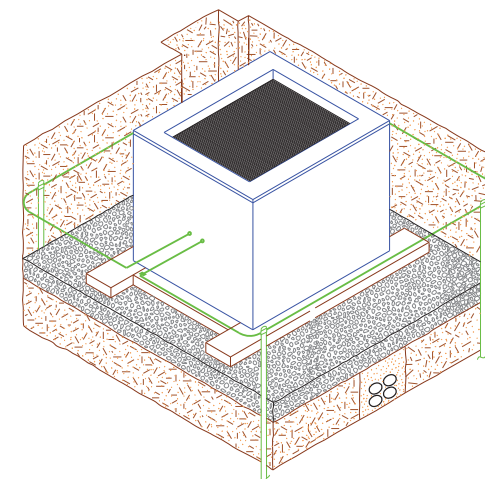
- NO CHANGE TO EXISTING APPROVED STORMWATER MANAGEMENT & SERVICING PLAN. OWNER CAN PROVIDE VERIFICATION & ACCEPTANCE AS REQUIRED.
- OWNER(S) TO COMPLY WITH EXISTING DEVELOPMENT PERMIT CONDITIONS.

ZONING

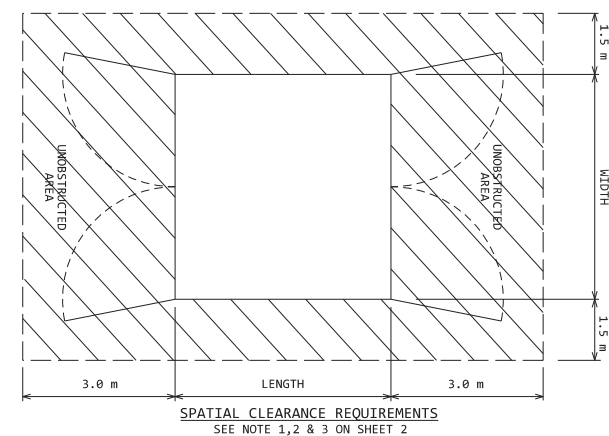
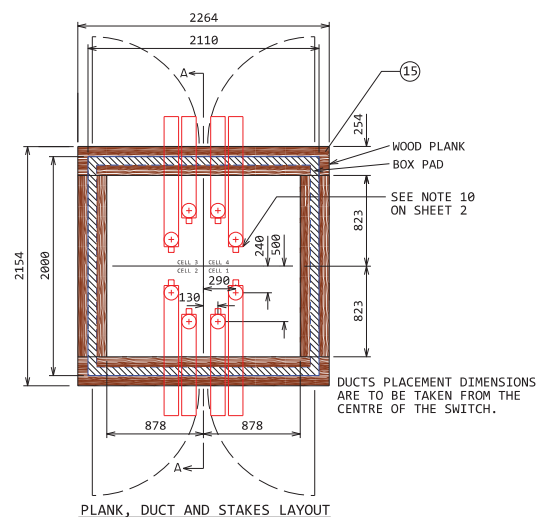
COMMERCIAL, LOCAL  
RURAL DISTRICT (C-LRD)

PROJECT  
ADDRESS

LEGAL DESCRIPTION  
LOT 2,  
BLOCK 3,  
PLAN 101 3129



ISOMETRIC



2	2023-04-21	MATERIAL LIST UPDATE	J.G.	A.K.	A.K.	A.K.
1	2022/09/07	GENERAL UPDATE	J.G.	E.M.S.	A.K.	E.M.S
0	2021/09/17	NEW STANDARD RELATED TO 6532,6533 AND 6534	L.E.	E.M.S.	A.K.	E.M.S.
NO	DATE	REVISIONS	DRWN	DSGN	CHKD	APPR

PERMIT TO PRACTICE STAMP

**PERMIT TO PRACTICE**  
**ENMAX POWER CORPORATION**

RM SIGNATURE: DE

RM APEGA ID #: 77937

DATE: 10 May 2023


**PERMIT NUMBER: P006756**

The Association of Professional Engineers and  
 Geoscientists of Alberta (APEGA)

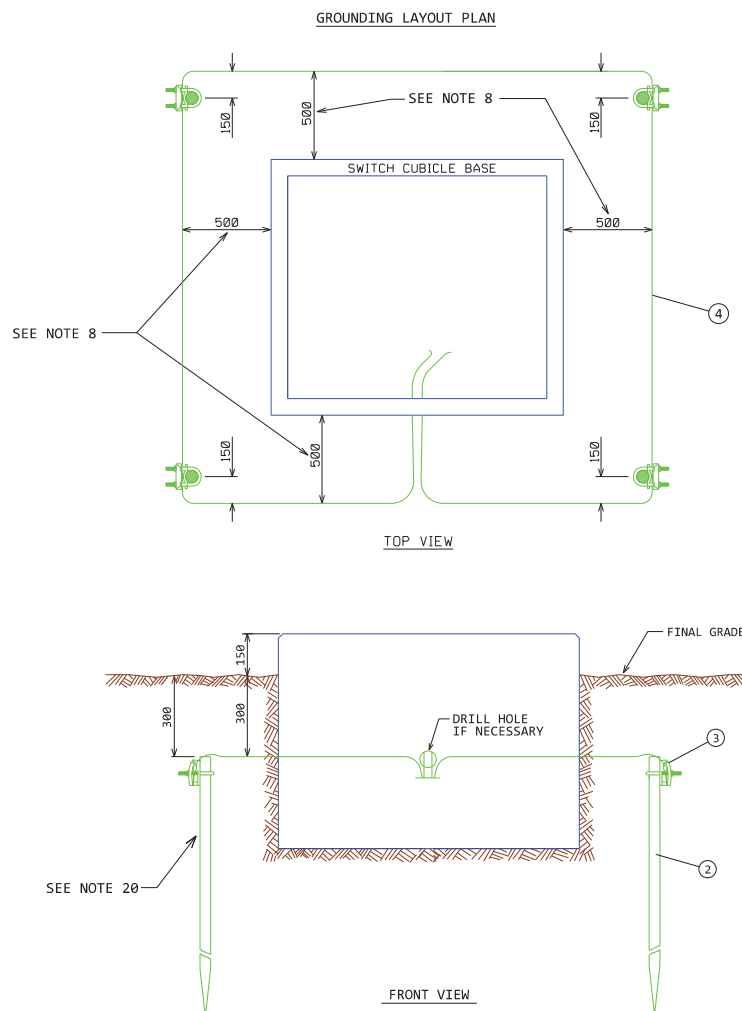
ENGINEERING STAMP

PROFESSIONAL ENGINEER ALBERTA  
ALEKSEI KOVALKO  
*A. Kovalko*

DATE: April 27 2023

			
ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT AS INDICATED.			
DSGN: E. M. S.	TITLE:  <div style="text-align: center;"> <b>25kV SWITCH CUBICLE BOXPAD AND GROUNDING</b> </div>		
CHKD: A. K.			
APPR: E. M. S.			
DRWN: L. E.	DATE: 2021/09/17	STANDARD FILE:	6341
SCALE: N.T.S.	SHEET 1 OF 2		





#	STOCK ITEM	QTY, 25 KV SYSTEM				UNITS	DESCRIPTION
		TYPE 9	TYPE 10	TYPE 11	TYPE 12		
1	56200500157	1	1	1	1	EA	BOX-PAD 25KV-SWITCHCUBE-CONCRETE
2	95200600047	4	4	4	4	EA	ROD-GROUND 3/4INX8FT-GALV
3	59350100026	4	4	4	4	EA	CLAMP-U-BOLT #4-SOLID-2/0-STRANDED-GRD
4	61450300514	18	18	18	18	M	CABLE, COPPER 2/0-19STR-MHD-BARE
5	56300200849	4	8	6	2	EA	DUCT-DB1 6 INCH X 6M
6	56300200815	4	8	6	2	EA	COUPLER-DB2 6IN
7	56300201060	4	8	6	2	EA	BEND-DB2 6INX90DEG-36IN-RAD
8	56300200864	4	8	6	2	EA	BELL-END DB2 6IN
9	100304925	4	8	6	2	EA	PLUG, PIPE, 6 INCH PE UNIVERSAL UPP65
10	56300200286	4	-	2	6	EA	DUCT-DB2 4INCH X 6M
11	56300200302	4	-	2	6	EA	COUPLER-DB2 4IN
12	56300200310	4	-	2	6	EA	BEND-DB2 4INX90DEG-36IN-RAD
13	56300200450	4	-	2	6	EA	BELL-END DB2 4IN
14	100304878	4	-	2	6	EA	PLUG, PE 4" Poly PP55
15	55100500036	2	2	2	2	EA	PLANK-TREATED 2X10INX12FT-PWF
16	55100900030	8	8	8	8	EA	STAKE-WOODEN 2INX2INX48IN
17	100308394	10	10	10	10	SM	Mesh, Nonwoven Geotextile, 2.28M X 91.44M
18	NON-STORES ITEM	2	2	2	2	CM	GRAVEL-CRUSHED 25MM MINUS
19	NON-STORES ITEM	1	1	1	1	CM	CONCRETE 15MPA

**NOTES:**

- THE DIMENSIONS OF THE UNOBSTRUCTED AREA ARE THE MINIMUM OPERATING CLEARANCES FOR SFG OR AIR TYPE SWITCHES. SWITCH CUBICLE MUST BE LOCATED A MINIMUM 0.5m FROM EXISTING OR PLANNED PEDESTRIAN WALKWAY.
- ANY VEGETATION THAT GROW IN PROXIMITY TO SWITCH (IN CLEARANCE AREA NOTED) MUST BE TYPE THAT IS EASILY MAINTAINABLE.
- ANY FENCE IN UNOBSTRUCTED AREA MUST ALLOW DIRECT ACCESS TO SWITCH IN 2 OR MORE DIRECTIONS. NO PEDESTALS, POST SIGNS OR LIGHT POLES ARE PERMITTED. NO METAL FENCES ARE PERMITTED WITHIN 3m.
- REFER TO STANDARD 6301 FOR EXCAVATION AND BACKFILL REQUIREMENTS. REFER TO TO EPC-ARBP-TDAM-GL-0001 FOR COMPACTION GUIDELINES.
- PRECAST CONCRETE SWITCH CUBICLE BASE, REFER TO MATERIAL STANDARD 506-0F74-006.
- INCREASE BOX PAD PROJECTION ABOVE CONSTRUCTION GRADE TO MAINTAIN A MIN 150mm ABOVE FINISHED GRADE. ALLOW AN ADDITIONAL MINIMUM 150mm FOR THE ADDITION OF TOPSOIL, SOD AND GRAVEL, CONCRETE ASPHALT BEFORE SETTING BOX PAD. REFER TO PROJECT SPECIFIC DRAWINGS.
- ALL DUCTS MUST HAVE BELLEND. SECURELY COVER END OF VACANT DUCTS.
- DIMENSION CHANGES TO 800mm IF GUARD POSTS ARE REQUIRED IN FRONT OF SWITCH OR IN CASE OF DA SWITCH. INCREASE EXCAVATION WIDTH AS REQUIRED.
- APPROVED BACKFILL OVER CONCRETE. REFER TO STANDARD 6301.
- DUCTS LAYOUT SHOWN IS A CONCEPTUAL LAYOUT. CONFIGURATION MUST BE CONFIRMED ON A PROJECT BY PROJECT BASIS BY DESIGN ENGINEER. REFER TO STD 6050 FOR TEMPLATE LAYOUT.
- INSTALL A WOODEN STAKES TO SUPPORT BEND AS REQUIRED. STAKES MAY BE POSITIONED AS REQUIRED FOR EASE OF CONSTRUCTION.
- PERMANENT METALLIC OBJECTS MAY NOT BE PLACED WITHIN 3m OF SWITCH.
- MINIMUM VERTICAL CLEARANCE OF 10.5m IS REQUIRED ABOVE THE SWITCH.
- NO UPSLOPE TOWARDS THE SWITCH IS PERMITTED. DOWNSLOPE FROM THE SWITCH MUST NOT EXCEED 1V:6H.
- COMPACTED GRANULAR BASE 150mm THICK. ENSURE BASE IS COMPACTED TO 97%SPDD. REFER TO STD 6301 AND EPC-ARBP-TDAM-GL-0001. GEOTEXTILES MUST BE PLACED BELOW THE GRAVEL LAYER UNDER THE BASE OF PRECAST STRUCTURES.
- WHERE THE SUBGRADE SOIL IS UNSTABLE AND THE USE OF GEOTEXTILES IS DEEMED NECESSARY, EXCAVATE 150mm DEEPER THAN THE UNDERSIDE OF CONCRETE AND INSTALL THE GEOTEXTILE. BACKFILL 150mm WITH APPROVED BACKFILL MATERIAL AS PER STD 6301. INSTALL CONCRETE ANCHOR SLAB ON APPROVED BASE.
- REFER TO STD 6532,6533,6534 & 6010 FOR FURTHER GROUNDING INFORMATION.
- STANDARD IS APPLICABLE FOR ARRANGEMENTS FOR TYPE9, TYPE10, TYPE11, AND TYPE12 SWITCHES FOR 25KV.
- REFER TO STD 6302 FOR ANY INFORMATION RELATED TO DUCTING REQUIREMENTS.
- GROUND ROD TO BE INSTALLED IN UNDISTURBED SOIL.

NO	DATE	REVISIONS	DRWN	DSGN	CHKD	APPR
2	2023-04-21	MATERIAL LIST UPDATE	J. G.	A. K.	A. K.	A. K.
1	2022/09/07	GENERAL UPDATE	J. G.	E. M. S.	A. K.	E. M. S.
0	2021/09/17	NEW STANDARD RELATED TO 6532,6533 AND 6534	L. E.	E. M. S.	A. K.	E. M. S.

## PERMIT TO PRACTICE STAMP

**PERMIT TO PRACTICE  
ENMAX POWER CORPORATION**

RM SIGNATURE: *DC*

RM APEGA ID #: *77937*

DATE: 10 May 2023

**PERMIT NUMBER: P006756**

The Association of Professional Engineers and  
Geoscientists of Alberta (APEGA)

## ENGINEERING STAMP



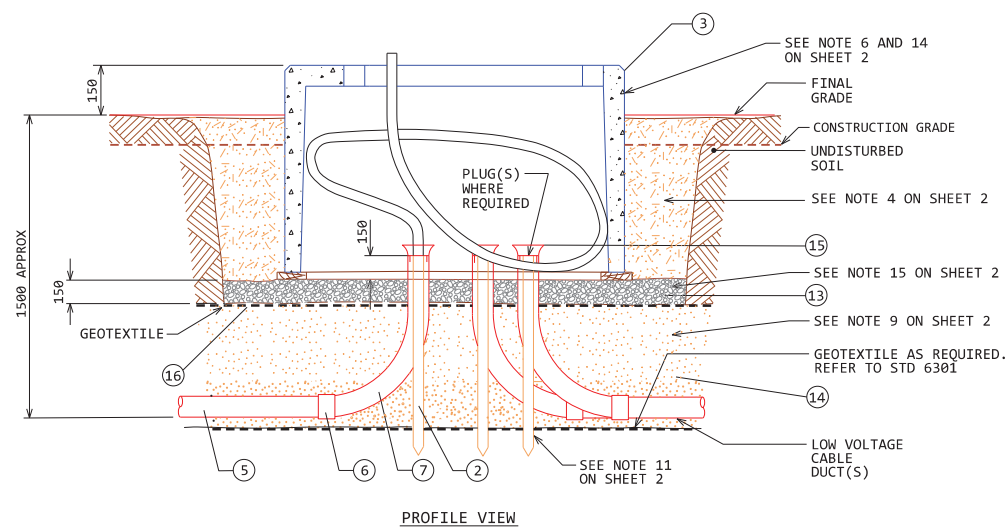
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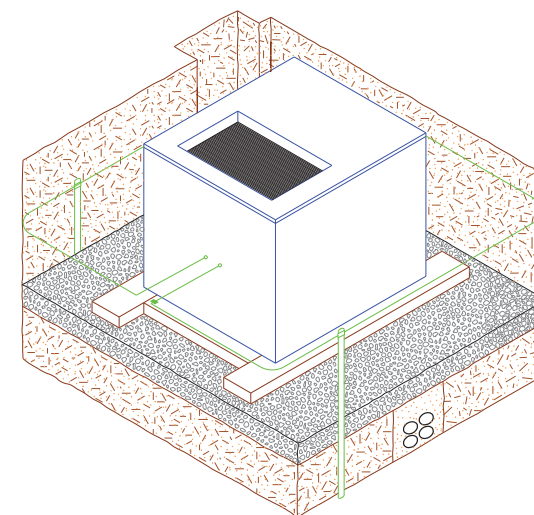
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DSGN: E. M. S.	TITLE: <b>25KV SWITCH CUBICLE BOXPAD AND GROUNDING</b>	
CHKD: A. K.		
APPR: E. M. S.	STANDARD FILE: <b>6341</b>	
DRWN: L. E.		
SCALE: N.T.S.	SHEET 2 OF 2	

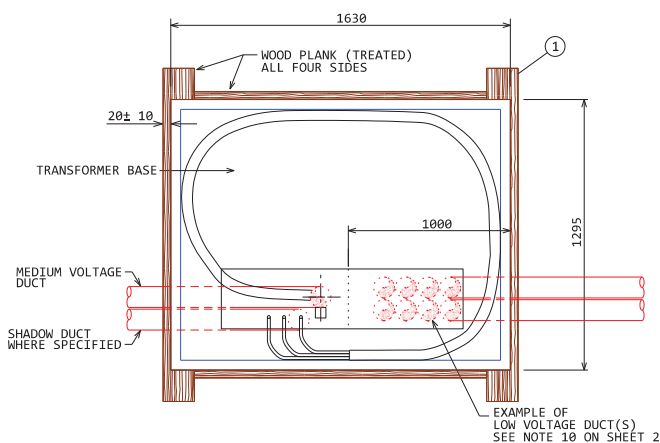
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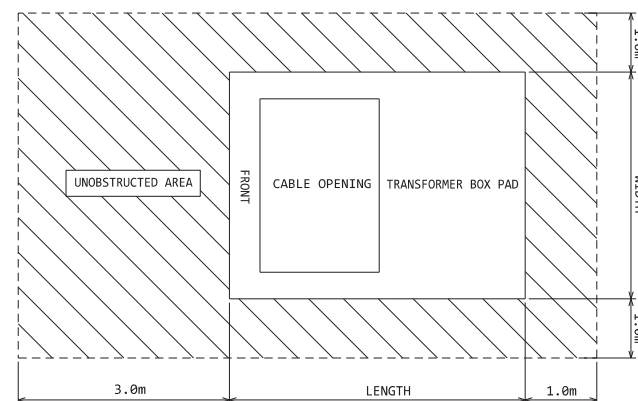
PROFILE VIEW



ISOMETRIC



PLANK, DUCT AND STAKES LAYOUT

SPATIAL CLEARANCE REQUIREMENTS  
SEE NOTE 1, 2 & 3 ON SHEET 2

NO	DATE	REVISIONS	DRWN	DSGN	CHKD	APPR
1	2002-09-06	GENERAL UPDATE	J.G.	E.M.S.	A.K.	E.M.S.
0	2021-09-17	UPDATED EXISTING STANDARD 6302 AND UPDATE TITLEBLOCK	C.D.	E.M.S.	A.K.	E.M.S.

PERMIT TO PRACTICE STAMP

**PERMIT TO PRACTICE**  
**ENMAX POWER CORPORATION**

RM SIGNATURE: *Paul Wong*

RM APEGA ID #: 119967

DATE: 14 Sep. 2022

**PERMIT NUMBER: P006756**

The Association of Professional Engineers and Geoscientists of Alberta (APEGA)

ENGINEERING STAMP

DATE:



ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT AS INDICATED.

DSGN: E.M.S.

CHKD: A.K.

APPR: E.M.S.

DRWN: C.D.

SCALE: N.T.S.

TITLE:

**LARGE BOX PAD**  
**TRANSFORMER BASE AND GROUNDING**

DATE: 2021-09-17

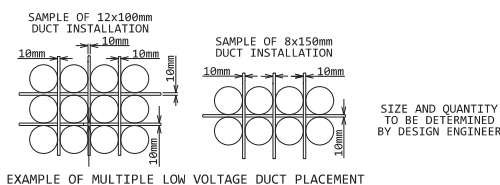
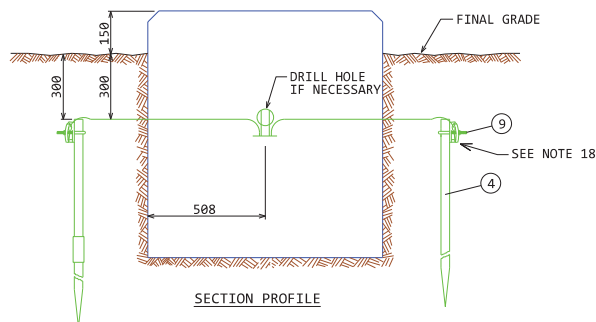
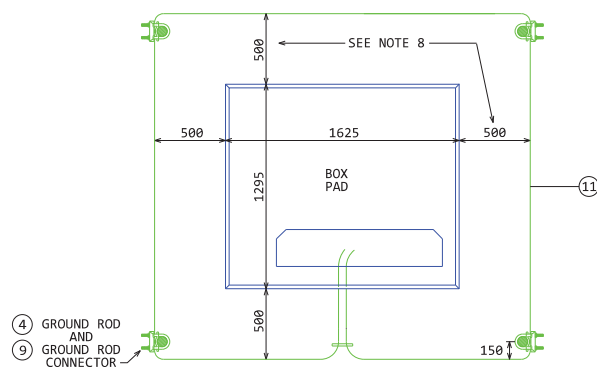
SHEET 1 OF 2

STANDARD FILE:

**6331**

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GROUNDING LAYOUT PLAN



MATERIAL LIST

ITEM #	STOCK#	QTY	UOM	DISCRPTION
1	55100500036	2	EA	PLANK-TREATED 2X10INX12FT-PWF
2	55100900350	2	EA	STAKE-WOODEN 2INX2INX48IN
3	56200500124	1	EA	BOX-PAD-CONCRETE LARGE PRECAST CONCRETE
4	95200600047	4	EA	ROD-GROUND 3/4INX8FT
5	56300200286	4	MT	DUCT-DB2 4IN
6	56300200302	2	EA	COUPLER-DB2 4IN
7	56300200922	2	EA	BEND-DB2 4INX90DEG-36IN-RAD
9	59350100026	4	EA	CLAMP-J-BOLT #4-SOLID-2/0-STRANDED-GRD
10	59350100406	1	EA	CONNECTOR-CRIMP #4-#4-COPPER
11	61450300514	18	MT	CABLE-COPPER 2/0-19STRD-MHD-BARE
12	80300100197	1	EA	COMPOUND CAULKING
13	NON STORES ITEM	2	CM	GRAVEL-CRUSHED 25MM MINUS
14	NON STORES ITEM	0.5	CM	BEDDING SAND 5MM-SCREENED
15	56300200450	2	EA	BELL-END-EB1 4IN
16	100308394	8	M	NON WOVEN GEOTEXTILE

## NOTES:

- TRANSFORMER SHALL NOT BE PLACED WITHIN 3m OF BUILDING. CLEARANCES MAY ONLY BE REDUCED WHERE APPROVED BY ENMAX.
- ANY VEGETATION THAT GROW IN PROXIMITY TO TRANSFORMER (IN CLEARANCE AREA NOTED) MUST BE TYPE THAT IS EASILY MAINTAINABLE.
- ANY FENCE IN UNOBSTRUCTED AREA MUST ALLOW DIRECT ACCESS TO TRANSFORMERS IN 2 OR MORE DIRECTIONS. NO PEDESTALS, POST SIGNS OR LIGHT POLES ARE PERMITTED.
- REFER TO STANDARD 6301 FOR EXCAVATION AND BACKFILL REQUIREMENTS. REFER TO EPC -ARBP-TDAM-GL-0001 FOR COMPACTION GUIDELINES.
- PRECAST CONCRETE BOX PAD, REFER TO MATERIAL STANDARD 506-0F74-004.
- INCREASE BOX PAD PROJECTION ABOVE CONSTRUCTION GRADE TO MAINTAIN A MIN 150mm ABOVE FINISHED GRADE. ALLOW AT LEAST 150mm FOR THE ADDITION OF TOPSOIL, SOD AND GRAVEL, CONCRETE ASPHALT BEFORE SETTING BOX PAD. REFER TO PROJECT SPECIFIC DRAWINGS.
- ALL MEDIUM AND LOW VOLTAGE DUCTS MUST HAVE BELLEND. SECURELY COVER END OF VACANT DUCTS. SEE STD 6302
- DIMENSION CHANGES TO 800mm IF GUARD POSTS ARE REQUIRED IN FRONT OF TRANSFORMER. REFER TO STANDARD.
- BEDDING SAND LIMITED TO AREA 200mm AROUND DUCTS ON ALL SIDES. UTILIZE COMPACTED APPROVED BACKFILL ALL OTHER LOCATIONS WHERE REQUIRED. REFER TO STD 6301.
- LOW VOLTAGE DUCTS NOT INCLUDED IN MATERIAL LIST. SIZE, QUANTITY AND LAYOUT IS DEPENDANT ON SITE BY SITE BASIS AND MUST BE DETERMINED. QUANTITY OF DUCTS IS LIMITED BY THE SIZE OF OPENING IN SECONDARY COMPARTMENT OF TRANSFORMER. SEE EXAMPLE DETAIL BELOW.
- INSTALL A WOODEN STAKE TO SUPPORT EACH BEND. STAKES MAY BE POSITIONED AS REQUIRED FOR EASE OF CONSTRUCTION.
- NO PERMANENT METALLIC OBJECTS MAY BE PLACED WITHIN 3m OF TRANSFORMER.
- MINIMUM VERTICAL CLEARANCE OF 10.5m IS REQUIRED ABOVE THE TRANSFORMER.
- NO UPSLOPE TOWARDS THE TRANSFORMER IS PERMITTED. DOWNSLOPE FROM THE TRANSFORMER MUST NOT EXCEED 1V:6H.
- COMPACTED GRANULAR BASE 150mm THICK. ENSURE BASE IS COMPACTED TO 97%SPHDD. REFER TO STD 6301 AND EPC-ARBP-TDAM-GL-0001. GEOTEXTILES MUST BE PLACED BELOW THE GRAVEL LAYER UNDER THE BASE OF PRECAST STRUCTURES.
- REFER TO STD 6302 FOR ANY INFORMATION RELATED TO DUCTING REQUIREMENTS.
- REFER TO STD 6402 FOR ANY ELECTRICAL INSTALLATION REQUIREMENTS.
- REFER TO STD 6402 AND STD 6010 FOR ANY FURTHER GROUNDING INFORMATION. GROUND ROD MUST BE INSTALLED IN UNDISTURBED SOIL.

NO	DATE	REVISIONS	DRWN	DSGN	CHKD	APPR
1	2002-09-06	GENERAL UPDATE	J.G.	E.M.S.	A.K.	E.M.S.
0	2021-09-17	UPDATED EXISTING STANDARD 6302 AND UPDATE TITLEBLOCK	C.D.	E.M.S.	A.K.	E.M.S.

PERMIT TO PRACTICE STAMP

**PERMIT TO PRACTICE  
ENMAX POWER CORPORATION**
RM SIGNATURE: *[Signature]*

RM APEGA ID #: 119967

DATE: 14 Sep. 2022

**PERMIT NUMBER: P006756**

The Association of Professional Engineers and Geoscientists of Alberta (APEGA)

ENGINEERING STAMP



ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT AS INDICATED.

DSGN: E.M.S.	TITLE:	LARGE BOX PAD TRANSFORMER BASE AND GROUNDING
CHKD: A.K.		
APPR: E.M.S.		
DRWN: C.D.	DATE: 2021-09-17	STANDARD FILE:
SCALE: N.T.S.	SHEET 2 OF 2	6331

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**ATTACHMENT E: POLICY REVIEW**

<b>Definitions</b>		
Consistent	Generally Consistent	Inconsistent
Clearly meets the relevant requirements and intent of the policy.	Meets the overall intent of the policy and any areas of inconsistency are not critical to the delivery of appropriate development.	Clear misalignment with the relevant requirements of the policy that may create planning, technical or other challenges.

<b>Calgary Metropolitan Region Board Growth Plan (Growth Plan)</b>	
<b>Chapter 3 Regional Policies – 3.1 Blueprint for Growth</b>	
3.1.10.1	<i>Existing Area Structure Plans and Area Re-development Plans that were adopted in accordance with the Municipal Government Act prior to the date this Growth Plan comes into force, will remain in effect.</i>
Generally Consistent	The subject land is within the Janet Area Structure Plan (ASP), which was approved on November 11, 2014. The application is generally consistent with the existing Janet ASP.

<b>Rocky View County/City of Calgary Intermunicipal Development Plan (IDP)</b>	
<b>Municipal Planning Considerations</b>	
5.1.1	<i>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.</i>
Generally Consistent	The subdivision application was found to be generally consistent with the Growth Plan, County Plan, Janet ASP, and the Boychuk Industrial CS. The subdivision application is inconsistent with the minimum parcel size requirement in Section 4.1 (Subdivision Design) of the Boychuk CS.

<b>Municipal Development Plan (County Plan)</b>	
<b>The Planning Framework</b>	
4.1	<i>Where an area structure plan or subordinate plan is silent on a policy matter contained in this Plan, the policies of the County Plan shall apply.</i>
Generally Consistent	The subdivision application is generally consistent with the applicable policies of the County Plan.
<b>Business Development – General Business</b>	
14.2	<i>Direct business development to locate in identified business areas as identified on Map 1.</i>
Consistent	The subject lands are located within the Janet ASP.
14.3	<i>Encourage the infilling or intensification of existing business areas and hamlet main streets in order to complement other businesses, maximize the use of existing infrastructure, minimize land use conflicts with agriculture uses, and minimize the amount of traffic being drawn into rural areas.</i>
Consistent	The subject lands are located within the Janet ASP. The proposed subdivision application intends to increase the size of Lot 1, Block 3, Plan 1013129 by approximately 1 acre to accommodate expansion of the existing concrete construction company.

14.4	<i>A business area shall have an adopted area structure plan in place prior to development, with the exception of lands in business areas that already have the appropriate land use designation allowing business development.</i>
Consistent	The subject lands are located within the Janet ASP.
14.6	<i>Business development shall address the:</i> <i>a. County's Commercial, Office, and Industrial Design Guidelines; and</i> <i>b. development review criteria identified in section 29.</i>
Consistent	The proposal is consistent with the technical requirements and supporting information required for the subdivision application. Additional technical requirements will be addressed at the future development permit stage.
<b>Business Development – Regional Business Centres</b>	
14.8	<i>Direct new commercial and industrial development to existing, identified regional business centres and ensure development complies with existing area structure plans.</i>
Generally Consistent	The subject lands are located within the Janet ASP. The proposed subdivision application intends to increase the size of Lot 1, Block 3, Plan 1013129 by approximately 1 acre to accommodate the expansion of an existing concrete construction company. The subdivision application is generally consistent with the Janet ASP.
<b>Business Development – Economic Development</b>	
14.24	<i>Support business development, in accordance with the policies of the County Plan.</i>
Consistent	Business development is supported in accordance with the policies of the Janet ASP and Boychuk Industrial CS.

<b>Janet Area Structure Plan (ASP)</b>	
<b>Industrial – Land Use</b>	
10.3	<i>Industrial uses such as distribution logistics, warehousing, transportation, services, construction, and manufacturing that do not have a significant offsite nuisance impact shall be deemed appropriate within the industrial area.</i>
Consistent	The subject lands are within the identified Industrial area as shown on Map 5: Land Use Strategy, and have approved Development Permits for General Industry, Type II and Outdoor Storage, Truck Trailer uses.
<b>Reserves</b>	
19.1	<i>Reserves owing on a parcel of land shall be provided as:</i> <i>a) municipal reserve, school reserve, or municipal and school reserve;</i> <i>b) money in place of reserve land; or</i> <i>c) a combination of land and money.</i>
Not Applicable	Municipal Reserves were previously dedicated on Plan 1013129 and the balance of remaining reserves were paid as cash-in-lieu.
<b>Transportation – General</b>	
21.15	<i>A Transportation Impact Assessment shall be required as part of the local plan preparation and / or subdivision application process to determine if potential off-site road improvements are required to support the proposed development.</i>
Not Applicable	A Traffic Impact Assessment (TIA) was prepared as part of the conditions of the previous subdivision application 2003-RV-163 for Plan 1013129. As the application is for a boundary adjustment, an updated TIA is not required.

<b>Utility Services – Utility Service Development</b>	
22.4	<i>Utility rights-of-way and easements shall be provided to accommodate shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.</i>
Not Applicable	There are existing utility right of ways in place to accommodate shallow utilities.
<b>Utility Services – Water</b>	
22.6	<i>Development in the Plan area should be serviced by water cisterns or alternative systems consistent with County policy. Water wells located on individual subdivision lots should not be supported.</i>
Consistent	As per the Applicant, proposed Lot 2 is serviced by an existing cistern for potable water. Proposed Lot 1 is not currently being serviced as there are no existing buildings on site.
<b>Utility Services – Wastewater</b>	
22.9	<i>New business development should provide wastewater treatment by the use of pump out tanks or other acceptable methods, in accordance with County policy and Provincial regulation.</i>
Consistent	As per the Applicant, proposed Lot 2 is serviced by an existing pump out tank for wastewater. Proposed Lot 1 is not currently being serviced as there are no existing buildings on site.
<b>Stormwater</b>	
23.1	<i>Local plan and / or subdivision approvals shall be in accordance with the Janet Master Drainage Plan for the Plan.</i>
Not Applicable	As the application is only for a Boundary Adjustment and there is no proposed change in site imperviousness, a significant impact on stormwater management is not expected. No site-specific stormwater implementation plan is warranted at this time.
23.16	<i>The location of the stormwater conveyance systems shall be protected and acquired as part of the subdivision and development process, in accordance with the Janet Master Drainage Plan.</i>
Not Applicable	A Stormwater Management Plan was prepared as part of conditions of subdivision of the previous subdivision application 2003-RV-163 for Plan 1013129. Overland drainage right of way plan 0414112 is registered along the northern boundary of the subject lands.
<b>Oil and Gas</b>	
25.13	<i>Crossing and access agreements shall be in place prior to conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.</i>
Not Applicable	ATCO's existing utility right of ways will be carried forward and registered on the proposed new lots.
25.17	<i>The applicant of a development proposal within the vicinity of a pipeline right-of-way shall notify the pipeline operator as to the status of the development proposal at the local plan, redesignation and subdivision stage.</i>
Consistent	The subdivision application was circulated to ATCO Gas and ATCO Transmission, and they had no objections subject to conditions.
<b>Implementation and Monitoring – Local Plans, Redesignation, Subdivision, and Development Applications</b>	
26.1	<i>Applications for redesignation, subdivision, and / or development shall require the concurrent or prior adoption of a local plan, unless otherwise directed by the policies of this Plan or determined by the County not to be required.</i>
Consistent	The subject lands are located within the Boychuk Industrial CS.



26.4	<i>Subdivision and development applications shall address and adhere to the requirements of the local plan and the policies of the Janet Area Structure Plan.</i>
Generally Consistent	The subdivision application is mostly consistent with the requirements of the Boychuk Industrial CS, however it is inconsistent with the minimum parcel size requirement in Section 4.1 (Subdivision Design). The subdivision application is consistent with the policies of the Janet ASP.
<b>Implementation and Monitoring – Phasing</b>	
26.9	Phase 1 lands may proceed with development subject to the policies of this Plan.
Consistent	The subject lands are located within Phase 1.
<b>Intermunicipal Coordination and Cooperation</b>	
27.4	<i>Intermunicipal circulation of planning proposals within the Janet Plan area shall comply with the Rocky View County / City of Calgary Intermunicipal Development Plan and the interim circulation protocol identified in the Rocky View County and City of Chestermere Intermunicipal Development Plan Terms of Reference, or new intermunicipal development plan(s) jointly approved by adjacent municipal councils.</i>
Consistent	The subdivision application was circulated to The City of Calgary and they had no comments.
<b>Intermunicipal Coordination and Cooperation – Rocky View County - City of Calgary</b>	
27.8	<i>Applications within the Plan area together with all relevant supporting technical documents, shall be circulated in accordance with the Rocky View/City of Calgary Intermunicipal Development Plan; collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts on The City.</i>
Consistent	The subdivision application was circulated to The City of Calgary and they had no comments.
<b>Intermunicipal Coordination and Cooperation – Local Plans, Redesignation and Subdivision</b>	
27.9	<i>Rocky View County shall ensure that local plans and applications for redesignation and subdivision for lands in areas adjacent to the City of Calgary and Town of Chestermere address:</i> <i>a. regional drainage to ensure the protection of required drainage corridors;</i> <i>b. alignment and connectivity of pathways, roadways, and utilities with the adjacent municipality;</i> <i>c. land use compatibility with adjacent municipal land uses; and</i> <i>d. other appropriate policies of this Plan.</i>
Consistent	As the application is for a boundary adjustment and there is no proposed change in site imperviousness, a significant on stormwater management is not expected. Further, there is no proposed change in the existing pathway, roadway, and utility alignments.

<b>Boychuk Industrial Conceptual Scheme (CS)</b>	
<b>Land Use – Shepard Area Structure Plan Phasing Sequence</b>	
3.2.2.i	<i>Subdivision and Development of the subject site may occur out of phasing sequence as shown in the Shepard Area Structure Plan in order to establish both the necessary land use and road network links for the lands lying east of 84th Street SE.</i>
Not Applicable	The subject lands are within the area removed from the Shepard Area Structure Plan (Bylaw C-7418-2014).

<b>Proposed Development Concept – Subdivision Design</b>	
Section 4.1	<i>As per the proposed B-2 land use, the maximum allowable parcel size is 18.5 acres. In order to ensure future development is in line with surrounding development a minimum size of 2.7 acres shall be maintained.</i>
Inconsistent	As the proposed boundary adjustment is to create a $\pm$ 1.62 hectare (4.00 acre) parcel and a $\pm$ 0.81 hectare (2.00 acre) parcel, it is inconsistent with the minimum parcel size requirement.
4.1.i	<i>The subdivision design shown in Figure 5 is conceptual in nature. The final design of the subdivision shall be determined at the detailed engineering stage.</i>
Inconsistent	Although the subdivision design in Figure 5 is conceptual in nature, the proposed boundary adjustment is inconsistent with the minimum parcel size requirement in Section 4.1 (Subdivision Design).
<b>Proposed Development Concept – Traffic Impact Study</b>	
4.4.i	<i>Prior to endorsement of any phase of subdivision, a Traffic Impact Assessment (TIA) shall be prepared for the Conceptual Scheme area prior to its development to determine any road improvements required to facilitate local traffic movements. This TIA shall be prepared to the satisfaction of Alberta Transportation (if applicable), the City of Calgary and the Municipal District of Rocky View, and shall address any roadway upgrades required to both the local internal subdivision roads and intersections, as well as the regional road network.</i>
Not Applicable	A Traffic Impact Assessment (TIA) was prepared as part of conditions of the previous subdivision application 2003-RV-163 for Plan 1013129.
4.4.iii	<i>The Municipality's Transportation Levy shall be calculated and applied at the time of subdivision.</i>
Not Applicable	The applicant will not be required to pay the transportation offsite levy, as per the applicable TOL bylaw, as the TOL has been previously collected from the subject lands.
4.4.vi	<i>A revised Transportation Impact Assessment (TIA) is to be prepared for each phase (and/or stage) of subdivision or Development, to the satisfaction of the Municipality. Revised TIA's may also be required in situations where subdivision or development shows consolidation of lots, or subdivision design that differs from the subdivision design shown in Figure 5 of this Conceptual Scheme.</i>
Not Applicable	As the application is for a boundary adjustment, a revised Transportation Impact Assessment (TIA) is not required.
<b>Proposed Development Concept – Stormwater Management</b>	
4.5.i	<i>The stormwater recommendations outlined in the Stormwater Management Plan shall be implemented through the subdivision approval and development permit process.</i>
Not Applicable	A Stormwater Management Plan was prepared as part of conditions of the previous subdivision application 2003-RV-163 for Plan 1013129.
4.5.iv	<i>A lot owners association will be set up to monitor and maintain communal stormwater management facilities in accordance with the guidelines of the Municipality and Alberta Environment.</i>
Not Applicable	A lot owners association was created as part of conditions of the previous subdivision application 2003-RV-163 for Plan 1013129.
4.5.vi	<i>A water control plan shall be prepared at the time of subdivision, to guide the release of stormwater into the adjacent wetland, to the satisfaction of Alberta Sustainable Resource Development.</i>
Not Applicable	A water control plan was prepared as part of conditions of the previous subdivision application 2003-RV-163 for Plan 1013129.

<b>Proposed Development Concept – Open Space and Municipal Reserve</b>	
4.6.i	<i>Municipal Reserves for that portion of the subject lands proposed for subdivision shall be provided by dedication of land or by cash in lieu, pursuant to the Municipal Government Act.</i>
Not Applicable	Municipal Reserves were previously dedicated on Plan 1013129 and the balance of remaining reserves were paid as cash-in-lieu.
<b>Proposed Development Concept – Servicing Scenario</b>	
4.7.i	<i>A deferred services agreement shall be registered by caveat through conditions of subdivision approval against each new parcel of land created within the Conceptual Scheme boundary until such time as future piped servicing becomes available in the area. Such agreement shall be binding upon all existing and subsequent owners of any parcels of land created.</i>
Not Applicable	A deferred services agreement was registered by caveat as part of conditions of the previous subdivision application 2003-RV-163 for Plan 1013129. Both lots also have a deferred services agreement registered on title to connect to regional water, wastewater and/or stormwater systems when such systems are available.
4.7.3.i	<i>Fire protection and water for fire extinguishing are to be determined on an individual site basis through the subdivision and/or development permit process in accordance with the Municipal District of Rocky View.</i>
Not Applicable	As part of the conditions of the previous subdivision application 2003-RV-163 for Plan 1013129, an Emergency Response Plan was prepared and a non-potable water distribution system for fire extinguishing purposes was provided.
4.7.3.ii	<i>Central water storage for fire extinguishing will be provided by stormwater retention facilities and hydrants to the satisfaction of the Municipal District of Rocky View, managed and maintained by the Lot Owners' Association.</i>
Not Applicable	An Emergency Response Plan was prepared and a lot owners association was created as part of conditions of the previous subdivision application 2003-RV-163 for Plan 1013129.
4.7.3.iii	<i>An Emergency Response Plan shall be submitted for the Conceptual Scheme planning area at the time of subdivision, to be administered through the Lot Owners' Association</i>
Not Applicable	An Emergency Response Plan was prepared as part of conditions of the previous subdivision application 2003-RV-163 for Plan 1013129.
<b>Proposed Development Concept – Implementation</b>	
Section 4.9	<i>It will be necessary for a lot owners' association to be established to manage and maintain all central stormwater management and drainage facilities; open space and municipal reserves; architectural controls and utility installations, fire protection on behalf of the business development to satisfy with the requirements of the M.D. of Rocky View and Alberta Environment.</i>
Not Applicable	A lot owners association was created as part of conditions of the previous subdivision application 2003-RV-163 for Plan 1013129.

<b>Land Use Bylaw C-8000-2020</b>	
<b>C-LRD Commercial, Local Rural District</b>	
412	<i>MINIMUM PARCEL SIZE: a) 0.5 ha (1.24 ac) b) The minimum size of parcels designated with the letter "p" is the number indicated on the Land Use Map</i>
Consistent	The proposed boundary adjustment meets the minimum parcel size requirement in the C-LRD District.

414	<p><b>MINIMUM SETBACKS:</b></p> <p><i>Front Yard</i>  60 m (196.85 ft.) from Highways  15 m (49.21 ft.) from County roads  10 m (32.81 ft.) from other roads</p> <p><i>Side Yard</i>  6.0 m (19.69 ft.) from other parcels</p> <p><i>Rear Yard</i>  15.0 m (49.21 ft.) from other parcels</p>
Consistent	The subject lands are designated as C-LRDs h18 and proposed boundary adjustment complies with the minimum setback requirements.
415	<p><b>EXCEPTIONS:</b></p> <p>a) <i>Parcels designated with the letter “s” on the Land Use Map shall have a minimum setback from all property lines of 6.0 m (19.69 ft)</i></p>
Consistent	The subject lands are designated as C-LRDs h18 and the proposed boundary adjustment complies with the minimum setback requirements.

**ATTACHMENT F: RECOMMENDED CONDITIONS OF APPROVAL**

- A. THAT the application to adjust the boundaries between a  $\pm 1.21$  hectare (3.00 acre) parcel and a  $\pm 1.21$  hectare (3.00 acre) parcel in order to create a  $\pm 1.62$  hectare (4.00 acre) parcel and a  $\pm 0.81$  hectare (2.00 acre) parcel within NW-30-23-28-W04M, having been evaluated in terms of Section 654 of the *Municipal Government Act* and Sections 9, 18, and 19 of the *Matters Related to Subdivision and Development Regulation*, and the *Municipal Development Plan (County Plan)*, and having considered adjacent landowner submissions, is approved as per the Tentative Plan for the reasons listed below:
1. The application is consistent with the Statutory Policy;
  2. The subject lands hold the appropriate land use designation;
  3. The technical aspects of the subdivision proposal have been considered and are further addressed through the conditional approval requirements.
- B. The Applicant/Owner is required, at their expense, to complete all conditions attached to and forming part of this conditional subdivision approval prior to Rocky View County (the County) authorizing final subdivision endorsement. This requires submitting all documentation required to demonstrate each specific condition has been met, or agreements (and necessary securities) have been provided to ensure the conditions will be met, in accordance with all County Policies, Standards, and Procedures, to the satisfaction of the County, and any other additional party named within a specific condition. Technical reports required to be submitted as part of the conditions must be prepared by a qualified professional, licensed to practice in the province of Alberta within the appropriate field of practice. The conditions of this subdivision approval do not absolve an Applicant/Owner from ensuring all permits, licenses, or approvals required by Federal, Provincial, or other jurisdictions are obtained.
- C. In accordance with Section 20(1) of the *Matters Related to Subdivision and Development Regulation*, the Subdivision Authority, with authorization from Alberta Transportation and Economic Corridors on behalf of the Minister of Transportation, varies the requirements of Sections 18 and 19 with regards to subdivision approvals within the prescribed distance from a highway right of way and the requirement for providing service roads.
- D. Further, in accordance with Section 654 and 655 of the *Municipal Government Act*, the application shall be approved subject to the following conditions of approval:

**Survey Plans**

- 1) Subdivision is to be effected by a Plan of Survey, pursuant to Section 657 of the *Municipal Government Act*, or such other means satisfactory to the Registrar of the South Alberta Land Titles District.
  - a) A Plan of Survey, including the Application number (PL20240138) and Roll numbers (03330054 and 03330055) of the parcels; and
  - b) Landowner's Consent to Register Plan of Survey.

**Payments and Levies**

- 2) The Owner shall pay the County Subdivision Endorsement fee, in accordance with the *Master Rates Bylaw*, for the boundary adjustment to create two (2) new titles.

**Taxes**

- 3) All taxes owing up to and including the year in which subdivision is to be registered, are to be paid to Rocky View County prior to signing the final documents pursuant to Section 654(1) of the *Municipal Government Act*.



## Tentative Plan

### Subdivision Proposal

To adjust the boundaries between a  $\pm 1.21$  hectare (3.00 acre) parcel and a  $\pm 1.21$  hectare (3.00 acre) parcel in order to create a  $\pm 1.62$  hectare (4.00 acre) parcel and a  $\pm 0.81$  hectare (2.00 acre) parcel.

### Legend

Dwelling	
Building	
Water Well	
Wastewater	
Existing Approach	
New Approach	
Road Widening	
Road Acquisition	

### Surveyor's Notes:

1. Parcels must meet minimum size and setback requirements of Land Use Bylaw C-8000-2020.
2. Refer to Notice of Transmittal for approval conditions related to this Tentative Plan.

Division: 6  
 Roll: 03330054, 03330055  
 File: PL20240138  
 Printed: 1/29/2025  
 Legal: A portion of  
 NW 4033884/0150  
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\* Means the approximate parcel size after the boundary adjustment

\* Lot 1  
 $\pm 0.81$  hectare  
 (2.00 acre)

\* Lot 2  
 $\pm 1.62$  hectare  
 (4.00 acre)

WRANGLER RD

WRANGLER CRESCENT





# NOTICE OF MOTION

Submitted in accordance with *Procedure Bylaw C-8555-2024*

**Presented By:** Councillor Samra, Division 6

**Seconded By:** Councillor Wright, Division 4

This notice of motion is read into the Council record on February 18, 2025. The motion as read into the record will be debated on March 4, 2025

**TITLE:** Direction to Amend the Procedure Bylaw to Require Recorded Votes for All Council Motions and to Investigate Electronic Voting Options

**WHEREAS** Section 185 of the *Municipal Government Act* (MGA) allows recorded votes to be taken and recorded in the minutes of Council meetings;

**AND WHEREAS** recorded votes are when the minutes of Council meetings show a record of which councillors voted in support or in opposition of each motion, as well as who was absent or abstained from voting on each motion;

**AND WHEREAS** one way of ensuring transparency and accountability in decision-making is by mandating that all votes of Council are recorded vote;

**AND WHEREAS** section 64 of the *Procedure Bylaw* does not currently mandate that all votes be recorded votes and be made available to the public in detail through the minutes of Council meetings;

**AND WHEREAS** Council desires to explore the use of electronic voting options to streamline the recording of votes and make the process more efficient, with the intention to implement such a system for the new Council following the 2025 municipal election;

**THEREFORE, BE IT RESOLVED THAT** Council direct Administration to amend the *Procedure Bylaw* to mandate that all votes of Council be recorded votes as per section 185 of the *Municipal Government Act* and return to Council with a report prior to July 16, 2025;

**AND BE IT FURTHER RESOLVED THAT** Administration be directed to explore and report back to Council prior to July 15, 2025, on electronic voting options to facilitate the efficient recording of votes, with the goal of implementing such a system for the new Council following the 2025 municipal election.