

COUNCIL MEETING AGENDA

Date: June 29, 2021 Time: 9:00 AM Location: https://www.rockyview.ca/

Pages

Α.	CALL	MEETING TO ORDER			
В.	UPDATES/APPROVAL OF AGENDA				
C.	APPROVAL OF MINUTES				
	1.	June 15, 2021 Council Meeting Minutes	3		
D.	FINA	NCIAL REPORTS			
Ε.	PUBL	IC HEARINGS / APPOINTMENTS			
	the F	following public hearings were advertised on June 1, 2021 and June 8, 2021 on Rocky View County website in accordance with the <i>Municipal Government Act</i> Public Notification Bylaw C-7860-2019.			
		MORNING PUBLIC HEARINGS / APPOINTMENTS 9:00 AM			
	1.	Division 7 - Bylaw C-8173-2021 - Adoption of Proposed Bylaw C-8173-2021 (Balzac East Area Structure Plan Amendment)	9		
		File: 1011-325			
	2.	Division 4 - Bylaw C-8172-2021 - Adoption of Proposed Bylaw C-8172-2021 (Shepard Industrial Area Structure Plan)	132		
		File: 1015-450			
F.	GEN	ERAL BUSINESS			
	1.	Division 4 - Langdon Library Project	264		
		File: N/A			
	2.	All Divisions - 2021 Specialized Transportation Assistance Grant Allocation	269		
		File: N/A			
	3.	All Divisions - Exploration of the Creation of a Rocky View County Recreation and Parks Foundation	304		
		File: N/A			
	4.	Division 8 - Late Tax Payment Penalty Cancellation Request	306		
		File: 06712040			

5.	All Divisions - Additional Voting Opportunities for the 2021 Municipal Election	313	
	File: N/A		
BYLA	NS		
1.	Division 5 - Borrowing Bylaw C-8180-2021, Prince of Peace, Harbor, Manor and School Properties	316	
	File: 0650		
UNFI	NISHED BUSINESS		
COUNCILLOR REPORTS			
1.	All Divisions - Calgary Metropolitan Region Board (CMRB) Update	321	
	File: N/A		
MANA	GEMENT REPORTS		
1.	All Divisions - 2021 Council Priorities and Significant Issues List	370	
	File: N/A		
NOTICES OF MOTION			
PUBLIC PRESENTATIONS			
CLOS	ED SESSION		
	BYLAN 1. UNFIN COUN 1. MANA 1. NOTIC PUBLI	File: N/A BYLAWS 1. Division 5 - Borrowing Bylaw C-8180-2021, Prince of Peace, Harbor, Manor and School Properties File: 0650 UNFINISHED BUSINESS COUNCILLOR REPORTS 1. All Divisions - Calgary Metropolitan Region Board (CMRB) Update File: N/A MANAGEMENT REPORTS 1. All Divisions - 2021 Council Priorities and Significant Issues List File: N/A NOTICES OF MOTION	

N. ADJOURN THE MEETING



COUNCIL MEETING MINUTES

Tuesday, June 15, 2021

9:00 AM

Held Electronically in accordance with the Meeting Procedures (COVID-19 Suppression) Regulation, Alberta Regulation 50/2020

Present:	Reeve D. Henn Deputy Reeve K. McKylor Councillor M. Kamachi (participated electronically) (arrived at 9:01 a.m.) Councillor K. Hanson (participated electronically) Councillor A. Schule (participated electronically) Councillor J. Gautreau (participated electronically) Councillor G. Boehlke Councillor S. Wright (participated electronically) Councillor C. Kissel (participated electronically)
Also Present:	 K. Robinson, A/Chief Administrative Officer B. Riemann, Executive Director, Operations G. Kaiser, Executive Director, Community and Business B. Beach, A/Executive Director, Community Development Services A. Zaluski, Director, Legislative Services A. Yurkowski, Manager, Capital Project Management D. Kazmierczak, Manager, Planning Policy G. Nijjar, Manager, Planning and Development Services J. Lee, Supervisor Engineering, Planning & Development Services J. Anderson, Senior Planner, Planning Policy B. Valencia, Planner, Planning Policy C. Lombardo, Planner, Planning & Development Services O. Newmen, Planner, Planning & Development Services B. Manshanden, Intergovernmental Affairs Coordinator, Legislative Services E. McGuire, Legislative Officer, Legislative Services M. Mitton, Legislative Officer, Legislative Services T. Andreasen, Legislative Officer, Legislative Services

A Call Meeting to Order

The Chair called the meeting to order at 9:00 a.m. with all members present, with the exception of Councillor Kamachi who arrived at 9:01 a.m.

B Updates/Approval of Agenda

MOVED by Deputy Reeve McKylor that the June 15, 2021 Council meeting agenda be accepted as presented.

Carried



C-1 June 1, 2021 Council Meeting Minutes

MOVED by Deputy Reeve McKylor that the June 1, 2021 Council meeting minutes be approved as presented.

Carried

E-1 <u>Division 7 - Bylaw C-8114-2020 - Redesignation Item - Commercial Redesignation</u> File: PL20200154 (06524001/10)

Reeve Henn vacated the Chair as application PL20200154 was located in Division 7 and he wished to participate in the discussion and voting on the item. Deputy Reeve McKylor assumed the Chair.

MOVED by Reeve Henn that the public hearing for item E-1 be opened at 9:06 a.m.

Carried

Person(s) who presented:	Mike Coldwell, Urban Systems (Applicant)
Pre-recorded audio/video presentations in support:	None
Pre-recorded audio/video submissions in opposition:	None

The Chair made the final call for email submissions and called for a recess at 9:24 a.m. The Chair called the meeting back to order at 9:30 a.m. with all previously mentioned members present and declared email submissions closed.

The Chair called for a recess at 9:31 a.m. and called the meeting back to order at 9:40 a.m. with all previously mentioned members present.

Email submissions in support:	Rick McDonald Wesley and Connie James Marilea and Norman McCaw Japant Brar WG Turnbull Philip Perry
Email submissions in opposition:	None

Person(s) who presented rebuttal: None

MOVED by Reeve Henn that the public hearing for item E-1 be closed at 9:54 a.m.

Carried

MAIN MOTION

MOVED by Reeve Henn that Bylaw C-8114-2020 be given second reading.



TABLING MOTION

MOVED by Councillor Boehlke that further consideration of Bylaw C-8114-2020 be tabled until the applicant has prepared a new conceptual scheme, or an amendment to an existing conceptual scheme, to include the subject lands.

Carried

The Chair called for a recess at 10:06 a.m. and called the meeting back to order at 10:15 a.m. with all previously mentioned members present.

Deputy Reeve McKylor vacated the Chair and Reeve Henn reassumed the Chair.

E-2 <u>Division 4 - Bylaw C-8047-2020 - Redesignation Item – Direct Control Bylaw – Site-</u> <u>Specific Amendment</u> File: PL20200045 (02329001)

MOVED by Councillor Schule that the public hearing for item E-2 be opened at 10:17 a.m.

Carried

Person(s) who presented:	Mark and Deanna Muchka (Applicant)
Pre-recorded audio/video presentations in support:	None
Pre-recorded audio/video submissions in opposition:	None
	missions and called for a recess at 10:50 a.m. The 10:55 a.m. with all previously mentioned members osed.
Email submissions in support:	None
Email submissions in opposition:	None
Person(s) who presented rebuttal:	Mark and Deanna Muchka (Applicant)
MOVED by Councillor Schule that the publi	c hearing for item E-2 be closed at 11:05 a.m. Carried
MOVED by Councillor Schule that Bylaw C- C.	8047-2020 be amended in accordance with Appendix
	Carried
MOVED by Councillor Schule that Bylaw C-	8047-2020 be given second reading, as amended. Carried
MOVED by Councillor Schule that Bylaw C- amended.	8047-2020 be given third and final reading, as
amended.	Carried



F-1 <u>All Divisions - Capital Projects Update</u> File: N/A

MOVED by Councillor Hanson that the Capital Projects Update report be received as information.

Carried

F-2 <u>All Divisions - Closing of Dormant Planning Application Files, Policy C-300</u> File: N/A

MOVED by Councillor Boehlke that Closing Dormant Planning Application Files, C-300 be rescinded.

Carried

The Chair called for a recess at 11:29 a.m. and called the meeting back to order at 11:34 a.m. with all previously mentioned members present, with the exception of Councillor Hanson and Councillor Schule.

Councillor Schule returned to the meeting at 11:35 a.m.

G-2 <u>Division 5 - Bylaw C-8185-2021 - First Reading Bylaw - Residential Redesignation</u> File: PL20170153 (05618039/05619004/006/054)

G-3 <u>Division 5 - Bylaw C-8184-2021 - First Reading Bylaw – Residential Redesignation</u> File: PL20170153 (05618039/05619004/006/054)

MOVED by Deputy Reeve McKylor that the following Bylaws be given first reading:

- Bylaw C-8185-2021
- Bylaw C-8184-2021

Carried Absent: Councillor Hanson

Councillor Hanson returned to the meeting at 11:37 a.m.

G-1 <u>Division 8 - Further Consideration of Bylaw C-7991-2020 - Residential and</u> <u>Commercial Conceptual Scheme - Ascension</u> File: PL20170153 (05618039/05619004/006/054)

MOVED by Councillor Wright that Bylaw C-7991-2020 be amended in accordance with Option #3 of Attachment 'A'.

Defeated

MOVED by Councillor Boehlke that Bylaw C-7991-2020 be amended in accordance with Option #1 of Attachment `A'.

Carried

MOVED by Councillor Boehlke that Bylaw C-7991-2020 be amended in accordance with Attachment 'C'.

Carried



MOVED by Councillor Boehlke that Bylaw C-7991-2020 be given second reading, as amended. Carried

MOVED by Councillor Boehlke that Bylaw C-7991-2020, as amended, be referred to the Calgary Metropolitan Region Board for approval.

Carried

The Chair called for a recess at 12:02 p.m. and called the meeting back to order at 1:00 p.m. with all previously mentioned members present, with the exception of Councillor Schule.

M-1 <u>Closed Session Item - Highway 566 Widening – Alberta Transportation Funding</u> File: RVC2021-19

M-2 <u>Closed Session Item - Calgary Mediation Request</u> File: RVC2021-20

MOVED by Deputy Reeve McKylor that Council move into closed session at 1:02 p.m. to consider the following items under the following sections of the *Freedom of Information and Protection of Privacy Act*:

M-1 – Highway 566 Widening – Alberta Transportation Funding

- Section 21 Disclosure harmful to intergovernmental relations
- Section 24 Advice from officials
- Section 25 Disclosure harmful to the economic or other interests of a public body

M-2 – Calgary Mediation Request

- Section 21 Disclosure harmful to intergovernmental relations
- Section 24 Advice from officials
- Section 25 Disclosure harmful to the economic or other interests of a public body

Carried Absent: Councillor Schule

Councillor Schule returned to the meeting during the Closed Session.

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

Rocky View County: K. Robinson, A/Chief Administrative Officer

- B. Riemann, Executive Director, Operations
- G. Kaiser, Executive Director, Community and Business
- B. Beach, A/Executive Director, Community Development Services
- A. Zaluski, Director, Legislative Services
- A. Yurkowski, Manager, Capital Projects Management
- B. Scott, Executive Coordination



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

Rocky View County: K. Robinson, A/Chief Administrative Officer

- B. Riemann, Executive Director, Operations
- G. Kaiser, Executive Director, Community and Business
- B. Beach, A/Executive Director, Community Development Services
- A. Zaluski, Director, Legislative Services
- D. Kazmierczak, Manager, Planning Policy
- B. Scott, Executive Coordination
- B. Manshanden, Intergovernmental Affairs Coordinator, Legislative Services

MOVED by Deputy Reeve McKylor that Council move into open session at 2:23 p.m.

Carried

Closed Session Item - Highway 566 Widening – Alberta Transportation Funding M-1 File: RVC2021-19

MOVED by Deputy Reeve McKylor that Administration be directed to finalize a Cost Contribution Agreement with Alberta Transportation for the widening of Highway 566 from Range Road 293 to Range Road 290;

AND THAT Administration be directed to prepare a budget adjustment for the project for Council's consideration.

Carried

M-2 **Closed Session Item - Calgary Mediation Request** File: RVC2021-20

MOVED by Deputy Reeve McKylor that Council supports pursuing facilitated discussions between elected officials to find common ground with The City of Calgary;

AND THAT the letter to Mayor Nenshi proposing next steps for collaborative resolution of these issues be sent.

Carried

Ν Adjourn the Meeting

MOVED by Deputy Reeve McKylor that the June 15, 2021 Council Meeting be adjourned at 2:25 p.m.

Carried

Reeve or Deputy Reeve

Chief Administrative Officer or Designate



PLANNING POLICY

TO: Council

DATE: June 29, 2021

TIME: Morning Appointment

FILE: 1011-325

DIVISION: 7

APPLICATION: N/A

SUBJECT: Adoption of proposed Bylaw C-8173-2021 (Balzac East Area Structure Plan Amendment)

POLICY DIRECTION:

Direction for preparation of this Area Structure Plan Amendment came from the Terms of Reference adopted by Council on October 27, 2020; the ASP Amendment has been prepared in accordance with that Terms of Reference and with Section 633 (1) of the *Municipal Government Act* (MGA). The ASP Amendment was assessed against the Interim Growth Plan, Rocky View County / City of Calgary Intermunicipal Development Plan, the County Plan, Land Use Bylaw, and the existing Balzac East Area Structure Plan.

EXECUTIVE SUMMARY:

The draft Balzac East ASP Amendment would expand the Balzac East ASP boundary to include 465 acres of land located at the northeast corner of Range Road 291 and Highway 566, including the NE, SE, and SW portions of Section 13 immediately east of the Rocky View County campus. Council gave first reading to Bylaw C-8173-2021 on April 27, 2021. The ASP amendment has been revised following first reading to address feedback from adjacent landowners, Administration, and the City of Calgary.

The purpose of the boundary expansion is to add Special Development Area #6 (SDA#6) to the ASP to facilitate the development of a large-format industrial business park along Highway 566. The Alta Vista Landing development would complement existing uses on the Rocky View County Campus and higher intensity industrial uses being proposed south in the existing Balzac East ASP area. The Alta Vista Landing site is intended to be guided by a conceptual scheme to support the expansion if these proposed ASP amendments are approved by Council and the Calgary Metropolitan Region Board.

In support of the ASP Amendment process, the proponent prepared technical studies to examine environmental impacts, historical resources, water and wastewater servicing strategies, stormwater management, and transportation impacts.

The ASP Amendment was assessed against the Interim Growth Plan, Rocky View County / City of Calgary Intermunicipal Development Plan, the County Plan, Land Use Bylaw, and the existing Balzac East Area Structure Plan. Overall, Administration finds the application aligns with the relevant policies.

ADMINISTRATION RECOMMENDATION: Administration recommends approval in accordance with Option #1.



OPTIONS:

Option #1:	Motion #1	THAT Bylaw C-8173-2021 be amended in accordance with Attachment A.
	Motion #2	THAT Bylaw C-8173-2021 be given second reading, as amended.
	Motion #3	THAT Bylaw C-8173-2021, as amended, be referred to the Calgary
		Metropolitan Region Board for approval.
Option #2:		THAT Bylaw C-8173-2021 be refused and the Balzac East Area Structure Plan amendment Terms of Reference be rescinded.

BACKGROUND:

The ASP Amendment was led by the ownership team Advent Project Ltd; they engaged WSP Canada Inc. to prepare the draft Plan amendments. The ASP Amendment supports the existing commercial and industrial development in the Balzac East ASP. A proposed Conceptual Scheme would provide a comprehensive planning framework to guide the development in a form which is consistent with Rocky View County's strategic objective of accommodating larger-format business development opportunities within the East Balzac major business/employment area.

Key points from the Terms of Reference that guided the development of the ASP Amendment include the following:

- i. develop a land use strategy including development sequencing for future redesignation, subdivision, and development of lands;
- ii. determine appropriate integration and transition policies for adjacent land uses;
- iii. determine potential servicing options for existing and future development;
- iv. determine current and planned transportation infrastructure under both Provincial and County jurisdiction, to determine future transportation needs and opportunities;
- v. identify possible pedestrian linkages to ensure the development of a cohesive community;
- vi. identify key environmental and natural features within the Balzac East ASP Amendment area and suggest methods to uphold their form and function;
- vii. explore phasing in conjunction with a review of the boundary of the Balzac East ASP Amendment area to accommodate growth projections, and to implement an appropriate mechanism for phasing growth; and,
- viii. establish a framework for monitoring the long-term effectiveness of the Balzac East ASP Amendment.

The proposed Balzac East ASP Amendment addresses each of these key points and provide appropriate policy to address them. If approved, the Balzac East ASP amendments would provide policy guidance for the preparation of a local plan and subsequent applications for redesignation, subdivision, and development within the Plan area.

PLAN PREPARATION:

The ASP Amendment was prepared through a collaborative planning process that began late in 2020 and resulted in a draft ASP Amendment in spring 2021. Landowners within the study area, stakeholders, and agencies were involved throughout the project to provide feedback and input into the vision, goals, and policies.

A critical component of plan preparation included the development of supporting technical studies to examine transportation infrastructure, water and wastewater servicing, stormwater management,



environmental considerations, and historical resources. These studies were also made available on the County's project website page for review and comment by landowners, residents, and stakeholders as part of the process.

PUBLIC ENGAGEMENT:

The public engagement component of the Plan included a mail-out to adjacent landowners notifying them of the project and a virtual open house on April 8, 2021 where the draft amendments were presented. The materials from the event were posted to the County webpage, including a Q&A document that provided some responses to the feedback received during the Open House.

All landowners within and adjacent to the Plan area were notified of the public hearing.

The level of engagement proposed for this project was outlined in the Terms of Reference as follows:

- To implement effective, inclusive and transparent community engagement;
- To collaborate with any identified key stakeholders and agencies and address any issues and opportunities at the earliest point.

As an amendment proposing a modest expansion to the existing ASP area, the engagement process followed by the developer-group is considered to be appropriate by Administration.

PLAN CONTENT:

The purpose of the ASP Amendment is to adjust the Balzac East ASP boundary to include an additional three quarter sections of land to the overall plan area. Proposed policies within the amended ASP would support the proposed Alta Vista Landing Concept Scheme and provide the comprehensive planning framework for business industrial development.

Land Use Strategy

The land use strategy in the amended Balzac East ASP would establish high level direction for development of the additional lands in SDA #6 as well as continue to guide development in the entire Balzac East ASP area. Details regarding the build-out of the SDA would be provided in the proposed Alta Vista Landing Conceptual Scheme and would take effect upon approval by Rocky View County Council.

The Amended ASP would provide clear policy guidance for development in SDA #6, as well as assist in ensuring that the direction of preferred development as established in the original ASP is followed. The subject lands are proposed to accommodate a number of business development opportunities comprised of commercial and light industrial uses, primarily focused towards large logistics centres and warehouses.

The additional lands are located immediately north of existing Balzac East's Special Development Area #5, which currently accommodates similar uses but with higher planned intensities. Including the subject lands in the Balzac East ASP as SDA #6 would establish the policy framework to guide adoption of the proposed land use and to integrate development through complimentary uses in the area. Lands within the new SDA #6 are expected to remain as agricultural until needed for development. They would then be transitioned to business uses in a series of orderly, planned, properly serviced and market-driven stages.

TECHNICAL SUPPORT:

In support of the amendment to the Balzac East ASP, six technical studies were prepared:

- Servicing Strategy (Water and Wastewater)
- Stormwater Management Plan
- Transportation Impact Assessment



- Biophysical Impact Assessment
- Environmental Impact Assessment
- Historical Resources Overview

The studies identify future infrastructure needs and required upgrades to support the proposed land uses identified in the proposed Atla Vista Landing Conceptual Scheme. Technical studies for future planning stages would be required to align with County policies and Servicing Standards. The technical policies have been aligned to facilitate comprehensive implementation.

The servicing, stormwater, and transportation policies have been written to ensure the appropriate technical design and implementation of infrastructure as development proceeds. Required infrastructure and servicing acquisition, construction, and upgrades would be the responsibility of the development proponent, who would also be required to pay all applicable County infrastructure levies. A general description of proposed infrastructure for the Plan area is provided below.

Biophysical Impact Assessment

A desktop review of the study area indicates that the subject lands are situated within a fragmented landscape where there is ongoing agricultural and industrial land use within and surrounding the Study Area.

Based on the integrity assessment completed, natural features within the subject lands were deemed to be of low value. However, the final concept plan incorporates one natural feature and this feature will be retained as Environmental Reserve; two other features are to be functionally retained through the incorporation of a stormwater management facility and a proposed bioswale system.

Overall, the project is anticipated to have some permanent impacts to the local environment. However, through the application of various mitigation measures, it is anticipated that the overall project will not have a significant adverse effect on the subject lands and surrounding area.

Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment was undertaken in support of the amendment and identified items that may need to be addressed at later development stages of development and/or through submission of a Phase II Environmental Site Assessment.

Stormwater Management Plan

In support of the ASP Amendment, an assessment of the stormwater management options was undertaken. The SMP recommendations that stormwater management should be initially dealt with by way of implementation of on-site low impact development design measures prior to discharge to the overall system. The wider stormwater management system would utilize a ditch system to collect stormwater to a central pond where sufficient storage would be provided to maintain the appropriate release volume in accordance with the Nose Creek Watershed Water Management Plan. It is anticipated that a detailed Stormwater Management Plan would be required at the future development stages and updated as development progresses to ensure the stormwater run-off is properly managed.

Servicing (Water and Wastewater)

In support of the ASP Amendment, a technical assessment of water and wastewater servicing options was completed. The assessment aims to determine if a cost effective servicing system that provides efficient, economic, and sustainable municipal services is feasible for the Plan area. The Servicing Study provides an overview of the options available to service the Plan area and the upgrades required to support the full build-out of the Plan area.

Potable water would be provided to the plan area via connection to the County's existing water infrastructure in the East Balzac area. Existing and planned infrastructure in the area including an



existing 400 mm water main at Range Road 291 and planned transmission main will connect the lands to the Rocky View County water system. At a minimum, two supply points are recommended for the lands to provide redundancy and looping for the system. The exact number of connections, looping and sizing should be determined through subsequent design and modeling and in conjunction with the planned Rocky View County infrastructure for the area. The development would be a focus on lower consumption rates that aligns within the planned water network for the area. Further, the water consumption and fire flow requirements projected for the future development, align with the capacities identified in past studies. These would be confirmed in subsequent design stages and implemented through future approvals.

With respect to wastewater, the plan area would be serviced by the East Balzac Wastewater Transmission Main and Balzac East Lift Stations. The developer would need to contribute to the expansion of these facilities, as identified in the Off-Site Levy Update. The Project will expand the service area of the noted infrastructure and a review of the needed capacity and financial contributions would be required as part of subsequent development stages.

The wastewater from each lot would drain by gravity through collection systems and eventually connect to the Balzac East Lift Station and sanitary forcemain.

Transportation Impact Assessment

The development envisaged by the ASP amendments is connected internally with two-lane Industrial/Commercial roads, supplemented by an internal multi-use trail through the central green space and a sidewalk running along the main east to west roadway. The intersections of the internal road with the external network are proposed on Range Road 291, Range Road 290, and a proposed right-in right-out access on Highway 566 at the mid-point. Highway 566 is under the jurisdiction of Alberta Transportation so all access points would require further collaboration and approvals from the Province.

The TIA indicates that no significant upgrades are needed as a result of predicted background traffic prior to 2024. Based on the phasing of the proposed development, upgrades to Range Road 291 may be warranted at the start of the project.

If the site was to be fully built-out over the next 10 years, upgrades to the major intersections of Range Road 290 and 291 with Highway 566 would be required. However, these upgrades fall within those identified though the Highway 566 Functional Planning Study and are driven by local and regional development traffic.

Market Demand and Fiscal Analysis Reports

The Applicant prepared a Land *Use Upgrade Feasibility Study (February 2019)* that indicated demand was steady, with decreasing land availability due to absorption in the region; particularly in Balzac. The report demonstrated that the proposal presents the opportunity not only to meet the existing and anticipated demand for these and similar uses, but also to increase employment numbers, the commercial tax base, and available commercial/industrial space in the area.

In support of the expansion, the proponent has also prepared a *Financial Analysis Report (April 2021)*. The intent of the analysis was to evaluate the financial impacts of the full build-out of the proposed BEASP amendment area to County municipal operations. The report demonstrates a reduction to the County tax rate given the significant increase the proposed development land assessment would have on the overall non-residential assessment, which would in return result in a decrease in the overall tax rate. With respect to the capital cost, the developer funded on-site infrastructure costs are estimated to be \$44 million for the BEASP amendment project. These infrastructure assets would be eventually dedicated to the County after they are constructed. The estimated Off-site Levy contributed by the BEASP Amendment development is estimated to be \$33,565,000 in total, including Transportation Off-Site Levy in the range of \$7,900,000, and Water and Wastewater Levy in the amount of



\$25,655,000. All the infrastructure cost recoveries and Off-site Levy amounts would need to be further verified at a future development stage.

Plan Implementation

The proposed amendments to facilitate the development are limited to mapping, minor textual amendments throughout and the addition of a new Special Development Area #6 to provide specific requirements for the expansion area. A comprehensive conceptual scheme for all 465 acres has been submitted and is in processing. The conceptual scheme would provide a detailed planning framework to support future redesignation, subdivision and development on the site. All policies in the existing Balzac East ASP would continue to guide development.

Policies within the local plan are expected to include direction for evaluating applications, phasing, continuing collaboration with the City of Calgary, and provide clear expectations for infrastructure and funding requirements.

POLICY DIRECTION AND SUPPORT:

The key policy direction for the Balzac East ASP Amendment is provided in the Interim Growth Plan, Intermunicipal Development Plan, County Plan, and the existing Balzac East ASP.

Interim Growth Plan

The proposed Plan was evaluated in accordance with the Calgary Metropolitan Region Board's (CMRB's) Interim Growth Plan (IGP). The IGP provides a policy framework for growth in the Calgary region, including the designation of employment areas; the proposed ASP Amendment facilitates the expansion of an existing employment area consistent with the definition and applicable policies of the IGP. The IGP also provides policy direction to plan employment areas through the preparation of statutory plans or amendments, and this proposed Balzac East ASP Amendment meets this requirement.

Policy 3.4.5.1 of the IGP notes that employment areas shall be planned and developed to make efficient and cost-effective use of existing and planned infrastructure and services. The servicing strategy, transportation assessment and other technical studies, alongside the policy framework within the ASP demonstrate that the document aligns with this policy.

The IGP provides policy direction on Intermunicipal collaboration in Section 3.2.2. Collaboration processes undertaken with the City of Calgary have resulted in discussions on transportation and, in particular, future transit opportunities. Administration has executed a structured engagement process, which included notification and circulation of materials as the Plan was developed. Administration provided all technical studies for review and comment, and the proponent revised both the draft Plan and technical studies to respond to comments received during circulation. The intermunicipal aspect of the project and resulting Plan are consistent with the goals of the IGP, ensuring coordination on planning matters of regional significance.

The IGP includes key Region-Wide Policies on collaboration (3.2.2), and sourcewater protection (3.2.3) to be considered for new ASP's. The existing ASP addresses these matters through existing policy and further consideration of sourcewater protection, stormwater management, impacts to wetlands, and regional corridors will be further addressed through specific policies in subsequent local plans.

The proposal is consistent with the Mobility Corridors policies in Section 3.5; the proposal sufficiently demonstrates that the proposed land use and built form optimizes the proximity and adjacency to regionally significant mobility corridors. The proposal also provides mitigation measures and policies to address identified/potential adverse impacts on regionally significant mobility corridors.



It is Administration's assessment that the proposed land use strategy aligns with the IGP direction for Employment Area development type and that the overall ASP amendments meet the wider requirements of the IGP.

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

While the lands proposed to be added to the Balzac East ASP are not part of the Policy Area of the Rocky View / City of Calgary IDP, the ASP is adjacent to the municipal boundary with The City of Calgary. Therefore, it was considered appropriate to follow the referral process outlined in the IDP to ensure The City was afforded an opportunity to comment. Map 4 of the IDP identifies the area as a County Growth Corridor. Policy 8.1.2 provides direction for County Growth Corridor stating that they should be developed in accordance with Rocky View County statutory and local area plans. The relevant statutory plan in this case is both the County Plan and existing Balzac East ASP as discussed below.

The most recent feedback received from The City is included in Attachment 'B'. Administration and the proponent has sought to incorporate The City's feedback into the development of the Plan where comments were material to intermunicipal matters and necessary to ensure compliance to the guiding statutory framework; Administration considers that the resulting policy additions and amendments ensure that specified concerns are appropriately mitigated.

County Plan

The County Plan provides a number of business areas and development forms which accommodate the wide variety of businesses wishing to locate in the county. This Plan identifies business areas where the majority of commercial and industrial development should locate. By focusing development in these locations, the County provides for orderly growth and economic efficiencies in the development of its transportation and infrastructure systems.

The Balzac East area is identified as a regional business centre per Map 1 of the County Plan. Regional business centres are large areas of commercial and industrial development within the County and their purpose is to provide regional and national business services.

Policy 14.3 states that the County will 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. The proposal is an expansion to the existing business area which maximizes the use of existing infrastructure, minimizes land use conflicts with agriculture uses as only two boundaries are adjacent to agricultural uses, and minimizes the amount of traffic being drawn into rural areas as the proposal connects to existing regional infrastructure. Further, the County Plan (Policy 14.5) requires that boundary expansion of a business area shall require an area structure plan or an area structure plan amendment. The proposed Balzac East ASP amendment is consistent with the County Plan.

In addition, Policy 14.8 states that the County shall direct new commercial and industrial development to existing, identified regional business centres and ensure development complies with existing area structure plans. Business activity in Rocky View County's Balzac East area has been growing steadily in recent years and is anticipated to continue in a pattern of growth over the next ten years per the Feasibility Study undertaken by the Applicant. A significant majority of the existing Balzac East ASP lands have conceptual scheme and/or land use approvals for development. Steady absorption rates are expected to lead to demand for more commercial and light industrial land in the area, especially as the Balzac East's Area Structure Plan (ASP) encourages diversification of business within its plan area and as industry in the area continues to expand.

If approved, the Balzac East ASP Amendment would supplement the existing commercial and industrial land inventory in Balzac East ASP. The ASP Amendment area is ideally situated along a



major transportation corridor and can easily be connected to the County's existing infrastructure and therefore aligns with the County's Strategic Plan for responsible growth.

Existing Balzac East ASP

The existing Balzac East ASP was adopted in 2000 and provides a planning and development framework to guide future growth in the Plan Area by establishing a range of appropriate and compatible land uses within a sequential development strategy. It is intended to provide a flexible long-term framework for development in the Plan Area. The lands adjacent to the proposed expansion (within the ASP) are located in Special Development Area #5 where industrial and business development is supported. The plan includes transition policies, business use performance standards and development guidelines. The proposed expansion area and new Special Development Area #6 is consistent with the vision, goals and policies of the existing ASP and particular the adjacent Special Development Area #5.

Section 8.2 of the Plan speaks to periodic plan reviews and amendments. The policy states that the future land use and development outlined in the BEASP is intended to address a long-term time horizon, but that periodic review and occasional amendment of the BEASP through public hearing may be required. It further states that the BEASP is flexible enough to allow for review and amendment every five years should the Municipality deem that appropriate. In the event that variables or external policy that determines the rate or extent of development within the plan area change dramatically, then the Municipality may initiate a review of this plan earlier than five years. The proposed amendment appears consistent with these policies and in addition, is intended to be forward thinking to provide for development to occur in a 3-5 year timeframe when current capacity may become diminished based on demand.

CHANGES SINCE FIRST READING:

- Additional policies to detail further studies required at the local plan stage; and
- Additional policies to address intermunicipal cooperation requirements at the local plan stage;

All changes are detailed in Schedule 'A' of the Bylaw (see Attachment 'A').

PUBLIC SUBMISSIONS:

Public Hearing notices for the draft Balzac East ASP Amendment were sent to 108 properties within, and 1 mile adjacent to, the proposed Plan area. No letters were received in response.



Respectfully submitted,

"Brock Beach"

Acting Executive Director Community Development Services Concurrence,

"Kent Robinson"

Acting Chief Administrative Officer

JA/sl

ATTACHMENTS

ATTACHMENT 'A': Bylaw C-8173-2021 and Schedule "A" Balzac East Area Structure Plan Amendment (redline) ATTACHMENT 'B': City of Calgary Comments dated June 3, 2021

ATTACHMENT 'C': Landowner Circulation Map



BYLAW C-8173-2021

A Bylaw of Rocky View County, in the Province of Alberta, to amend Bylaw C-5177-2000 known as the Balzac East Area Structure Plan, pursuant to Section 633 191 of the *Municipal Government Act*.

The Council of Rocky View County enacts as follows:

Title

1 This Bylaw may be cited as "Balzac East Area Structure Plan Amendment". Bylaw C-8173-2021.

Definitions

- 2 Words in this Bylaw have the same meaning as those set out in the *Municipal Government Act* except for the definitions provided below:
 - (1) "Council" means the duly elected Council of Rocky View County;
 - (2) "*Municipal Government Act*" means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
 - (3) **"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 Balzac East Area Structure Plan be amended as detailed in Schedule "A & B" forming part of this Bylaw.

Transitional

4 Bylaw C-8173-2021 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 IN COUNCIL this	day of	, 2021
PUBLIC HEARING WAS HELD IN COUNCIL this	day of	<i>, 20</i> 21
READ A SECOND TIME IN COUNCIL this	day of	, 2021
READ A THIRD TIME IN COUNCIL this	day of	, 2021

Reeve

CAO or Designate

Date Bylaw Signed

SCHEDULE 'A'

FORMING PART OF BYLAW C-8173-2021

Balzac East Area Structure Plan

Amendment # 1

Revise section 1.1 Context as follows:

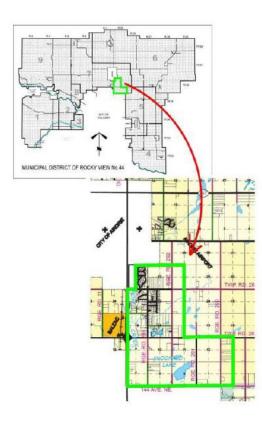
The Plan Area includes 16.5 17.25 sections of land on the east side of Highway 2, north of the City of Calgary and south of the City of Airdrie in the Municipal District (M.D.) of Rocky View. The Plan Area consists of all legal subdivision plans and lands contained within the following Sections, all in Township 26 and Range 29 west of the fourth meridian including the following:

Sections 1, 2, 3, 4, 9, 10, 11, 12, 15, 16, 21, 22, 27, and 28 and the west half of Sections 14, 23, and 26. And the W $\frac{1}{2}$ 6 and the W $\frac{1}{2}$ 7-26-28-W4M. And the E $\frac{1}{2}$ and part of SW 1/4 of Section 13-26-29-W4M.

Amendment # 2

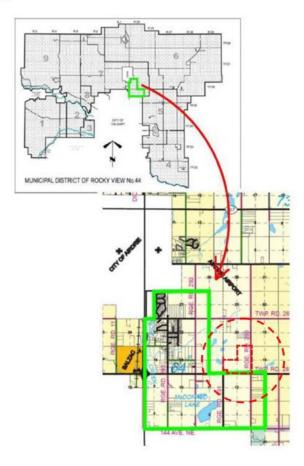
Revise Figure 1 which shows:

Figure 1: Plan Area



With the following:

Figure 1: Plan Area

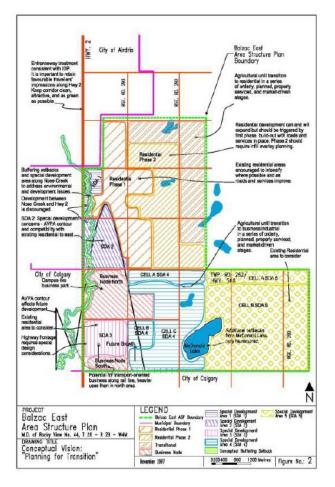


ATTACHMENT 'A': BYLAW C-8173-2021 AND SCHEDULE "A" BALZAC EAST AREA STRUCTURE PLAN AMENDMENT (REDLINE) E-1 - Attachment A Page 5 of 111

Amendment # 3

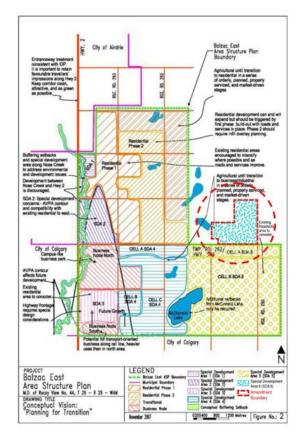
Revise Figure 2 which shows:

Figure 2: Conceptual Vision



With the following:

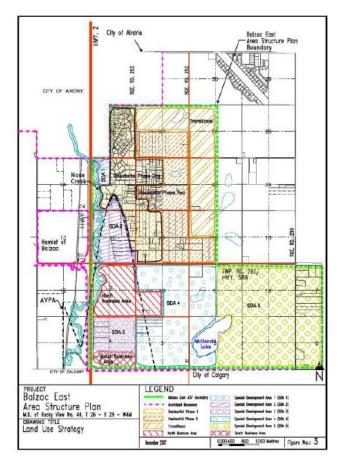
Figure 2: Conceptual Vision



Amendment # 4

Revise Figure 3 which shows:

Figure 3: Land Use Strategy



With the following:

Figure 3: Land Use Strategy



Amendment # 5

Insert a new policy section as follows:

4.7.6 Special Development Area #6 (SDA6)

Special Development Area (SDA) #6 is located north of Highway 566, to the east of Range Road 291, and to the west of Range Road 290. The northern boundary of SDA #6 abuts Township 262. Development in SDA #6 must pay particular attention to the interface with the existing and future highway corridors as well as with adjacent agricultural uses and Rocky View County Campus. Future business development on the east side of Range Road 290 is not anticipated at this time and is not included in the Plan area.

With the proximity to existing and planned industrial and business development on lands immediately to the south, SDA #6 will complement existing uses and act as a buffer between the Rocky View County Campus and higher intensity industrial uses being proposed in SDA #5. The commercial and light industrial uses on this land will cater to businesses requiring medium to large sizes parcels in the Balzac East area.

Land use

a) SDA#6 is considered to be suitable for industrial and business uses requiring

ATTACHMENT 'A': BYLAW C-8173-2021 AND SCHEDULE "A" BALZAC EAST AREA STRUCTURE PLAN AMENDMENT (REDLINE) E-1 - Attachment A Page 9 of 111

medium to large sized lots.

- b) The overall concept for this area is for a commercial/light industrial area that provides community amenities and breaks up the massing of structures with linear green spaces that are landscaped and maintained.
- c) All uses in SDA#6 that exist at the time of adoption of this amendment to the Balzac East Area Structure Plan are deemed to be in conformity with this Plan.

Servicing

- d) All developments will be required to connect to Municipal Water and Sanitary Systems or enter into a Deferred Services Agreement if these are not immediately available.
- e) All future road widening for Highway 566 shall be taken according to the Alberta Transpiration's Highway 566 Functional Planning Study widening plan regarding SDA #6.
- f) Local plans in SDA#6 shall consider the accommodation of future transit services to and through the area. The County road network and cross sections within SDA#6 should be designed with consideration of a potential future transit service. Transit should have the ability to connect through the site into other portions of the County, where appropriate.

Municipal Reserve

- g) Municipal Reserve in SDA #6 primarily will be taken in the form of linear trails and buffering strips with the opportunity for centralized green space within the development area. Residual municipal reserves may be taken in cash-in-lieu. This will be determined in the conceptual scheme.
- h) Wherever possible, municipal reserve in SDA#6 will be taken in the form of linear trails and/or buffer strips in accordance with the Agricultural Boundary Guidelines.

Municipal Services

i) The Municipality will review all Conceptual Schemes and subdivision and development permit applications to ensure that impacts on the emergency response plan are addressed.

Implementation

- j) The phasing of development within SDA#6 shall be determined by market demand and the installation of all required infrastructure.
- k) As a condition of subdivision approval, a Construction Management Plan acceptable to the Municipality shall be prepared. This Plan will address issues related to dust, noise, truck routes, emergency vehicle access and any other issue identified by the Municipality.
- I) In addition to the requirements of this Plan, any Conceptual Scheme that is prepared in SDA#6 must also address the following to the satisfaction of the Municipality:
 - A plan to allow the development to proceed in a phased and logical manner;
 - The phasing and sequence of subdivision and development at full build out;
 - Setbacks that reflect the adjacent land uses and appropriate mitigating measures;
 - A Landscaping Plan in conformity with the policy directions of this Plan that effectively buffers and screens uses from adjacent lands;
 - A storm water management plan must be prepared that incorporates innovative concepts including wet pond features, roof top catchment, irrigation or fire protection sources and other engineering solutions;
 - Emissions from any heavy industrial use including air, water, noise, solid waste or litter, will be mitigated and minimized;

ATTACHMENT 'A': BYLAW C-8173-2021 AND SCHEDULE "A" BALZAC EAST AREA STRUCTURE PLAN AMENDMENT (REDLINE) E-1 - Attachment A

Page 10 of 111

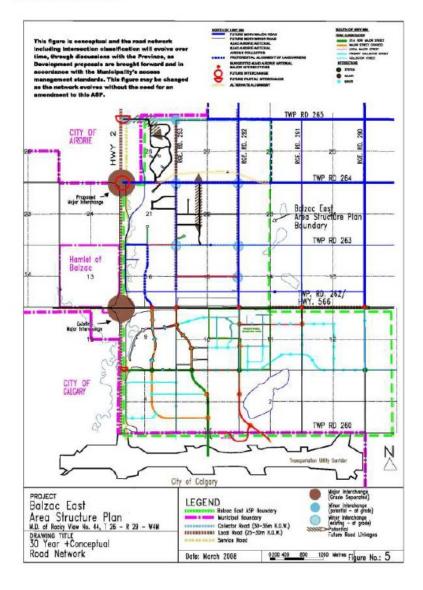
- transitions/interface and appropriate mitigation measures
 details on proposed land use districts, lot sizes and densities
- A Fencing Plan that effectively screens required areas;
- Lighting and Signage Plans;
- Roof top treatments that enclose mechanical and electrical equipment;

- Demonstration that the orientation of the structures is sensitive to the visual access by road and neighbours;
- Lands required for any widening of Range Road 290;
- Architectural guidelines that ensures that the side of the structure visible (either front, rear or side) from Highway 566 or either Range Road 291 or Range Road 290 are attractive, there is no outside storage and any fencing is well constructed and easily maintained;
- Pedestrian and pathway connections both within SDA#6 as well as linkages to adjacent developments; and
- Internal road standards.
- A Traffic Impact Assessment acceptable to the Municipality and the appropriate Provincial Departments
- Design guideline and performance standards compliant with Section 4.4 Design Guidelines and performance standards of this ASP.

Amendment # 6

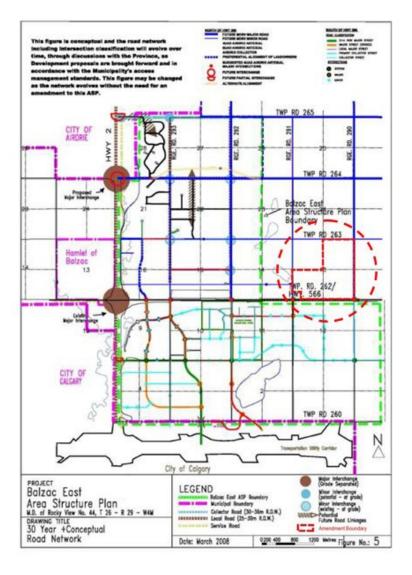
Revise Figure 5 which shows:

Figure 5: Infrastructure



With the following:

Figure 5: Infrastructure



Amendment # 14

General formatting, numbering and grammar throughout.

BALZAC EAST AREA STRUCTURE PLAN





Bylaw C-5177-2000, Adopted September 26, 2000

MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44 Department of Planning and Development

MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44 BYLAW C-5177-2000

A Bylaw of the Municipal District of Rocky View No. 44 to adopt an Area Structure Plan pursuant to Section 633 of the Municipal Government Act.

WHEREAS the Council of the Municipal District of Rocky View No. 44 wishes to adopt the Area Structure Plan affecting the lands described as:

Portions of Sections 3, 4, 9, 10, 15, 16, 21, 22, 27, and 28 and the west half of Sections 2, 11, 14, 23, and 26, as shown as being within the Area Structure Plan boundary in Figure 1 of Schedule A of this bylaw

herein referred to as the "Lands" and described in Schedule "A", known also as the Balzac East Area Structure Plan, attached hereto and forming part of this bylaw; and

- **WHEREAS** a notice was published on Tuesday, March 28, 2000 and Tuesday, April 4, 2000 in the Rocky View Five Village Weekly, a newspaper circulating in the Municipal District of Rocky View No. 44, advising of the Public Hearing for April 11, 2000; and
- **WHEREAS** Council held a Public Hearing and have given consideration to the representations made to it in accordance with Section 692 of the Municipal Government Act, being Chapter 24 of the Revised Statutes of Alberta, 1995, and all amendments thereto.

NOW THEREFORE the Council enacts the following:

1. That the Area Structure Plan be adopted to provide a framework for subsequent subdivision and development within:

Portions of Sections 3, 4, 9, 10, 15, 16, 21, 22, 27, and 28 and the west half of Sections 2, 11, 14, 23, and 26, as shown as being within the Area Structure Plan boundary in Figure 1 of Schedule A of this bylaw.

herein referred to as the "Lands" and described in Schedule "A", known also as the Balzac East Area Structure Plan, attached hereto and forming part of this bylaw.

- 2. This Bylaw may be cited as the Balzac East Area Structure Plan.
- 3. That this Bylaw shall come into effect upon the date of third and final reading.

File: 616-11

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, March 7, 2000 on a motion by Councillor Gough.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on Tuesday, May 9, 2000 on a motion by Councillor Gough.

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on September 26, 2000 on a motion by Councillor Kent.

REEVE OR DEPUTY REEVE

MUNICIPAL SECRETARY

BALZAC EAST AREA STRUCTURE PLAN

OFFICE CONSOLIDATION September 2008

Note: This office consolidation includes the following amending Bylaws:

Amendment	Description	Approval Date
1.	Bylaw C 5839-2003	November 25, 2003
	a. Section 3.1 h – delete and replace text	
	b. Section 4.3.1 c – delete and replace text	
	c. Section 4.4.3 c $-$ amend text	
	d. Section 4.4.3 d – delete and replace text	
2.	Bylaw C 6016-2004	January 18, 2005
	a. Section 4.7 – add new policy 4.7.4	
	b. Figure 2 – delete and replace map	
	c. Figure 3 – delete and replace map	
	d. Figure 5 – delete and replace map	
	e. Figure 13 – delete and replace map	
	f. Figure 14 – add new map	
3.	Bylaw C 6233-2006	April 25, 2006
	a. Figure 2 – amendment	
	b. Figure 3 – amendment	
	c. Section 4.3.2 – delete and replace text	
	d. Section4.4.3 – add text	
	e. Section 4.7.4 –delete and replace text	
	f. Section 5.2 –add policy	
	g. Section 6.2.4 –delete and replace	
	h. Figure 5 – amendment	
	i. Section 6.5.2 – delete and replace.	
4.	Bylaw C-6608-2007	May 13, 2008
	a. Figure 2 – delete and replace map	
	b. Figure 3 – delete and replace map	
	c. Section 4.7.2 add text to first paragraph	
5.	Bylaw C-6655-2008	Sept 23, 2008
	a. Section 1.1 – minor amendments to text	I /
	b. Section 4.3 – delete and replace text	
	c. Section 4.3 – add new part (i) to 4.3.1	
	d. Section 4.3.3 g – delete and replace new section	
	e. Section 4.3.3 – add a section	
	f. Section4.6 – amend text in various portions	

- g. Section 4.7 amend text
- h. Section 4.7.5 Add a new section
- i. Section 5.2 delete and replace part e.
- j. Section 6.1- add text to part a, and add part b & c.
- k. Section 6.2.1 delete and replace a.
- 1. Section 6.2.5 add a new section
- m. Section 6.2 amend text.
- n. Section 6.5.1 add text
- o. Section 6.5.3 amend part c.
- p. Section 6.8.3 add text
- q. Section 6.9 add a section
- r. Figure 1 5 delete and replace maps.

6. Bylaw C-7819-2018

Feb 12, 2019

- a. Replace policy 4.7.5 (i)
- b. Delete policy 4.7.5 (m)

Note: This document is an office consolidation and amendments have been inserted for ease of reference only. The official Bylaw and all amendments thereto are available from the Administration Office of the M.D. of Rocky View No. 44 and should be consulted for all purposes of interpreting and applying this Bylaw.

TABLE OF CONTENTS

TA	BLE OF FIGURES	II
1.0	INTRODUCTION	1
1.1 1.2 1.2 1.3 1.4	CONTEXT POPULATION GROWTH POPULATION GROWTH PUBLIC INVOLVEMENT OPPORTUNITIES AND CONSTRAINTS IN THE PLAN AREA	2 3 3
2.0	THE PLANNING PROCESS	5
2.1 2.2	PURPOSE OF THE PLAN THE LEGISLATION	
3.0	PLAN VISION AND GOALS	7
3.1	PLAN GOALS	7
4.0	LAND USE STRATEGY	
4.1 4.2 4.4 4.5 4.6 4.7	TRANSITIONAL LAND USE Residential Land Use Business Use Performance Standards and Development Guidelines Institutional Land Use Natural Resource Extraction Special Development Areas	
5.0	NATURAL ENVIRONMENT	42
5.1 5.2 5.3 5.4 5.5 5.6	GENERAL ENVIRONMENTAL POLICY Nose Creek Flood Limit Policies Topography Historic and Archaeological Features within the Plan Area Geological Features Open Space, Recreation and Public Land	43 44 44 45
6.0	INFRASTRUCTURE	
6.1 6.2 6.3 6.4	ALL INFRASTRUCTURE ROAD SYSTEMS AIRPORTS RAILWAYS	
6.5 6.6	WATER, SEWER AND STORM WATER SERVICING Solid Waste Disposal	
6.7	SHALLOW UTILITIES	59
6.8 6.9	Protective Services District Energy	

Salzac	East A	Area 2	Structi	Ire PI	an	

7.0	INTERMUNICIPAL COOPERATION	61
7.1	Intermunicipal Entranceways	61
7.2	CITY OF AIRDRIE / M.D. OF ROCKY VIEW TRANSPORTATION NETWORK	61
7.3	CITY OF CALGARY / M.D. OF ROCKY VIEW TRANSPORTATION NETWORK	62
7.4	CITY OF AIRDRIE / CITY OF CALGARY TRANSMISSION MAINS	62
7.5	CITY OF CALGARY / CITY OF AIRDRIE SANITARY TRUNK	62
7.6	ANNEXATION	
8.0	IMPLEMENTATION, REVIEW AND AMENDMENT	63
8.1	Plan Implementation	
8.2	PLAN REVIEW AND AMENDMENT	63
9.0	INTERPRETATION OF TERMS	64
APP	ENDIX	68
API	PENDIX A: PUBLIC PARTICIPATION – ISSUES AND COMMENTS RAISED	
API	PENDIX B: ENVIRONMENTAL CONSIDERATIONS WITHIN THE PLAN ARE	EA75
API	PENDIX C: INFRASTRUCTURE SERVICING	
API	PENDIX D: INTERMUNICIPAL DEVELOPMENT PLAN AREAS	

TABLE OF FIGURES

FIGURE 1: PLAN AREA	2
FIGURE 2: CONCEPTUAL VISION	8
FIGURE 3: LAND USE STRATEGY	9
FIGURE 4: CONCEPTUAL SCHEMES	14
FIGURE 5: INFRASTRUCTURE	53
FIGURE 6: MIND MAP	70
FIGURE 7: TOPOGRAPHICAL CONTOUR AND DRAINAGE COURSES	76
FIGURE 8: SOIL CLASSIFICATION	
FIGURE 9: STORM DRAINAGE	78
FIGURE 10: 1:100 YEAR FLOOD LIMIT	
FIGURE 11: UTILITY SERVICES	87
FIGURE 12: SERVICE AREAS AND TRANSMISSION LINES	
FIGURE 13: SOUR GAS PIPELINE LOCATIONS	89
FIGURE 14: CONSTRAINTS TO RESIDENTIAL DEVELOPMENT	90
FIGURE 15: INTERMUNICIPAL PLANNING AREAS	92

MISSION STATEMENT

The Balzac East Area Structure Plan (BEASP) is intended to provide a long-term vision and development framework serving as a guide to appropriate forms of future land use and development within the Plan Area. The BEASP will assist municipal policy makers, planners, landowners, and potential developers.

1.0 INTRODUCTION

1.1 Context

Figure 1 identifies the physical Plan Area for the Balzac East Area Structure Plan (BEASP).

The Plan Area includes 16.5 17.25 sections of land on the east side of Highway 2, north of the City of Calgary and south of the City of Airdrie in the Municipal District (M.D.) of Rocky View. The Plan Area consists of all legal subdivision plans and lands contained within the following Sections, all in Township 26 and Range 29 west of the fourth meridian including the following:

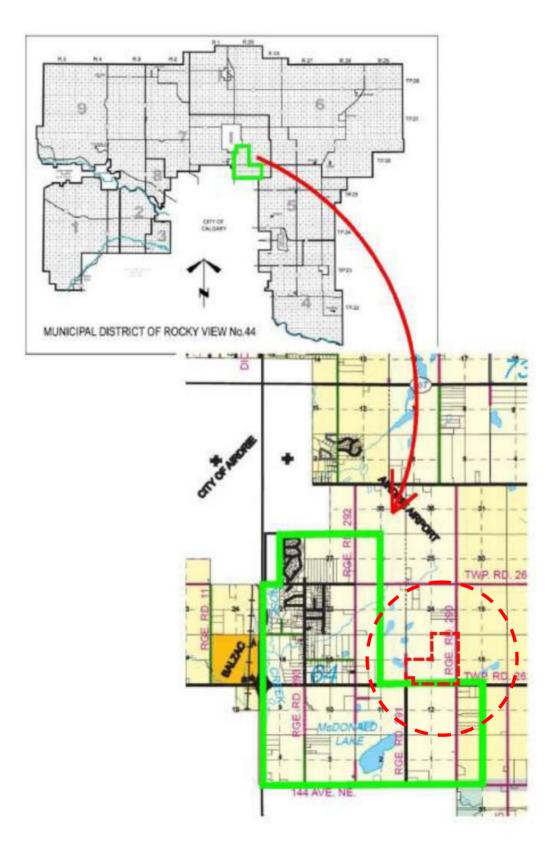
Sections 1, 2, 3, 4, 9, 10, 11, 12, 15, 16, 21, 22, 27, and 28 and the west half of Sections 14, 23, and 26. And the W $\frac{1}{2}$ 6 and the W $\frac{1}{2}$ 7-26-28-W4M. And the E $\frac{1}{2}$ and part of SW 1/4 of Section 13-26-29-W4M.

The Plan Area originally sustained First Nations' people and, subsequently, attracted new settlers. Europeans did not settle in the Balzac area until the start of the 20th century. The early pioneer families found the eastern side of the Nose Creek Valley particularly suitable for grain growing.

A Canadian Pacific Railway engineer, fond of the French author Honoré de Balzac, named Balzac in 1891. The area's detailed history is documented in Stephen Wilk's book entitled *100 Years of Nose Creek Valley History*.

The Plan Area can be classified as a rural-urban transition zone. Historically the area was characterised by agricultural uses lying between the cities of Calgary and Airdrie along the east side of Alberta's most important highway corridor. Over time both cities have grown and there is increasing demand in the Plan Area for country residential development. As a result, the Plan Area is now divided between agriculture and small residential land holdings, many occupied by commuters to the urban centres. The transition from agricultural to residential (or other uses) continues with an increase in land values, urban growth pressures, and proximity to urban areas. The BEASP is required to establish an orderly approach to future development while, at the same time, considering differing lifestyle and livelihood aspirations of a diverse resident population.

Figure 1: Plan Area



1.2 Population Growth

Based on federal census information, the M.D. of Rocky View experienced thirty four percent (34%) population growth between 1981 and 1996, due primarily to the conversion of land to country residential uses. This growth trend can be applied to the Plan Area and will likely continue.

The population growth rate in the Plan Area will be determined by a number of factors including planning and development policies contained in the BEASP, market demand, landowner decisions, and the availability of services and infrastructure. To provide some indication of future population potential, the following scenario could be considered:

If the Plan Area was fully developed, as outlined in the BEASP, the total Plan Area population is estimated at approximately 2080 persons. This projection assumes an average household size of 2.6 persons (the average household size in the 1996 federal census) and that 75% of the available land is developable allowing for environmental considerations and road reserves.

Water supply is one of the most important short-term growth considerations. The existing Rocky View Water Co-op currently has 110 connections in the Plan Area (estimated at approximately 286 persons) with an existing capacity for some additional 240 connections (approximately 624 additional persons). Recent adoption of the provincial *Water Act (c-3.5,S.A., 1996)* will put more emphasis on surface water tie-ins for all future development.

1.3 Public Involvement

In accordance with the approved Terms of Reference adopted by Council in December of 1997, three (3) Open Houses were held at the Balzac Hall and one (1) statutory public hearing was held at the M.D. of Rocky View Council Chambers.

A statutory Public Hearing was held April 11, 2000 and was adopted by M.D. of Rocky View No. 44 Council (Bylaw # C-5177-2000) on September 26, 2000.

In addition, the Steering Committee held 13 meetings over a 26-month time frame during the BEASP preparation. The Steering Committee consisted of three (3) residents of the Balzac East Area and three (3) members of Council, assisted by Municipal Staff and consultants. The Steering Committee's mandate was to make recommendations regarding Open House content and policies contained within the BEASP.

Furthermore, a series of individual stakeholder meetings provided better understanding of specific concerns. Stakeholders included The City of Calgary, The City of Airdrie, The Calgary Airport Authority, Alberta Transportation, and a number of individual landowners in the Plan Area. Input from the public participation process are presented in Appendix A.

1.4 Opportunities and Constraints in the Plan Area

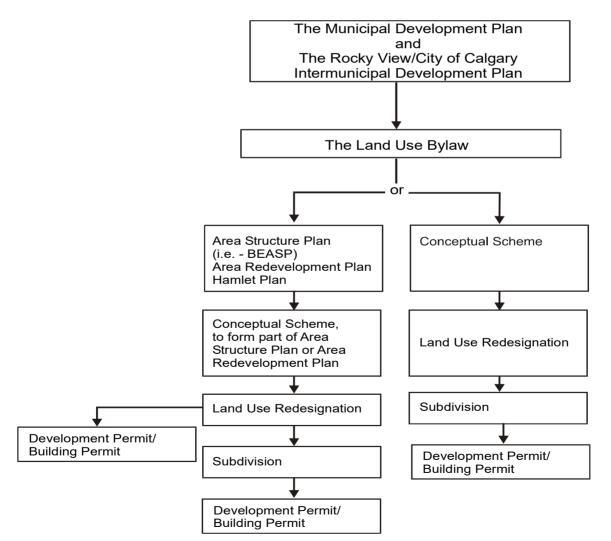
A number of issues and technical considerations were evaluated as part of the BEASP process, and the following opportunities and constraints were identified:

- a. Differing lifestyle/livelihood aspirations Agricultural landholders express difficulties in continuing their farming operations, while existing small land owners wish to retain the "country charm" of their once rural surroundings.
- b. Proximity to Urban Centres Urban growth pressures will continue and annexation of at least some parts of the Plan Area is likely in the foreseeable future.
- c. Nose Creek The creek is a major drainage component in the Plan Area. It has traditionally been utilised for storm water management and the watering of livestock, but consideration should also be given to its potential as a linear park with some recreational amenity.
- d. Proximity to the Calgary International Airport Proximity to a major airport brings federal regulations, public safety issues, and land use limitations to the Plan Area.
- e. Highway 2 Alberta's main highway has controlled access and requires special consideration with respect to visual appearance of the highway corridor.

2.0 THE PLANNING PROCESS

2.1 Purpose of the Plan

The BEASP was prepared to address landowners concerns that allowing development without proper planning would be detrimental to the area as a whole. The Plan Area is experiencing continued residential and, more recently, business opportunity growth pressures. As a result, comprehensive planning of potential residential and business areas is increasingly important as adjacent urban centres continue to grow. The purpose of the BEASP is to define a planning and development framework to guide future growth in the Plan Area by establishing a range of appropriate and compatible land uses within a sequential development strategy. The BEASP supports the Rocky View Municipal Development Plan (MDP) by adding another layer of detail to this particular area. The BEASP takes into consideration existing land uses, surrounding developments, potential future land uses, public input, physical and environmental characteristics, infrastructure requirements, and growth trends. The BEASP outlines a number of goals. The Plan structure and the policies contained within are the means by which those goals can be achieved. The BEASP integrates into the overall planning process as illustrated below:



2.2 The Legislation

The BEASP is consistent with the Municipal vision as stated in Section 1.4 of the Rocky View MDP. Section 1.4 states:

"That the Municipality continue to be a major agricultural force in the region. And, although certain sectors of the Municipality have evolved from agriculturally-based communities to predominately country residential-based neighbourhoods, further such erosion of the agricultural land base is not desirable. The Municipal District of Rocky View seeks to be a fiscally balanced rural Municipality that also considers the importance of transportation and other infrastructure servicing, environmental, and quality of life issues in its decision-making."

The BEASP has been prepared in accordance with provincial requirements outlined in s.633 of the *Municipal Government Act* (MGA) (*Statutes of Alberta, 1994, Chapter M-26.1*).

- 633 (1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may, by bylaw, adopt an area structure plan.
 - (2) An area structure plan
 - (a) must describe
 - (i) the sequence of development proposed for the area,
 - (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,
 - (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
 - (iv) the general location of major transportation routes and public utilities,
 - and
 - (b) may contain any other matters the council considers necessary.

In addition, s.638 of the MGA requires that all statutory plans adopted by the municipality be consistent with one another. This includes consistency in content, policy implementation and method of amendment.

3.0 PLAN VISION AND GOALS

The BEASP will provide a framework for orderly economical and beneficial development of land, and patterns of human settlement. It is intended to provide a flexible long-term framework for development in the Plan Area. The BEASP should provide clear policy guidance, with appropriate flexibility, to ensure that Balzac East remains a desirable place to live and work. Based on community input, the BEASP attempts to accommodate a diverse range of interests, address lifestyle and livelihood issues, and promote economic diversity.

Stakeholders' input forms a major component of the Plan goals and policies. During the BEASP public participation process, a number of issues, concerns, and interests were noted. These are presented in Appendix A.

The BEASP envisions an orderly and sequential pattern of land use transition accommodating new residential and business opportunities while continuing to respect adjacent agricultural activities. The transition will strive to preserve and integrate natural features, open space, and visual characteristics that attract new residents, while, at the same time, provide new economic opportunities for those who have historically earned their livelihood in the area. New economic opportunities will take the form of high quality, and appropriately located business areas. All development will be supported by a well-planned and appropriate network of infrastructure and services. **Figure 2 - "Planning for Transition"** illustrates a conceptual vision of the Plan Area.

3.1 Plan Goals

The following goals provide the focus for the BEASP, build on the Plan Area vision, and collectively represent the future aspirations of the community and the Municipality:

- a. Achieve an efficient, sequential pattern of development encouraging a diversity of land uses working in harmony with one another;
- b. Promote intensification of existing residential development areas through infilling;
- c. Recognize the potential for transition of agricultural lands to non-agricultural uses in a series of orderly, planned, properly serviced, and market driven stages;
- d. Promote appropriately located business areas to serve local and regional needs;
- e. Establish high quality Performance Standards and Development Guidelines to harmonise development with the natural and built environment;
- f. Provide an efficient and safe road network to address existing traffic issues and accommodate future growth;
- g. Encourage the protection, preservation, conservation, and/or enhancement of significant and valued natural and/or archaeological features of the Plan Area through the development process.
- h. Maintain the functional and visual integrity of significant transportation corridors.

Figure 2: Conceptual Vision

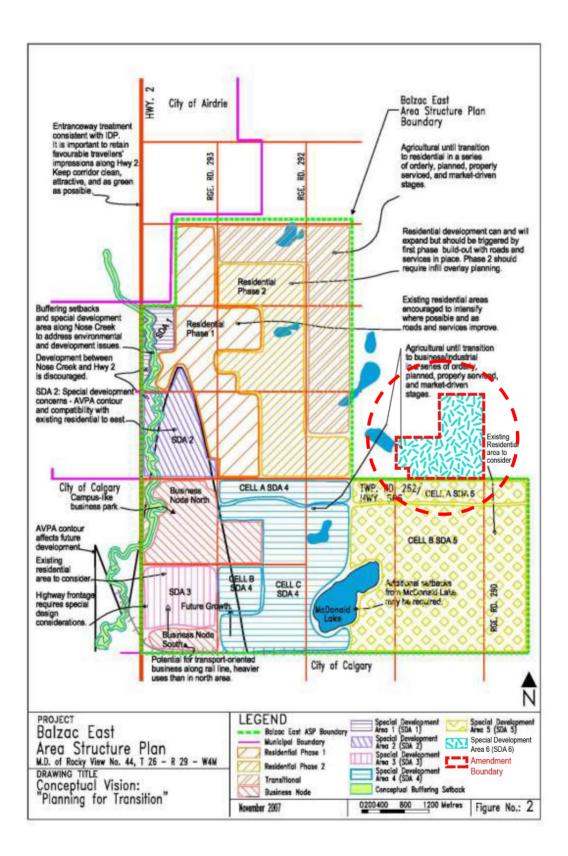
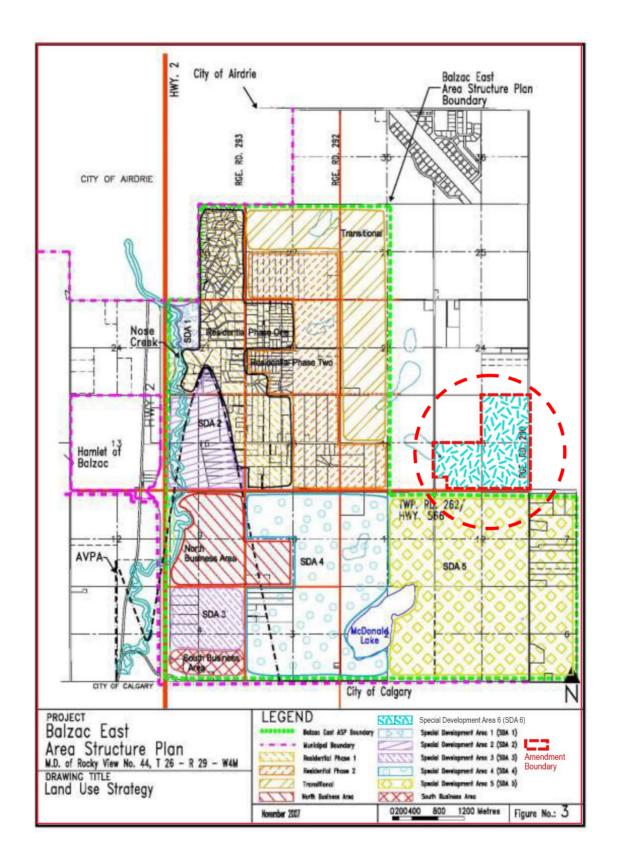


Figure 3: Land Use Strategy



4.0 LAND USE STRATEGY

Figure 3 illustrates a land use strategy to guide growth and achieve community objectives. The land use strategy acknowledges three principles of the MDP, which seeks to (a) preserve predominately unsubdivided areas with an agricultural land use designation, (b) provide potential for subdivision of isolated areas of designated and previously subdivided lands, and (c) promote in-filling of concentrated areas of residential development. However, at the same time, the BEASP recognizes growth and transition pressures specific to the Plan Area. Much of the Plan Area is currently under agricultural land use. Agricultural land uses are expected to decline and be replaced by residential and/or business uses. The BEASP supports an orderly, planned, properly serviced, and market – driven transition of agricultural lands to residential or business uses. During the transition period, continued agricultural uses are considered appropriate.

- a. Applications for redesignation, subdivision or development shall conform with the land use strategy illustrated in **Figure 3** and be compatible with the policies of this Plan.
- b. Any application in the Plan Area that is contrary to the land use strategy contained within the BEASP requires a formal amendment to the BEASP.
- c. Applications for redesignation, subdivision, and development that may be contrary to the BEASP's sequencing objectives within the Residential and Business Areas may be considered without amendment to the Plan, provided short and long term consequences such as impact on adjacent lands, carrying capacity, and servicing are examined to the satisfaction of the Municipality.
- d. "Short-term", "medium-term" and "long-term" growth projections in the Municipality of Rocky View land use strategy shall be dependent upon a number site-specific of factors including:
 - i. the proximity of the area to urban services or the ability of the area to be serviced from collective sewer and water systems;
 - ii. the ability of the existing transportation network to handle additional capacity proposed by a new use in the Plan Area; and
 - iii. the proximity of existing uses to the proposed use and the extent of contiguous build out in the area.

4.1 Transitional Land Use

The Plan Area has historically been under extensive agricultural use. The Plan Area is subject to unique pressures including urban growth from both Calgary and Airdrie; increasing non-agricultural land values; demand for country residential development; and conflicts between residential/business and agricultural land uses. These factors all support the transition of agricultural lands to non-agricultural uses.

4.1.1 Transitional Policies

- a. Prior to transition, agricultural lands identified for future non-agricultural land uses shall continue to be considered as conforming agricultural uses, until transition, in accordance with the policies of this Plan.
- b. Intensive agricultural uses are discouraged on lands identified in Figure 3 for future residential land use.
- c. Intensification of existing agricultural uses, prior to transition, on lands identified as future non-agricultural use in **Figure 3** shall consider the following:
 - i. Minimum Distance Separation (MDS);
 - ii. compatibility with existing and future land uses;
 - iii. livestock management practices;
 - iv. environmental impact;
 - v. a waste management program;
 - vi. a chemical management program; and
 - vii. any other matter the Municipality deems necessary.
- d. Conceptual Plans may be required for redesignation and subdivision proposing multi-lot developments.

4.2 **Residential Land Use**

Orderly and sequential residential development compatible with the natural environment is encouraged beginning with the in-filling of existing residential areas.

Generally, residential development should occur in an orderly pattern, within the plan area, from west to east. Visual impacts from both the highway and within neighbourhoods shall be considered. New housing should be consistent with existing neighbouring developments and be of a form and character that leads to the development of a consistent visual landscape. Rural density developments with integration of open space and larger lot sizes are preferred over urban forms of development. Permitted levels of development will be influenced by the capacity and quality of available services and infrastructure.

Applicants for residential development in the Plan Area should consider internal road linkages with neighbouring landowners in support of a comprehensive and efficient road network. Opportunities to provide pedestrian linkages through the residential areas with possible connections to the proposed Nose Creek Open Space system should be considered.

4.2.1 **General Residential Area Policies**

- The Municipality may require applications for redesignation and/or a. subdivision for residential development to supply the following:
 - i) a storm water management report (see Section 6.5.3 for detailed information):
 - an evaluation of any on-site hydrological conditions including ii) confirmation of sufficient water supply (see Section 6.5.1 for detailed information);
 - an evaluation of sanitary servicing (see Section 6.5.2 for detailed iii) information);
 - an evaluation of on-site geotechnical, archaeological, and historical iv) features (see Sections 5.1, 5.4, and 5.5 for detailed information);
 - a Traffic Impact Analysis (see Section 9.38 for detailed v) information); and/or
 - any other matter deemed necessary by the Municipality. vi)
- b. Redesignation and subdivision applications for multi-lot developments shall demonstrate how the proposal could accommodate the future subdivision potential and/or development of a future road network on surrounding lands.
- Panhandles are generally discouraged except where site constraints exist or c. where panhandles may accommodate future internal subdivision roads.

4.2.2 Phase One - Residential Intensification Area Policies

In-filling of Phase One is encouraged prior to further development of infrastructure in Phase Two. Applications for residential development out of phase may be considered if adjacent to existing development of similar density and lot size, compatible with the surrounding land use pattern.

- a. Minimum parcel size shall be two (2.0) acres.
- b. Proposals for redesignation, subdivision, and development within the Phase One Residential Intensification Area shall be supplied by a surface water system, with written confirmation of a sufficient water supply.
- Figure 4 identifies where Conceptual Schemes may be required for c. redesignation and subdivision applications deemed to have an impact on the long-term land use scenario, servicing requirements, future road network, or development pattern of surrounding lands.

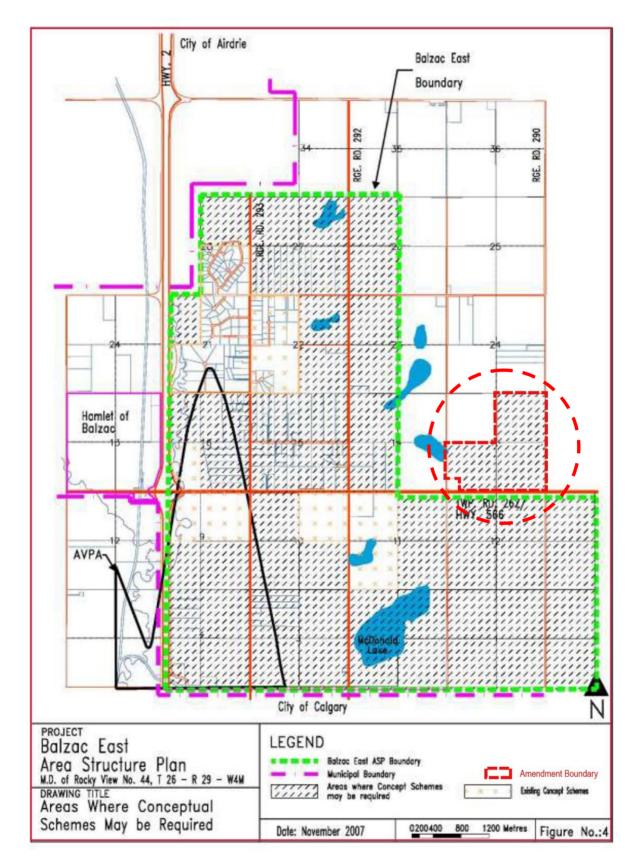
4.2.3 Phase Two - Residential Development Area Policies

Phase Two is envisioned as a transition zone between the higher density developments in Phase One and outlying agricultural lands. Orderly, sequential and contiguous development is encouraged. Applications for residential development out of phase may be considered if adjacent to existing development of similar density and lot size, and is provided with appropriate levels of services and infrastructure consistent with overall development of the Plan Area.

- a. Minimum parcel size shall not be less than four (4.0) acres.
- b. Notwithstanding Policy 4.2.3.a, two (2.0) acre parcels may be permitted where the land is adjacent to existing two (2.0) acre lots, has direct access to a developed road and a surface water supply is available.
- c. **Figure 4** identifies where Conceptual Schemes may be required for redesignation and subdivision applications proposing multi-lot developments deemed to have an impact on the long-term land use scenario, servicing requirements, future road network, or development pattern of surrounding lands.
- d. **Figure 2** identifies where infill overlay planning should be encouraged on Residential Phase two lands. Infill overlay principles allow already developed rural residential areas to be redeveloped to allow for higher densities in the future. Subdivision applications within areas designated for rural residential development should address the following infill overlay principles:
 - Subdivision design, lot configuration, roadway access and alignments should be planned in a manner that facilitates future subdivision and redevelopment of the area to accommodate higher densities;
 - (ii) Future servicing and transportation right-of-way requirements should be accommodated wherever possible and practical in rural subdivision design; and
 - (iii) The potential for additional rural residential subdivision, redesignations and development creating higher densities on both the balance of the parcel being subdivided and on adjacent parcels should be considered.

Schedule 'A' of Bylaw C-5177-2000

Figure 4: Conceptual Schemes



4.3 Business

The diversification of business within the Plan Area is encouraged. Commercial and industrial uses should be facilitated at a scale and character that integrate into the existing land use pattern.

The Plan Area identifies two business areas adjacent to the Queen Elizabeth II Highway and south of Highway 566. These business areas are confined to lands that fall within the Airport Vicinity Protection Area (AVPA) for the Calgary International Airport. The AVPA does not permit residential land uses above the 30 Noise Exposure Forecast (NEF) contour due to overriding public safety and aviation concerns.

The BEASP land use strategy focuses initial business uses to these two areas with the intent that future expansion of these areas will merge them into a single orderly, high quality, well-planned and appropriately serviced business area. Over time, the BEASP land use strategy anticipates that business uses will be developed on lands to the east of these business areas and south of Highway 566 as well as on lands north of Highway 566 and east of the Queen Elizabeth II Highway. Special Development Areas (SDA) are identified and policies are formulated for these business areas.

4.3.1 General Business Policies

- a. Development within the business areas should proceed in an orderly and efficient manner.
- b. Redesignation and/or subdivision and applications for business uses shall address the following:
 - i) analysis of potential impact on surrounding lands;
 - ii) operational characteristics (i.e. hours of operation, number of employees, any other special requirements, etc.);
 - iii) screening/buffering treatment;
 - iv) any other matter deemed necessary by the Municipality.
- c. Applications for business uses, redesignations and subdivisions shall consider the importance of visual impacts on the landscape and the Highway 2 and Highway 566 corridors, particularly for lands adjacent to them. Integration of building design with surrounding landforms with links to potential open space systems should be considered.
- d. The Municipality may require applications for redesignation and/or subdivision for business development to supply the following:
 - i) a storm water management report (see Section 6.5.3 for detailed information);
 - ii) an evaluation of any on-site hydrological conditions including confirmation of sufficient water supply (see Section 6.5.1 for detailed information);

- iii) an evaluation of sanitary servicing (see Section 6.5.2 for detailed information);
- iv) an evaluation of on-site geotechnical, archaeological, and historical features (see Sections 5.1, 5.4, and 5.5 for detailed information);
- v) a Traffic Impact Analysis (see Section 9.3.8 for detailed information); and/or
- vi) any other matter deemed necessary by the Municipality.
- e. Applications for redesignation and/or subdivision for business development must comply with AVPA regulations.
- f. **Figure 4** identifies where Conceptual Schemes may be required for redesignation and subdivision applications proposing business uses deemed to have an impact on adjacent land use, the long-term land use scenario, servicing requirements, future road network, or development pattern of surrounding lands.
- g. Applicants for business uses within the M.D. of Rocky View/City of Calgary Intermunicipal Development Plan area may be required to enter into Deferred Services Agreements.
- h. Applications for redesignation, subdivision and/or development within the North Business Area must comply with the Performance Standards and Development Guidelines outlined in Section 4.4.
- i. Where appropriate and feasible, the Municipality encourages construction and building best management practices, including Leadership in Energy and Environmental Design (LEED).

4.3.2 North Business Area

The North Business Area is located adjacent to the Queen Elizabeth II Highway, Highway 566 and Township Road 261. With access to these key transportation corridors as well as public water and sewer services, opportunities exist for a wide range of business opportunities. These include a wide range of retail, service, entertainment, business, hospitality, office, education, government and other uses. The North Business Area is close to the Hamlet of Balzac and has a limited interface with adjacent country residential uses.

The North Business Area will generally contain four Development Cells. These Cells are outlined generally in this Section and will be detailed further in any Direct Control Bylaw adopted for the Planning Area.

The North Business Area contains portions of Nose Creek and applications for business uses must be sensitive to this natural feature. The Area is also the

gateway to the Municipality and the City of Calgary and, as such, requires special design consideration.

- Business Parks (see definition in Section 9.6) are considered appropriate uses a. within the North Business Area. A wide range of uses that benefit from the adjacent road network and the availability of public water and sanitary sewer services are considered appropriate for the area. These include but are not limited to retail, service, entertainment, distribution, hospitality, office, education and government uses.
- b. The North Business Area is divided into four Development Cells:

Cell A: This Cell is located adjacent to Township Road 261 and comprises the majority of the site area. This Cell will be planned as one integrated unit and will contain a wide range of business, commercial, service, hospitality, office and entertainment uses. The Cell may be developed in phases. A Master Site Development Plan shall be prepared prior to submission of any development permit application for structures and shall address the location of all major buildings, free-standing signs, parking and loading areas, roads and access points, landscaping, entrances and entry treatments, sensitive and complementary architectural treatment and internal and regional pathways. A Manual of Physical Design, Landscaping and Architectural Standards shall form part of the Master Site Development Plan. There is existing residential development adjacent to the southeast boundary of the Cell and development must be sensitive to this interface.

Cell B: This Cell is located in the southeast portion of the North Business Area. Development in Cell B will consist of educational and institutional uses, and commercial and business uses. Access will be via an internal roadway that links with Township Road 261. Landscaped buffers along the internal roadway and Township Road 261 will be required. Lot sizes may vary in this Cell and will be determined at the time of subdivision through a Master Site Development Plan. There is existing residential development adjacent to the south boundary of the Cell and development must be sensitive to this interface.

Cell C: This Cell is located adjacent to the Queen Elizabeth II Highway and contains lands adjacent to Nose Creek. The policies of this Plan will ensure that impacts on the Creek are identified and minimized; water quality and riparian habitat must not be adversely affected. Whenever possible, reasonable efforts are encouraged to improve riparian function and/or improve water quality. Low impact development practices are encouraged. The review of development permits and construction management plans must ensure that the integrity of the Creek is not compromised.

Cell D: This Cell is located along the northern edge of the North Business Area and is adjacent to Highway 566. This Cell will be developed for business, retail, service, hospitality, office and public uses. Development shall be comprehensively planned, shall demonstrate a wide variety of

building types and scale, with a comprehensive pedestrian network that encourages pedestrian movement, and usable open space is provided with high-quality landscaping. It will be accessed from the extension of the realignment of Range Road 294 and from Range Road 293. Architectural guidelines will be established and landscaped buffers and a regional pathway(s) shall be developed, to ensure continuity with the SDA 4 Area to the east, the Hamlet of Balzac to the west, and with land uses to the north. Consideration of scale and type of development is required to mitigate any impact on residential uses to the north.

- c. Uses that may create noise or air-quality concerns for area residents are discouraged. Mitigating measures must be implemented to ensure that the performance standards of this Plan are met.
- d. Access to the North Business Area shall be from Township Road 261 via the interchange proposed to be developed from the Queen Elizabeth II Highway, the extension of Range Road 293 & 294, and Highway 566. A Traffic Impact Assessment (TIA) acceptable to the Municipality and Alberta Transportation shall be prepared by a qualified professional licensed to practice in Alberta. This plan must be in final form prior to subdivision or development permit approvals for structures being granted in the North Business Area.
- e. Acquisition of required right-of-way on adjacent lands for requirements of the Municipal Transportation Network will be at no cost to the Municipality.
- f. Applications for business and other uses adjacent to existing or proposed residential areas shall demonstrate how the proposal will mitigate any potential impacts.
- g. A Stormwater Management Plan satisfactory to the Municipality shall be prepared prior to any development permit approval. The plan will be developed in consultation with the Nose Creek Partnership and will demonstrate how future development will not adversely affect Nose Creek. Low impact development practices are encouraged; and whenever possible, reasonable efforts are encouraged to improve riparian function and/or improve water quality in Nose Creek.
- h. Prior to any construction in the North Business Area and as a condition of development approval, a construction management plan satisfactory to the Municipality shall be prepared. The plan will address dust control, noise, erosion, sediment control, interim emergency access and any other matter considered appropriate by the Municipality.
- i. A fire protection and emergency response plan satisfactory to the Municipality shall be prepared as part of any development permit application involving new structures. The plan will address the suitability of the storm

water management ponds as a supplementary source of water for regional fire-fighting purposes. Any on-site pathway system must be accessible for fire and other emergency equipment to the satisfaction of the Municipality.

- j. The phasing of development in the North Business Area is intended to be flexible and will be determined by: issuance of any planning approvals, the installation and construction of the Queen Elizabeth II Highway / Township Road 261 interchange, the extension of the realigned Range Road 294, water and sewer servicing, as well as market demand.
- k. Prior to development permit approval for structures, a utility servicing strategy acceptable to the Municipality shall be prepared indicating how the Area will be connected to the water and sanitary sewer systems available in Balzac East.
- 1. Prior to development permit approval for structures, a comprehensive landscaping and irrigation plan shall be prepared to the satisfaction of the Municipality. This plan must illustrate the treatment along all entranceways, landscaped areas, pathways and lands adjacent to Nose Creek and major transportation corridors and parking areas, where appropriate. Buffering and screening between any Cell and adjacent residential areas where necessary must also be shown and be acceptable to the Municipality. The plan must illustrate how development will be used to enhance the gateway to the Municipality and the City of Calgary.
- m. Prior to development permit approval for structures, a lighting plan shall be prepared to the satisfaction of the Municipality. The goal of this plan is to limit any off-site light pollution. Lighting must be concentrated on the buildings and parking lots, and must not interfere with adjacent highways, roadways and residential areas.
- n. Prior to development permit approval for structures, a signage plan shall be prepared to the satisfaction of the Municipality. This plan must show the location and type of all freestanding signs.
- o. Prior to development permit approval for structures, an architectural control plan shall be prepared to the satisfaction of the Municipality. This plan will promote 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.
- p. The design of development in Cells A, B and D shall consider, promote and make provisions for the use of transit. At the time of any development permit approval for structures, a Transit Service Plan must be prepared to the satisfaction of the Municipality.
- q. Prior to development permit approval for structures, a Pathway and Pedestrian Circulation System Plan shall be prepared to the satisfaction of

the Municipality. This plan shall address internal pedestrian circulation and linkages between the development Cells and the regional pathway system adjacent to Nose Creek and Highway 566.

- r. Prior to any surface disturbance, an archaeological and historical resources study satisfactory to the Municipality and to Alberta Community Development may be required. Any recommended mitigation must be undertaken and completed to the satisfaction of the Municipality.
- s. Parking and Loading requirements regarding the number of stalls required for each Cell and/or Sub-Cell shall be based on a Parking and Loading Needs assessment acceptable to the Municipality. This information will be used to produce a Parking Lot Landscaping, Design and Traffic Management Plan. This Plan is to be prepared by a team made up of a Professional Transportation Engineer and a Professional Landscape Architect, and is to be submitted to the Municipality for review along with the Development Permit application for structures associated with the principle Use for each Cell and/or Sub-Cell. This Plan is to be designed in conjunction with the Transit Service Plan.
- t. Prior to development permit approval for structures an Operational Plan shall be prepared to the Satisfaction of the Municipality.
- u. Developers are encouraged to cooperate with the Municipality in the preparation of a feasibility study regarding the opportunities for District Energy and Eco-Industrial reuse of water and other industrial by-products, or the production of electricity, for existing and future industries in the East Balzac Area. The feasibility study is also to provide recommendations for utility rights-of-way to be registered along with the plans of survey.
- v. When considering applications for subdivision in the North Business Area, the Municipality may consider whether to consolidate reserve lands either on a specific parcel or in a specific area which has been identified as being suitable to acquire for purposes outlined under Section 671 (2) of the Municipal Government Act.
- w. Development permit applications for temporary construction facilities are not subject to the requirements of this Section.

4.3.3 South Business Area

The South Business Area (adjacent to 114 Avenue/Township Road 260) has potential to use the existing rail spur line to accommodate a range of uses with more of an industrial character than those in the north. Lands abutting Highway 2 in the business area require aesthetic consideration and sensitivity to the landscape to maintain the safety and visual integrity of the highway corridor. The importance of the portion of South Business Area adjacent to Highway 2 as an intermunicipal entranceway should be reflected in proposed design and appearance of development adjacent to Highway 2.

- a. South Business Area uses are encouraged to use the Rocky View Spur Line from the existing Canadian Pacific rail line for the intermodal transportation of goods and services.
- b. South Business Area uses should be compatible with the objectives of the Calgary Growth Area Management Plan (GRAMP) and Intermunicipal Development Plan (IDP) policies. On-going co-ordination and dialogue with the City of Calgary should occur in order to achieve a seamless appearance of uses between municipal jurisdictions.
- c. South Business Area uses may be required to enter into a Deferred Services Agreement that provides for future levels of urban servicing when available in the Plan area. Applications for redesignation, subdivision and/or development should make provisions for accommodating the Deferred Services Agreement and/or utility easements.

4.3.4 Home Based Business

The Municipality supports home based business as another method of business diversification within the M.D. of Rocky View Home based businesses provide opportunity for live-work relationships and support community based economies.

- a. The Municipality encourages and supports home based businesses within the Plan Area.
- b. Home based businesses in the Plan Area should cater to a wide range of lifestyle and livelihood aspirations within the community and foster more economic diversification within the Municipality.

4.4 Business Use Performance Standards and Development Guidelines

Performance Standards and Development Guidelines contained herein are intended to provide guidelines for the development of Business Land Uses and Business Parks within the Plan Area and to establish standards for the management of potential nuisances that may result from activities occurring therein.

4.4.1 General Policy

When considering applications for redesignation, subdivision and/or development approval of business uses, applications must meet or exceed the minimum performance standards and development guidelines of the BEASP. Council may, at its sole discretion, vary the performance standards and development guidelines from time to time to accommodate individual proposals.

4.4.2 Performance Standards

a. <u>Air Contaminants, Visible and Particulate Emissions</u>

No use or operation within a Business Land Use and/or Business Park contemplated within the Plan Area shall cause or create air contaminants, visible emissions, or particulate emissions beyond the building that contains them. Nor shall a use or operation exceed the levels contained within the Province of Alberta *Clean Air Act* and/or the Calgary International AVPA and any pursuant legislation. Airborne particulate matter originating from storage areas, yards or roads shall be minimised by landscaping, paving, or wetting of these areas or by other means considered appropriate by the Municipality as defined in a Development Permit in accordance with sound environmental practices.

b. <u>Odour</u>

No use or operation within a Business Land Use and/or Business Park shall cause or create the emission of odorous matter or vapour beyond the building, which contains the use or operation.

c. <u>Noise and Vibration</u>

No use or operation within a Business Land Use and/or Business Park shall cause or create the emission of noise or vibration beyond the building that contains the use or operation.

d. **Toxic Matter**

No use or operation within a Business Land Use and/or Business Park shall cause or create the emission of any toxic matter beyond the building that contains it. The handling, storage, and disposal of any toxic, hazardous materials shall be in accordance with the regulations of any government authority having jurisdiction and in accordance with any Chemical Management Plan that may be required by the Municipality.

Garbage Storage e.

Garbage and waste material within a Business Land Use and/or Business Park shall be stored in weather-proof and animal-proof containers located within buildings or adjacent to the side or rear of buildings that shall be screened from view by all adjacent properties and public thoroughfares. Mechanical waste compactors are encouraged.

f. Fire and Explosion Hazards

All uses and operations in the Plan Area that store or utilise materials or products that may be hazardous due to their flammable or explosive characteristics shall comply with the applicable fire regulations of the Municipality or the regulations of the Municipality or the regulations of any other government authority having jurisdiction and in accordance with any hazard or emergency management plan that may be required by the Municipality.

4.4.3 **Development Guidelines**

Development Guidelines are intended to be implemented through the development approval process.

Minimum Development Guidelines for Business Land Uses and/or Business Parks contemplated in this Plan are as follows:

- a. Access Parking and Loading
 - i) Entrances shall be designed to accommodate the turning movements of trucks and recreational vehicles and shall be positioned to allow for safe and adequate site distances.
 - ii) Parking and loading facilities shall be provided in accordance with the requirements of the Municipality and/or the Land Use Bylaw. Loading and vehicle servicing areas should be integrated into the site and building architecture and be located to the side or rear of buildings where major developments are proposed, a study of parking and

loading requirements acceptable to the Municipality may be required. The Municipality may determine that these requirements will supersede those outlined in the Land Use Bylaw.

b. <u>Signage</u>

The size and placement of all signage shall be considered an integral part of site development and Signage Plan shall be submitted to the Municipality upon application for a Development Permit and be in accordance with the Land Use Bylaw or special district provisions prepared for the site. Temporary signage is not permitted with the exception of temporary signs required during development or building construction. No signage shall be placed along the Highway 2 right-of-way. All signs along the primary highway system must meet the requirements of the provincial Highway Signing Policy.

c. <u>Lighting</u>

All on-site lighting shall be located, oriented, and shielded to prevent adverse affects on adjacent properties and to protect the safe and efficient function of the Calgary International Airport, Highway 2 and Highway 566.

d. Landscaping

Landscaping requirements are intended to enhance the visual attractiveness of all Business developments within the Plan Area, however in particular; they are intended to assist in maintaining the visual integrity of the Highway 2 and Highway 566 corridors and their functions as a gateway to the MD and to the cities of Airdrie and Calgary. Due to proximity to these major transportation routes, lands adjacent to Highway 2 and/or Highway 566 will require additional landscaping.

Landscaping shall be provided for all Business development and/or Business Parks in accordance with a Landscape Plan to be submitted to the Municipality upon application for a Development Permit. The following standards apply to all landscaped areas:

- i. For Business Parks developed in proximity to either Highway 2 or Highway 566, a minimum of 25% of the lands within the Business Park shall be landscaped in accordance with a Landscape Plan. Included within this 25%, is a requirement for a minimum of 10% of each individual lot to be landscaped.
- ii. Where Business development occurs on lands in proximity to Highway 2 and/or Highway 566 but outside of the context of a Business Park, a minimum of 15% of the area of the individual lot shall be landscaped, in accordance with a Landscape Plan.

- iii. All remaining areas within the Plan Area that are developed with Business uses shall require a minimum of 10% of the lot area to be landscaped, in accordance with a Landscape Plan.
- iv. Landscaping treatment within the Plan Area means the modification and enhancement of the surface area of a site through the use of any or all of the following elements:
 - a. soft landscaping consisting of vegetation such as berms and the planting of trees, shrubs, hedges, grass and ground cover, and
 - b. hard landscaping consisting of non-vegetative materials such as brick, stone, concrete, tile and wood, excluding monolithic concrete and asphalt.
- v. A maximum of 50% of the area required to be landscaped shall be landscaped with hard landscaping.
- vi. Existing soft landscaping retained on a site may be considered in fulfillment of the total landscaping requirement.
- vii. For purposes of subsections a) and b) above, landscaping shall include areas of Public Utility Lots, Municipal Reserve Lots, and stormwater management features which are enhanced with landscaping treatment.
- viii. In addition to areas adjacent to Highway 2 and/or Highway 566, landscaped areas should be provided within front yard setback areas, side yards between the front and rear of the principle building when they are not proposed for vehicular movement and located within a strip adjacent to the front of the principle building. Landscaping required for screening purposes should utilize mature or large-growth varieties of trees, plants, and/or shrubs.
 - ix. Double-frontage parcels may exist in some locations. Landscaping should take these situations into consideration and these areas may require additional landscaping.
 - x. The quality and extent of landscaping established on site shall be the minimum standard to be maintained for the life of the development. Adequate means of irrigating any soft landscaping and maintaining both hard and soft landscaping shall be detailed in the Landscape Plan.
 - xi. All plant materials shall be of a species capable of healthy growth in the Municipality and shall conform to the standards of the Canadian Nursery Trades Association for nursery stock.
- xii. Except for road right-of-ways, trees/shrubs shall be planted and maintained in the overall minimum ratio of one tree/shrub per 45 square meters (490 square feet) of the soft landscaped area identified in the Landscape Plan. Trees shall comprise at least 50% of the tree/shrub mixture used to satisfy this requirement.

- xiii. Coniferous trees shall comprise a minimum portion of one-third (1/3) of all trees planted, and where feasible, trees should be planted in clusters or landscape groupings.
- xiv. The minimum size for deciduous trees shall be 50 mm (2.0 inches) caliper.
- xv. The minimum size for small coniferous trees shall be a height of 2 meters (6.5 feet) and for large coniferous trees, a height of 3 meters (9.8 feet).
- xvi. Shrubs shall be a minimum height or spread of 600 mm at the time of planting.
- xvii. Any areas subject to excavation, stripping or grading during construction phases of development that are not identified as a landscaped area in the Landscape Plan shall be seeded to grass.
- e. <u>Outside Storage</u>

Outside storage, including the storage of trucks, trailers, recreational vehicles, and other vehicles may be permitted adjacent to the side or rear of a building provided such storage areas are not located within a required side or rear yard setback and the storage is visually screened from adjacent non-business land uses and Highway 2.

f. <u>Outside Display Areas</u>

Outside display areas are permitted provided they are limited to examples of equipment, products or items related to the Business Use located on the site containing the display area, are not located within any required setback, and are visually screened from Highway 2.

- g. Storm Water Management and Low Impact Development
 - i) A Storm Water Management Plan shall be submitted to the Municipality, if required, upon application for a Conceptual Scheme and/or a Development Permit. All Storm Water Management Plans shall conform to the M.D.'s Master Drainage Plan prepared for the East Balzac area. Storm water should be retained on-site where possible and post-development flows shall be equal to or less than pre-development flows in all cases. The runoff volume control targets as outlined in the Nose Creek Watershed Water Management Plan should, wherever possible, be achieved. Water quality issues related to Nose Creek must be addressed pursuant to Sections 5.2 and 6.5.3 of this Plan.

- ii) Conceptual Schemes and Master Site Development Plans shall identify those Low Impact Development principles and practices which will be applied to the site. The Municipality strongly encourages the implementation of Low Impact Development practices, including but not limited to vegetated swales, rain barrels and cisterns, permeable pavement, rain gardens and impervious surface reduction.
- iii) For business parks and business uses, potable water shall not be used for outside irrigation. Landscaping may only be irrigated with retained storm water or off-site, non- MD of Rocky View potable water. Conceptual Schemes and Master Site Development Plans will identify strategies to achieve this policy. These strategies may include but are not limited to the use of cisterns, rain barrels and stormwater, drought tolerant vegetation and the application of current technologies to conserve water used for irrigation. Notwithstanding the provisions of 4.4.3 d. above, the Approving Authority may vary or relax the landscaping standards of this Plan in order to ensure that potable water is not used for outside irrigation.
- h. Fencing

In order to avoid the unnecessary use of fencing, which could lead to visually unattractive street design within the industrial areas, the use of fencing on any site should not be permitted, other than for required screening of outside storage, garbage or equipment or for security purposes, provided it is adjacent to the side or rear of buildings.

i. <u>Construction Management</u>

A Construction Management Plan shall be submitted to the Municipality if required upon application for a Development Permit. The Construction Management Plan shall detail the management of all construction activity on-site including, but not limited to, the management of construction debris and dust.

j. <u>Antennas</u>

Antennas, satellite dishes or similar equipment are not permitted on the roof of any buildings and shall be located in the rear or side yard and shall not exceed height and/or operations restriction of the Municipality and/or the Airport Vicinity Protection Area (AVPA).

k. <u>Transitional Uses (Buffers)</u>

In areas where Business uses are adjacent to other land uses, Residential in particular, it is recommended that the Business developments be of lower density and residential in scale. Additional landscaping may be required in such locations.

1. <u>Building Design</u>

The design, character, and appearance of any Business developments, accessory buildings, structures, or signs in the Plan Area must be acceptable to the Municipality having due regard to their affects on neighbouring developments and general amenities of the area. The buildings should demonstrate sensitivity to the landscape, and if located adjacent to Highway 2 and/or Nose Creek, the building design should consider the visual impact on this corridor.

m. <u>Water Conservation Strategy</u>

- As part of all Conceptual Schemes and Master Site Development Plans that are prepared, applicants are required to prepare and submit a Water Conservation Strategy. This Strategy will ensure that potable water from communal systems is conserved to the maximum extent possible, to the satisfaction of the Municipality. As part of this Strategy, the installation of low flush toilets is mandatory in all new business developments. When applying for a Development Permit, all high volume water users shall be required to submit a Water Conservation Strategy. Additional water conservation measures may be outlined in a Water Conservation Bylaw that may be adopted by the Municipality in the future.
- Businesses that use high volumes of water are restricted in the Balzac East business area. High volume water uses are defined as those businesses which use in excess of 25 cubic metres (5,500 imperial gallons) of potable water per day for the entire business operation. Commercial, recreational and institutional uses, including hotels, motels and restaurants, are exempt from this requirement. At the discretion of the M.D., certain uses such as water parks and other high water uses will not be permitted. Wherever possible, businesses are encouraged to make use of grey water or stormwater.

4.5 Institutional Land Use

Institutional land uses (i.e. libraries, cemeteries, churches, correction facilities, historic sites and markers, long-term care facilities, places of worship, public utility buildings, etc.) in the Plan Area are difficult to phase or have appropriate long-term locations projected. The ASP attempts to identify methods of public involvement in the location of

these uses and suggests that the preferred location is within SDA2 of the Plan Area. Institutional land uses should be compatible with surrounding land uses, and designed in such a manner which integrates the structures with the surrounding landscape.

Applications for redesignation, subdivision, and/or development of Institutional uses may be required to include the following to the satisfaction of the Municipality:

- a. A Conceptual Scheme which, in addition, illustrates an analysis of potential impacts on adjacent lands including the proposed use of the building(s), and integration of the building(s) design into the landscape and surrounding character of the area, and proposed access to the site;
- b. A traffic impact analysis;
- c. Supporting information describing availability and adequacy of on-site and off-site private and/or public utilities and servicing necessary to support the use;
- d. An operational plan outlining the days and hours of operation and anticipated functions throughout the year, including discussion of potential benefits the facility provides as an amenity to the surrounding community;
- e. Public consultation with area landowners;
- f. A Landscape Plan describing site vegetation and screening, and
- g. Any additional information to ensure conformance with municipal policy and the policies of the BEASP.

4.6 Natural Resource Extraction

Natural Resource Extraction includes facilities such as gravel pits (and associated operations), asphaultic processing, sand pits, clay or marl pits, peat extraction, stripping of topsoil, timber removal, sawmills, and related timber/wood processing. Either the Calgary International AVPA or physical lack of resources (i.e. - gravel) may restrict many of the Natural Resource Extraction and processing uses in the Plan Area.

Sour gas pipelines and processing facilities exist within or near the Plan Area. Setbacks from these facilities are determined by the product in the pipeline and setback regulations are administered by the Energy Resources Conservation Board. Consultation with the ERCB and utility companies will continue to be a priority of the Municipality. In the preparation of Conceptual Schemes, Developers will consult with the ERCB early in the process to ensure that the impacts of sour gas facilities are known.

a. Applications in support of establishing new gravel operations in the Plan Area shall be required to redesignate the land to Natural Resource Industrial District

(NRI) or Direct Control (DC), and shall be subject to any other requirements/conditions deemed necessary by the Municipality.

- b. Applications for redesignation, subdivision, and/or development within the Plan Area shall be required to maintain appropriate setbacks from sour gas pipelines within the Plan Area as determined by the provincial referral agency (ERCB).
- c. Natural resource exploration and refining facilities in the Plan Area may be restricted by the Calgary International AVPA regulations, and are permitted at the discretion of The Energy Resources Conservation Board.

4.7 Special Development Areas

Special Development Areas (SDA) identify lands requiring special consideration due to external factors that could influence the long-term development of lands within these areas. Special considerations include residential development restrictions due to the location of the AVPA; access onto SH # 566; design consideration due to the proximity to Highway 2; enhancement and protection of Nose Creek; intermunicipal planning areas; and buffering of development from existing residential use. The SDA's include existing residential parcels and agricultural lands within the AVPA, Nose Creek, and areas where the development or improvement of infrastructure may trigger intensification and diversification of development. The SDA are intended to allow the Municipality to evaluate a proposed use and its potential impact on these special considerations. The Balzac East Plan Area includes five SDAs which are considered policy review areas and may require additional information and study at the request of the Municipality. Special Development Areas should be reviewed by the Municipality from time to time to ensure that the areas conform with the policies of the BEASP and still have special considerations that apply.

4.7.1 Special Development Area #1 (SDA1)

SDA1 is located in the northern portion of the Plan Area adjacent to Highway 2 and the City of Airdrie. Special planning considerations are required within this SDA in accordance with Provincial Legislation and with any existing Intermunicipal Development Plans and/or agreements. Determination of appropriate land uses for this area require further investigation and must give consideration to adjacent residential land uses.

- a. SDA1 is considered a long-term development area. Applications for redesignation, subdivision and/or development in SDA1 should consider the required right of way land dedication, timing, and construction of the proposed Highway 2 interchanges.
- b. Applications for redesignation, subdivision and/or development in areas identified for future Highway 2 interchange locations shall be referred to

Alberta Transportation for identification of land required for intersection right-of-ways.

- c. The adoption of an Intermunicipal Development Plan between the M.D. of Rocky View and the City of Airdrie in advance of redesignation, subdivision and/or development is preferred.
- d. In anticipation of the adoption of an Intermunicipal Development Plan with the City of Airdrie, applications for redesignation, subdivision, and development within SDA1 must be referred to the City of Airdrie in accordance with existing Intermunicipal Development Plans and/or agreements.
- e. **Figure 4** identifies where Conceptual Schemes may be required for redesignation and subdivision applications deemed to have an impact on the long-term land use scenario, servicing requirements, future road network, or development pattern of surrounding lands.
- f. Applications for redesignation, subdivision, and development within SDA1 should provide for appropriate transitioning of land uses from one use to another. The interface between uses should be investigated and detailed within a Conceptual Scheme and give consideration for parcel sizes; site design; visual separation; sound attenuation; lighting; views and landscaping.

4.7.2 Special Development Area #2 (SDA2)

The SDA2 boundary is generally defined by the 30 NEF Contour, which restricts further residential subdivision in the area. Although unlikely, any change in the AVPA would have a significant impact on the future land use in the SDA2. Other special development considerations providing a rationale to recognize this area as SDA include:

- a. impact on existing residential land use;
- b. Nose Creek;
- c. SH 566 access and safety concerns.

SDA2 has been an area of past contention and sensitivity. Public consultation and input on any application for redesignation or subdivision in this area is encouraged. SDA2 has the potential to support "residential friendly" business uses provided access has been resolved to the satisfaction of the Municipality and consultation with area residents has taken place in an attempt to mitigate adjacent landowner concerns. Compatibility with adjacent land uses; form and character of building design; and development with existing landforms are extremely important factors to be evaluated in SDA2.

- a. Preferred uses for lands identified as SDA2 include institutional, recreational, non-intensive agricultural uses or business uses which could be considered to have a minimal adverse impact on existing residential uses. If another use is proposed in SDA2 that is consistent with permitted uses under the AVPA, but not identified above as preferred, then the following criteria should be addressed to the satisfaction of the Municipality and may require the preparation of a Direct Control Bylaw:
 - i) Business Area policies outlined in Section 4.3, and the Performance Standards and Development Guidelines Section 4.4, shall apply to any application in SDA2;
 - ii) Compatibility with adjacent residential development, building form and character, and mitigative screening measures; and
 - iii) Consultation with local area residents to identify issues and methods of mitigating identified community concerns.
- b. Uses that include dismantling or separating of vehicles, machinery, goods and materials, processing of natural resource materials (i.e. sand, gravel, etc.), or exclusive outdoor storage or stockpiling of materials are considered inappropriate uses within SDA2.

4.7.3 Special Development Area #3 (SDA3)

SDA3 consists of land that is located primarily within the confines of the 30 NEF Contour and contains existing residential and agricultural land uses. The intent of SDA3 is to provide for the potential to accommodate an orderly and efficient expansion of the adjacent North and South Business Areas. Special development considerations include proximity to Highway 2, 30 NEF Contour restrictions, existing residential areas, Calgary's Growth Area Management Plan (GRAMP), and the existing gas plant.

Proposals for business expansion into SDA3 must provide a rationale for proceeding prior to build out of the designated business areas and consider the impact it may have on the existing residential area and provide for buffers between uses as necessary. SDA3 may be impacted by setback requirements from sour gas facilities.

- a. Prior to transition, residential and agricultural uses on lands in SDA3 may continue to be considered as conforming to the Plan.
- b. Applications for redesignations, subdivision and/or development in SDA3 should include the following to the satisfaction of the Municipality:

- i) Rationale for business development outside designated Business Areas and out of the overall sequencing of development, and identification of potential impacts on adjacent uses, access, servicing, and phasing.
- Applications for business uses adjacent to existing residential areas ii) within SDA3 shall demonstrate how the proposal can be considered compatible with adjacent uses, including screening, and buffering measures as necessary.
- SDA3 uses should be compatible with the objectives of the GRAMP and c. IDP policies. On-going co-ordination and dialogue with the City of Calgary should occur in order to achieve a seamless appearance of uses between municipal jurisdictions.

4.7.4 Special Development Area #4 (SDA#4)

SDA#4 is located in the southeast portion of the Plan Area, between Highway 566 and the City of Calgary. It is located primarily within the 25 NEF Contour of the Calgary Airport and contains existing residential and agricultural uses. There have been pressures for the approval of a number of commercial and industrial businesses and this market-driven pressure is what has triggered the preparation of this ASP amendment.

Special planning considerations are required within this SDA in accordance with Provincial Legislation and with any existing Intermunicipal Development Plan and/or agreements and the Calgary Airport Restrictions. Appropriate lands uses for this area will consider compatibility with adjacent residential uses and be defined by "cells" within SDA#4. Proposals for development within SDA#4 must provide a rationale for proceeding prior to build out of the designated business areas and consider the impact it may have on the existing residential area and provide for a buffer between uses as necessary.

- SDA#4 is considered to be a long term development area. Applications for a) redesignation, subdivision and/or development in SDA#4 should consider the required right-of-way dedication, timing and construction standard for Highway 566.
- b) The SDA#4 area consists of lands previously included in what was known as the South Transition Lands of the East Balzac Area Structure Plan, and the lands located east of Range Road 293, within the NEF contour, previously considered to be located within the South Business Area.
- c) All future road widening required for Highway 566 should be taken on the south side of the highway.

- d) Prior to development, residential and agricultural uses on lands in SDA#4 may continue to be considered as conforming to the Plan.
- e) Prior to any construction in SDA#4, a construction management plan shall be prepared to the satisfaction of the MD staff that will address dust control, noise, truck routes and access to the site and interference with the adjacent residential development.
- f) Phasing of development in SDA#4 shall be predicated by the installation and construction of infrastructure and market demand.
- g) Applications for redesignations, subdivisions and/or development in SDA#4 should include the following, to the satisfaction of the Municipality:
 - i. Rationale for business development outside designated Business Areas and out of the overall sequencing of development, and identification of potential impacts on adjacent uses, access, servicing and phasing.
 - ii. Applications for business uses adjacent to the existing residential area within and adjacent to SDA#4 shall demonstrate how the proposal can be considered compatible with these residential uses, including screening and buffering measures as necessary.
- h) Any new redesignation, subdivision and/or development, shall be subject of an approved conceptual scheme.
- Access to the area will be provided by Range Road 293 on the west and Range Road 292 on the east. There will be two major east/west roads crossing the area. The northern most is a proposed "modified service road" to provide access to businesses adjacent to Highway 566 and will ensure proper connection to the N ½ of Section 9, Twp 26 Range 29, W4M to the west and to the land within SDA #4 to the east. The second major east/west road will be on the southern end of SDA#4. Specific alignments will be determined at the time a conceptual scheme is prepared.
- j) SDA#4 is divided into three development cells:
 - i. Cell A Located immediately adjacent to Highway 566, north of the modified service road. This cell will allow commercial, retail and other uses that may be compatible with the adjacent residential uses. There will be setbacks from the modified service road, all Highway 566 future road widening will be taken on the south side and within this Cell. Landscaped buffers will be mandatory here, sensitive signage and lighting will be mandatory, rear yards and side yards, where visible, will be treated like a front yard and require landscaping, a lighting plan will be mandatory and no outdoor storage will be allowed. Development heights,

landscaping, frontages and parking will be compatible with the residential scale of development north of Highway 566.

- Cell B Existing residential development will remain and development of home based businesses with limited outside storage will be permitted here. Should the landowner seek redesignation in the future, similar uses to Cell C will be allowed. Lots internal to the cell, should they convert to Cell C uses, must provide side yard buffering adjacent to Cell B lots.
- iii. Cell C This is the heart of the commercial/industrial business area. There will be berming, buffering and a landscape plan required along the range roads. Access controls will be required due to the future anticipated traffic on Range Road 292 and Range Road 293. Lot sizes may vary in this area, but a maximum density will be determined at the conceptual scheme level. The level of intensity of industrial use will gradually increase to the southeast of the study area. Regardless of the allowance for emissions from Type III industrial uses, all emissions will be mitigated and minimized in this Area. Conceptual schemes for Cell C must provide separation and buffering between the rear of lots in Cell B, and will provide a landscape plan for the south side of the modified service road to ensure compatibility with Cell A uses.
- k) The overall concept for this area is for a commercial/light industrial area that provides community amenities and breaks up the massing of structures with linear green spaces that are landscaped and maintained.
- Notwithstanding Section 5.6.1(c) Municipal Reserve in SDA #4 primarily will be taken in the form of linear trails and buffering strips with the opportunity for centralized green space within each phase of development. Residual municipal reserves may be taken in cash-in-lieu. This will be indicated in the conceptual scheme.
- m) In addition to the standard requirements of the Balzac East Area Structure Plan for the contents of a conceptual scheme, any conceptual scheme in SDA#4 must include:
 - A plan to allow the development to proceed in a phased and logical manner;
 - A plan that identifies the market drivers and the economic development potential for the area;
 - A plan to minimize negative impact to surrounding areas;
 - Demonstration of full build out density and lot sizes;
 - A graduated density, where the intensity of the type of use intensifies as it gets further from existing residential development;

- An access plan that demonstrates appropriate access, including service roads if necessary, off of Highway 566;
- A traffic impact study prepared by a qualified professional licensed to practice in the Province of Alberta;
- A landscape plan that enhances the aesthetics of the area and provides buffering and screening between uses that may be considered to be incompatible and utilizes native and indigenous plant materials;
- A lighting plan that concentrates the security lighting on the buildings and away from the residential area;
- A signage plan that demonstrates tasteful and well situated signs;
- Architectural guidelines that ensures that the side of the structure visible (either front, rear or side) from Highway 566 or either Range Road 292 or Range Road 293 are attractive, there is no outside storage and any fencing is well constructed and easily maintained;
- Internal road standards that meet or exceed the MD Standards;
- Setbacks that reflect the adjacent uses;
- A storm water management plan must be prepared that incorporates innovative concepts including wet pond features, roof top catchment, irrigation or fire protection sources and other engineering solutions;
- Emissions from any Type III use including air, water, noise, solid waste or litter, will be mitigated and minimized;
- Demonstration that the orientation of the structures is sensitive to the visual access by road and neighbours;
- Roof top treatments that enclose mechanical and electrical equipment, make use of roof top gardens and/or provide a pitched roof;
- A fencing plan that demonstrates the visual screening and the long term maintenance plan for the fence;
- The Municipality must notify Nexen of all applications within the SDA #4 and ensure all approvals reflect acknowledgement by Nexen of the impacts on their emergency response plan; and demonstration that all environmental features considered to be significant or valuable, will be protected or conserved.

4.7.5 Special Development Area #5 (SDA5)

SDA #5 is located south of Highway 566 and to the east of both SDA #4 and McDonald Lake. The easterly boundary of SDA #5 is one half mile to the east of Range Road 290. Development in SDA #5 must pay particular attention to the interface with the existing and future highway corridors as well as with adjacent residential and other uses. Future business development on the east side of Range Road 290 will likely occur in the longer term.

With the proximity to existing and planned industrial and business development on lands immediately to the west, an extension of similar uses into SDA #5 is appropriate. Interest has been expressed in permitting developments requiring larger lots with a lower level of some municipal servicing. As such, SDA #5 will complement business uses planned on other lands to the west. At the present time, there is no industrial land in the Balzac East area that caters to businesses requiring larger parcels of land.

- a) SDA#5 is considered to be suitable for industrial and business uses requiring larger lots and a reduced level of municipal services. However, all developments will be required to connect to Municipal Water and Sanitary Systems or enter into a Deferred Services Agreement if these are not immediately available.
- b) A Conceptual Scheme shall be prepared and adopted by Council prior to further subdivision and/or development being permitted within SDA#5. A Traffic Impact Assessment and a Storm Water Management Report acceptable to the Municipality and the appropriate Provincial Departments shall also be required.
- c) All future road widening for Highway 566 should be taken on the south side of the Highway.
- d) All uses in SDA#5 that exist at the time of adoption of this amendment to the Balzac East Area Structure Plan are deemed to be in conformity with this Plan.
- e) The phasing of development within SDA#5 shall be determined by market demand and the installation of all required infrastructure.
- f) There are a range of uses that currently exist adjacent to the boundary of SDA #5. It is a priority of this Plan that adequate measures be put in place to ensure that the business and adjacent uses are compatible. In Addition to the policies in this Section, all Conceptual Schemes shall address this issue to the satisfaction of the Municipality.
- g) Businesses that are considered by the Municipality to be hazardous shall not be permitted to locate in SDA#5.
- h) As a condition of subdivision approval, a Construction Management Plan acceptable to the Municipality shall be prepared. This Plan will address issues related to dust, noise, truck routes, emergency vehicle access and any other issue identified by the Municipality.
- i) SDA #5 is divided into two Development Cells:

- 1. Cell A is located along the northerly and easterly boundary of SDA#5 and along Range Road 290. Uses that are compatible with adjacent residential and other uses may be permitted in this Cell. Landscaped buffers are mandatory. Development heights, parking and landscaping will be sensitive to the adjacent residential uses. General Industry Class III uses are not permitted in Cell A. Architectural guidelines prepared for Cell A will ensure that the sides of structures facing Highway 566 and Range Road 290 are attractive. Signage and lighting must also be sensitive to the adjacent residential uses.
- 2. Cell B consists of the remainder of SDA#5. Lot sizes and densities will be determined when a Conceptual Scheme is prepared. A Plan showing how emissions from any General Industry Class III use are to be minimized and mitigated shall be prepared, to the satisfaction of the Municipality. All impacts on adjacent properties shall be addressed.
- j) Wherever possible, municipal reserve in SDA#5 will be taken in the form of linear trails and/or buffer strips along the northerly and easterly boundaries and along the Range Roads. Additional Municipal Reserve may be taken as cash-in-lieu or otherwise at the discretion of the Municipality at the time of subdivision.
- k) In addition to the requirements of this Plan, any Conceptual Scheme that is prepared in SDA#5 must also address the following to the satisfaction of the Municipality:
 - The phasing and sequence of subdivision and development at full build out,
 - A graduated density, where the number of lots is reduced adjacent to the highway corridors,
 - Impacts on adjacent land uses and appropriate mitigating measures,
 - A Landscaping Plan in conformity with the policy directions of this Plan that effectively buffers and screens uses from adjacent lands,
 - A Fencing Plan that effectively screens required areas,
 - Lighting and Signage Plans,
 - Roof top treatments that enclose mechanical and electrical equipment,
 - Lands required for any upgrading of Range Road 290,
 - Architectural guidelines, especially for lands adjacent to Highway 566 and Range Road 290,
 - Pedestrian and pathway connections both within SDA#5 as well as linkages to adjacent developments, and
 - Internal road standards.

1) The Municipality will refer all Conceptual Schemes and subdivision and development permit applications to Nexen, to ensure that impacts on the emergency response plan are addressed.

4.7.6 Special Development Area #6 (SDA6)

Special Development Area (SDA) #6 is located north of Highway 566, to the east of Range Road 291, and to the west of Range Road 290. The northern boundary of SDA #6 abuts Township 262. Development in SDA #6 must pay particular attention to the interface with the existing and future highway corridors as well as with adjacent agricultural uses and Rocky View County Campus. Future business development on the east side of Range Road 290 is not anticipated at this time and is not included in the Plan area.

With the proximity to existing and planned industrial and business development on lands immediately to the south, SDA #6 will complement existing uses and act as a buffer between the Rocky View County Campus and higher intensity industrial uses being proposed in SDA #5. The commercial and light industrial uses on this land will cater to businesses requiring medium to large sizes parcels in the Balzac East area.

Land use

- a) SDA#6 is considered to be suitable for industrial and business uses requiring medium to large sized lots.
- b) The overall concept for this area is for a commercial/light industrial area that provides community amenities and breaks up the massing of structures with linear green spaces that are landscaped and maintained.
- c) All uses in SDA#6 that exist at the time of adoption of this amendment to the Balzac East Area Structure Plan are deemed to be in conformity with this Plan.

Servicing

- d) All developments will be required to connect to Municipal Water and Sanitary Systems or enter into a Deferred Services Agreement if these are not immediately available.
- e) All future road widening for Highway 566 shall be taken according to the Alberta Transpiration's Highway 566 Functional Planning Study widening plan regarding SDA #6.
- f) Local plans in SDA#6 shall consider the accommodation of future transit services to and through the area. The County road network and cross sections within SDA#6 should be designed with consideration of a potential future transit service. Transit should have the ability to connect through the site into other portions of the County, where appropriate.

Municipal Reserve

g) Municipal Reserve in SDA #6 primarily will be taken in the form of linear trails and buffering strips with the opportunity for centralized green space within the development area. Residual municipal reserves may be taken in

cash-in-lieu. This will be determined in the conceptual scheme.

h) Wherever possible, municipal reserve in SDA#6 will be taken in the form of linear trails and/or buffer strips in accordance with the Agricultural Boundary Guidelines.

Municipal Services

i) The Municipality will review all Conceptual Schemes and subdivision and development permit applications to ensure that impacts on the emergency response plan are addressed.

Implementation

- j) The phasing of development within SDA#6 shall be determined by market demand and the installation of all required infrastructure.
- k) As a condition of subdivision approval, a Construction Management Plan acceptable to the Municipality shall be prepared. This Plan will address issues related to dust, noise, truck routes, emergency vehicle access and any other issue identified by the Municipality.
- In addition to the requirements of this Plan, any Conceptual Scheme that is prepared in SDA#6 must also address the following to the satisfaction of the Municipality:
 - A plan to allow the development to proceed in a phased and logical manner;
 - The phasing and sequence of subdivision and development at full build out;
 - Setbacks that reflect the adjacent land uses and appropriate mitigating measures;
 - A Landscaping Plan in conformity with the policy directions of this Plan that effectively buffers and screens uses from adjacent lands;
 - A storm water management plan must be prepared that incorporates innovative concepts including wet pond features, roof top catchment, irrigation or fire protection sources and other engineering solutions;
 - Emissions from any heavy industrial use including air, water, noise, solid waste or litter, will be mitigated and minimized;
 - transitions/interface and appropriate mitigation measures
 - details on proposed land use districts, lot sizes and densities
 - A Fencing Plan that effectively screens required areas;
 - Lighting and Signage Plans;
 - Roof top treatments that enclose mechanical and electrical equipment;
 - Demonstration that the orientation of the structures is sensitive to the visual access by road and neighbours;
 - Lands required for any widening of Range Road 290;
 - Architectural guidelines that ensures that the side of the structure visible (either front, rear or side) from Highway 566 or either Range Road 291 or Range Road 290 are attractive, there is no outside storage and any fencing is well constructed and easily maintained;
 - Pedestrian and pathway connections both within SDA#6 as well as

linkages to adjacent developments; and

- Internal road standards.
- A Traffic Impact Assessment acceptable to the Municipality and the appropriate Provincial Departments
- Design guideline and performance standards compliant with Section 4.4 Design Guidelines and performance standards of this ASP.

5.0 NATURAL ENVIRONMENT

There are many environmental considerations in the Plan Area that are important ecologically, economically, or aesthetically to residents and visitors in support of both lifestyle and livelihood goals. These include:

- McDonald Lake: a large seasonal water body in the southeast corner of the Plan Area provides waterfowl habitat and natural storm water retention;
- numerous seasonal ponds, primarily in the east portions of the Plan Area, provide waterfowl habitats and storm water retention. In years of high precipitation these may remain all season;
- soil erosion and water course siltation caused by disturbance of creek banks and steeper topography, particularly in the Northwest portion of the Plan Area;
- Nose Creek and the Nose Creek flood limit; and
- visual characteristics of the landscape.

The biophysical characteristics and environmental significance of lands in the Plan Area should be considered in applications for development. Appendix B contains additional detailed information regarding environmental considerations in the Plan Area.

5.1 General Environmental Policy

- a. The preservation of <u>significant</u> and/or sensitive natural environments is encouraged when considering applications for redesignation, subdivision or development.
- b. A proponent, in support of a proposal for redesignation, subdivision or development, and at their sole expense, may be required to prepare and submit the following in a form and content satisfactory to the Municipality, and in accordance with all pertinent Alberta Environment guidelines or requirements of the appropriate Provincial Departments:
 - i. An Environmental Impact Assessment pursuant to the provisions of the *Municipal Development Plan*;
 - ii. A Geotechnical Report pursuant to the provisions of the *Municipal Development Plan*;
 - iii. An Archaeological and/or Historical Resources Impact Assessment pursuant to the provisions of the *Municipal Development Plan* and to the satisfaction of Alberta Community Development; and
 - iv. A storm water management analysis based on a no net increase in run-off policy.

5.2 Nose Creek Flood Limit Policies

Nose Creek is the major drainage course in the Plan Area and is of intermunicipal interest as it traverses through the three (3) municipalities of Airdrie, Rocky View and Calgary. Nose Creek has historically been a source of water for domestic livestock and has future potential as a recreational amenity. The three municipalities have committed to undertake a water quality study on Nose Creek. Nose Creek, and its potential as a linear park, it is protected by policy in both urban centres and is recommended for similar consideration in the BEASP.

A study was carried out for Alberta Environment in 1980 which identified Nose Creek's 100 year flood limit boundary (Hydrocon, 1980). This study represents the most recent information on the flooding potential within the Plan Area. The study was based upon contour information with 10-foot (3.0 meter) elevation intervals, and the authors admit the large interval makes it difficult to determine the exact extent of flooding in flatter areas. Flood limits from the 1980 report can be found in Appendix B.

An updated and more detailed Nose Creek flood study should be undertaken by Alberta Environment to permit informed decisions regarding creek protection and any proposed adjacent development.

- a. The Municipality may request that the developer prepare an Environmental Assessment that describes methods to mitigate impact of the proposed development on Nose Creek. The Environmental Assessment should find conclusively that the development would not cause negative effects upon Nose Creek and its habitat.
- b. Redesignation, subdivision or development proposed within the 1:100 year flood way is prohibited.
- c. The Municipality may request the developer, at their sole expense, to undertake specific study on the land to be developed to delineate the extent of the 1:100 year flood way. This report shall be prepared and signed by a professional Hyrdogeological Engineer licensed to practice in the Province of Alberta.
- d. Development on lands between the western edge of Nose Creek and Highway 2 is discouraged. The land should remain in its natural state as Environmental Reserve (ER) and/or Municipal Reserve (MR) to maintain the visual appearance of the Highway 2 corridor and retain the potential for a continuous linear park linking the three (3) municipalities of Airdrie, Rocky View and Calgary.
- e. The Nose Creek Watershed Water Management Plan has been accepted in principle by the Municipality as a guide to development in the area. The Municipality will implement the recommendations to the best of its ability and will strive to meet the spirit and intent of the Plan.

5.3 Topography

The southern part of the Plan Area is gently undulating with several low-lying areas. The majority of this portion of the Plan Area falls to the west toward Nose Creek. The southeast portion of the Plan Area falls toward McDonald Lake, a local evaporative lake. Slopes are typically less than 1%, increasing toward Nose Creek to typically 2% to 10%.

The northwestern part of the Plan Area, north of Secondary Highway 566, is characterised by more undulating terrain with a number of intermittent streams draining the area west toward Nose Creek. Between Sections 27 and 28, including Sharp Hill, as well as in Sections 16, 21, and 28, a number of topographic highs (knolls) rise up above the general surroundings and represent visual focal points within the Plan Area and the Highway 2 corridor. In these areas, slopes may exceed 15% and shall not be developed. These visual land forms should be maintained and integrated with any proposed development adjacent to these land forms.

- a. Applications for redesignation, subdivision, and/or development in areas where topography is a development constraint (i.e.- predominately the northwest portion of the Plan Area) may be required to include a geotechnical report containing all information required by the Municipality as described in MDP policy that ensures:
 - i. mitigation measures to prevent soil erosion and to achieve minimal disturbance to the area;
 - ii. identification of slopes and establishment of slope stability and safe setbacks distances for development;
 - iii. retention of storm water on-site, with post-development and predevelopment flows; and
 - iv. protection of natural drainage courses.

5.4 Historic and Archaeological Features within the Plan Area

The Nose Creek Valley was important to First Nation peoples. The Blackfoot Nation tribes - the Bloods, Peigan, and Siksika - camped, hunted and travelled through the area long before European settlers arrived. Vestiges of tipi rings, a stone cairn, a bison kill site and stone tool workshops were discovered along the Nose Creek Valley.

a. Applications for redesignation, subdivision and/or development within the Plan Area may be required to submit a Historical Resources Impact Assessment that may have been identified by provincial departments (i.e. Alberta Community Development) as within the vicinity of historical and/or archaeological features.

b. Applications for redesignation, subdivision, and/or development shall identify and conserve, where appropriate, as an amenity, or for educational or tourism purposes, historic/archaeological sites of significance in the Plan Area.

5.5 Geological Features

The Nose Creek Valley contains an interesting history of geological formations (i.e. glacial erratic, sandstone cliffs, porcupine hills formation). The surficial geology of the Plan Area is characterised by glacial till (stony, silty, clay soils), with localized areas of glaciolacustrine deposits (silt and fine sandy soils). The underlying bedrock geology in the area is characterised by sandstones and limestones, overlain by sandstones, siltstones, and mudstones. Shallow bedrock is not prevalent in the Plan Area, although there is increased probability of encountering it near Nose Creek and within the shallow ravines. This geology provides additional resources such as sour gas and oil. Operations to extract these non-renewable resources exist within the Plan Area.

a. Applications for redesignation, subdivision, and/or development shall identify and conserve as an amenity for recreational, educational or tourism purposes, where appropriate, geological sites of significance in the Plan Area.

5.6 Open Space, Recreation and Public Land

Public Land consists largely of Municipal Reserve (MR) or Environmental Reserve (ER) land that has been dedicated to the Municipality upon development. The Municipality can negotiate the amount of land required and its potential public use through the planning process. A publicly maintained recreational area, Morley James Park, currently exists within the Plan Area. Future recreational areas should be conceived, developed, and maintained by the community in collaboration with the Municipality and development proponents. Residents within the Plan Area may choose to investigate Rocky View's Cash-in-lieu Grant Funding Program (submitted to local recreation boards) for recreational and building enhancements. Recreational spaces should be created to serve the residents within the Plan Area. In addition, the Plan Area has an opportunity to link a regional linear park system along Nose Creek between the City of Calgary and the City of Airdrie.

5.6.1 Municipal and Environmental Reserve

- a. Through the development process, the retention and enhancement of open space and recreation facilities in the Plan Area is encouraged. Linkages between, and continuity of these spaces are also encouraged.
- b. Dedication of Municipal Reserve, either by cash-in-lieu of land or by physical dedication of land or both, in the Plan Area shall be determined by the Municipality in accordance with the MDP policy and s. 666 of the *Municipal Government Act*.

- c. Physical land dedication of Municipal Reserve shall consist of lands that are equivalent to the developable lands (i.e. similar in kind to the land being developed).
- d. The Municipality may consider linear MR parcels dedicated adjacent to ER, in support of a linear park system along Nose Creek. In these instances parcels may be considered as equivalent to developable lands.
- e. Dedication of ER in the Plan Area shall be determined by the Municipality in accordance with MDP policy and s. 664 of the *Municipal Government Act.* Environmental Reserve Easement (ERE) is another option and should be determined on a site-specific basis by the Municipality. ER or ERE may be required, at the discretion of the Municipality, including but not limited to the bed and shore of Nose Creek, steep slopes, areas adjacent to secondary drainage courses, and surrounding McDonald Lake.

5.6.2 Recreation

a. The creation of public recreation spaces in developments where large amounts of MR are owing is encouraged. The Municipality encourages pedestrian linkages from residential and business development areas to recreational sites and/or residential areas to work sites.

5.6.3 School Sites

a. Determination of School locations in the Plan Area shall be negotiated between the Rocky View School Division, and/or the Calgary Catholic School District, and the Municipality in accordance with MDP policies.

5.6.4 Trails – Regional and Local

The Highway 2 corridor, in particular that portion containing the segment of Nose Creek that passes through the Plan Area, is subject to a number of diverse and sometimes conflicting planning interests. Local residents have expressed desire for extended linear parkways and green spaces in this area which represents a logical extension of the City of Calgary and City of Airdrie Parks Master Plans. In accordance with Provincial policies, no portion of the Highway 2 right-of-way will be made available for a trail network.

a. Proposals for development within the vicinity of Nose Creek should consider developing complementary trail linkages to the City of Calgary and the City of Airdrie through the Plan Area. Trails adjacent to Nose Creek should be consistent with the policies contained within Section 3.1.g of this Plan.

- b. The width and dedication of land for a continuous linear park system along Nose Creek through the Plan Area shall be at the discretion of the Municipality as a condition of subdivision and/or development.
- c. Trails should be established in new residential areas or areas undergoing infilling that promote linkages between communities and recreational areas.
- d. Establishment of a linear park adjacent to Nose Creek may be considered in the future at the discretion of the Municipality in consultation with the M.D. of Rocky View Airdrie Recreation District.

6.0 INFRASTRUCTURE

Infrastructure includes the hierarchy of road networks, operation of airports and rail lines, public and private water systems, sewer systems, storm water management, solid waste management systems, and police, fire, and ambulance service.

6.1 All Infrastructure

The quality of infrastructure is a fundamental part of the well-being of a community and its ability to sustain growth over time. To improve the quality of life in the Municipality as a whole, it is important that the Municipality occasionally assess infrastructure as it relates to the planning of communities. The BEASP contains policies that recommend improvements, and triggers for assessment of infrastructure over time as the community continues to grow.

- a. The Municipality has developed a set standard for roads and infrastructure servicing that follows a general hierarchy. The Municipality may require an assessment of necessary infrastructure when considering redesignation, subdivision, and/or development proposals. All Traffic Impact Assessments that are prepared on behalf of landowners shall conform to the M.D.'s Functional Planning Study of the East Balzac area, as it evolves over time through discussions with the Province and as development proposals are brought forward.
- b. The Municipality may from time to time establish a policy framework whereby Developers and/or Property Owners are required to pay a proportionate cost of infrastructure that has been built or installed by others.
- c. The Municipality will set standards and procedures for the operation and maintenance of all municipal infrastructure, including roads and utilities, public lands and public utility lots. It is the Municipality's intention that Lot Owners Associations should not be directly responsible for the operation and maintenance of municipal land and infrastructure. The Municipality may enter into a contract with other parties regarding the operation and/or maintenance of municipal infrastructure and these parties will be responsible directly to the Municipality.

6.2 Road Systems

Figure 5 illustrates a 30 Year Conceptual Road Network for the Plan Area. Section 7.2 and 7.3 contain intermunicipal considerations that also reflect the regional importance of the road network. Refer to Section 7.0 for intermunicipal transportation and infrastructure information.

6.2.1 Highway 2

Highway 2 is a Provincial highway administered by Alberta Transportation. It is important to ensure that future land uses within the Plan Area do not impair the function and safety of this highway. To this end Alberta Transportation has additional influence over permitted developments within 0.8 km of the right of way of Highway 2. Highway 2 is deemed to be an essential part of the NAFTA trade route by the Provincial government and, as such, requires special consideration in the planning process.

- a. New or direct access onto the Queen Elizabeth II Highway or Highway 566 shall only be permitted in accordance with Alberta Transportation policies and regulations.
- In addition to Municipal Building and Development Permits, an application within 0.8 kilometres (½ mile) of the Highway 2/SH 566 intersection and 300 metres (1000 feet) of the right of way of Highway 2 requires a Provincial Roadside Development Permit from Alberta Transportation.
- c. Consideration should be given to Intermunicipal entranceways and travellers' impressions when determining appropriate land use and building design adjacent to Highway 2. Consideration may be given to noise attenuation, setbacks, berms, constructed barriers, natural land features, and/or innovative building design.
- d. In light of the importance of the Highway 2 corridor and the development pressures especially surrounding the Highway 2/SH566 interchange the Municipality may require, at their discretion and at the sole cost of the developer, a more detailed Highway Vicinity Management Plan prepared to the satisfaction of the Municipality and Alberta Transportation.
- e. Applications for redesignation, subdivision and/or development in areas identified for future Highway 2 interchange locations shall be referred to Alberta Transportation for identification of land required for intersection right-of-ways.

6.2.2 Secondary Highway 566

Secondary Highway (SH) 566 is a major east/west traffic corridor and provides the majority of direct access into the Plan Area. This 2-lane road was originally designed and constructed by the province. Residential development in the Plan Area has increased traffic to the point where there are local safety concerns regarding the highway and a number of intersections. The highway accommodates through traffic from east of the Plan Area, a growing number of local commuters, and local agricultural traffic.

- a. New approaches onto SH 566 are discouraged within the Plan Area. If new approaches are proposed they should be evaluated in terms of the following criteria:
 - i. preparation of a traffic impact analysis;
 - ii. traffic mitigation measures, management tools (including a review of signage and speed limits), and intersectional upgrades have been evaluated and applied where necessary;
 - iii. the study has evaluated the feasibility of locating and constructing a parallel service road along a portion of SH 566 to an existing municipal road access location; and
 - iv. the access location meets Municipal and, where applicable, Provincial standards.
- b. New development adjacent to SH 566 shall have limited access to SH566, in accordance with the above policy, and the developer may be required to construct a service road.
- c. Provisions for future intersections along the length of SH566 through the Plan Area should be considered at locations identified on the 30+ year conceptual Road Network.
- d. The Municipality may require road widening along the length of SH566 as it traverses the Plan Area in order to accommodate future widening or the development of a parallel service road.

6.2.3 The Existing Service Road

An existing service road, owned and maintained by the Municipality, runs parallel to Highway 2 through the full length of the Plan Area. The service road is intended to serve local traffic within the Plan Area, but is increasingly being used as an alternative to Highway 2 by commuters to and from Calgary. Portions of the parallel service road run west of Nose Creek and east of Highway 2. Access to the service road is at points north and south of the Plan Area and from SH 566. At the present time, one perpendicular road crosses Nose Creek to intersect the service road north of SH 566. Crossings of Nose Creek require provincial approval and conflict with the long-range potential to create a linear park along Nose Creek.

a. The service road should be maintained as ingress/egress to future developments both north and south of SH 566.

6.2.4 The Local Road Network

The Plan Area is based on the framework of Township and Range Road right-ofways with a north/south road every mile and an east/west road every two miles. Not all roads in the framework have been constructed. The Plan Area contains areas where potential exists to develop internal roads and linkages to accommodate infill development. New development should pay for, or contribute to, the upgrading of the local road network.

Residents have expressed increasing concerns with the condition and capacity of the local road network as the population grows. Of particular concern is Range Road 293 (36th Street) north of SH 566. Upgrading of the local road network, and in particular safety and capacity improvements to intersections with SH 566, should be considered to accommodate further development, new or infill, in the Plan Area.

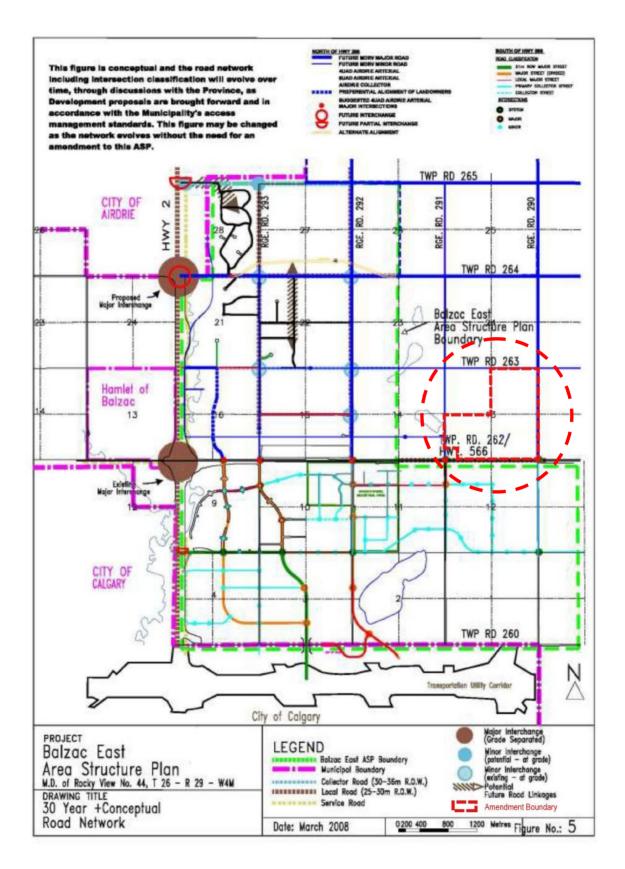
- a. Connections between existing and proposed internal subdivision roads should be made wherever possible to improve the local road network, and in accordance with Municipal Policy.
- b. Applications for redesignation, subdivision and/or development in the Plan Area may, at the discretion of the Municipality, be required to provide a traffic impact assessment prepared by a qualified engineer.
- c. Development of local road infrastructure shall be consistent with the 30 Year + Conceptual Road Network (**Figure 5**) and built to the Municipality's Servicing Standards for Subdivision and Road Construction.
- d. Development of roads identified on Figure 5, will require that additional road widening, intersections, and limited access be considered at the time of redesignation, subdivision and/or development applications.
- e. New development should contribute to the upgrading of the existing local road network, where applicable.
- f. Road widening shall be provided by dedication or registration of a caveat for future purchase, at the subdivision stage.
- g. The amount of road widening required shall be in accordance with the Municipality's Servicing Standards for Residential Subdivision and Road Construction for the road type.
- h. In addition to the proposed Local Road Network, Range Road 290 (84th Street) may also be developed as a major North-South transportation corridor that will provide alternate access to the Plan Area.

6.2.5 Public Transit

As development occurs in the Balzac East area, opportunities to provide public transit services will need to be evaluated. Comments from the public at various Open Houses underline the importance of public transit as the area grows and develops. The Municipality will take a leadership role in evaluating a range of service options.

a. As growth occurs in the Balzac East area, the Municipality will monitor and evaluate the need for public transit services. In response to demand, the Municipality will take a leadership role in evaluating possible service options.

Figure 5: Infrastructure



6.3 Airports

The southwestern portion of the Plan Area is affected by a provincially designated Airport Vicinity Protection Area (AVPA) Alberta Regulation 318/79 of the Municipal Government Act. Transport Canada's Aerodrome Standards and Recommended Practices also impacts the Plan Area. The Calgary Airport AVPA restricts new residential development below the 30 Noise Exposure Forecast Area Contour. Additionally, a larger area is regulated to ensure building form and land uses do not interfere with safe aviation operations. Controls monitor against uses that may produce smoke, excessive exterior lighting, electrical interference (navigational and airport communications), obstacle heights on runway approaches, and general hazardous and noxious uses. The AVPA noise cones have significant impact on development options, which are recognized locally as a growth constraint. An on-going dialogue should be maintained with the Calgary Airport Authority to monitor future amendments to the noise cone if and when air industry technology improvements permit. In addition, a small, privately-owned, airstrip is located outside of the Plan Area but may impact the North East corner of the Plan Area should large-scale airport development occur.

- a. Uses within proximity to an airport shall be compatible with the safe and efficient operation of the airport. These uses include agricultural operations, business uses, and recreational uses.
- b. The Calgary Airport AVPA restricts new residential development to lands below the 30 Noise Exposure Forecast (NEF) Area Contour. This also applies to the infilling of existing residential areas under the AVPA in SDA2 and SDA3.
- c. Business development within the NEF contours may be permitted provided the use complies with the Calgary International Airport Vicinity Protection Regulation (Table 1, Schedule C) and meets the policies of this Plan to the satisfaction of the Municipality.
- d. Applications for redesignation, subdivision, and/or development in the Plan Area that are proposed within the AVPA shall be referred to the Calgary Airport Authority.
- e. A privately owned airport facility located in the East ½ of Section 35 and the West ½ of Section 36, Township 26, Range 29 W4M, may have some impact on the future use and development of land in the north east corner of the Plan Area. Development of the airstrip and its impact on land within the northeast corner of the Plan Area should be carefully considered.

6.4 Railways

6.4.1 CPR Rail Line

A CPR Rail line, officially known as the "Rocky View Spur Line", crosses the south end of the Plan Area from west of Highway 2 and services the Petrogas Plant beyond the southeast corner of the Plan Area. The rail line provides both development opportunities and constraints.

- a. Adequate setbacks shall be maintained from the Rocky View Spur Line in accordance with CPR regulations.
- b. Potential exists to develop spur lines in proximity to this main spur rail line to assist commercial or light industrial development in the South Business Area.
- c. Any crossings of this rail line require Municipal and CPR approval. Developers may be required to take additional safety factors into consideration at the discretion of the Municipality.

6.5 Water, Sewer and Storm Water Servicing

6.5.1 Water Sources and Resources

The Balzac East Area is currently serviced with water from two main sources:

- Groundwater wells
- Rocky View Water Co-op Ltd. (RVWC)

The RVWC provides service to its members in the Balzac, Simons Valley, and Bearspaw areas just north of the City of Calgary (see Appendix C for servicing details). The system has been developed on a "user-pay" basis and may require expansion due to proposed Plan Area density increases. New, and more restrictive, water policies for groundwater sources have been implemented under the Provincial Water Act. The regulations of the Water Act may result in the increased utilisation of surface water sources within the Plan Area.

Late in 2007, the Municipality obtained a water licence which will enable the construction of a communal water system and delivery of treated water to portions of the Balzac East area.

a. Surface water extension and tie-ins are encouraged wherever possible, provided there is confirmation of adequate water supply, to reduce groundwater reliance. The surface water line may provide service to any given area within relatively close proximity to the system, provided the

developer pays the costs to extend service or upgrade the system, and co-op memberships are purchased.

- b. Ground water may be used to supply subdivision and development on residential parcels that are a minimum of four (4.0) acres.
- c. The *Water Act* applies to all subdivision applications, and approvals for groundwater sources are required from the Province.
- d. Applications for two (2.0) acre parcels shall be required to tie into a surface water system and provide confirmation from the surface water source that there is sufficient capacity.
- e. To maintain water quality in the aquifer(s), consideration must be given to proper disposal of sanitary and sewer waste from future developments. Municipal and Provincial standards for on-site disposal shall be the minimum required.
- f. All future developments shall implement water conservation methods.
- g. When required by the Municipality, Developers will connect to the East Rocky View Water Transmission Main and pay all required levies to the satisfaction of the Municipality

6.5.2 Sanitary Sources and Resources

In 2006, construction of the East Rocky View Waste Water Transmission Main is underway. This program will provide to the Plan Area over time a municipallyowned piped sewage collection and treatment system to portions of the Plan area. When and where appropriate, the M.D. will require developments to tie into this system. Sanitary effluent from residential uses is generally restricted to on-site disposal through septic tile fields as per Alberta Municipal Affairs regulations. This is typical of domestic use within the M.D. of Rocky View and may continue until such time as new development is proposed.

- a. On-site sewage disposal systems shall be developed to the standards of the Municipality and Alberta Municipal Affairs.
- b. The calculation of Sodium Absorption Ratio (SAR) should also be carried out on the potable water source to determine the long-term effectiveness of the disposal field.
- c. Effluent Lagoons shall only be permitted to assist commercial and light industrial applications in the Plan Area. They require setbacks to roads,

property lines, and adjacent residences in accordance with current regulations, and are not suited to small lot country residential applications.

d Alternate systems (i.e. slow sand "trickle" filters, modified tile field designs, and full fledged treatment systems such as rotating biological contactors (RBCs), "living systems" including constructed wetlands) may be considered at the discretion of the Municipality, Alberta Environment and/or Alberta Municipal Affairs.

6.5.3 Storm Water

Drainage of the Balzac East Plan Area is generally east to west. The entire Plan Area is part of the Nose Creek basin. Existing storm water drainage in the Plan Area is based upon roadside ditches and culverts. Presently, there are no buried storm water collection systems in the Plan Area.

The quantity of storm water increases when development occurs due to the increase in impervious area (i.e.- paved roads and roof areas) from predevelopment conditions. Flows to receiving streams cannot increase. In rural areas where density is much lower than urban areas, the impact of development on storm water systems is less than in urban areas, but still significant.

- a. Storm water flows resulting from new developments in the Plan Area shall not exceed pre-development flows, verified in a Storm Water Management Plan prepared by a qualified engineer. The Municipality encourages the incorporation of wetlands as storm water retention areas in the design of subdivisions.
- b. Developments proposed with rural road cross-sections must include a conveyance system (i.e. swales, ditches, ponds) which shall be designed to accommodate runoff from a 100-year return period event. Snowmelt conditions with frozen ground conditions shall also be considered.
- c. The entire Plan Area is within the Nose Creek basin. New developments within the Plan Area shall follow existing Municipal and Alberta Environment requirements for on and off-site storm water management. This area lies within the boundaries of the Nose Creek Basin Master Drainage Plan and a restricted discharge rate of 1.257 L/s/ha shall be in effect.
- d. Developers are strongly encouraged to incorporate water quality enhancing features and protect the quality of water in Nose Creek.

6.6 Solid Waste Disposal

- a. The Municipality encourages co-ordination of solid waste disposal systems with urban centres where possible.
- b. Solid waste disposal in the Business Areas of the plan area shall meet the criteria established in Section 4.5 of the BEASP.

6.7 Shallow Utilities

Shallow utility services include natural gas, cable T.V., telephone, and electricity. Gas service to the area is provided by ATCO Gas. Shaw Cable provides Cable T.V. Electrical service is provided primarily by Trans Alta Utilities, with Enmax (City of Calgary Electrical Service) providing service to Sections 3 and 4. A mix of underground and overhead electrical services the area.

a. Provision of Shallow Utilities in applications for redesignation, subdivision, and/or development shall be at the sole expense of the developer.

6.8 **Protective Services**

The Municipality requires that proposals for redesignation, subdivision, and/or development accommodate design elements that consider safety measures and appropriate levels of servicing required for fire, police, and ambulance services. The Plan Area is serviced by 911 emergency service, with an emergency locator system set up for each individual property. Fire protection for the M.D. contracts Balzac East area to the City of Calgary Fire Department. Response is from stations in north Calgary.

6.8.1 Police Service

a. Police Service to the Plan Area shall be provided by the Royal Canadian Mounted Police and M.D. of Rocky View Special Constables.

6.8.2 Fire Service

- a. New subdivisions shall meet the criteria for on-site fire fighting measures as determined by the Municipality.
- b. Applications for redesignation, subdivision or development shall assure proper emergency vehicle access in accordance with Municipal Policy.
- c. Applications for redesignation, subdivision or development for Business uses in the Plan Area may be required to submit Emergency Response Plans to the satisfaction of the Municipality.

6.8.3 Public Safety

- a. The Municipality may, from time to time, designate certain roads as a Dangerous Goods Route and may also prohibit dangerous goods on certain roads.
- b. All Conceptual Schemes that are prepared will include consultation with Nexen officials prior to submission of a Draft Plan to the Municipality.

This consultation is intended to ensure that all parties are aware of development plans and the impacts of sour gas facilities on the area proposed for development.

c. All Conceptual Schemes that are prepared will include a Risk Assessment, where the impact of local environmental factors on subdivision and development are assessed. The Risk Assessment will be prepared to the satisfaction of the Municipality and, where appropriate, will include an examination of the impacts of wells, pipelines and other natural resource facilities.

6.9 District Energy

Opportunities may exist in portions of the Plan area for eco-industrial networking, including waste heat recovery and district power generation. This should be explored as soon as possible so that opportunities can be maximized. With the size of the Plan area and the number of land owners involved, the Municipality needs to take a leadership role in this issue.

a. The Municipality will undertake a feasibility study to examine the opportunities for eco-industrial networking. This study will focus on the business area south of Highway 566 and will be undertaken in cooperation with area land owners and developers.

7.0 INTERMUNICIPAL COOPERATION

The Plan Area is in the unique position of bordering two urban municipalities. Consequently, planning for future development within the Plan Area is affected by a significant number of Intermunicipal issues. The Municipal District of Rocky View/City of Calgary Intermunicipal Development Plan and Municipal District of Rocky View/City of Airdrie Joint Planning Areas contain an additional subset of policies which need to be referred to for portions of the Balzac East Plan Area. Refer to Appendix D for Intermunicipal Areas and Section 6.2 for road systems information.

7.1 Intermunicipal Entranceways

The Plan Area contains entranceways into and out of the M.D. of Rocky View, The City of Calgary, and the City of Airdrie. The general planning objective of all three municipalities ensures entranceways are attractive, orderly, well maintained and leaves visitors with good first impressions. The BEASP supports this objective. The City of Calgary has prepared Improving Calgary's Entranceways, which suggests enhanced treatment of Intermunicipal entranceways including the Deerfoot Trail north entranceway in the SW corner of the Plan Area.

- a. The entranceways along Highway 2 north are shared by three municipalities and require joint effort to plan them. Planning guidance is contained within the Intermunicipal Development Plan and/or Joint Planning Area agreements.
- b. The design of buildings, landscaping, signage, and screening treatment in the Intermunicipal Entranceways' areas requires particular consideration to ensure that they support the objectives of Intermunicipal Entranceway policies. Development of uses near entranceways should generally support, complement, and enhance the area.

7.2 City of Airdrie / M.D. of Rocky View Transportation Network

Highway 2 is a significant transportation link between Airdrie and the Plan Area. A number of planned transportation developments must be taken into consideration. A joint planning effort should be required between the M.D. and Airdrie in order to co-ordinate the proper design of a new interchange proposed at the north end of the Plan Area.

A new grade separated interchange on Highway 2 linking south Airdrie with the north portion of the Plan Area is currently being proposed. A longer-term major intersection is planned for the Highway 2/Township Road 264 area (refer to Figure 5). Road network planning in this portion of the Plan Area must take new access into consideration.

7.3 City of Calgary / M.D. of Rocky View Transportation Network

Calgary's long-range development plans, combined with increased development within the Plan Area, will require improved road linkages between the two municipalities. Network improvements must also consider developments in Airdrie and will, in part, serve to reduce traffic loads on Highway 2 between Calgary and Airdrie.

a. As part of future transportation considerations, the Municipality, at its discretion, may require a developer to dedicate additional road right-of-way, which could allow for the eventual extension of roadways through the Plan Area between the City of Calgary and the City of Airdrie. The identified right-of-way shall be consistent with **Figure 5** which delineates a 30 Year + Conceptual Road Network.

7.4 City of Airdrie / City of Calgary Transmission Mains

The City of Airdrie receives treated water from the City of Calgary via a 900 mm (36 inch) transmission main which runs parallel to the west side of the CPR tracks approximately 400 meters (1/4 mile) west of the Plan Area, on the west side of Highway 2. Pressure in the main is approximately 50 to 60 psi.

a. Proposals to tie into City of Airdrie/City of Calgary water transmission lines shall require the Municipality to make formal application on behalf of the Balzac East Plan Area.

7.5 City of Calgary / City of Airdrie Sanitary Trunk

Two main sanitary trunks run from the City of Airdrie to the City of Calgary along the west side of the CPR track, on the west side of Highway 2. The trunks are 600 mm (24 inch) and 350 mm (14 inch) in diameter. The sewer lines are capable of handling up to an equivalent of 29,000 people, or approximately 20 years growth within Airdrie.

- a. Applications to tie into City of Airdrie/City of Calgary sanitary transmission lines shall require the Municipality to make application on behalf of the Balzac East Plan Area for any future ties to the Calgary/Airdrie lines. Tie-in has not been permitted in the past and would only be considered in exceptional circumstances.
- b. The M.D. of Rocky View/City of Calgary Intermunicipal Development Plan identifies locations where projected sanitary sewer lines may be required to locate and easements shall be required from developers of these properties.

7.6 Annexation

a. Applications for annexation from one municipal jurisdiction to another require joint negotiation, provincial approval, and should be consistent with the policies of Intermunicipal Development Plans and/or Joint Planning Agreements.

8.0 IMPLEMENTATION, REVIEW AND AMENDMENT

8.1 Plan Implementation

The BEASP falls within a hierarchy of applicable plans as illustrated in Section 2. The M.D. of Rocky View *Municipal Development Plan* (MDP) (Bylaw C-4840-97, adopted July 6, 1998) is the guiding document for all development within the municipality. The *Land Use Bylaw* (LUB) (Bylaw C-4841-97, adopted September 29, 1998 as amended) establishes the land use rules and regulations. The BEASP presents a greater level of planning detail within the specific Plan Area and must be consistent with both the MDP and LUB as required by Section 638 of the MGA.

Development in the Plan Area should be consistent with policy contained within the BEASP. The BEASP does not supersede, repeal, replace or otherwise diminish any other statutory plan in effect in the Plan Area. In addition, the *Rocky View/Calgary Intermunicipal Development Plan* and the *Airdrie/Rocky View Interim Urban Fringe Agreement* are intended, in part, to be implemented through Area Structure Plans such as this one. Furthermore, development in the Plan Area should not detract from Intermunicipal Entranceways shared by the Municipal District of Rocky View with the Cities of Calgary and Airdrie.

a. The policies contained within this document shall be reviewed and implemented by Municipal District of Rocky View Council members at their discretion.

8.2 Plan Review and Amendment

As the BEASP is a bylaw of the Municipality, a formal process as outlined in the Municipal Government Act is required to amend the Plan.

a. The future land use and development outlined in the BEASP is intended to address a long-term time horizon. Periodic review and occasional amendment of the BEASP through public hearing may be required in accordance with the *Municipal Government Act*. The BEASP is flexible enough to allow for review and amendment every five years should the Municipality deem that appropriate. In the event that variables or external policy that determines the rate or extent of development within the plan area change dramatically, then the Municipality may initiate a review of this plan earlier than five years.

9.0 INTERPRETATION OF TERMS

The interpretation of selected terms herein is provided to clarify their use in the Plan:

- **9.1** Agricultural Land Use The use of land, buildings or structures for the raising of non-domestic animals and/or growing plants for food or other production.
- **9.2** Area Structure Plan A statutory plan, adopted by Bylaw, that provides a policy framework for the evaluation of proposals for redesignation, subdivision and development of a specified area of land in the Municipality.
- **9.3** Archaeological/Historical Impact Assessment An analysis of the potential impacts of development on archaeological and/or historical resources.
- **9.4 Berm** A constructed embankment used for separating potentially incompatible areas, sites and districts or for protecting an area, site or district from any intrusions generated by other activities, operations, facilities or traffic.
- **9.5 Business Land Uses** The use of land, buildings or structures in which the provision of goods and services for sale is the primary function and may include auxiliary pursuits dependent upon parcel size and proximity to other land uses.
- **9.6 Business Park** A comprehensively planned commercial development with common functional characteristics that may contain a range of business activities in a number of buildings situated within a campus-like setting.
- **9.7 Collector Road** A road in the Municipal District of Rocky View which acts as a link between primary and secondary highways and/or other collector roads. A collector road may be either a major or minor roadway depending upon design and traffic volumes.
- **9.8 Conceptual Scheme** A plan for the subdivision and development of lands including, but not limited to, generalised land uses at the ¹/₄ section scale, rationale for the developability of the lands and internal road hierarchy. Conceptual Schemes contemplated by this Plan should be prepared in accordance with Municipal policy.

Conceptual Schemes contemplated by this Plan shall contain:

- i) a description of all lands contained within the Conceptual Scheme Area;
- ii) the proposed use of lands within the Conceptual Scheme Area;
- iii) proposed parcel size and density for the Conceptual Scheme Area;
- iv) the proposed internal road hierarchy;
- v) a servicing proposal including, but not limited to, public and private utilities for the Conceptual Scheme Area;
- vi) an infill overlay component to the overall design examining potential for future servicing and resubdivision of the lands;

- vii) any special policies that may be required to give guidance to the preparation of tentative plans of subdivision including, but not limited to, geotechnical, hydrological, hazard and/or environmental conditions with the Conceptual Scheme Area;
- viii) any other matters deemed appropriate by the municipality.
- **9.9** Construction Management Plan A program of activities that details the site management of all construction activity including, but not limited tom the management of construction debris and dust.
- 9.10 Council The Council of the Municipal District of Rocky View No. 44.
- **9.11** Deferred Services Agreement an agreement entered into by a developer/landowner, which is registered against the title (by caveat) and obligates the developer/landowner to tie-in to surface/public utility systems when they become available and/or economically feasible.
- **9.12 Development Plan -** A proposal for the development of lands over time that may include, but is not limited to: detailed site plan, topographic information, geophysical assessment, hydrological assessment, traffic impact assessment, environmental overview, phasing, community impact assessment, and an archaeological and historical impact assessment.
- **9.13** Direct Control District A district of the *Land Use Bylaw* that is subject to regulations established by Council for control over the use and development of a defined area and pursuant to the provisions of the *Municipal Government Act*.
- **9.14** Environmental Audit An evaluation of any adverse effects that may qualify the site as contaminated pursuant to the *Environmental Protection and Enhancement Act*, as amended from time to time.
- **9.15** Environmental Overview Refers to an area-specific study that may include, but is not limited to:
 - a. the identification and analysis of natural factors for the study area;
 - b. an evaluation of the potential impact that a subdivision or a development proposal may have on the factors identified; and
 - c. a program of avoidance and/or mitigative measures.
- **9.16** Horticultural Development The intensive growing of specialised crops, either enclosed or not, and without restricting the generality of the above may include:
 - a. greenhouses;
 - b. nurseries;
 - c. tree farms;
 - d. market gardens;
 - e. mushroom growing; and other similar uses.

- **9.17** Infill Overlay Means subdivision design that facilitates re-subdivision of the lots in to smaller parcel sizes.
- **9.18** Infrastructure Public and private utility systems in the Municipality that may include, but are not limited to, the transportation network, water supply, sewage disposal systems, stormwater management and other utilities.
- **9.19** Intensive Agriculture Any use of land, buildings, shelters, corrals or other structures for the purposes of confining, rearing and/or feeding livestock at concentrated numbers on a continuous basis and/or the intensive growing of specialised horticultural crops; excepting the wintering of a breeding herd.
- **9.20** Land Use Bylaw A bylaw of the Municipality passed by Council as a *Land Use Bylaw* pursuant to the provisions of the *Municipal Government Act* and intended to control, and/or regulate the use and development of land and buildings within the Municipality.
- **9.21** Land Use District One or more divisions of the Land Use Bylaw establishing permitted and discretionary uses of land or buildings with attendant regulations.
- **9.22** Livestock Confinement Facility A facility or intensive mode of operation that may include, but is not limited to, buildings, shelters, fences, corrals or other structures capable of confining, rearing or feeding a type of livestock at concentrated numbers on a continuous basis, excepting the wintering of a breeding herd.
- **9.23** Minimum Distance Separation A setback or buffer established between an intensive livestock operation and adjacent land uses intended to minimise potential land use conflict.
- **9.24** Municipal Government Act Refers to the *Municipal Government Act, Statutes of Alberta 1994, Chapter M-26.1* as amended from time to time.
- **9.25** Municipal Development Plan The Municipal District of Rocky View No. 44 *Municipal Development Plan* is the principal statutory land use plan for the entire Municipality, adopted by Council, in accordance with the provisions of the *Municipal Government Act*.
- **9.26 Municipality** The Municipal District of Rocky View No. 44 and, when the context requires, means the area contained within the boundaries of the Municipality.
- **9.27** Natural Features Includes landscapes that are found in their natural state and may be remnant, undisturbed, diverse or contain unique environmental characteristics.
- **9.28** Noise Exposure Forecast (NEF) Area An area adjacent to an airport in which the impact of noise resulting from the operations of aircraft to the airport has been estimated.

- **9.29** Operational Plan An outline of the operating practices proposed for a commercial proposal including, but not limited to hours and days of operation and the methods proposed for site management.
- **9.30 Plan** Refers to the Balzac East Area Structure Plan as adopted by Council and amended from time to time.
- **9.31 Private Utility** A utility service offered to the public by a private utility company or coop including, but not limited to, the provision of gas, electricity, water or telephone services.
- **9.32** Qualified Professional An individual with specialized knowledge recognised by the Municipality and/or licensed to practice in the Province of Alberta. Examples of qualified professionals include, but are not limited to, agrologists, engineers, geologists, hydrologists and surveyors.
- **9.33** Recreation Business Land Use A business land use in which recreational activities or tourist related services and facilities are offered and a fee is charged for use of the services and facilities.
- **9.34** Recreation Master Plan A non-statutory plan prepared by a Regional Recreation Board intended to provide for recreation needs within a portion of the Municipality.
- **9.35** Redesignation Refers to the reclassification by the Municipality of a land use designation in the *Land Use Bylaw* applicable to a specific area of the Municipality.
- **9.36** Residential Land Use A primarily residential land use in which auxiliary pursuits may be allowed dependent on the parcel size and/or proximity to other residences.
- **9.37** Storm Water Management Plan A plan prepared to adequately address on-site storm water retention, demonstrate that post-development flows equal pre-development flows, and the method of on-site containment during a 1:100 year storm event. Recommended Best Management Practices to improve water quality as well as water quantity should be included in a stormwater management plan.
- **9.38** Tentative Plan of Subdivision A proposal detailing a site-specific subdivision design that forms the basis for an application for subdivision approval.
- **9.39** Traffic Impact Analysis An area-specific study that may include, but is not limited to, an analysis and evaluation of:
 - a. the potential impact of a proposed subdivision and/or development on the existing transportation network; and
 - b. a program of future expansion and/or improvement of the transportation network to accommodate the proposed growth and to preserve the function and integrity of the network.

BALZAC EAST AREA STRUCTURE PLAN

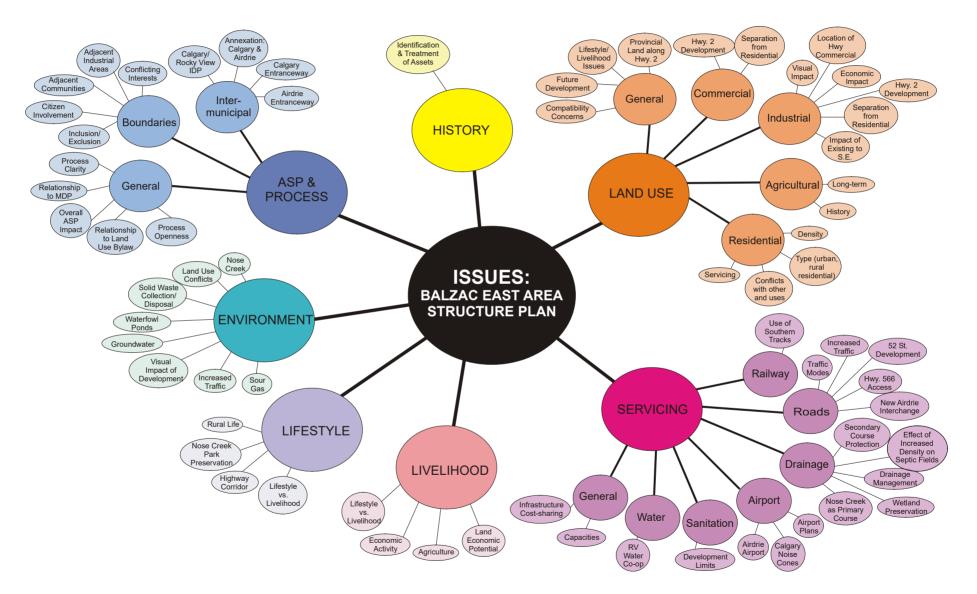
APPENDIX

The appendix portion of this Area Structure Plan contains background information to support the statutory policies contained in this Plan. While these appendices provide valuable technical information relating to the Plan Area, much of this information is based on available data at the time of writing. New information, however, may become available or some factors may be subject to change overtime and therefore, the information provided within these appendices should be used as a basis for further exploration in considering applications for redesignation, subdivision, and development.

APPENDIX A: PUBLIC PARTICIPATION – ISSUES AND COMMENTS RAISED

Figure 6: Mind Map

ISSUES



Balzac East Area Structure Plan - List of Comments Received

Participants at the June 24 Open House submitted the following comments (verbatim):

Are there any planning issues, or past comments you have submitted, that have not been identified or properly addressed?

• "Yes - the issue of 'opting out', - which is being avoided. Of the 10 quarters east of 52nd St., only one is presently subdivided into 3-40's and 2-20's. Most of the quarter holders do not want to be included in the ASP. With regard to 'opting out', I have raised this question on 2 occasions and I have yet to have a response from anyone."

• "I was out of the country on the date of your last open house (Mar. 25)"

• "We cannot stress enough the importance to us that under no circumstances should there be any Highway Commercial or industrial zoning on the east side of Highway #2 between Highway 566 and north to Airdrie."

• "Confirmation of opting out of the plan by landowners south of 566 if final plan is unsatisfactory - or - a 2 part ASP - Part A - North Side of 566, Part B - south of 566 with separate approval of land designation by landowners in each part."

A series of Maps identifying various features in the Plan Area has been presented. Are there any aspects of this series that require clarification?

- "Possible Airdrie Annexation"
- "Airdrie Interchange"

• "Provide existing land designations - i.e. small holdings, country residential, agricultural, etc."

• "Conceptual Map: No residences are shown! To build on an existing plan you <u>must</u> show all existing structures and property lines in detail then work with what you have left."

"Possibly how noise cone affects/limits what can be done on land"

• "On Conceptual Plan there is a proposed road under the big circle, will MD build this road?"

• "What kind of commercial development will take place on Highway 566 east of Highway 2?"

• "The maps do not seem to be accurate as to the size, in relation to the properties. Should be better defined for next meeting."

• "Please clarify commercial / recreational zoning to us."

• "What land use is permitted in the buffer zones? Reconfirm the Nose Creek Flood Plain - area on map seems too large."

Schedule 'A' of Bylaw C-5177-2000 of 111

The "Concept Plan" presents a first look at planning for the area based on existing conditions and identification of issues. I have reviewed the "Concept Plan" and have the following comments:

• "The portions of S 15 and 22 designated '2nd stage' residential break up the 'flow' of existing residential corridors and will likely impact services etc. in the near term (i.e. cost of development, control of overall density, etc.)

• "Lifestyle: We feel East Balzac S. Airdrie, North 566 East side Highway 2 should remain residential/agriculture. Commercial development - even along the highway is not compatible with residential/family lifestyles - a buffer zone is needed between residential and commercial. The highways make a natural buffer so does nose creek pathway (which is a sound environmental decision). Lifestyle/environmental/beautification entranceways all lend themselves well to developing the creek area as parkway/trail system to link Airdrie/Calgary - possibly Northern Alberta."

• "The highway on 566 is at least 20 years away. Provincial funding of infrastructure such as this is at a new low. The present (Highway 2 - Deerfoot) are adequate for at least 15 to 20 years. This is conceptualised in the far future!"

• "Several ratepayers have suggested the enlargement of the plan area to include the lands east of highway #2 which are presently semi developed with further commercial and residential development possible."

• "City people move out to acreage's and wants all the amenities of the city and who pays for it? ME the taxpayer. There should be no more parks, etc. (walkways on the Nose Creek) because this uses up good farmland (pasture land)."

• "Feel that the 2nd stage residential should be part of the existing residential and the 2nd and 3rd stages remain as you have them. *Note as indicated on previous correspondence road allowance from service road to 52nd Street NE."

• "Any land that exists bordering Highway #2 should be strongly considered for light commercial. These land owners really have no other choice agricultural? NO, Residential? NO, Recreational? sure, at whose expense?"

• "Include the provision to adjust the proposed land uses within the current noise cones when the requirements or NEF boundaries change."

I would change the following on the attached "Concept Plan" and my reasons are as follows:

• "NW 1/4 15 has a small area in '2nd stage' residential. This area is quite hilly and lends itself towards a 'country residential' classification. Co-op water is within easy access to support the higher density."

• "The ASP boundaries should include part of the West side not greater East side."

• "All unused lands along the Nose Creek should be protected green belt and used for park/rec. purposes (i.e. Golf Course)."

• "The future commercial plan for east of 36 St. on 566 on the northside is all residences and has been for some 20 years. This should remain residential. The land on the south side of 566 is nothing."

• "Future commercial on 566 is badly flawed. There are acreage's all along the north side of 566; which I am sure would not like commercial rezoning. Scrap this idea."

• "To preserve farmlands - a primary goal of the M.D. planning documents - should the agricultural areas south of SR 566 and east of highway #2 be excluded from the plan or,

Balzac East Area Structure Plan

Schedule 'A' of Bylaw C-5177-2000 of 111

at the least should they be confirmed as agricultural lands, not to be reduced in size and sold."

• "Suggest map be enlarged ie: 11x17 and re-mark areas closer to scale of what it is anticipated to look like ie: does the 'Future Airdrie Access' actually take up about 160 acres???"

• "Economics and politics will do that."

• "I would like to bring my property in the first phase of residential development. Because I am ready to go ahead with the development of my property as described on the attached sheet. I am only waiting for completion of the area structure plan. Sketch on the attached sheet is not to scale."

• "On the existing residential on the map, there is a place for future intensification. This should not be allowed to happen - only acreage's of 4 acres - not less should be allowed. The infrastructure will not handle the increase in traffic."

• "That the land in the corridor between Balzac and Airdrie on the east side of Highway #2 be zoned recreational and that no industrial or highway commercial be allowed in that zone EVER."

• Removal of the buffer zone along south railway as the area between the tracks and the utility corridor to the south should be a buffer zone. Clearer definition is required of the "Nose Creek Protected Area and Park." What exactly is planned here? Who will pay for maintenance of this area?"

Any other comments or suggestions?

• "The 'process' does not explain the 'public hearing'/by-law process of council. Also how this ASP will fit into the IDP in the event of annexation."

• "Architectural controls would be beneficial for the ASP because we do not want a slum area."

• "The Rocky View Water Co-op is important to us because it is our only source of good water. Commercial business should be required to use the Rocky View Water Co-op because the more people using it will bring our prices down.

• "We would like the roads maintained to keep up to the increase in development."

• "We do not want any plastic manufacturing or recycling business here."

• "No commercial use North of 566 or East of highway 2."

• "4 acre minimum acreage."

• "I also would like to see the service road accessed for any commercial development instead of the Balzac road or highway 566."

• "Does the East side of Balzac want to be part of Airdrie? Calgary? or Rocky View - if we are annexed what do we want our area to become; commercial/industrial trail or a continued natural rural family setting? Let's keep East Balzac residential/agricultural. Future commercial development belongs on the west side."

• "I have carefully reviewed the Bearspaw Area Structure Plan, included are '7' Notwithstanding Clauses each of which gives the M.D. Council the right to disregard the ASP. This plan didn't protect the residents of Bearspaw from the Burnco problem or the CDN 88 gas well proposal - will the Balzac ASP do any better? Notwithstanding clauses in Bearspaw ASP:

Schedule 'A' of Bylaw C-5177-2000 of 111

1. 7-1-2 Pg. 27 2. 8-1-5 Pg. 29 3. 8-1-10 Pg. 30 4. 8-1-17 Pg. 32 5. 8-2-5 Pg. 34 6. 8-5-11 Pg. 35 7. 8-5-11 Pg. 49"

• "The use of the term 'Concept Plan' in this document and as used in the developing Municipal Development Plan do not seem to have the same meaning - could this lead to confusion?"

• "To carry out the goal of the M.D., perhaps the plan area should be confined by highway #2 to the west, #566 to the south, the east sides of sections 15, 22, 27, and the south halves of sections 26, 27, and 28."

• "Would like to see written attachments to describe each area identified in more detail (similar to the format used in the 'Draft' MD/COFC IDP 1998 May 11)."

• "This appears to me as a make work project. Rocky View taxpayers as a whole should not be required to finance special areas that seem to think they need special attention. The East Balzac Area should pay entirely on their taxes for this exercise."

• "When an area structure plan is being developed, besides housing etc. the state of the roads and the amount of traffic should be included in the plan. Taxpayers should never have to fund the cost of new roads just because the ASP is put in place with no thought to traffic. I am SICK of paying taxes!"

• "We as residents of Balzac would support industrial and highway commercial if it was on the west side of number 2 highway as it is not built up yet. Residential on the east side of #2 highway - no commercial highway zoning from 566 north to Airdrie."

Note: this is my proposed road allowance from Service Road through to 52 Street NE."

• "Since the airport noise cone ties the hands of people in it to a greater degree, these land owners should be met with separately and given some special consideration. *Also, traffic lights on the corner of #566 and 36th Street are a must for obvious reasons."

• "Include the right to protect the value of assets of large landowners in the plan by provision of the right of final written approval of the proposed land use, for their lands."

APPENDIX B: ENVIRONMENTAL CONSIDERATIONS WITHIN THE PLAN AREA

Schedule 'A' of Bylaw C-5177-2000 **Page 95 of 111**

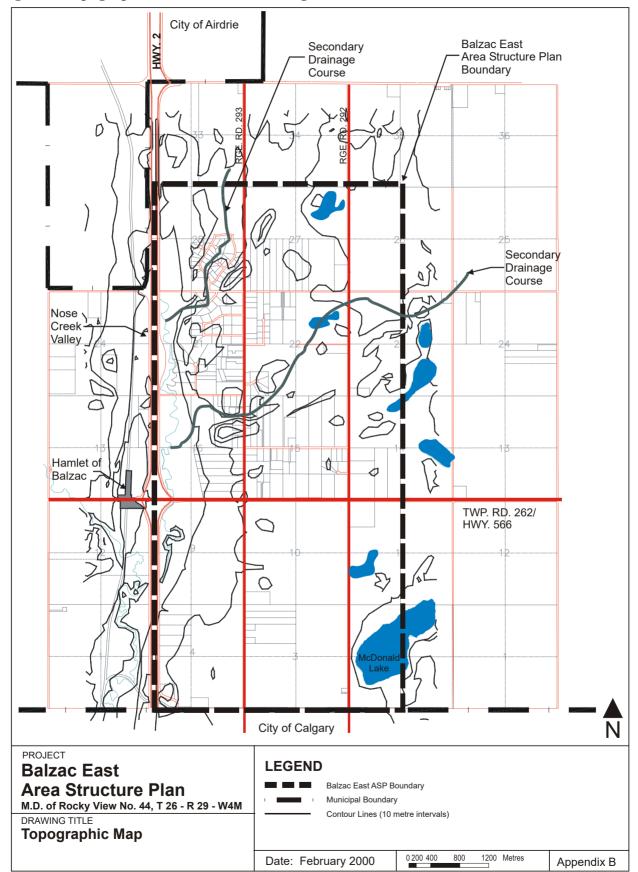
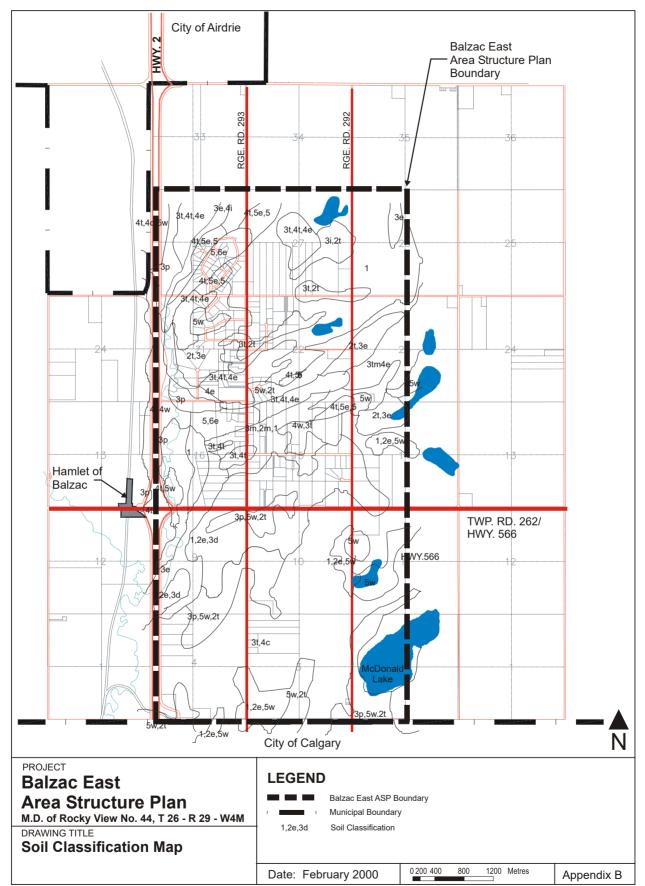


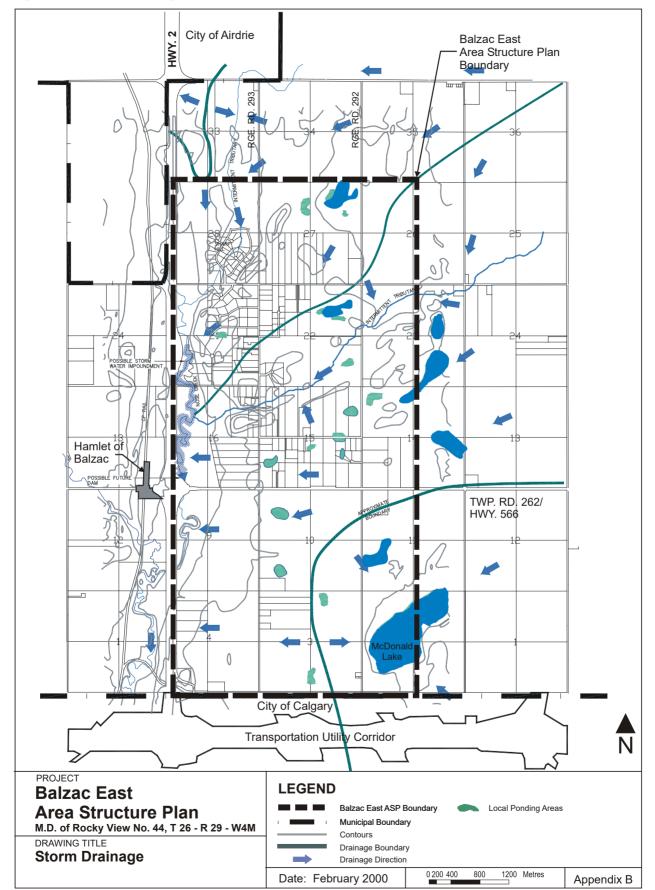
Figure 7: Topographical contour and drainage courses

Figure 8: Soil classification



Schedule 'A' of Bylaw C-5177-2000

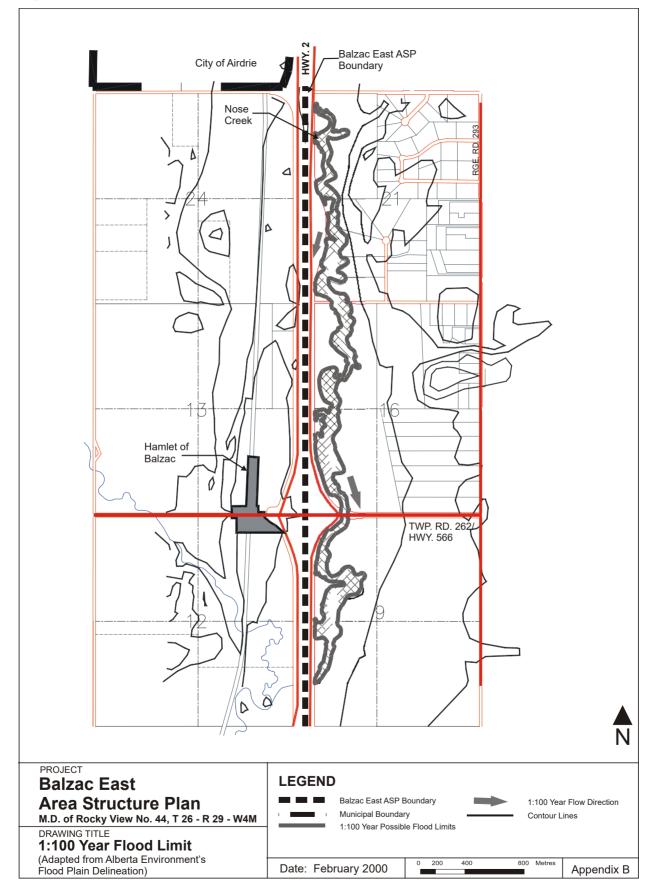
Figure 9: Storm drainage



Balzac East Area Structure Plan

Schedule 'A' of Bylaw C-5177-2000 of 111

Figure 10: 1:100 Year Flood Limit



APPENDIX C: INFRASTRUCTURE SERVICING

C.1 The City of Calgary / M.D. of Rocky View Transportation System

The City has developed a network of alternating freeways / expressways and major streets spaced approximately 1 mile to 1 $\frac{1}{2}$ miles apart. Approximately $\frac{1}{2}$ mile south of the southern boundary of the Plan Area, the Province of Alberta has a dedicated transportation and utility corridor. It will be used to develop Stoney Trail in an east / west direction and the East Freeway in a north / south direction. The East Freeway will be located $\frac{1}{2}$ mile west of the City limit.

Between Deerfoot Trail (Highway 2) and the East Freeway there are proposed two other long-term north / south roadways. The 36 Street East roadway ("Road A") located 1 ½ miles east of Deerfoot Trail is planned to be an expressway / freeway which will only be accessed via grade separated interchanges. The right-of-way is planned to be approximately 60 meters. Due to the easterly shift of Deerfoot Trail near the north City limit, 36 Street East may be downgraded north of Stoney Trail to a four-lane major divided road with a right-of-way reduced to 36 meters. The right-of-way requirements have not yet been finalised by the City.

A north / south running four-lane major divided road is planned between 36 Street N.E. and the proposed East Freeway. This road will be designated within the City as 60 Street East and will be aligned with 52 Street N.E. in the Plan Area.

For planning purposes, the City has designated 144 Avenue N.E. a fourlane major divided road with a 36 metre right-of-way.

C.2 Rocky View Water Co-op Ltd.

The Rocky View Water Co-op Ltd. provides service to its members in the Balzac, Simons Valley, and Bearspaw areas just north of the City of Calgary. The system has been developed on a "user-pay" basis. Membership fees are currently \$12,000 per connection. Any additional construction or related costs associated with service extension (i.e. surveys, water mains, curb stops, service lines) are borne by the applicant (or developer).

The Rocky View Water Co-op Ltd. has taken the position that they will provide service to any given area within relatively close proximity to their system, provided the applicant (or developer) pays the costs to extend service and upgrade the Co-op system.

C.2.1 Development of the Co-op

The original system was constructed in 1992, spawned by concerns among acreage owners in the Balzac area, given their poor groundwater supplies. In 1991, the Co-op made initial application to the City of Airdrie to tie into the 900 mm (36 inch) main supply line which runs from Calgary to Airdrie along the west side of the CPR railway track, west of Highway 2. The application was turned down, due to concerns from the City of Calgary about limiting development in the area.

The only viable source of water was determined to be an independent supply from the Bow River in the Bearspaw area, 12 miles west and 7 miles south of Balzac. To assist in financing the long pipeline requirements, the Co-op expanded to include service to the Simons Valley and Bearspaw areas.

In 1992 a raw water reservoir, a water treatment plant, and over 130 kilometres of distribution lines were constructed. The initial phase of the system was built to service 630 tie-ins, with oversizing of the mains assisted by a debenture from the M.D. of Rocky View. In order to service the ultimate build-out capacity, additional upgrades to the treatment plant and treated water storage capacity are required. The system does not provide fire flows, except to the Church Ranches subdivision immediately adjacent to the treatment plant.

C.2.2 Capacity

The Rocky View Water Co-op system has been designed to service up to 2,000 connections, with the approximate distribution of service as follows (based upon 1993 figures):

Service Area	<u> Ties (build-out)</u>
Bearspaw Area	1,540
Simons Valley Area	110
Balzac Area	350

Build-out was anticipated to occur within 10 to 20 years of construction, depending upon growth in the three service areas. Specific service area boundaries have not been established by the Rocky View Water Co-op Ltd. For information purposes only, the area within one mile of the Co-op main lines has been illustrated in Drawing 2. Service can be extended beyond this area. Based upon the topography within the Balzac East, Co-op service could be extended to any point within the Plan Area.

Balzac East Area Structure Plan

Schedule 'A' of Bylaw C-51/7-2000 **Page 102 of 111**

The Co-op system is a flow limited system which limits flow to 0.38 l/s (5 lgpm) at each connection. A flow limiter, water meter, and pressure reducing valve is installed within each house.

The Balzac area is fed via a 200 mm (8 inch) gravity main from a reservoir in Simons Valley. Static pressures within the Plan Area can vary from 105 to 155 psi. Individual pressure reducing valves in each home reduce the pressure below 75 psi.

In order to achieve the full build-out capacity required in the Balzac area, a treated water reservoir and pumping station will have to be constructed in the north east quarter of Section 16. Given the current growth in the area, this could be required within the next three years. The Co-op has yet to determine the mechanism for financing this addition. Given their current policy, the cost would likely be borne by any new developments which impact the system such that the reservoir is required. This will be reviewed by the Co-op board.

From discussions with the Co-op staff, the per capita demands of the system have been lower than originally forecast in the system design. This would allow more users to tie into the system than planned. The capacity of the 200 mm main from Simons Valley could service 50 to 100% more users than the 350 planned, but may require additional upgrades to the Co-op system upstream of Simons Valley to achieve this. The ultimate capacity to Balzac, beyond the 350 already planned, would have to be confirmed by the Co-op.

C.3 City of Airdrie Transmission Mains

The City of Airdrie receives treated water from the City of Calgary via a 900 mm (36 inch) transmission main which runs parallel to the west side of the CPR tracks approximately 400 meters (1/4 mile) west of the Plan Area, on the west side of Highway 2. Pressure in the main is approximately 50 to 60 psi.

An older secondary 350 mm (14 inch) transmission main feeds Airdrie from Calgary along 15th Street in the M.D. of Rocky View (8th Street in Airdrie) approximately one mile west of Highway 2. Pressure in this main is currently higher than the 900 mm main, but will be reduced to that of the 900 mm main in the near future. The Province installed this line, with control currently being transferred to the City of Airdrie.

The transmission mains have a capacity equivalent of 40,000 people or approximately a 25 to 30 year horizon given current growth rates.

There are few users tied to either transmission main between Calgary and Airdrie. The current agreement between Calgary and Airdrie is such that:

- a) The City of Airdrie owns and operates the transmission mains,
- b) Application for ties to the lines would be to the City of Airdrie,
- c) The City of Airdrie would review the impact of the tie on its future capacity,
- d) The City of Calgary would have to approve any request for connection to the mains.

From discussions with both the City of Airdrie and the City of Calgary staff, the current policy adopted to date regarding ties to the lines is:

- a) City of Calgary Council policy has been to not supply *unincorporated* areas or users,
- b) The extension of water service to a municipality is dependent upon proper handling of sanitary flows. This has typically meant water extensions from the City of Calgary must be accompanied by a similar connection of sanitary service back to the City.
- c) The City of Calgary's standard acreage assessment would be charged to the municipality, less a negotiated amount for the end users provision of feeder mains, storage and pumping facilities. The current assessment for water is \$3,500 per hectare. This is being reviewed and is likely to increase.
- d) Negotiations would be required with the City of Airdrie to determine the water rate structure.

In the past, the City of Calgary has restricted extension of its utilities outside of its limits as a means of development control, protecting its longterm growth corridors and supporting the philosophy that intensive water users should be located in an urban area. The City's perspective is that rural residential and non-residential uses should be supported by a rural level of services. Balzac East Area Structure Plan

The reasons for granting connections outside the City limits to date include:

- a) to resolve servicing capacity problems within existing incorporated urban centres (i.e. Airdrie);
- b) to safeguard Calgary's raw water sources (i.e. Cochrane sewer line agreement);
- c) to provide for fire protection and processing need (i.e. Petrogas);
- d) to improve health facilities for public functions (i.e. Spruce Meadows); and
- e) to secure easements for trunk lines (i.e. Airdrie trunk line).

Although these rural connections were not supported by the City they were negotiated between the Province / City of Airdrie and affected landowners.

Historically, requests for rural residential service connections have been consistently refused. In June, 1991 the M.D. of Rocky View submitted a request to service 105 existing and 230 future rural residences in the Balzac area. The request was turned down by City of Calgary Council. The City's current policy will consider service to specific non-residential uses, where the location in a rural area is deemed to be necessary and in the City's best interest (i.e. Petrogas).

City of Calgary staff recently indicated there *may* be more flexibility with these policies in the future, especially considering the current attitudes toward self-funded utilities and the reality that development has proceeded even without City services (such as within the Balzac East area). It remains likely that the M.D. of Rocky View would again have to make application on behalf of the entire Balzac East area for any future ties to the Calgary / Airdrie lines.

Should permission be granted to tie into the Airdrie transmission main, a reservoir and pump station would likely be required, especially if fire protection is a consideration. A distribution system with bored crossings of both Highway 2 and the CPR track would also be required.

C.4 Water Conservation

Within the Plan Area, water is limiting factor to development. In order to maximise the existing water resources, consideration should be given to water conservation techniques. Alberta Environment, as well as Alberta Transporation through their grant funding program, both encourages water conservation techniques. Balzac East Area Structure Plan

Such techniques can include both structural and non-structural techniques. Structural techniques include a range of physical devices such as water meters, rain barrels, flow limiting showers, water saving toilets, and grey-water recycling devices. The Rocky View Water Co-op Ltd. is a metered and flow limited system.

Non-structural techniques include broader policies adopted by both the water supplier and consumer. These can include water rate structures based upon actual consumption (versus flat rates) which promote reduced demand and education programs that aim to promote water conservation techniques. Education programs can be incorporated into schools, and can encourage simple concepts such as the planting of native prairie grasses, which are lower water users than typical lawns.

C.5 Fire Protection

The Plan Area is serviced by 911 emergency services, with an emergency locator system set up for each individual property. Fire protection for Balzac East area is contracted by the M.D. to the City of Calgary Fire Department. Response is from stations in north Calgary.

Due to the length of the system, the Rocky View Water Co-op Ltd. cannot economically provide fire flows through hydrants to the area. As such, only pumpers with tankers can respond to a fire. The only means of adequately providing fire flows to hydrants within individual country residential lots would be to construct a reservoir with a standby fire pump within each subdivision. Depending upon the level of protection and size of subdivision, the reservoir required would be in the order of 180,000 to 550,000 litres (40,000 to 120,000 Igal). Distribution mains would be a minimum of 150 mm and more likely 200 mm given the long lengths of pipe between services. Due to the low density of country residential subdivisions, this level of service is cost prohibitive. In addition, with a large number of these private systems in place, the proper long-term operation and maintenance of the mechanical systems would be a concern.

A second means of providing fire protection within country residential subdivisions is through the use of in-house sprinkler systems. While these are more costeffective, the impact of such systems on a domestic water system, such as the Rocky View Water Co-op system, have yet to be determined. The M.D. of Rocky View fire department is currently reviewing this option.

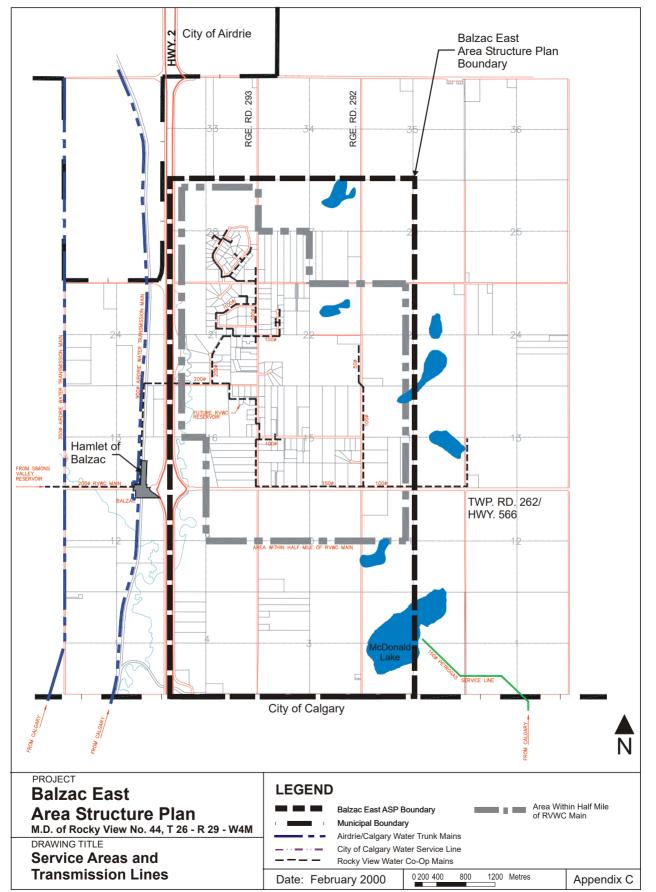
The current policy of assuring proper emergency vehicle access in the subdivision approval stage should be continued.

Figure 11: Utility Services



Schedule 'A' of Bylaw C-5177-2000 of 111

Figure 12: Service Areas and Transmission Lines



Balzac East Area Structure Plan

Schedule 'A' of Bylaw C-5177-2000 of 111

Figure 13: Sour Gas Pipeline Locations

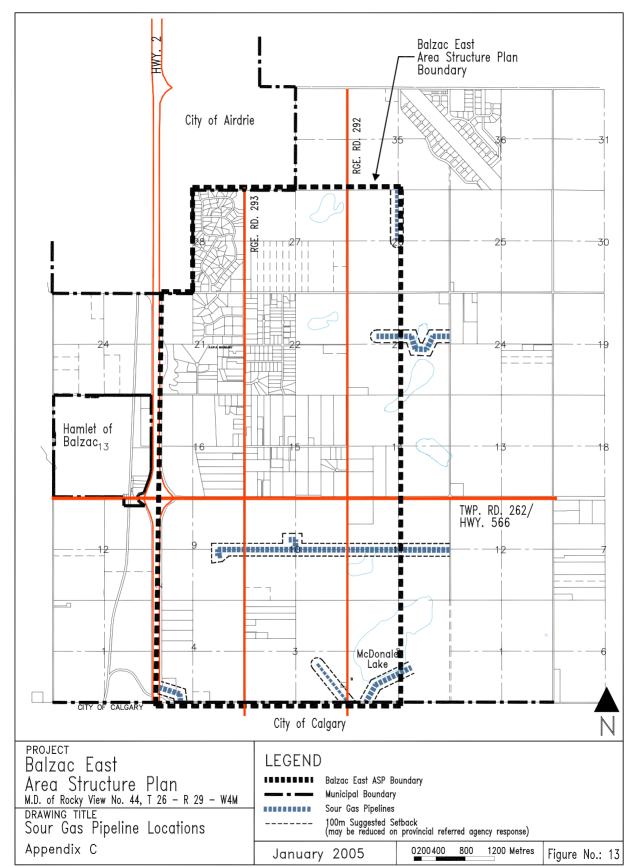
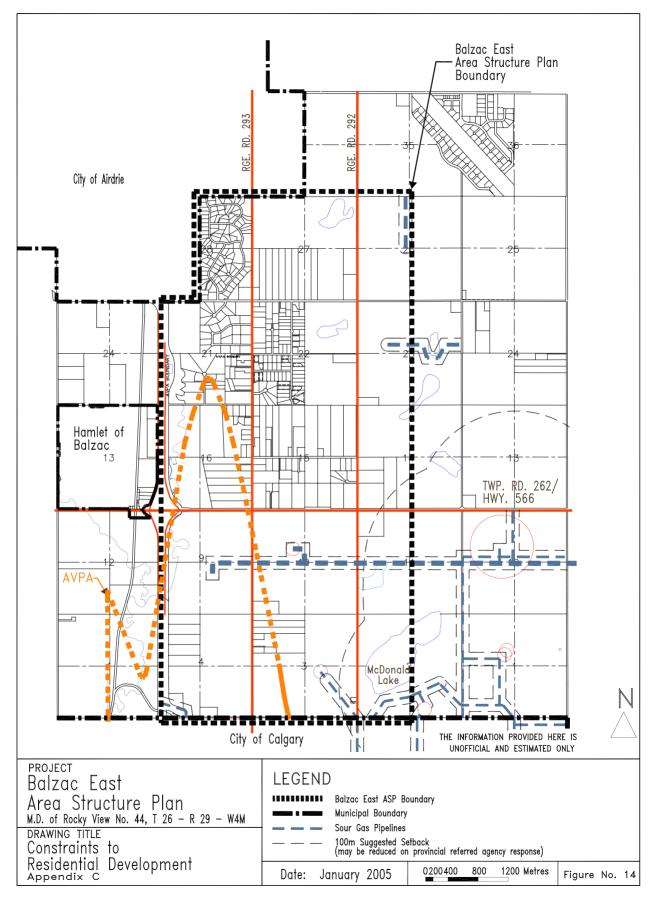


Figure 14: Constraints to Residential Development

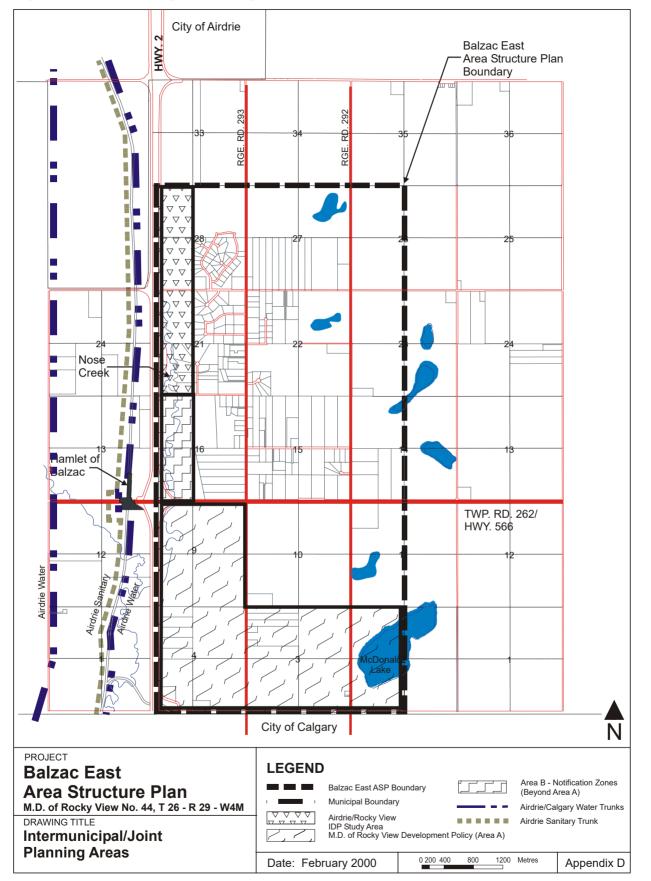


APPENDIX D: INTERMUNICIPAL DEVELOPMENT PLAN AREAS

CITY OF CALGARY / M.D. OF ROCKY VIEW AND CITY OF AIRDRIE / M.D. OF ROCKY VIEW

Schedule 'A' of Bylaw C-5177-2000

Figure 15: Intermunicipal Planning Areas





June 3, 2021

City File: RV21-06 County File: N/A

Department of Planning and Development Rocky View County 262075 Rocky View Point Rocky View County, AB, T4A 0X2

SUBJECT: Proposed Balzac East Area Structure Plan Amendments

Dear Jessica Anderson,

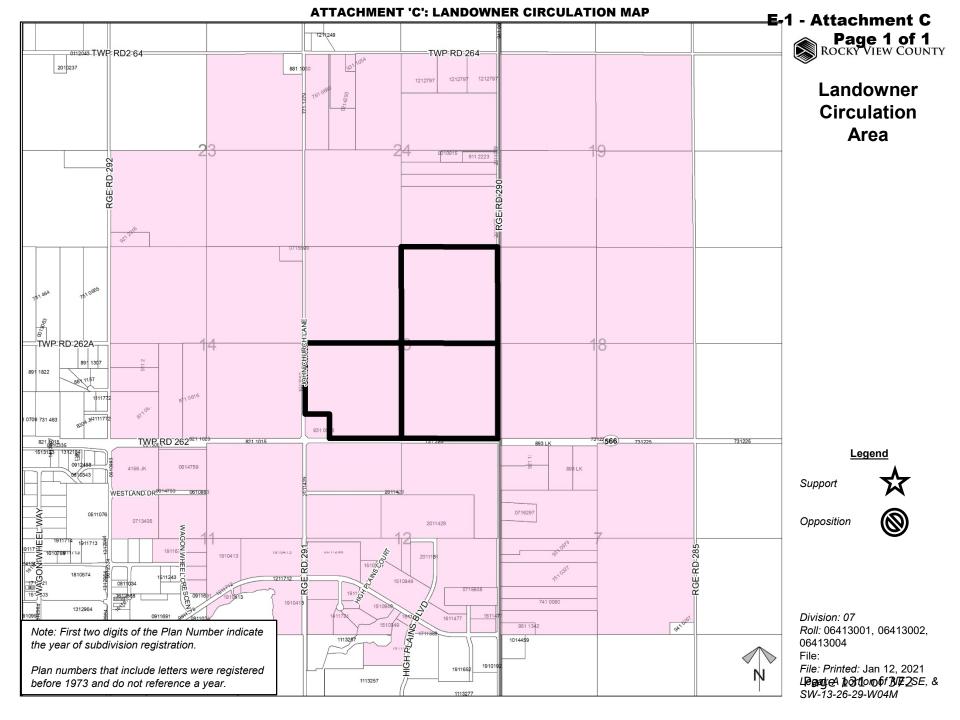
The City of Calgary has reviewed the above noted application in reference to the *Rocky View County/City of Calgary Intermunicipal Development Plan (IDP)* and other applicable policies. The City of Calgary provides the following requests and comments.

- Provide a TIA in support of proposed industrial densification in the area. The TIA should reflect buildout of the ASP amendment and all other nearby County development. The TIA should specifically identify any downstream transportation impacts on City and or Regional infrastructure (Highway 2, Stoney Trail and nearby connections and interchanges. Any impacts should be mitigated through specific funding for improvements required to support the plan.
- Increased densification should be supported by public transit as per guidance in the regional growth plan. How would the proposal tie into regional or other forms of transit?
- Policy to support transit is lacking in the amendment. There is policy contained within the ASP, however, it doesn't apply to the amendment area. This should be addressed.
- The City suggests that the road network in the entire plan area should allow bus service to connect the area to the future planned Country Hills and 128 Avenue Blue Line Stations and that bus zone locations can be determined at the Local Plan stage.
- Suggest adding ASP policies which reflect considerations in the proposed Transit Service Plan for how to serve the plan area with transit. For example, the Transit Service Plan should address potential transit corridors, connections to Calgary Transit's Blue Line LRT and MAX service, and options for the evolution of transit service. This information should be reflected in ASP policies and in ASP maps.
- The City does not support the use of irrigation as an interim stormwater management solution due to the environmental risks associated with this practice. If RVC insists on using this solution to manage stormwater The City would suggest an ongoing monitoring program that ensures water quality is maintained and that stormwater is treated to a suitable level prior to discharge through irrigation.
- The proposed lands fall within the Nose Creek Watershed and shall adhere to the requirements of the Nose Creek Watershed Water Management Plan as approved by RVC Council in 2019.

If you have any further questions, do not hesitate to contact myself. Yours truly,

HAL

Matthew Atkinson Planning and Policy Strategist | Strategic Initiatives Calgary Growth Strategies The City of Calgary T 403-333-6994 PO Box 2100, Station M, Calgary, AB Canada T2P 2M5





PLANNING POLICY

TO: Council

DATE: June 29, 2021

TIME: Morning Appointment

FILE: 1015-450

APPLICATION: N/A

DIVISION: 4

SUBJECT: Adoption of proposed Bylaw C-8172-2021 (Shepard Industrial Area Structure Plan)

POLICY DIRECTION:

Direction for preparation of this Area Structure Plan (ASP) came from the Terms of Reference adopted by Council on July 28, 2020; the ASP has been prepared in accordance with that Terms of Reference and with Section 633 (1) of the *Municipal Government Act* (MGA). The Plan was assessed against the Interim Growth Plan (IGP), Rocky View County / City of Calgary Intermunicipal Development Plan (IDP), the County Plan, and Land Use Bylaw.

EXECUTIVE SUMMARY:

The draft Shepard Industrial ASP is being proposed to guide future redesignation, subdivision, and development proposals in the Plan area. Council gave first reading to Bylaw C-8172-2021 on April 27, 2021. Since first reading, the ASP has been amended taking into account feedback from stakeholders and Administration.

The ASP provides the framework for 773 hectares (1,910 acres) of land proposed to be a major industrial, business, and employment hub situated in the southeast of Rocky View County. The study area is located immediately east of Range Road 284, north of the CP Rail mainline right-of-way and south of the abandoned rail right-of-way that exists approximately a half mile north of Township Road 232. The eastern boundary is Range Road 282.

The Shepard Industrial Area would provide a mix of industrial land uses, including a possible major intermodal industrial complex and complementary business land uses. This plan outlines future land use, development phasing, transportation, environmental protection, emergency services, general design, and utility service requirements, to accommodate future industrial and business growth.

In support of the ASP process, the proponent prepared technical studies to examine transportation, water and wastewater servicing, stormwater management, environmental considerations, and historical resources for the area. The technical policies of the Plan provide guidance for technical and infrastructure requirements as local plans, redesignations, and subdivisions are prepared.

The plan falls within the City of Calgary/Rocky View County IDP area and is identified as a Calgary Growth Corridor. While no policy in the IDP explicitly prevents the County from adopting lower-order statutory plans within a City growth area, the purpose of identifying growth areas for each municipality was to ensure that the City and County had security in planning for future growth. These corridors were adapted from the 2006 Annexation Agreement and supported by each municipality. Council may wish to consider Calgary's strong opposition to this ASP proceeding, and the intent of the IDP and Annexation Agreement in determining this ASP.

The Plan was assessed against the Interim Growth Plan, Rocky View County / City of Calgary Intermunicipal Development Plan, and the County Plan. Overall, Administration finds that the application does not align with the Intermunicipal Development Plan or the County Plan.



ADMINISTRATION RECOMMENDATION: Administration recommends refusal in accordance with Option #2.

OPTIONS:

Option #1:	Motion #1	THAT Bylaw C-8172-2021 be amended in accordance with Attachment A.
	Motion #2	THAT Bylaw C-8172-2021 be given second reading, as amended.
	Motion #3	THAT Bylaw C-8172-2021, as amended, be referred to the Calgary Metropolitan Region Board for approval.
Option #2:		THAT Bylaw C-8172-2021 be refused and the Shepard Industrial Area Structure Plan Terms of Reference be rescinded.

BACKGROUND:

The ASP project was led by Simpson Ranching LTD (the majority landowner in the area) and Shepard Development Ltd; they engaged MVH Urban Planning & Design Inc. and IDEA Group Inc. to assist in the preparation of the Plan. The ASP proposes a regional industrial, business, and employment centre to serve Rocky View County and the Calgary region.

Key points from the Terms of Reference that guided the development of the ASP include the following:

- To develop a land use strategy including sequencing for future redesignation, subdivision, and development of lands;
- To determine appropriate integration and transition policies for adjacent land uses and municipalities;
- To identify potential servicing options for existing and future development;
- To explore phasing in conjunction with a review of the boundary of the ASP to accommodate growth projections, and to implement an appropriate mechanism for phasing growth;
- To identify possible pedestrian linkages to ensure the development of a cohesive community; and,
- To identify key environmental and natural features within the Plan area and suggest methods to uphold their form and function.

The proposed Shepard Industrial ASP addresses each of the above points and provides the minimum policy and technical framework to meet the terms of reference. If approved, the Shepard Industrial ASP would provide policy guidance for the preparation of local plans (conceptual schemes and master site development plans) and subsequent applications for redesignation, subdivision, and development within the Plan area.

PLAN PREPARATION:

The Plan was prepared through a collaborative planning process that began in July 2020 and resulted in a draft Plan in spring 2021. Landowners within the study area, stakeholders, and agencies such as Alberta Transportation were engaged at key intervals in the Plan's development.

A critical component of plan preparation included the development of supporting technical studies to examine transportation infrastructure, water and wastewater servicing, stormwater management,



environmental considerations, and historical resources. These studies were also made available for review and comment by landowners, residents, and stakeholders as part of the process.

PUBLIC ENGAGEMENT:

The public engagement component of the Plan included a mail-out to adjacent landowners notifying them of the project and a virtual open house on February 24, 2021 where the draft was presented. The materials from the event were posted to the County webpage, including a Q&A document that provided some responses to the feedback received during the Open House.

All landowners within and adjacent to the Plan area were notified of the public hearing.

The level of engagement proposed for this project was outlined in the Terms of Reference as follows:

• To implement effective, inclusive and transparent community engagement;

Although engagement on the project may technically satisfy the above requirement, it is not consistent with ASP development in the County generally. Administration advised the proponent early on in the project that, at a minimum, engagement would typically include three open houses, coffee-chats, survey's, mapping exercises, circulation of land use options, opportunities to inform the draft ASP and to comment on the draft ASP prior to completion. It is noted that compressed project timelines and Covid-19 restrictions necessitated a modified engagement process with respect to the limited engagement events and in-person interactions.

PLAN CONTENT:

The overall development intent for the Shepard ASP is to create a large-scale employment hub that builds on the strategic location adjoining the CP Rail corridor and provides numerous development opportunities for the region's business community and global logistics operations.

Land Use Concept

The Land Use Concept establishes key planning areas and overall site patterns that will guide the development and design of subsequent local plans. The Land Use Concept is based on four land use types: small lot industrial, flex lots, heavy industrial, and commercial.

Small Lot Industrial (Light & Medium Industrial Use)

Approximately 57 acres of land is proposed for the Small Lot Industrial areas. Lots in these areas would vary from 2.47 to 15 acres in size. These areas would provide a transition zone from the boundary of the city of Calgary towards the commercial areas in the central area of the ASP. A range of industrial development types would be connected by a suitable road network, integrated with pathways and ponds, and accessible from major highways. The light and medium industrial areas aim to provide for local and regional employment opportunities and promote financial sustainability in the County. It is intended that these areas would primarily serve uses such as distribution logistics, warehousing, transportation, industrial services, construction, manufacturing, and industrial storage. Limited small-scale commercial uses may be included to serve the development at the discretion of the County.

Flex Lots

The northern 835 acres of the site is dedicated to the flexible lots, which will accommodate light or medium industrial uses. Lot ranges begin at 2.47 acres and larger lots would be accommodated depending on the potential developer and associated tenant needs. The flexible lots provide a general configuration of 20 acre lots that be either subdivided further into small lots or consolidated into large lots depending on the future market demand. These lots will align with the existing quarter section grid configuration of the site and the master road network with the opportunity to divide into lot sizes that respond to the market and developer/tenant aspirations.



Large Lot Industrial

The Large Lot Industrial areas are proposed to encompass approximately 783 acres of land in the southern portion of the Plan area. These lots range in size beginning at 60 acres. These areas would primarily support medium industrial uses. Locating the medium industrial uses in this location places them adjacent to the existing CP rail in keeping with the heavy industrial character of the area. The Large Lot Industrial area would provide a transition from the CP rail to the lighter industrial by encouraging marshalling yards and associated industrial activities. The CP rail also acts as a transition between the medium industrial uses on site and the residential rural development south of the Plan Area. Industrial uses that may have offsite impacts would be strategically located and impacts minimized through site design, a required 30 meter buffer zone, and other conditions at Council's discretion.

Commercial

Approximately 13 acres of land is identified for commercial uses. The commercial area is located near the central area of the ASP at the southeast corner of the intersection of Township Road 232 and Range Road 283. The commercial zone is strategically located along the primary travel and transportation routes to support both the highway traffic and the growing Shepard Industrial area. The commercial area will complement the design of the surrounding industrial uses and will include developments such as gas station, restaurant, and coffee shop type commercial uses. The commercial node aims to provide for the growth of local and regional employment opportunities, contributing to the ASPs objective of being a regional and local Employment hub. The commercial area will act as a transition from industrial land uses along the west of the development to the existing rural agricultural land uses as the plan evolves through the phases of development.

The land use strategy set out in the proposed ASP is generally based around lot sizing rather than uses, as is more typical practice for County ASPs. The intention of the lot size approach proposed in the draft ASP is that while industrial and commercial uses are often achieved through a variety of lot sizes, some uses (particularly medium or heavier industrial uses) tend to locate on larger lots to accommodate development form and function of such businesses. It is noted that industrial uses are available in both the Small Lot and Flex Lot areas of the Plan. Heavy industrial uses are to be focused in the Large Lot areas concentrated around the railway.

Although the land use scenario offers direction in terms of lot sizing, it is somewhat ambiguous with respect to the form of development (type of industrial uses) that are available within each land use area. The intent is to remain flexible to respond to the future industrial market and offer a range of locations, lot sizes and uses within the Plan area to respond to market demand over time. Further refinement of the land use strategy would occur at local plan stage in response to market demand and extension of servicing and transportation infrastructure. Where the proposed ASP framework is quite broad, much of the decision making is deferred to the local plan stage which limits specificity in the supporting technical reports for the ASP itself.

TECHNICAL SUPPORT:

Five technical studies were prepared to support the ASP:

- Water and Wastewater Servicing Study
- Stormwater Management Report
- Environmental Screening
- Transportation Impact Assessment
- Historical Resources Overview

The studies identify future infrastructure needs and required upgrades across the entire plan area to support the proposed land uses based on preliminary assumptions. They guide the policies in the ASP and provide a technical framework for future planning stages. As local plans are prepared by



development proponents, detailed technical studies would be required to align with and solidify the above studies.

The servicing, stormwater, and transportation policies have been prepared to provide the appropriate technical aspects to support the Plan and for future implementation of infrastructure as development proceeds. Required infrastructure and servicing acquisition, construction, and upgrades would be the responsibility of the development proponent, who would also be required to pay all applicable County infrastructure levies. A general description of proposed infrastructure for the Plan area is provided below.

Servicing (Water and Wastewater)

In support of the ASP, a technical assessment of water and wastewater servicing options was completed. The assessment aims to determine if a cost effective servicing system that provides efficient, economic, and sustainable municipal services is feasible for the Plan area. The Servicing Study provides an overview of the options available to service the Plan area and the upgrades required to support the full build-out of the Plan area.

The Servicing Study proposes that the Plan area would receive treated water from Langdon Waterworks via an extension of the current servicing from Langdon. To support the proposed development at full-build out, the Langdon Water Treatment Plant would require upgrades to the pumping power and booster station. The Servicing Study notes that the Plan area will require a reservoir and a booster station to meet the water and fire capacity requirements. A proposed Water Transmission Main (WTM) along Twp. Rd 232 would connect to a new water storage reservoir within the ASP area to meet the projected water demand. The WTM will be sized at the onset to ensure that all phases can be developed without the need to further upgrade the WTM. Subsequent approvals and expansion of the current servicing area would be required as development proceeds.

The Servicing Study proposes to direct wastewater to the existing Langdon Wastewater Treatment Plant (WWTP). The Langdon WWTP would require additional upgrades to those already underway to meet the expected demands for the Shepard Industrial ASP area. In addition, the current Rocky View County Wastewater Levy Bylaw does not include the ASP area as a potential service area for the Langdon WWTP and would have to be updated to accommodate development. Subsequent approvals and expansion of the current servicing area would be required as development proceeds.

The ASP would require two major sanitary catchment areas, with each catchment area requiring a lift station. The two catchment areas would be serviced by a single sanitary force main (SFM) running along Twp Road 232 and connecting back to the Langdon Wastewater Treatment Plant.

The implementation of the proposed servicing strategies would be dictated by market demand and the progression of the development with the ASP area. If development proceeds in advance of the proposed piped infrastructure being completed, the interim proposal would consist of a truck-in water and truck-out wastewater solution. Policy 17.1.1 requires that full piped servicing shall be installed following approval of the first Local Plan within the Industrial Large Lot area.

Stormwater Management

The Stormwater Management Study (SMS) provides a high-level overview and analysis of the predevelopment stormwater flow volumes, pre-development catchment areas, post-development stormwater retention and release options, and the location and size of future stormwater retention ponds and conveyances. As part of the subsequent planning process, a more detailed stormwater management analysis and reporting will be required as development phasing details are determined.

The project area is divided into two distinct catchments areas: the west portion of the ASP area within the Shepard Regional Drainage catchment area and the east portion belongs to the Bow River catchment area. The Shepard catchment area drains off-site into a wetland west of the ASP boundary. Post-development flows will continue to flow into the wetland; however, the site will increase in overall imperviousness due to development, increasing the stormwater runoff within the catchment areas. A



storm pond system will be required to provide sufficient storage to decrease the post-development peak flow rate. The existing Bow River catchment area is self-contained and assumed to be zero discharge currently. The stormwater facilities would utilize natural low-lying areas for stormwater storage with a network of ditches and pipes conveying water to either the Shepard Regional Drainage corridor or the establishment of a stormwater outfall to the Bow River.

Environmental

Tannas Conservation Services Ltd. (TCS) performed a desktop Environmental Screening of the area to identify potentially environmentally sensitive areas and constraints. The key components of the desktop review included major land uses, vegetation, wildlife, hydrology, wetlands, topography, geology, pedology, and archaeology. Anticipated impacts to each component were summarized based on preliminary design information and took into consideration standard mitigation measures that are recommended for the project.

Due to the potential for impact on wetlands, wildlife, and vegetation, it is recommended that a Biophysical Impact Assessment be completed with future development approvals. A more detailed analysis of project impacts and recommended mitigation measures would be provided at this stage once more design details are known.

Transportation

The transportation network would be developed in a manner that is safe, functional, and efficient. The network should integrate development within the Shepard area, and provide regional opportunities for active transportation and consideration for future public transit.

For Phase 1 of the TIA, a preliminary assessment of the development concept was conducted to confirm the feasibility of the development. The goal for the short-term and interim scenario analysis is to confirm the scale of the proposed development that can be accommodated by the existing transportation network and the short-term/interim improvements. The full TIA will be conducted at a future phase for the full build-out / 20-year horizon once the ASP concept is further refined.

The purpose of this TIA is to provide a high-level assessment of the existing road network and potential improvements that may be required to accommodate the proposed development within the ASP area. The proposed land use provides flexibility in the various lot sizes that could be accommodated within the planned area, as such the internal road network would be designed at the local plan stages as development progresses. The major arterial road network has been identified as Township Rd 232, Range Road 284, Range Road 283 and Range Road 282. It is expected that the TIA will be updated at the local plan stage to confirm any infrastructure upgrades that may be required in support of each phase of the development.

The current grid road framework will create the basis for local access roads entering and leaving the Plan area. Township Road 232 would provide the major east to west connector to Calgary and Stoney Trail SE. Range Roads 284 would provide access to the south bordering the western edge of the area, while Range Road 283 would be the major central access to the area. Range Road 282 would provide north to south access along the eastern edge of the Plan area if and when needed.

At the short-term horizon (0 - 5 year), upgrades would include signalization at the intersection of Range Road 283 and Glenmore Trail, eastbound left-turn and right-turn lanes added at Township Road 232 and Range Road 284, and an eastbound left-turn lane added at Township Road 232 and Range Road 283. Intersection delineation lighting would be required at these major intersections in addition to Township Road 232 and Range Road 282.

At the mid-term horizon (10 - 15 year), an additional eastbound left-turn lane would be required at the intersection of Glenmore Trail and Range Road 283, and signalization would be required at the intersections of Township Road 232 and Range Road 282, 283, and 284. The Railway crossing at Range



Road 284 south of Township Road 232 would also warrant upgrades including flashing lights, bells and crossing gates.

At full built out of the ASP area, it is anticipated that Township Road 232 would require expansion to a 4lane regional arterial standard, Range Road 282 would be required to be a 2-lane industrial collector standard, Range Road 284 would be a 2-lane industrial collector standard, and Range Road 283 be expanded to a 4-lane regional arterial standard.

CP Rail may also develop from the south in their setback area on the north side of the existing railway tracks spurring a possible logistics hub along the southern edge of Shepard Industrial.

Plan Implementation

The proposed Plan contains a number of policies to assist with the implementation of the Plan as development proposals are received. Plan implementation policies primarily include direction for evaluating applications, phasing, continuing collaboration with the City of Calgary, and clear expectations of developers for infrastructure costs and funding requirements. Policies 22.1.13 and 22.1.4 of the proposed Plan clearly outline that the responsibility for front-end costs of transportation or utility service upgrades, both internal and external to a particular development, would be funded at the developer's cost.

Section 23 of the proposed Plan includes policies to direct the on-going collaboration with the City of Calgary as development occurs.

POLICY DIRECTION AND SUPPORT:

The key policy direction in consideration of the Shepard Industrial ASP is provided by the Interim Growth Plan, Intermunicipal Development Plan (IDP), and County Plan.

Interim Growth Plan

The proposed Plan was evaluated in accordance with the Calgary Metropolitan Region Board's (CMRB's) IGP. The IGP provides a policy framework for growth in the Calgary region, including the designation of employment areas; the proposed Shepard Industrial ASP is an employment area consistent with the definition and applicable policies of the IGP. The IGP also provides policy direction to plan employment areas through the preparation of statutory plans; the preparation of the Shepard Industrial ASP meets this requirement.

Policy 3.4.5.1 of the IGP notes that employment areas shall be planned and developed to make efficient and cost-effective use of existing and planned infrastructure and services. The proposed ASP area is intended to obtain servicing through an extension of infrastructure via connection to the existing Langdon water and wastewater facilities. Although the servicing strategy requires new and expanded infrastructure, it is intended to make efficient and cost-effective use of existing services rather than implementing a new solution for the area. The servicing strategy, transportation assessment and other technical studies, alongside the policy framework within the ASP demonstrate that the document aligns with this policy.

The IGP provides policy direction on Intermunicipal collaboration in Section 3.2.2. In particular, Administration, in consultation with the developer group, has implemented a structured intermunicipal engagement process, which included circulation of project materials as the Plan was developed. Administration provided all technical studies to The City for review and comment. The intermunicipal aspect of the project and resulting Plan policies are consistent with the goals of the IGP, ensuring coordination on planning matters of regional significance.

Despite the structured engagement process described above, The City of Calgary strongly opposes this proposed ASP, principally due to the location of the ASP within a City Industrial Growth Corridor, as identified by the IDP and recognized by the 2006 Annexation Agreement supported by the two



municipalities. Further commentary on the proposed ASP's alignment with the IDP is detailed in the ensuing section.

The IGP includes key Region-Wide Policies on collaboration (3.2.2), and sourcewater protection (3.2.3) to be considered for new ASP's. The proposed ASP has addressed these matters through specific policies. The proposal is also consistent with the Mobility Corridors policies in Section 3.5; the proposal sufficiently demonstrates that the proposed land use and built form optimizes the proximity and adjacency to regionally significant mobility corridors. The ASP provides mitigation measures and policies to address identified/potential adverse impacts on regionally significant mobility corridors.

It is Administration's assessment that the proposed land use strategy aligns with the IGP direction for *Employment Area development type* and that the proposed Shepard Industrial ASP would fulfill the wider policy requirements of the IGP.

Rocky View / City of Calgary Intermunicipal Development Plan

The proposed ASP area is located within the Policy Area of the IDP and Map 4 of the IDP identifies the area as a City Industrial Growth Corridor. The following policies provide direction on City Growth Areas:

- 8.1.3 Identified City of Calgary Growth Areas should continue to be governed in accordance with existing Rocky View County policy documents, which may be updated. Should the lands be annexed by The City of Calgary, planning will be conducted as directed by its Municipal Council at that time.
 - Existing County policy documents include the County Plan which does not identify this area for growth. This is assessment is detailed below.
- 8.1.4 Rocky View County Council and Administration should evaluate applications within identified City of Calgary Growth Areas against this Plan, the Rocky View County Municipal Development Plan and the Rocky View County Land Use Bylaw.
 - While no policy in the IDP explicitly prevents the County from adopting lower-order statutory plans within a City growth area, the purpose of identifying growth areas for each municipality was to ensure that the City and County had security in planning for future growth. These corridors were adapted from the 2006 Annexation Agreement and supported by each municipality. Council may wish to consider Calgary's strong opposition to this ASP proceeding, and the intent of the IDP and Annexation Agreement in determining this ASP.

In accordance with the IDP, the proposed Plan seeks to maintain a collaborative approach to matters of mutual interest through actions of the Plan, local plan requirements, future amendments to the Plan, and related policy work on specific matters such as source water protection.

Despite multiple attempts for fulsome engagement and collaboration with The City during development of the Plan, The City does not support the Plan at this time. The City has requested further discussions at a strategic level regarding future growth areas. The most recent feedback received from The City is included in Attachment 'B'.

County Plan

The County Plan provides direction for new and expanded business areas as well as Future Urban Growth Areas as follows.

Business Development

The County Plan provides a number of business areas and development forms which accommodate the wide variety of businesses wishing to locate in the county. This Plan identifies regional business centres, highway business areas, and hamlet business areas as areas where the majority of commercial and industrial development should locate. By focusing development in these locations,



the County provides for orderly growth and economic efficiencies in the development of its transportation and infrastructure systems. Regional business centres are large areas of commercial and industrial development within the County. The proposed Shepard ASP would be considered a regional business centre.

The purpose of a regional business centre is to provide regional and national business services, and local and regional employment opportunities. Regional business centres make a significant contribution in achieving the County's fiscal goals. Substantive planning, time, and public and private investment have resulted in identifying and developing regional business centres. This Plan does not contemplate developing other regional business centres until the identified centres are approaching full build-out. Specifically, Policy 14.2 states that the County will direct business development to locate in identified business areas as identified on Map 1. Further, Policy 14.3 states that the County will encourage the infilling or intensification of existing business areas and hamlet main streets 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.

The proposed Shepard ASP is not identified as a business area on Map 1 of the County Plan. Although the Shepard area is identified for future industrial growth by the City, the area is agricultural in nature and is identified as such in the County Plan.

The County Plan does provide direction for new regional business centres as follows:

- 14.7 Development of a new regional business centre should not be supported unless a need has been demonstrated, based on the following criteria:
 - a. the proposal has regional or national significance;
 - The proponent has identified a desire to create a major intermodal industrial complex and stated that these lands are one of the last opportunities to develop a CP Rail intermodal transportation logistics hub in the Calgary Region. CP Rail has not participated in the development of the Plan; however, a land swap between the developer and CP was completed in 2011 for the purposes of a possible future switching facility and logistics yard.

b. existing regional business centres within the trade area of the proposed development are approaching full build-out, and the County has determined the expansion of the existing regional business centres is not desirable;

 The County currently has a number of existing regional business centres with opportunities for infilling and expansion such as Janet, Conrich, Crossfield, and Balzac East. The Conrich ASP accommodates the CN Rail Logistics Park centred on the CN intermodal facility. Associated with this, Council approved the Conrich Station Conceptual Scheme in 2015, providing for 486 acres (197 ha) of general industrial uses immediately east of the intermodal facility.

c. existing regional business centres within the trade area do not meet market demand;

• A market demand analysis was not provided as a supporting study for the proposed Shepard ASP. As such, Administration cannot assess the market demand for a new regional business centre.

d. land uses and target markets are clearly defined;



• The land uses and target markets are not clearly defined over and above the range of uses available in standard industrial and commercial districts.

e. the proposed development meets the environmental and infrastructure goals and policies of this Plan;

• The Environmental Screening report undertaken to support the ASP identify a number of sensitive environmental features within the ASP area; impacts on these features, together with potential mitigation measures, would need to be identified at future planning stages through further study. Although future development within the ASP may implement mitigation and avoidance measures, it may be challenging to meet the environmental goals of the County Plan of maintaining and improving the quality of the natural environment. With respect to infrastructure and servicing, the ASP is supported by a servicing strategy which proposes connection to the Langdon Waterworks distribution system and Langdon WWTP.

f. the proposed development has the potential to provide a substantial financial benefit to the County;

• Fiscal impact to the County was listed as contributing to ASP policy and direction for the Plan; however, fiscal impact information has not been provided for Administration to consider.

g. adverse impacts on existing residential communities and agriculture operations will be minimized; and

• The Plan does include a section providing policies to address interface areas and transitions with requirements to adhere to the County's Agricultural Boundary Design Guidelines.

h. the proposed development is in close proximity to the provincial transportation network.

• The proposed development is approximately 2.30 miles east of Stoney Trail and 1.50 miles north of Highway 22X, which are the nearest provincial transportation routes.

Future Urban Growth Areas

Further, the County Plan provides direction on the Urban Growth Areas through Policy 27.17, which states that the County shall evaluate redesignation, subdivision, and development permit applications within the City of Calgary's identified growth areas, as shown on Map 1 and Appendix A, in consultation with the City of Calgary and in accordance with the Rocky View County/City of Calgary Intermunicipal Development Plan. The proposed ASP area is identified on Map 1 as a Future Urban Growth Area for the City of Calgary.

Taking the above matters into account, the proposed Shepard ASP is not consistent with the County Plan.

ADDITIONAL CONSIDERATIONS:

At the time that the Terms of Reference were adopted, the County was undertaking a comprehensive review of the County Plan (Municipal Development Plan). The following adjustments were identified to the proposed MDP to permit the Shepard Industrial ASP to proceed.

ROCKY VIEW COUNTY

- The Shepard ASP area would need to be identified as an employment area in Figure 2: Growth Concept Map Identifying Priority Growth Areas; and,
- The Shepard ASP area would need to be identified as a future planning area in Figure 3: Planned and Future Planning Growth Priority Areas.

The area was included in the draft MDP presented to Council; however, the area was removed from Figure 2 following a motion of Council. The area was not removed from Figure 3; however, which introduced some uncertainly with respect to Council's direction for development in the area. Subsequently, Council granted second reading to the new MDP bylaw and referred the Plan to the Calgary Metropolitan Region Board. A decision on the MDP and third reading of the bylaw (adoption) have not occurred at this time. Although this context is relevant to the adoption of the Terms of Reference for the project, the draft MDP has not been considered in assessment of the proposed Shepard ASP.

CHANGES SINCE FIRST READING:

- Minor textual amendments to address typos and improve clarity and interpretation throughout the document;
- Additional policies to detail further studies required at the local plan stage;
- Additional policies to address intermunicipal cooperation requirements at the local plan stage;
- Policy and mapping amendments to address feedback received through public consultation and agency circulation; and,
- Minor wording amendments to improve clarity and alignment with the Interim Growth Plan throughout the Plan.

All changes are detailed in Schedule 'A' of the Bylaw (see Attachment 'A').

PUBLIC SUBMISSIONS:

Public Hearing notices for the draft Shepard Industrial ASP were sent to 216 properties within, and within one (1) mile adjacent to, the proposed Plan area. Three (3) letters were received in response, two (2) in opposition and one (1) in support which can be viewed in Attachment 'C'.

CONCLUSION:

The proposed Shepard ASP was prepared in response to a Terms of Reference adopted by Council. The developer-led ASP project commenced with the expectation that a new Municipal Development Plan would offer support for growth in this area. The draft MDP has not been adopted at this time. Uncertainty around Council's direction for future growth in this area has been introduced through the removal of the area as a priority growth area from the proposed MDP. Through the development of the Plan, the City of Calgary's strong objections to development within the Urban Growth Area have been confirmed. Administration has offered support through the development of the Plan with respect to guiding process, and collaboration with the City.

The proposed Shepard ASP has been assessed in accordance with the Interim Growth Plan, the Rocky View / City of Calgary Intermunicipal Development Plan, County Plan, and the County Servicing Standards. While the proposed ASP meets the project objectives outlined in the Terms of Reference and demonstrates some alignment with the Interim Growth Plan, it is not consistent with the relevant statutory plans being the Rocky View County / City of Calgary Intermunicipal Development Plan and County Plan. Therefore, Administration recommends refusal of the proposed Shepard ASP at this time in accordance with Option #2.



Respectfully submitted,

"Brock Beach"

Acting Executive Director Community Development Services Concurrence,

"Kent Robinson"

Acting Chief Administrative Officer

JA/sl

ATTACHMENTS:

ATTACHMENT 'A': Bylaw C-8172-2021 and Schedule "A" Shepard Industrial Area Structure Plan (redline) ATTACHMENT 'B': City of Calgary Comments dated June 16, 2021 and April 30, 2021 ATTACHMENT 'C': Circulation Map and Public Submissions



BYLAW C-8172-2021

A Bylaw of Rocky View County, in the Province of Alberta, known as the Shepard Industrial Area Structure Plan, pursuant to Section 633 of the *Municipal Government Act*.

The Council of Rocky View County enacts as follows:

Title

1 This Bylaw may be cited as "Shepard Industrial Area Structure Plan".

Definitions

- 2 Words in this Bylaw have the same meaning as those set out in the *Municipal Government Act* except for the definitions provided below:
 - (1) "Council" means the duly elected Council of Rocky View County;
 - (2) "*Municipal Government Act*" means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
 - (3) **"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 'A' to Bylaw C-8172-2021 is adopted as the "Shepard Industrial Area Structure Plan" to provide a policy framework for land use, subdivision, and development in a portion of southeast Rocky View County.

Transitional

4 Bylaw C-8172-2021 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 IN COUNCIL this	27th	day of	April	, 2021
PUBLIC HEARING WAS HELD IN COUNCIL this		day of		, 2021
READ A SECOND TIME IN COUNCIL this		day of		, 2021
READ A THIRD TIME IN COUNCIL this		day of		, 2021

Reeve

CAO or Designate

Date Bylaw Signed

Page 2 of 3

SCHEDULE 'A'

FORMING PART OF BYLAW C-8172-2021

An Area Structure Plan to guide land use, subdivision and development within the Shepard area and herein referred to as the Shepard Industrial Area Structure Plan.

Page 3 of 3





SHEPARD INDUSTRIAL

AREA STRUCTURE PLAN

Draft 8: June 11, 2021



Page 6 of 109

ACKNOWLEDGEMENTS

Rocky View County Council

- Division 1: Mark Kamachi
- Division 2: Kim McKylor (Deputy Reeve)
- Division 3: Kevin Hanson
- Division 4: Al Schule
- Division 5: Jerry Gautreau

- Division 6: Greg Boehlke
- Division 7: Daniel Henn (Reeve)
- Division 8: Samanntha Wright
- Division 9: Crystal Kissel

Rocky View County Administration

- Dominic Kazmierczak, Manager of Planning Policy
- Jessica Anderson, Senior Planner
- Jeannette Lee, Supervisor Engineering

Lead Consultant Team:

- MVH Urban Planning & Design Inc.
- IDEA Group Inc.

Lead Ownership and Development Team:

- Simpson Ranching Ltd.
- Shepard Development Corp.

Indigenous Acknowledgement

In the spirit of reconciliation, we acknowledge that we live, work and play on the traditional territories of the Blackfoot Confederacy (Siksika, Kainai, Piikani), the Tsuut'ina, the Îyâxe Nakoda Nations, and on the homeland of the Métis Nation of Alberta Region No. 3.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

	EXECUTIVE SUMMARY	1
INTR	ODUCTION	
1	PLAN ORGANIZATION	4
2	PLAN PURPOSE	5
3	SHEPARD VISION AND DESIGN PRINCIPLES	7
4	PLAN AREA	9
5	SHEPARD CONTEXT	14
PLAN	POLICIES	
6	LAND USE STRATEGY	22
7	INDUSTRIAL - LIGHT & MEDIUM	27
8	INDUSTRIAL - HEAVY	29
9	COMMERCIAL	30
10	DEVELOPMENT IN PROXIMITY TO RAILWAYS	32
11	INTERFACE AREAS & TRANSITIONS	33
12	GATEWAYS	35
13	PARKS AND ENVIRONMENTALLY SENSITIVE AREAS	39
14	RESERVES	44
15	AGRICULTURE	46
16	TRANSPORTATION	48
17	UTILITY SERVICES	51
18	STORMWATER	55
19	SOLID WASTE & RECYCLING	58
20	EMERGENCY SERVICES	59
21	OIL AND GAS	61
IMP	LEMENTATION & INTERMUNICIPAL COOPERATION	
22	IMPLEMENTATION	64
23	INTERMUNICIPAL COORDINATION AND COOPERATION	70
24	DEFINITIONS	71

TABLE OF MAPS

Map 1	PLAN AREA	12
Map 2	PARCELS INDEX	13
Мар З	SITE ANALYSIS	15
Map 4	EXISTING LAND USE DISTRICTS (ZONING)	16
Map 5	OIL AND GAS FACILITIES	17
Map 6	LAND USE CONCEPT	23
Map 7	INTERFACES AND GATEWAYS	37
Map 8	TRANSPORTATION & MOBILITY NETWORK	49
Map 9	WATER NETWORK	53
Map 10	WASTEWATER NETWORK	53
Map 11	STORMWATER MANAGEMENT PLAN	57
Map 12	LOCAL PLAN AREAS	66

TABLE OF FIGURES

Figure 1	PLAN HIERARCHY	5
Figure 2	COUNTY-CITY IDP GROWTH AREAS	18
Figure 3	DRAFT MDP GROWTH CONCEPT MAP	19
Figure 4	LOT CONFIGURATION CONCEPT	24
Figure 5	INTEGRATED SITE PLANNING	26
Figure 6	STREETSCAPE EXAMPLE	28

SUPPORTING REPORTS

(under separate cover)

Report	Author
Environmental Screening	Tannas Conservation Services Ltd.
Historical Resources Overview & Clearance	Bison Historical Ltd.
Transportation Impact Assessment	ISL Engineering Ltd.
Functional Servicing Report	IDEA Group Inc.
Storm Water Management Study	IDEA Group Inc.

APPENDIX A	PUBLIC OPEN HOUSE SUMMARY
APPENDIX B	POLICY ALIGNMENT CHART
APPENDIX C	PLAN AREA LEGAL PARCELS
APPENDIX D	CMRB MAPS



EXECUTIVE SUMMARY

VISION

Shepard Industrial is one of the premier large industrial, business, and employment hubs in the Calgary Region. It is the preferred home to Western Canada's largest industrial redistribution and logistics centres and includes the most modern transload (rail to truck) facilities on CP Rail's Class 1 mainline connected across North America.

Purpose

The Shepard Industrial Area Structure Plan (SIASP) outlines the future vision for development of the Plan area including land use, transportation, natural environment, emergency services and servicing requirements. This ASP provides a guide for Council and Administration when reviewing planning and development applications including local plans, land use amendments and subdivision. When development is considered in the Shepard Industrial area, Council must consider the proposed plan within the context of many other factors including the Municipal Development Plan, Local Plans, and the ability to provide servicing.

Size, Location and Existing Land Use

The Shepard Industrial area includes approximately 773 hectares (1910 acres) in southeast Rocky View County adjoining the City of Calgary. The site is connected to Stoney Trail Ring Road via Township Road 232 (114th Avenue in the City) which is located approximately 1.5 kilometres to the west. It also adjoins the CP mainline to the south and is bordered by Range Road 284 to the west, Range Road 282 to the east and a major electricity transmission line to the north. The majority of the site is currently used for agriculture. Some light industrial and agricultural businesses are located primarily along Range Road 283 north of Township Road 232 and along Township Road 232.

Planning Context

The Shepard Industrial ASP is consistent with the policies of the Interim Growth Plan (IGP) of the Calgary Metropolitan Region Board. The ASP is also consistent with the Calgary-Rocky View Intermunicipal Development Plan (IDP) as it is identified within the City of Calgary Growth Area as 'Industrial'. Finally, the Shepard Industrial area is designatedas an 'Employment Area' within the Rocky View County draft Municipal Development Plan (MDP) currently undergoing finalapproval.

Page 10 of 109

Development Framework

There are a number of elements that will shape the Shepard Industrial area's future development, and each plays a role in shaping this significant regional employment area:

- Conserving the High Plains Character: The Shepard Industrial Area Structure Plan (SIASP) is located in high plains prairie. This significant area is an opportunity to develop a signature development that is complementary to the wide-open agrarian landscape that shapes this area east of Calgary. Larger lots, largely low profile buildings, rolling topography, and simple native landscaping will help create a harmonious industrial development.
- Evolution Over Time: This ASP is a 20-to-30-year plan. Current agricultural and light industrial uses will be respected and integrated into the plan's growth and evolution. Uses will not change immediately, but will require substantial infrastructure investments over time. At the same time, environmental protection will conserve the current significant wetlands and associated habitat. The phasing of development will respond to a number of factors including: Road access; servicing access (from the east); land acquisition size and location requirements (e.g., adjacent to Township Road 232, or large sites adjoining CP Rail); specific site planning requirements and buffers; and other factors.

- 3. Road Network: The current major road grid framework will create the basis for the local access roads on the site. Township Road 232 will provide the major east to west connector to Calgary and Stoney Trail SE. Range Roads 284 will provide north south access bordering the western edge of the site, while Range Road 283 will be the major central access to the site, and Range Road 282 will provide north to south access along the eastern edge of the site if and when needed. Range Roads 283 and 284 also provide a connection to the future Glenmore Trail interchanges. Township Road 232 will be improved as will Range Roads 284, 283, and 282 as development continues to expand in a phased and planned way. CP Rail may also develop from the south in their setback area on the north side of the existing railway tracks spurring a possible logistics hub along the south edge of Shepard Industrial.
- 4. Water and Sanitary Sewer Servicing: Both water and sanitary sewer servicing will come from the Hamlet of Langdon east of the site. Future plans for water and sanitary sewer include capacity for the Shepard Industrial area. The water and sanitary sewer will be extended west eventually up Township Road 232 to the site. Both an on-site water reservoir and two sanitary sewer lift stations will be provided to provide both on-site water storage and wastewater flow to the Langdon wastewater treatment facility. There may be interim water and sanitary sewer service solutions before the piped infrastructure is extended to the Shepard Industrial area. These interim infrastructure solutions will follow Rocky View County and other regulations.
- 5. Stormwater and Wetland Conservation and Enhancement: A storm pond system is required to collect the stormwater at the natural low-lying areas and convey it either, west overland to the Shepard catchment area, or south via a storm trunk to the Bow River. The significant wetlands will continue to provide significant waterfowl and other habitat values as well as aesthetic values to the industrial development. The intent is to retain the general topography and landscape characteristics of the high plain's grasslands.
- 6. Flexible Lot Configurations and Development: The future industrial market is impossible to predict. The current industrial market demand in the Calgary region absorbs approximately 280,000 m2 (3 million sq. ft.) of industrial land each year. Lots may range from 2, 4, and 8 hectares (5, 10, 20 acres) with increments of those up to 40 hectares (100 acres) depending on the potential developer and associated tenant needs. Therefore, it is practical to provide a general configuration of 8 hectares (20 acre) lots that can be either subdivided further into small lots or consolidated into bigger lots depending on future market demand. All development guidelines and standards will still be in place directing the quality scale of development no matter what the lot size.
- 7. Building and Site Development: This tall grass high plains landscape is exposed to winds and other climatic elements. It is also visually sensitive to any major development. Therefore, it makes practical and aesthetic sense to integrate development into the rolling landscape following the farmstead tradition. Treed shelter belts can naturally define property lines, as well as protect and screen development, especially less attractive storage, loading, or parking areas. Buildings can generally be low profile and clustered stepping with the rolling landscape.

INTRODUCTION







PLAN ORGANIZATION

The Shepard Industrial Area Structure Plan (the Plan or ASP) is organized in three parts followed by the appendices.

PART I: INTRODUCTION

This Part outlines the Plan's purpose, boundaries, policy terminology, relationship to other plans, the public engagement process, and key issues, opportunities, and design ideas that informed the Plan preparation process. It also contains a description of the development of the Shepard Industrial area from its early beginnings to today. Finally, it presents a vision of what Shepard Industrial will be like in the future and outlines nine (9) planning principles that will help achieve this vision.

PART II: PLAN POLICIES

This Part is the core of the Plan, containing the policy direction to guide development in the Shepard Industrial 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

This Part presents the Plan implementation process, covering the following items:

- Local plan areas and requirements;
- Plan monitoring and review;
- Actions for further work that will supplement the Plan policies and assist in achieving the Plan vision, goals and objectives; and
- Intergovernmental affairs and regional planning considerations.

Page 13 of 109

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, specifically section 633. The purpose of this Plan is to outline the vision for the future development of the Shepard Industrial area in regards to land use, transportation, conservation of the natural environment, emergency services, urban design, and utility service requirements.

This ASP guides Council when considering land use changes, subdivision, and development. When making decisions regarding development within an area structure plan, Council must consider the plan and a wide range of other factors such as the goals of the County, regional growth, and the ability to provide servicing.

LOCAL PLANS

For brevity, this document uses the term **local plan** to refer to a **conceptual scheme** or **master site development plan**. The County anticipates the majority of **local plans** within the Shepard Industrial Area Structure Plan boundary will be submitted as **conceptual schemes**.

FIGURE 1 | PLAN HIERARCHY

REGIONAL GROWTH PLAN Guides growth and development in the Calgary Metropolitan Region.

INTER-MUNICIPAL DEVELOPMENT PLAN Guides growth and development in an area where the County shares a border with another municipality.

MUNICIPAL DEVELOPMENT PLAN

Guides overall growth and development for the County.

AREA STRUCTURE PLAN

Provides the vision for the physical development of a community.

CONCEPTUAL SCHEME

A detailed design showing where proposed lots, roads, parks, and other amenities will be placed within a development.

MASTER SITE DEVELOPMENT PLAN

A design showing where proposed buildings, parking, operations, signs and road entrances will be placed on a single piece of property.

Plan Hierarchy

An ASP focuses on how to achieve the identified community vision throught development.



CONCEPTUAL SCHEME

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

If a conceptual scheme area is of sufficient size that further detail is required for specific areas and phases, the conceptual scheme me may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as development cells.

MASTER SITE DEVELOPMENT PLAN

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.

2.1 PLAN INTERPRETATION

The following describes the meaning of some of the key words that are contained in a policy:

Shall: a directive term that indicates the actions outlined are mandatory and therefore must be complied with, without discretion, by Administration, the developer, the development authority, and subdivision authority.

Should: a directive term that indicates a strongly preferred course of action by Council, Administration, and/or the developer, but one that is not mandatory.

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.



SHEPARD VISION AND DESIGN PRINCIPLES

3.1 VISION

3(1)

Shepard Industrial is one of the premier large industrial, business, and employment hubs in the Calgary Region. It is the preferred home to Western Canada's largest industrial redistribution and logistics centres and includes the most modern transload (rail to truck) facilities on CP Rail's Class 1 mainline connected across North America.

3.2 PLANNING AND DESIGN PRINCIPLES

This plan integrates development principles that incorporate sustainability, resilience and climate change directions that should guide responsible development of individual parcels as well as contribute to the overall look and feel of the Shepard Industrial project area.



Optimize roads and access: The major and minor road systems shall utilize the existing designated roads network to prioritize use outside and inside the site, minimize external impacts and direct traffic efficiently.



Provide industrial development flexibility: The lots and associated uses should be flexible in configuration and size so that they can both respond to the changing market demands and growth of companies within the site.



High quality streetscape: The streetscapes should include tree/shrub planting and prairie earth forms (earth berms) to help screen storage areas while ensuring that the planting does not obscure the visibility and accesses to the adjoining businesses.



Provide safe and social public places: The development of public places (e.g., the development of the local commercial areas) should be situated so there is a specific level of natural amenity, convenience, and sense of local meeting places within the Shepard Industrial area.



Create enduring value: Public and private investment in public infrastructure is well-planned to gain maximum value especially for public safety and amenity in the area.



Create a connected trail and pathway network: The wetland and drainage infrastructure networks should be integrated with the proposed trails and pathways system and extended to all parts of the industrial community.



Maximize environmental sensitivity: The major wetlands shall be conserved as part of a natural local habitat and stormwater connected system.



Minimize impacts of development: The Shepard Industrial area should be sensitive to adjoining uses and introduce vegetative and other buffers where necessary to minimize noise and visual intrusions into the prairie landscape.



8

Design with the surrounding rural agriculture character: The development strategy should reflect the rural agricultural roots of the area and County.

Page 18 of 109

PLAN AREA

4

The Shepard Industrial Area Structure Plan (ASP) area includes approximately 773 hectares (1910 acres) of land in the southeast of Rocky View County adjacent on its westside to the City of Calgary. It is located immediately east of Range Road 284; north of the CP Rail mainline right-of-way; south of the abandoned rail right-of-way, approximately one-half mile north of TWP RD232; and west of Range Road 282 (see **Map 1: Plan Area**).

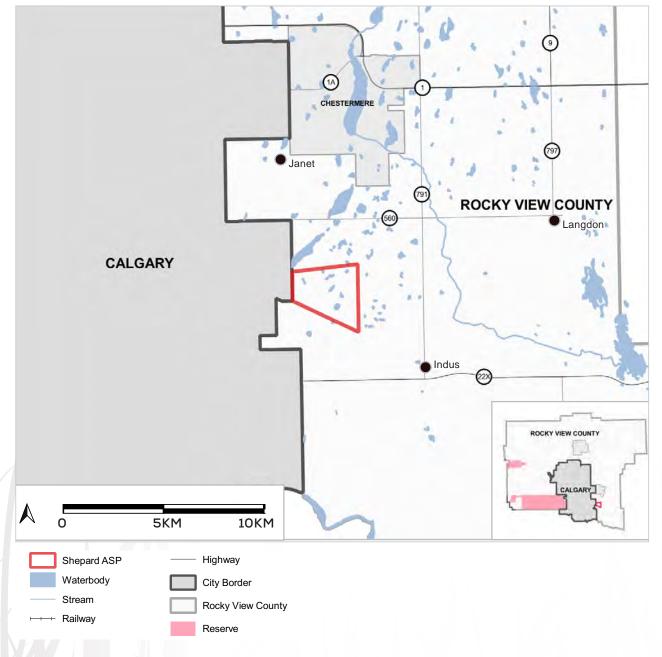
The ASP area consists of primarily un-subdivided quarter sections, larger farming parcels, and a few smaller parcels, mostly light industrial uses (see Map 2: Parcels Index). The area has been identified as a City of Calgary future growth corridor for industrial development in the Intermunicipal Development Plan (IDP) between Rocky View County and the City of Calgary (see Figure 3: County-City IDP Growth Areas). Shepard Industrial Area will provide direct access to the future potential CP Rail Intermodal site.



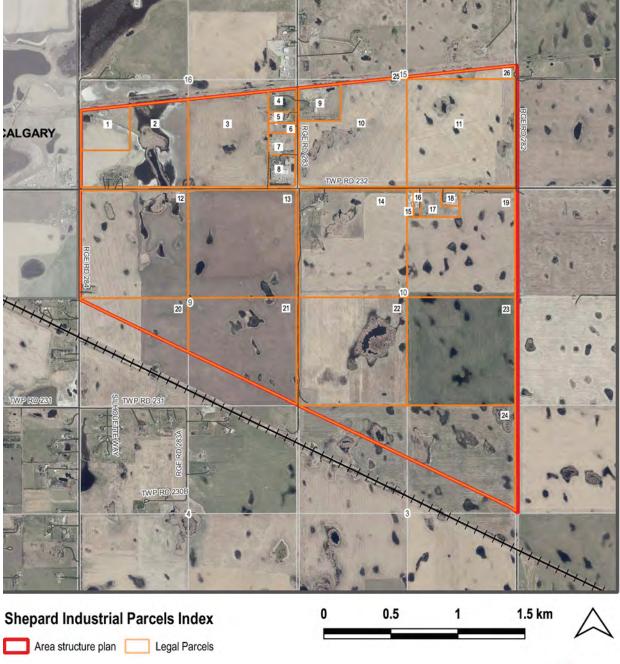
4.1 PLAN AREA MAPS

The boundaries and locations of areas shown on the maps within the Plan boundary are not intended to define exact areas except where they coincide with clearly recognizable features or fixed boundaries such as municipal boundaries, property lines, or road or utility rights-of-way. Furthermore, the locations of symbols depicting specific features on the maps are approximate only, not absolute, and should be interpreted as such. The precise location of these boundaries and areas will be determined by the County at the time of consideration and approval.

MAP 1 | PLAN AREA



MAP 2 | PARCELS INDEX





Page 21 of 109

SHEPARD CONTEXT

5.0

The Shepard Industrial ASP is situated in a prime regional 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 to the Stoney Trail Ring Road. Future access to Stoney Trail will be from Township Road 232 (114th Ave in the City) that runs east-west through the ASP area and will require upgrades to accommodate future development. North-south transportation access is via Range Road 283 in the centre north of the Plan area. On the east side of the Plan area an undeveloped right-of-way for Range Road 282 exists if a future road is required.

The Plan Area is bounded on the south by the CP mainline, which includes additional lands also owned by CP that could accommodate a future rail siding or off-loading area. The right-of-way is approximately 275 metres wide at this location.

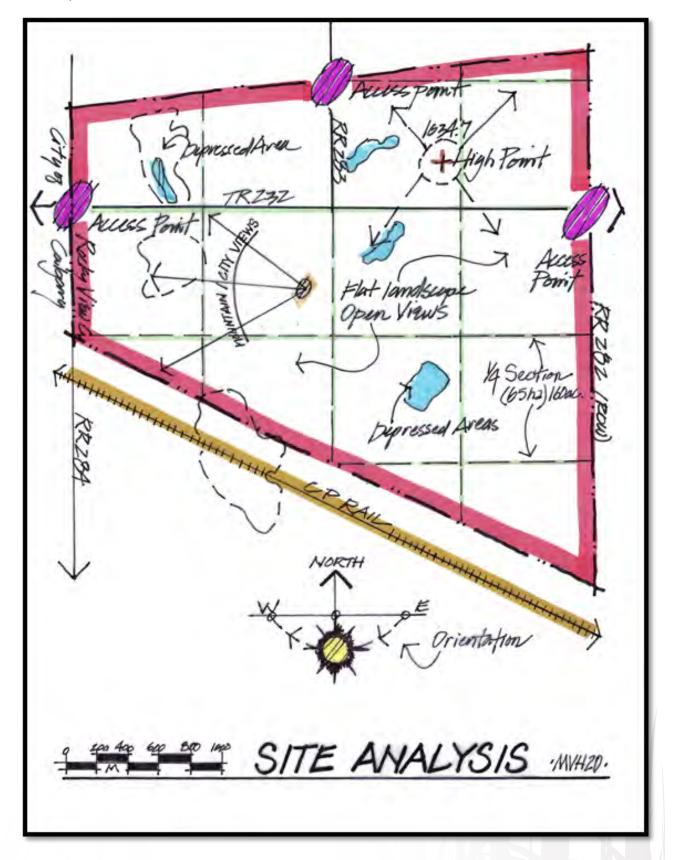
The Plan area's north boundary is a major electricity transmission corridor that is also aligned with an abandoned CP railway right-of-way.

The topography of the site is relatively flat with a number of depressions and wetlands that are seasonably wet (see **Map 3: Site Analysis**). A high spot exists in the north east corner of the site at approximately 1034.7 metres above sea level (ASL) with the lower spots on the site being approximately 1024 m – 1026 m above sea level. Drainage appears to go in all directions down from this high spot.

Surrounding the site to the west and north are a few wide and shallow water bodies. To the west and southwest is Ralph Kline Park in the City of Calgary, an educational park as well as a storm water management facility for the City. Adjacent lands are mostly undeveloped agricultural land with the exception of some rural large lot residential southwest of the site.

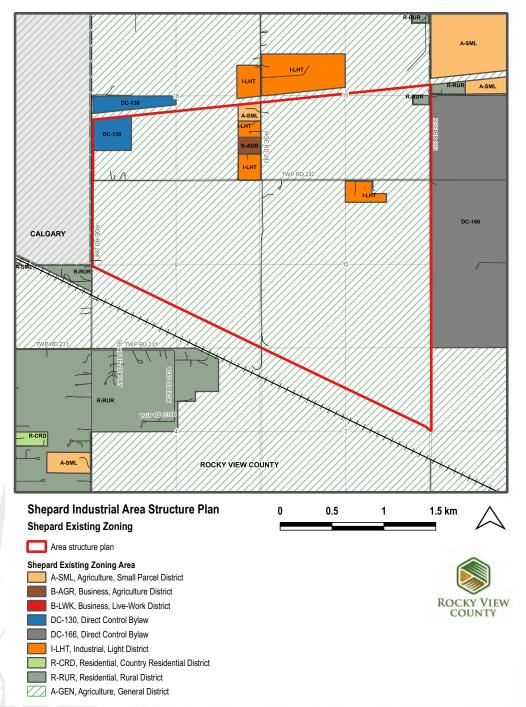
The vast majority of the Plan area is undeveloped and unsubdivided. The exception is some rezoned and developed business/industrial land in the central north around the Twp Rd 232 and Range Road 283 junction.

MAP 3 | SITE ANALYSIS



5.1 EXISTING LAND USE

On September 8, 2020 the County adopted a new *Land Use Bylaw* (LUB), which changed many of the land use districts within the LUB. The majority of the Plan area is now designated as Agricultural – General (A-GEN) district (see **Map 4: Existing Land Use Districts (Zoning)**). The exceptions include parcels designated as Light Industrial (I-LHT), Agricultural Business (B-AGR), Agricultural Small Parcel, and Direct Control (#130).

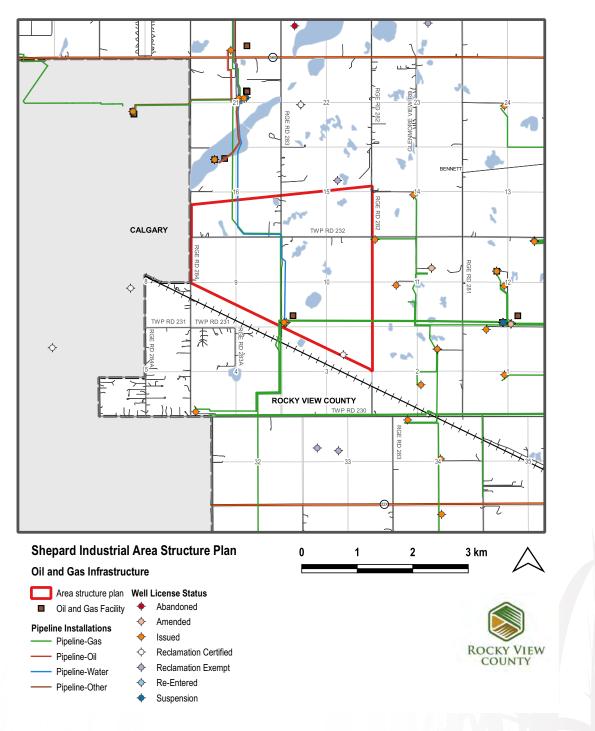


MAP 4 | EXISTING LAND USE DISTRICTS (ZONING)

5.2 OIL AND GAS FACILITIES

Oil and gas pipeline facilities in the Plan area, as shown on **Map 5: Oil and Gas Facilities**, consist of standard gas pipelines with no high-pressure pipelines present. There are a few abandoned wells in the area that will need consideration at the development stage for required setbacks.

MAP 5 | OIL AND GAS FACILITIES



5.3 POLICY DIRECTION FROM OTHER PLANS

The Shepard Industrial ASP has been prepared within the context of higher-level statutory plans, regionalplans, and County policy. The following section describes the policy direction gathered from other plans as it relates to the Shepard Industrial ASP. Also see *Appendix B: Policy Alignment Chart* for detailed policycompliance.

CALGARY METROPOLITAN REGION BOARD - INTERIM GROWTH PLAN (IGP)

The Calgary Metropolitan Region Board's *Interim Growth Plan* (IGP) guides growth, development and infrastructure planning at a regional level. The Shepard Industrial ASP is consistent with the policies of the IGP.

CALGARY - ROCKY VIEW COUNTY INTERMUNICIPAL DEVELOPMENT PLAN (IDP)

The Plan area is located within the *Calgary - Rocky View County IDP* and more specifically within the City of Calgary Identified Growth Area – Industrial (see **Figure 3: County-City IDP Growth Areas**). This means the Plan area could be a target for future annexation by the City of Calgary. The IDP outlines a requirement for collaborative planning in the Identified Growth Areas.

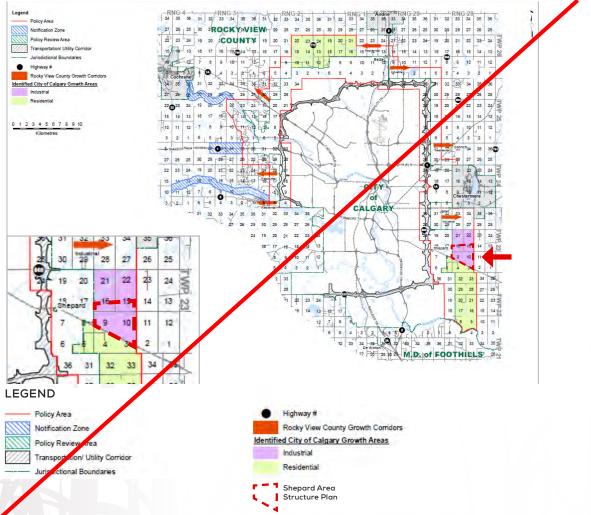


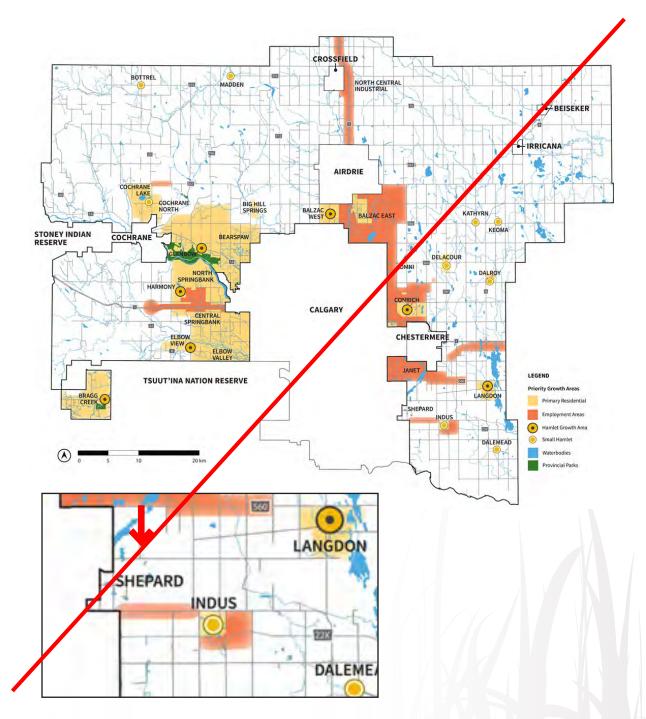
FIGURE 2 | COUNTY-CITY IDP GROWTH AREAS

16

ROCKY VIEW COUNTY MUNICIPAL DEVELOPMENT PLAN (MDP)

The County has a new draft MDP undergoing the final approval process. The draft MDP is guided by a Growth Concept Map (Figure 2 in the MDP) that visually depicts the County's future development areas, ecological features, hamlets, parks and waterbodies. The MDP identifies the railway south of site as an Employment Area MDP Figure 2 identifies the Plan area as an Employment Area (see Figure 3 : Draft MDP Growth Concept Map).

FIGURE 3 | DRAFT MDP GROWTH CONCEPT MAP



The MDP describes "Employment Areas" as:

6 1





ROCKY VIEW COUNTY - COUNTY PLAN

Council adopted the County Plan on October 1, 2013. The County Plan is a long-range master plan intended to guide development and services 10 years in the future. The draft MDP will supersede the County Plan once adopted. This ASP complies with the policies outlined in both the draft MDP and the County Plan to ensure optimal alignment with Rocky View County's vision no matter the status of the MDP adoption.



COMMERCIAL AND INDUSTRIAL DESIGN GUIDELINES (ROCKY VIEW COUNTY)

Rocky View County has developed Commercial and Industrial Design Guidelines to guide the quality of design for non-residential developments in the

County. The Design Guidelines begin with outlining Design Principles followed by the Design Guidelines and specific guidelines for Special Design Areas. This ASP has been prepared to comply with these guidelines and subsequent development phases (local plan, subdivision and development) must also reference and comply with these guidelines to ensure aesthetically pleasing industrial design in the Plan area.

PLAN POLICIES: LAND USE









Page 29 of 109

LAND USE STRATEGY

Development Intent: The overall development intent for the Shepard ASP is to create a large-scale industrial, business and employment hub that builds on the strategic location adjoining the CP Rail corridor and provides numerous development opportunities for the Region's business community and global logistics operations.

Land Use Concept: The Land Use Concept (see Map 6: Land Use Concept) establishes key planning areas and overall site patterns that will guide the development and design of subsequent local plans. The Land Use Concept is based on three key land use types (medium small lot industrial, flex lots industrial, and large lot industrial) with complementary commercial.

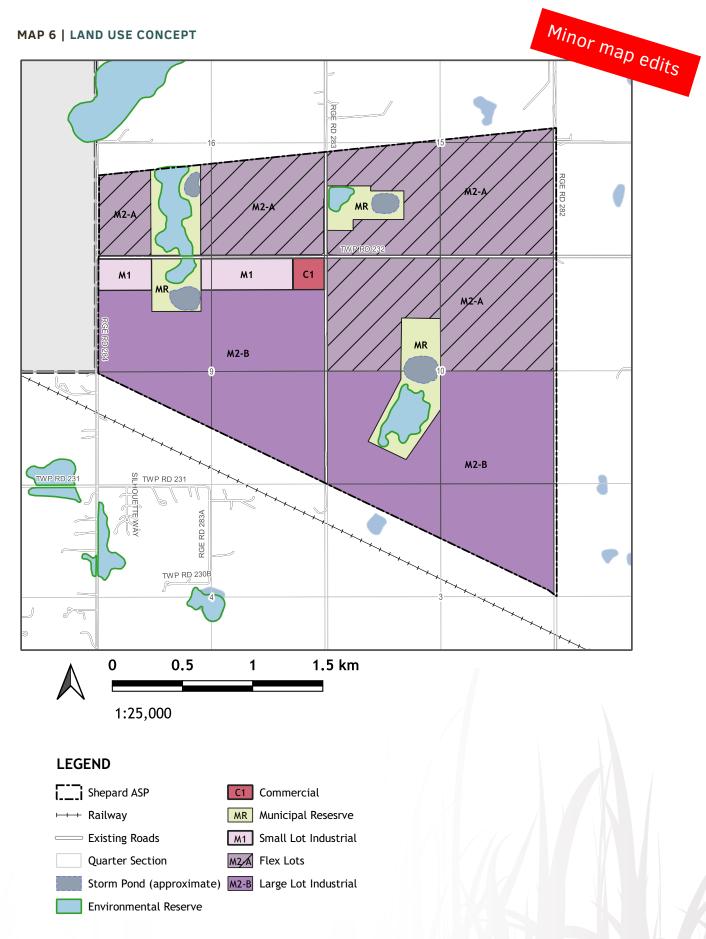
Land Use Type	Potential District(s)	Area (hectares)	Area (acres)	%
C1- Commercial	C-HWY	5	13	1
M1 - Small Medium Lot Industrial	I-LHT or I-HVY	23	57	3
M2-A - Flex Lots	I-LHT or I-HVY	338	835	44
M2-B Large Lot Industrial	I-HVY	317	783	41
Stormwater & Reserves	S-PUB or S-PRK	90	222	11
	Total	773	1910	100%

6.1 DEVELOPMENT FRAMEWORK

There are eight character elements that shape the Shepard Industrial area, and each plays a role in shaping this significant regional employment area:

- **1. Conserving the High Plains Character** The Plan area is located in high plains prairie and covers 773 hectares (1910 acres). This significant area is an opportunity to develop a signature development that is complementary to the wide-open agrarian landscape east of Calgary. Larger lots, largely low profile buildings, rolling topography, and simple native landscaping will help create a harmonious industrial development.
- 2. Evolution Over Time: Current agricultural, industrial, country residential uses will be respected and integrated into the plan's growth and evolution. Uses will not change immediately, but will require substantial infrastructure investments over time. At the same time, environmental protection will conserve the significant wetlands and associated habitat. Township Road 232 will be improved as will Range Roads 284, 283, and 282 as development continues to expand in a phased and planned way. CP Rail may also develop from the south in their setback area on the north side of the existing railway tracks spurring a possible logistics hub along the south edge of Shepard Industrial.

PLAN POLICIPAGE ASODO (109



ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A PLAN POLICIES: LAND USE PLAN POLICIES: LAND USE PLAN POLICIES: LAND USE

- 3. Three Major Development Areas: The Shepard Industrial area is envisioned as three major development areas as shown on Map 6: Land Use Concept:
 - i. **The North Area** which is north of Township Road 232, which will consist of medium-sized industrial lots.
 - ii. **The Southeast Area** is located south of Township Road 232 and east of Range Road 283, which will consist of medium and large industrial lots.
 - iii. The Southwest Area is located south of Township Road 232 and west of Range Road 283, which will consist of small lots and a relatively small commercial block on the south side of Township Road 3232 west of RR 283 as well as large industrial lots further south.

The Phasing of development will respond to several factors including:

- i. Road access;
- ii. Servicing access (from the east);
- iii. Land acquisition size and location requirements (e.g., adjacent to Township Road 232, or large site adjoining CP Rail);
- iv. Specific site planning requirements and buffers; and
- v. Other factors.
- 4. Flexible Lot Configurations and Development: The future industrial market is impossible to predict. The current industrial market demand in the Calgary region absorbs approximately 3 million square feet (280,000 m2) of industrial land each year. Small lots vary from 2.5 to 15 acres (1 ha 6 ha) with groups-of those up to 100 acres depending on the potential developer and associated tenant needs. Flex lots can be 2.5 acres (1 ha) and greater while large lots will be greater than 60 acres (24 ha). Given the 160 acre quarter section base Therefore, it is practical to provide a general configuration of 20 acre (8 ha) lots that can be either subdivided further into small lots or consolidated into bigger lots depending on future market demand.

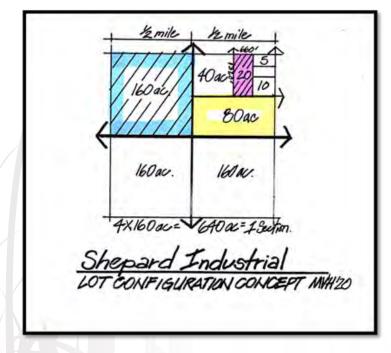


FIGURE 4 | LOT CONFIGURATION CONCEPT

The design will flow out of the existing quarter section (160-acre) grid configuration of the site and master road network. Each of these quarter sections, can in turn be divided into 80-acre, 40acre, and 20-acre lots that respond to the market and can grow or shrink with time and developer/ tenant aspirations. The 20-acre lot shapes are generally rectangular for design efficiency for buildings, access, parking, loading, and storage. (see **Figure 4: Lot Configuration Concept**). All development guidelines and standards will still be in place directing the quality scale of development no matter what the lot size.

- **5.** Water and Sanitary Sewer Servicing: Both water and sanitary sewer servicing will come from the Hamlet of Langdon east of the site. Future plans for water and sanitary sewer include capacity for the Shepard Industrial area. The water and sanitary sewer will be extended west eventually up Township Road 232 to the site. Both an on-site water reservoir and two sanitary sewer lift stations will be provided to provide both on-site water storage and wastewater flow to the Langdon wastewater treatment facility. There may be interim water and sanitary sewer service solutions before the piped infrastructure is extended to the Shepard Industrial area. These interim infrastructure solutions will follow Rocky View County and other regulations.
- 6. Stormwater and Wetland Conservation and Enhancement: A storm pond system is required to collect the stormwater at the natural low-lying areas and convey it either, west overland to the Shepard catchment area, or south via a storm trunk to the Bow River. The significant wetlands will continue to provide significant waterfowl and other habitat values as well as aesthetic values to the industrial development. The intent is to retain the general topography and landscape characteristics of the high plain's grasslands. A stormwater management plan will shape the further specifications for runoff to ensure that peak flows do not negatively impact on-site and off-site drainage.

- 7. Major Road and Trail Network: The current major road grid framework will create the basis for the local access roads on the site. Township Road 232 will provide the major east to west connector to Calgary and Stoney Trail SE. Range Roads 284 will provide north south access bordering the western edge of the site, while Range Road 283 will be the major central access to the site, and Range Road 282 will provide north to south access along the eastern edge of the site. The exact extent of the improvements and timing will be determined by separate transportation studies. (see Map 8: Transportation & Mobility Network).
- 8. Building and Site Development: The area's tall grass high plains landscape is exposed to winds and other climatic elements. It is also visually sensitive to any major development. Therefore, it makes practical and aesthetic sense to integrate development into the rolling landscape following the farmstead tradition. Treed shelter belts can naturally define property lines, as well as protect and screen development, especially less attractive storage, loading, or parking areas. Buildings can generally be low profile and clustered stepping with the rolling landscape. In a sense, mimicking the farmstead cluster of buildings in the wide open – "big sky" plains landscape. Simple, elegant, and integrated. (see Figure 5: Integrated Site Planning)

FIGURE 5 | INTEGRATED SITE PLANNING



Page 34 of 109

INDUSTRIAL -LIGHT & MEDIUM

OVERVIEW

The Shepard area is identified in the *Rocky View County Plan* (Map 2) as an Employment Area and is expected to see strong industrial demand in the distribution and logistics sectors over the next decades. The associated employment growth that will come with this development will contribute to the region's economy.

The industrial policies support the development of an Employment Area that provides local and regional employment opportunities, increases the County's non-residential assessment base, and contributes to the long-term financial sustainability of the County.

The intent is to create a range of industrial development types connected by suitable road network, integrated with pathways and ponds, and easily accessible from major highways. Attractive building proportions and materials will provide an inviting and valued place of business in the region.

Existing landscape features such as shelterbelts (vegetation screens and wind breaks) as well as unique rolling landforms will be retained where possible or used as design inspiration to draw on the legacy of the agrarian landscape. The rural road framework will be enhanced and improved by a strong internal grid network of roads.

OBJECTIVES

- Support the development of well-designed industrial areas.
- Provide for the growth of local and regional employment opportunities.
- Develop in a logical sequence based on servicing efficiencies.
- Promote financial sustainability by increasing the County's business assessment base.

7.1 POLICIES - INDUSTRIAL GENERAL

- 7.1.1 The following policies apply to those areas identified on Map 6: Land Use Concept as "Medium Lot Industrial".
- 7.1.2Medium industrial lots (20-60 acres) shall be generally directed to areas identified on Map 6: Land
Use Concept as "M1 Small Lot Industrial Medium Lot".
- 7.1.3 Large-sized industrial lots (>60 acres) should be generally directed to areas identified on Map 6: Land Use Concept as "Industrial – Large Lot".

7.1 POLICIES - INDUSTRIAL GENERAL

- 7.1.1 The following policies apply to those areas identified on Map 6: Land Use Concept as "M1 - Small Lot Industrial", "M2-A - Flex Industrial", and "M2-B - Large Lot Industrial".
- 7.1.2 Development of industrial uses should proceed in an orderly and logical manner supported by full piped servicing and infrastructure. Temporary servicing solutions may be permitted subject to the policies within the ASP.
- 7.1.3 Industrial uses such as distribution logistics, warehousing, transportation, industrial services, construction, manufacturing, services (business, petroleum, professional, scientific, and technical), and industrial storage are appropriate within all industrial areas (M1, M2-A, and M2-B) identified on Map 6: Land Use Concept.
- 7.1.4 Limited small scale commercial uses to serve the local area developmnet may be permitted at the discretion of the County within identified industrial areas.
- 7.1.5 All private lighting, including security and parking area lighting, shall be designed according to the County's 'dark sky' Land Use Bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 7.1.4 Industrial uses located adjacent to existing or future residential or agricultural areas shall address the Interface policies in Section 11 of this Plan.

7.2 POLICIES - M1 - SMALL LOT INDUSTRIAL

- 7.2.1 The following policies apply to those areas identified on Map 6: Land Use Concept as "M1 - Small Lot Industrial".
- 7.2.2 Small industrial lots (1 - 6 hectares / 2.47 - 15 acres) shall be directed to areas identified on Map 6: Land Use Concept as "M1 - Small Lot Industrial".

POLICIES - M2-A - FLEX LOT INDUSTRIAL 7.3

- 7.3.1 The following policies apply to those areas identified on Map 6: Land Use Concept as "M2-A - Flex Lot Industrial".
- 7.3.2 Flexible industrial lots sizes (1 hectare (2.47 acres) and greater) are suitable in areas identified on Map 6: Land Use Concept as "M2-A - Flex Lot Industrial".

7.4 POLICIES - M2-B - LARGE LOT INDUSTRIAL

7.4.1 The following policies apply to those areas identified on Map 6: Land Use Concept as "M2-B - Large Lot Industrial".

7.4.2 Large industrial lots sizes (60 acres (24.28 hectares) and greater) are suitable in areas identified on
 Map 6: Land Use Concept as "M2-B - Large Lot Industrial".

7.5 DESIGN REQUIREMENTS

7.5.1 All **local plans** and development applications should demonstrate how the plan or application meets the design guidelines in Section 23 Design Guidelines of this Plan and the County's *Commercial, Office, and Industrial Design Guidelines.*

FIGURE 6 | STREETSCAPE EXAMPLE





INDUSTRIAL - HEAVY

OVERVIEW

The Shepard area, due to its size and location, is well-suited to accommodate heavy industrial uses that may have some off-site impacts. Heavy industrial uses that can be appropriately designed within Shepard will be accommodated in alignment with this ASP and subsequent local plans. With Shepard's location adjoining CP-rail, marshalling yards and associated industrial activities are suggested land uses in this area.

OBJECTIVES

- Support the appropriate location and policy framework for heavy industrial land uses.
- Support heavy industrial land uses where they can be designed and located in a manner that minimizes off-site impacts and safety risk.
- Support marshalling yard opportunities in association with CP rail.
- Responsibly manage risks associated with heavy industrial development.

8.1 POLICIES

- 8.1.1 In addition to the policies for Industrial land uses in Section 8, the following policies apply to heavy industrial land uses, which are generally defined as land uses that are determined by the approving authority to have offsite impacts such as noise, odour, emission of contaminants, fire or explosive hazards, or storage of dangerous goods.
- 8.1.2 Heavy Industrial uses shall be located in the area identified as "Industrial Large Lot" on Map 6: Land Use Concept.
- 8.1.3 The County may require additional development setbacks for heavy industrial developments where offsite impacts (noise, odour, dust, vibration, emissions) could negatively impact adjacent properties.
- 8.1.4 Industrial uses with the potential for offsite impacts such as unsightly appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods may be located in the areaidentified as heavy industrial.

Page 38 of 109

COMMERCIAL

OVERVIEW

Commercial areas in Shepard will support both the highway traffic and the growing Shepard Industrial area. The design intent is to create at least one commercial node that services the area. It is important to maintain and enhance driver access and safety in and out of these commercial and business areas. Developments will be primarily gas station, restaurant, and coffee shop type commercial uses. The area will complement the design of the surrounding industrial uses and be strategically located near the main entranceways.

OBJECTIVES

- Support the development of well-designed and thriving commercial area that provides a land use transition from industrial land uses to rural agricultural land uses.
- Provide for the growth of local and regional employment opportunities.
- Design commercial areas that can adapt to rapidly changing economic conditions and markets through flexible lot size and design regulations.

9.1 POLICIES

- 9.1.1 The following policies apply to those areas identified on **Map 6: Land Use Concept** as "Commercial".
- 9.1.2 Major commercial developments shall be located in the areas identified on **Map 6: Land Use Concept** as "Commercial". Minor retail or commercial enterprises may be permitted within the industrial areas at the discretion of the approving authority if demonstrated that on condition the use does not detract from the viability of the identified commercial areas.
- 9.1.3 Business or office land uses carried on within an enclosed building may be permitted within the identified commercial area if it does not detract from the provision of commercial retail services.
- 9.1.4 Outdoor storage as a primary use shall not be permitted. Outside storage incidental to the primary use of the site shall be screened and located to the side or rear of the primary building.
- 9.1.5 Outside display areas are permitted provided they are limited to examples of equipment, products, or items related to the site's use.
- 9.1.6 Commercial areas shall be situated in a location that ensures safe and efficient access and egress from adjacent roadways.
- 9.1.7 Commercial uses located adjacent to agriculture areas shall address the Agriculture Interface and

Non-residential / Residential area policies of this Plan (Sections 13, 14, and **Map 7: Interfaces and Gateways**).

- 9.1.8 All private lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' Land Use Bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 9.1.9 All local plans and development applications should demonstrate how the plan or application meets the design guidelines in Section 23 Design Guidelines of this Plan and the County's Commercial, Office, and Industrial Design Guidelines.
- 9.1.10 Highway business uses should primarily be carried on within an enclosed building, where the operation does not generate any significant nuisance or environmental factors such as noise, appearance, or odour outside of the enclosed building.

9.2 DESIGN GUIDELINES

- 9.2.1 Parking should be generally located in parking areas or 'courts' that are landscaped in front or to the side of the buildings.
- 9.2.2 Developments shall create pedestrian connections in parking lots to make it safer for pedestrians.
- 9.2.3 Commercial developments shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and, where applicable, adjacent areas.



Local-Scaled Rural Commercial Development to support the Industrial uses



DEVELOPMENT IN PROXIMITY TO RAILWAYS

OVERVIEW

The Shepard area is unique due to its proximity to the CP mainline and the tremendous opportunity this avails the project to align industrial development with road and rail mobility. However, development in proximity to railways must take the necessary precautions and design considerations to maximize safety in this intermodal space.

OBJECTIVES

- Ensure optimal safety for operations and development in proximity to railways.
- Collaborate with developers and railway operators (CP) to ensure appropriate design of the site

10.1 POLICIES

- 10.1.1 Land uses which may be adversely affected by the safety and nuisance impacts of passing trains should not locate immediately adjacent to the railway.
- 10.1.2 Developers should consult with railway operators prior to development within proximity of the CP mainline.
- 10.1.3 Appropriate safety measures and methods to provide noise and vibration attenuation for development adjacent to the railway should include such elements as; setbacks, berming, and landscaped screening.
- 10.1.4 Where a development site is located adjacent to the railway, the distance from the railway rightof-way to the closest part of any building should be in accordance with Canadian Pacific Railway Company policies and safety standards.
- 10.1.5 Where roads or pedestrian networks cross the railway, the County shall collaborate with CP to ensure that crossings are constructed according to appropriate safety standards and any necessary upgrades are undertaken to ensure a safe crossing.

Page 41 of 109

INTERFACE AREAS & TRANSITIONS

11.1 AGRICULTURE INTERFACE

OVERVIEW

11(0)

Agriculture is a significant land use within the Shepard Plan area and will continue until envisioned development occurs. It is important that agricultural uses are allowed to continue unimpeded until the land transitions to an alternate land use.

The County's Agricultural Boundary Design Guidelines provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts.

OBJECTIVES

• Ensure an appropriate interface between non-agricultural uses and agricultural land and operations, in order to avoid negative impacts on agriculture operations.

POLICIES

- 11.1.1 All developments shall comply with the Agricultural Boundary Design Guidelines where possible.
- 11.1.2 Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of the Plan boundary shall incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.
- 11.1.3 Agricultural buffering techniques may include a combination of the following:
 - a. barrier fencing to prevent access;
 - b. vegetated berms;
 - c. community agriculture plots;
 - d. stormwater management facilities;
 - e. ecological / vegetative buffers;
 - f. use of topographic barriers such as slopes, roads, watercourses or wetlands; and
 - g. increased setbacks for housing and other buildings.
- 11.1.4 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: Transportation & Mobility Network**).

11.2 INTERMUNICIPAL INTERFACE

OVERVIEW

The Shepard area's west boundary is the City of Calgary and appropriate interface design is vital to ensuring a good neighbour relationship with the landowners and citizens within the City.

OBJECTIVES

- Ensure high-quality development along the Rocky View County Calgary border to minimize any negative impacts on adjacent land uses from the Shepard development.
- Support good neighbourliness between the County and the City through quality design and planning in the Shepard plan area.

POLICIES

- 11.2.1 Any local plan that includes the Shepard west boundary with the City of Calgary shall demonstrate how the County-City interface will be appropriately planned and designed to minimize any land use conflict. The local plan should provide illustrations (e.g. cross-section) and graphics to show the proposed interface design.
- 11.2.2 Acceptable uses within the County-City interface area shall include uses for which activities are primarily carried on within an enclosed building and which generate no significant nuisance factors outside of the enclosed building.
- 11.2.3 Spatial separation between industrial and non-industrial uses shall be achieved by providing appropriate setbacks for industrial developments.
- 11.2.4 High-quality landscaping should be emphasized in all interface areas. A landscape plan shall be prepared for any development in the County-City Interface area as part of a local plan, and shall address the design guidelines in Section 23 of this Plan; the County's Land Use Bylaw; and the County's Commercial, Office and Industrial Design Guidelines.

11.3 RURAL RESIDENTIAL INTERFACE

OVERVIEW

The development of the Shepard ASP requires careful and sensitive integration of future industrial and commercial uses that are adjacent to existing rural residential areas. The goals and policies of this section are intended to incorporate transitional buffers and mitigate the impact of non-residential (e.g. commercial or industrial uses) uses.

OBJECTIVES

- To minimize the impact of non-residential* development on residential development.
- To provide edge conditions in non-residential*/residential buffer areas that are complementary to adjacent residential areas.

POLICIES - GENERAL

11.3.1 Local Plans for non-residential (e.g. commercial or industrial uses) uses adjacent to rural residential areas shall include a buffer strategy that addresses the policies of this section.

POLICIES - INDUSTRIAL AND COMMERCIAL USES

- 11.3.2 All non-residential developments located adjacent to any rural residential area shall comply with the following:
 - a) Acceptable land uses include business activities primarily carried on within an enclosed building that generate no significant nuisance factor (noise, dust, smells, vibration) outside of the enclosed building. Business uses that interfere with the use and enjoyment of adjacent residential development due to nuisances (noise, dust, smell, vibration) should not be permitted, even where the business activities may be fully enclosed within a building.

* The term non-residential refers to commercial, industrial, or other types of business development.

POLICIES - SETBACK AREA

- 11.3.3 Spatial separation between non-residential and residential uses should be achieved by providing setbacks for the non-residential buildings.
 - a) Where non-residential buildings are on lands directly adjacent to a residential area (even with a road separating the two properties), the non-residential building shall be set back a minimum of 30 metres from the non-residential property line (see Figure 7: 30 Metre Non-Residential/ Residential Buffer Area).
 - b) Where a trail or pathway is located within, or adjacent to, a non-residential/residential interface area, the pathway and associated open space, including municipal reserve, may be counted as part of the 30-metre building setback.
 - c) A parking area or portion thereof may be located up to 10-metre of the 30-metre landscaped buffer. No storage or other uses besides landscaping can be used in the 30-metre landscaped buffer, excepting a trail or pathway.
- 11.3.4 Uses within the 30-metre minimum building setback of Non-residential/residential Buffer Area may include:
 - a) Landscaping, berms, landscaped stormwater ponds, natural wetlands, trails, and linear parks; and
 - b) Partial surface parking (up to 10 metres) where the parking is hidden from view by berms and landscaping.
- 11.3.5 High-quality landscaping should be emphasized in the setback (buffer) area. A landscape plan shall be prepared for the setback as part of a *local plan* that addreses the County's Land Use Bylaw and any applicable design guidelines.
- 11.3.6 Within the Non-residential/Residential Buffer Area mass plantings and/or berms shall be required to minimize the visual impact of the commercial/industrial buildings. The plantings and earth berms should incorporate natural contours and variations in height to achieve a natural landscaped appearance.

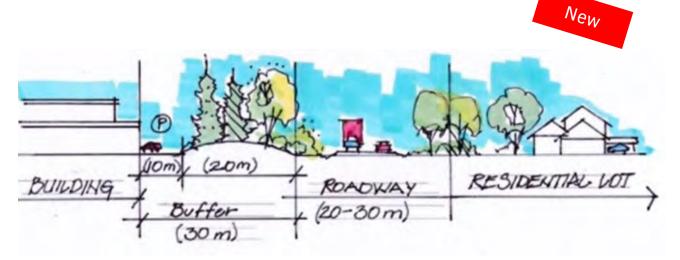


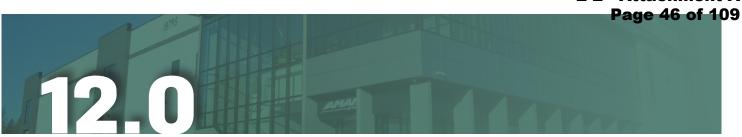
FIGURE 7 | 30 METRE NON-RESIDENTIAL/RESIDENTIAL BUFFER AREA



FIGURE 8 | 10 METRE NON-RESIDENTIAL/RESIDENTIAL BUFFER AREA

*A 10-metre landscaped buffer is required on all other property interfaces to ensure the proper transitions between commercial and industrial uses. The landscape requirement policies in these transition areas will follow the policies as specified above, excepting no parking or trails or pathways are permitted in the 10-metre buffer area.

* The term non-residential refers to commercial, industrial, or other types of business development.



GATEWAYS

OVERVIEW

Gateways are important entrances, along major roads, entering and exiting a municipality and a community. They represent a 'community's welcome' and it is important that they are visually attractive and well maintained. Township Road 232 forms a gateway between Rocky View County and the City of Calgary. Additionally, the boundary road with the City of Calgary, Range Road 284 requires a higher level of visual appearance and sensitivity in design of development.

Primary Gateways provide the entry points to the development area. These gateways should include the West Gateway at the western edge of the area at the intersection of Township Road 232 and Range Road 284 and the eastern gateway at Range Road 284 and Township Road 232.

OBJECTIVES

- Create attractive, orderly, and well-maintained gateways through high quality development and landscaping.
- Ensure gateway development is coordinated with adjacent municipalities.

12.1 POLICIES

- 12.1.1 All lands identified as Gateways on **Map 7: Interfaces and Gateways**, shall be subject to the gateway policies of this section of the Plan.
- 12.1.2 Consideration shall be given to a high quality visual appearance when determining appropriate land use, siting, building design, and landscaping.
- 12.1.3 Local plan design guidelines for gateways should consider such factors as; sight lines, noise attenuation, setbacks, natural land features, innovative building design, and high quality landscaping and signage.
- 12.1.4 Gateways should be developed in accordance with the County's Commercial, Office, and Industrial Design Guidelines.
- 12.1.5 Rocky View County will collaborate with Alberta Transportation and the City of Calgary, in creating an attractive gateway along Township Road 232 (114 Ave SE).

12.2 DESIGN GUIDELINES

- 12.2.1 Monument signs, a maximum 1.5 meters high, should be used in accordance with the Land Use Bylaw and in combination with earth berms and planting to appropriately announce the primary accesses.
- 12.2.2 Direct lighting could be considered to complement the entrance without creating glare or other unnecessary impacts on adjoining uses.

SECONDARY GATEWAYS

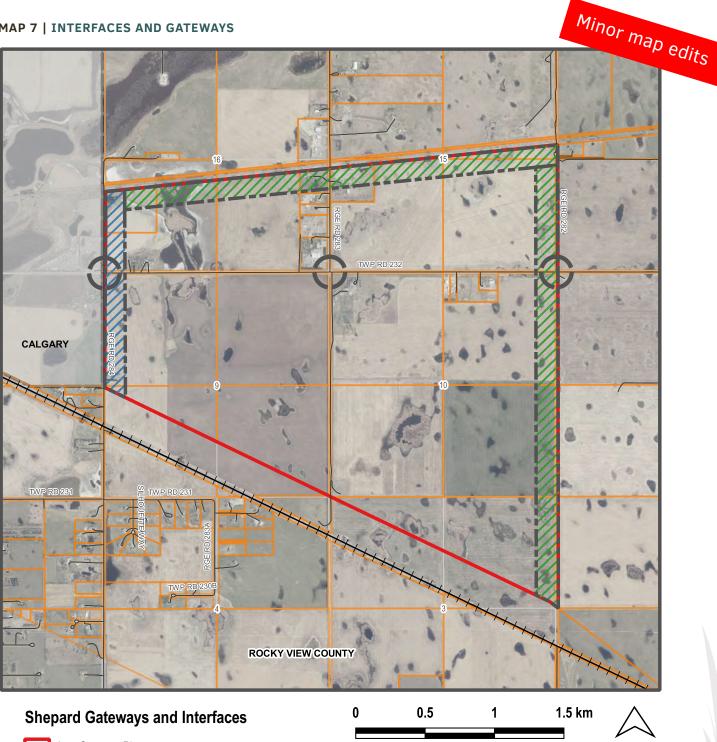
Secondary gateways are those entrances distinct to the character areas that may include the intersection of Township Road 232 and Range Road 283 – both on the north and south side of Township Road 232. Monument signage should be provided in accordance with local regulations, secondary to the primary gateway signs but still visible to drivers.

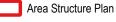
- 12.2.4 Any signage should be integrated with appropriate trees and accent landscaping that flows with adjoining landscaping.
- 12.2.5 Unobtrusive lighting should be provided that features the sign and creates no external glare.



Potential Gateway Branding for Shepard Industrial Park







Legal Parcels

Calgary-County interface

Industrial-rural/agricultural interface 724

Gateway



PLAN POLICIES: OPEN SPACE & ENVIRONMENT









Page 50 of 109

PARKS & ENVIRONMENTALLY SENSITIVE AREAS

Open space, parks, pathways, and trails contribute to community building by preserving rural landscapes and providing residents with opportunities for passive and active recreation. Communities need to have a wide range of accessible, connected, inviting, and safe parks and open spaces to meet the diverse needs of residents, businesses, schools, and other institutions. Pathways that connect neighbouring municipalities are also important to provide regional connections to adjoining areas and amenities.

The overall intent is to enhance the environmental assets on the site and maintain the rural quality of landscape. These policies are applicable to wetlands and any other environmentally sensitive areas on the site. At the same time, existing significant tree stands and related habitat in other parts of the site should be retained on site if possible and developed as part of a natural areas and trail network.

TECHNICAL SITE ASSESSMENT - ENVIRONMENTAL SCREENING REPORT

Tannas Conservation Services Ltd. (TCS) performed a desktop Environmental Screening of the Area Structure Plan (ASP) area to identify potentially environmentally sensitive areas and constraints early in the planning process. The key components of the desktop review included major land uses, vegetation, wildlife, hydrology, wetlands, topography, geology, pedology, and archaeology. Anticipated impacts to each component weresummarized based on preliminary design information and took into consideration standard mitigationmeasures that are recommended for the project. Based on these findings, recommendations were made forfurther environmental studies that need to be completed prior to construction, but once more detailed designinformation is available.

Since the 1950's the ASP area has predominantly remained as agriculturally managed vegetation consisting of non-native forage crops (hay) or annual cropland, with wetlands dotted throughout. Native plant species are likely mainly limited to wetland areas within the project area. Therefore, and the overall effect of upland vegetation removal is expected to be negligible. Soil disturbance from construction will create a niche for weeds to develop and a weed control program must be developed to control their spread. Bare ground should be minimized by only clearing what is required for each phase and revegetating restoration areas with a native seed mix.

Upland areas in the project area are mainly pasture/hay or cropland, with few trees, which generally provides habitat for a lower diversity of wildlife species than native habitats. Larger wetlands on site and their surrounding buffer will have more potential to provide higher quality wildlife habitat, especially for some sensitive bird or amphibian species. Therefore, maintaining these areas would be of priority to reduce wildlife impacts. Direct impacts to wildlife from construction can be reduced by performing work outside of sensitive breeding windows, performing nest and/or wildlife sweeps where required, and conducting work during daylight hours. The development will result in further fragmentation of wildlife habitat in the area so green space design should consider prioritizing connected corridors or closely spaced islands with a variety of habitats for wildlife

shelter.

Within the project footprint there were 174 wetlands (approximately 90 ha) and six man-made dugouts identified via desktop review of historical imagery. Generally, these wetlands are mineral, graminoid marshes that range in permanence from ephemeral to semi-permanent. Removal of any of the identified wetlands will require Water Act approval and the seasonal and semi-permanent wetlands will require a permanency assessment under the Public Lands Act for removal. Wetland removal will be the most significant environmental impact for the project since the upland areas are already heavily modified. It is recommended, where feasible, that wetlands, especially large complexes, be retained to maintain area hydrology, wildlife habitat, and limit the compensation requirements.

Local topography is a slightly rolling landscape with the west side of the project area sloped to the west and north and with some lower areas in the southeast. Geographic features such as escarpments, ravines, coulees, and other sharp changes in the topography are not present. Impacts will likely include grading, soil stripping, and infill, which are expected to be local in scale.

The surficial geology in the project area is mainly composed of stagnant ice moraine, with glacial till sediment. Regional impacts to geology from the project are expected to be negligible due its specific landscape position and lack of unique landforms. Soils onsite have been previously disturbed in some areas and are undisturbed (nativeprofile) in others, with most being altered by agricultural activities such as plowing and cultivation. Expected impacts to soil due to development include risk for loss of soil volume and quality, destruction of soil structure, erosion, admixing, clodding, compaction, salinization, or de-salinization. With current best management practices for ground disturbance and construction being followed, the anticipated impacts to soils are expected to be negligible.

Due to the potential for impact on wetlands, wildlife, and vegetation, it is recommended that a Biophysical Impact Assessment be completed when the development proceeds. A more detailed analysis of project impacts and recommended mitigation measures will be provided at this stage once more design details are known. Several additional assessments are recommended for this future stage, including:

- Wetland delineation and permanency assessments
- Full wetland surveys using the ABWRET-A system, followed by a submission under the Water Act for any wetland removals
- Rare plant surveys
- Wildlife surveys (breeding birds, amphibians, incidental wildlife, and wildlife habitat)
- Documentation of all historic structures prior to any development-related impacts is required.

(see separate detailed *Environmental Screening Report* by Tannas Conservation Services, November 2020)

TECHNICAL SITE ASSESSMENT - HISTORICAL RESOURCES

A Historical Resources Act approval with conditions was issued for the project in October 2020 (HRA Number: 4835-20-0078-001). For all historical resource types, the proponent must comply with the Standard Requirements under the Historical Resources Act: Reporting the Discovery of Historic Resources, which stipulates that if historic resources are discovered during the course of development activities, it must be reported to the Heritage Division of Alberta Culture, Multiculturalism and Status of Women before continuing work. Historical Resources Act approval was conditionally granted for the project so long as all historic structures are documented prior to any development-related impacts, specifically the farmstead located in SW-16-23-28-W4. (see separate detailed *Historical Resources Overview Report* by Bison Historical Services, August 2020 and Historical Resources Act Approval with Conditions, October 2020)

OBJECTIVES

- Promote, conserve, and enhance an interconnected 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 passive recreation and alternative transportation modes within industrial and business areas.
- Provide for the enhancement of wetlands and wetland values.
- Ensure wetlands are assessed through the local plan preparation process.

POLICIES

13.1 OPEN SPACE AND TRAILS

- 13.1.1 An interconnected system of open space shall be provided in the Plan area that is in general accordance with **Map 8: Transportation & Mobility Network.**
- 13.1.2 Open space shall be provided through such means as:
 - a. the dedication of reserve lands, environmental reserves, and public utility lots;
 - b. the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;
 - c. government lands for public use;
 - d. privately owned land that is accessible to the public;
 - e. publicly owned stormwater conveyance systems;

- f. land purchases, endowment funds, land swaps, and donations; and/or
- g. other mechanisms as may be approved by the County.
- 13.1.3 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.
- 13.1.4 Open space shall have an ecological, social, cultural, recreational, and/or aesthetic function that is sustainable.

Parks, Pathways, Trails, and Sidewalks

- 13.1.6 The network of pathways, trails, and sidewalks should promote active transportation (e.g. walking and cycling); the network should provide active transportation connections between all areas within the Plan.
- 13.1.7 The design and construction of parks, pathways, trails, and associated amenities shall be of high quality and adhere to the County's Servicing Standards and the County's Parks and Open Space Master Plan design criteria.
- 13.1.8 Local plan preparation shall align with the County's Active Transportation Plan.
- 13.1.9 Local plan preparation should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on **Map 8: Transportation & Mobility Network**, and:
 - a. provide active transportation 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 required, connect with other municipalities' active transportation and pedestrian networks.
- 13.1.10 Where the regional pathway, trail, and sidewalk network cannot be located within a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area, it may be located within a road right-of-way in accordance with applicable County standards or in municipal reserve land adjacent to a road.

13.2 WETLANDS

- 13.2.1 Wetland protection shall be guided by County and Provincial Policy.
- 13.2.3 The County shall require the use of the Provincial system to determine wetland classification and relative wetland value.
- 13.2.3 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.

- 13.2.4 Local plans shall determine, through consultation with the Province, whether wetlands are Crown owned land.
- 13.2.5 Wetlands, not claimed by the Crown, that have a high relative value should be dedicated as environmental reserve, environmental reserve easement, or enhanced as storm water management areas.
- 13.2.7 Where wetlands are not retained, developers shall provide for appropriate replacement, in accordance with Provincial policy.

13.3 RIPARIAN AREAS

- 13.3.1 Riparian area protection shall be guided by County and Provincial Policy.
- 13.3.2 The riparian setback area from a protected watercourse shall be determined using the Province's Stepping Back from the Waters: A Beneficial Management Practices Guide For New Development Near Water Bodies in Alberta's Settled Region, or a similar provincial document which may replace this document.
- 13.3.3 The riparian setback area shall be protected as environmental reserve, environmental reserve easement, municipal reserve, or by other means satisfactory to the County.
- 13.3.4 Building and development in the riparian setback area shall be in accordance with the County's Land Use Bylaw and the County's Riparian Setback Policy.
- 13.3.5 The riparian setback area uses may include parks, pathways, and trails.
- 13.3.6 Public roads and private access roads are allowed in the riparian setback area but should be located, designed, and constructed so as to minimize disturbance to the riparian area.
- 13.3.7 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.

RESERVES

OVERVIEW

Reserves and environmental reserves are lands dedicated to the County as public land during the subdivision process. Reserves enhance the community by providing land for parks, schools, and recreational amenities. Environmental reserves protect the community and natural environment by preventing development in hazardous areas such as ravines and floodways.

OBJECTIVES

- Provide for the dedication of reserves to meet the educational, recreational, cultural, social, and other community service needs of the community.
- Provide for the taking of money in place of land for municipal reserve, school reserve, or municipal school reserve.
- 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 or environmental reserve easements.

14.1 POLICIES

- 14.1.1 Reserves owing on a parcel of land shall be provided as:
 - a. municipal reserve, school reserve, or municipal and school reserve;
 - b. money in place of reserve land; or
 - c. a combination of land and money.
- 14.1.2. Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the Municipal Government Act.
- 14.1.3 Provision and allocation of reserves shall be determined at the time of subdivision by the County's Subdivision Approving Authority.
- 14.1.4 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 community and result in no additional acquisition costs to the County.

Page 55 of 109

- 14.1.5 All, or a portion of, reserve land requirements may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision.
- 14.1.5 The acquisition, deferral, 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.
- 14.1.6 The dedication of reserves should meet the present or future needs of the Plan area by considering the recommendations of this Plan, the Parks and Open Space Master Plan, Recreation and Culture Master Plan, local plan, school boards, and / or recreation boards.
- 14.1.7 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.
- 14.1.8 Where an identified park, trail, and pathway system (**Map 8: Transportation & Mobility Network**) or land for recreational or cultural amenities cannot be provided through the dedication of municipal reserves or private easement, consideration should be given to acquiring land through the use of:
 - a. money in place of reserve land;
 - b. money from the sale of surplus reserve land; or
 - c. other sources of identified funding.

14.2 POLICIES

- 14.2.1 Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the Municipal Government Act.
- 14.2.2 Environmental reserves should be determined in accordance with the MGA by conducting:
 - a. Biophysical Impact Analysis Report;
 - b. Geotechnical Analysis; and / or
 - c. other assessments acceptable to the County.

AGRICULTURE

The continued use of land for agriculture, until such time as the land is developed for other uses, is appropriate and desirable. The policies support the retention and development of agriculture uses as described in the Rocky View County Plan, while Section 13 provides direction on developing adjacent to agricultural operations in a manner that minimizes land use conflict.

OBJECTIVES

 15_{0}

- Support agricultural operations until alternative forms of development are determined to be appropriate
- Provide for appropriate development of farmsteads and first parcels out.

15.1 POLICIES

- 15.1.1 Existing agricultural operations within the Plan boundary 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.
- 15.1.2 The creation of a single lot from an unsubdivided quarter section for the purposes of a farmstead, First Parcel Out subdivision, or other agriculture development should be supported without the requirement of a local plan when it is in accordance with the relevant policies of this Plan and the County Plan.
- 15.1.3 First parcel out lot subdivisions shall meet the requirements of the County.
- 15.1.4 Residential first parcels out shall be situated in a manner that minimizes the impact on future development of the site. Residential first parcels out:
 - a. shall meet the site requirements of the County Plan;
 - b. shall meet the County's access management standards; and
 - c. should be located on the corners of the quarter section.
- 15.1.5 Applications for Confined Feeding Operations are not under the jurisdiction of the County; however they are not desired in the Plan area.

Page 57 of 109

PLAN POLICIES: MOBILITY, TRANSPORTATION & INFRASTRUCTURE









TRANSPORTATION

OVERVIEW

16.0

The transportation network must develop in a manner that is safe, functional, and efficient. The network should integrate development within the Shepard area, and provide regional opportunities for active transportation and public transit. **Map 8: Transportation & Mobility Network** shows the provincial, regional, and some local transportation networks in the Shepard area, provides information on road classifications, active transportation routes and railway infrastructure. Costs should be shared by all parties benefitting.

TECHNICAL SITE ASSESSMENT

The road framework around and through parts of the site is well developed but will need further improvements as development proceeds. The current major road grid framework will create the basis for the local access roads on the site. Township Road 232 will provide the major east to west connector to Calgary and Stoney Trail SE. Range Roads 284 will provide north south access bordering the western edge of the site, while Range Road 283 will be the major central access to the site. Range Road 282 will provide north to south access along the eastern edge of the site if and when needed. Township Road 232 will be improved as will Range Roads 284, 283, and 282 as development continues to expand in a phased and planned way. Signalization will also be required along Range Road 232 at the intersections with the Range Roads when volumes warrant these improvements. CP Rail may also develop from the south in their setback area on the north side of the existing railway tracks spurring a possible logistics hub along the south edge of Shepard Industrial. (see Roads and Trails Concept Plan and separate detailed *Traffic Impact Assessment* by ISL Engineering, November 2020).

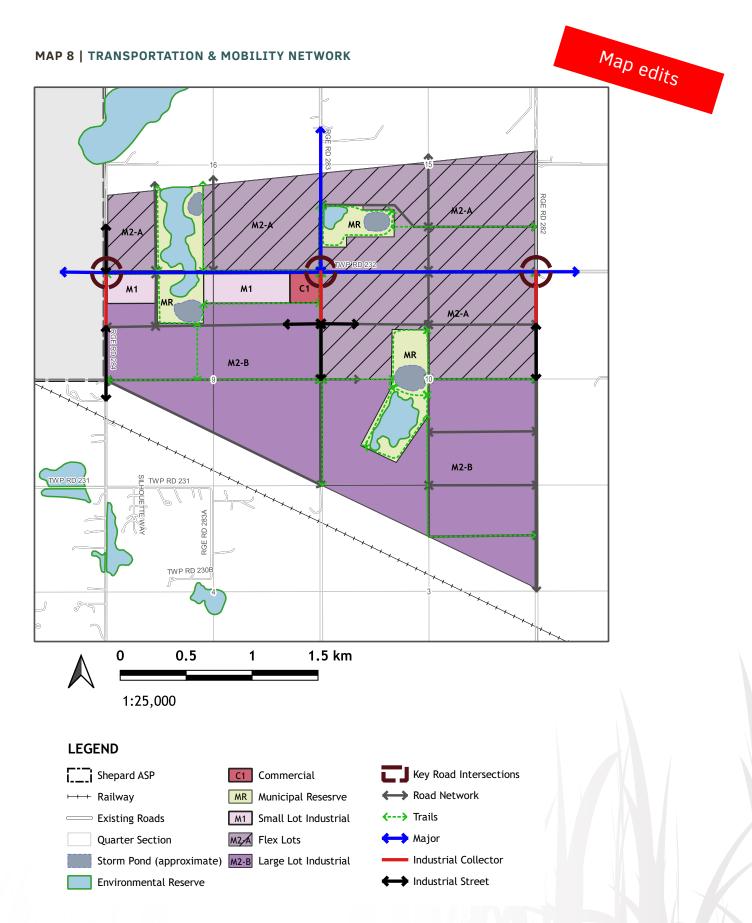
OBJECTIVES

- Support a regional road network, based on the township and grid system, that:
- » efficiently accesses and aligns with the provincial and regional highway network; and
- » encourages the separation of residential, commercial, and industrial traffic.
- Provide for connections to a regional pathway and trail system.
- Provide for an internal road network that contributes to a high quality built environment and efficiently and safely aligns to the regional road network.



Page 59 of 109

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A PLAN POLICIES: MOBILITY, TRANSPORTATION & INF Pager60: of 109



POLICIES

16.1 GENERAL

- 16.1.1 A Transportation Impact Assessment shall be required as part of the local plan preparation and / or subdivision application process.
- 16.1.2 All subordinate transportation analyses must respect and conform to the Shepard Master Transportation Plan.
- 16.1.3 The regional transportation system should be developed in general accordance with Map 8:
 Transportation & Mobility Network. The classifications of the grid road network may be refined through further transportation analysis and / or at the local plan stage.
- 16.1.4 The County shall collaborate with the City of Calgary and the Province regarding regional road connections and interchange designs with respect to Stoney Trail.
- 16.1.5 The County should collaborate with adjacent municipalities to ensure connections of streets, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries.
- 16.1.6 The County encourages and supports the inclusion of a pedestrian and bicycle network as part of the Shepard Transportation Network.
- 16.1.7 The costs for the upgrade of Township Road 232 should be shared by all benefitting. Cost recovery agreements may be applicable as per County policy for those developers who front-end the costs and construction of major infrastructure that will benefit future developers and landowners.

16.2 LOCAL TRANSPORTATION NETWORK - GENERAL

- 16.2.1 The design and construction of roadways within the local transportation network shall utilize sound access management principles and shall be in accordance with the County Servicing Standards.
- 16.2.2 The designation and design of local roads within the transportation network, including classification, street sizing, and intersection / access spacing, shall be determined at the time of local plan preparation. Local roads shall be designed in accordance with the urban or rural cross section requirements established by the County.
- 16.2.3 Where feasible, Local plans should consider public transit routes and stops during the design of road networks.

16.3 LOCAL ROADS - INDUSTRIAL AND COMMERCIAL

- 16.3.1 The type of road cross section (urban or rural) within industrial areas shall be determined at the time of local plan preparation.
- 16.3.2 Industrial areas should provide internal pathways and pathway connections to the regional trail network.
- 16.3.3 All roads within commercial areas should be designed to an urban road standard. Commercial development shall provide for safe and efficient pedestrian and bicycle circulation between buildings, sites, and, where applicable, adjacent areas.

UTILITY SERVICES

OVERVIEW

17(1)

Well-designed and effective utility services are the foundation of a well-planned community and competitive business area. Development within the Shepard ASP will connect to Langdon Waterworks' utility system. The Langdon Waterworks' utility system supplies the Hamlet of Langdon and surrounding area with potable water as well as transmission lines and associated facilities to dispose of wastewater. Private companies provide shallow utilities such as gas, electricity, and telecommunications to the area. The costs to service the ASP should be shared by all benefiting. The costs for the ASP could potentially be front-ended by the ASP developers for the extensions of wastewater and water transmission mains to and from Langdon. **Map 9: Water Network**, shows the alignments of existing and proposed water transmission lines, pump stations, and reservoirs in the Shepard Industrial area. **Map 10: Wastewater Network**, shows existing and proposed sewage transmission lines, lift stations, and sanitary catchment areas in the Shepard area.

TECHNICAL SITE ASSESSMENT - WATER

The water infrastructure at full buildout will consist of an onsite water reservoir, pump station, 400mm water transmission main and booster station. The water servicing will come from the Langdon Water Treatment Plant up Township Road 232 east of the site. Upgrades will be required to the existing Langdon Water Treatment Plant to accommodate the projected Shepard Industrial ASP water demands (see Water System Concept Plan and separate detailed *Servicing Study* by Idea Group, Febraury 2021).

TECHNICAL SITE ASSESSMENT - SANITARY SEWER

The sanitary infrastructure at full buildout will consist of two sanitary lift stations conveying wastewater through a 525mm sanitary force main running along Township Road 232 from the Shepard Industrial ASP area to the Langdon Wastewater Treatment Plant. Upgrades will be required to the existing Langdon Wastewater Treatment Plant to accommodate the projected ASP sanitary flows. (see Sanitary Sewer System Concept Plan and separate detailed *Servicing Study* by Idea Group, February 2021)

OBJECTIVES

- Ensure potable water and wastewater systems are provided to the Plan area in a safe, cost effective, and fiscally sustainable manner.
- Identify and protect utility service routes.
- Support water conservation.
- Ensure shallow private utility systems are provided to new development.
- Ensure fire suppression and water supply infrastructure is provided to deliver the appropriate level of fire protection within the Plan area.

Page 62 of 109

POLICIES

17.1 UTILITY SERVICING, CAPACITY & LOCATION

- 17.1.1 Full piped servicing shall be installed by the developer to the Plan Area following approval of the first Local Plan that includes lands within the M2-B (Industrial Large Lot) designation. Interim servicing solutions in compliance with this ASP will be required prior to the completion of full piped servicing to the Plan Area.
- 17.1.2 Utility service development should support an orderly, logical, and sequential pattern of development.
- 17.1.3 The provision, alignment, and capacity of the water distribution system shall be in general accordance with **Map 9: Water Network.**
- 17.1.4 The provision, alignment, and capacity of the sanitary sewer system shall be in general accordance with **Map 10: Wastewater Network.**
- 17.1.5 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.
- 17.1.6 Utility rights-of-way and easements shall be provided to accommodate County utilities and shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.

SYSTEM CAPACITY

- 17.1.7 Land use applications relying on County utility services shall not be supported until the County has confirmed servicing capacity exists, or will be provided, to the satisfaction of the County.
- 17.1.8 The County shall determine servicing capacity requirements and allocation within, and exterm to, the Plan Area.

17.2 WATER

- 17.2.1 All new development shall connect to the County's potable water system once available.
- 17.2.2 Notwithstanding policy 17.2.1 (above) developments may be permitted to provide individual potable water solutions on a temporary basis in accordance with County policy if the following conditions are met:
 - a. The County's potable water system is not yet available to the site;
 - b. The developer enters into a deferred services agreement and connects to services when available;
 - c. The developer agrees that no compensation will be provided to the developer for the costs incurred for the construction of the temporary servicing solution.
 - d. The proposed temporary solution meets provincial regulations; and
 - e. The development is not a heavy water user.

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A PLAN POLICIES: MOBILITY, TRANSPORTATION & INF Pager64: of 109

- 17.2.3 A Water Use Assessment conforming to the Shepard Potable Water Network Plan shall be required with local plan preparation, subdivision applications, and / or development permit applications to determine water demand and infrastructure required to meet that demand.
- 17.2.4 Development and buildings relying on potable water provided by the Langdon Waterworks utility system shall use low flow fixtures and appliances.
- 17.2.5 The County encourages the reduction and reuse of water in accordance with provincial laws and regulations.
- 17.2.6 Cost recovery agreements may be applicable as per County policy for those developers who frontend the costs and construction of major infrastructure that will benefit future developers and landowners.

17.3 WASTEWATER

- 17.3.1 All new development shall be required to connect to the County's wastewater system once available.
- 17.3.2 Notwithstanding policy 17.3.1 (above) developments may be permitted to provide individual wastewater solutions on a temporary basis in accordance with County policy if the following conditions are met:
 - a. The County's wastewater system is not yet available to the site;
 - b. The developer enters into a deferred services agreement and connects to services when available;
 - c. The developer agrees that no compensation will be provided to the developer for the costs incurred for the construction of the temporary servicing solution.
 - d. The proposed temporary solution meets provincial regulations; and
 - e. The development is not a heavy wastewater user.
- 17.3.3 A Wastewater Servicing Study conforming to the Shepard Wastewater Servicing Plan shall be required with local plan preparation, subdivision applications, and / or development permit applications to determine wastewater demand and infrastructure required to meet that demand.
- 17.3.4 Sump pumps and stormwater drainage systems shall not be connected to the wastewater system.

17.4 SHALLOW UTILITIES

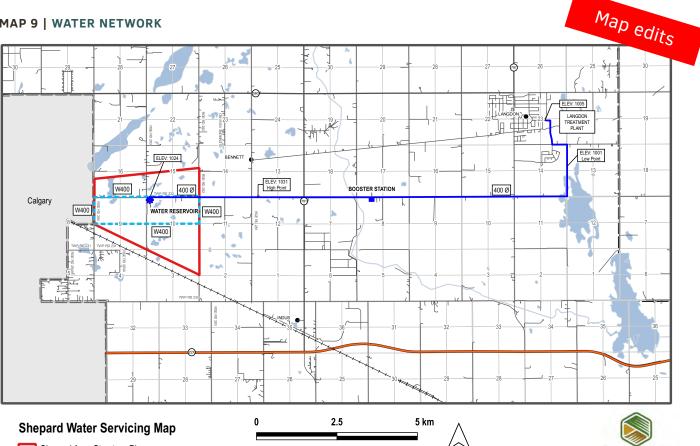
17.4.1 All new development shall be serviced with shallow utilities at the expense of the developer.

17.5 EMERGENCY SERVICE INFRASTRUCTURE

- 17.5.1 All industrial and commercial buildings are required to provide fire suppression systems and shall be in compliance with the County's Fire Suppression Bylaw.
- 17.5.2 All water systems serving developments within the Shepard area shall be designed to provide adequate water pressure and volume to combat fires.

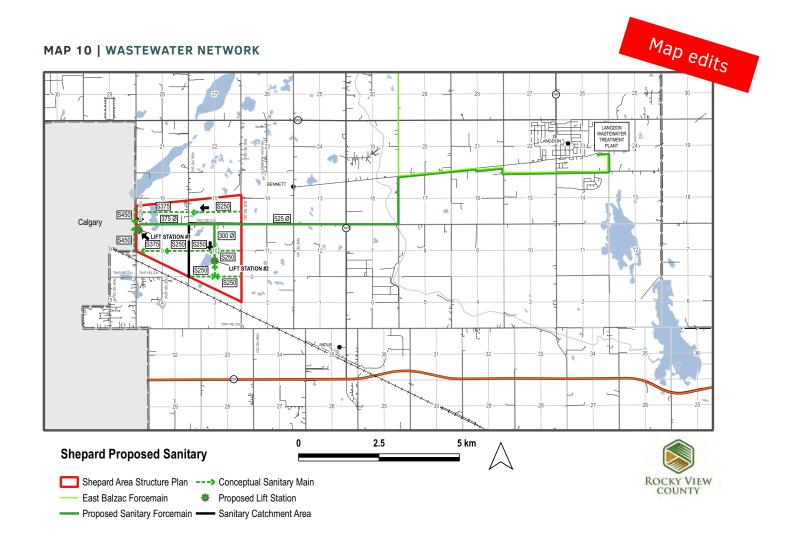






- Shepard Area Structure Plan
- Water reservoir (proposed location)
- Water Transmission Main
- --- Conceptual Water Main
- Booster Station (proposed location)

ROCKY VIEW COUNTY



STORMWATER

TECHNICAL SITE ASSESSMENT

18.0

The project area is divided into two distinct catchment areas: one draining to the northwest into the Shepard Slough Complex, and one self-contained basin in the southeast. There are no natural streams or rivers within the project area, but there are five large water bodies that have potential to be Crown-Claimed. The hydrology of the area will be impacted by development, mainly by altering natural flow paths, increasing the prevalence of impervious surfaces, reducing natural surface water absorption, and increasing potential for sedimentation. A comprehensive stormwater management plan will need to be developed for the area to manage surface water, prevent flooding, and ensure outputs meet water quantity and quality guidelines. An ASP level Stormwater Management Study has been prepared in support of the ASP area in accordance with the Terms of Reference, and the Stormwater Management Guidelines for the Province of Alberta. An update to the 2011 Shepard Regional Drainage Plan would need to be initiated by the City of Calgary and Rocky View County and is currently outside the scope of this ASP.

The north and west part of the site area will drain west to the Shepard wetland catchment area and the southeast area will drain south into the Bow River catchment area. The existing flow on the north part of the site naturally flows into the Shepard catchment area while the southeast area is currently self-contained and assumed to be zero discharge. 3 storm ponds will be required for the north and west areas of the site to provide sufficient storage to decrease the post-development peak flow rate to 0.8 L/S/ha as stipulated in the AECOM 2011, Shepard Regional Drainage Plan. The storm ponds will be constructed on the natural low- lying area of the site. Another storm pond is also required in the southeast area to collect the stormwater at the natural low-lying area, and a storm trunk will be required to convey stormwater at a peak flow rate of 0.546 L/s/ha (494 L/s) from the pond to the Bow River (see Stormwater Concept Plan and separate detailed ASP Stormwater Management Plan by Idea Group, February 2020).

POLICIES

18.1 LOCAL STORMWATER MANAGEMENT

- 18.1.1 The location of the natural stormwater drainage conveyance system shall be protected and acquired as part of the development process, in general accordance with Map 11: Stormwater Management Plan and the ASP Stormwater Management Plan.
- 18.1.2 Stormwater conveyance systems should develop in an orderly, logical, and sequential pattern of development.
- 18.1.3 Stormwater shall be conveyed downstream in a manner that protects downstream properties.

Page 67 of 109

- 18.1.4 Where required, proponents of new development shall identify and secure, in consultation with the County, the downstream stormwater conveyance system.
- 18.1.5 Stormwater conveyance systems must provide a right-of-way of sufficient width to accommodate upstream stormwater flow.
- 18.1.6 Stormwater ponds or constructed wetlands should be located:
 - a. in general accordance with the locations identified in the ASP Stormwater Management Plan;
 - b. on an accessible public utility lot; and
 - c. outside of the riparian setback area.
- 18.1.7 Natural wetlands and / or natural drainage courses that are retained should receive treated stormwater through direct or indirect flow in order to maintain the value of the wetland and the drainage course.
- 18.1.8 The costs to service the ASP should be shared by all benefiting.

18.2 STANDARDS AND DESIGN

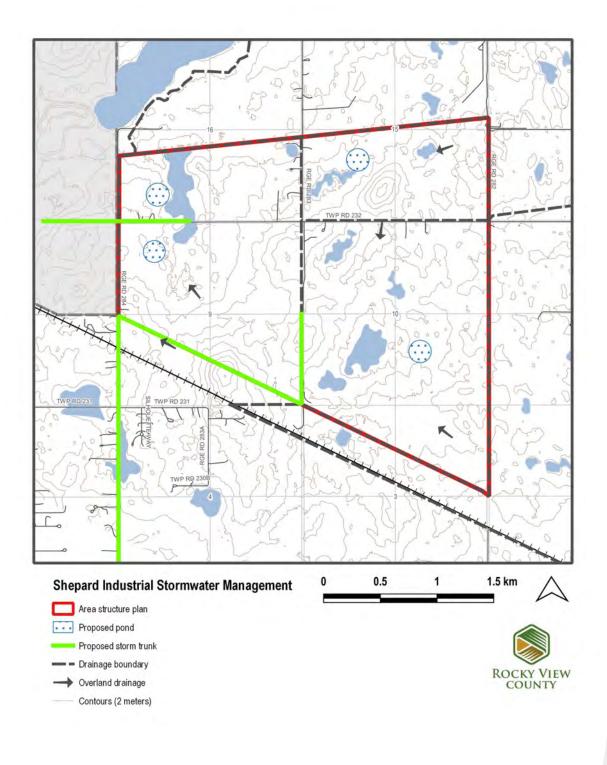
- 18.2.1 Stormwater infrastructure shall be constructed, operated, and maintained in accordance with the County Servicing Standards, County Policy, and Provincial regulations. The stormwater management system should be designed to:
 - a. operate on a gravity basis;
 - b. wherever possible, use the stormwater drainage conveyance system, as generally shown on Map 11: Stormwater Management Plan;
 - c. accommodate stormwater flows from adjacent transportation networks;
 - d. preserve the value of existing wetlands; and
 - e. conform to an urban standard where a curb and gutter transportation system is provided.
- 18.2.2 Stormwater conveyance alignments and ponds are shown conceptually on Map 11: Stormwater Management Plan. Alternate and more cost effective alignments may be considered at the local plan stage if it can be shown that the impact on wetlands within the identified conveyance system is reduced through the use of an alternative alignment.
- 18.2.3 Water quality targets should be compliant with the water quality targets stipulated in the Stormwater Management Guidelines for the Province of Alberta.
- 18.2.4 Low Impact Development (LID) practices and stormwater management facilities should be adequately sized, considering evaporation and infiltration losses where appropriate.
- 18.2.5 Appropriate access should be provided to the stormwater management facilities to allow for maintenance.

- 18.2.6 Emergency overland escape routes are to be provided for all future storm ponds and developments where it is possible, or 1:200 year event should be accommodated within the stormwater management facilities.
- 18.2.7 Monthly evaporation data, precipitation and temperature input files should be used based on the data given by latest City of Calgary Stormwater Management and Design Manual.
- 18.2.8 Rate Control Target:
 - a. Development within catchment area PR 5, PR 9 and PR 10: Stormwater Management Best Management Practices, Low Impact Development practices, and wet ponds/constructed wetlands shall be utilized with sufficient detention storages in order to reduce discharges to meet the maximum 1:100 year event unit area flow rate of 0.8 L/s/ha.
 - Development within catchment area PR 1: Stormwater Management Best Management Practices, Low Impact Development practices, and wet ponds/constructed wetlands shall be utilized with sufficient detention storages in order to reduce discharges to meet the maximum 1:100 year event unit area flow rate of 0.546 L/s/ha.
- 18.2.9 Volume Control Target:
 - a. Development within catchment area PR 5, PR 9 and PR 10: Stormwater Management Best Management Practices, Low Impact Development practices, and wet ponds/constructed wetland shall be used with sufficient detention storages in order to reduce average annual runoff to 113 mm.
 - b. Development within catchment area PR 1: Stormwater Management Best Management Practices, Low Impact Development practices, and wet ponds/constructed wetland shall be used with sufficient detention storages in order to reduce average annual runoff to 100 mm.

18.3 REGIONAL STORMWATER MANAGEMENT

18.3.1 The County shall work collaboratively with adjoining municipalities, the Western Irrigation District, Alberta Environment, and Ducks Unlimited to develop a comprehensive and regional approach to stormwater management and to reaching agreements where municipal infrastructure in another municipality is intended to be used for stormwater resulting from new development within the County.

MAP 11 | STORMWATER MANAGEMENT PLAN



Page 71 of 109

SOLID WASTE & RECYCLING

Solid waste policies address the management of solid waste through all stages of development; from construction and demolition to full build-out. The policies emphasize the reduction and diversion of waste through the recycling and reuse of materials. Each development stage has different solid waste requirements and the policies below provide guidance to developers and residents on effectively managing solid waste.

OBJECTIVES

 19_{0}

- Ensure local plans address solid waste management during all stages of development
- and are in alignment with the County's Solid Waste Master Plan and/or Solid Waste Servicing Strategy
- Promote plans that support the 3R's and circular economy principles including waste minimization and keeping all materials at their highest and best use.

19.1 POLICIES

- 19.1.1 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction in accordance with County standards.
- 19.1.2 A local plan should:
 - a. address solid waste management through all stages of development, including occupancy;
 - b. align with the County's Solid Waste Master Plan and/or Solid Waste Servicing Strategy;
 - c. embrace opportunities to redesign systems to eliminate waste and keep products and materials at their highest use;
 - d. conform to any solid waste standards set by the County; and
 - e. consider the 3Rs hierachy of reducing, reusing, and recycling in all decisions regarding solid waste management.
- 19.1.3 All industrial, commercial, and institutional facilities and business owners shall be responsible for providing their own solid waste services.



EMERGENCY SERVICES

OVERVIEW

Emergency services within the Plan area include fire and protective service needs.

OBJECTIVES

- Ensure an appropriate and efficient level of fire and protective services is made available
- for current and future residents in order to provide for a safe and liveable community.
- Ensure communities are designed and constructed to optimize the delivery of fire and protective services.

20.1 POLICIES

- 20.1.1 In association with County Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to meet current needs, as well as future needs, based on projected population growth and demographic change in the Plan area.
- 20.1.2 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.
- 20.1.3 All industrial and commercial buildings should provide fire suppression systems and they shall be in compliance with the County's Fire Suppression Bylaw and the Alberta Building Code.
- 20.1.4 Local plans shall address fire and protection response measures and 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.
- 20.1.5 Crime Prevention Through Environmental Design (CPTED) features should be considered and incorporated into the design and construction of all new development, wherever possible.
- 20.1.6 The County shall collaborate with CP to develop an Emergency Response Plan to mitigate any risks related to railway lands and train movements.



ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A

Page 74 of 109 210

OIL AND GAS

Oil and gas facilities, infrastructure, and operations are industrial land uses that have the potential to affect public safety, quality of life, and the natural environment. The co-existence of these oil and gas activities with other forms of development in the Shepard area is an important consideration in the area's development. **Map 5: Oil and Gas** Facilities 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 in relationship to petroleum facilities and wells.
- Allow for the continued safe operation of petroleum facilities and wells.

21.1 GENERAL POLICIES

- 21.1.1 Applicants proposing to develop land in the vicinity of petroleum facilities and wells shall adhere to the setback requirements and policies of this Plan, and the Directives and Bulletins of the Alberta Energy Regulator.
- 21.1.2 At the time of subdivision or development, a restrictive covenant shall be registered that prevents the construction of any building within the setback area associated with an active, suspended, or abandoned well.
- 21.1.3 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.
- 21.1.4 Prior to the preparation of a local plan to develop lands within 1.5 km 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.
- 21.1.5 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 for petroleum facilities.

21.2 ABANDONED OIL & GAS WELLS

Within the Plan area there are two (2) known abandoned well sites. The following policies apply for land located in proximity to an abandoned well site.

- 21.2.1 All buildings located in proximity to an abandoned well site shall comply with the Alberta Energy Regulator setback requirements or provide a minimum building setback of 40 metres for residential development and 20 metres for all other development, whichever is greater.
- 21.2.2 Vehicular access to an abandoned well site shall:
 - be determined through discussion with the abandoned well licensee;
 - b. be identified in the local plan; and
 - c. be protected by easements in favour of the County at the time of subdivision or development approval.
- 21.2.3 In conjunction with the preparation of a local plan, or a subdivision, or development permit application for any parcel containing an abandoned well, the applicant shall provide:

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A Page 76 of 109

IMPLEMENTATION



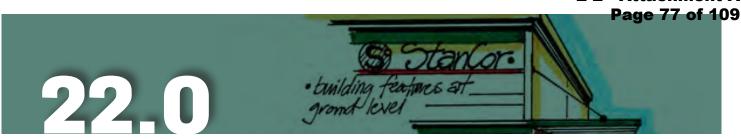






Page 219 of 372

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A



IMPLEMENTATION

The Shepard Industrial Area Structure Plan outlines the vision for the future physical development of the Plan area and provides guidance with regard to infrastructure, land use, subdivision, and development. The purpose of this Section is to describe the Plan implementation process, to provide detail on the phases of development, and to specify requirements to ensure the Area Structure Plan policies and strategies are adhered to.

OBJECTIVES

- Implement the Land Use Strategy and policies of the Shepard Industrial Area Structure Plan.
- Ensure the cost of infrastructure development is identified and provided.
- Provide for the logical phasing of development.
- Implement key actions to facilitate development, provide guidance to local plans, and ensure a coordinated planning and implementation approach.
- Ensure local plans adhere to the vision and policies of the Plan.
- Provide for the review and amendment of the Plan as required.

22.1 LOCAL PLANS, REDESIGNATION, SUBDIVISION AND DEVELOPMENT APPLICATIONS

Local plans are to be developed within the framework provided by this Area Structure Plan. In addition to the below policies, the standard technical requirements of a conceptual scheme or master site development plan are identified in the County Plan.

- 22.1.1 Applications for redesignation, subdivision, and / or development 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.
- 22.1.2 Notwithstanding Policy 27.1, applications for a Development Permit in an area where a land use has been approved prior to the adoption of this Plan do not require a local plan.
- 22.1.3 Local plans shall address and adhere to the requirements of the Shepard Industrial 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 Shepard Industrial Area Structure Plan.

- 22.1.4 Subdivision and development applications shall address and adhere to the requirements of the local plan and the policies of the Shepard Industrial Area Structure Plan.
- 22.1.5 Where a local plan does not exist or is silent on a subject, the policies of the Shepard Industrial Area Structure Plan shall apply.
- High-quality landscaping should be emphasized in all interface areas shown on Map 7: Interfaces and Gateways. A landscape plan shall be prepared as part of a local plan, and shall address Section 23 of this Plan, the County's Land Use Bylaw, and the County's Commercial, Office and Industrial Design Guidelines.

Local Plan - Boundaries

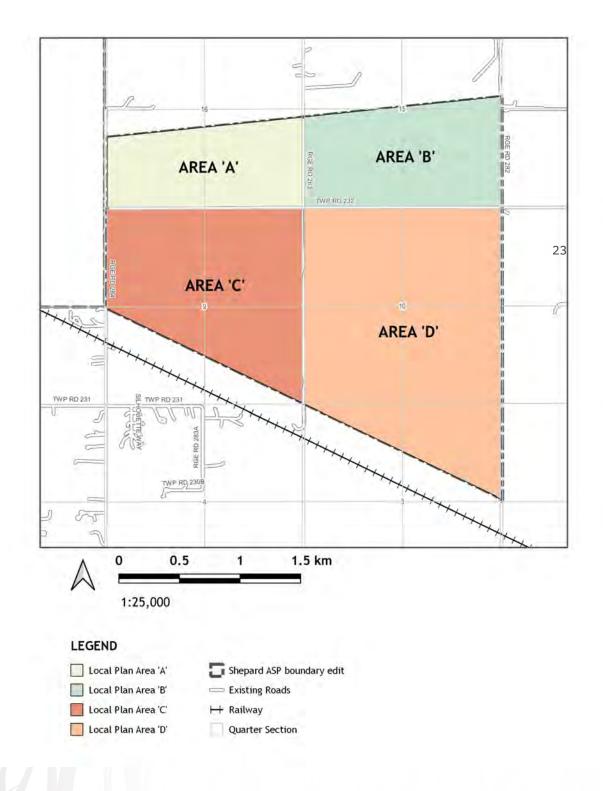
The boundaries of local plans should be based on the natural and physical conditions in the Plan area, as well as other factors such as the availability of servicing, parcel layout, and proposed transportation improvements. **Map 12: Local Plans** identifies the local plan boundaries.

22.1.7 **Map 12: Local Plans** identifies local plan and phasing boundaries that are required based on (i) the existence of major transportation network components and (ii) unique planning conditions associated with servicing requirements and the CP right-of-way. Local plan boundaries shall be finalized in consultation with the County at the time of application. The preferred minimum planning area is one quarter section (160 acres) in size.

Local Plan - Requirements

- 22.1.8 Local plans shall address the requirements as set out in the policies in this Area Structure Plan and Section 29 and Appendix C of the County Plan.
- 22.1.9 A Local Plan shall be required to support applications for subdivision and development. The local plan should:
 - a. provide detailed planning and design policies and guidelines;
 - b. address the County's Commercial, Office, and Industrial Design Guidelines and document how the local plan meets those guidelines;
 - c. provide architectural and site guidelines in order to provide a consistent, thematic design to the commercial area;
 - d. where applicable, coordinate with the City of Calgary to ensure effective transition across municipal boundaries;
 - e. where necessary, provide for current and future access requirements to the transportation network; and
 - f. where necessary, ensure vehicle and pedestrian connections are in general accordance with other local plan areas, and in accordance with this Plan.

MAP 12 | LOCAL PLAN AREAS



- 22.1.10 All planning or development applications, and any associated infrastructure construction, should meet the technical requirements of the County Plan, County Land Use Bylaw, Shepard Industrial Area Structure Plan and associated technical studies, relevant local plan, County Servicing Standards, County Policy, and provincial and federal requirements.
- 22.1.11 Where appropriate and feasible, a local plan should incorporate policies that provide for green building techniques and energy efficient design.

Local Plan - Reserve Analysis

- 22.1.12 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.
- 22.1.13 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.

Local Plan - Infrastructure Costs and Levies

The Shepard ASP recognizes development implementation will require infrastructure improvements within and external to the Plan area. The costs incurred by development of lands will be covered through a variety of revenue sources including developer improvements, development levies, County improvements, and user fees.

The need, cost, and timing of infrastructure vary with the type of infrastructure improvement. Offsite Levies for transportation, water, wastewater, and stormwater servicing will be developed for the Shepard Area Structure Plan. All levies are subject to periodic review and include development costs associated with internal and external improvements to service the Plan area. Non-levy costs and improvements will be determined through periodic review of the master servicing documents and at the local plan preparation stage.

It is important to note that infrastructure costs do not represent the full costs to service the Plan Area. Complete community costs also include costs associated with program and service delivery to business owners (e.g. community recreation, fire and property protection, parks maintenance, waste and recycling operations, etc.), which serve community needs and are an essential part of a community.

- 22.1.14 Full piped servicing shall be installed by the developer to the Plan Area following approval of the first Local Plan that includes lands within the M2-B (Industrial Large Lot) designation. Interim servicing solutions in compliance with this ASP will be required prior to the completion of full piped servicing to the Plan Area.
- 22.1.15 As part of the local plan approval process the identification, timing, and funding of any required offsite improvements is required. Off-site improvements that are:

- a. internal to the Plan area will be determined to the satisfaction of the County; or
- external to the Plan area, including provincial or adjacent municipal infrastructure will be determined to the satisfaction of the County, in consultation with the relevant municipality and / or provincial department.
- 22.1.16 Developers relying on regional County utility services (water, wastewater, and / or stormwater) shall be required to front-end the costs of utility service upgrades where deemed necessary by the County.
- 22.1.17 Costs associated with transportation and / or utility service improvements are the developer's responsibility.
- 22.1.18 Developers relying on transportation and / or utility infrastructure improvements (water, wastewater, and / or stormwater) provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreement.
- 22.1.19 Development proponents shall be required to pay the Rocky View County:
 - a. Water and Wastewater Off-Site Levy;
 - b. Stormwater Off-Site Levy; and
 - c. Transportation Off-Site Levy.

22.2 PHASING

The purpose of the phasing strategy is to provide for the logical and cost-effective progression of development. Development phases shall align with infrastructure investment as it builds out in the Plan Area and will be subject to market forces.

- 22.2.1 Phasing of development in the Shepard Industrial Area Structure Plan area should be done in a logical and cost effective manner and shall be guided by the creation of local plans as shown on Map 12: Local Plans.
- 22.2.2 Local plans shall specify further details on phasing of development and infrastructure.

22.3 MONITORING

The progress in implementing the Shepard Industrial Area Structure Plan will be monitored. Where necessary, County Administration will make recommendations as to how to manage growth in the Plan Area or how the Plan may be updated to meet changing circumstances.

22.3.1 County Administration will report to Council on implementation of the Shepard Industrial Area Structure Plan as part of Administration's yearly reporting on the overall implementation of the County Plan.

22.4 PLAN REVIEW AND AMENDMENT

The future land use and development outlined in the Shepard Industrial Area Structure Plan is intended to address a 20-30 year build-out of the area. While the Area Structure Plan is sufficiently flexible to account for change, periodic review, and occasional amendment of the Area Structure Plan may be required.

Under normal circumstances, the County will undertake a Plan assessment every 10 years to determine if a full review is required, as per the County Plan. However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

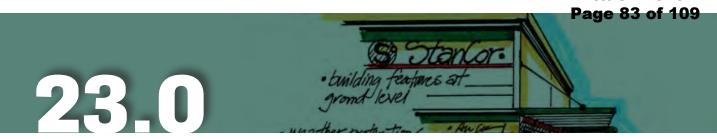
- 22.4.1 The County may consider periodic review and occasional amendment of the Shepard Area Structure Plan in accordance with the County Plan, County Policy, and the Municipal Government Act.
- 22.4.2 The Shepard Industrial Area Structure Plan shall be subject to an assessment and possible review every 10 years.

Actions

Actions are activities that need to be carried out by the County to achieve the goals, objectives, and policies of the Plan. The following are the recommended County actions to assist in the implementation of the Shepard Industrial Area Structure Plan.

22.4.3 Monitor and report on the Plan implementation as part of the yearly County Plan reporting.

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A



INTERMUNICIPAL COORDINATION AND COOPERATION

The Plan area is bordered by the City of Calgary, to the west. The Plan acknowledges the land use intent of the City and provides for appropriate, compatible land use transitions at the interface areas. In addition, the Plan contains specific stormwater (Section 24), transportation (Section 22), open space (Section 18), business interface (Section 14), and intermunicipal (Section 28) policies that promote a coordinated and cooperative approach to planning. Specific planning objectives are identified in the Rocky View / Calgary Intermunicipal Development Plan (IDP).

OBJECTIVES

• Ensure ongoing, meaningful consultation occurs between Rocky View County and the City of Calgary on matters related to the implementation of the Shepard Industrial Area Structure Plan.

23.1 LOCAL PLANS, REDESIGNATION, AND SUBDIVISION

Local plans are to be developed within the framework provided by this Area Structure Plan. In addition to the below policies, the standard technical requirements of a conceptual scheme or master site development plan are identified in the County Plan.

- 23.1.1 Prior to approval of Local Plan and land use applications, the County should consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County.
- 23.1.2 Any Local Plan or land use applications located within the Intermunicipal Development Plan Notification Zone, 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 City of Calgary infrastructure and interests.
- 23.1.3 The County shall work with the City of Calgary to explore interregional transit options with connections to the Plan Area, should they become viable.

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A Page 84 of 109

- 23.1.4 Prior to aproval of local plan applications adjacent to the City, the County shall ensure through policy that material cross boundary impacts are reviewed at the subdivision stage, and that appropriate mechanisms are implemented through any subdivision approvals to address these impacts identified by the County.
- 23.1.5 The County should collaborate with the City of Calgary and relevant provincial agencies to support the establishment of baseline conditions for infrastructure needs and environmental assets which assist in the planning and assessment of future growth and development within the Plan Area.
- 23.1.6 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;
 - c. land use compatibility with adjacent municipal land uses; and
 - d. other appropriate policies of this Plan.

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A

Page 85 of 109

DEFINITIONS

24.0

Conceptual Scheme is a non-statutory plan, subordinate to an area structure plan. It may be adopted either by bylaw or by a resolution of Council. A conceptual scheme is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. Conceptual schemes provide detailed land use direction, subdivision design, and development guidance to Council, Administration, and the public. If a conceptual scheme area is of sufficient size that further detail is required for specific areas and phases, the conceptual scheme may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as 'development cells'.

Local plan is a term that 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 area structure plan. 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 C).

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.

Open land means publicly or privately owned land within a comprehensively designed Compact Country Residential neighbourhood or larger community, where the land is used for the primary purpose of conservation, recreation, or agriculture.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. Open space may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Developable land means privately owned land that has no natural or human caused constraints to residential development. Constraints to development include land determined to be unstable, hazardous, environmental reserve, contaminated, or regulatory setbacks as identified by the Provincial or Federal governments.

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A Page 86 of 109

APPENDICES

SHEPARD INDUSTRIAL ASP ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A Page 87 of 109







APPENDIX A | PUBLIC OPEN HOUSE SUMMARY

A virtual Open House was held on Wednesday, February 24th 2021 at 7 pm MST. The Open House involved 37 attendees, 11 of which are Shepard team members. Team attendees included:

- Jessica Anderson Rocky View County
- Michael von Hausen MVH Urban Planning + Design
- Lauren Armeneau MVH Urban Planning + Design
- Brad O'Keefe IDEA Group Inc.
- Jeff Beaton IDEA Group Inc.
- Shawn Belecki CANA Group of Companies
- Ryan Riddel CANA Group of Companies
- Alex Ho ISL Engineering Ltd.
- Krista Bird Tannas Conservation Services Ltd.
- Steven Tannas Tannas Conservation Services Ltd.
- Luke Simpson Simpson Ranching Ltd.

The following chart outlines questions and answers from the Open House.

QUESTION	ANSWER
Have any studies been done regarding impacts such as light and noise on neighbouring properties?	Policy in the ASP provides high level direction on compliance with the County's dark sky policies and considerations for noise mitigation in future local plans.
Have hydrogeological, geotechnical, and/or biophysical studies been done to determine the impacts of development on the land?	At the ASP stage these studies are not done as the detail required is not available. In subsequent planning stages these studies will be conducted prior to approval.
How will development impact wildlife and native plant species?	At the ASP stage an Environmental Screening is completed based on desktop information available. At the next stage, when a detailed concept plan is proposed, a biophysical assessment will be done where all impacts on vegetation and wildlife will be reviewed in great detail and ground-proofed to ensure accuracy. The ASP should ensure that these studies will be required at local plan stage.
How will the valuable wetlands on site be impacted by development?	The Shepard Industrial ASP sets the framework to preserve and protect the existing wetlands. There are comprehensive Provincial regulations on wetland preservation; future development would have to comply with these requirements in addition to municipal standards and the ASP policies.

SHEPARD INDUSTRIAL OPEN HOUSE Q&A

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A Page 90 of 109

How will the site be serviced? Will servicing include wells or using existing wetlands?	The Shepard Industrial ASP outlines a plan for development that will involve underground piping to
	direct water flows to the Bow River and the Shepard slough complex. There will be no wells or overland flows. There may be interim servicing prior to the pipe system being built as it is highly expensive. This will be determined by the sequence of development.
To what extent is CP Rail involved in this ASP?	At this time, there have been no commitments from CP Rail to develop their lands south of the ASP area and north of the tracks. Further conversations will be had.
Have there been commitments from any tenants to develop within the ASP area?	Currently there are no commitments from any tenants to develop within the ASP area. Further conversations will be had.
Has the servicing connection between the site and Langdon been approved?	Approval is not needed at this stage; discussions have been with Langdon and it has been determined that there is existing capacity for both water and sanitary sewer.
What are the next steps and how can I get involved?	Following the February 24 th Open House, the feedback will be reviewed, and the Shepard Industrial ASP will be refined. Next, the plan will be circulated to outside agencies including the City of Calgary. The plan will be refined further and will then be presented to Rocky View Council for consideration and approval. The approval process will include a public hearing, at which time public concerns can be brought forward to Council. The ASP also requires approval from the Calgary Metropolitan Region Board (CMRB) through the Regional Evaluation Framework process that reviews how the ASP aligns with the Regional Growth Plan. Presently, the Interim Regional Growth Plan (IGP), adopted as the final Regional Growth Plan, is still in the process of approval. Updates will be posted regularly on the County Website.
Why is the industrial land use going ahead?	The Intermunicipal Development Plan (IDP) between Rocky View County and the City of Calgary identifies this land as "Industrial." At the same time, the County's draft Municipal Development Plan (MDP) identifies it as an "Employment Area."
How long have you been working on the Plan and who authorized moving ahead with the ASP?	On July 28, 2020 Rocky View County Council approved the Terms of Reference for an applicant-led Area Structure Plan for the Shepard Industrial area. Simpson Ranching Ltd., the majority landowner within the plan area, in conjunction with Shepard Development Corporation, is leading the Shepard Industrial Area Structure Plan, and have retained IDEA Group and MVH Urban Planning + Design to assist in the preparation of the plan. Once drafted, the Area Structure Plan will be presented to Council for consideration.
How does the Area Structure Plan relate to the County Plan?	The Area Structure Plan must comply with higher level plans, including the County Plan which acts as the County's current MDP, Intermunicipal Development Plans and any applicable regional plans. The County is presently undertaking a review of the County Plan and has created a draft Municipal Development Plan (MDP) that identifies the Shepard Industrial ASP lands as an "Employment Area."
How does the ASP relate to the IDP?	The Intermunicipal Development Plan (IDP) between Rocky View County and the City of Calgary identifies these ASP lands as within Calgary's Growth Area for Industrial development.

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A Page 91 of 109

Is this a Rocky View County plan or a developer Plan?	The project is an applicant	
	Structure Plan. In this arra	
	fund and lead the Area Structure man write the	
	County guides the process and ensures it aligns with	
	County policy and meets all County standards.	
	Following administrative review, the ASP is then	
	considered by Council for approval at the County level.	
Who is the final decision maker and what do they	Rocky View County Council is the primary decision-	
consider?	making authority for an Area Structure Plan (as it is	
	a County bylaw), although approval from CMRB is also	
	required prior to 3rd reading. County Council must	
	weigh the potential impacts and benefits of any	
	development project as well as alignment with all	
	relevant plans and bylaws in their decision-	
	making. The ASP must align with the Regional Growth	
	Plan, Inter-Municipal Development Plan, and	
	Municipal Development Plan. In turn, policies within	
	the ASP will guide subsequent plans such as	
	Conceptual Schemes or Master Site Development	
	Plans.	
	7.00000	
Who can I contact and further explore my concerns?	If you have any questions about the project, or County	
	processes please email Jeff Beaton, IDEA Group, at	
	j.beaton@ideagroupinc.ca or Jessica Anderson, Senior	
	Planner, Rocky View County, at	
	JAnderson@rockyview.ca or phone 403-230-1401.	
When will more detailed planning and design take	There are four sub-areas within the ASP that will	
place and can I be involved in reviewing those plans?	require more detailed Local Plans (e.g. Conceptual	
kinde and early be involved in reviewing close plans!	Schemes) to be developed following adoption of the	
	ASP. Each Local Plan will require extensive technical	
	studies and detailed planning and design. For more	
	information on the Shepard Industrial ASP please stay	
	tuned to: https://www.rockyview.ca/shepard-	
	industrial-area-structure-plan	

1879.



APPENDIX B | POLICY ALIGNMENT CHART UPDATED

Policy	Statement of Compliance
INTERIM REGIONAL GROWTH PLAN	
Policy 3.2.2 - Municipalities should collaborate to coordinate planning for land-use, infrastructure, and service provision with other member municipalities, where appropriate. As a minimum requirement, new Area Structure Plans (ASPs) or amendments to existing ASPs, within 1.6 km of a neighbouring municipal boundary or an agreed upon notification area between the member municipalities, shall demonstrate collaboration to coordinate through: processes that may include; a structured engagement process, circulation and review of technical studies	Attempts were made to collaborate with the City of Calgary on the Shepard Industrial ASP; however they were not reciprocated by City staff. The Shepard Industrial ASP engagement plan involved an open house on February 24, 2021 where stakeholders and other interested parties could provide input and voice concerns. Technical studies were released to the public prior to this event and circulated within Rocky View County and the City of Calgary.
Policy 3.4.5.1 - Employment areas shall be planned and developed to make efficient and cost-effective use of existing and planned infrastructure and services.	The site is situated on a unique and prime rail line location that is unequaled in the region, with the exception of the existing CN Rail Intermodal Logistics Yard in Conrich. The site makes efficient use of this unique and rare opportunity to align land use and rail infrastructure. Additionally the site is located within close proximity to Stoney Trail thereby minimizing truck and industrial traffic to the site. Storm water management facilities are closer at-hand to the west as per the Storm Water Management Plan details.
Policy 3.4.5.2 - Employment areas should plan for connections to existing and/or planned transit, where appropriate.	Regional transit hubs and connections will be considered at the Local Plan stage when more regional transit opportunities are available to this area.
RVC COUNTY PLAN	
Policy 6.6 - An applicant proposing to provide utility infrastructure shall be required to provide a cost feasibility and life cycle analysis detailing	Cost feasibility and life cycle analysis for utility infrastructure are more appropriate at the Local Plan stage.

operating and replacement costs in accordance with County Policy.		
Policy 6.7 - Prior to approving a development proposal, the County shall ensure that full cost recovery methods are in place to capture the capital and interest cost of development.	The developers are willing to proceed with the development with the knowledge that full cost recovery methods will be in place to capture the capital and interest cost of development.	
Policy 7.6 - 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.	Wastewater will be a piped municipal system in accordance with the Servicing Plan provided by IDEA Group for the ASP.	
Policy 7.9 - Stormwater treatment should avoid the use of natural wetlands.	A storm pond system is required to collect the stormwater at the natural low-lying areas and convey it either, west overland to the Shepard catchment area, or south via a storm trunk to the Bow River. A stormwater management plan will shape the further specifications for runoff to ensure that peak flows do not negatively impact on-site and offsite drainage.	
	The significant wetlands on the site will continue to provide significant waterfowl and other habitat values.	
Policy 7.13 - Support the conservation and effective management of riparian areas and wetlands in accordance with County Policy.	The significant wetlands will continue to provide significant waterfowl habitat. The intent is to retain the general topography and landscape characteristics of the high plain's grasslands.	
Policy 7.19 - Utility systems shall be designed and constructed to minimize adverse impacts to environmentally sensitive areas, as identified by a Biophysical Impact Assessment.	A comprehensive Environmental Screening report was completed by Tannas Conservation Services Ltd. to support the ASP and identify ecological features within the Plan area.	
	Additional bio-physical impact assessments will be done at subsequent application stages when detailed site design information is available to ensure the best possible design, and minimal adverse impacts on the ecological features.	
	The Storm Water Management Report completed by IDEA Group outlines the proposed selective use of some wetlands as future storm water ponds. Compliance with the Water Act and all provincial approvals will be required	

Policy 8.7 - Support and encourage agriculture operations and agricultural related economic activity.	Section 16.0 Agriculture outlines that the continued use of land for agriculture, until such time as the land is developed for other uses, is appropriate and desirable.
Policy 8.9 - Direct large scale value-added agriculture and agriculture services to develop in identified and comprehensively planned business centres.	The Shepard Industrial ASP provides an excellent opportunity for value-added agriculture and agriculture services to develop in this location. It will be a comprehensively planned business centre with a variety of lots sizes suitable for these types of land uses.
Policy 8.10 - Provide a road network that allows for the safe and timely movement of agricultural equipment and goods.	New road development in the Shepard Industrial ASP area will mirror the surrounding rural transportation network and ensure the capacity to transport agricultural equipment or products. Additionally, the Shepard Industrial ASP will support a regional road network, based on the existing township and grid system, that efficiently accesses and aligns with the provincial and regional highway network. ASP Map 8 Transportation & Mobility Network identifies the proposed future transportation network.
Policy 8.17 A subdivision to create a first parcel out that is a minimum of 1.60 hectares (3.95 acres) in area should be supported if the proposed site: a. meets the definition of a first parcel out; b. has direct access to a developed public roadway; c. has no physical constraints to subdivision; d. minimizes adverse impacts on agricultural operations by meeting agriculture location and agriculture boundary design guidelines; and e. the balance of the un-subdivided quarter section is maintained as an agricultural land use.	Section 16.1 (policies 16.1.2, 16.1.3, and 16.1.4) clarify that first parcel out subdivisions may be accepted within the ASP lands if the application meets County standards.
Policy 8.25 - Discourage intrusive and/or incompatible land use in the agricultural area.	The Shepard Industrial ASP is strategically situated along a unique and rare opportunity for an intermodal railyard development. It is compatible with the surrounding area as existing development has already occurred and urban development is nearby to the west. Additionally design guidelines within the ASP promote a high- quality industrial development.
	The Shepard Industrial ASP includes policy 12.1.2, which states. "Proposals for non-agricultural

	development adjacent to agricultural lands located either within or outside of the Plan boundary should incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands."
Policy 12.6 - Acquire land for parks, open space, pathways, trails, and recreational and cultural amenities, through such means as: a. dedication of reserve; b. land purchase; c. easements and rights-of-way; and d. donations, endowment funds, and land swaps.	The Shepard Industrial ASP Land Use Strategy dedicates 90 hectares of land for stormwater and reserves. This accounts for 11% of the developable area. Details surrounding reserve will be determined at the subdivision stage.
Policy 12.16 - Ensure the location, design, and scale of residential, institutional, commercial, and industrial development is sensitively integrated with adjacent parks, open space, trails, and pathways in a comprehensive and supporting manner.	Map 6 Land Use Concept shows an industrial development that is sensitively integrated with parks, open space, trails and pathways in a comprehensive manner. Local plans will build and enhance this general land use concept with further details and amenities.
Policy 13.1 - When acquiring reserves, the County shall require that the owners of land proposed for subdivision provide reserves in the form of: a. land; b. money in place of land; or c. a combination of land and money.	The Shepard Industrial ASP Land Use Strategy dedicates 90 hectares of land for stormwater and reserves. This accounts for 11% of the developable area. Details surrounding reserve will be determined at the subdivision stage.
Policy 13.7 - The amount, type, location, and shape of reserve land shall be suitable for public use and accessible to the public.	Map 6 Land Use Concept shows that reserve land and parks will be suitable for public use and accessible to the public.
Policy 13.10 - Environmental reserves or environmental reserve easements shall be taken at the time of subdivision, in accordance with the Municipal Government Act, on lands designated for: a. residential, business, or institutional uses; b. on agricultural parcels less than 12.00 hectares (29.65 acres); or c. as determined by the County.	The Shepard Industrial ASP Land Use Strategy dedicates 90 hectares of land for stormwater and reserves. This accounts for 11% of the developable area. Details surrounding reserve will be determined at the subdivision stage.
Policy 13.11 - Where the County determines public use is not desirable or where management of public land by the County is not required, land qualifying as environmental reserve may be designated as an environmental reserve easement in accordance with the Municipal Government Act.	Details surrounding ER and ERE will be determined at the subdivision stage.

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A Page 97 of 109

Policy 14.7 - Development of a new regional business centre should not be supported unless a need has been demonstrated, based on the following criteria: a. the proposal has regional or national significance; b. existing regional business centres within the trade area of the proposed development are approaching full buildout, and the County has determined the expansion of the existing regional business centres is not desirable; c. existing regional business centres within the trade area do not meet market demand; d. land uses and target markets are clearly defined; e. the proposed development meets the environmental and infrastructure goals and policies of this Plan; f. the proposed development has the potential to provide a substantial financial benefit to the County; g. adverse impacts on existing residential communities and agriculture operations will be minimized; and h. the proposed development is in close proximity to the provincial transportation network.	The Shepard Industrial ASP is situated in a prime regional location next to a rare opportunity for an intermodal railyard with CP Rail. The ASP is well connected to the region's major infrastructure and assets. It has the potential to be one of the premier large industrial, business, and employment hubs in the Calgary Region. The development will provide a substantial financial benefit to the County, adverse impacts on existing agricultural operations will be minimized, and it is in close proximity to the provincial transportation network.
Policy 15.7 - Require appropriate design and appearance of permanent energy facilities in accordance with the Rocky View Commercial, Office, and Industrial Design Guidelines.	While developing the Shepard Industrial ASP the County's Commercial, Office, and Industrial Design Guidelines were reviewed and implemented. Specific policies (e.g. section 8.2 Design Guidelines) reference that future Local Plans must demonstrate conformance to the County's Design Guidelines. Additionally other policies require a high level of design character for the site (e.g. 8.1.7 about dark sky lighting, Figure 5 about building and site development, Figure 6 a streetscape example, policies in 10.1 pertaining to screening and limiting of storage areas, 10.2 regarding pedestrian movement, site design and parking areas, 12.0 pertaining to interface areas, and 13.0 about gateways)
RVC/City of Calgary IDP	

<section-header><section-header><section-header><section-header><complex-block><complex-block></complex-block></complex-block></section-header></section-header></section-header></section-header>	The subject site is located within the Calgary - Rocky View County IDP and more specifically within the City of Calgary identified "Growth Corridor". The subject site is specifically for labelled for future Industrial as shown on Map 4 of the IDP. This means the subject site could be a target for future annexation by the City of Calgary.
Policy 6.2.1 - Transition tools should be applied to new, non-agricultural development to minimize impacts on existing agricultural land uses across a municipal boundary.	The Shepard Industrial ASP looks to the County's Agricultural Boundary Design Guidelines to provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts. Development will ensure an appropriate interface between non-agricultural uses and agricultural land and operations, in order to avoid negative impacts on agriculture operations.
	Policies within 12.1 Agriculture Interface address the interface with adjacent agriculture operations. Map 7 Interfaces and Gateways identifies interfaces with adjacent agricultural areas that must be treated sensitively.
	Policy 12.1.1 states "All developments shall comply with the Agricultural Boundary Design Guidelines where possible."
	The Shepard Industrial ASP includes policy 12.1.2, which states, "Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of the Plan boundary should incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands."

Policy 11.1.2 - Both municipalities should manage watersheds to support healthy, functional ecosystems.	IDEA Group has completed a Storm Water Management Plan to support the ASP that will assist with managing watersheds to support healthy, functional ecosystems.
Policy 11.1.6 - Both municipalities should implement environmental setback guidelines to protect riparian areas and water quality	A comprehensive Environmental Screening report was completed by Tannas Conservation Services Ltd. to support the ASP and identify ecological features within the Plan area.
	Additional bio-physical impact assessments will be done at subsequent application stages when detailed site design information is available to ensure the best possible design, and minimal adverse impacts on the ecological features
Policy 13.1.3 - Multi-modal transportation connections between municipalities should be	Map 8 – Transportation and Mobility Network identifies a strong network of trails.
coordinated where appropriate.	As per policy 17.1.6 of the Shepard Industrial ASP "The County encourages and supports the inclusion of a pedestrian and bicycle network as part of the Shepard Transportation Network."
Policy 13.1.5 - The host municipality should consider the impact that a proposed development may have on the transportation infrastructure of the adjacent municipality through the development of a Transportation Impact Assessment (TIA) to the standard of the host municipality.	A Traffic Impact Assessment was conducter' ISL Engineering in November of 2020 to ' minimal impact on the existing transr infrastructure and to develop the ^k supporting road network.
Policy 14.1.2 - Either municipality may extend sanitary, water and stormwater services to the adjacent municipality according to its applicable policies.	The sanitary infrastr consist of two sr wastewater t ¹ main runn' Sheparr' Was' int, onsite water tra stormwater, Concept Plan a. Management Stue 2020.

Page 242 of 37





APPENDIX C | PLAN AREA LEGAL PARCELS

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A Page 102 of 109

Plan Area Legal Parcels

Index	Quarter Section Reference	Area (hectares)	Area (acres)
1	QS-SW SEC-16 TWP-023 RGE-28 MER-4	11.6	28.6
2	QS-SW SEC-16 TWP-023 RGE-28 MER-4	37.4	92.4
3	QS-SE SEC-16 TWP-023 RGE-28 MER-4	40.8	100.9
4	QS-SE SEC-16 TWP-023 RGE-28 MER-4	3.4	8.5
5	QS-SE SEC-16 TWP-023 RGE-28 MER-4	1.6	4.0
6	QS-SE SEC-16 TWP-023 RGE-28 MER-4	1.6	4.0
7	QS-SE SEC-16 TWP-023 RGE-28 MER-4	3.2	8.0
8	QS-SE SEC-16 TWP-023 RGE-28 MER-4	4.7	11.6
9	QS-SW SEC-15 TWP-023 RGE-28 MER-4	8.0	19.9
10	QS-NW SEC-15 TWP-023 RGE-28 MER-4	54.6	135.0
11	QS-SE SEC-15 TWP-023 RGE-28 MER-4	64.8	160.1
12	QS-NW SEC-09 TWP-023 RGE-28 MER-4	64.9	160.3
13	QS-NW SEC-09 TWP-023 RGE-28 MER-4	64.8	160.1
14	QS-NW SEC-10 TWP-023 RGE-28 MER-4	64.9	160.4
15	QS-NE SEC-10 TWP-023 RGE-28 MER-4	1.0	2.4

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE) E-2 - Attachment A Page 103 of 109

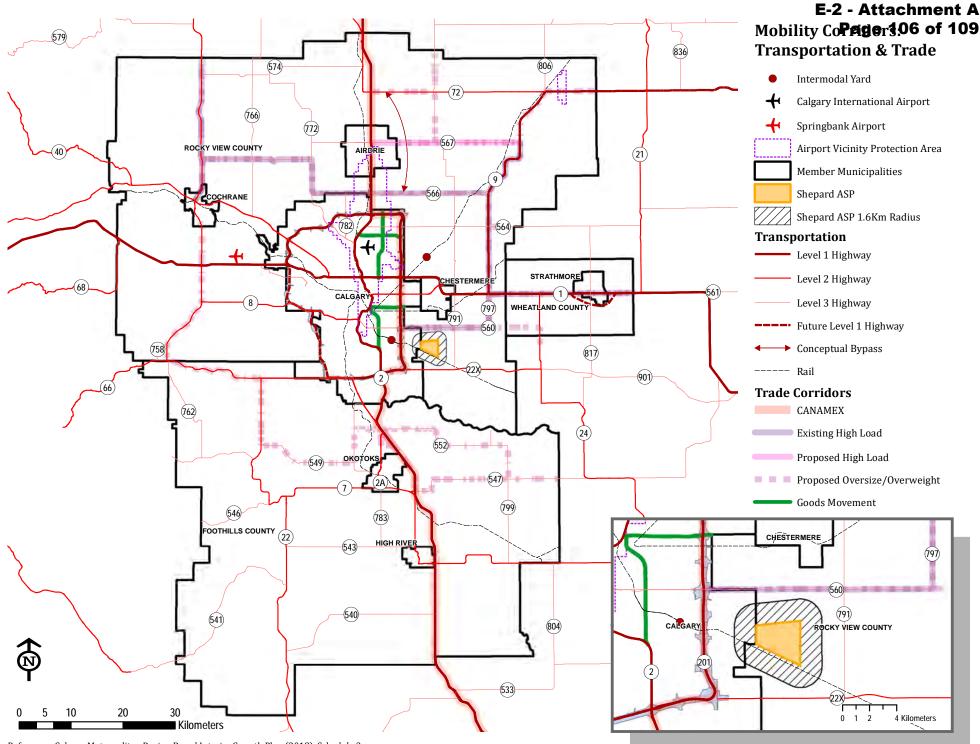






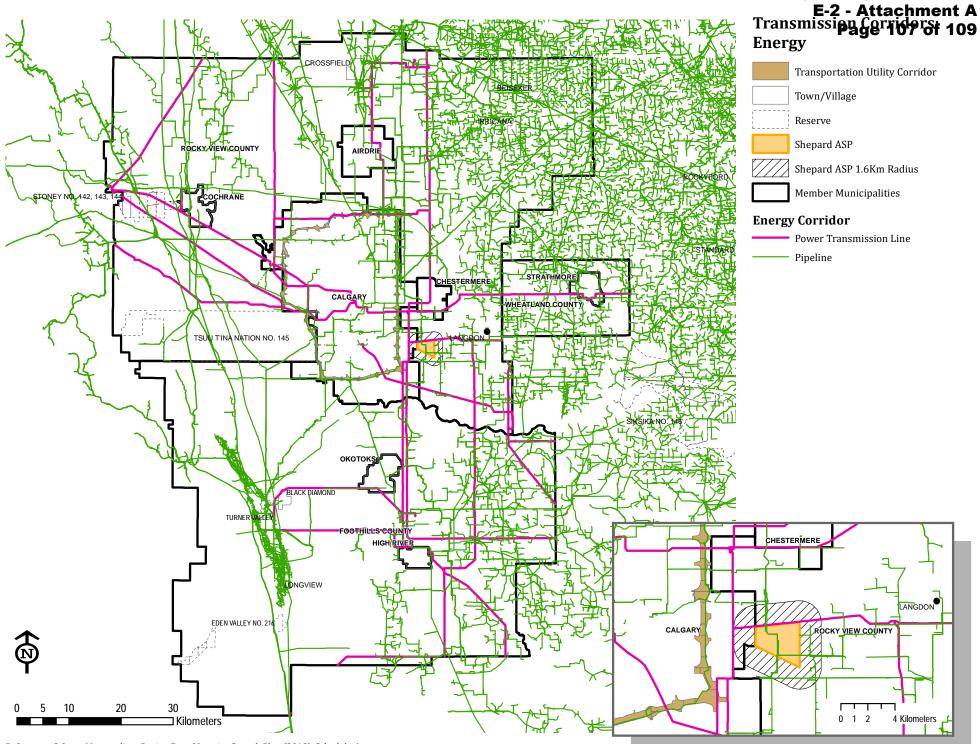
APPENDIX D | CMRB MAPS

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE)



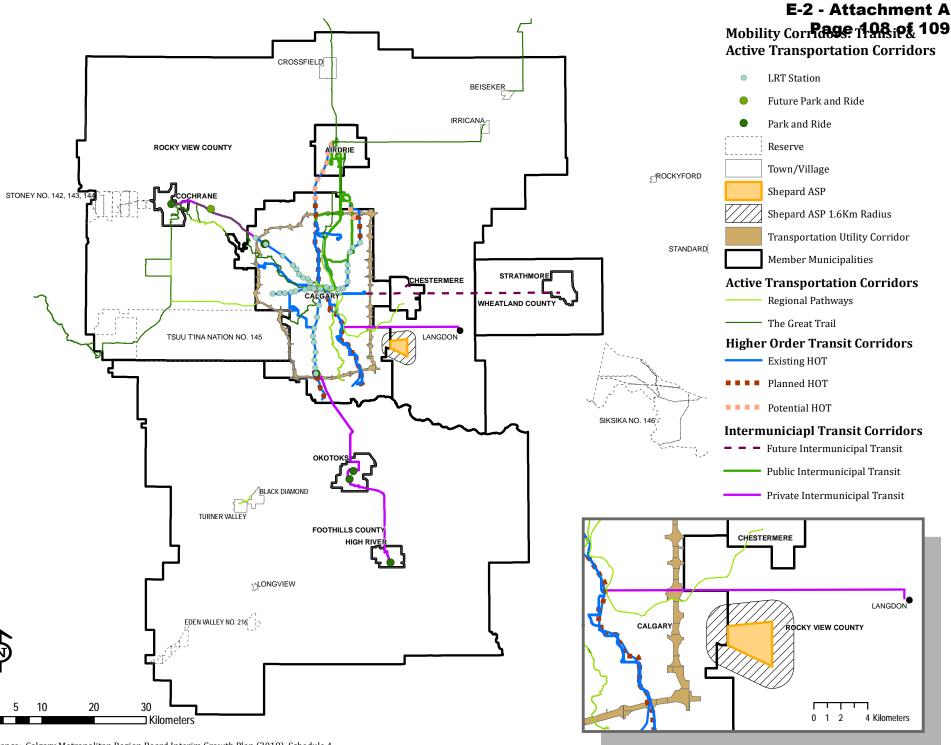
Reference: Calgary Metropolitan Region Board Interim Growth Plan (2018), Schedule 3

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE)



Reference: Calgary Metropolitan Region Board Interim Growth Plan (2018), Schedule 6

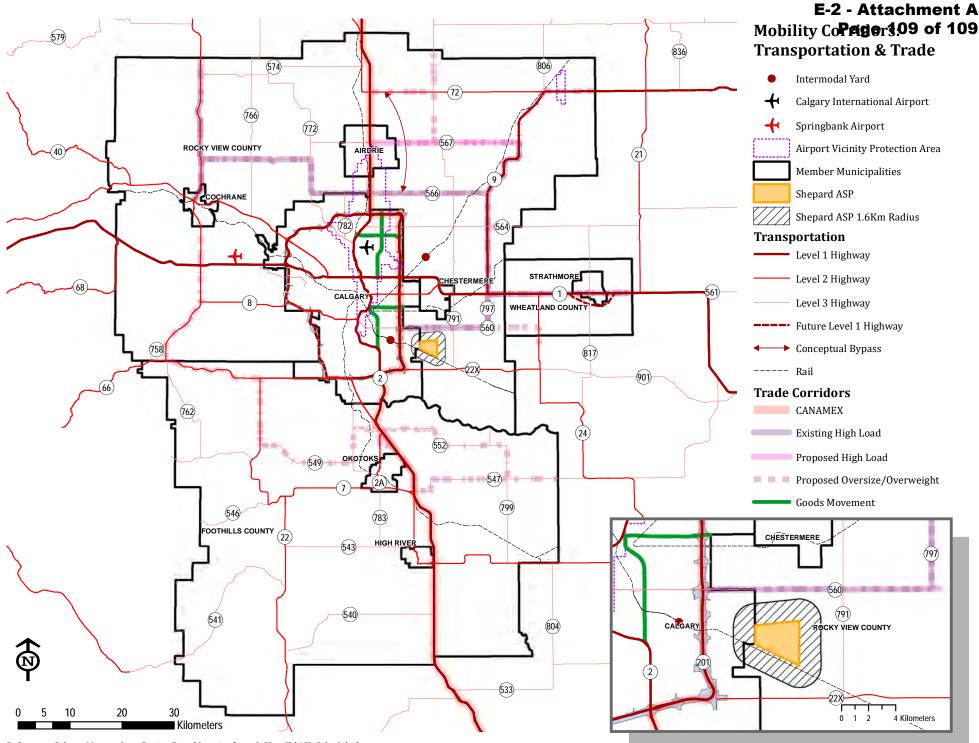




Reference: Calgary Metropolitan Region Board Interim Growth Plan (2018), Schedule 4

0

ATTACHMENT 'A': BYLAW C-8172-2021 AND SCHEDULE "A" SHEPARD INDUSTRIAL AREA STRUCTURE PLAN (REDLINE)



Reference: Calgary Metropolitan Region Board Interim Growth Plan (2018), Schedule 3

Page 252 of 372



June 16, 2021

City File: RV21-05

Attention: Jessica Anderson

Planning and Development Services Rocky View County 262075 Rocky View Point Rocky View County, AB, T4A 0X2

SUBJECT: Rocky View County's Draft Shepard Industrial Area Structure Plan circulated to The City of Calgary on March 30, 2021. Rocky View County's new interpretation of Calgary Growth Areas as a matter of disagreement between our municipalities.

Dear Ms. Anderson,

The City of Calgary's previous letter to the County responded to the County circulation of the draft Shepard Industrial Area Structure Plan (ASP). It identified our Intermunicipal Development Plan (IDP) interpretation, our desire for administrative collaboration prior to second reading, and the implications of County growth in a *Calgary Growth Area*. In this letter, Calgary Administration provides additional comments for your consideration that we hope will inform your internal assessment.

As stated in our April 30 letter, The City of Calgary **does not support** the application because it proposes County growth in a *Calgary Growth Area* identified within our mutually agreed IDP and *2006 Annexation Agreement*. Calgary is interested to have growth areas protected from fragmentation and premature development, so that they retain their viability for annexation.

The following additional comments highlight potential detrimental impacts to Calgary and speak to the incompatibility of our planning approaches:

1. Impacts on Calgary infrastructure and services

The draft ASP will create potential detrimental impacts on regionally significant infrastructure, corridors and services in Calgary. At this time, our municipalities do not have a global cost-sharing framework in place, and the ASP does not *provide mitigation measures and policies to address adverse impacts* as per Interim Growth Plan (IGP) Policy 3.2.3.

2. Impacts on Transportation Infrastructure

The draft ASP will create potential adverse impacts on regional and City transportation infrastructure. The Traffic Impact Analysis (TIA) does not include significant connections in the transportation network, and improvements are needed to mitigate impacts identified in the TIA.

There are no transit policies nor identified roads that could accommodate transit. It is unclear how the County will be providing public transit to these lands and how the development will connect to any nearby proposed regional transit. Without an identified transit solution or other modes of transportation, the impact of traffic is expected to be felt on City networks. It would be appropriate for a major employment area in this location to plan for connections to transit as per IGP Policy 3.4.5.2. What is the County's path forward relative to transit provision?

3. Impacts on Water Resources

The draft ASP will create potential environmental impacts resulting from the full build out of the development relying on individual lot servicing solutions. The absence of development or servicing phasing policies will create uncoordinated development of the plan area, which will rely on "interim servicing solutions" that may become permanent. The City does not support the use of interim servicing solutions for the Plan area and believes that development should not occur until such time that a piped service solution is available.

The ASP references The Shepard Regional Drainage Plan (SRDP), which is not approved and should not be relied upon as the drainage solution for the Plan area. Without an approved drainage plan, it is unclear how The County could approve the draft ASP. The City is not aware of plans to build the east channel / coulee proposed in SRDP, which would be needed to convey flows from PR 1 and EX 8 (part) to the Bow River. The City is concerned with significant gaps in infrastructure planning in proximity to regionally significant infrastructure and is concerned this does not promote the integration of land-use and infrastructure planning as per IGP objective 1.a.

4. Supporting the needs of working populations

While the County would benefit from Calgary's nearby work force, The City would become the provider for the large range of services needed to support the needs of the working population. Without appropriate agreements in place between our municipalities, The City of Calgary is concerned that the addition of significant employment growth near our boundary will increase population growth in surrounding areas and generate increased usage and pressure on Calgary's services and facilities. These should be provided or coordinated as per IGP objective 3.e.

5. Ensuring sufficient collaboration undertaken by the County

We appreciate County Administration's offer to consider our concerns during the upcoming County Council agenda review, and to obtain clarification with regards to the County's interpretation of the *Calgary Growth Areas*. However, the County's letter dated June 10, 2021 did not provide the County's interpretation. To clarify The City's request for administrative meetings prior to second reading - a bilateral meeting would be helpful if it could include the County's interpretation of Calgary Growth Areas. We still do not have the County's interpretation and have been informed that the item is proceeding to 2nd reading. This does not leave sufficient time for the resolution of intermunicipal matters as per IDP 15.1.5.

We think of the 2006 Annexation Agreement (Agreement) and the 2012 Rocky View – Calgary Intermunicipal Development Plan (IDP) as two existing applicable instruments that demonstrate our previous collaboration on growth areas. We had hoped to have been approached directly by the County if their interpretation was changing on these landmark agreements.

Here are key excerpts from previous documents that have informed our understanding of our growth areas:

i. Schedule "D" of the Annexation Agreement includes protection of growth directions as key planning principles for the IDP:

"For the purpose of this Agreement, the Conceptual Growth Corridor arrows for both the MD and The City as shown on Schedule A-2 are meant to establish, recognize and protect key growth directions for both municipalities which are to be identified in the Intermunicipal Development Plan (IDP) and Municipal Development Plans of both municipalities."

ii. The County appealed Calgary's 2009 *Municipal Development Plan* (Board Order 094/10) to ensure it recognized the conceptual growth corridors established within the *Agreement*. *The Board Order noted*:

"The County submitted that the City's growth corridors as identified in "Schedule A-2" of the Annexation Agreement are respected by the County in that, based on its current MDP, the County is not encouraging development in those areas."

Allowing development in Calgary's Growth Area goes against the County's previously stated intentions and The City and the County's understanding of the purpose for the growth areas.

Our Growth Areas were the result of significant time, resources and interest-based negotiation achieved by both municipalities. We consider them to be a bilateral issue where a high degree of early collaboration between administrations is necessary. As an affected party to the IDP and Agreement, we would have appreciated being approached directly by the County of any changing interpretation in advance of receiving an application. We were surprized to discover a different interpretation through the developer-initiated Shepard Industrial ASP and through the first circulation of the County MDP proposing growth in Calgary Growth Areas.

Additional Intermunicipal Development Plan Interpretation and Implications

While the IDP does not explicitly preclude development in *Calgary Growth Areas*, the IDP does not intend significant County growth or ASPs to occur in our growth areas: only *"land use redesignations"* were contemplated at the time of writing as per IDP Policy 8.1.5. Furthermore, proposing a new statutory plan is not an *"existing* Rocky View County policy document" as contemplated in policy 8.1.3., and lastly the proposal is not located in a *County Growth Corridor* on IDP Map 4. Multiple IDP amendments would be required for such the Shepard Industrial ASP to be considered. The County's assertion that the area can transition smoothly when it is annexed does not recognize that pre-determining the planning, land use, and subdivision pattern, would significantly impact Calgary's ability to *conduct planning after annexation* as contemplated in policy 8.1.3. Thus, making the lands less viable for their identified purpose. **The City objects to the County's interpretation because it reflects too narrow a view of IDP policy.**

In addition to the implications noted in our April 30 letter, there are additional impacts on Calgary:

 a) Our employment lands are intended to balance our residential lands to ensure an appropriate population-to-jobs ratio. Therefore, by losing 50% of Calgary's only industrial growth area, there could be impacts to Calgary's residential growth areas from an annexation perspective.

- b) Uncertainty resulting from the County's interpretation sets a concerning precedent that can incentivize other premature proposals in the remaining growth areas. Continued activity will erode the integrity of the Calgary Growth Area making more lands less viable for annexation to Calgary.
- c) Premature development does not promote the efficient use of land and cost-effective development as per IGP Objective 3.a.

Next Steps

Calgary requests that our municipalities utilize the process within IDP section 15.3 Resolution of intermunicipal matters. It is our hope that we will be able to reach consensus to forgo the next stage in this IDP process in order to address the significant and extensive issues and implications triggered by the proposal. We request that the draft Shepard Industrial ASP **not be given second reading** so that the County and The City can schedule further meetings to discuss Rocky View County's interpretation bilaterally in accordance with IGP Policy 15.3.8.

Thank you for the opportunity to add further comment to this proposed plan, and to elevate our bilateral concerns. The City remains committed to addressing this matter and looks forward to hearing from the County. If you have any questions or concerns, please contact myself or Neil Younger, Senior Strategist, Intergovernmental & Corporate Strategy at: <u>neil.younger@calgary.ca</u> or 403.828.1647.

Sincerely,

Natalia Zoldak

Planner 2, Intergovernmental & Corporate Strategy Deputy City Manager's Office | The City of Calgary T 403-268-2711 PO Box 2100, Station M, Calgary, AB Canada T2P 2M5

cc: Neil Younger, Senior Strategist, The City of Calgary
 Kelly Cote, ICS Manager, The City of Calgary
 Matthew Atkinson, Planning and Policy Strategist, The City of Calgary

Attachment: The City of Calgary Circulation Response to Shepard Industrial ASP dated April 30, 2021



April 30, 2021

City File: RV21-05

Attention: Jessica Anderson

Planning and Development Services Rocky View County 262075 Rocky View Point Rocky View County, AB, T4A 0X2

SUBJECT: Rocky View County's Draft Shepard Industrial Area Structure Plan

Dear Ms. Anderson,

Thank you for circulating The County's draft Shepard Industrial Area Structure Plan (ASP) on March 30, 2021. The City of Calgary (The City) Administration has reviewed the draft ASP in consideration of Rocky View County/City of Calgary Intermunicipal Development Plan ("IDP") and the Calgary Metropolitan Region Board Interim Growth Plan ("IGP").

The City of Calgary continues to have significant concerns with the direction to undertake planning within lands that have been long identified as a City of Calgary Growth Corridor within the policies of our mutually agreed to IDP. The draft ASP is inconsistent with the intent of the IDP and policies contained within. The City requests further collaborative administrative meetings occur prior to second reading and The County and City utilize the provisions outlined within the resolution of intermunicipal matters, section 15.3 of the IDP. Also, this ASP should be referred to the Intermunicipal Committee for further discussion.

The City remains committed to multilateral cooperation, collaborative regional growth, and servicing. However, the decision to give first reading to an ASP within The City's Growth Corridor is not in keeping with the spirit and intent of the IDP and The City is disappointed with the level of engagement and collaboration to date.

The City offers the following general comments for your consideration.

1. Misalignment with Intermunicipal Development Plan

The draft ASP would enable premature development and fragmentation of Calgary's IDP Growth Areas, which is a significant barrier to Calgary's approach to creating comprehensively planned

urban communities that can be sufficiently serviced after annexation. It is very difficult to integrate new urban development on previously-developed annexed lands. This is not a sustainable approach to regional planning.

The draft ASP is located on Calgary's only Industrial Growth Area. Having development predetermine what is in place can make the lands less viable for future annexation to Calgary and could affect our 2006 Annexation Agreement. Maintaining the integrity of future annexation lands is important to The City; we have not supported past applications in Calgary's IDP Growth Areas because they impact the ability to accommodate future urban development.

The subject parcel is located within an Identified City of Calgary Growth Area as per "Map 4: Growth Corridors/Areas" of the Rocky View/Calgary IDP. This map identifies, with the intent to provide a level of protection, each municipality's future growth aspirations; Calgary's via the future growth corridors and Rocky View County's via the directional red arrows. Objectives of "Section 8.0 Growth Corridors/Areas and Annexation" of the Rocky View/Calgary IDP recognizes growth corridors/areas for both municipalities and identifies lands for possible future annexation from Rocky View County to The City of Calgary. Policy 8.1.3 of the IDP outlines, "Identified City of Calgary Growth Areas should continue to be governed in accordance with **existing** Rocky View County policy documents, which may be updated." The proposed ASP is a new statutory plan and is not existing policy as allowed in the IDP.

The mandate of the Identified City of Calgary Growth Areas is a vital part to strategically governing regional planning. "Section 27.0 Intergovernmental Relationships" of the County Plan echoes support of the importance of Calgary's identified urban growth corridors. Rocky View County has future growth corridors outlined in the IDP that are distinct and separate from The City of Calgary's. An amendment to the IDP is required for this Area Structure Plan to be in alignment with the policies and objectives of the IDP. If considered, the ASP sets a precedent for future development within the Calgary's Growth Areas.

The 2006 Annexation Agreement, identified "those growth corridors identified on Schedule "A2" which are recognized and respected by both the City and the MD as representing fundamental future long term growth areas for both parties" The City is alarmed that Rocky View no longer appears to recognize or respect the Growth Corridors founded through our mutual annexation agreement.

The draft ASP is inconsistent with the spirit and intent of the IDP because it does not align with the objectives to *recognize growth corridors for both municipalities*. The City of Calgary cannot support the draft Shepard Industrial Area Structure Plan. There are several implications for Calgay:

a) Pre-plans 50% of Calgary's potential land supply for industrial growth in the southeast. This is Calgary's only industrial growth corridor; consuming it will leave Calgary without a sufficient supply of future long-term industrial growth areas.

- b) Limits Calgary's ability to plan industrial uses at appropriate densities unencumbered by legacy planning and development. This jeopardizes Calgary's ability to have appropriate, and costeffective future land use pattern after annexation.
- c) Removes Calgary's ability to comprehensively plan the area after annexation. The plan would prejudice the lands against Calgary's approach to planning to integrate associated services and facilities, and to consider impacts within the context of a Calgary-approved ASP.
- 2. Ensuring sufficient collaboration undertaken by the County to resolve cross-boundary issues IGP policy 3.2.3 states that "Municipalities should collaborate to coordinate planning for land-use, infrastructure, and service provision with other members, where appropriate." The City is requesting further collaborative administrative meetings occur prior to second reading and The County and City utilize the provisions outlined within the resolution of intermunicipal matters, section 15.3 of the IDP. To date, The City's concerns have been ignored, if this is to continue, mediation will be requested.

Thank you for the opportunity to review and comment on this draft plan. Detailed technical comments have been drafted and can be provided; however, The City is requesting that the large issues raised above are addressed through the measures in the IDP. The City looks forward to future meetings on this very important plan. We remain committed to achieving a mutually beneficial solution and request that the draft ASP not be given second reading so that County can resolve the significant issues arising from the draft plan.

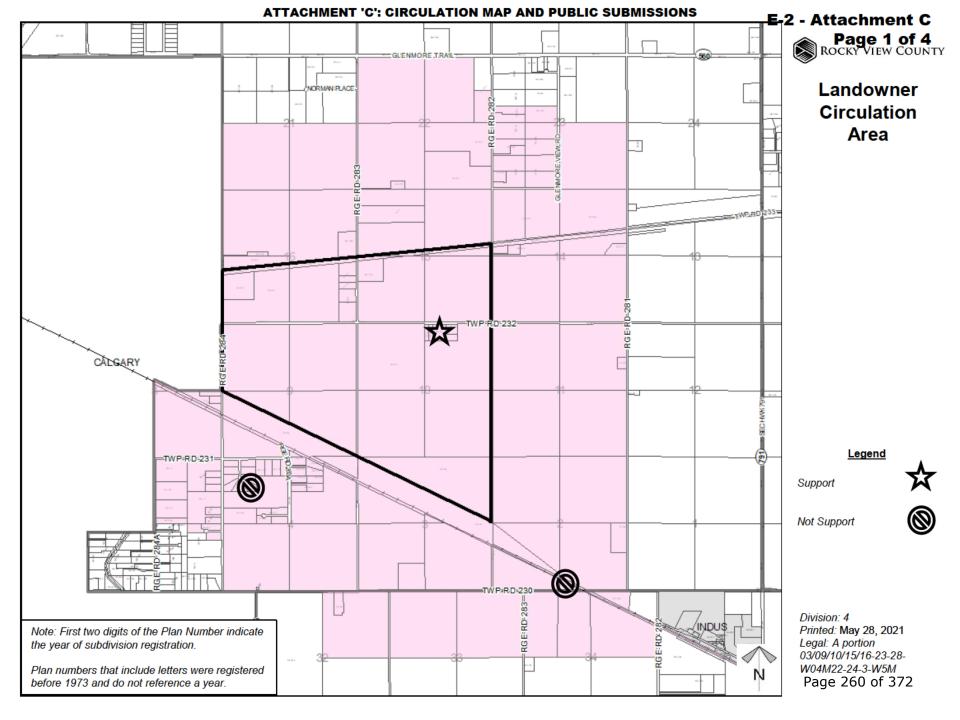
If you have any questions or concerns, please contact myself or Neil Younger, Senior Strategist, Intergovernmental & Corporate Strategy at: <u>neil.younger@calgary.ca</u> or 403.828.1647.

Sincerely,

Han

Matthew Atkinson Planning and Policy Strategist | Strategic Initiatives Calgary Growth Strategies | The City of Calgary T 403-333-6994 PO Box 2100, Station M, Calgary, AB Canada T2P 2M5

cc: Neil Younger, Senior Strategist, The City of Calgary
 Kelly Cote, ICS Manager, The City of Calgary
 Natalia Zoldak, The City of Calgary



ATTACHMENT 'C': CIRCULATION MAP AND PUBLIC SUBMISSIONS E-2 - Attachment C Page 2 of 4

From: To: Subject: Date:

Legislative Services Shared [EXTERNAL] - FW: Shepard Industrial pla June 9, 2021 7:53:10 PM

Do not open links or attachments unless sender and content are known.

From: Ben Ottenhof Sent: Wednesday, June 9, 2021 7:50 PM To: janderson@rockview.ca Subject: Shepard Industrial pla

My name is Benjamin & Shauna Ottenhof and I live at 23 Silhouette Way Rocky View and we both are vehemently APOSED to the industrial development of Shepard Industrial Area Structure Plan for the following reasons:

1 - The safety of our kids and grandkids that will be at risk because of the new commercial traffic congestions.

2 – The reason we moved to the country was so we can live a quiet and peaceful environment.

3 – The value of our estate homes will be greatly de valued because of this horrible commercial plan.

4 - The burden on the roads and excess traffic will cause future disruptions because of enviable

accidents and a strain on emergency services, that could be used to save residents lives!

5 – Noise and air pollution that will be forced upon all present and future residents.

6 – The new development that was approved just a short time ago for acreages will be very difficult if not impossible to develop!

7 – Who would want an industrial site in their back yard.

8 - That CP Rail wants to put in a Bumping yard there, we will never have any peace and quiet 24 - 7

PLEASE DO NOT ALLOW THIS TO GO THROUGH AND DESTROY OUR HAPPY COMMUNITY

Benjamin Ottenhof cm

June 13, 2021

Legislative Services Rocky View County

230183 Range Rd. 284 Rocky View, AB T1X 0G9

RE: Public Hearing for Shepard Industrial Area Structure Plan

Dear Sir/ Madam

I own a small piece of I – LHT zoned land in this Area Structural Plan (#17 QS-NE SEC-10 TWP-023 RGE-28 MER-4 in the Draft 6 March 4, 2021 of the Shephard Industrial Area Structure Plan} and I live on Range Rd 284 just south of this area.

I am in favor of this Shephard Industrial Area Structure Plan.

Sincerely, Sheila Buckley

Jessica Anderson

From: Sent: To: Subject: Jessica Anderson June 17, 2021 9:32 AM Jessica Anderson FW: [EXTERNAL] - BYLAW C-8172-2021

From: Paul Aris Sent: June 16, 2021 4:30 PM To: Legislative Services Shared <<u>LegislativeServices@rockyview.ca</u>> Subject: [EXTERNAL] - BYLAW C-8172-2021

Do not open links or attachments unless sender and content are known.

Paul & Michelle Aris

281130 Township Road 230 Rocky View County, AB T1X0H9

Our family is strongly **opposed** to the proposed bylaw.

I do not believe that this small farming community wants, needs or requires another industrial area. There is currently plenty of industrial lots / areas already in place (Fulton is one) and are located not to far from where this Industrial area is proposed.

Also during the community involvement session that was held by the applicant there was no studies completed or straight answers given in regards to the Noise, land or light pollution that this large of an industrial area will have on surrounding homes and farms and school.

We also have concerns about increased heavy traffic in the area and the dangers that are associated with that. We have grown up in this area and do not wish to see the landscape drastically changed with all that comes with this large of an area industrial plan.

Thank you for your time,

Paul & Michelle Aris and family

Avis: Ce courriel est une communication privée et confidentielle qui est réservée à l'usage exclusif du destinataire. Si vous n'êtes pas le destinataire visé, veuillez nous en informer immédiatement et supprimer et détruire toutes copies de ce courriel. La divulgation, la diffusion, la copie ou l'utilisation non autorisée des informations contenues dans ce document peut constituer une violation des lois et règlements locaux, régionaux, provinciaux ou nationaux. Notice: This is a private and confidential communication for the intended recipient only. If you are not the intended recipient, immediately notify the sender, and delete and destroy all copies of this communication. The unauthorized disclosure, dissemination, copying, or use of information contained herein may violate local, state, provincial, or national laws, rules, and regulations.



RECREATION, PARKS AND COMMUNITY SUPPORT

TO: Council

DATE: June 29, 2021

FILE: N/A

DIVISION: 4 APPLICATION: N/A

SUBJECT: Langdon Library Project

POLICY DIRECTION:

On April 27, 2021, Council directed Administration "to pursue development of a library in the hamlet of Langdon, and to prepare a formal plan, including all cost implications, for Council's consideration".

EXECUTIVE SUMMARY:

The Recreation and Parks Master Plan, which was approved by Council earlier this year, identifies library services as one of the amenities to be included in the Langdon Recreation Centre.

In an effort to address the community desires, a group of volunteers formed the Langdon Library Society to accelerate access to library services within the hamlet. With the support of the Marigold Library System, the Society developed a business case proposing the creation and operation of a physical, full-service library branch. During this time, Marigold approached the Society to see if there was interest in receiving a small library collection and related infrastructure from the recently closed Cereal Municipal Library.

While long-term library services will be addressed with the forthcoming Langdon Recreation Centre, Administration has assessed a variety of scenarios to provide interim library services to the hamlet of Langdon.

ADMINISTRATION RECOMMENDATION:

Administration recommends proceeding with Option #1.

BACKGROUND:

In an effort to address the needs of our residents, Rocky View County (RVC) has identified library services as a need in the hamlet of Langdon; this has been identified as a proposed amenity in the Recreation and Parks Master Plan as a future component of the Langdon Recreation Centre.

Currently, Chestermere Public Library serves Langdon and the surrounding area. Residents can also access a variety of online resources through the County's membership with Marigold and are eligible to order from the physical collection via mail (via the Library to You program).

Through discussion with the Society, as well as the Langdon Community Association, it has been continually emphasized that the current need in the hamlet is more about obtaining an additional indoor multi-purpose community space; one that a full-service library location would achieve.

Administration evaluated three locations (four options) to assess the viability of establishing an immediate physical presence within Langdon; they are presented for consideration as follows:



ROCKY VIEW COUNTY

RVC Municipal Building – Fire & Transportation Services (12 Railway Ave E.):

This is the Society's preferred location, seeking to convert the administrative space currently used by Fire Services; however, there are a number of concerns that have been identified in moving forward with this facility. Furthermore, there is a misconception that the building will be vacant once Fire Services relocates; however, other County departments have been and will still utilize the site.

Administration engaged Group 2 Architecture to perform a facility assessment to evaluate the potential use of the administrative space. The estimated capital cost provided for the interior space to be improved and brought up to code as a public space is approximately \$650,000. The north vehicle/equipment storage bays and the pre-engineered building on the south side would remain as-is and would continue to be in use. The improvements required and comprised in the estimate include water servicing, cooling and ventilation, fire separation, a Hazardous Materials Assessment, potential upgrades to power service and communications, and barrier-free access development.

Other items to be considered, but not included in the estimate, would be improvements to public parking, landscaping, a Change of Use permit, maintenance, hours of operation, and potential relocation and/or storage costs for Transportation and Operational Services equipment storage, as well as fencing around equipment on site.

Lastly, but of most significant concern, is with regard to safety: using this facility for public use while it is actively used as a Grader shed with large/heavy equipment consistently entering and exiting the area is not recommended.

Modular Structure or Portable Trailers:

Two suggestions by the Society, in lieu of using the existing administrative space used by Fire Services within the RVC Municipal Building, would be to place either a modular structure or portable trailers at the site next to the building. Administration would have the same safety and infrastructure concerns previously outlined.

Another community location – such as Langdon Park – would be more suitable and desirable due to its central location and proximity to the schools within the hamlet. Both have flexibility options; from the two, a modular structure would be preferred as it would be an asset and could remain in place as community space.

Commercial Space (106 Centre Street N.):

While rental properties have the convenience of a centralized location, not owning the site would have limitations regarding what the County could do with the space. Furthermore, funds used for rental property versus owning the asset is counterintuitive.

While an assessment has not be made, renovations would need to occur, which would result in significant costs including multiple permits for change of use, signage, building, and sub-trades. Furthermore, libraries require specific floor loading professional engineer design that a commercial rental will not possess, as well as 2-hour fire separations from adjacent suites, and upgrades to washroom facility numbers, as libraries are deemed Assembly occupancies. It is unlikely that these renovations can even be completed in a commercial retail space.



While reviewing each scenario, Administration considered a variety of factors to balance future plans and the current ask.

Acceptance of the Cereal donation would have an additional financial cost, which has yet to be determined. The logistics, coordinated in collaboration with Marigold, to package and relocate these items is deemed to be a potentially complex endeavour. Furthermore, a full-service library would also include the costs for the installation and operation of the SuperNet, which would be in addition to the estimated capital costs.

The financial commitment, both operating and capital, from the County varies depending on the scenario, which is summarized in the table below. It is important to note that the table shows estimated budgets; the final number could differ.

	Estimated Capital Costs	SuperNet Installation Cost	Estimated RVC Annual Commitment	Funding Source
RVC Municipal Building	\$650,000 (interior renovations only)	\$109,000	\$45,000	Capital Budget Adjustment
Modular Structure	\$470,000	\$109,000	\$45,000	Capital Budget Adjustment
Portable Trailers	\$135,000	\$109,000	Approx. \$70,000 (includes monthly rental costs and estimated utilities)	Operating Budget Adjustment
Commercial Space	To be determined (Significant renovations to turn space into library)	\$109,000	Approx. \$100,000 (includes monthly rental cost and estimated utilities)	Operating Budget Adjustment

Table 1: Estimated costs and potential funding sources:

Regardless of the scenario, capital and ongoing operating funds would be required to support the initiative. A dedicated library space in Langdon has not been identified on Council's current 5-year Capital Plan or within the Recreation and Parks Master Plan, both a capital and an operating budget adjustment would be required.

An alternative approach, utilizing Library Lending Lockers, was also reviewed; as this has been successful with the County earlier this year in the hamlet of Bragg Creek. While this model does not achieve the Society's vision, as a transitional solution, it would have been a cost-effective, sustainable, and flexible way to meet the evolving needs without the expenses associated with a brick and mortar facility. Additionally, due to the minimal cost in comparison, the County would be able to use fund from its Library Reserve; unfortunately, the challenge of a suitable location to situate the Library Lending Lockers also became evident.

CONCLUSION:

Library services has been identified as a feature of the Langdon Recreation Centre and has been deemed as a long-term priority within the Recreation and Parks Master Plan. With the opportunity of the Cereal donation, the Langdon Library Society was formed to establish a physical presence within the hamlet. However, throughout ongoing discussions and evaluation, it is apparent that the immediate need itself is for an additional multi-use, indoor, community space due to Langdon's continued growth.

As there is currently no capital or ongoing operating funding sources, Administration recommends working with the Society to form a partnership with a new or existing community group to further assess their options. As a Library Society, the group is restricted in the type of funding it can apply for, but by collaborating with a fellow community organization, it would allow them to be eligible for more funding and fundraising opportunities.



The short-term approach, over the next one to three years, would consist of allowing the Society time to fundraise and acquire a suitable space within Langdon – such as purchasing a modular structure and situating it in a centralized location – that would serve as a multi-purpose community space in which that Library Lending Lockers could be placed.

This would support the long-term strategy, with the Library Lending Lockers providing reliable data and metrics to continually assess and adequately shape the future library services in the hamlet. Moving forward, a member of the Society would be participating in the Stakeholder Advisory Group for the Langdon Recreation Centre, and could use the information received through the Library Lending Lockers and the usage of the community space.

The multi-purpose community space could remain in place, as either a County or a community group owned asset, after the library-specific need would no longer be required. This proposed solution aligns with both the County Plan and Council's Strategic Plan, and is consistent with potential future plans to provide additional library service options throughout the County.

BUDGET IMPLICATIONS:

In accordance with the Provincial Libraries Act and County Policy C-312, public libraries are funded primarily by the local municipality. Council, in its annual budget, may provide operational funding to assist libraries located within the County that are members of Marigold.

While Administration has been researching outside funding sources for both capital and ongoing operational costs, none have been confirmed or solidified at this time.

STRATEGIC OBJECTIVES:

The suggested solution of a proposed modular structure in a centralized location with Library Lending Lockers, rather than an immediate library presence in the community, would align with the Strategic Theme of Financial Health, and the Strategic Objectives of Expanding Community Service Delivery and Increasing Awareness of the County's Financial Risk Tolerances.

OPTIONS:

Option #1	Motion 1	THAT the Langdon Library Project report be received as information.
	Motion 2	THAT Administration be directed to continue working with the Langdon Library Society and facilitate a partnership with a community group to develop a strategy for funding and for identifying a new indoor multi-purpose community space.
Option #2	THAT altern	native direction be provided.



Respectfully submitted,

"Brock Beach"

Acting Executive Director Community Development Services

DD/rp

Concurrence,

"Kent Robinson"

Acting Chief Administrative Officer



RECREATION, PARKS AND COMMUNITY SUPPORT

 TO:
 Council

 DATE:
 June 29, 2021

DIVISION: All

FILE: N/A

APPLICATION: N/A

SUBJECT: 2021 Specialized Transportation Assistance Grant Allocation

POLICY DIRECTION:

The 2021 intake of Specialized Transportation Assistance Grant applications were evaluated in accordance with Specialized Transportation Assistance Grant Policy C-102 and were found to be in compliance.

EXECUTIVE SUMMARY:

The Specialized Transportation Assistance Grant is intended to subsidize transportation costs related to medical and/or therapeutic appointments for seniors and persons with disabilities who reside in Rocky View County. Service providers submit annual Specialized Transportation Grant applications to the County, with their applications assessed in accordance with Specialized Transportation Assistance Grant Policy C-102.

Council establishes Specialized Transportation Assistance Grant funds on an annual basis in conjunction with the County's annual budget. Administration received one application from one service provider.

Policy C-102 does not provide specific guidance on the allocation of funds to individual applications. The option before Council is based on the grants provided and spent by the organization in previous years.

ADMINISTRATION RECOMMENDATION:

Administration recommends approval in accordance with Option #1.

BACKGROUND:

The Specialized Transportation Assistance Grant Policy enables resourcing for Specialized Transportation providers operating within the County by establishing objectives, eligibility criteria, and the application process for grant fund distribution. In 2021, the per capita rate was \$7.70 x 39,407 (population based on 2018 municipal census), for a total budget of \$303,434, which was rounded up to \$303,500.

In the County, Specialized Transportation is predominately provided by the Rocky View Regional Handibus Society, which was the only applicant for 2021 (Attachment 'A').



Year	Annual Number of Service Trips for Medical and Therapeutic Appointments (one-way)	Total Number of Service Trips (one-way)
2019	2,008	4,018
2020	1,119	2,180
2021 (projected)	2,000	3,900

Rocky View Regional Handibus Society: Requested Grant: \$303,434

The Society, operating as the "Rocky View Bus" program, is available to County residents facing transportation barriers in accessing community supports and services. The service strives to maintain the residents' independence and limit potential isolation, allowing the individual(s) to remain in their own homes and communities. Based on current funding levels and working on a pre-booked, ride-sharing model, up-to 20 one-way trips can be booked per month.

With regard to operations during the COVID-19 pandemic, daily ridership has dropped due to the intermittent shutdown of many facilities within the region. County residents, however, continue to utilize the service to attend medical appointments and to access everyday needs (i.e. groceries, pharmacies, etc.).

Furthermore, the Society has indicated that their multi-stakeholder approach creates synergies that help reduce the overall cost of service provided to participating municipalities. As some programs have been closed by the pandemic, these synergies have been altered, and remaining stakeholders may lose some of the existing cost-sharing benefits, which may result in an increased cost to service.

Looking forward, the costs of re-building / reopening as demand re-establishes are unknown at this time. Municipalities will be kept informed via quarterly reports, and any significant surpluses from both municipal participation and federal emergency relief have been considered in the budget proposal.

BUDGET IMPLICATIONS:

The budget allocation of \$303,500 for this grant program is included in the 2021 Operating Budget. The total requested amount from the 2021 application equals the available funding for the grant.

OPTIONS:

Option #1	Motion 1	THAT the 2021 Specialized Transportation Grant funds totaling \$303,500 be approved and awarded to the Rocky View Regional Handibus Society.
	Motion 2	THAT Council authorize Administration to enter into a funding agreement with the Rocky View Regional Handibus Society for Specialized Transportation services.
Option #2	THAT alternat	ive direction be provided.



Respectfully submitted,

"Brock Beach"

Acting Executive Director Community Development Services

DD/rp

ATTACHMENTS:

Attachment 'A' – Rocky View Regional Handibus Society 2021 Grant Application Attachment 'B' – Policy C-102

Concurrence,

"Kent Robinson"

Acting Chief Administrative Officer

F-2 - Attachment A

Page 1 of 28



SPECIALIZED TRANSPORTATION

2021 SERVICE PROVIDER GRANT

APPLICATION

APPLICANT INFORMATION

Organization Name: Rocky View Regional Handibus Society

Registered Society Number: 502511397

E-Mail: Manager@rockyviewbus.ca

Mailing Address: Box 10203 Airdrie AB T4A 0H5

Phone: 403-948-2887

Contact Person: Paul Siller, Executive Director

FUNDING

Amount of Funding Received in 2020 Amount of Funding Spent to Date **FUNDING REQUEST FOR 2021** \$300,500.00 \$300,500.00 **\$303,434.00**

(\$7.70 X 39,407 population)

DC	CUMENTATION REQUIREMENTS	ATTACHED
1.	List of current Society Board of Directors by name and position	yes
2.	Fee policy and schedule	yes
3.	Financial statement and/or budget that indicates revenues and expenditures for current year	yes
4.	Prior year's actual financial statement (Balance Sheet and Statement of Revenues and Expenditures)	yes
5.	Copy of Certificate of Incorporation under the Societies Act	yes
6.	Copy of insurance policy or letter of confirmation from provider	yes

DAYS AND HOURS OF OPERATION							
	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
OPERATING HOURS	7:30-4:30	7:30-4:30	7:30-4:30	7:30-4:30	7:30-4:30		
Dates not Operating:							
Statutory Holidaysx Other weekends/evenings							

ATTACHMENT 'A': Rocky View Regional Handibus Society 2021 Grant Application F-2 - Attachment A Page 2 of 28

NUMBER OF S	NUMBER OF SERVICE TRIPS PROVIDED YEARLY (ONE WAY)						
2020 Actual Numbers	Medical and Therapeutic	Respite	Work and Volunteer	Social and/ Recreation	Education	Personal	Grand Total
County Residents	1119	110	330	0	32	589	2180
Other Municipalities	3172	233	550	0	1	980	4936
2021 Projected Numbers	Medical and Therapeutic	Respite	Work and Volunteer	Social and/ Recreation	Education	Personal	Grand Total
County Residents	2000	200	600	0	100	1000	3900
Other Municipalities	4000	400	800	200	200	2000	7600

STATEMENT OF NEED (Tell us about the situation you wish to address)

"Aging in place" requires access to services such as the health and social supports, enabling residents to live safely and independently in their home and community for as long as they wish or are able.

Transportation is key to accessing such services.

Registered Passengers	2015	2016	2017	2018	2019	2020
County Residents	193	211	242	284	287	308
Other Municipalities	569	677	685	801	1190	1161

ACTIVITIES (Tell us the specific ways or actions you provide service to your clients)

The **Rocky View Bus** program is available to County residents facing transportation barriers (disability or other factors). When residents can access community supports and services, maintain independence, isolation is reduced and they stay longer in their own homes and community.

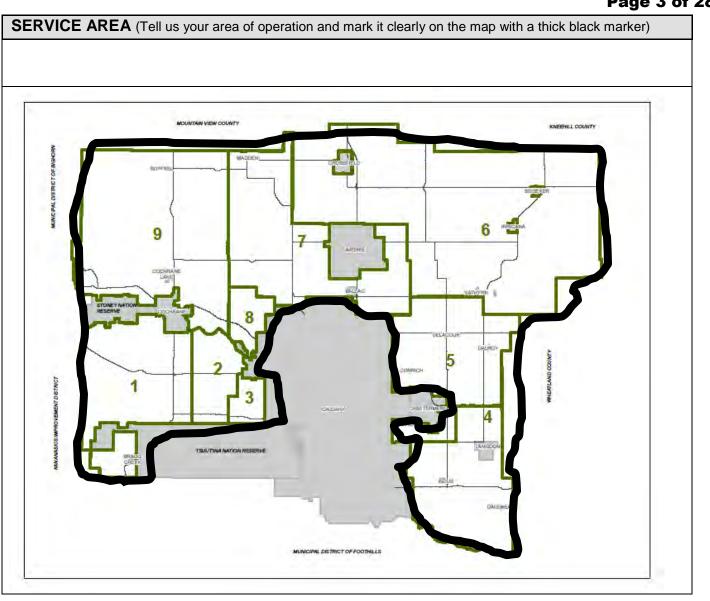
We work on a pre-booked, shared-ride basis. Transportation can be booked in response to minor or major health issues, basic needs of life (groceries) or even personal matters (e.g. visit friend/family in hospital). Time sensitive trips such as specialist appointments have scheduling priority over a more flexible trip purpose (groceries banking, etc.). Passengers can establish repeating or subscription bookings.

With our current funding levels, passengers are limited to 20 one-way trips per month. As a shared-ride service, passengers may experience travel times double than traveling directly by car or taxi. To maximize the delivery of trips, passengers may arrive up to 30-60 minutes early for an appointment or wait up to 30-60 minutes after an appointment.

ATTACHMENT 'A': Rocky View Regional Handibus Society 2021 Grant Application

F-2 - Attachment A





ADDITIONAL INFORMATION (Please provide a brief society history and any other additional information you believe is relevant to your application).

Rocky View Regional Handibus has been providing a regional approach to paratransit (community transit) since 2003. Transportation has been available to all corners of Rocky View County since 2012.

2019 funding request was \$7.70/capita

2020 request was initially for \$8.20/capita – reduced to \$7.70/capita due to mis-communication during COVID Shutdown

2021 request will remain at \$7.70/capita as a surplus was retained during pandemic cost-cutting. (plan to utilize the 2020 surplus and return to scheduled rate for 2022 & 2023 funding requests)

NOTES:

- 1. Applications will only be considered from associations, societies, or groups duly registered with the Province of Alberta as a non-profit organization providing specialized transportation (transportation for medical or therapeutic purposes for seniors or persons with disabilities).
- 2. The total amount of grant money available will be determined annually by the County Council. Applications received after the application deadline will be considered on a first-come firstserved basis.
- 3. The municipality will consider cost-sharing specialized transportation with other levels of government or corporate sponsors when such programs exist.
- 4. If more than one eligible Specialized Transportation Provider (STP) within an area applies for funding, it shall be allocated equitably amongst all the STP's applying.
- 5. A list of all eligible applications from STP's will be submitted to Council for approval.
- 6. The Specialized Transportation Assistance Grant will only be provided until grant monies are exhausted.
- 7. The Specialized Transportation Assistance Grant is subject to County Council approval every year and may be discontinued without notice.
- 8. This application is subject to any revisions made in the County Specialized Transportation Policy or associated policies.

This is to certify that to the best of my knowledge and belief, the information included in this application is true and factual.

Signature (Society Signing Authority)

Paul Siller

Executive Director

Name (Please Print)

Title

Submit Completed Documents by April 30, 2021 to:

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

Attention: Recreation & Community Support

Rocky View Regional Handibus Society

Transportation for Community Needs

Tel: 403-948-2887 Toll Free: 1-877-389-2887 P.O. Box 10203, Airdrie, AB T4A 0H5 www.rockyviewbus.ca

Page 5 of 28

Board List 2021

PRESIDENT: Orville Lammle, Cochrane **VICE PRESIDENT:** Andrew Carr, Airdrie **TREASURER**: Jo Ann Miller, Calgary **SECRETARY:** Mavis Hallman, Irricana JoAnne Baker, Chestermere **DIRECTOR**: Marni Fedeyko, Cochrane **DIRECTOR**: Angus Chalmers, Irricana **DIRECTOR: DIRECTOR:** James Ginter, Crossfield

As of April 2021

Page 276 of 372

ATTACHMENT 'A': Rocky View Regional Handibus Society 2021 Grant Application F-2 - Attachment A Page 6 of 28

As of April 2013, The fare is \$4 for every ten kilometres of travel (or portion thereof). Attendants travel free if reserved at time of booking. Distance is calculated at time of booking by our paratransit software based on the shortest route to destination. The fare doesn't not change if the route is detoured by external factors such as, (additional distance travel to accommodate other passengers, traffic detours or alternative routes.

The following sample fares for Rocky View County residents are based on estimated distance from known landmarks across Rocky View County and the associated Municipalities.

From	To:	Dist	20	13 fare	
Airdrie region	Airdrie Urgent Care Centre	10	\$	4.00	one-way
Airdrie region	Chumir Health Ctr	34	\$	16.00	one-way
Airdrie region	Foothills Hosp	35	\$	16.00	one-way
Airdrie region	Lougheed Hospital	31	\$	16.00	one-way
Airdrie region	Retina Centre	37	\$	16.00	one-way
Airdrie region	Rockyview General Hospital	42	\$	20.00	one-way
Airdrie region	Strathmore	70	\$	28.00	one-way
			1		
Bearspaw school	Airdrie Urgent Care Centre	36	\$	16.00	one-way
Bearspaw school	Chumir Health Ctr	24	\$	12.00	one-way
Bearspaw school	Foothills Hosp	19	\$	8.00	one-way
Bearspaw school	Lougheed Hospital	30	\$	12.00	one-way
Bearspaw school	Retina Centre	31	\$	16.00	one-way
Bearspaw school	Rockyview General Hospital	28	\$	12.00	one-way
Bragg Creek	Canmore Hospital	90	\$	36.00	one-way
Bragg Creek	Chumir Health Ctr	45	\$	20.00	one-way
Bragg Creek	Cochrane UCC	33	\$	16.00	one-way
Bragg Creek	Foothills Hosp	43	\$	20.00	one-way
Bragg Creek	Lougheed Hospital	59	\$	24.00	one-way
Bragg Creek	Retina Centre	42	\$	20.00	one-way
Bragg Creek	Rockyview General Hospital	40	\$	16.00	one-way
	·				
Cochrane region	Airdrie Urgent Care Centre	47	\$	20.00	round- trip
Cochrane region	Canmore	81	\$	36.00	round- trip
Cochrane region	Chumir Health Ctr	37	\$	16.00	round- trip
Cochrane region	Cochrane	6	\$	4.00	round- trip
Cochrane region	Foothills Hosp	31	\$	16.00	round- trip
Cochrane region	Lougheed Hospital	42	\$	20.00	round- trip
Cochrane region	MRU	38	\$	16.00	round- trip
Cochrane region	Retina Centre	46	\$	20.00	round- trip
Cochrane region	Rockyview General Hospital	41	\$	20.00	round- trip
Dolacour	Airdria Urgant Caro Contra	34	ć	16.00	000 2020
Delacour Delacour	Airdrie Urgent Care Centre Chumir Health Ctr	34	\$ \$	16.00 16.00	one-way
					one-way
Delacour	Chestermere	26	\$ \$	12.00 36.00	one-way
Delacour	Didsbury Hospital Foothills Hosp	81 36	\$ \$	16.00	one-way
Delacour			\$ \$		one-way
Delacour	Lougheed Hospital	26		12.00	one-way
Delacour	Retina Centre	42	\$	20.00	one-way

ATTACHMENT 'A': Rocky View Regional Handibus Society 2021 Grant Application F-2 - Attachment A Page 7 of 28

Delacour	Rockyview General Hospital	44	\$	20.00	one-way
Delacour	Strathmore	43	\$	20.00	one-way
Indus	Airdrie Urgent Care Centre	60	\$	24.00	one-way
Indus	Chumir Health Ctr	41	\$	20.00	one-way
Indus	Chestermere	19	\$	8.00	one-way
Indus	Foothills Hosp	42	\$	20.00	one-way
Indus	Lougheed Hospital	32	\$	16.00	one-way
Indus	Retina Centre	31	\$	16.00	one-way
Indus	Rockyview General Hospital	35	\$	16.00	one-way
Indus	Strathmore Hospital	43	\$	20.00	one-way
Langdon	Airdrie Urgent Care Centre	57	\$	24.00	one-way
Langdon	Chumir Health Ctr	34	\$	16.00	one-way
Langdon	Chestermere	13	\$	8.00	one-way
Langdon	Foothills Hosp	41	\$	20.00	one-way
Langdon	Lougheed Hospital	32	\$	16.00	one-way
Langdon	Retina Centre	21	\$	12.00	one-way
Langdon	Rockyview General Hospital	32	\$	16.00	one-way
Langdon	Strathmore Hospital	21	\$	12.00	one-way
	•				· ·
Madden	Airdrie Urgent Care Centre	33	\$	16.00	one-way
Madden	Chumir Health Ctr	61	\$	28.00	one-way
Madden	Foothills Hosp	56	\$	24.00	one-way
Madden	Lougheed Hospital	64	\$	28.00	one-way
Madden	Retina Centre	75	\$	32.00	one-way
Madden	Rockyview General Hospital	77	\$	32.00	one-way
Prince of Peace	Airdrie Urgent Care Centre	34	\$	16.00	one-way
Prince of Peace	Chumir Health Ctr	16	\$	8.00	one-way
Prince of Peace	Chestermere	11	\$	8.00	one-way
Prince of Peace	Foothills Hosp	18	\$	8.00	one-way
Prince of Peace	Lougheed Hospital	11	\$	8.00	one-way
Prince of Peace	Retina Centre	21	\$	12.00	one-way
Prince of Peace	Rockyview General Hospital	22	\$	12.00	one-way
Prince of Peace	Strathmore Hospital	41	\$	20.00	one-way
Coringhamly CDEAC	Conmore Hoenitel	01	ć	26.00	
Springbank SPFAS	Canmore Hospital	83	\$ \$	36.00	one-way
Springbank SPFAS	Chumir Health Ctr	27		12.00	one-way
Springbank SPFAS	Cochrane Urgent Care Centre	26	\$	12.00	one-way
Springbank SPFAS	Foothills Hosp	20	\$	8.00	one-way
Springbank SPFAS	Lougheed Hospital	33	\$	16.00	one-way
Springbank SPFAS	Retina Centre	32	\$	16.00	one-way
Springbank SPFAS	Rockyview General Hospital	30	\$	12.00	one-way

Rocky View Regional Handibus Society 2021 Operating Budget revised dec 2020

REVENUE	2021
Donations (operations)	\$4,000
Rebates: Fuel & other	\$5,800
Federal (COVID support)	\$50,000
Grants - Provincial	\$36,000
Grants - Municipal	\$712,027
User Fees	\$73,958
carryover	\$150,000
fee for service	\$85,540
R.V.S. Contract work	\$124,455
passenger subsidies	-\$4,800
TOTAL REVENUE	\$1,237,190

EXPENSES

Advertising and Promotion	\$3,000
Accounting & Audit	\$12,000
Bank Charges	\$3,120
Cell Phones	\$15,600
clean buses	\$2,500
Software licences/GPS tracking	\$48,000 \$2,400
Contracting Consulting expense	\$2,400 \$2,600
Employee Education/Training	\$3,600
Entertainment/Recognition	\$2,400
Financing Charges	\$2,400
Fuel	\$97,000
Insurance	\$72,200
fees /membership/ permits	\$3,600
Office Supplies	\$12,000
Operation Supplies	\$12,000
Rent	\$36,000
building repair and maintenance	\$2,400
Repairs & Maintenance - Auto	\$96,000
Telephone	\$7,200
Uniforms	\$3,600
Utilities	\$6,400
payroll expenses	\$750
wage benefits	\$13,731
Wages	\$686,567
EI Expense	\$15,272
CPP Expense	\$32,609
WCB Expense	\$20,597
TOTAL EXPENSE	\$1,213,546
	\$23,644
	<i>+_</i> 0 , 0

Municipal Contribution Breakdown	2021				
per capita rate	\$7.70 / capita				
Rocky View County	\$303,434				
Cochrane	\$225,433				
Chestermere	\$159,652				
Crossfield	\$23,524				
total Contributions	\$712,042				

ROCKY VIEW REGIONAL HANDIBUS SOCIETY

Financial Statements

Year Ended December 31, 2020

	Page
INDEPENDENT AUDITOR'S REPORT	1 - 3
FINANCIAL STATEMENTS	
Statement of Financial Position	4
Statement of Revenues and Expenditures	5
Statement of Changes in Net Assets	6
Statement of Cash Flows	7
Notes to Financial Statements	8 - 12

ATTACHMENT 'A': Rocky View, Regional Handibus Society 2021 Grant Application F-2 - Attachment A mally sharit

Page 11 of 28

CHARTERED PROFESSIONAL ACCOUNTANT

PROFESSIONAL CORPORATION

INDEPENDENT AUDITOR'S REPORT

To the Members of Rocky View Regional Handibus Society

Qualified Opinion

I have audited the financial statements of Rocky View Regional Handibus Society (the society), which comprise the statement of financial position as at December 31, 2020, and the statements of revenues and expenditures, changes in net assets and cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In my opinion, except for the possible effects of the matter described in the Basis for Qualified Opinion section of my report, the accompanying financial statements present fairly, in all material respects, the financial position of the society as at December 31, 2020, and the results of its operations and cash flows for the year then ended in accordance with Canadian accounting standards for not-for-profit organizations (ASNPO).

Basis for Qualified Opinion

In common with many charitable organizations, the society derives revenue from cash donations the completeness of which is not susceptible of satisfactory audit verification. Accordingly, my verification of these revenues was limited to the amounts recorded in the records of the society and I was not able to determine whether any adjustments might be necessary to contributions, excess of revenues over expenses, current assets and net assets. The predecessor auditor's opinion on the financial statements for the year ended December 31, 2019 was modified accordingly because of the possible effects of this limitation of scope.

I conducted my audit in accordance with Canadian generally accepted auditing standards. My responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of my report. I am independent of the society in accordance with ethical requirements that are relevant to my audit of the financial statements in Canada, and I have fulfilled my other ethical responsibilities in accordance with these requirements. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my qualified audit opinion.

Other Matter

The financial statements for the year ended December 31, 2019 were audited by another auditor who expressed a qualified opinion on those financial statements on April 16, 2020 for the reasons described in the Basis for Qualified Opinion section.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with ASNPO, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

(continues)

CDA CHARTERO

#114, 1212 -1st Street SE Calgary, AB T2G 2H8 Phone: (403) 547-8027 Fax: (403) 547-8088 www.asprofcorp.com

ATTACHMENT 'A': Rocky View, Regional Handibus Society 2021 Grant Application F-2 - Attachment A Page 12 of 28

CHARTERED PROFESSIONAL ACCOUNTANT

PROFESSIONAL CORPORATION

vsharit

Independent Auditor's Report to the Members of Rocky View Regional Handibus Society (continued)

In preparing the financial statements, management is responsible for assessing the society's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the society or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the society's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a quarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards. I exercise professional judgment and maintain professional skepticism throughout the audit. I also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the society's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the society's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my auditor's report. However, future events or conditions may cause the society to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

I communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

(continues)

DA MARTENCO

#114, 1212 -1st Street SE Calgary, AB T2G 2H8 Phone: (403) 547-8027 Fax: (403) 547-8088 www.asprofcorp.com

ATTACHMENT 'A': Rocky View Regional Handibus Society 2021 Grant Application #ally shariff

F-2 - Attachment A Page 13 of 28

CHARTERED PROFESSIONAL ACCOUNTANT

PROFESSIONAL CORPORATION

Independent Auditor's Report to the Members of Rocky View Regional Handibus Society (continued)

Original Document Signed

Oly Shall

Ally Shariff Professional Corporation **Chartered Professional Accountant**

Calgary, Alberta April 15, 2021

ŝ



#114, 1212 -1st Street SE Calgary, AB T2G 2H8 Phone: (403) 547-8027 Fax: (403) 547-8088 www.asprofcorp.com

ATTACHMENT 'A': Rocky View Regional Handibus Society 2021 Grant Application ROCKY VIEW REGIONAL HANDIBUS SOCIETY F-2 - Attac

Statement of Financial Position

December 31, 2020

	 2020	 2019 (Revised)
ASSETS		
CURRENT Cash Casino cash (Note 5) Accounts receivable Government subisidies receivable Goods and services tax recoverable Prepaid expenses Payroll advances	\$ 352,444 2,105 30,223 18,092 - 77,099 500	\$ 47,027 13,407 24,068 - 4,629 74,618 800
	480,463	164,549
CAPITAL ASSETS (Note 4)	 407,338	328,193
	\$ 887,801	\$ 492,742
LIABILITIES AND NET ASSETS CURRENT Accounts payable	\$ 57,663	\$ 65,434
Goods and services tax payable Vacation payable Employee deductions payable Deferred casino contributions <i>(Note 5)</i>	 92 35,017 11,087 2,105	- 32,212 23,863 13,407
	105,964	134,916
LONG TERM DEBT (Note 8)	40,000	-
UNAMORTIZED DEFERRED CAPITAL CONTRIBUTIONS (Note 6)	 336,251	315,215
	 482,215	450,131
NET ASSETS Unrestricted net assets Investment in capital assets (Note 7)	 334,498 <u>71,088</u>	29,632 12,979
	 405,586	42,611
	\$ 887,801	\$ 492,742

ON BEHALF OF THE BOARD

Original Document Signed

Original Document Signed

_ Director _ Director

See notes to financial statements

ATTACHMENT 'A': Rocky View Regional Handibus Society 2021 Grant Application ROCKY VIEW REGIONAL HANDIBUS SOCIETY F-2 - A

Statement of Revenues and Expenditures

F-2 - Attachment A Page 15 of 28

Year Ended December 31, 2020

REVENUES Municipal grants Fees for service Federal grants (COVID) User fees Earned capital contributions (Note 6) Donations Casino revenues (Note 5) Other income Interest income Passenger subsidies EXPENSES Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office Professional fees	\$	718,891 271,855 194,934 64,200 60,341 25,908	\$	699,013 346,628
Municipal grants Fees for service Federal grants (COVID) User fees Earned capital contributions (Note 6) Donations Casino revenues (Note 5) Other income Interest income Passenger subsidies EXPENSES Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office	\$	271,855 194,934 64,200 60,341 25,908	\$	346,628
Fees for service Federal grants (COVID) User fees Earned capital contributions (<i>Note 6</i>) Donations Casino revenues (<i>Note 5</i>) Other income Interest income Passenger subsidies EXPENSES Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office	φ	271,855 194,934 64,200 60,341 25,908	φ	346,628
Federal grants (COVID) User fees Earned capital contributions (Note 6) Donations Casino revenues (Note 5) Other income Interest income Passenger subsidies EXPENSES Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office		194,934 64,200 60,341 25,908		-
User fees Earned capital contributions (Note 6) Donations Casino revenues (Note 5) Other income Interest income Passenger subsidies EXPENSES Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office		64,200 60,341 25,908		
Earned capital contributions (Note 6) Donations Casino revenues (Note 5) Other income Interest income Passenger subsidies EXPENSES Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office		60,341 25,908		
Donations Casino revenues (Note 5) Other income Interest income Passenger subsidies EXPENSES Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office		25,908		110,350
Casino revenues (Note 5) Other income Interest income Passenger subsidies EXPENSES Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office				49,935
Other income Interest income Passenger subsidies EXPENSES Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office		4 4		4,727
Interest income Passenger subsidies EXPENSES Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office		15,554		96
Passenger subsidies EXPENSES Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office		5,281		5,409
EXPENSES Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office		260		924
Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office		(4,436)		(2,363)
Salaries and wages Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office		1,352,788		1,214,719
Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office				
Insurance Repairs and maintenance Amortization Fuel Rent Info technology services Office		556,252		836,486
Amortization Fuel Rent Info technology services Office		83,422		68,438
Amortization Fuel Rent Info technology services Office		81,561		106,643
Fuel Rent Info technology services Office		68,534		74,776
Info technology services Office		65,988		111,719
Info technology services Office		36,000		34,200
Office		28,029		35,343
		20,709		16,965
		17,200		7,200
Telephone		14,325		14,065
Utilities		•		
		5,746		4,813
Dues and memberships		3,436		2,890
Interest and bank charges		3,042		4,176
Advertising and promotion		2,613		2,629
Casino expense		2,329		-
Uniforms		537		3,450
Bad debts		300		420
Training and education		290		2,797
		990,313		1,327,010
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENSES FROM OPERATIONS		362,475		(112,291)
OTHER INCOME Gain (loss) on disposal of capital assets		500		(17,227)
EXCESS (DEFICIENCY) OF REVENUES OVER EXPENSES	•	362,975	\$	(129,518)

ATTACHMENT 'A': Rocky View Regional Handibus Society 2021 Grant Application ROCKY VIEW REGIONAL HANDIBUS SOCIETY F-2 - A

Statement of Changes in Net Assets

Year Ended December 31, 2020

	 Unrestricted Investment in Net Assets Capital assets 2020				2019 Revised		
NET ASSETS - BEGINNING OF YEAR (Note 12)					• •		
As previously reported (Note 12)	\$ 42,611	\$	- ;	\$	42,611 \$	244,3	328
	-		-		-	(72,1	99)
Net change in investment in							-
capital assets (Note 12)	 (12,979)		12,979		-		
As restated (Note 12)	29,632		12,979		42,611	172,1	29
Excess of revenues over expenses Net change in investment in capital	362,975		-		362,975	(129,5	
assets (Note 7)	 (58,109)		58,109		-		
NET ASSETS - END OF YEAR	\$ 334,498	\$	71,088	\$	405,586 \$	42,6	511

F-2 - Attachment A

Page 16 of 28

ATTACHMENT 'A': Rocky View Regional Handibus Society 2021 Grant Application ROCKY VIEW REGIONAL HANDIBUS SOCIETY F-2 - Attachment A

Statement of Cash Flows

Page 17 of 28

Year Ended December 31, 2020

·		2020		2019 Revised
OPERATING ACTIVITIES				
Excess (deficiency) of revenues over expenses Items not affecting cash:	\$	362,975	\$	(129,518)
Amortization of capital assets		68,534		74,776
Earned capital contributions (Note 6)		(60,341)		(49,935)
Loss (gain) on disposal of capital assets		(500)		17,227
	<u></u>	370,668		(87,450)
Changes in non-cash working capital:				
Accounts receivable		(6,155)		(10,094)
Accounts payable		(7,772)		3,035
Deferred casino contributions		(11,302)		(96)
Deposits		-		10,000
Employee deductions payable		(12,776)		23,863
Goods and services tax payable		4,721		1,577
Government subisidies receivable		(18,092)		-
Payroll advances		300		(800)
Prepaid expenses		(2,481)		(1,018)
Vacation payable		2,805		4,739
	. —	(50,752)		31,206
Cash flows from (used by) operating activities		319,916		(56,244)
INVESTING ACTIVITIES				
Purchase of capital assets		(147,678)		(86,062)
Proceeds on disposal of capital assets		500		30,884
Cash flows used by investing activities		(147,178)		(55,178)
FINANCING ACTIVITIES				
CEBA Loan (Note 8)		40,000		-
Deferred capital contributions received		81,377		<u> </u>
Cash flows from financing activities		121,377		
INCREASE (DECREASE) IN CASH FLOW		294,115		(111,422)
Cash - beginning of year		60,434		171,856
CASH - END OF YEAR	\$	354,549	\$	60,434
CASH CONSISTS OF:				
Cash	\$	352,444	\$	47,027
Casino cash	Ψ	2,105	Ψ	13,407
	<u>\$</u>	354,549	\$	60,434

Year Ended December 31, 2020

Page 18 of 28

PURPOSE OF THE SOCIETY 1

Rocky View Regional Handibus Society (the "society") is a not-for-profit organization in Alberta. As a registered charity, the society is exempt from the payment of income tax under Section 149(1) of the Income Tax Act.

The society operates to provide transportation to residents who face barriers due to disability or other factors. The continued operations of the society are dependant on the on-going financial support of donors, regional municipalities and fees for service.

2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of presentation

The financial statements were prepared in accordance with Canadian accounting standards for notfor-profit organizations (ASNFPO).

Revenue recognition

Rocky View Regional Handibus Society follows the deferral method of accounting for contributions.

Restricted contributions are recognized as revenue in the year in which the related expenses are incurred. Unamortized Deferred Capital Contributions are recognized as revenue over the estimated life of the related asset. Unrestricted contributions are recognized as revenue when received or receivable if the amount to be received can be reasonably estimated and collection is reasonably assured.

Fees for service, user fees and other revenues are recognized as earned, when services are rendered and there is reasonable assurnances over the collection of payment.

Net assets

- a) Net assets invested in property and equipment represents the organization's net investment in property and equipment which is comprised of the unamortized amount of property and equipment purchased with unrestricted funds.
- b) Unrestricted net assets comprise the excess of revenue over expenses accumulated by the organization each year, net of transfers, and are available for general purposes.

Capital assets

Capital assets are stated at cost or deemed cost less accumulated amortization and are amortized over their estimated useful lives at the following rates and methods:

Automotive Computer equipment Scheduling software Office furniture and equipment 10 years straight-line method

- 30% declining balance method
- 20% declining balance method
- 20% declining balance method

Goods and services tax

Contributed materials and services are recoverable at 50% as a rebate. The unrecoverable portion is recorded as an expense with the rebate treated as a receivable.

Contributed services

The operations of the organization depend on both the contribution of time by volunteers and donated materials from various sources. The fair value of donated materials and services cannot be reasonably determined and are therefore not reflected in these financial statements.

(continues)

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Measurement uncertainty

The preparation of financial statements in conformity with Canadian accounting standards for not-forprofit organizations requires management to make estimates and assumptions that affect the reported amount of assets and liabilities, disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the period. Such estimates are periodically reviewed and any adjustments necessary are reported in earnings in the period in which they become known. Actual results could differ from these estimates.

3. FINANCIAL INSTRUMENTS

The society is exposed to various risks through its financial instruments and has a comprehensive risk management framework to monitor, evaluate and manage these risks. The following analysis provides information about the society's risk exposure and concentration as of December 31, 2020.

Credit risk

Credit risk arises from the potential that a counter party will fail to perform its obligations. The society is exposed to credit risk from customers.

Liquidity risk

Liquidity risk is the risk that Rocky View Regional Handibus Society will not be able to meet a demand for cash or fund its obligations as they come due. Liquidity requirements are met by preparing and monitoring forecasts of cash flows from operations and maintaining a line of credit.

Unless otherwise noted, it is management's opinion that the society is not exposed to significant other price risks arising from these financial instruments.

4. CAPITAL ASSETS

	Accumulat Cost amortizati				N	2020 et book value	2019 Net book value		
Equipment Automotive Computer equipment Scheduling software	\$	500 812,590 11,710 150,170	\$	209 447,380 5,051 114,992	\$	291 365,210 6,659 35,178	\$	364 314,850 1,573 11,406	
	\$	974,970	\$	567,632	\$	407,338	\$	328,193	

5. DEFERRED CASINO CONTRIBUTIONS

Deferred casino contributions represent unspent casino funds that are to be used to maintain property and equipment, and assist with certain operating expenditures. Changes in the deferred contributions balance are as follows:

	2020			2019		
Balance, beginning of the year Contributions received during the year Recognized as revenues	\$	13,407 4,252 (15,554)	\$	13,503 - (96)		
		-		-		

(continues)

ATTACHMENT 'A': Rocky View Regional Handibus Society 2021 Grant Application ROCKY VIEW REGIONAL HANDIBUS SOCIETY F-2 - Attachment A Notes to Financial Statements Page 20 of 28

Year Ended December 31, 2020

5.	DEFERRED CASINO CONTRIBUTIONS (continued)	 2020	 2019
	·	\$ 2,105	\$ 13,407

6. UNAMORTIZED DEFERRED CAPITAL CONTRIBUTIONS

Unamortized deferred capital contributions represent the unamortized portions of externally restricted grants and donations related to purchased capital assets. The changes to unamortized deferred capital contributions are as follows:

	2020			2019 Revised		
Balance, beginning of the year (note 12) Adjustment to opening balance (note 12)	\$	315,215 -	\$	292,951 72,199		
As restated (note 12) Amortization of capital contributions Grants and contributions spent on capital assets	_	315,215 (60,341) 81,377		365,150 (49,935) -		
Unamortized deferred capital contributions	<u>\$</u>	336,251	\$	315,215		

7. INVESTMENT IN CAPITAL ASSETS

Net assets invested in capital assets represent the net book value of capital assets less unamortized deferred capital contributions.

	2020		2019 Revised		
Capital assets (Note 4) Unamortized deferred capital contributions (Note 6)	\$	407,339 (336,251)	\$	328,194 (315,215)	
	\$	71,088	\$	12,979	
The changes during the year are as follows:					
Investment in capital assets, beginning of the year Acquisition of capital assets Amortization of investment in capital assets	\$	12,979 66,302 (8,193)	\$	35,651 2,170 (24,842)	
	\$	71,088	\$	12,979	

8. LONG TERM DEBT

The Canadian Emergency Business Account ("CEBA") loan in non-interest bearing and not repayable until December 31, 2022.

Provided that at least 75% of the loan (\$40,000) is repaid on, or before, this date, then up to \$20,000 of the loan is forgivable. Any portion of the loan not repaid or forgiven at that time will be converted to a 3-year term loan bearing interest at 5% per annum payable monthly. The full balance of the loan, \$60,000 will then be repayable on December 31, 2025.

For the year-ended December 31, 2020, the forgiveable portion of this loan has been recorded as a government grant and included in income, since management's intentions are to repay in full by December 31, 2022.

9. ECONONIC DEPENDENCE

The society has a dependance on funding primarily from Rocky View Schools and the Rocky View County.

10. COMMITMENTS

The society has commitments under a lease agreement for its office space with monthly payments of \$3,000. The term ends September 30, 2021.

In 2020, the society undertook a project to upgrade its scheduling software system. The society has commitments under contract in the amount of \$14,520 to complete this project.

11. OPERATING LINE OF CREDIT

The society has available to it an operating line of credit with a limit of \$60,000 at a rate of 6.45% per annum. The Society also has a credit card facility with credit limits of \$47,700 at a rate of 8.45% per annum; the society had used \$58 (2019 - \$609) of the credit card facility at December 31, 2020.

12. CORRECTION OF ERROR

During the year, the society's management became aware that the allocation of the funds spent on its capital assets were not fairly presented in accorance with Canadian accounting standards for not-forprofit organizations. The society has restated and reclassified prior period figures to take into account the retroactive correction of these errors. The statement of net assets as a January 1, 2019, and the statement of net assets and comparative balance sheet at December 31, 2019, have been adjusted as follows:

 reported	Error	Correction	F	Restated
\$ 292,951 - 244,328	\$	72,199 35,651 (72,199)	\$	365,150 35,651 172,129
- 243,016 - 114,810 -		- 72,199 12,979 (72,199) -		- - 315,215 12,979 42,611 -
	-	-	- 12,979	- 12,979

ATTACHMENT 'A': Rocky View Regional Handibus Society 2021 Grant Application ROCKY VIEW REGIONAL HANDIBUS SOCIETY Notes to Financial Statements Year Ended December 31, 2020

13. COMPARATIVE FIGURES

Some of the comparative figures have been reclassified to conform to the current year's presentation.

14. GOING CONCERN ASSUMPTION

In March 2020, the World Health Organization declared a global pandemic due to COVID-19. This situation is constantly evolving and is having multiple impacts on global, national, provincial and local economies.

These financial statements do not reflect adjustments that would be necessary if the going concern assumption were not appropriate. This is because management believes that measures it has taken or intends to take will mitigate the effect of the conditions and events that cast doubt on the appropriateness of this assumption.

These financial statements were prepared using accounting standards that apply to an operating society. This assumes that the society will continue its operations for the foreseeable future and will be able to realize its assets and discharge its liabilities in the normal course of operations.

Government of Alberta		F-2 - Attachment A Page 23 of 28
IMPORTANT INFORMATION	501 L	SOCIETY ANNUAL RETU
 This form will be rejected if not prope An annual return and required attachme year with the Registrar of Corporations result in the cancellation of your Societ 	ents must be filed each S. Failure to do so will	AUG 1 4 2018

NOTE:

al Ha

ndibus Society 2021 Grant An

A Do

- 1. SOCIETY NAME ROCKY VIEW REGIONAL HANDIBUS SOCIETY
- 2. ADDRESS OF REGISTERED OFFICE OF THE SOCIETY AIRDRIE, ALBERTA T4A 0H5

If there has been a change in the address as listed, Notice of Change of Address (REG 3016) must be complete and filed with the Registrar of Corporations within 1! days of the date of the change.

> 2018 Annual Return

COMPRESSION DE CICTO

3. CORPORATE ACCESS NUMBER 502511397

4. THE SOCIETY'S DATE OF INCORPORATION IS $\frac{1980}{\text{Year}} \frac{\text{AUG}}{\text{Month}} \frac{27}{\text{Day}}$

5. THIS RETURN COVERS THE YEAR ENDING EFFECTIVE AS OF THAT DATE. $\frac{2018}{Y_{ear}} \frac{AUG}{M_{onth}} \frac{31}{D_{ay}}$, WITH THE INFORMATION PROVIDED

THE FOLLOWING ATTACHMENT MUST ACCOMPANY THIS RETURN:

A listing of all officers and directors with the name (last name, followed by given name), complete mailing address including postal code, and position held by each.

The 2018 annual return for the above society is now due and the 2017 annual return is one year past due.

Please ensure that this return is dated and signed by a director or authorized officer of the society.

^{дате} <i>ацу</i> 9,20	18 Daul Il	11 Bus. 4	ONE NO. 03 948 2887 403 703 7020
	plete this form (no fee required) return it to:	Drop off your documents at	: For Information Call:
		Alberta Registries	Edmonton (780) 427-2311
		DR Corporate Registry	
	Alberta Registries	John E. Brownlee Building	
	PO BOX 1007 STN MAIN	10365 - 97 Street	call 310-0000
5 1	EDMONTON AB T5J 4W6	Edmonton, Alberta	and ask for 427-2311

This information is being collected for the purposes of corporate registry records in accordance with the Societies Act. Questions about the collection of this information can be directed to the Freedom of Information and Protection of Privacy Coordinator for Alberta Registries, Research and Program Support, Box 3140, Edmonton, Alberta T5J 2G7, (780) 427-7013.

Page 294 of 372

ATTACHMENT 'A': Rocky View Regional Handibus Society 2021 Grant Application F-2 - Attachment A

Page 24 of 28

2510 Sparrow Drive, Nisku, AB T9E 8N5 | Phone: 780.955.3639 Fax: 780.955.3615

CERTIFICATE OF INSURANCE: COMMUNITY GROUPS INSURANCE PROGRAM

MEMBER ID: XH11

CERTIFICATE HOLDER: ROCKYVIEW REGIONAL HANDIBUS SOCIETY Effective Date: November 1, 2020 – Expiry Date: November 1, 2021

12:01 AM Standard Time at the address of the Certificate Holder

Address : P.O. Box 10203, Airdrie, AB

The following is a summary of Coverages that are applicable to the above Certificate Holder under specified Sections of the RMA Insurance Program, and which are in force for the period shown above. Please refer to actual policy documents for full details of all terms, conditions, limitations and exclusions applicable to the Coverage afforded.

LIABILITY INSURANCE

Insuring Agreement - In the event that Legal Liability claims for negligence are brought against the Certificate Holder, Insurers will pay compensatory damages, including legal expenses incurred, subject to the terms, conditions, limitations and exclusions of the respective Sections of the Policy.

Coverage SECTIONS ONE - FOUR

SECTION ONE – COMPREHENSIVE GENERAL LIABILITY Third Party Bodily Injury and/or Property Damage Products and Completed Operations

Non-Owned Automobile Liability Tenants Legal Liability Legal Liability for Damage to Non-Owned Automobiles Employee Benefit Programs Liability Personal Injury & Advertising Injury Liability Sudden and Accidental Pollution Coverage

SECTION TWO - ADMINISTRATIVE ERRORS & OMISSIONS

SECTION THREE - WRONGFUL DISMISSAL

Warranty: Must obtain prior written legal opinion from employment law practitioner

SECTION FOUR - SEXUAL ABUSE

Deductible

Bodily Injury / Property Damage / Personal Injury / Advertising Injury All School Operations or related activities Legal Liability for Damage to Non Owned Automobile Sewer Back Up, Flooding and other Water Damage, per claimant Tenants Legal Liability All other Operations Administrative Errors & Omissions Wrongful Dismissal Sexual Abuse Limits of Liability \$25,000,000 Shared Policy General Aggregate for all members

\$5,000,000 per Occurrence \$5,000,000 per Occurrence/ Annual Aggregate

\$ 5,000,000
\$ 5,000,000
\$ 200,000
\$ 5,000,000 each claim/ Annual Aggregate
\$ 5,000,000 per Occurrence
120 hrs discovery/reporting

\$ 5,000,000 Claims Made Basis (Annual Aggregate)

\$ 5,000,000 Claims Made Basis (Annual Aggregate)

\$ 1,000,000 Claims Made Basis (Annual Aggregate)

\$10,000 \$10,000 \$ 500 any one Accident \$10,000 \$ 1,000 \$10,000 \$10,000 minimum \$25,000 Minimum \$10,000

In consideration of the premium specified (or in endorsement[s] attached hereto), this document certifies that insurance has been effected under Policy No. CG2012/21 (CAGL13621) with Underwriters at Lloyd's of London (QBE Services Inc.) a full copy of which may be seen at the offices of the RMA Insurance of Nisku, Alberta and/or Aon Reed Stenhouse Inc. of Edmonton, AB for the account of the Certificate Holder named above.

COMPREHENSIVE DISHONESTY, DISAPPEARANCE AND DESTRUCTION INSURANCE

LOI	<u>rerage</u>	Limits of Liability
B	LANKET BOND INSURANCE	
I.	Employee Dishonesty Coverage – Form A (subject to *Warranty noted below)	Not Insured
C	DMPREHENSIVE CRIME INSURANCES	
п.	Coverage Within Premises	Not Insured
ш.	Coverage Outside Premises	Not Insured
IV.	Money Order and Counterfeit Paper Currency Coverage (if Crime is insured)	\$20,000.00
v.	Depositors Forgery (if Crime is insured)	\$ 10,000
VI.	Computer Fraud/Data Restoration Expense (if Crime is insured)	\$ 10,000
VII.	Funds Transfer Fraud	\$ 10,000
VII	I. Telecommunications Theft	\$ 10,000
IX.	Fraudulently Induced Payment	\$ 10,000
х.	Employee Theft of Client Property	Not Insured
*1	/arranty	

It is warranted that, the coverage afforded under the Blanket Bond (Employee Dishonesty) section of the policy contains a limitation of liability reducing coverage to \$5,000 if only one of the three conditions noted below exist at the time of the loss:

- (a) A dual cheque signing process is in place;
- (b) Reconciliation of bank statements is being performed by someone other than cheque signing personnel; and
- (c) An annual audit has been completed within 12 months preceding the loss;

Deductible

All Other Coverages	\$ 1,000
Employee Theft of Client Property	\$ 5,000
Fraudulently induced Payments	\$ 1,000

In consideration of the premium specified (or in endorsement[s] attached hereto), this document certifies that insurance has been effected under Policy No. CG2012/21 (CG2021) of the Royal & Sun Alliance Insurance Company of Canada, a full copy of which may be seen at the offices of the RMA Insurance of Nisku, Alberta and/or Aon Reed Stenhouse Inc. of Edmonton, AB for the account of the Certificate Holder named above.

This policy contains a clause which may limit the amount payable.

Page 296 of 372

F-2 - Attachment A

CERTIFICATE HOLDER: ROCKYVIEW REGIONAL HANDIBUS SOCIETY XH11Page 26 of 28

PROPERTY INSURANCE (ALL RISKS)

Coverage		Val	lues Insured
Buildings		As	Per Schedule
Contents		As	Per Schedule
Rental Incomes		As	Per Schedule
Equipment Values / Golf Ca	rts	As	Per Schedule
Property Damage Includes:	Accounts Receivable	\$	50,000
(up to Value Insured)	Automatic Coverage (60 days)	\$	5,000,000
	Building Damage by Theft	\$	10,000
	Debris Removal	\$	250,000
	Extra Expense	\$	25,000 / Per Certificate
	Business Interruption - Gross Earnings	\$	50,000
	Professional Fees	\$	25,000
	Fire Department Service Charges / Fire Protective Equip.	\$	50,000
	Hacking Event or Computer Virus Attack -Total Limit	\$	25,000
	Lawns, Trees, Shrubs and Outdoor Plants	\$	10,000
	Master Keys	\$	10,000
	Fine Arts	\$	100,000
	Property while in Transit	\$	10,000
	By- Laws Extension	\$	50,000
	Data and Records Restoration Costs	5	100,000
	Pollution Clean Up – 180-day reporting	\$	25,000 / Aggregate
	Radioactive Contamination	\$	25,000

LOSS, if any, payable to the Certificate Holder or as otherwise denoted in endorsements attached hereto

Deductibles	
All other losses	\$ 1,000
All other losses (building valued more than \$5,000,000)	\$ 5,000
Sewer Back-up & Water Damage	\$10,000
Wind and Hail	\$10,000
Sewer Back-up & Water Damage (building valued more than \$5,000,000)	\$25,000
Wind and Hail (buildings valued at more than \$5,000,000)	\$25,000
Earthquake	5% of the value of the property or min of \$100,000
Flood	\$25,000
Co – insurance Clause	80%

ANNUAL COMMUNITY GROUP PROGRAM PACKAGE \$1,251

AON REED STENHOUSE INC.

(Authorized Agent of Subscribing Insurers)

In consideration of the premium specified (or in endorsement[s] attached hereto), this document certifies that insurance has been effected under Policy No. CG2012/21 (CG2021) of the Royal & Sun Alliance Insurance Company of Canada, a full copy of which may be seen at the offices of the RMA Insurance of Nisku, Alberta and/or Aon Reed Stenhouse Inc. of Edmonton, AB for the account of the Certificate Holder named above.

This policy contains a clause which may limit the amount payable.





2510 Sparrow Drive, Nisku, AB T9E 8N5 | Phone: 780.955.3639 Fax: 780.955.3615

CERTIFICATE OF INSURANCE: AUTOMOBILE INSURANCE PROGRAM

CERTIFICATE NO.: XH11/AB2148

CERTIFICATE HOLDER: ROCKY VIEW REGIONAL HANDIBUS SOCIETY

EFFECTIVE DATE: November 1, 2020 EXPIRY DATE: November 1, 2021 12:01 AM Standard Time at the address of the Certificate Holder

The following is a summary of Coverages that are applicable to the above Certificate Holder under the Automobile Insurance Policy incorporated into the RMA Insurance Program and which are in force for the period shown above. Please refer to actual policy documents for full details of all terms, conditions, limitations and exclusions applicable to the coverage afforded.

AUTOMOBILE INSURANCE	Annual Premium: \$69,300
Sections of Coverage:	
Section A – THIRD PARTY LIABILITY	Limits of Liability
Third Party Bodily Injury and or Property Damage	\$5,000,000 per Occurrence
S.E.F. NO. 6b School Bus Passenger Hazard	\$5,000,000
S.E.F. NO. 6c Public Passenger Hazard	\$2,000,000
SECTION B – ACCIDENT BENEFITS	As per provincial requirements
As per Provincial Requirements	
SECTION C – LOSS OF OR DAMAGE TO INSURED AUTOMOBILES	All Perils as per Schedule attached
Deductibles	Amount to be Deducted
All Vehicles	\$1,000

This policy provides insurance with respect to all automobiles owned by, licensed by and or leased to the Certificate Holder during the policy period noted above against the perils stated according to the terms and conditions of the policy.

FOR ENDORSEMENTS - REFER TO RMA MASTER POLICY WORDINGS

ADDITIONAL NAMED INSUREDS AND CONTRACT BUS OPERATORS ADDED AS PER ATTACHED SCHEDULE

AON REED STENHOUSE INC. (Authorized Agent of Royal & Sun Alliance Insurance Company)

In consideration of the premium specified above (or in endorsement(s) attached hereto), this document certifies that insurance has been effected under Policy No. Q638342 of Aviva Canada Inc. (Section A & B) & RSLE2215/21 of the Genesis Reciprocal Insurance Exchange (Section C), a full copy of which may be seen at the offices of the RMA Insurance and/or Aon Reed Stenhouse Inc. of Edmonton, AB for the account of the Insured named above.



2510 Sparrow Drive, Nisku, AB T9E 8N5 | Phone: 780.955.3639 Fax: 780.955.3615

CERTIFICATE OF INSURANCE: EXCESS LIABILITY

CERTIFICATE NO.: XH11

CERTIFICATE HOLDER: ROCKYVIEW REGIONAL HANDIBUS SOCIETY

EFFECTIVE DATE: November 1, 2020 - EXPIRY DATE: November 1, 2021

12:01 AM Standard Time at the address of the Certificate Holder

The following is a summary of Coverages that are applicable to the above Certificate Holder under specified Sections of the RMA Insurance Program, and which are in force for the period shown above. Please refer to actual policy documents for full details of all terms, conditions, limitations and exclusions applicable to the Coverage afforded.

FOLLOW FORM EXCESS LIABILITY INSURANCE EXCEPT FOR THE FOLLOWING EXCLUSIONS:

Known Injury & Occurrences Exclusion	Specific Risk Endorsement – USA Conditions
Access or Disclosure of Confidential or Personal Information	Personal and Advertising Injury Exclusions
Endorsement Exclusion	1. Insureds in Media and Internet type Businesses
	2. Electronic Chatrooms or Bulletin Boards
Absolute E&O Exclusion / Professional Indemnity Exclusion	Radioactive Contamination Exclusion
Sexual Abuse & Harassment Exclusion	War and Civil War Exclusion
Terrorism Exclusion	Institute Cyber Attack Exclusion
Communicable Disease / COVID-19 / Related Viruses Exclusion	Medical Malpractice Exclusion
Primary Sublimit Clause	Host Liquor Liability
Wrongful Dismissal Exclusion	Excluding: Ski clubs/boards, gyms/fitness centres, golf courses, rodeo events and rodeo committees, and mud bog events

Applicability of Follow Form Excess Liability Coverage

The Follow Form Excess Limits of Liability stated below for one or more of the Umbrella Policy Layers, and for which a Premium has been specified, are applicable to each occurrence presented against the Certificate Holder under the Underlying Policies stated which are in excess of the Limits of Liability per occurrence provided by such underlying policy(ies):

Underlying Polices

Comprehensive General Liability Policy # CG2012/21 (CAGL13621), ABH2012/21 (CAGL13620) & KG2012/21 (CAGL13622) Automobile Liability (Auto) Section "A" Policy # Q638342

Note: Underlying Policies are applicable if a specific Certificate of Insurance has been issued for such Policy to the Certificate Holder named above.

	Premiums:
\$ 5,000,000	\$1,420
\$ 5,000,000	\$864
\$ 5,000,000	\$0
\$ 5,000,000	\$0
	\$ 5,000,000 \$ 5,000,000

TOTAL ANNUAL PREMIUM: \$2,284

AON REED STENHOUSE INC. (Authorized Agent of Subscribing Insurers)

In consideration of the premiums specified above (or in endorsements(s) attached hereto), this document certifies that insurance has been effected under one or more of **Policy No. UMB12012/21 with Certain Underwriters at Lloyd's of London (Linx Underwriting Solutions)** full copies of which may be seen at the offices of the RMA Insurance of Nisku, Alberta and/ or Aon Reed Stenhouse Inc. of Edmonton, AB. for the account of the Certificate Holder named above.

This policy contains a clause which may limit the amount payable.



ROCKY VIEW COUNTY SPECIALIZED TRANSPORTATION **ASSISTANCE GRANT**

Council Policy

C-102

Policy Number:	C-102
Policy Owner:	Recreation, Parks and Community Support
Adopted By:	Council
Adoption Date:	2003 April 22
Effective Date:	2003 April 22
Date Last Amended:	2019 December 10
Date Last Reviewed:	2019 November 27

Purpose

This policy establishes funding for specialized transportation providers operating within Rocky 1 View County (the County).



Policy Statement

2 Council recognizes the importance of specialized transportation that makes it easier for County residents to access medical and therapeutic services. Through this grant program, Council supports transportation providers who specialize in serving senior citizens and persons with disabilities.



Policy

- 3 Council allocates the total amount of specialized transportation assistance grant funds available in its annual budget.
- 4 The grant funding awarded may vary in any given year due to the volume of applications.
- 5 Specialized transportation providers that provide County-wide service receive grant funding priority.
- 6 Grant payment to a particular specialized transportation provider in one year does not guarantee grant payments in the future.



SPECIALIZED TRANSPORTATION ASSISTANCE GRANT

Со	un	cil	Pol	icv
CU		CII		icy

C-102

- 7 Specialized transportation providers:
 - (1) are eligible for grant funding to support transportation needs of seniors and individuals with disabilities who require transit to their medical or therapeutic appointments;
 - (2) must demonstrate fiscal responsibility through a cost recovery model that includes user fees or other forms of operational funding;
 - (3) shall enter into an agreement with the County outlining the terms and conditions of the grant funding; and
 - (4) must submit a grant completions report to the County no later than three months after the end of the calendar year. A grant completion report is required to be eligible for future grant funding consideration.
- 8 The following are ineligible for grant funding under this policy:
 - (1) cost of transportation beyond medical or therapeutic services;
 - (2) fundraising activities;
 - (3) honoraria; and
 - (4) retroactive expenditures.

References

Legal Authorities	•	N/A
Related Plans, Bylaws, Policies, etc.	•	N/A
Related Procedures	•	N/A
Other	•	N/A

Policy History

Amendment Date(s) – Amendment Description 2019 December 10 – Council amended to give fund allocation guidance, streamline the program, and align with current practices

Page 2 of 4



SPECIALIZED TRANSPORTATION ASSISTANCE GRANT

_		_	
Co	unci		licit
U.CH			$\mathbf{H}(\mathbf{N})$
	unci		

C-102

• 2009 September 08 – Council amended

Review Date(s) – Review Outcome Description 2019 November 27 – Minor changes recommended to align with current practices and policy standards



Definitions

9 In this policy:

- (1) "Council" means the duly elected Council of Rocky View County;
- (2) "County" means Rocky View County;
- (3) "grant funds" means the amount of funds allocated annually to the specialized transportation grants component of the County's budget;
- (4) "person with a disability" means:
 - (a) a person who has a substantial physical or mental impairment that is continuous or recurrent;
 - (b) the direct and cumulative effect of the impairment on the person's ability to attend to his or her personal care, function in the community, or function in a workplace, results in a substantial restriction in one or more of these activities of daily living; and
 - the impairment and its likely duration and the restriction in the person's activities of daily living have been verified by a person with the prescribed qualifications;
- (5) "Rocky View County" means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires;
- (6) "senior citizen" means a person who is 65 years of age or older;
- (7) "specialized transportation" means transportation provided for medical or therapeutic services; and



SPECIALIZED TRANSPORTATION ASSISTANCE GRANT

Council Policy

C-102

(8) "specialized transportation provider" means an association, society, or group duly registered with the Province of Alberta as a non-profit organization that provides specialized transportation.



RECREATION, PARKS AND COMMUNITY SUPPORT

TO: Council

DATE: June 29, 2021

FILE: N/A

DIVISION: All APPLICATION: N/A

SUBJECT: Exploration of the Creation of a Rocky View County Recreation and Parks Foundation

POLICY DIRECTION:

At their April 28, 2020, meeting, Council directed Administration to cease exploration for the creation of a Recreation and Parks Foundation, and to revisit its creation within six months of approval of the Rocky View County's Recreation and Parks Master Plan.

EXECUTIVE SUMMARY:

In January of this year, the Recreation Governance Committee approved the County's Recreation and Parks Master Plan (RPMP), as they recognize the value of public recreation and that it should be available to all its citizens. The RPMP is a long-term strategic planning tool to define a path forward in the delivery of recreation opportunities for residents through prioritization of community needs, allocation of funds, partnership opportunities and a planning structure for the region. One of the objectives included in the RPMP was to identify funding vehicles and opportunities. One of the funding vehicles explored was the viability of creating a Rocky View County Recreation and Parks Foundation.

ADMINISTRATION RECOMMENDATION:

Administration recommends that a Recreation and Parks Foundation be deemed unattainable, and that further exploration on its development be ceased, in accordance with Option #1.

BACKGROUND:

Increased expectations for recreation and park service provision and population changes over the last 40 years necessitated a thorough review of the state of recreation governance and needs in the County. As a result, the RPMP was created and approved in January of this year to help manage and define a path forward in the delivery of recreation. A deliverable within the development of the RPMP was to look for and identify options for additional funding. One of those funding options was to identify if the development of a Recreation & Parks Foundation was feasible within RVC's current structure and staffing resources.

Administration completed some research on the structure, benefits, and resources required in the development and management of a foundation for Rocky View County and determined that a number of factors would need to be considered in order to responsibly initiate such a foundation.

A Recreation and Parks Foundation would need to be an independent, registered, nonprofit organization that is at arms-length to the municipality. It would require a Board of Directors, with independent financial reporting and accountability. Based on other models, such as Calgary and Edmonton, it would require a strong, corporate, philanthropic reserve, and would take a number of years to become financially independent; meaning, there are a number of upfront costs, such as staffing, operational costs, marketing etc., for several years prior to a foundation being able to be self-funding.



The RPMP identified a number of potential funding sources to help support the delivery of recreation in the County; however, a Recreation and Parks Foundation was determined to be neither feasible nor a suitable option for the County at this time.

BUDGET IMPLICATIONS:

There are no budget implications associated with this item.

OPTIONS:

Option #1 THAT development of a Recreation and Parks Foundation be deemed unattainable, and that further exploration on it be ceased.

Option #2 THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

"Brock Beach"

"Kent Robinson"

Acting Executive Director Community Development Services Acting Chief Administrative Officer

BB/dl



FINANCIAL SERVICES

TO: Council

DATE: June 29, 2021

FILE: 06712040

DIVISION: 8

APPLICATION: N/A

SUBJECT: Late Tax Payment Penalty Cancellation Request

POLICY DIRECTION:

On June 8, 2021, Council tabled the request for late tax payment penalty cancellation from the owner of tax roll 06712040 in accordance with Late Tax Payment Penalty Cancellation Policy C-204.

EXECUTIVE SUMMARY:

On October 29, 2020, Administration received a request from the owner of roll 06712040 regarding late payment penalty cancellation in amount of \$2,764.89. The County received payments on September 16, 2020, for the 2020 taxes, and on October 30, 2020, for the penalty.

The ratepayer wrote that he was away for a serious medical treatment outside the country and sincerely apologizes for missing the deadline. He is requesting Council's help in cancelling the penalty as it is a very difficult time for him and his family.

On June 8, 2021, Council tabled this request to allow Administration to obtain further details on the out-of-country medical treatment to determine whether the request would be approved under the revised Policy C-204. Administration determined that the ratepayer was out of the country for emergency medical treatment on August 18, 2020.

This request could be considered with the criteria in Policy C-204 (see Attachment 'B'); Administration therefore recommends that the request be approved.

ADMINISTRATION RECOMMENDATION:

Administration recommends approval in accordance with Option #1.

BUDGET IMPLICATIONS:

There are no budget implications at this time.

OPTIONS:

Option #1:	Motion #1	THAT this item be lifted from the table.
	Motion #2	THAT the request for late tax penalty cancellation in the amount of \$2,764.89 be approved.
Option #2:	THAT alterna	tive direction be provided.



Respectfully submitted,

"Barry Woods"

Manager Financial Services

BW/rp

ATTACHMENTS:

ATTACHMENT 'A': Request Letter 06712040 ATTACHMENT 'B': Policy C-204 Concurrence,

"Kent Robinson"

Acting Chief Administrative Officer

Adrienne Wilson

From: Sent: To: Subject: Attachments:	October-29-20 3:12 PM Rocky View Tax Section [EXTERNAL] - Help in Waiving the Penalty (TAX Roll 06712040) 20201029150030055.pdf
Follow Up Flag:	Follow up
Flag Status:	Completed

Do not open links or attachments unless sender and content are known.

Dear Sir /Madam,

I need your help in waiving my property tax penalty. This is the first time in our life I am being late for only 10 days in paying my property tax. I was away for a serious medical treatment outside the country and I sincerely apologize for missing the deadline. I really appreciate your help and understanding of this matter. Its a very difficult time and my family and I need your help.

Please find attached the penalty letter

Thank you in advance

TAX Roll 06712040



Council Policy

C-204

Policy Number:	C-204
Policy Owner:	Financial Services
Adopted By:	Council
Adoption Date:	2003 October 07
Effective Date:	2003 October 07
Date Last Amended:	2021 April 22
Date Last Reviewed:	2021 April 22

Purpose

1 This policy establishes a uniform and consistent approach for Council to address late tax payment penalty cancellation requests in Rocky View County (the County).

$\bullet \bullet \bullet$

Policy statement

- 2 Council may cancel, reduce, refund, or defer property tax if it is equitable to do so pursuant Section 347(1) of the *Municipal Government Act (MGA)*. *MGA* Section 203 prohibits Council from delegating this power to administration.
- 3 Council recognizes the need to be fair and equitable to all County taxpayers in its effort to address late tax payment penalty cancellation requests.
- 4 This policy does not apply to exempt tax accounts held under the jurisdiction of the provincial or federal governments.

Policy

- 5 Council considers and balances the interests of the County's property owners when responding to any penalty cancellation request.
- 6 The County must provide sufficient notice of a property tax payment due date, the terms of payment for remitting property taxes, and the penalties for late or non-payment of property taxes.

Page 1 of 4



Council Policy

C-204

- 7 The County endeavors to be consistent from year to year in setting its due dates for payment of property taxes.
- 8 Property owners seeking late tax payment penalty cancellation must submit a written request to the County within 60 days of the date when the related penalty was applied to the tax account, along with payment of the amount of the outstanding penalty.
- 9 Administration must present late tax payment penalty cancellation requests during public meetings of Council, as Council's decisions on these matters have an impact on all property owners. The report regarding the request includes the information provided by the requesting property owner.

Tax relief categories

- 10 When Council grants a late tax payment penalty cancellation request, the late tax payment penalty cancellation is only available for the penalties in the current taxation year:
 - (1) where a death in the immediate family of the property owner occurred within twentyone (21) days prior to the due date;
 - (2) where the tax notice has been sent to an incorrect address as a result of the County's error in recording an address change on the tax roll; or
 - (3) where a late tax payment has been processed by a financial institution and either the financial institution or the property owner provides documentation indicating the payment was processed on or before the due dates.
- 11 Council may consider penalty adjustments or cancellations for types of requests not set out in this policy.

Tax relief not available

- 12 A property owner may not seek tax relief under this policy for:
 - (1) taxes imposed under Section 326(1)(a)(vi) of the *MGA* relating to designated industrial property;
 - (2) taxes or penalties relating to more than one prior taxation year; or
 - (3) amounts added to the tax roll that do not relate to the annual property assessment and taxation process, including but not limited to:



Council Policy

C-204

- (a) charges arising from the tax recovery process;
- (b) unpaid violation charges;
- (c) utility consumption or installation charges; or
- (d) any penalties, interests or other charges related to those amounts.



References

Legal Authorities	•	<u>Municipal Government Act, RSA 2000, c M-26</u>
Related Plans, Bylaws, Policies, etc.	•	Rocky View County Tax Penalty Bylaw C-4727-96
Related Procedures	•	N/A
Other	•	N/A

Policy history

Amendment Date(s) – Amendment Description	 2019 November 26 – Council amended to reflect changes to the MGA, keep penalty cancellations to current tax year, set consideration criteria, and align with new policy standards 2011 November 01 – Amended by Council 2009 December 15 – Amended by Council 2004 September 07 – Amended by Council 2003 October 07 – Amended by Council
Review Date(s) – Review Outcome Description	 2019 November 20: Minor changes recommended in light of MGA amendments and current County processes and standards

Definitions

- 13 In this policy:
 - (1) "administration" means the operations and staff of Rocky View County under the direction of the Chief Administrative Officer;

Page 3 of 4



Council Policy

C-204

- (2) "Council" means the duly elected Council of Rocky View County;
- (3) "County" means Rocky View County;
- (4) "immediate family" means spouse, a parent, child, or sibling;
- (5) *"Municipal Government Act"* means the Province of Alberta's *Municipal Government Act,* RSA 2000, c M-26, as amended or replaced from time to time; and
- (6) "Rocky View County" means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.



LEGISLATIVE SERVICES

TO: Council

DATE: June 29, 2021

DIVISION: All

FILE: N/A

APPLICATION: N/A

SUBJECT: Additional Voting Opportunities for the 2021 Municipal Election

POLICY DIRECTION:

The *Local Authorities Election Act* (the 'Act') states that Council may pass resolutions on a number of decisions regarding the conduct of an election.

EXECUTIVE SUMMARY:

The purpose of this report is to provide Council options to increase access to voting opportunities for electors in Rocky View County.

DISCUSSION:

Option 1 Special Ballots

Eligibility

An elector who is unable to vote at an advance vote or at the voting station on election day because of:

- a) physical disability,
- b) absence from the local jurisdiction, or
- c) being a returning officer, deputy returning officer, substitute returning officer, constable, candidate, official agent or scrutineer who may be located on election day at a voting station other than that for the elector's place of residence.
- Special Ballots are the most comprehensive and efficient option to ensure all electors with a barrier to vote, have an opportunity to vote in the upcoming municipal election.
- The Province of Alberta has recommended Special Ballots to facilitate voting for on-reserve First Nation members who may have limited access to voting stations.
- The implementation of Special Ballots, along with advance voting stations, help to reduce lines and wait times at the voting station on Election Day.
- Special Ballots would provide an alternative for electors who don't want to travel very far to access either the advance voting stations or Election Day voting station
- This is the only option for electors who are absent from the local jurisdiction during the advance poll and on Election Day to cast a vote.



Option 2 Elector Assistance At Home (Incapacitated Voter) and Institutional Vote

<u>Eligibility</u>

Electors that, because of physical disability, are unable to attend a voting station or advance voting station to vote would be eligible for elector assistance at home.

The Prince of Peace Seniors Residence in Division 6 would be eligible to be an Institutional Voting location. Historically, The Prince of Peace Seniors Residence has been a public voting station for many elections. Due to Ongoing COVID-19 restrictions site administration has determined that a public voting station cannot be held at their location in 2021.

- Incapacitated Voting would be available to electors, by appointment only, during the same date and hours of the advance poll.
- Institutional Voting allows the Returning Officer to work directly with site administration to provide the most appropriate voting opportunity for their residents.
- The Prince of Peace Seniors Residence has capacity for up to 191 residents who may be eligible to vote in this election.
- If not authorized, the only other voting opportunity for this population to cast a vote would be by Special Ballot.

CONCLUSION:

There are several factors for Council to consider when weighing these options. Voting accessibility for Incapacitated voters, the residents of the Prince of Peace Seniors Residence, electors who will not be in the County on election day, and the residents of the Tsuut'ina Nation will all be impacted by this decision of Council.

- Option 1 would provide an additional opportunity for all eligible voters to cast a ballot in the 2021 municipal election.
- Option 2 would accommodate the needs of incapacitated voters and the residents of the Prince of Peace Seniors Center to cast a ballot in the 2021 municipal election.
- Option 3 would provide multiple additional opportunities for all eligible voters to cast a ballot in the 2021 municipal election.

Should none of these options be accepted, electors in Rocky View County will have the following options for voting; attending the advance vote or a voting station in person on election day.

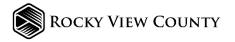
BUDGET IMPLICATIONS:

There are no budget implications at this time.

OPTIONS:

Special Ballots Only:

- Option #1: THAT, pursuant to section 77.1(2) of the *Local Authorities Election Act*, Council authorizes the use of special ballots for the 2021 municipal election in accordance with the following:
 - electors may apply to the Returning Officer for special ballots in writing, by telephone, in person, or by email;



- applications must include the information outlined in section 77.1(2.4) of the *Local Authorities Election Act*; and
- special ballots must be received by the Returning Officer on or before 4:00pm on Thursday October 14, 2021 pursuant to section 77.2(3.1) of the *Local Authorities Election Act*.

Institutional and Incapacitated Voting Only:

- Option #2: Motion 1: THAT, pursuant to section 79(1) of the *Local Authorities Election Act*, Council authorizes the Returning Officer to provide for the attendance of two Deputy Returning Officers at the residence of an elector upon request for the purpose of taking votes for the 2021 municipal election.
 - Motion 2: THAT, pursuant to section 80(1) of the *Local Authorities Election Act*, Council authorizes the Returning Officer to designate the location of one or more institutional voting stations for the 2021 municipal election.

Both Special Ballots and Institutional and Incapacitated Voting:

- Option #3: Motion 1: THAT, pursuant to section 77.1(2) of the *Local Authorities Election Act*, Council authorizes the use of special ballots for the 2021 municipal election in accordance with the following:
 - electors may apply to the Returning Officer for special ballots in writing, by telephone, in person, or by email;
 - applications must include the information outlined in section 77.1(2.4) of the *Local Authorities Election Act*; and
 - special ballots must be received by the Returning Officer on or before 4:00pm on Thursday October 14, 2021 pursuant to section 77.2(3.1) of the Local Authorities Election Act.
 - Motion 2: THAT, pursuant to section 79(1) of the *Local Authorities Election Act*, Council authorizes the Returning Officer to provide for the attendance of two Deputy Returning Officers at the residence of an elector upon request for the purpose of taking votes for the 2021 municipal election.
 - Motion 3: THAT, pursuant to section 80(1) of the *Local Authorities Election Act*, Council authorizes the Returning Officer to designate the location of one or more institutional voting stations for the 2021 municipal election.
- Option #4: THAT alternative direction be provided.

Respectfully submitted,

Concurrence,

"Amy Zaluski"

"Kent Robinson"

Director Legislative Services Acting Chief Administrative Officer



FINANCIAL SERVICES

TO: Council

DATE: June 29, 2021

FILE: 0650 **DIVISION:** 5

APPLICATION: N/A

Borrowing Bylaw C-8180-2021, Prince of Peace, Harbor, Manor and School properties SUBJECT:

EXECUTIVE SUMMARY:

Council gave first reading to bylaw C-8180-2021 on May 11, 2021. The bylaw is now being presented for consideration of second and third reading.

ADMINISTRATION RECOMMENDATION:

Administration recommends approval in accordance with Option #1.

BACKGROUND:

Administration presented bylaw C-8180-2021 to Council on May 11, 2021, with respect to a Local Improvement Tax for water system upgrades in the Prince of Peace region. Council granted first reading, and directed Administration to communicate a Local Improvement Plan for the water system in the Prince of Peace subdivision for the Harbor, Manor, and School properties.

Section 396 of the Act provides that the County must send notices to the person(s) who would be liable to pay the Local Improvement Tax. These notices must include a copy of the Local Improvement Plan. If after 30 days the Chief Administrative Officer has not received a sufficient petition objecting to the Local Improvement Tax, Council may proceed with the Local Improvement Tax within three (3) years after the sending of the notices.

Notices of the local improvement plan have been circulated, and the advertising period is complete. No petitions against the plan or the borrowing bylaw were received during the petition periods. Administration is therefore requesting second and third readings for borrowing bylaw C-8180-2021.

OPTIONS:

Option # 1:	Motion #1	THAT Bylaw C-8180-2021 be given second reading.	
	Motion #2	THAT Bylaw C-8180-2021 be given third and final reading.	
Option # 2:	THAT alterna	tive direction be provided.	



Respectfully submitted,

"Barry Woods"

Manager Financial Services

BW/rp

ATTACHMENTS

ATTACHMENT 'A': Borrowing Bylaw C-8180-2021

Concurrence,

"Kent Robinson"

Acting Chief Administrative Officer



BYLAW C-8180-2021

A Bylaw of Rocky View County, in the Province of Alberta, to authorize the Council of Rocky View County to incur indebtedness by the issuance of debenture(s) in the amount of \$ 183,000.00 for the Prince of Peace Harbor, Manor and School portions of construction on the Conrich water pipeline extension.

WHEREAS the Council of Rocky View County has decided to issue a bylaw pursuant to Section 263 of the *Municipal Government Act* to authorize the financing, undertaking, and completion of the Conrich water pipeline extension;

WHEREAS Plans and specifications have been prepared and the total costs associated with Prince of Peace Harbor, Manor and School portion of the project is estimated to be \$183,000.00 and Rocky View County estimates the following contributions will be applied to the project:

Prince of Peace – Harbor	\$ 55,000.00
Prince of Peace – Manor	\$ 63,000.00
Prince of Peace - School	\$ 65,000.00
Total Cost	<u>\$ 183,000.00</u>

AND WHEREAS in order to complete the project it will by necessary for Rocky View County to borrow the sum of \$183,000.00, for a period not to exceed 25 years, from the Government of Alberta or another authorized financial institution, by the issuance of debentures and on the terms and conditions referred to in this bylaw;

AND WHEREAS the estimated lifetime of the project financed under this by-law is equal to, or in excess of 25 years;

AND WHEREAS the principal amount of the outstanding debt of Rocky View County at December 31, 2020 is \$47,261,615 and no part of the principal or interest is in arrears;

AND WHEREAS All required approvals for the project have been obtained and the project is in compliance with all *Acts* and *Regulations* of the Province of Alberta;

NOW THEREFORE, The Council of Rocky View County, duly assembled, enacts as follows:

Title

1 This Bylaw may be cited as *Bylaw C-8180-2021*.

Definitions

- 2 Words in this Bylaw have the same meaning as those set out in the *Municipal Government Act* except for the definitions provided below:
 - (1) "Council" means the duly elected Council of Rocky View County;

- (2) "*Municipal Government Act*" means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
- (3) **"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, for the purpose of completing the Conrich water pipeline extension, the sum of One Hundred and Eighty Three thousand dollars (\$183,000.00) be borrowed from the Government of Alberta or another authorized financial institution by way of debenture on the credit and security of Rocky View County at large.
- 4 The amount of One Hundred and Eighty Three Thousand (\$183,000.00) is to be collected by way of local improvement tax.
- 5 The proper officers of Rocky View County are hereby authorized to issue debenture(s) on behalf of Rocky View County for the amount and purpose as authorized by this bylaw, namely the Conrich water pipeline extension.
- 6 Rocky View County shall repay the indebtedness according to the repayment structure in effect, namely annual or semi-annual equal payments of combined principal and interest instalments not to exceed twenty-five (25) years calculated at a rate not exceeding the interest rate fixed by the Alberta Capital Finance Authority or another authorized financial institution on the date of the borrowing, and not to exceed five (5) percent.
- 7 The net amount borrowed under the bylaw shall be applied only to the project specified by this bylaw.

Severability

8 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.

Effective Date

9 Bylaw C-8180-2021 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 IN COUNCIL this	<u>11th</u> day of <u>May</u>	, 2021
READ A SECOND TIME IN COUNCIL this	day of	, 2021
READ A THIRD TIME IN COUNCIL this	day of	, 2021

Reeve

Chief Administrative Officer or Designate

Date Bylaw Signed





Calgary Metropolitan Region Board Agenda – June 18, 2021 11:00 AM -12:30 PM Go-To Meeting/Call-In

Meetings are recorded and live-streamed

CMRB Admin will utilize the recording function on GoToMeeting as a backup recording in case an internet connection is lost and CMRB's YouTube account is unable to record the meeting. When the recording function in enabled, you will hear an audio prompt notifying that the meeting is being recorded.

1.	1. Call to Order & Opening Remarks		Clark	
2.	Adoption of Agenda <i>For Decision:</i> Motion to adopt and/or revise the agend	da	All	
3.	Review and Approve Minutes For Decision: Motion that the Board review and approve the Minutes of the May 21, 2021 meeting	(Attachment)	All	2
4.	Q1 Actuals For Information : Motion that the Board review and re- for information the Q1 Actuals for 2021	(Attachment) <i>ceive</i>	Copping	8
5.	Economic Development Workshop: Session 1 For Information: Motion that the Board receive for in a presentation from Hatch regarding Economic Strategy		Hatch	10
6.	 6. Roundtable o Bow River Reservoir Options Initiative Phase 2: Feasibility Study Virtual Public Sessions 		All	
7.	Next Meeting: Friday July 23, 2021 @ 9AM			
8.	Adjournment		Clark	
	Upcoming Meetings:			

Board Meeting	Friday July 23 @ 9:00	GoTo Meeting
	No meeting in August	
Land Use & Servicing Committee	September 2 @ 9:00	GoTo Meeting
Governance Committee	TBD	GoTo Meeting
Advocacy Committee	TBD	GoTo Meeting



Minutes of the Go-To Meeting of the Calgary Metropolitan Region Board on Friday May 21, 2021

Delegates in Attendance

Mayor Peter Brown – City of Airdrie Mayor Naheed Nenshi – City of Calgary Mayor Marshall Chalmers – City of Chestermere Mayor Jeff Genung – Town of Cochrane (Vice Chair) Reeve Suzanne Oel – Foothills County Mayor Craig Snodgrass – High River Mayor Bill Robertson - Town of Okotoks Reeve Dan Henn – Rocky View County Mayor Pat Fule – Town of Strathmore Reeve Amber Link – Wheatland County

CMRB Administration:

Greg Clark, Chair Jordon Copping, Chief Officer Liisa Tipman, Project Manager–Land Use Jaime Graves, Project Manager–Intermunicipal Servicing Shelley Armeneau, Office Manager JP Leclair, GIS Analyst

1. Call to Order & Opening Comments

Called to order at 9:00 AM. Chair Clark noted that the agenda would be completed irrespective of time.

2. Approval of Agenda

Moved by Mayor Brown Seconded by Mayor Genung, accepted by Chair.

M 2021-85 | Motion: Tha

Motion: That the Board approve the agenda of the May 21, 2021 meeting.

Motion carried unanimously.

- 3. Review and Approve Minutes Moved by Reeve Link Seconded by Mayor Brown, accepted by Chair.
- M 2021-86 **Motion:** That the Board approve the Minutes of the May 14, 2021 meeting, changing the called to order time to 9:00 AM.

Motion carried unanimously.

Agenda Item 3



4. Board Vision

Motion Arising:

Moved by Mayor Nenshi Seconded by Mayor Brown, accepted by Chair.

M 2021-87 **Motion:** That the Board approve option A as outlined in the agenda package and remove the first bullet point under 'Blueprint for Growth'.

Motion carried unanimously.

Motion:

Moved by Mayor Chalmers Seconded by Mayor Robertson, accepted by Chair.

M 2021-88 **Motion:** That the Board approve the Vision Documents, as amended.

Motion carried.

5. Proposed Growth Plan Changes

Members discussed the Proposed Rural and Country Cluster Policy 3.1.5.3 and the following motions were made:

Motion Arising

Moved by Reeve Oel, Seconded by Reeve Henn, accepted by Chair.

A request was made to vote on each item separately. The mover and seconder agreed.

M2021-89 Motion that:

Letter a) be removed from proposed 3.1.5.3 under C. Proposed *Rural and Country Cluster – Not Clustered* Policies

Motion Fails.

Letter b) be removed from proposed 3.1.5.3 under C. Proposed *Rural and Country Cluster – Not Clustered* Policies

Motion Carries.

Letter c) be removed from proposed 3.1.5.3 under C. Proposed *Rural and Country Cluster – Not Clustered* Policies

Motion Fails.

Agenda Item 3



Motion Arising:

Moved by Mayor Genung, Seconded by Mayor Brown, accepted by Chair.

M2021-90 **Motion:** that the Board defer discussion of the approval of suggested changes to the Draft Growth Plan document until after June 1, 2021.

Motion Fails.

<u>Motion:</u>

Moved by Reeve Oel, Seconded by Reeve Henn, accepted by Chair.

M2021-91 **Motion:** That the Board approve the suggested changes to the Draft Growth Plan document, as amended.

Motion Fails.

A request was made to record individual member votes for the entire meeting. Chair Clark advised that requests for recorded votes must be made prior to the vote. Accordingly, votes for the rest of the agenda items will be recorded in the Minutes.

6. Draft Final Growth Plan

Motion Arising:

Moved by Reeve Oel, Seconded by Reeve Henn, accepted by Chair.

M2021-92 **Motion:** That the Board NOT approve Section 3.1 Growth Management and Efficient Use of Land of the April 28, 2021 version of the draft Growth Plan, as amended by the Board.

Amending Motion:

Moved by Mayor Snodgrass, Seconded by Mayor Genung, accepted by Chair.

M2021-93 **Motion:** That the Board vote on the motion in the affirmative to approve Section 3.1 Growth Management and Efficient Use of Land of the April 28, 2021 version of the draft Growth Plan, as amended by the Board.

Mayor Robertson suggested the amendment was out of order. The Chair accepted the suggestion, and the motion was **withdrawn**.

Motion Arising Fails.

Recorded vote requested. In favour: Foothills, Rocky View, Wheatland. Opposed: Airdrie, Calgary, Chestermere, Cochrane, High River, Strathmore, Okotoks.

Agenda Item 3



A member put forward an amendment to the Growth Plan. There was discussion on the amendment and the original mover and seconder of the motion agreed to put forward the motion to approve the Growth Plan as amended as a friendly amendment, and the Chair accepted. One of the members disagreed with describing the amendment as friendly and challenged the Chair as a point of order. The Board agreed to call the motions separately.

Amending Motion:

Moved by Mayor Nenshi, Seconded by Mayor Robertson, accepted by Chair.

M2021-94 Motion: that the Board create a new section in the Growth Plan under Shared Services Optimization (3.5.4 Recreation), and include the preamble and policies from the February 2, 2021 version of the Growth Plan (a minor amendment to policy 3.5.4.1 has been proposed to recognize the voluntary nature of the recreation working group):

3.5.4 Recreation

- The intent of this policy section is to focus on the role of parks, natural areas, and public spaces in the context of regional growth and development, as well as on recreation services delivered by government organizations for the benefit of individuals and communities. The recreation system across the Calgary Metropolitan Region is diverse, complex, and multifaceted. Recreation services provided by municipalities not only lead to residents and visitors being more physically active; it also brings people together and positively contributes to desired outcomes in other public service areas such as education, justice and health.

Policies

- 3.5.4.1 CMRB municipalities may work together to provide residents of the Region with high-quality recreational opportunities that are delivered in a cost-effective manner.

- 3.5.4.2 Collaborative processes for regional recreation decision-making will build trust, be transparent, and respect an individual municipality's right to make its own recreation decisions.

- 3.5.4.3 To further voluntary regional collaboration, the CMRB will establish a recreation working group of member municipalities to facilitate collaboration by identifying areas of common interest, coordination, regional challenges and to share information.



- 3.5.4.4 When working together, member municipalities will establish processes that incorporate evidence-based decision making to the greatest extent possible.
- 3.5.4.5 Member municipalities will collect and share data in support of evidence-based approaches to decision-making at the regional level.

Motion carried.

Recorded vote requested: In favour: Airdrie, Calgary, Chestermere, Cochrane, High River, Strathmore, Okotoks. Opposed: Foothills, Rocky View, Wheatland.

<u>Motion:</u>

Moved by Mayor Brown, Seconded by Mayor Snodgrass, accepted by Chair.

M2021-95 **Motion:** That the Board approve the final draft Growth Plan and direct administration to finalize the document and send it to the Minister of Municipal Affairs, including the amendments to Section 3.5.

Motion carried.

Recorded vote requested: In favour: Airdrie, Calgary, Chestermere, Cochrane, High River, Strathmore, Okotoks. Opposed: Foothills, Rocky View, Wheatland.

7. Final Draft Servicing Plan

Motion:

M2021-96

Moved by Mayor Genung, Seconded by Mayor Brown, accepted by Chair.

Motion: That the Board approve the final draft Servicing Plan and direct

administration to finalize the document and send it to the Minister of Municipal Affairs.

Motion carried.

Recorded vote requested: In favour: Airdrie, Calgary, Chestermere,

Cochrane, High River, Strathmore, Okotoks. Opposed: Foothills, Rocky View, Wheatland.

8. Regional Evaluation Framework (REF)

Jordon Copping noted a clerical error on page 92 under 4.2 which should read "Notwithstanding section 4.1" (not section 5.1). This will be corrected in the final version.



Moved by Mayor Nenshi, Seconded by Mayor Robertson, accepted by Chair.

M2021-97

Motion: That the Board approve the final draft Regional Evaluation Framework and direct administration to finalize the document and send it to the Minister of Municipal Affairs

Motion carried.

Recorded vote requested: In favour: Airdrie, Calgary, Chestermere, Cochrane, High River, Strathmore, Okotoks. Opposed: Foothills, Rocky View, Wheatland.

9. Draft Code of Conduct for Composting Facilities

Moved by Mayor Brown, Seconded by Reeve Link, accepted by Chair.

M2021-98 **Motion:** That the Board approve the draft letter to the Waste Policy Section of Alberta Environment and Parks.

Motion carried unanimously.

10. Roundtable

A brief roundtable discussion was held on items relating to:

- COVID Restrictions
- Community messaging on the Growth and Servicing Plans
- Appreciation for CMRB Administration for their hard work on the Growth and Servicing Plans.
- A decision was made to cancel the May 28 Board meeting.

11. Next Meeting

Friday June 18, 2021.

12. Adjournment at 11:45 PM.

Greg Clark, Chair



Agenda Item	4			
Submitted to	Board			
Purpose For Information				
Subject CMRB 2021 Q1 Actuals				
Meeting Date	June 18, 2021			
Motion that the Board re	view and receive for information the Q1 Actuals for 2021			
Background				
• The CMRB has been funded by the Government of Alberta through the Alberta Community Partnership grant program.				
• The Governance Committee met on May 13, 2021, and recommended the Board review and receive for information the Q1 Actuals.				
Attachments Q1 Actuals 				

Introduction

CMRB Administration has compiled the Q1 Actuals. At the May 13, 2021 meeting the Governance Committee recommended the Board review and receive for information the Q1 Actuals.

Recommendation

That the Board review and receive for information the 2021 Q1 Actuals.

	2021 Budget	2021 Q1 Budget	2021 Q1 Actuals	Q1 Variance
REVENUE				
GoA Grant	\$1,500,000.00	\$0.00	\$0.00	\$0.00
Interest on GIC	\$1,500,000.00 \$0.00	\$0.00	\$0.00	\$0.00
Withdrawal from Reserves	\$650,000.00	\$0.00	\$0.00	\$0.00
TOTAL Revenue				\$0.00
TOTAL Revenue	\$2,150,000.00	\$0.00	\$0.00	Ş0.00
EXPENDITURES				
CAPITAL EXPENSES				
Computers & Hardware	\$6,000.00	\$1,500.00	\$0.00	\$1,500.00
Office Furniture	\$6,000.00	\$1,500.00	\$0.00	\$1,500.00
Phone/Internet Hardware	\$3,000.00	\$750.00	\$0.00	\$750.00
TOTAL CAPITAL EXPENSES	\$15,000.00	\$3,750.00	\$0.00	\$3,750.00
	\$13,000.00	\$3,730.00	<i></i>	\$3,730.00
OPERATING EXPENSES				
STAFFING COSTS				
Salary	\$655,000.00	\$169,000.00	\$168,383.58	\$616.42
Benefits	\$117,000.00	\$29,250.00	\$28,443.30	\$806.70
Board Chair	\$140,000.00	\$35,000.00	\$47,394.00	-\$12,394.00
TOTAL STAFFING COSTS	\$912,000.00	\$233,250.00	\$244,220.88	-\$10,970.88
	<i>\$312,000.00</i>	<i>\$200,200.00</i>	<i>Ş211,220.00</i>	<i><i>\\\\\\\\\\\\\</i></i>
OFFICE LEASE	\$87,000.00	\$21,750.00	\$18,398.67	\$3,351.33
	+	+,	+,	+=/====
OFFICE OPERATING COST				
General Operating Costs	\$36,000.00	\$9,000.00	\$6,036.71	\$2,963.29
Professional Fees	\$30,000.00	\$7,500.00	\$0.00	\$7,500.00
TOTAL OFFICE OPERATION COSTS	\$66,000.00	\$16,500.00	\$6,036.71	\$10,463.29
	. ,	, ,		
TRAVEL COSTS	\$35,000.00	\$8,750.00	\$0.00	\$8,750.00
MEETING COSTS				
Meeting Venue/Catering	\$55,000.00	\$13,750.00	\$0.00	\$13,750.00
Per Diem	\$55,000.00	\$13,750.00	\$3,000.00	\$10,750.00
TOTAL MEETING COSTS	\$110,000.00	\$27,500.00	\$3,000.00	\$24,500.00
CONSULTANT COSTS				
Growth/ Servicing Plan	\$250,000.00	\$62,500.00	\$0.00	\$62,500.00
Regional Initiatives	\$500,000.00	\$125,000.00	\$0.00	\$125,000.00
REF Consultants	\$100,000.00	\$25,000.00	\$0.00	\$25,000.00
TOTAL CONSULTANT COSTS	\$850,000.00	\$212,500.00	\$0.00	\$212,500.00
CONTINGENCY	\$75,000.00	\$18,750.00	\$0.00	\$18,750.00
TOTAL EXPENDITURE	\$2,150,000.00	\$542,750.00	\$271,656.26	\$271,093.74

I-1 Page 9 of 49

1 There were two Board Chairs for January and February.

Notes:



Agenda Item	5
Submitted to	Board
Purpose	For Information
Subject	Economic Development Workshop: Session 1
Meeting Date	June 18, 2021

Motion that the Board receive for information a presentation from Hatch Ltd. regarding Economic Strategy

Summary

- The Board has expressed an interest in exploring regional economic development. In response to this, CMRB Administration investigated the possibility of economic development workshops for the CMRB.
- Hatch Ltd. has significant experience in developing and delivering workshops to regional stakeholders and has been retained to deliver a three-part workshop beginning with a speaker series on this topic. The first session is informative (June 18th) with the following 2 workshop sessions being more interactive on July 23 and September 17, 2021.
- The objective of the workshop is to provide relevant examples of regional economic development initiatives worldwide and their outcomes for consideration of the Board as they determine future actions regarding regional economic development in the CMR.
- CMRB approved proceeding with an economic development workshop at the Board meeting on May 14, 2021.
- Three senior principals from Hatch Ltd. will be involved over the three-part workshop and oversee outputs.
- Note that **Agenda Page 43** requires input from one representative from each municipality to 'fill in the blanks' of the statement. Member municipalities may wish to consider their response ahead of time.

Attachment: CMRB: Economic Strategy Session slide deck, Hatch Ltd.

I-1 Page 11 of 49

 $+\Delta$

age 331 of 372

Calgary Metropolitan Region Board: Economic Strategy Session

#1:18 June 2021

HATCH

Copyright @ Hatch 2021. All Rights Reserved

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 11 of 49

Session Objectives

+ To help the CMR Board explore potential value of & steps towards developing an economic strategy for the region.





Our Focus: Lessons in Economic Diversification

Interactive sessions for the CMR Board based on:

A selective review of strategic lessons from other energy-dependent regional economies that have embarked on economic transition.

Session Plan

- + 18 June 1 Hour : Scene & Agenda Setter
- + 23 July 3 Hour : Theme Reviews
- + 17 Sept 3 Hour : Outline Priority Setting

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 13 of 49





Hatch's Approach

+ Identifying the issues
+ Sharing insights
+ Agreeing on practical steps

- + Hatch are here to facilitate, the Board is in the driving seat
 - + We know a bit about economic strategy, but you know the essential details about what's right for CMR







Hatch Team



Bob Pell Global Managing Director Urban Solutions

International expertise in planning and across Europe, Africa, Asia and the Americas. Bob leads the Urban Solutions practice in Hatch and specialises in helping regions promote diversification and secure investment.



Simon Hooton Director Urban Solutions

Simon has extensive experience of the role of emergent sector growth/ diversification, labour markets, place-promotion and innovation to drive regional growth through long term economic strategy and investment.



Pat Gulliver Director Urban Solutions

Pat has worked with big cities and regions advising on energy sector transition and the role of innovation corridors/zones in driving growth.

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 15 of 49

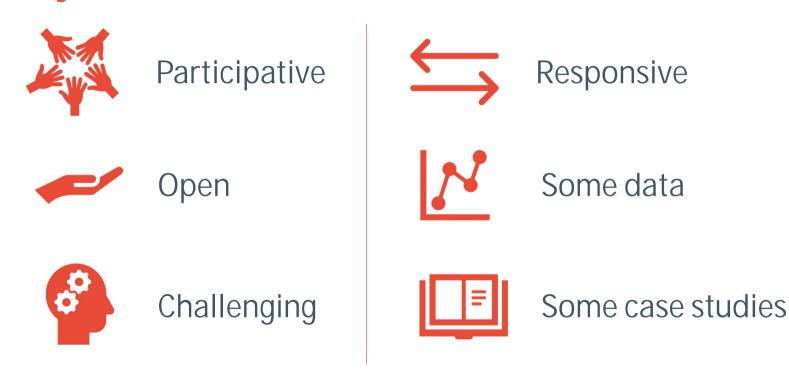




I-1 Page 16 of 49

Page 336 of 372

Style of Sessions



CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 16 of 49



I-1 Page 17 of 49

+ Today's Agenda



Copyright © Hatch 2021. All Rights Reserved.

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 17 of 49

Session One: Scene Setting

+ Part 1: Economic Development Scene Setter (30 mins)

- + What are the current big themes in economic development?
- + What is economic strategy?
- + Launch Topic Poll
- + Part 2: Visioning Exercise (20 mins)
 - + An interactive session for each municipality to set out their aspirations for their economy in next 10-20 years & challenges they envisage
- + Agreeing Next Steps (10 mins)
 - + Polling result on topics
 - + Open discussion on essential themes that Board members would like to see addressed



Calgary Metropolitan

Region Board

How Session 1 Feeds Into Session 2 & 3

+ Session 1: Scene Setting

+ Understand the big issues (to address in Session 2)

+ Session 2: Theme Review

- + Explore two core topics for CMR
- + Session 3: Outline Priority Setting
 - + Explore an additional topic (TBC)
 - + Identify economic priorities for a possible CMR economic strategy





Part 1: Economic Development Scene Setter



CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 20 of 49

I-1 Page 21 of 49

Four Current Big Themes in Economic Development

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 21 of 49





Page 342 of 372

COVID-19



CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 22 of 49



Globalization



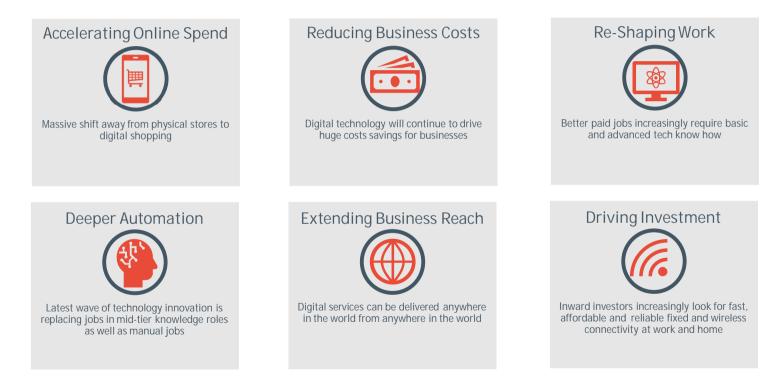


Calgary Metropolitan

Thegion Board

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 23 of 49

Digitization



CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 24 of 49





Net Zero





CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 25 of 49



How Will Calgary Metropolitan Region Respond?

- + What are the biggest threats?
- + What are the biggest opportunities?
- + What assets do we have in our favour?
- + What is our competition up to?
- + How well prepared are we to address unknowns?



Could economic strategy help us answer Page 27 of 49 these questions?



CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 27 of 49





I-1 Page 28 of 49

Already In Place In Different Ways



Copyright © Hatch 2021. All Rights Reserved.

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 28 of 49





Purpose of Strategy

- + Set A Long Term Course
- + Make Choices & Setting Priorities
- + Establish a Shared Vision
- + Agree the Character of Growth We Aspire For
- + Steer Investment
- + Corral Collaborative Action



Region Board

Some of the bedrock is in place

"Building on thousands of years of history, we welcome everyone to join us in living happy, healthy and prosperous lives in a spectacular natural environment.

We are a world leading region built on hard work, resilience, helping others and a deep respect for nature.

We use our land wisely, share our services and care for our wildlife, air and water.

We grow together."

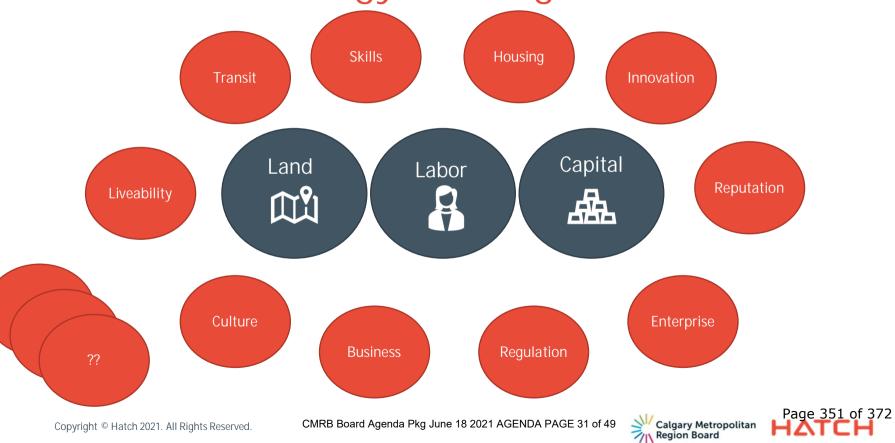
CMR Regional Vision Statement for 2051

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 30 of 49





Economic Strategy Coverage



What are the component parts?

Vision

Where We Want To Be

Objectives/Pillars/Priorities

The Big Things We Need To Change

Actions

What We Will Do

Copyright © Hatch 2021. All Rights Reserved.

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 32 of 49





Who Is The Audience For Strategy?

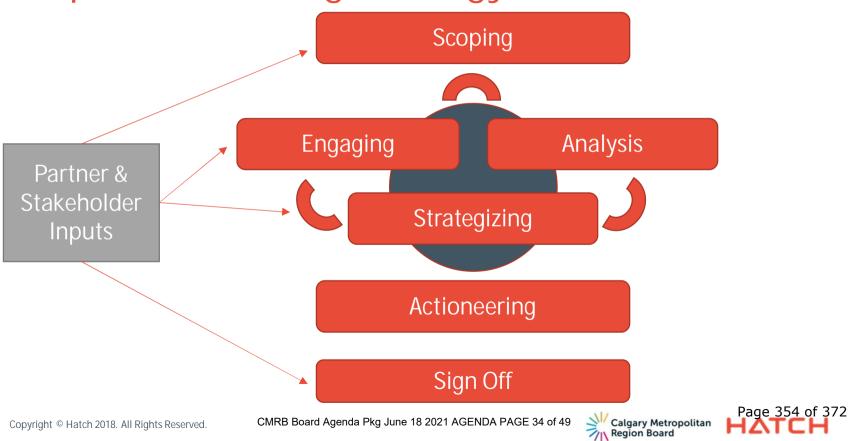


CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 33 of 49

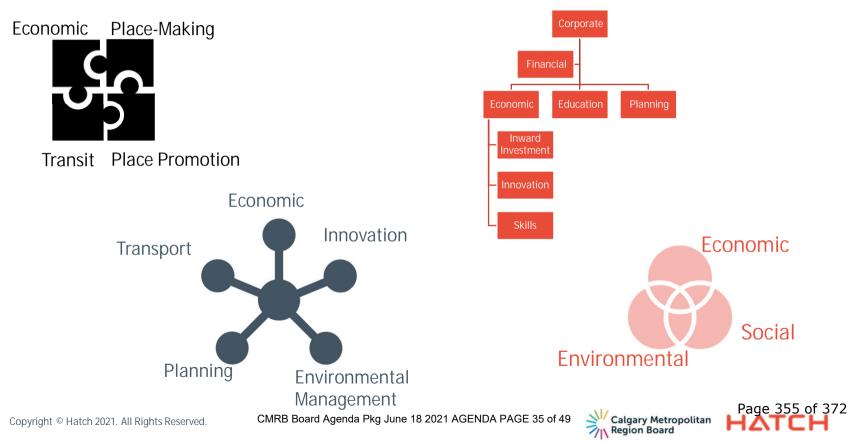




Steps For Creating Strategy

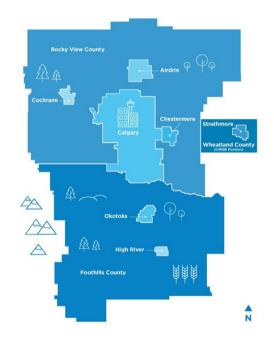


How Does Economic Strategy Fit?



At What Scale Does Strategy Make Sense?

- 1. Shared challenges & opportunities across
 - + Boundaries
 - + Organizations
 - + Themes
- 2. Working together makes sense
 - + collaboration > competition
 - + a joined-up response is needed



Calgary Metropolitan

Region Board



1.1

In Summary

- + Economies evolve continuously & the pace of change is not decelerating
- + New sources of competition & opportunity emerge all the time
- + There are foreseeable threats ahead which we can prepare for
- + We cannot change everything, so we have to choose
- + The forces of change are strong so we have to steer & adapt
- + The challenges are greater than the capacity of any one place or institution

Strategy can't solve these challenges, but it can provide a shared understanding of the priorities for change.



Region Board

I-1 Page 38 of 49

+ Topic Poll



Copyright © Hatch 2021. All Rights Reserved.

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 38 of 49

Polling Topics

- 1. Net Zero Sector Diversification
 - + How have other energy dependent regions have begun to evolve into new markets?
- 2. Harnessing Knowledge Assets
 - + How could the region's major employers, institutions and events be harnessed for stronger growth (universities, major employers, festivals/sports etc.)
- 3. Infrastructure Led Growth
 - + How can new road, transit & digital infrastructure be exploited to stimulate new growth and competitiveness?
- 4. Securing Investment
 - + How can place promotion secure overseas investment in sites, businesses and infrastructure?
- 5. Attracting & Retaining Talent
 - + How can cities and regions attract and retain people with the skills needed to drive growth?
- 6. Digital Led Growth Economic Strategy
 - + How can regional economies re-structure to capitalize on digital technology?
- 7. Leisure Economy Creating Jobs
 - + What is the role of culture, tourism and active leisure in positioning for future economic success?
- 8. Agricultural/land-based sectors
 - + How will rural areas compete in the global economy?
- 9. Governance
 - + How do successful regions collaborate and co-ordinate growth across tiers and agencies and what agencies are needed to make it happen?



CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 39 of 49



Approach

+ As we do the next agenda item, a poll will appear asking you to select your preferred topics for us to tackle in the next workshop in July

7/1 Region Board

I-1 Page 41 of 49

+ Visioning



Copyright © Hatch 2021. All Rights Reserved.

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 41 of 49

Approach

+ A representative for each municipality will have two minutes to say

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 42 of 49





I-1 Page 43 of 49

Page 363 of 372

My Aspirations For My Local Economy

In 20 years time, investors and visitors to [] will be struck by _____

The biggest challenge we face in achieving that

İS

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 43 of 49



I-1 Page 44 of 49

+ Polling Results



Copyright © Hatch 2021. All Rights Reserved.

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 44 of 49

I-1 Page 45 of 49

+ Wrap Up



Copyright © Hatch 2021. All Rights Reserved.

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 45 of 49

Session 2 *Theme Review*: 2 x 1.25 hr slots on agreed topics

- + Each topic slot will involve:
 - + A Summary of Relevant CMR Evidence (10 mins)
 - + Relative Strengths & Weaknesses
 - + Quick summary of action in CMR (with input from team)
 - + Two-three case study examples of success from elsewhere (15 mins)
 - + Must get right insight
 - + Summary of the basic lessons and requirements
 - + Facilitated small group breakout x 3 discussion (30 mins)
 - + Explore CMR's Opportunities & Threats
 - + Identify essential priorities for CMR in delivering change/action
 - + Report back from break outs (20 mins)
 - + Facilitated priority setting by Hatch to reflect feedback

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 46 of 49





Session 3: Priority Setting for an Economicage 47 of 49 Strategy

- + Optional
 - + Start with one additional topic as per Session 2
- + CMR Economic Options (1 hour)
 - + Hatch to Introduce a number of competing economic vision options drawing on Session 1
 - + Breakout session or whole group interactive weighting/polling on priorities
- + Facilitated Exploration & Agreement of Options for a Economic Strategy (1hour)
 - + A facilitated session to explore question: *Should CMR develop an economic strategy?*
 - + Hatch will use a structured format to generate a rounded debate on the value and possible approach to and focus of an economic strategy to complement the Growth Plan.

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 47 of 49





Some homeworkthinking regionally

+ Where are the common areas of challenge and opportunity across the CMR?

- + How is CMR distinct from its neighbours?
- + What sort of world do I hope for CMR's children and grandchildren?

Calgary Metropolitan

Region Board

I-1 Page 49 of 49

+ Thank You

For more information, please visit www.hatch.com

Copyright © Hatch 2021. All Rights Reserved.

CMRB Board Agenda Pkg June 18 2021 AGENDA PAGE 49 of 49







2021 COUNCIL PRIORITIES AND SIGNIFICANT ISSUES

 2021 COUNCIL PRIORITIES AND SIGNIFICANT ISSUES

 A list of ongoing and active priorities to assist Council on the status of business items

Division	Status	Торіс	Description	Date Raised	Target	Responsible Area
Division	Status	ropic		Scheduled	Completion	nesponsible Area
All	Active	Management of Accrued Employee Vacation Time	Administration was directed at the May 11, 2021 Council meeting to prepare a report on policies associated with the management of accrued employee vacation time by the June 22, 2021 Council meeting.	11-May-21	Date 22-Jun-21	CAO Office
5	Ongoing	Garden of Peace Chapel Lease	Administration was directed at the February 25, 2020 Council meeting to negotiate a 5-year lease for the Garden of Peace Chapel and related lands.	25-Feb-20	Ongoing	Legal and Land Administration
5	Ongoing	Sale of the Chestermere Regional Recreation Center	Administration was directed at the September 24, 2019 Council meeting to explore the sale of the land and remediation of the facility. Administration was further directed at the January 28, 2020 Council meeting to review the letter of intent presented by the City of Chestermere and prepare a report for Council's consideration. At the May 12, 2020 Council meeting, Council declined an offer from the City of Chestermere. Administration was directed at the November 24, 2020 Council meeting to enter into negotiations with the City of Chestermere regarding the Chestermere Regional Recreation Centre.	28-Jan-20	Ongoing	Legal and Land Administration
9	Ongoing	Sale of the Cochrane Gravel Pit Lands	Administration was directed at the February 25, 2020 Council meeting to negotiate a purchase and sale agreement for the sale of the Cochrane Gravel Pit lands. At the June 9, 2020 Council meeting, Council declined a letter of intent received.	25-Feb-20	Ongoing	Legal and Land Administration
All	Active	Board and Committee Amendments	Administration was directed at the October 27, 2020 Council meeting to bring back amendments to standardize the term lengths for all boards and committees by the end of June, 2021. Administration was directed at the May 11, 2021 Council meeting to prepare amendments to the County's board and committee terms of references in accordance with the staff recommendation.	27-Oct-20	TBD	Legislative Services
All	Active	Mayor	Administration was directed at the May 11, 2021 Council meeting to investigate amendments to the <i>Procedure Bylaw</i> to extend the appointment term of the chief elected official, on or before September 7, 2021.	27-Oct-20	TBD	Legislative Services



2021 COUNCIL PRIORITIES AND SIGNIFICANT ISSUES

Division	Status	Торіс	Description	Date Raised Scheduled	Target Completion	Responsible Area
				Scheduleu	Date	
All	Active	Standardized Councillor Expense Reporting	Administration was directed at the June 8, 2021 Council meeting to standardize councillor expense reporting, and to include training on expense reporting as part of the orientation program after the October 2021 election.	8-Jun-21	31-Oct-21	Legislative Services
All	Active	Voter Identification Bylaw	Administration was directed at the January 12, 2021 Council meeting to prepare a voter identification bylaw.	12-Jan-21	TBD	Legislative Services
All	Ongoing	Potential Joint Assessment Review Board	Administration was directed at the February 11, 2020 Council meeting to bring back options for a joint Assessment Review Board once Administration has concluded preliminary discussions with potential partner municipalities. Administration was directed at the June 23, 2020 Council meeting to continue discussions and return with options for the 2021 assessment year.	11-Feb-20	Ongoing	Legislative Services
All	Active	Reinstatement of Dog License Fees	Administration was directed at the February 23, 2021 Council meeting to review reinstating the dog license fee in time for the 2022 budget cycle.	23-Feb-21	TBD	Municipal Enforcement
2&3	Ongoing	Animal Care and Control Bylaw	Administration was directed at the November 6, 2018 PPC meeting to bring the Animal Care and Control Bylaw to a future Policy Review Subcommittee meeting for further consideration. The Animal Care and Control Bylaw was considered at the November 14, 2018 PRS meeting.	6-Nov-18	Ongoing	Municipal Enforcement
All	Ongoing	Aqueduct Update	Administration was directed at the December 19, 2019 Council meeting to schedule a CAO workshop with Jonathan Huggett by the end of February, 2020.	10-Dec-19	Ongoing	Operations Division
All	Ongoing	New Municipal Development Plan	Administration was directed at the May 18, 2018 Council meeting to initiate the process of amending the County Plan. Administration was further directed at the March 12, 2019 Council meeting to begin the process of creating a new Municipal Development Plan. Council provided Municipal Development Plan Bylaw C-8090-2021 second reading and referred it to the CMRB for approval.	8-May-18	Ongoing	Planning and Development Services
1	Active	Bragg Creek Hamlet Expansion Strategy	Council adopted a terms of reference for the Bragg Creek Hamlet Expansion Strategy Project at the January 8, 2019 Council meeting. Administration was directed at the May 12, 2020 Council meeting to continue with the project and to finalize amendments to the Greater Bragg Creek ASP based on higher residential densities.	8-Jan-19	TBD	Planning Policy



2021 COUNCIL PRIORITIES AND SIGNIFICANT ISSUES

A list of ongoing and active priorities to assist Council on the status of business items

Division	Status	Торіс	Description	Date Raised Scheduled	Target Completion Date	Responsible Area
4	Active	Hamlet of Langdon Library	Administration was directed at the April 27, 2021 Council meeting to pursue the development of a library in the hamlet of Langdon, and to prepare a formal plan for Council's consideration.	11-May-21	29-Jun-21	Recreation, Parks and Community Support
All	Active	Recreation and Parks Foundation	Administration was directed at the September 24, 2019 Council meeting to explore the establishment of a Recreation and Parks Foundation to support the buildout and long-term maintenance of recreation and parks amenities and programs in Rocky View County. Administration was directed at the April 28, 2020 Council meeting to cease exploration of the Foundation and revist its creation within six months of the approval of the Recreation and Parks Master Plan.	24-Sep-19	29-Jun-21	Recreation, Parks and Community Support
2	Ongoing	Springbank Land Acquisition	Administration was directed at the July 9, 2019 Council meeting to investigate the purchase of lands as discussed in the closed session. Administration was directed at the March 10, 2020 Council meeting to prepare a business plan to support the purchase of the land. Administration was directed at the February 9, 2021 Council meeting to proceed with the mandate outlined in the closed session.	9-Jul-19	Ongoing	Recreation, Parks and Community Support