



BYLAW C-8563-2024

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

The Council of Rocky View County enacts as follows:

Title

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

Definitions

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

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

Effect

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

Effective Date

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



READ A FIRST TIME this _____ day of _____, 2024

READ A SECOND TIME this _____ day of _____, 2024

UNANIMOUS PERMISSION FOR THIRD READING this _____ day of _____, 2024

READ A THIRD AND FINAL TIME this _____ day of _____, 2024

Reeve

Chief Administrative Officer

Date Bylaw Signed

Schedule "A"



ROCKY VIEW COUNTY

PRAIRIE GATEWAY AREA STRUCTURE PLAN



DRAFT JULY 2024

| | |
|--|-----------|
| INTRODUCTION | 1 |
| 1 PLAN ORGANIZATION | 5 |
| 2 PLAN PURPOSE | 6 |
| 3 VISION AND GOALS | 7 |
| 4 PLAN AREA | 9 |
| 5 PRAIRIE GATEWAY CONTEXT | 11 |
| PLAN POLICIES: LAND USES | 15 |
| 6 LAND USE STRATEGY | 16 |
| 7 AGRICULTURE | 18 |
| 8 COMMERCIAL | 19 |
| 9 INDUSTRIAL | 21 |
| 10 RAIL SERVED POLICY AREA | 23 |
| PLAN POLICIES: DESIGN AND INTERFACES | 29 |
| 11 TOWNSHIP ROAD 232 DESIGN CORRIDOR | 30 |
| 12 INTERFACES | 33 |
| 13 LIGHTING | 38 |
| PLAN POLICIES: NATURAL AND COMMUNITY INFRASTRUCTURE | 39 |
| 14 NATURAL AND HISTORIC ENVIRONMENT | 40 |
| 15 OPEN SPACE, PARKS, AND PATHWAYS | 43 |
| 16 RESERVES | 46 |
| 17 EMERGENCY SERVICES | 48 |
| PLAN POLICIES: TRANSPORTATION AND SERVICING | 49 |
| 18 TRANSPORTATION | 50 |
| 19 UTILITY SERVICES | 53 |
| 20 POWER GENERATION FACILITIES | 58 |
| 21 STORMWATER | 59 |
| 22 SOLID WASTE AND RECYCLING | 62 |
| 23 OIL AND GAS | 63 |
| IMPLEMENTATION AND MONITORING | 66 |
| 24 IMPLEMENTATION | 67 |
| 25 INTERMUNICIPAL COLLABORATION AND COOPERATION | 71 |
| APPENDICES | 73 |
| APPENDIX A: DEFINITIONS | 74 |
| APPENDIX B: LANDSCAPING AND DESIGN | 77 |
| APPENDIX C: PLANNING PRAIRIE GATEWAY | 83 |

MAPS

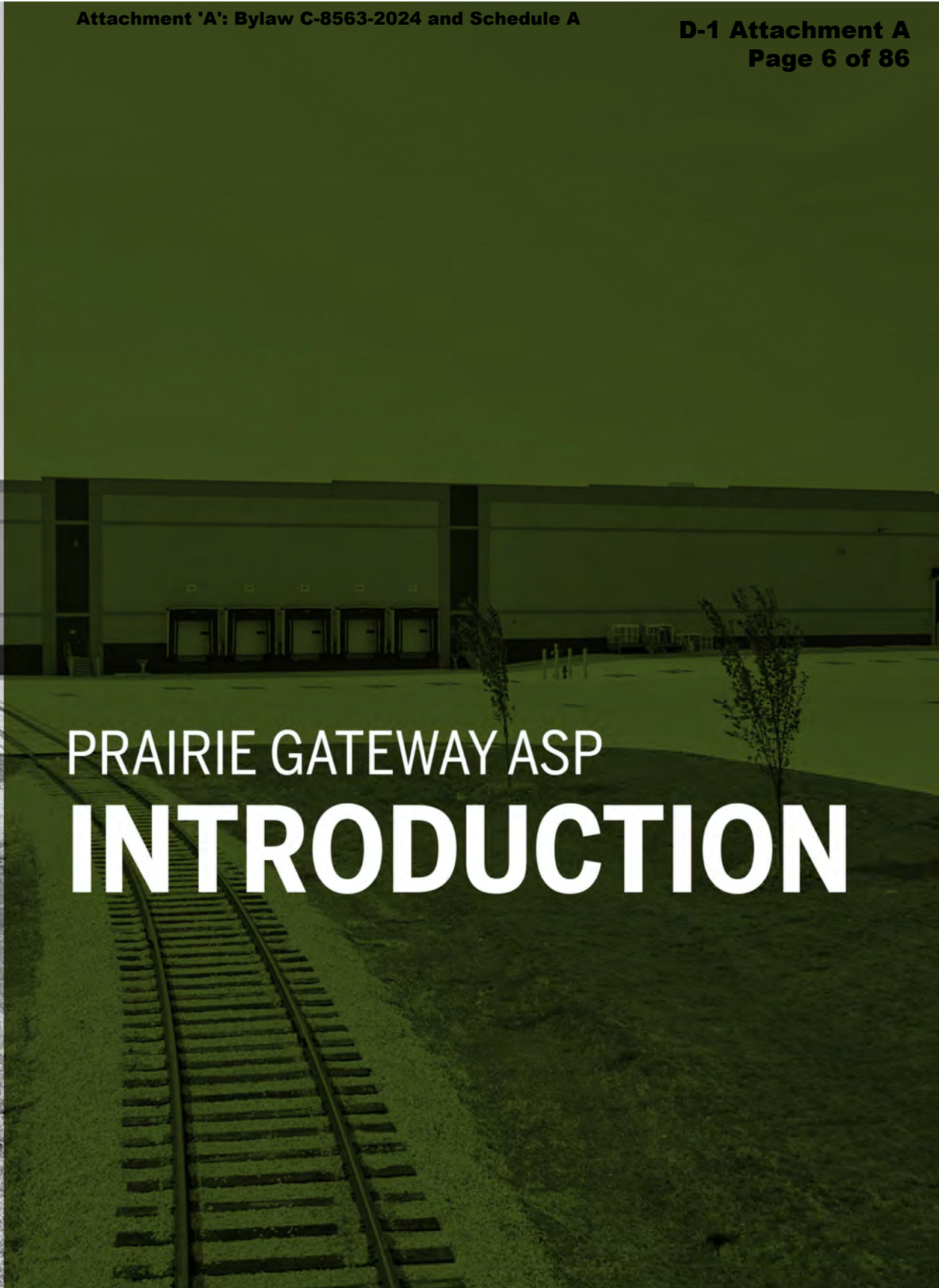
| | |
|---|----|
| MAP 1: PLAN AREA LOCATION | 9 |
| MAP 2: AERIAL PHOTO | 10 |
| MAP 3: EXISTING CONDITIONS AND REGIONAL CONTEXT | 12 |
| MAP 4: EXISTING LAND USE | 14 |
| MAP 5: LAND USE STRATEGY | 17 |
| MAP 6: RAIL SERVED POLICY AREA | 28 |
| MAP 7: 232 DESIGN CORRIDOR & RESIDENTIAL INTERFACE | 32 |
| MAP 8: OPEN SPACE, ENVIRONMENTAL AREAS, PATHWAYS & TRAILS | 45 |
| MAP 9: TRANSPORTATION NETWORK | 52 |
| MAP 10: WATER SERVICING | 56 |
| MAP 11: WASTEWATER SERVICING | 57 |
| MAP 12: STORMWATER SERVICING | 61 |

FIGURES

| | |
|---|----|
| FIGURE 1: CONCEPTUAL DIAGRAM OF RAIL SERVED DEVELOPMENT | 24 |
| FIGURE 2: NON-RESIDENTIAL/RESIDENTIAL INTERFACE | 35 |

TABLES

| | |
|--|----|
| TABLE 1: LAND USE SCENARIO – LAND USE CATEGORY | 16 |
|--|----|



PRAIRIE GATEWAY ASP INTRODUCTION



1 PLAN ORGANIZATION

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

Part I: Introduction

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

Part II: Plan Policies

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

Part III: Implementation and Monitoring

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

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

Appendices

Appendix A: Definitions

Appendix B: Landscaping and Design Guidelines

Appendix C: Planning Prairie Gateway

2 PLAN PURPOSE

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

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

3 VISION AND GOALS

Vision

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

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

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

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

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

Goals

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

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

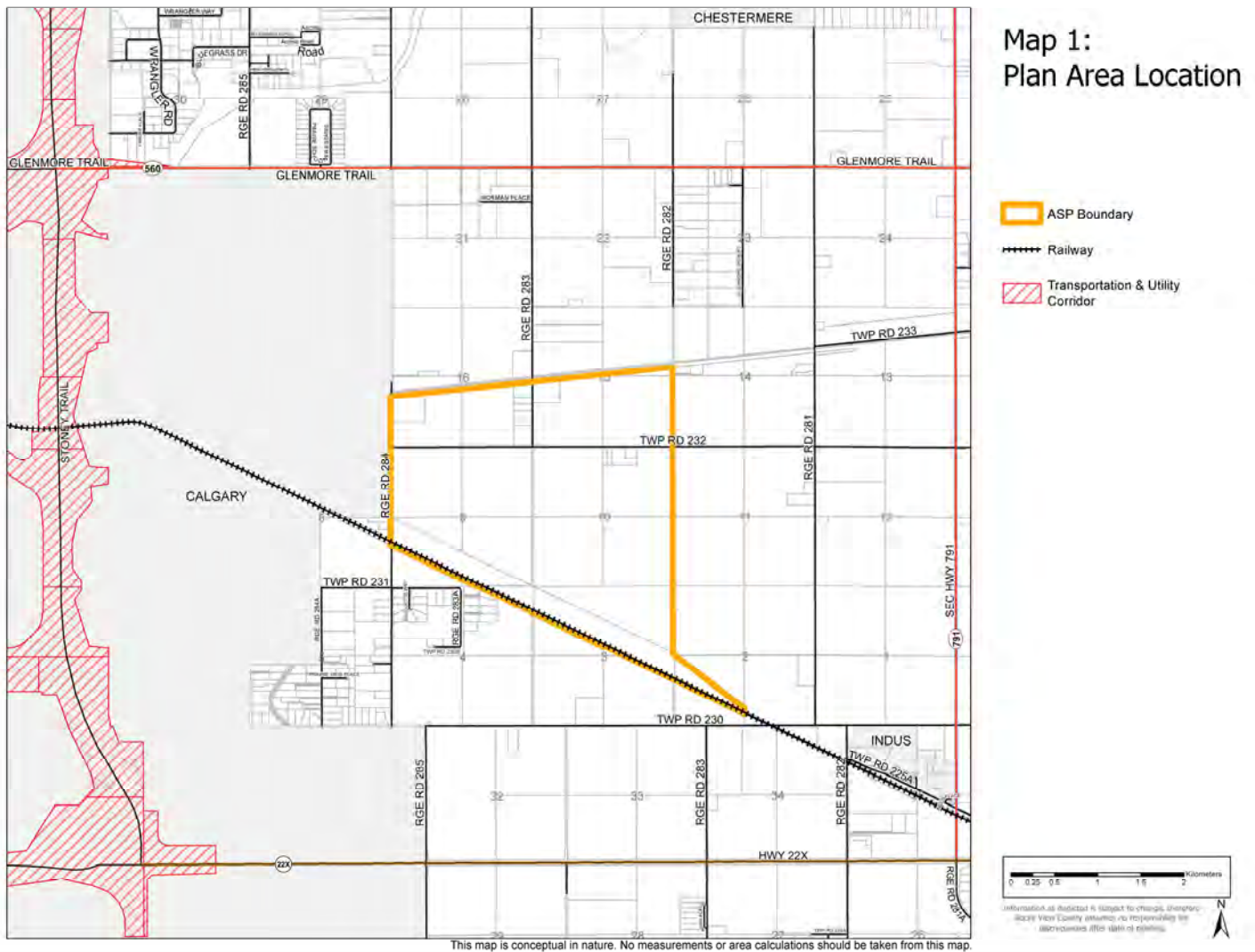
6. **Reduce Greenhouse Gas Emissions:** Promote the use of methods to improve energy and resource efficiency, generate and use renewable energy, and reduce greenhouse gas emissions.
7. **Ensure Land Use Compatibility:** To encourage uses that generate off-site impacts within the Plan area to be sensitive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

4 PLAN AREA

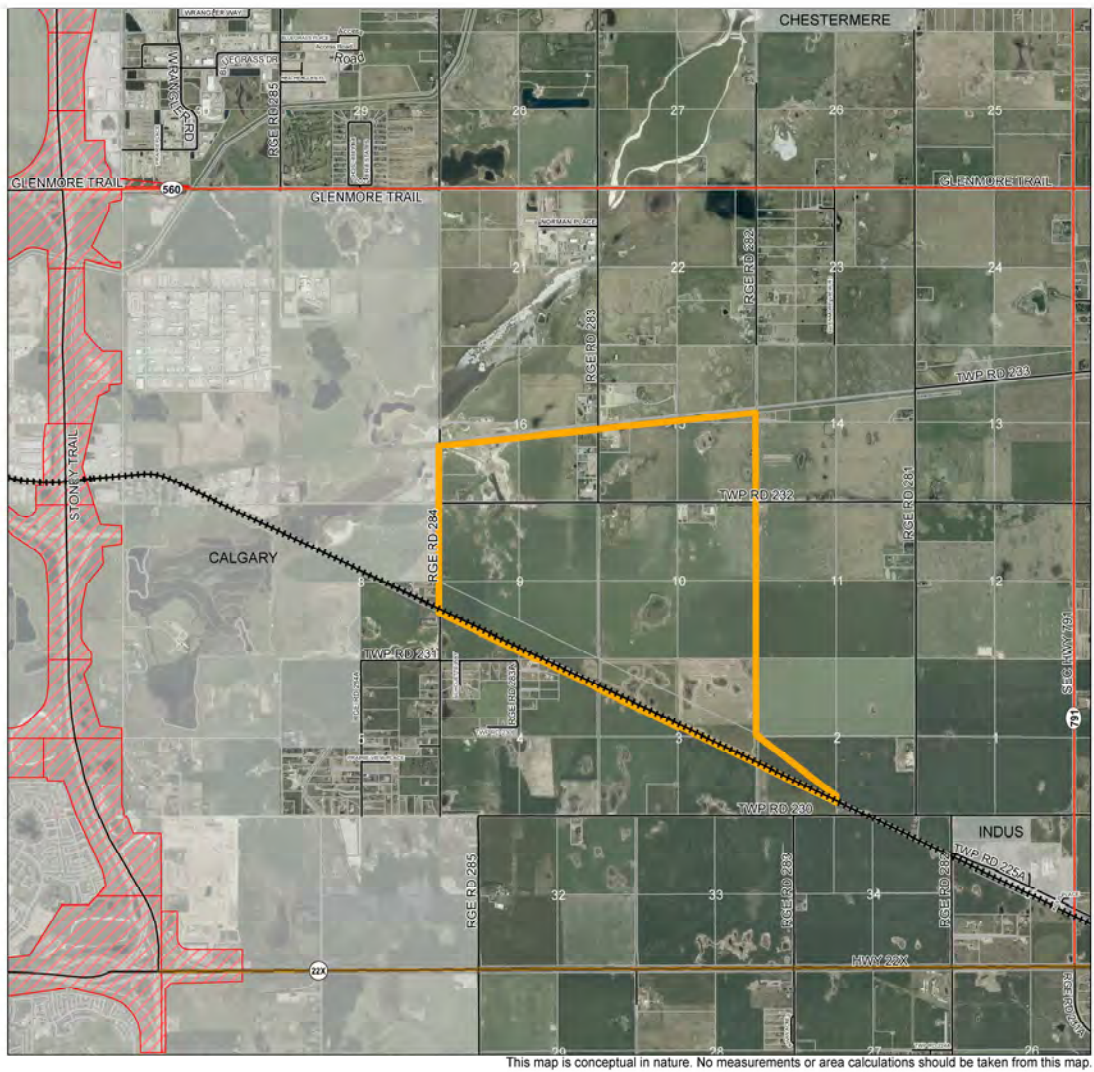
The Plan area is approximately 886 hectares (2,190 acres) of land in Rocky View County, adjacent to the eastern limits of The City of Calgary. As shown on **Map 1** and **Map 2**, the Plan area includes Range Road 284 to the west; land south of the utility corridor running diagonally through Sections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

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



Map 1: Plan Area Location



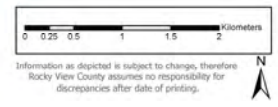
Map 2: Aerial Photo



Map 2:
Aerial Photo

-  ASP Boundary
-  Railway
-  Transportation & Utility Corridor

Aerial Photo: 2022



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

5 PRAIRIE GATEWAY CONTEXT

Plan History

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

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

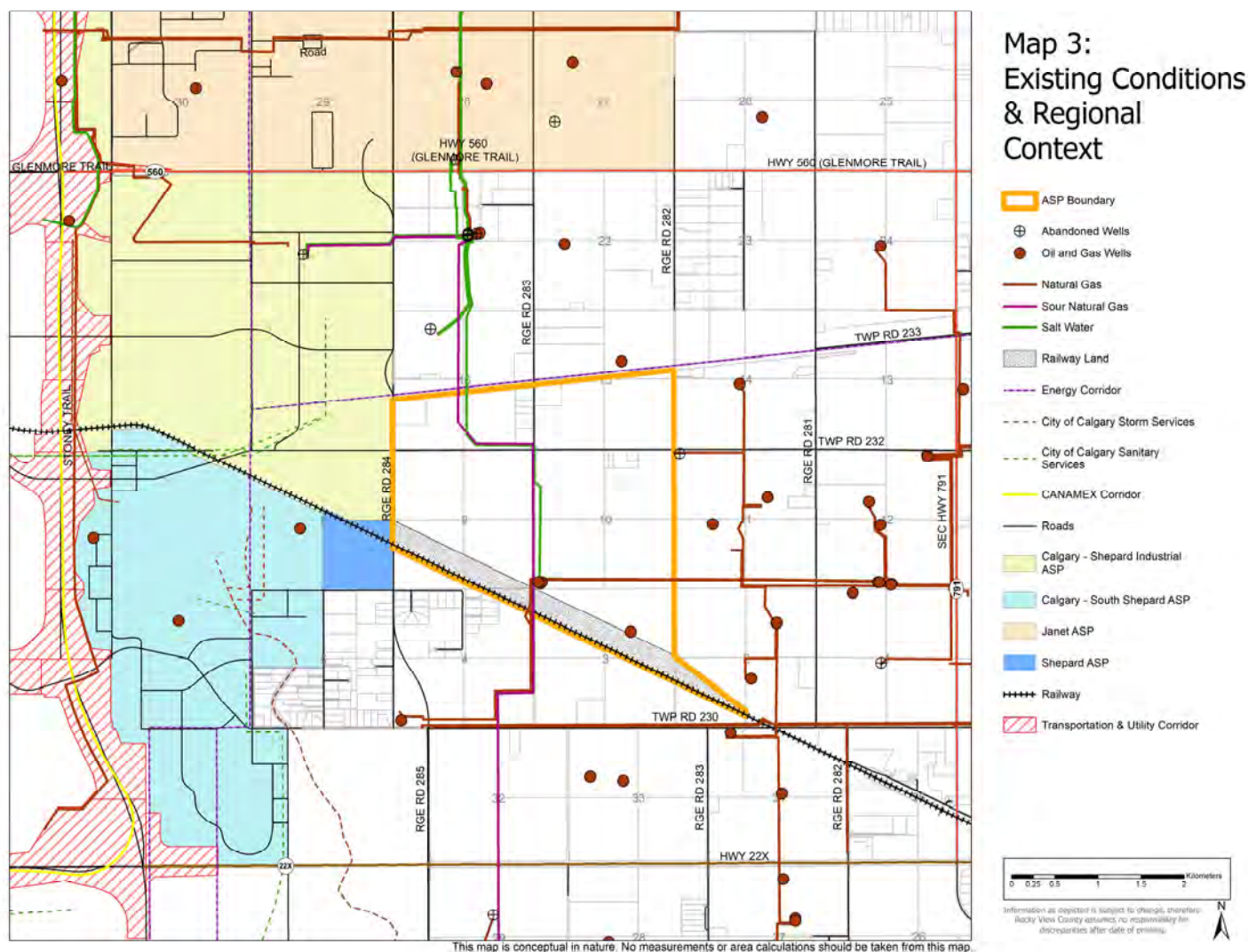
Regional Context

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

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

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

Map 3: Existing Conditions and Regional Context



Plan Area Context

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

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

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

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

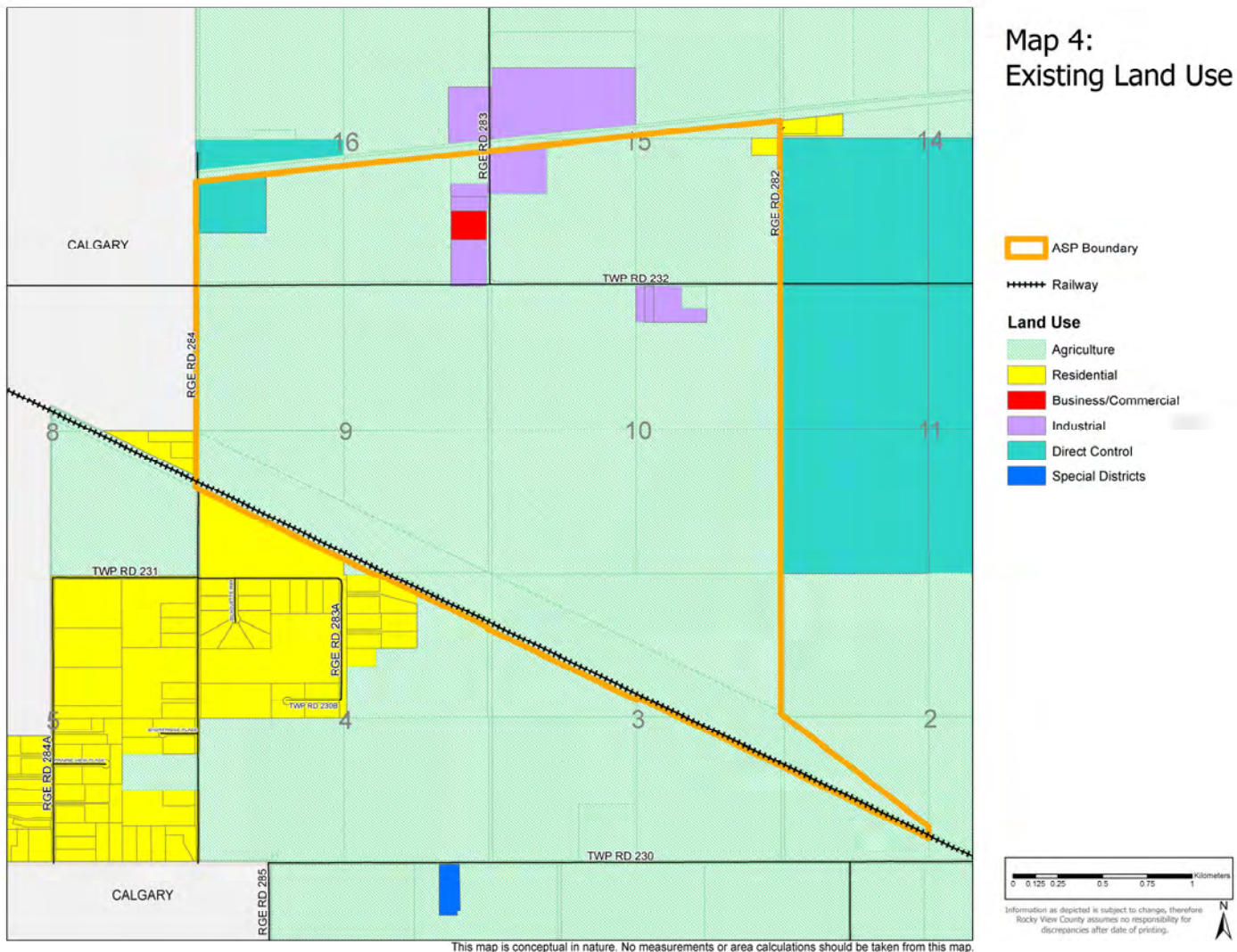
Surrounding the site to the west and north are a few wide and shallow water bodies. The Shepard Slough Complex north of the Plan area is a significant drainage feature on the same scale as the Shepard Wetland. To the west and southwest is Ralph Klein Park in The City of Calgary, a regional park that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

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

Existing Land Uses

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

Map 4: Existing Land Use

Map 4:
Existing Land Use

Policy Framework

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

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

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



6 LAND USE STRATEGY

Purpose

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

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

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

Policies

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

Table 1: Land Use Scenario – Land Use Category

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

Table Notes:

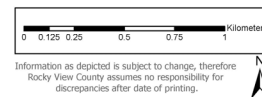
- Reference Map 5: Land Use Strategy.
- All areas are approximate and should be considered as "more or less".
- Total area in hectares may vary from total area in acres due to conversion factors.
- Percentage may not total 100% due to rounding of figures.

Map 5: Land Use Strategy



Map 5:
Land Use Strategy

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



7 AGRICULTURE

Overview

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

Objectives

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

Policies

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

8 COMMERCIAL

Overview

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

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

Objectives

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

Policies

Land Use

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

Local Plans

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

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

9 INDUSTRIAL

Overview

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

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

Objectives

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

Policies

General

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

Land Use

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

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

Local Plan

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

10 RAIL SERVED POLICY AREA

Overview

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

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

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

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

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

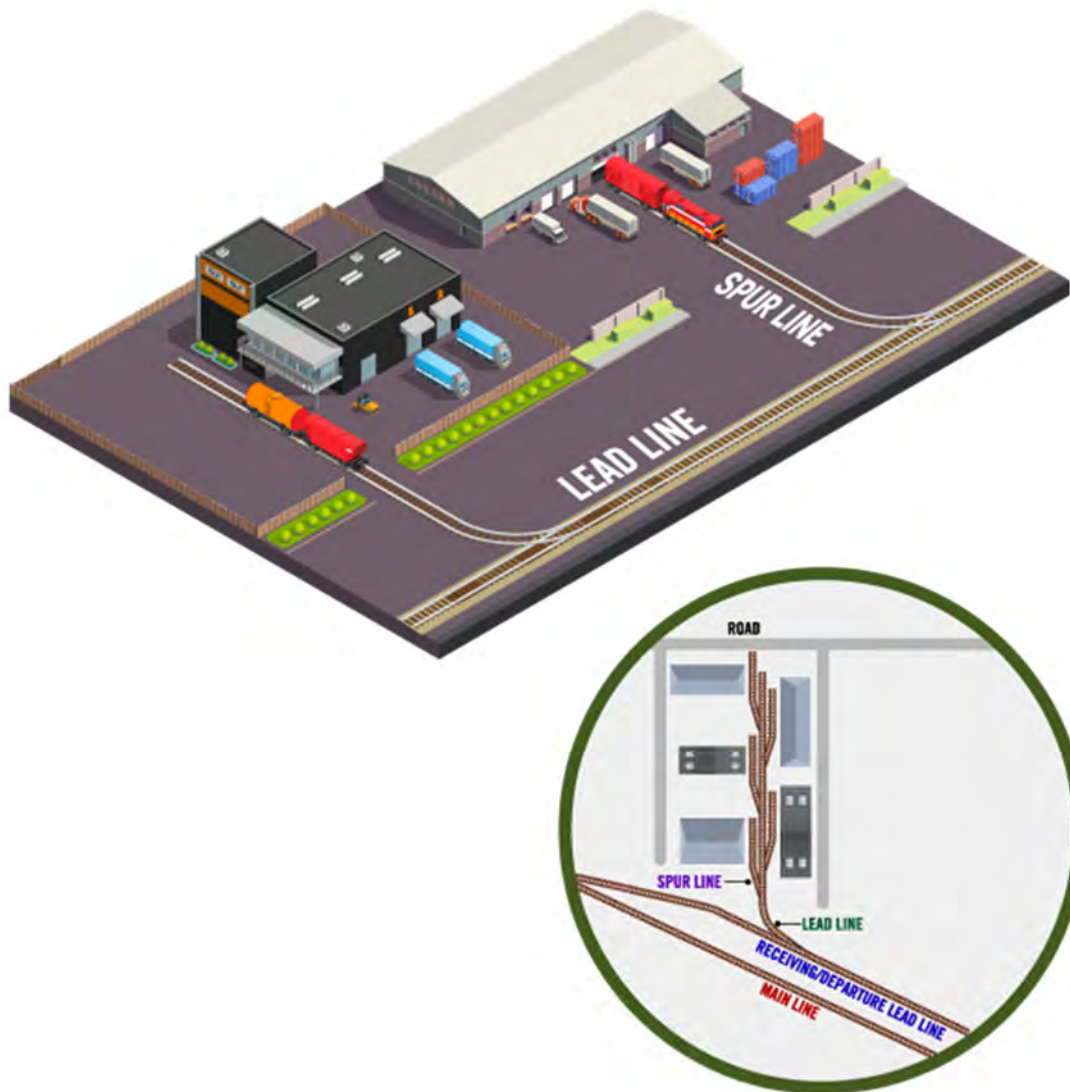
The physical development of a rail served industrial park has unique and overriding design considerations that must be considered. These include:

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

Objectives

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

Figure 1: Conceptual Diagram of Rail Served Development



Policies

General

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

Land Use

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

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

Transportation

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

Local Plan

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

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

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

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

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

10.12 The Rail Design Shadow Plan shall:

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

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

CPKC Railway Lands

Overview

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

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

Objectives

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

Policies

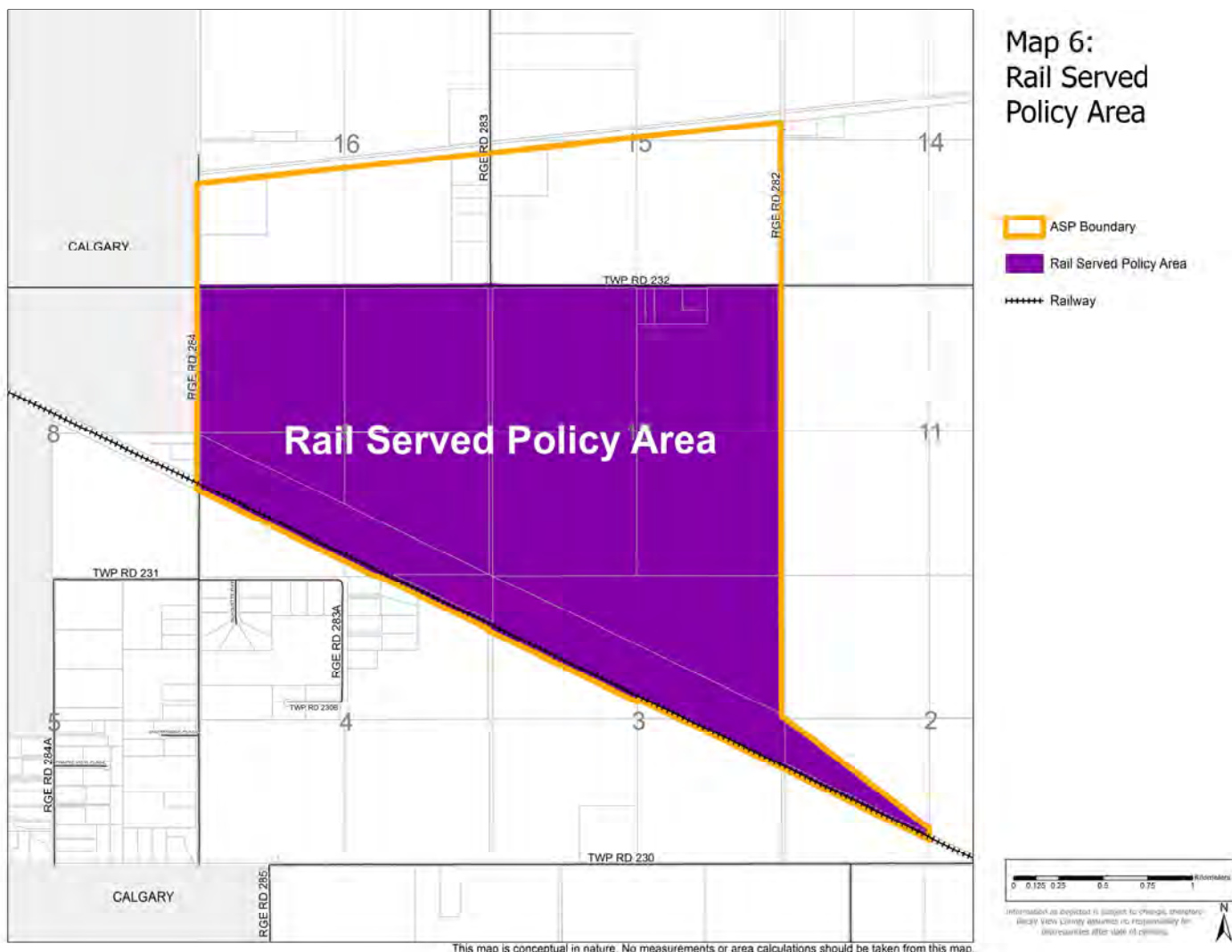
General

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

Local Plan

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

Map 6: Rail Served Policy Area





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



11 TOWNSHIP ROAD 232 DESIGN CORRIDOR

Overview

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

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

Objectives

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

Policies

General

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

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





Local Plans

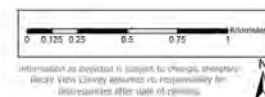
- 11.11 With the submission of the first Local Plan that encompasses any portion of the 232 Design Corridor, a comprehensive Design Plan must be submitted that provides a cohesive approach to the entire 232 Design Corridor area. The 232 Design Corridor Design Plan shall:
- a. achieve the 232 Design Corridor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

Map 7: 232 Design Corridor & Residential Interface



Map 7:
232 Design Corridor &
Residential Interface

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



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

12 INTERFACES

Overview

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

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

Objectives

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

Interface for Residential Land Uses

Policies

General

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

Setback Area and Landscaping

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

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

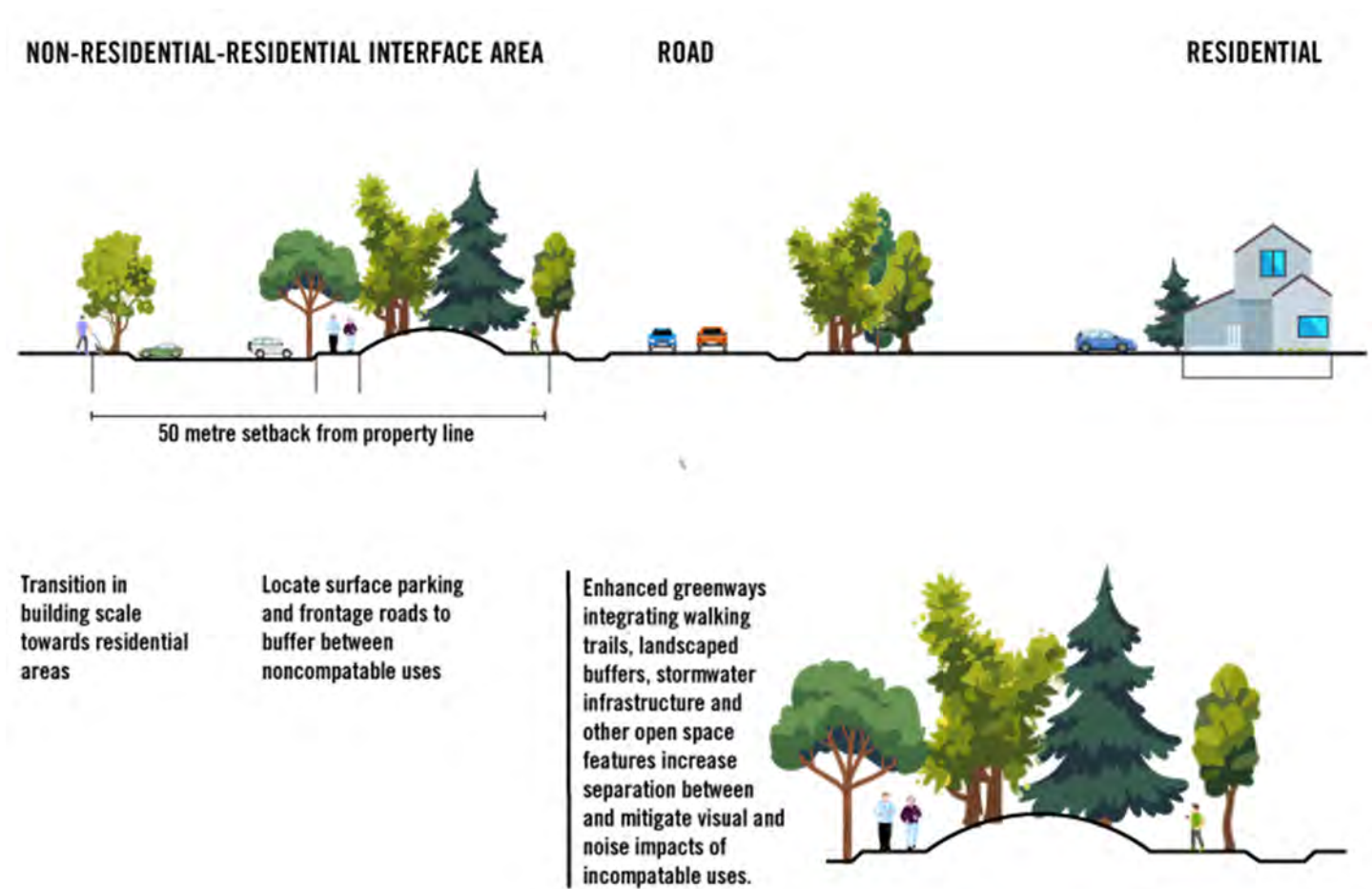
Building Quality and Appearance

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

Local Plans

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

Figure 2: Non-Residential/Residential Interface



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

Interface for General Land Uses

Policies

County-City Interface Area

General

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

Local Plans

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

Agricultural Interface Policies

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

Natural Areas Interface Policies

General

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

Industrial

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

Commercial

12.27 Design of commercial uses adjacent to natural areas shall:

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

Buildings

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

13 LIGHTING

Overview

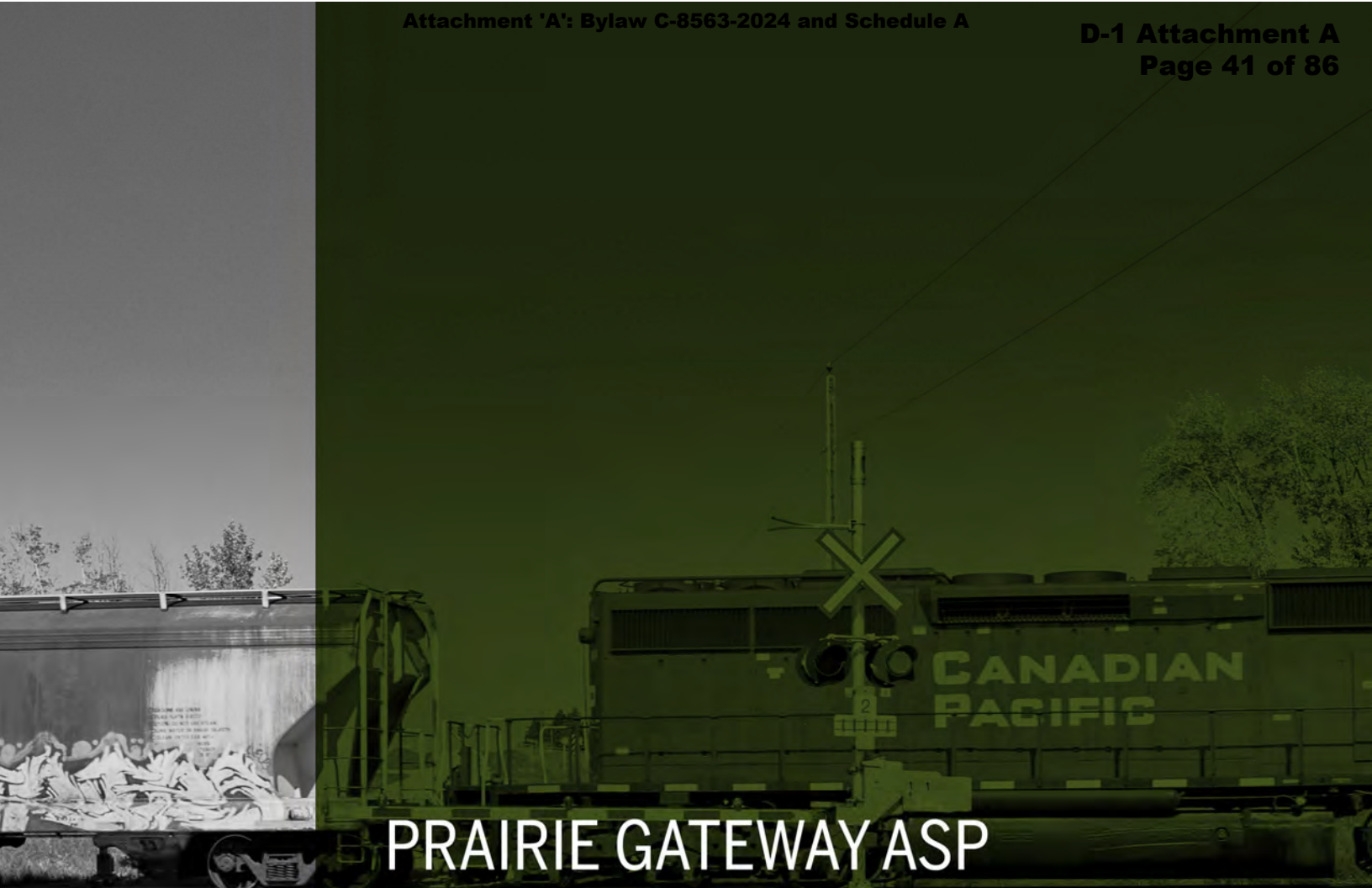
Light pollution can disrupt ecosystems, have adverse health effects, and interfere with the enjoyment of adjacent properties. Exterior lighting in the Plan area should employ dark sky principles to reduce light pollution to conserve energy, reduce glare, safeguard wildlife, and maximize views of the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

Objectives

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

Policies

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



PRAIRIE GATEWAY ASP

PLAN POLICIES: NATURAL AND COMMUNITY INFRASTRUCTURE



14 NATURAL AND HISTORIC ENVIRONMENT

Overview

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

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

Objectives

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

Policies

Wetlands

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

Riparian Areas

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

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

Other

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

Historic Resources

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

Local Plans

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

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

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

15 OPEN SPACE, PARKS, AND PATHWAYS

Overview

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

Objectives

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

Policies

Open Space

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

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

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

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

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

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

Parks and Pathways

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

Local Plans

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

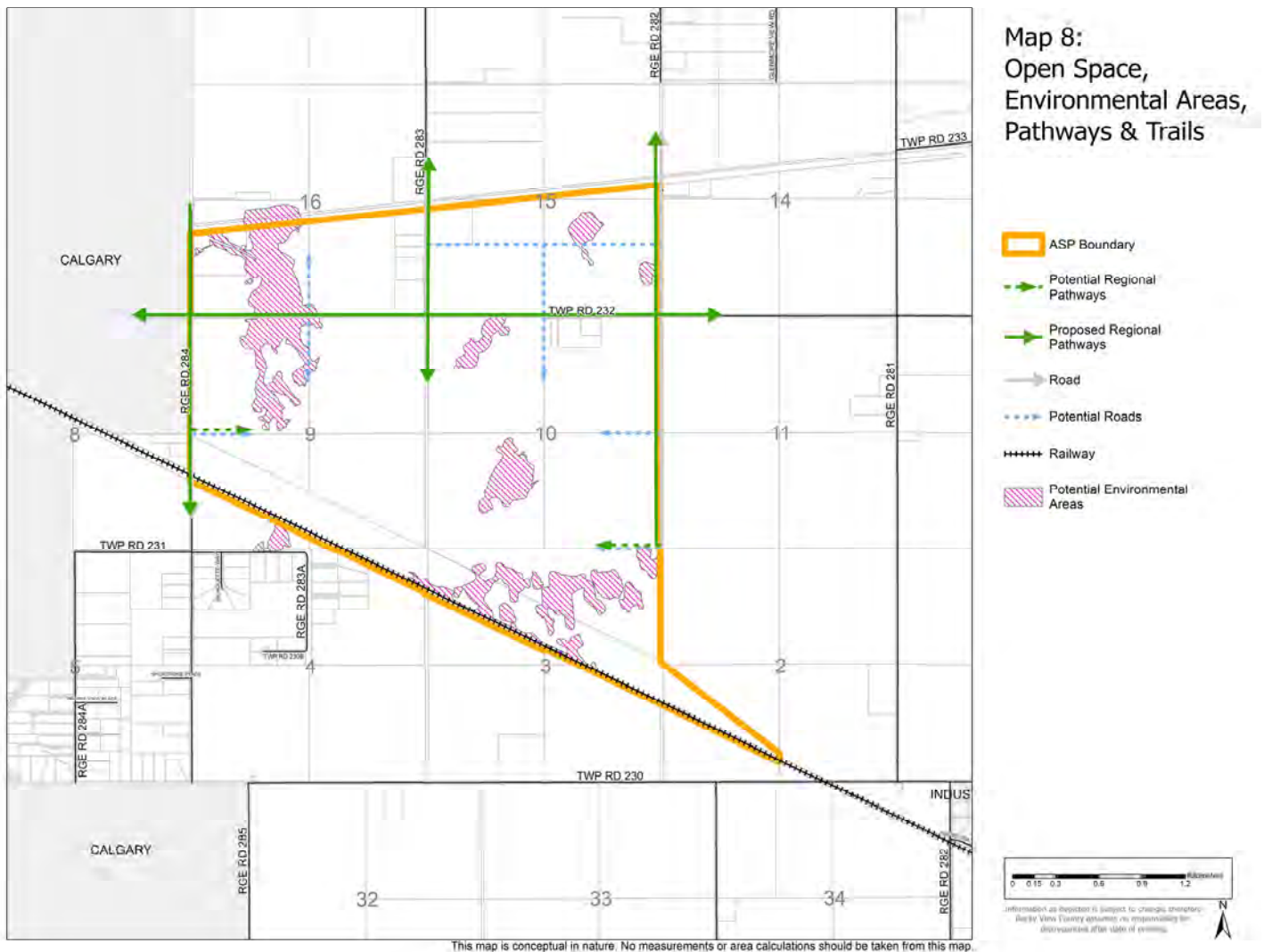
- d. contribute to the regional trail and pathway system and, where possible, connect with other municipalities' pedestrian networks.

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

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

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

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



16 RESERVES

Overview

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

Objectives

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

Policies

General

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

Municipal Reserves

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

Environmental Reserves

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

Local Plans

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

17 EMERGENCY SERVICES

Overview

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

Objectives

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

Policies

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



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



18 TRANSPORTATION

Overview

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

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

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

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

Objectives

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

Policies

Regional Transportation Network

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

Local Road Network

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

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

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

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

Transit

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

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

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

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

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

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

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

Local Plans

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

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

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

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

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

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

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

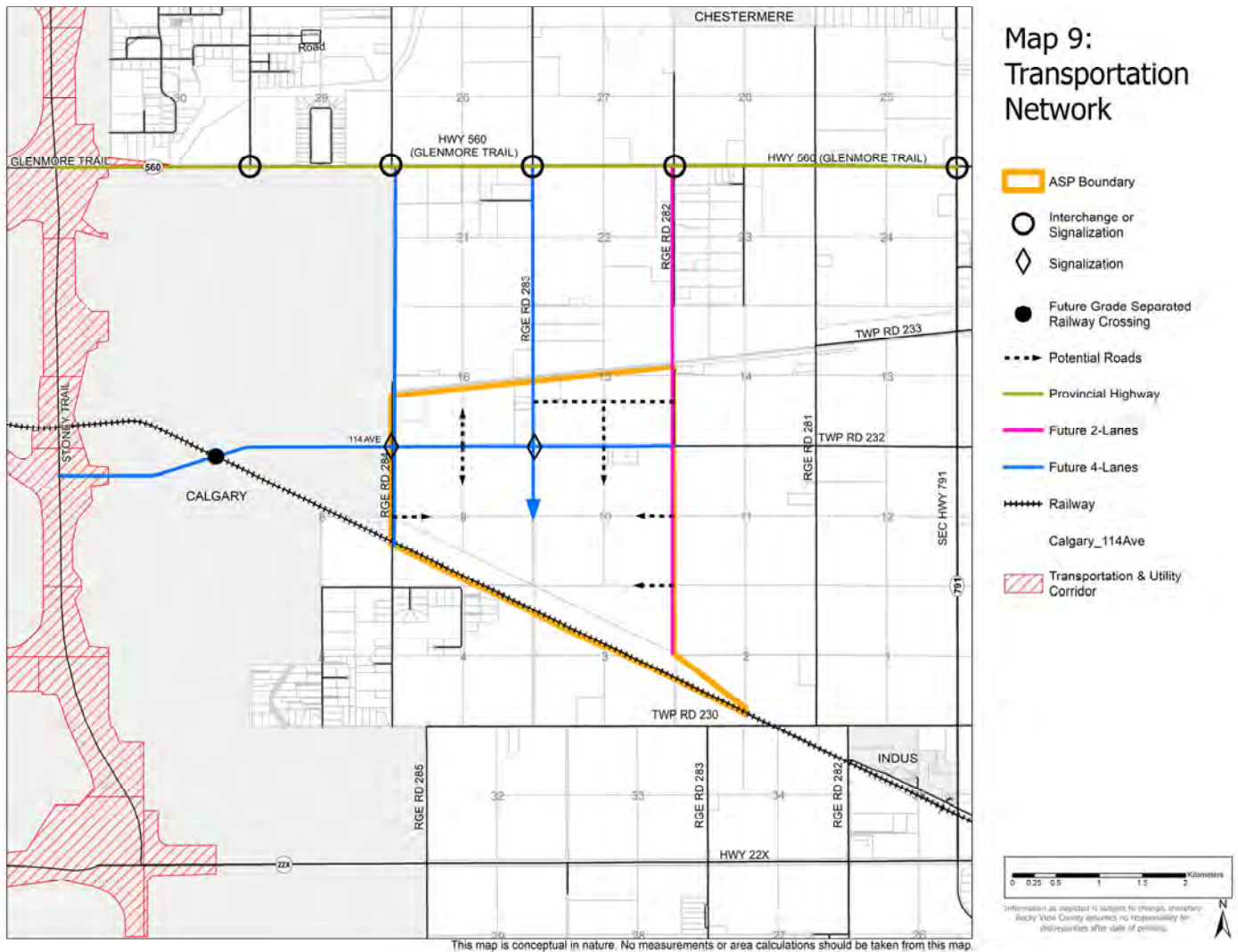
- i. a Transportation Impact Assessment determines that the change would not negatively affect the network; and

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

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

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

Map 9: Transportation Network



19 UTILITY SERVICES

Overview

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

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

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

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

Objectives

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

Policies

General

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

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

Water

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

Wastewater

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

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

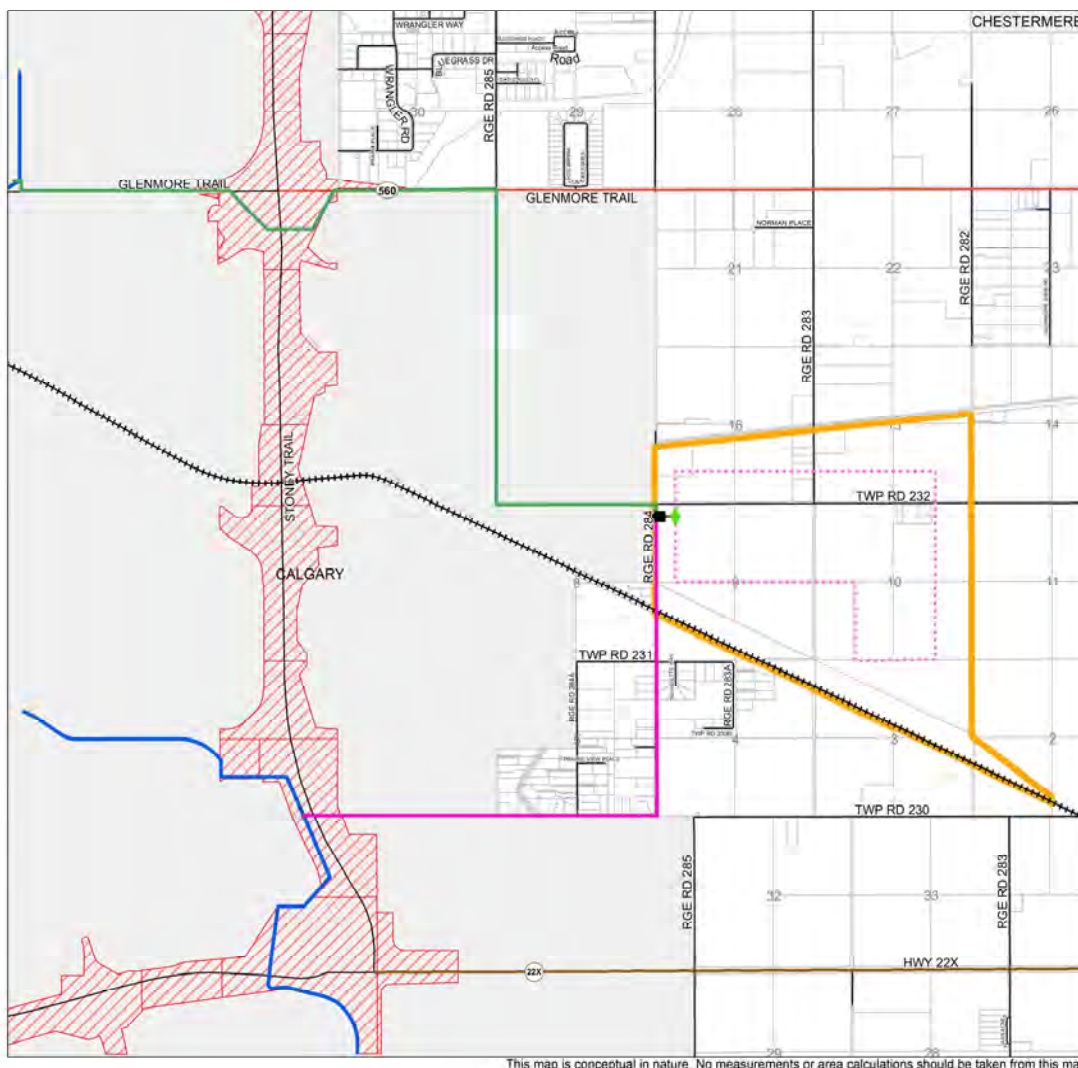
Shallow Utilities and Regionally Significant Corridors

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

Local Plan

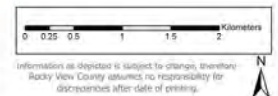
- 19.23 Local Plan, redesignations, subdivision, and/or development permit applications shall be in alignment with the wastewater servicing plan and water servicing plan.
- 19.24 As part of the Local Plan preparation, the developer shall consult with The City of Calgary and the County to identify:
-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

Map 10: Water Servicing

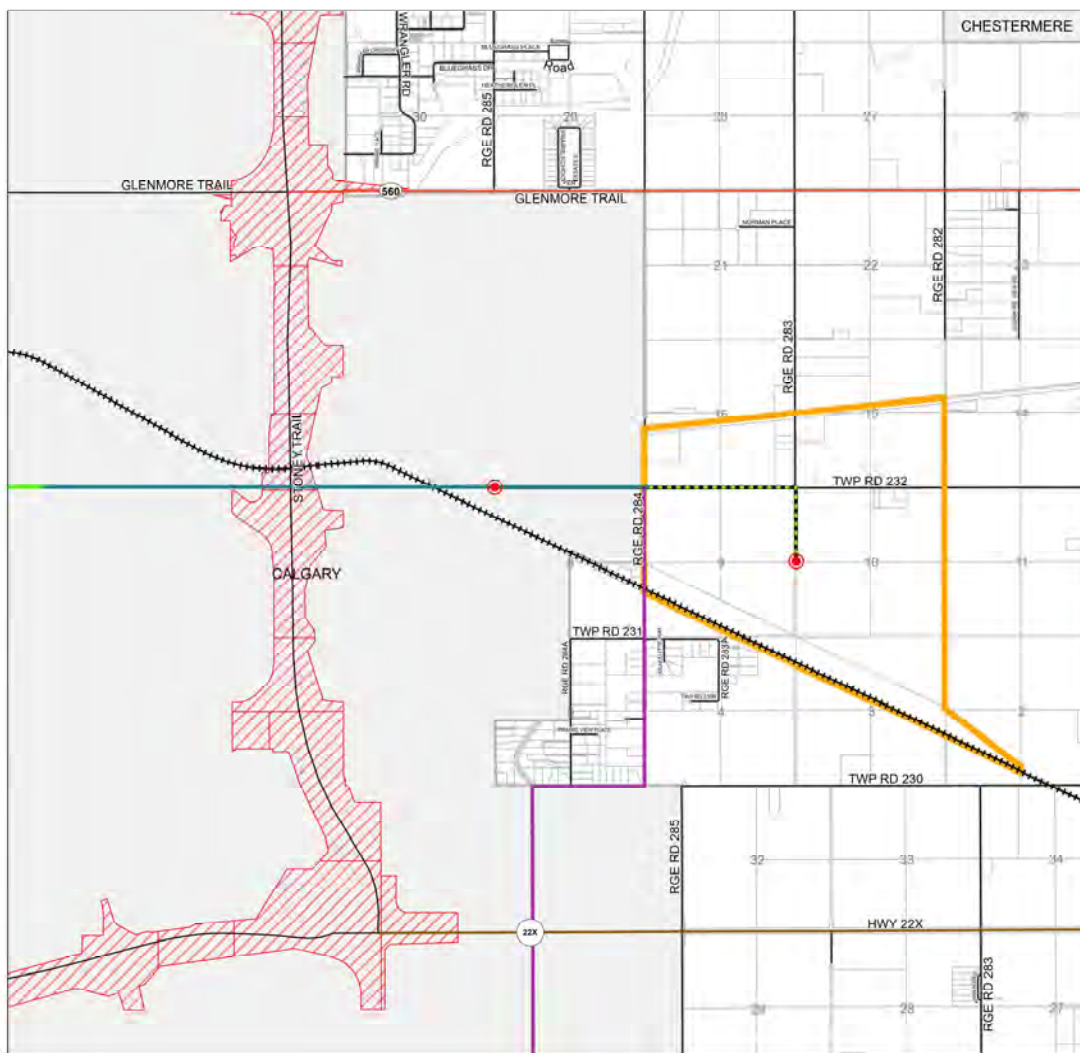


Map 10:
Water Servicing

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

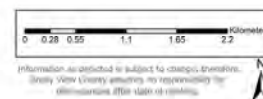


Map 11: Wastewater Servicing



Map 11:
Wastewater
Servicing

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



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

20 POWER GENERATION FACILITIES

Overview

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

Objectives

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

Policies

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

Local Plans

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

21 STORMWATER

Overview

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

Objectives

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

Policies

General

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

Regional Stormwater Management

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

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

Standards and Design

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

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

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

Reduce, Recycle, and Reuse

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

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

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

Local Plans

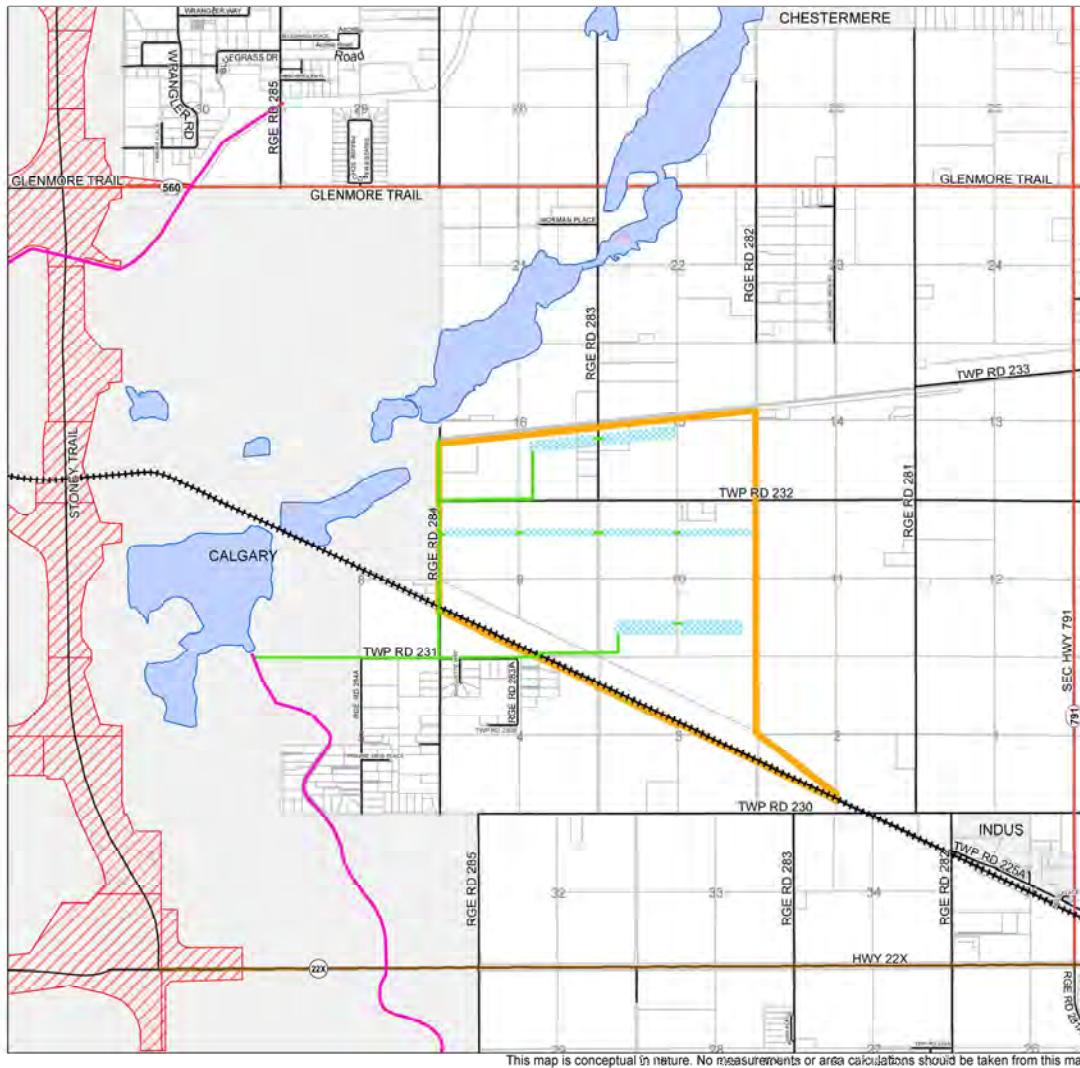
21.15 Within the Plan boundary, infrastructure and land related to the stormwater treatment and conveyance system shall be identified prior to the approval of a Local Plan application and dedicated to the County at the subdivision stage.

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

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

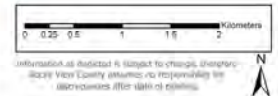
21.18 The Local Plan shall adhere to the monitoring requirements of the approved Master Drainage Plan and subsequent required stormwater reports.

Map 12: Stormwater Servicing



Map 12:
Stormwater
Servicing

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



22 SOLID WASTE AND RECYCLING

Overview

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

Objectives

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

Policies

General

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

Local Plans

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

Industrial and Commercial

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

Agriculture Areas

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

23 OIL AND GAS

Overview

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

Objectives

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

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

Policies

General

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

Abandoned Oil and Gas Wells

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

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

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

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

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

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

23.10 Roads shall not be located over abandoned wells.

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

Pipelines

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

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

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

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

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

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

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

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

Local Plans

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



PRAIRIE GATEWAY ASP IMPLEMENTATION AND MONITORING



24 IMPLEMENTATION

Overview

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

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

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

Objectives

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

Policies

Infrastructure Costs and Levies

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

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

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

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

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

Local Plan, Redesignation, and Subdivision Application Requirements

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

Phasing

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

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

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

Plan Review and Amendment

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

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

25 INTERMUNICIPAL COLLABORATION AND COOPERATION

Overview

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

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

Objectives

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

Policies

Regional and Intermunicipal Review

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

Local Plans, Redesignation, and Subdivision

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

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

PRAIRIE GATEWAY ASP APPENDICES



Appendix A: Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Abbreviations

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

Appendix B: Landscaping and Design

Overview

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

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

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

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

Objectives

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

Policies

General

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

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

232 Design Corridor Design Plan

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

Building

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

Parking

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

Appearance

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

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

Industrial Areas

Buildings and Structures

10. Buildings and structures shall:

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

Parking

11. A parking plan shall:

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

Appearance

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

13. Lighting:

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

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

15. Landscaping shall:

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

Other Commercial Areas

Building

16. Buildings and structures shall:

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

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

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

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

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

Appendix C: Planning Prairie Gateway

Plan Interpretation

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

Map Interpretation

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

Illustration and Photo Interpretation

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

Plan Limitations

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

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