



ROCKY VIEW
COUNTY



**SHEPARD
INDUSTRIAL**

AREA STRUCTURE PLAN

Draft 6: March 4, 2021





ACKNOWLEDGEMENTS

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Indigenous Acknowledgement

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

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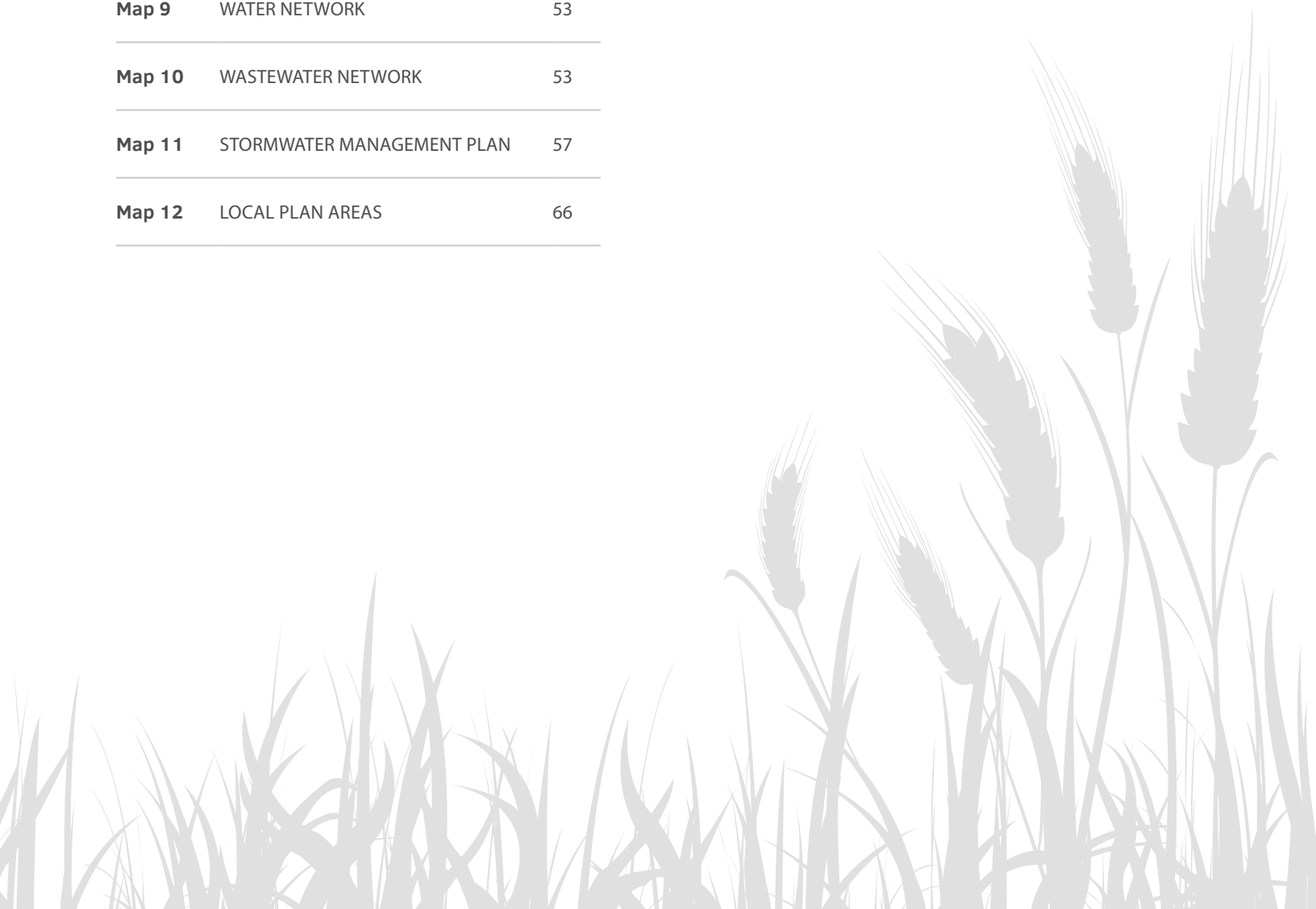
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SUPPORTING REPORTS

(under separate cover)

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

- APPENDIX A | PUBLIC OPEN HOUSE SUMMARY
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EXECUTIVE SUMMARY

VISION

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

Purpose

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

Size, Location and Existing Land Use

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

Planning Context

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

Development Framework

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

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

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

INTRODUCTION





1.0

PLAN ORGANIZATION

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

PART I: INTRODUCTION

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

PART II: PLAN POLICIES

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

PART III: IMPLEMENTATION

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

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

APPENDICES

Appendix A: Open House Summary

Appendix B: Policy Alignment Chart

2.0

PLAN PURPOSE

An area structure plan (ASP) is a statutory document approved by Council and adopted by Bylaw in accordance with the Municipal Government Act, specifically section 633. The purpose of this Plan is to outline the vision for the future development of the Shepard Industrial area in regards to land use, transportation, conservation of the natural environment, emergency services, urban design, and utility service requirements.

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

LOCAL PLANS

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

FIGURE 1 | PLAN HIERARCHY



Plan Hierarchy

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

INTRODUCTION



CONCEPTUAL SCHEME

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

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

MASTER SITE DEVELOPMENT PLAN

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

2.1 PLAN INTERPRETATION

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

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

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

May: a discretionary term, meaning the policy in question can be enforced by the County if it chooses to do so, dependent on the particular circumstances of the site and/or application.

3.0

SHEPARD VISION AND DESIGN PRINCIPLES

3.1 VISION



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

INTRODUCTION

3.2 PLANNING AND DESIGN PRINCIPLES

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



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



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



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



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



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



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



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



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



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

4.0

PLAN AREA

The Shepard Industrial Area Structure Plan (ASP) area includes approximately 773 hectares (1910 acres) of land in the southeast of Rocky View County adjacent on its westside to the City of Calgary. It is located immediately east of Range Road 284; north of the CP Rail mainline right-of-way; south of the abandoned rail right-of-way, approximately one-half mile north of TWP RD232; and west of Range Road 282 (see **Map 2: Plan Area**).

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



INTRODUCTION

Table 1: Plan Area Legal Parcels

Index	Quarter Section Reference	Area (hectares)	Area (acres)
1	QS-SW SEC-16 TWP-023 RGE-28 MER-4	11.6	28.6
2	QS-SW SEC-16 TWP-023 RGE-28 MER-4	37.4	92.4
3	QS-SE SEC-16 TWP-023 RGE-28 MER-4	40.8	100.9
4	QS-SE SEC-16 TWP-023 RGE-28 MER-4	3.4	8.5
5	QS-SE SEC-16 TWP-023 RGE-28 MER-4	1.6	4.0
6	QS-SE SEC-16 TWP-023 RGE-28 MER-4	1.6	4.0
7	QS-SE SEC-16 TWP-023 RGE-28 MER-4	3.2	8.0
8	QS-SE SEC-16 TWP-023 RGE-28 MER-4	4.7	11.6
9	QS-SW SEC-15 TWP-023 RGE-28 MER-4	8.0	19.9
10	QS-NW SEC-15 TWP-023 RGE-28 MER-4	54.6	135.0
11	QS-SE SEC-15 TWP-023 RGE-28 MER-4	64.8	160.1
12	QS-NW SEC-09 TWP-023 RGE-28 MER-4	64.9	160.3
13	QS-NW SEC-09 TWP-023 RGE-28 MER-4	64.8	160.1
14	QS-NW SEC-10 TWP-023 RGE-28 MER-4	64.9	160.4
15	QS-NE SEC-10 TWP-023 RGE-28 MER-4	1.0	2.4

Table 1: Plan Area Legal Parcels cont.

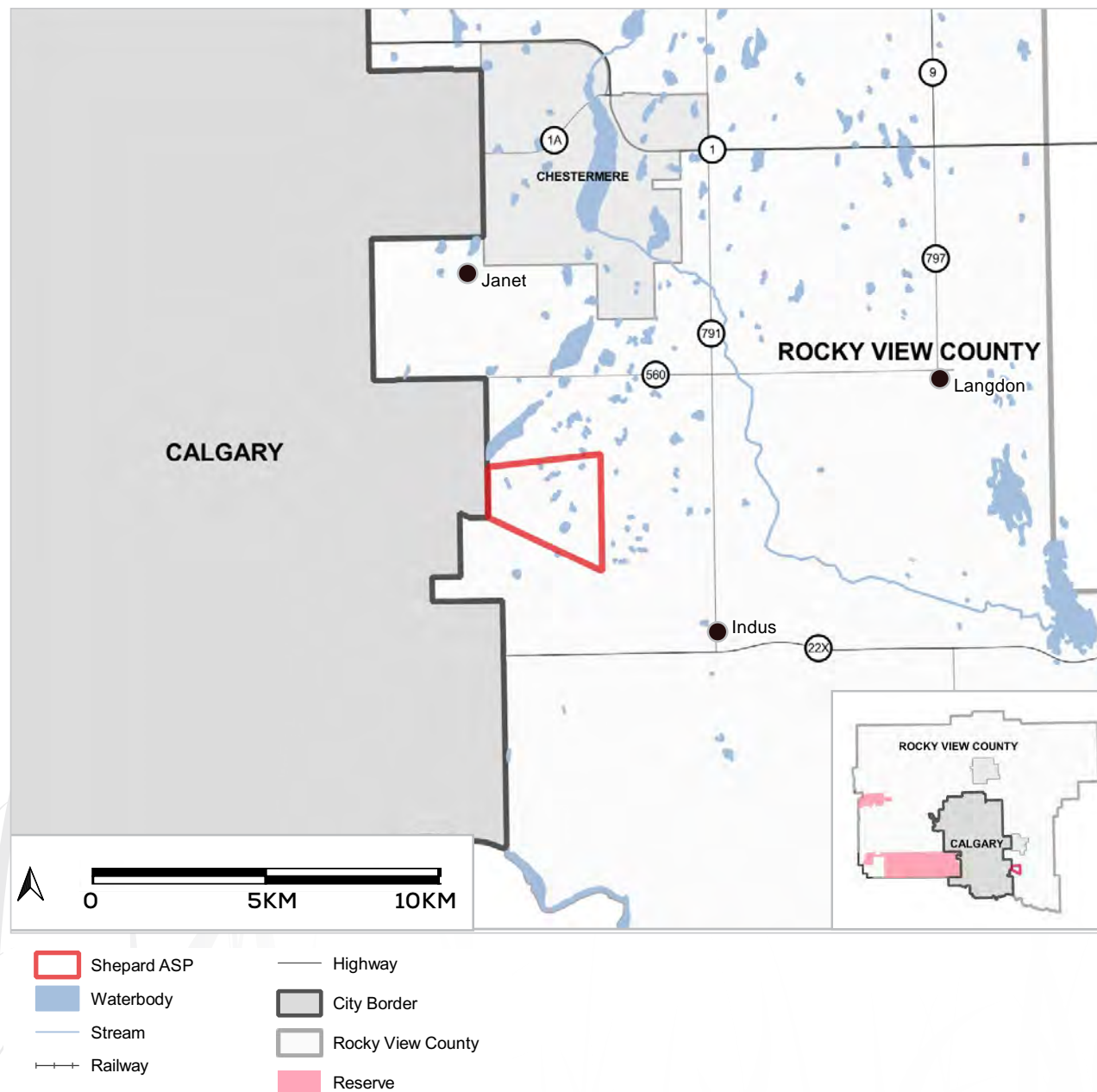
Index	Quarter Section Reference	Area (hectares)	Area (acres)
16	QS-NE SEC-10 TWP-023 RGE-28 MER-4	1.0	2.4
17	QS-NE SEC-10 TWP-023 RGE-28 MER-4	4.3	10.7
18	QS-NE SEC-10 TWP-023 RGE-28 MER-4	1.6	4.0
19	QS-NE SEC-10 TWP-023 RGE-28 MER-4	56.7	140.2
20	QS-SW SEC-09 TWP-023 RGE-28 MER-4	16.7	41.4
21	QS-SW SEC-09 TWP-023 RGE-28 MER-4	48.4	119.6
22	QS-NE SEC-03 TWP-023 RGE-28 MER-4	64.9	160.3
23	QS-NE SEC-03 TWP-023 RGE-28 MER-4	64.9	160.2
24	QS-NE SEC-03 TWP-023 RGE-28 MER-4	62.8	155.3
25	QS-SW SEC-16 TWP-023 RGE-28 MER-4	0.2	0.4
26	QS-SE SEC-16 TWP-023 RGE-28 MER-4	4.8	11.9
	Land Area (parcels within ASP)	753.8	1862.6
	Road Right-of-Ways	19.2	47.4
	Total ASP Area (roads and parcels):	773 hectares	1910 acres

INTRODUCTION

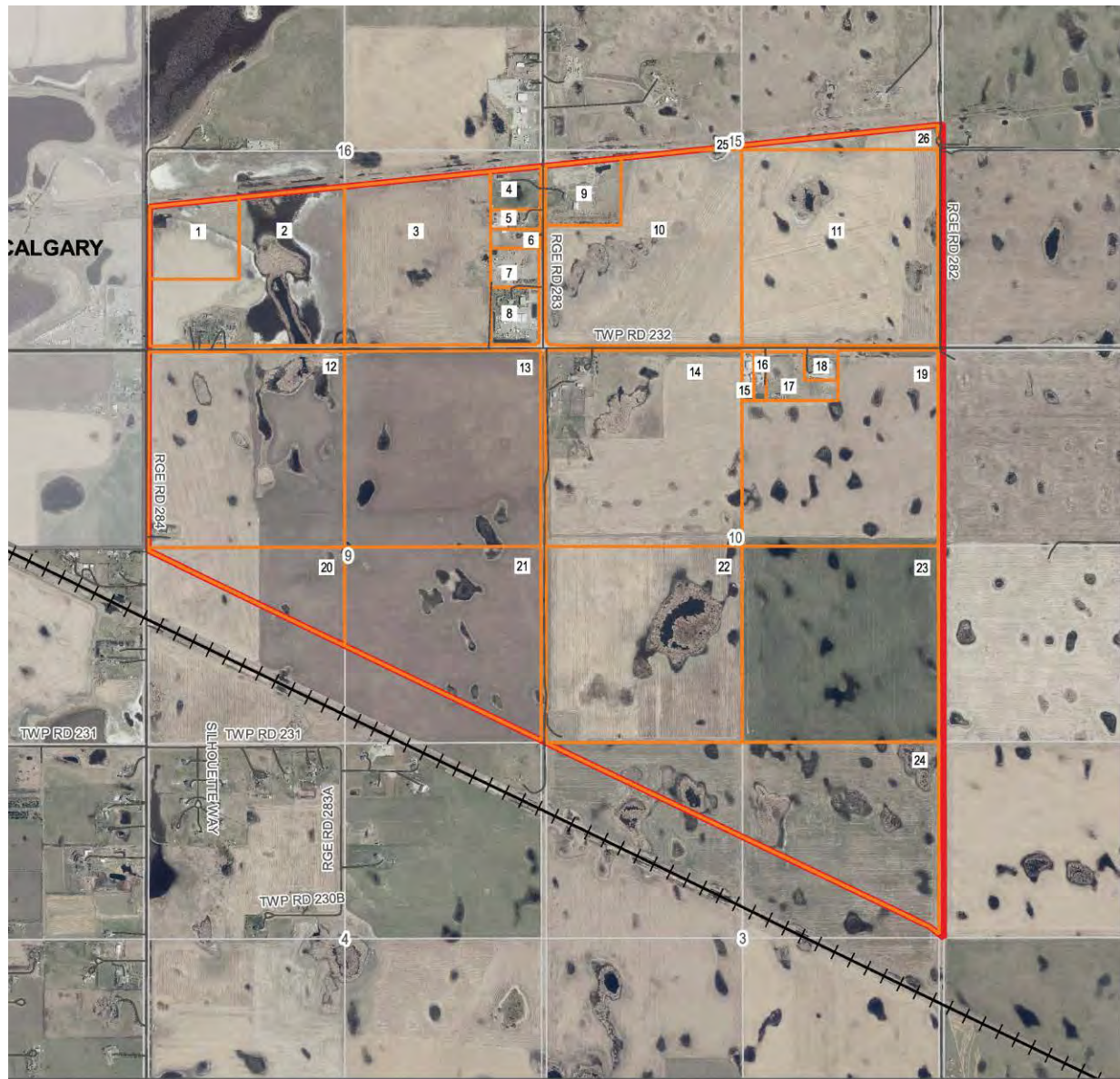
4.1 PLAN AREA MAPS

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

MAP 1 | PLAN AREA



MAP 2 | PARCELS INDEX



Shepard Industrial Parcels Index

Area structure plan Legal Parcels

0 0.5 1 1.5 km



ROCKY VIEW
COUNTY

5.0

SHEPARD CONTEXT

The Shepard Industrial ASP is situated in a prime regional location, well connected to the region's major infrastructure and assets. The Plan area is bordered on the west by the City of Calgary and is approximately 1.5 kilometres to the Stoney Trail Ring Road. Future access to Stoney Trail will be from Township Road 232 (114th Ave in the City) that runs east-west through the ASP area and will require upgrades to accommodate future development. North-south transportation access is via Range Road 283 in the centre north of the Plan area. On the east side of the Plan area an undeveloped right-of-way for Range Road 282 exists if a future road is required.

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

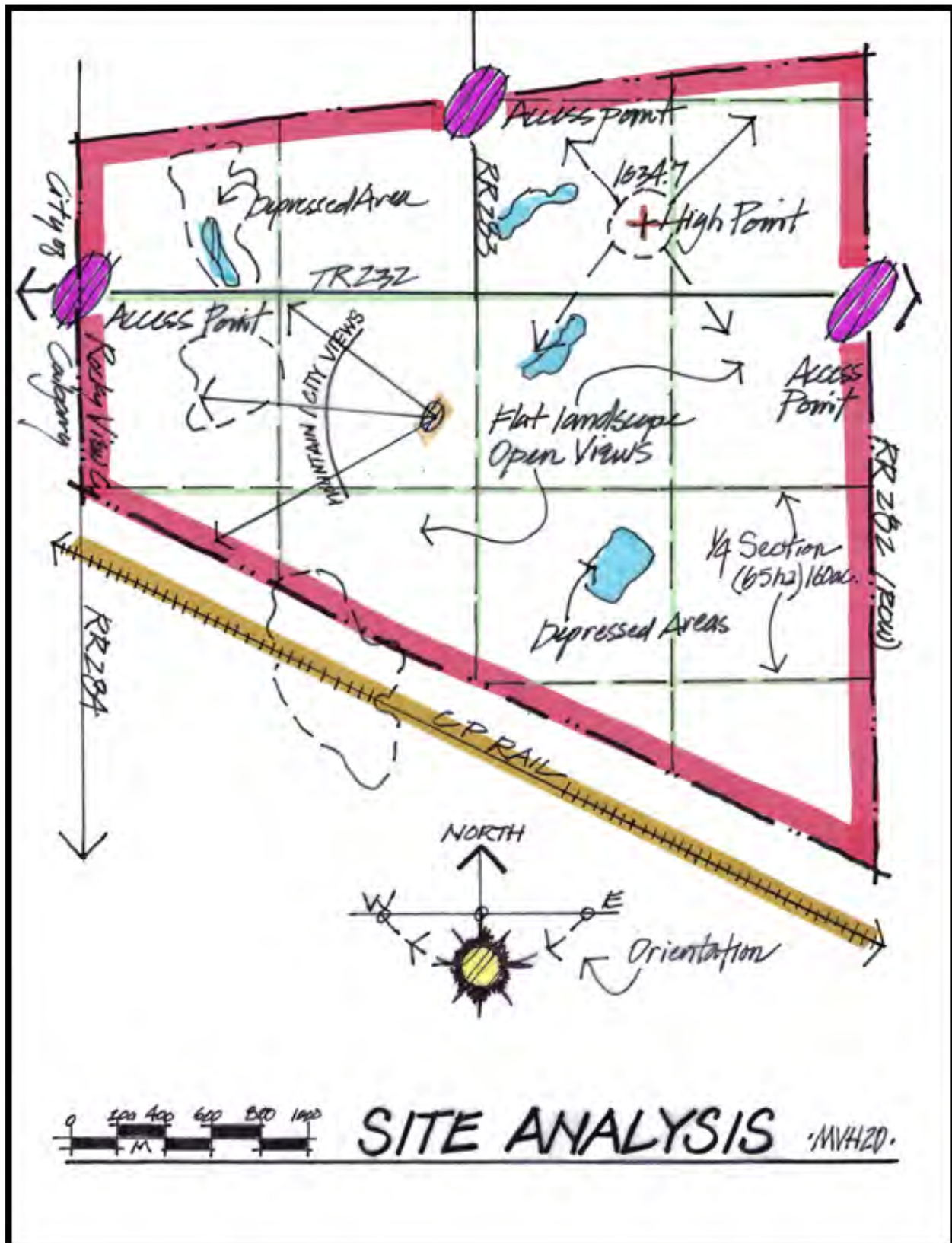
The Plan area's north boundary is a major electricity transmission corridor that is also aligned with an abandoned CP railway right-of-way.

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

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

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

MAP 3 | SITE ANALYSIS

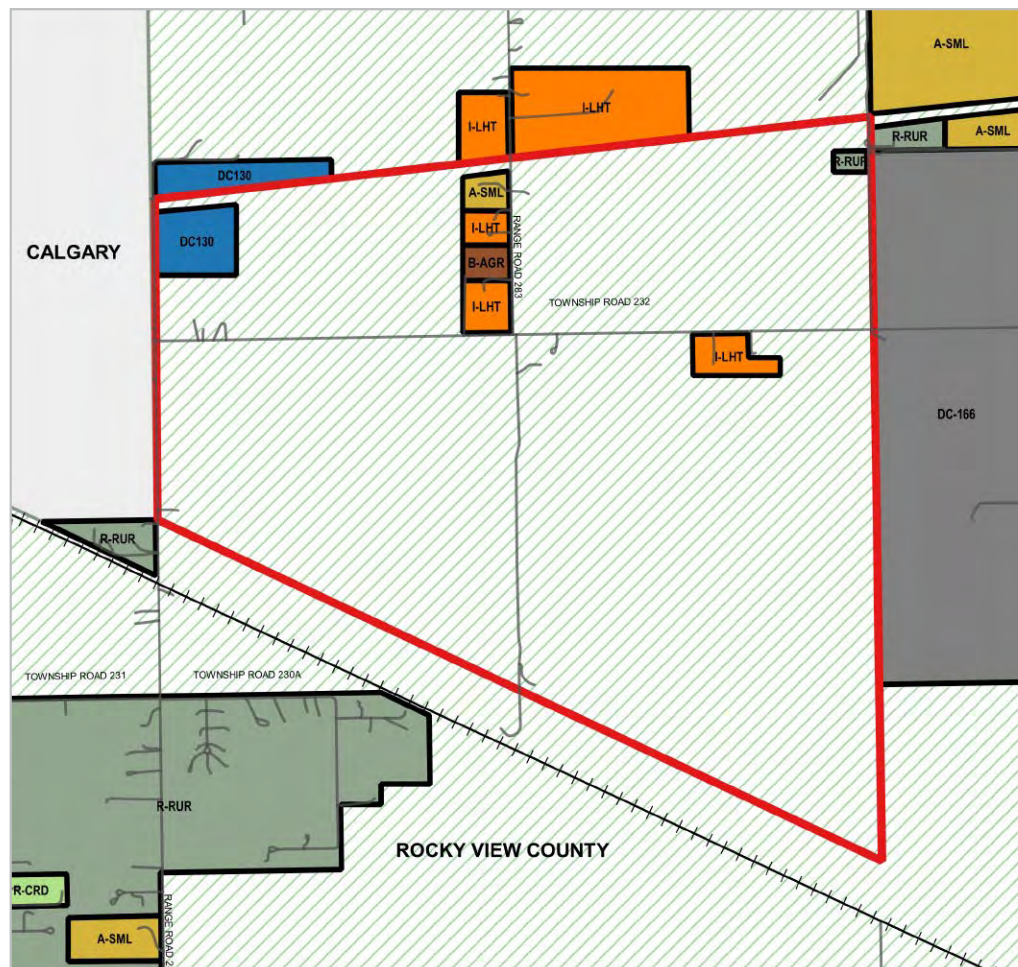


INTRODUCTION

5.1 EXISTING LAND USE

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

MAP 4 | EXISTING LAND USE DISTRICTS (ZONING)



0 0.5 1 1.5 km
1:25,000

LEGEND

 Area structure plan

Shepard Existing Zoning Area

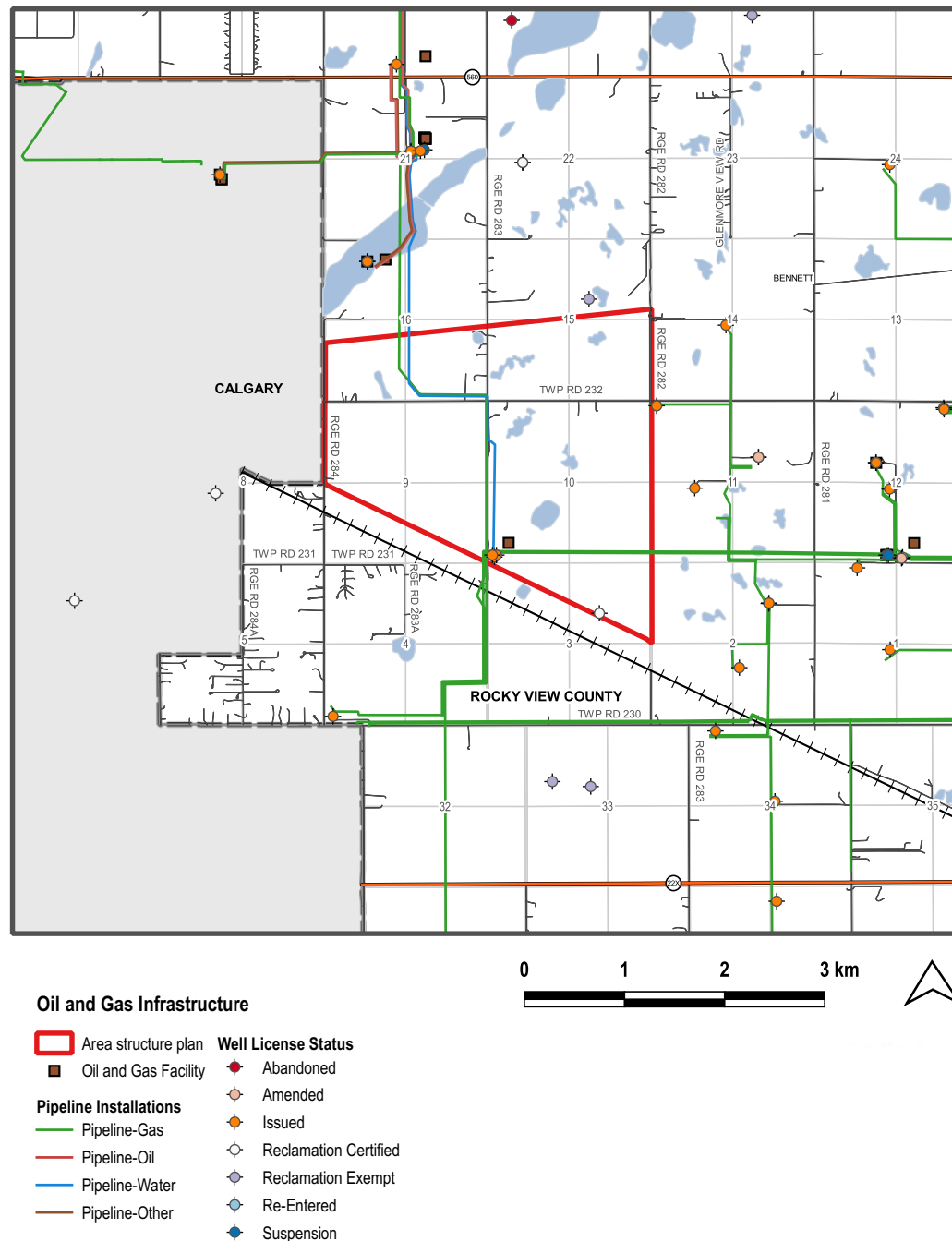
- A-SML, Agriculture, Small Parcel District
- B-AGR, Business, Agriculture District
- B-LWK, Business, Live-Work District
- DC-130, Direct Control Bylaw
- DC-166, Direct Control Bylaw

- I-LHT, Industrial, Light District
- R-CRD, Residential, Country Residential District
- R-RUR, Residential, Rural District
- A-Gen, Agricultural, General District

5.2 OIL AND GAS FACILITIES

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

MAP 5 | OIL AND GAS FACILITIES



INTRODUCTION

5.3 POLICY DIRECTION FROM OTHER PLANS

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

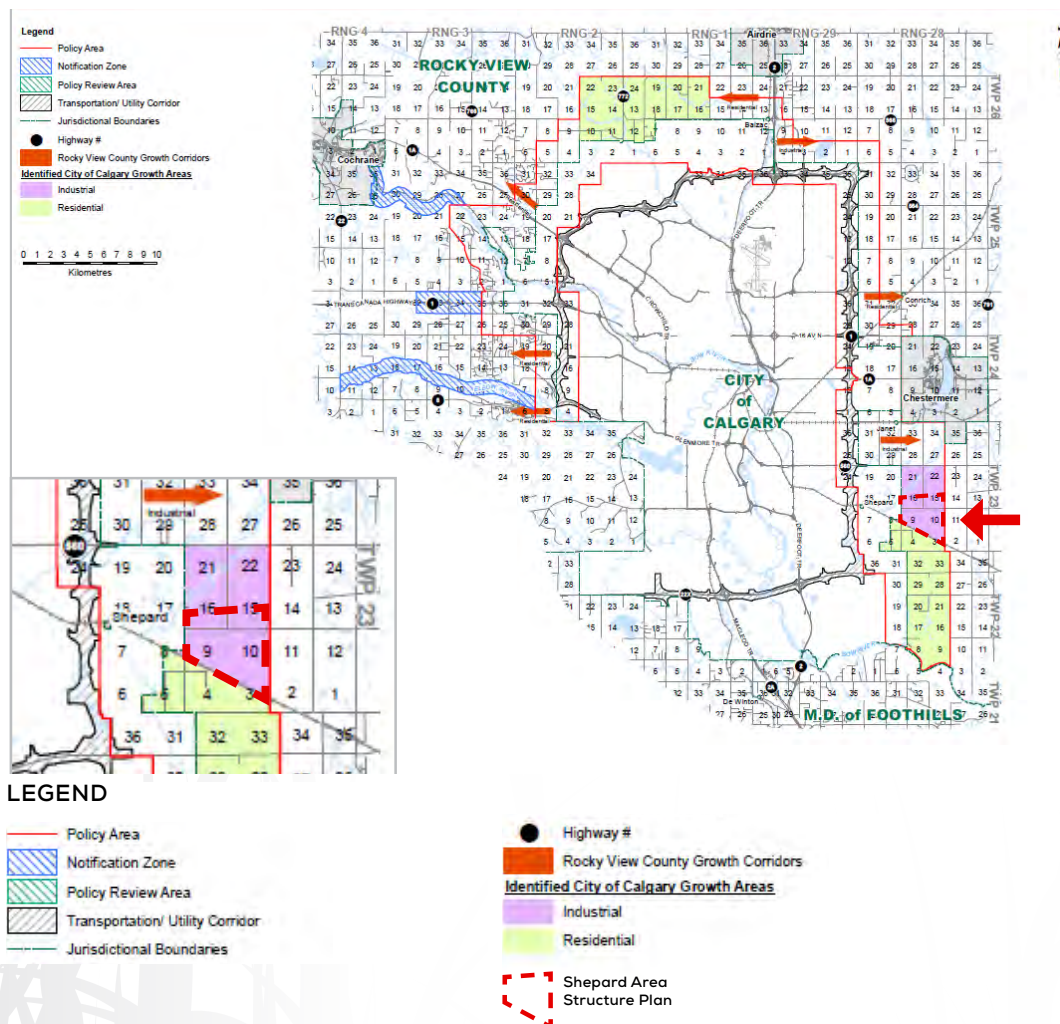
CALGARY METROPOLITAN REGION BOARD - INTERIM GROWTH PLAN (IGP)

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

CALGARY – ROCKY VIEW COUNTY INTERMUNICIPAL DEVELOPMENT PLAN (IDP)

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

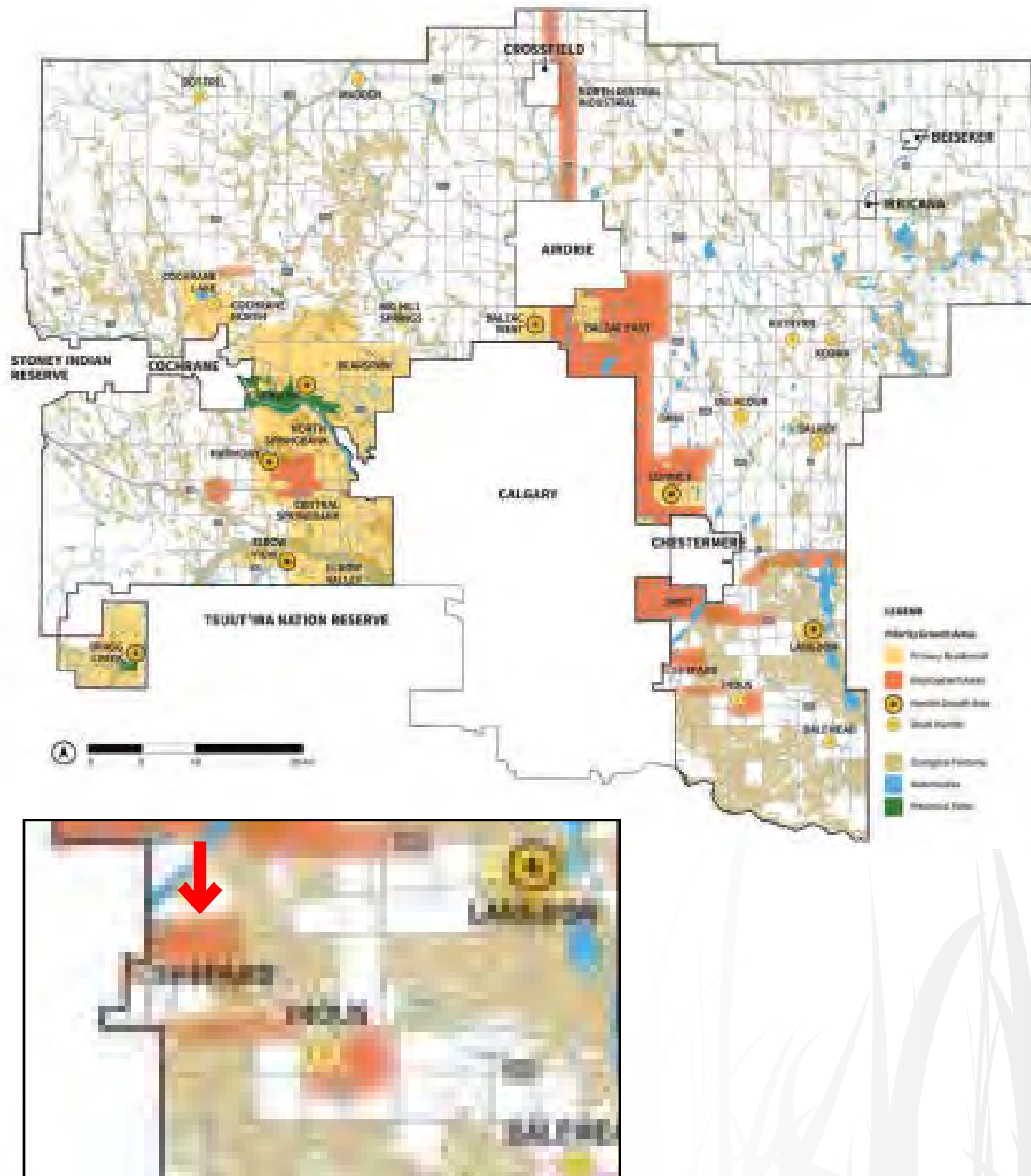
FIGURE 2 | COUNTY-CITY IDP GROWTH AREAS



ROCKY VIEW COUNTY MUNICIPAL DEVELOPMENT PLAN (MDP)

The County has a new draft MDP undergoing the final approval process. The draft MDP is guided by a Growth Concept Map (**Figure 2 in the MDP**) that visually depicts the County's future development areas, ecological features, hamlets, parks and waterbodies. MDP Figure 2 identifies the Plan area as an Employment Area (see **Figure 4: Draft MDP Growth Concept Map**)

FIGURE 3 | DRAFT MDP GROWTH CONCEPT MAP



INTRODUCTION

The MDP describes "Employment Areas" as:

“ These areas primarily contain commercial and industrial land uses and serve as major areas of employment in the County. Development will continue in existing growth areas, with new growth added in suitable locations to fulfill market demand. Most large scale industrial and commercial development will be directed to these areas. ”



ROCKY VIEW COUNTY - COUNTY PLAN

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



COMMERCIAL AND INDUSTRIAL DESIGN GUIDELINES (ROCKY VIEW COUNTY)

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

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

PLAN POLICIES: LAND USE



6.0

LAND USE STRATEGY

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

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

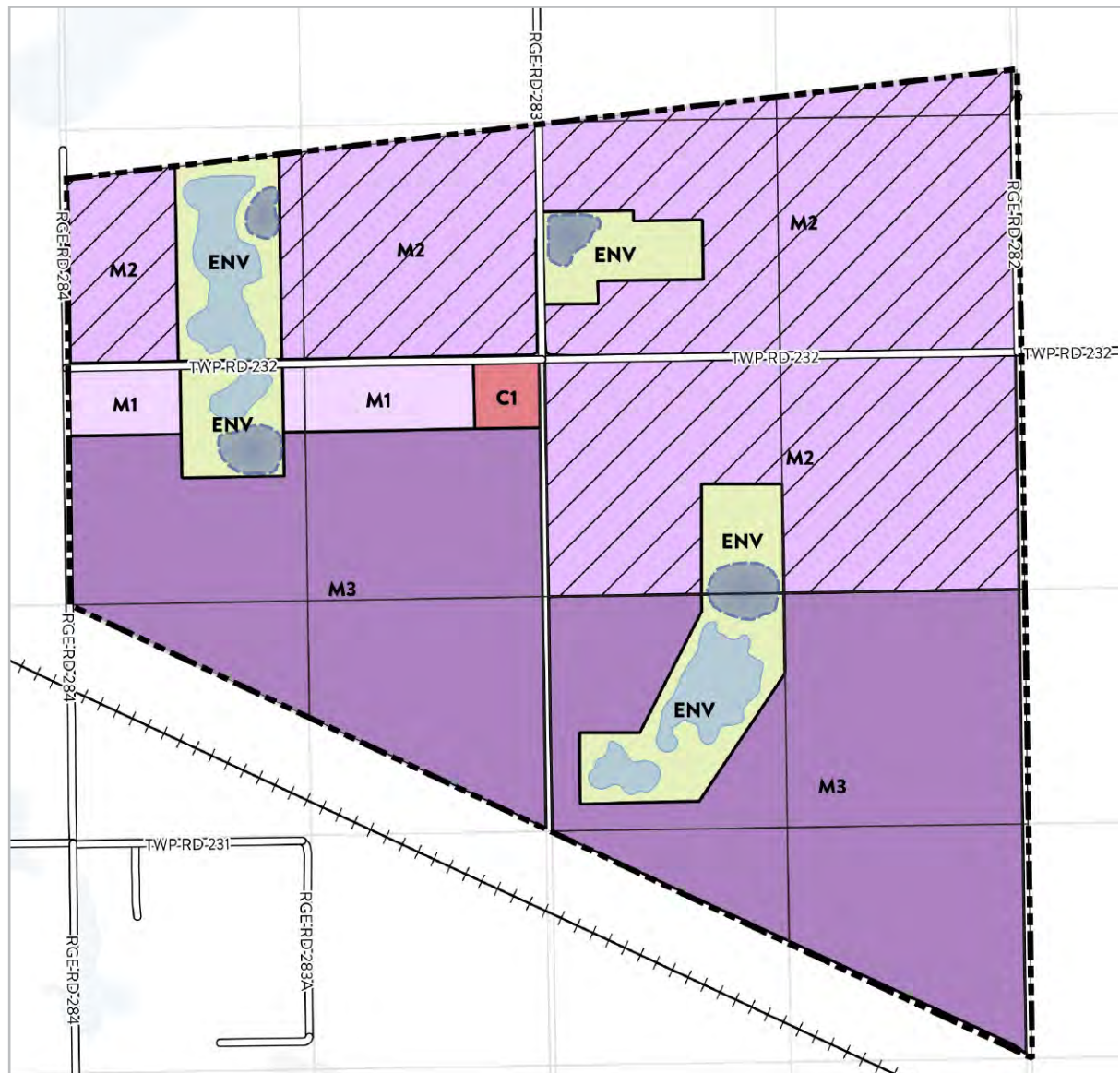
Land Use Type	Potential District(s)	Area (hectares)	Area (acres)	%
Commercial	C-HWY	5	13	1
Medium Lot Industrial	I-LHT or I-HVY	23	57	3
Flex Lots	I-LHT or I-HVY	338	835	44
Large Lot Industrial	I-HVY	317	783	41
Stormwater & Reserves	S-PUB or S-PRK	90	222	11
	Total	773	1910	100%

6.1 DEVELOPMENT FRAMEWORK

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

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

MAP 6 | LAND USE CONCEPT



LEGEND

	Shepard ASP Boundary	Land Use	
	Existing Roads		Commercial
	Railway		Environmental / Stormwater
	Quarter Sections		Medium Lot Industrial
	Approximate Storm Ponds		Flex Lots
	Existing Wetlands		Large Lot Industrial

PLAN POLICIES: LAND USE

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

3. Three Major Development Areas: The Shepard Industrial area is envisioned as three major development areas as shown on **Map 6: Land Use Concept**:

- i. **The North Area** which is north of Township Road 232, which will consist of medium-sized industrial lots.
- ii. **The Southeast Area** is located south of Township Road 232 and east of Range Road 283, which will consist of medium and large industrial lots.
- iii. **The Southwest Area** is located south of Township Road 232 and west of Range Road 283, which will consist of small lots and a relatively small commercial block on the south side of Township Road 3232 west of RR 283 as well as large industrial lots further south.

The Phasing of development will respond to several factors including:

- i. Road access;
- ii. Servicing access (from the east);
- iii. Land acquisition size and location requirements (e.g., adjacent to Township Road 232, or large site adjoining CP Rail) ;
- iv. Specific site planning requirements and buffers; and
- v. Other factors.

4. Flexible Lot Configurations and Development: The future industrial market is impossible to predict. The current industrial market demand in the Calgary region absorbs approximately 3 million square feet (280,000 m²) of industrial land each year. Lots vary from 2 to 6 acres (0.8 ha – 2.4 ha) with increments of those up to 100 acres depending on the potential developer and associated tenant needs. Therefore, it is practical to provide a general configuration of 20 acre (8 ha) lots that can be either subdivided further into small lots or consolidated into bigger lots depending on future market demand.

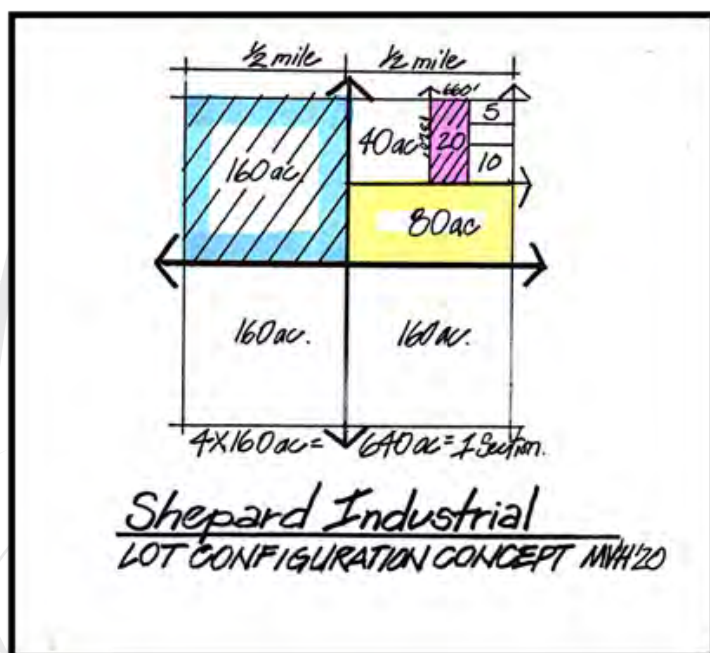


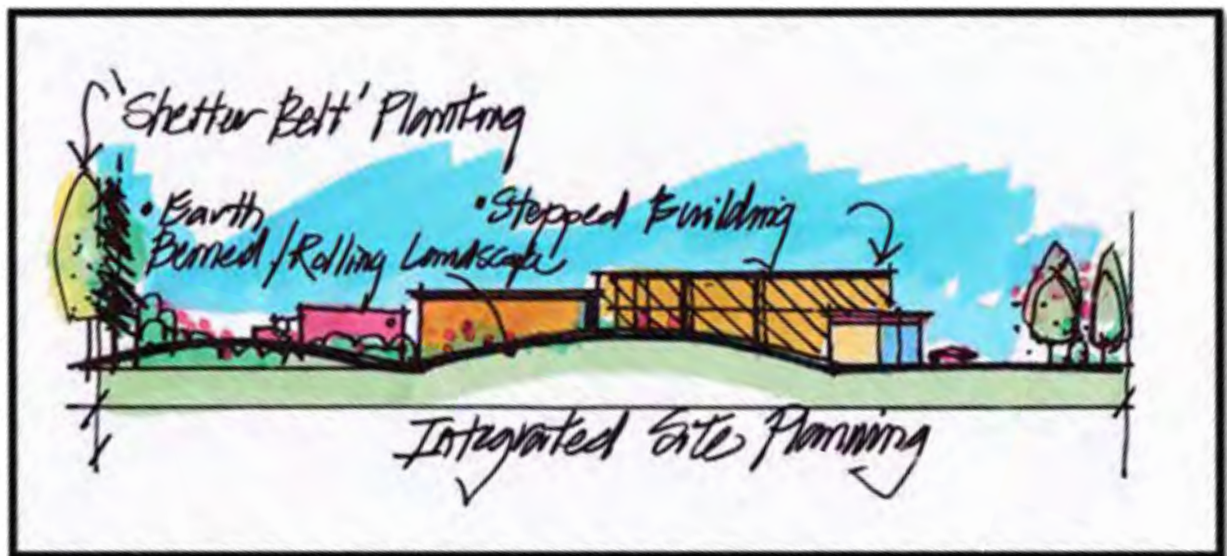
FIGURE 4 | LOT CONFIGURATION CONCEPT

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

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

PLAN POLICIES: LAND USE

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

FIGURE 5 | INTEGRATED SITE PLANNING

7.0

INDUSTRIAL - LIGHT & MEDIUM

OVERVIEW

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

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

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

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

OBJECTIVES

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

7.1 POLICIES

- 7.1.1 The following policies apply to those areas identified on **Map 6: Land Use Concept** as "Industrial".
- 7.1.2 Medium-sized industrial lots (20-60 acres) should be generally directed to areas identified on **Map 6: Land Use Concept** as "Industrial – Medium Lot".
- 7.1.3 Large-sized industrial lots (>60 acres) should be generally directed to areas identified on **Map 6: Land Use Concept** as "Industrial – Large Lot".
- 7.1.4 Development of industrial uses should proceed in an orderly and logical manner supported by full servicing and infrastructure.

PLAN POLICIES: LAND USE

- 7.1.5 Industrial uses such as distribution logistics, warehousing, transportation, industrial services, construction, manufacturing, services (business, petroleum, professional, scientific, and technical), and industrial storage are appropriate within all industrial areas identified on **Map 6: Land Use Concept**.
- 7.1.6 Limited small scale commercial uses to serve the development may be permitted at the discretion of the County within identified industrial areas.
- 7.1.7 All private lighting, including security and parking area lighting, shall be designed according to the County's 'dark sky' Land Use Bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.

7.2 DESIGN REQUIREMENTS

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

FIGURE 6 | STREETSCAPE EXAMPLE



8.0

INDUSTRIAL - HEAVY

OVERVIEW

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

OBJECTIVES

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

8.1 POLICIES

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

9.0

COMMERCIAL

OVERVIEW

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

OBJECTIVES

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

9.1 POLICIES

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

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

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

9.2 DESIGN GUIDELINES

- 9.2.1 Parking should be generally located in parking areas or 'courts' that are landscaped in front or to the side of the buildings.
- 9.2.2 Developments shall create pedestrian connections in parking lots to make it safer for pedestrians.



Local-Scaled Rural Commercial Development to support the Industrial uses

10.0

DEVELOPMENT IN PROXIMITY TO RAILWAYS

OVERVIEW

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

OBJECTIVES

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

10.1 POLICIES

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

11.0

INTERFACE AREAS & TRANSITIONS

11.1 AGRICULTURE INTERFACE

OVERVIEW

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

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

OBJECTIVES

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

POLICIES

- 11.1.1 All developments shall comply with the Agricultural Boundary Design Guidelines where possible.
- 11.1.2 Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of the Plan boundary shall incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.
- 11.1.3 Agricultural buffering techniques may include a combination of the following:
 - a. barrier fencing to prevent access;
 - b. vegetated berms;
 - c. community agriculture plots;
 - d. stormwater management facilities;
 - e. ecological / vegetative buffers;
 - f. use of topographic barriers such as slopes, roads, watercourses or wetlands; and
 - g. increased setbacks for housing and other buildings.
- 11.1.4 Public access such as trails, pathways, and parks should be discouraged adjacent to agricultural lands unless supported by the open space and pathway plan (**Map 8: Transportation & Mobility Network**).

11.2 INTERMUNICIPAL INTERFACE

OVERVIEW

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

OBJECTIVES

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

POLICIES

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



GATEWAYS

OVERVIEW

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

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

OBJECTIVES

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

12.1 POLICIES

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

12.2 DESIGN GUIDELINES

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

SECONDARY GATEWAYS

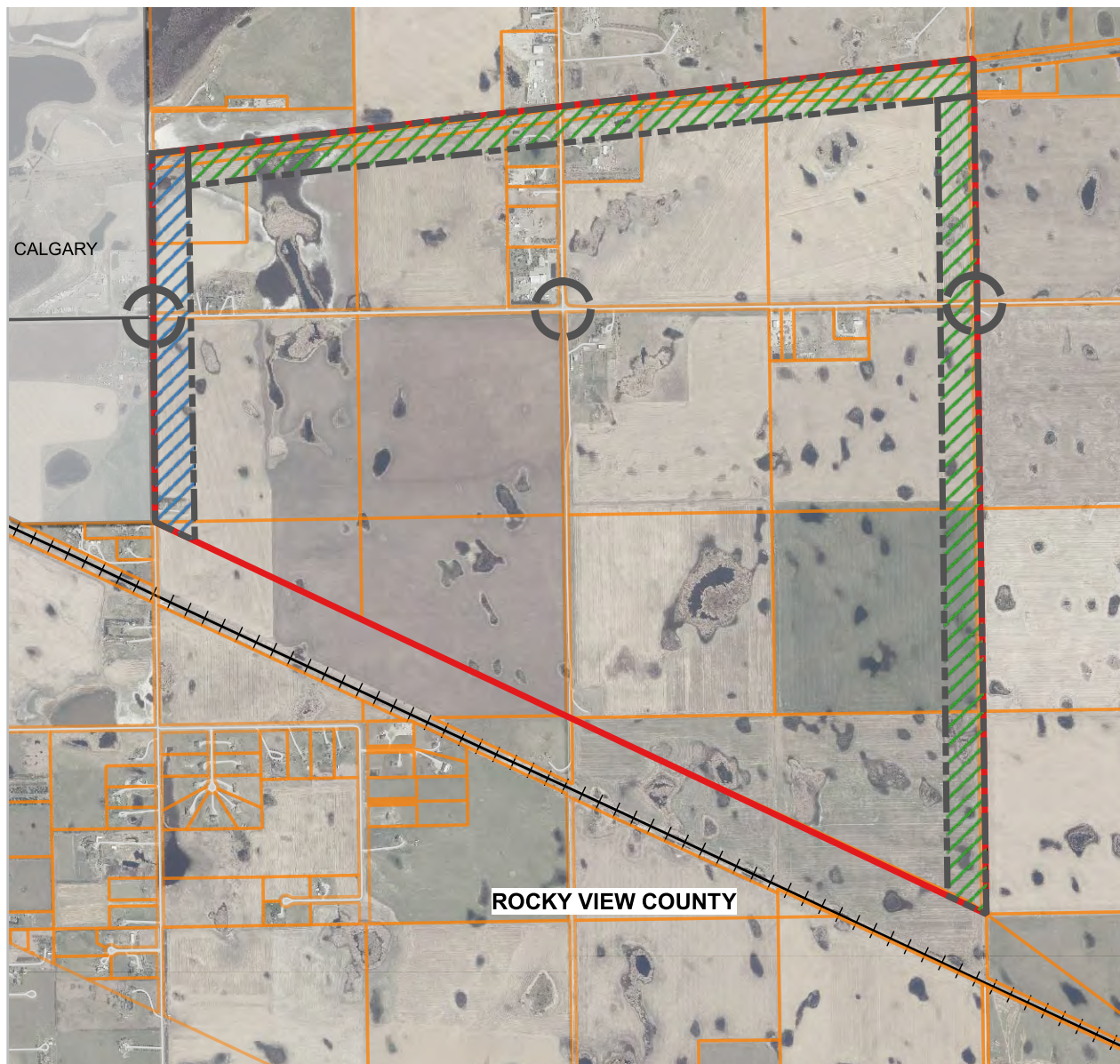
Secondary gateways are those entrances distinct to the character areas that may include the intersection of Township Road 232 and Range Road 283 – both on the north and south side of Township Road 232. Monument signage should be provided in accordance with local regulations, secondary to the primary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

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



Potential Gateway Branding for Shepard Industrial Park

MAP 7 | INTERFACES AND GATEWAYS








0 0.5 1 1.5 km



1:25,000

LEGEND

-  Area structure plan
-  Legal Parcels
-  Calgary-county interface
-  Industrial-rural/agricultural interface
-  Intersection

PLAN POLICIES: OPEN SPACE & ENVIRONMENT





13.0

PARKS & ENVIRONMENTALLY SENSITIVE AREAS

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

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

TECHNICAL SITE ASSESSMENT - ENVIRONMENTAL SCREENING REPORT

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

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

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

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

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

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

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

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

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

TECHNICAL SITE ASSESSMENT - HISTORICAL RESOURCES

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

October 2020)

OBJECTIVES

- Promote, conserve, and enhance an interconnected open space system.
- Ensure that open space and parks have an ecological, social, cultural, recreational, and / or aesthetic function and that each space operates in a sustainable manner.
- Provide for an interconnected regional and local network of pathway and trail connections.
- Provide opportunities for passive recreation and alternative transportation modes within industrial and business areas.
- Provide for the enhancement of wetlands and wetland values.
- Ensure wetlands are assessed through the local plan preparation process.

POLICIES

13.1 OPEN SPACE AND TRAILS

- 13.1.1 An interconnected system of open space shall be provided in the Plan area that is in general accordance with **Map 8: Transportation & Mobility Network**.
- 13.1.2 Open space shall be provided through such means as:
- the dedication of reserve lands, environmental reserves, and public utility lots;
 - the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;
 - government lands for public use;
 - privately owned land that is accessible to the public;
 - publicly owned stormwater conveyance systems;
 - land purchases, endowment funds, land swaps, and donations; and/or
 - other mechanisms as may be approved by the County.
- 13.1.3 Open space shall be planned and integrated into the Plan area so that the function of each space will provide a positive and safe social, cultural, and/or recreational experience for the community.
- 13.1.4 Open space shall have an ecological, social, cultural, recreational, and/or aesthetic function that is sustainable.

Parks, Pathways, Trails, and Sidewalks

PLAN POLICIES: OPEN SPACE & ENVIRONMENT

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

13.2 WETLANDS

- 13.2.1 Wetland protection shall be guided by County and Provincial Policy.
- 13.2.3 The County shall require the use of the Provincial system to determine wetland classification and relative wetland value.
- 13.2.3 Local plans shall identify the classification and value of wetlands within the local plan area boundary. This shall be done as part of a wetland assessment, to be provided at the local plan preparation stage.
- 13.2.4 Local plans shall determine, through consultation with the Province, whether wetlands are Crown owned land.
- 13.2.5 Wetlands, not claimed by the Crown, that have a high relative value should be dedicated as environmental reserve, environmental reserve easement, or enhanced as storm water management areas.
- 13.2.7 Where wetlands are not retained, developers shall provide for appropriate replacement, in accordance with Provincial policy.

13.3 RIPARIAN AREAS

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

14.0

RESERVES

OVERVIEW

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

OBJECTIVES

- Provide for the dedication of reserves to meet the educational, recreational, cultural, social, and other community service needs of the community.
- Provide for the taking of money in place of land for municipal reserve, school reserve, or municipal school reserve.
- Provide direction on the timing of reserve dedication.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve or environmental reserve easements.

14.1 POLICIES

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

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

14.2 POLICIES

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



15.0

AGRICULTURE

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

OBJECTIVES

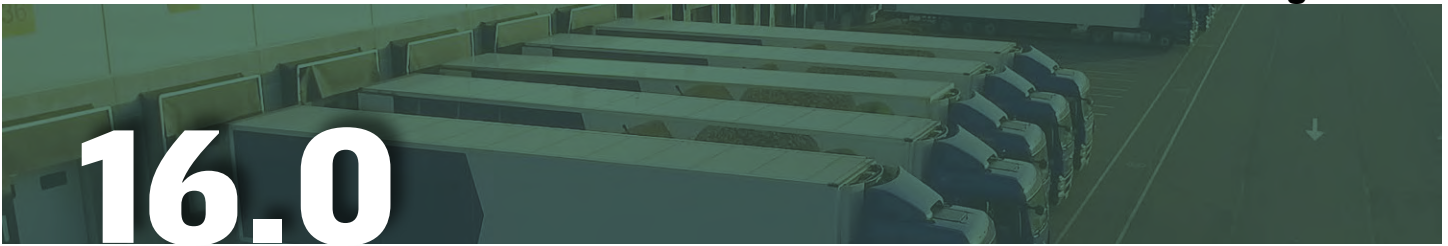
- Support agricultural operations until alternative forms of development are determined to be appropriate
- Provide for appropriate development of farmsteads and first parcels out.

15.1 POLICIES

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

PLAN POLICIES: MOBILITY, TRANSPORTATION & INFRASTRUCTURE





TRANSPORTATION

OVERVIEW

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

TECHNICAL SITE ASSESSMENT

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

OBJECTIVES

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



MAP 8 | TRANSPORTATION & MOBILITY NETWORK



LEGEND

- | | |
|-------------------------|--------------------------------|
| Shephard ASP Boundary | C1 Commercial |
| Existing Roads | ENV Environmental / Stormwater |
| Railway | M1 Medium Lot Industrial |
| Road Network | M2 Flex Lots |
| Trails | M3 Large Lot Industrial |
| Quarter Sections | |
| Approximate Storm Ponds | |
| Existing Wetlands | |

PLAN POLICIES: MOBILITY, TRANSPORTATION & INFRASTRUCTURE

POLICIES

16.1 GENERAL

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

16.2 LOCAL TRANSPORTATION NETWORK - GENERAL

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

16.3 LOCAL ROADS - INDUSTRIAL AND COMMERCIAL

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

17.0

UTILITY SERVICES

OVERVIEW

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

TECHNICAL SITE ASSESSMENT - WATER

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

TECHNICAL SITE ASSESSMENT - SANITARY SEWER

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

OBJECTIVES

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

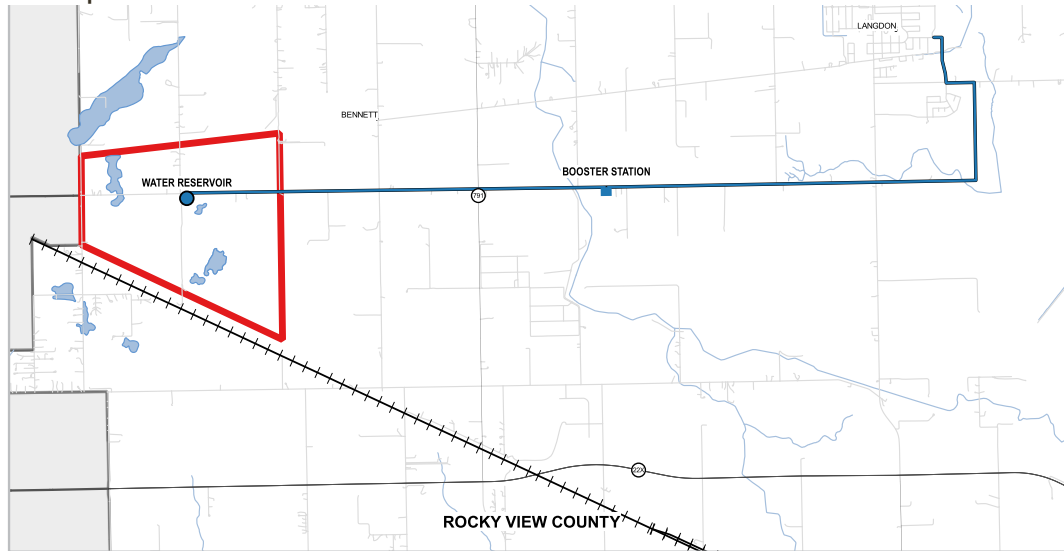
POLICIES

17.1 UTILITY LOCATION

- 17.1.1 Utility service development should support an orderly, logical, and sequential pattern of development.
- 17.1.2 The provision, alignment, and capacity of the water distribution system shall be in general accordance with **Map 9: Water Network**.
- 17.1.3 The provision, alignment, and capacity of the sanitary sewer system shall be in general accordance with **Map 10: Wastewater Network**.
- 17.1.4 The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the local plan stage to the mutual satisfaction of the County, the developer, and the utility companies.
- 17.1.5 Utility rights-of-way and easements shall be provided to accommodate County utilities and shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.



MAP 9 | WATER NETWORK



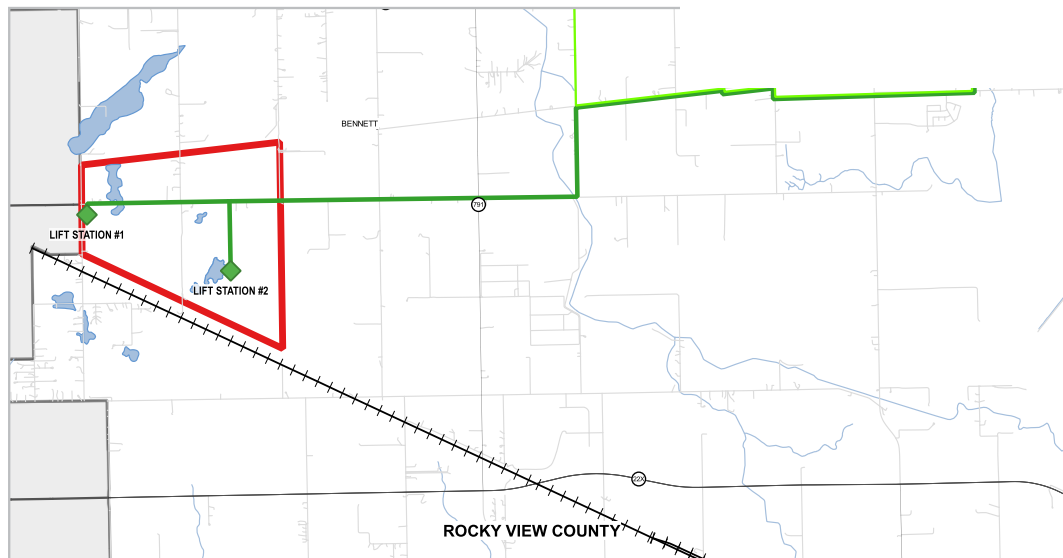
- Shepard area structure plan
- Water reservoir (proposed location)
- Water transmission main
- Booster station (proposed location)



0 2.5 5 km
1:75,000

MAP 9: WATER NETWORK
SHEPARD AREA STRUCTURE PLAN

MAP 10 | WASTEWATER NETWORK



- Shepard area structure plan
- Water reservoir (proposed location)
- Water transmission main
- Booster station (proposed location)



0 2.5 5 km
1:75,000

MAP 10: SANITARY NETWORK
SHEPARD AREA STRUCTURE PLAN

PLAN POLICIES: MOBILITY, TRANSPORTATION & INFRASTRUCTURE**17.2 WATER**

- 17.2.1 All new development shall connect to the County's potable water system once available.
- 17.2.2 Notwithstanding policy 18.2.1 (above) developments may be permitted to provide individual potable water solutions on a temporary basis in accordance with County policy if the following conditions are met:
- a. The County's potable water system is not yet available to the site;
 - a. The developer enters into a deferred services agreement and connects to services when available;
 - a. The developer agrees that no compensation will be provided to the developer for the costs incurred for the construction of the temporary servicing solution.
 - a. The proposed temporary solution meets provincial regulations; and
 - a. The development is not a heavy water user.
- 17.2.3 A Water Use Assessment conforming to the Shepard Potable Water Network Plan shall be required with local plan preparation, subdivision applications, and / or development permit applications to determine water demand and infrastructure required to meet that demand.
- 17.2.4 Development and buildings relying on potable water provided by the Langdon Waterworks utility system shall use low flow fixtures and appliances.
- 17.2.5 The County encourages the reduction and reuse of water in accordance with provincial laws and regulations.
- 17.2.6 The costs to service the ASP should be shared by all benefitting.

17.3 WASTEWATER

- 17.3.1 All new development shall be required to connect to the County's wastewater system once available.
- 17.3.2 Notwithstanding policy 18.3.1 (above) developments may be permitted to provide individual wastewater solutions on a temporary basis in accordance with County policy if the following conditions are met:
- a. The County's wastewater system is not yet available to the site;
 - a. The developer enters into a deferred services agreement and connects to services when available;
 - b. The developer agrees that no compensation will be provided to the developer for the costs incurred for the construction of the temporary servicing solution.
 - c. The proposed temporary solution meets provincial regulations; and
 - d. The development is not a heavy wastewater user.
- 17.3.2 A Wastewater Servicing Study conforming to the Shepard Wastewater Servicing Plan shall be required with local plan preparation, subdivision applications, and / or development permit applications to determine wastewater demand and infrastructure required to meet that demand.
- 17.3.3 Sump pumps and stormwater drainage systems shall not be connected to the wastewater system.

17.4 SHALLOW UTILITIES

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

17.5 EMERGENCY SERVICE INFRASTRUCTURE

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

18.0

STORMWATER

TECHNICAL SITE ASSESSMENT

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

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

POLICIES

18.1 LOCAL STORMWATER MANAGEMENT

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

PLAN POLICIES: MOBILITY, TRANSPORTATION & INFRASTRUCTURE

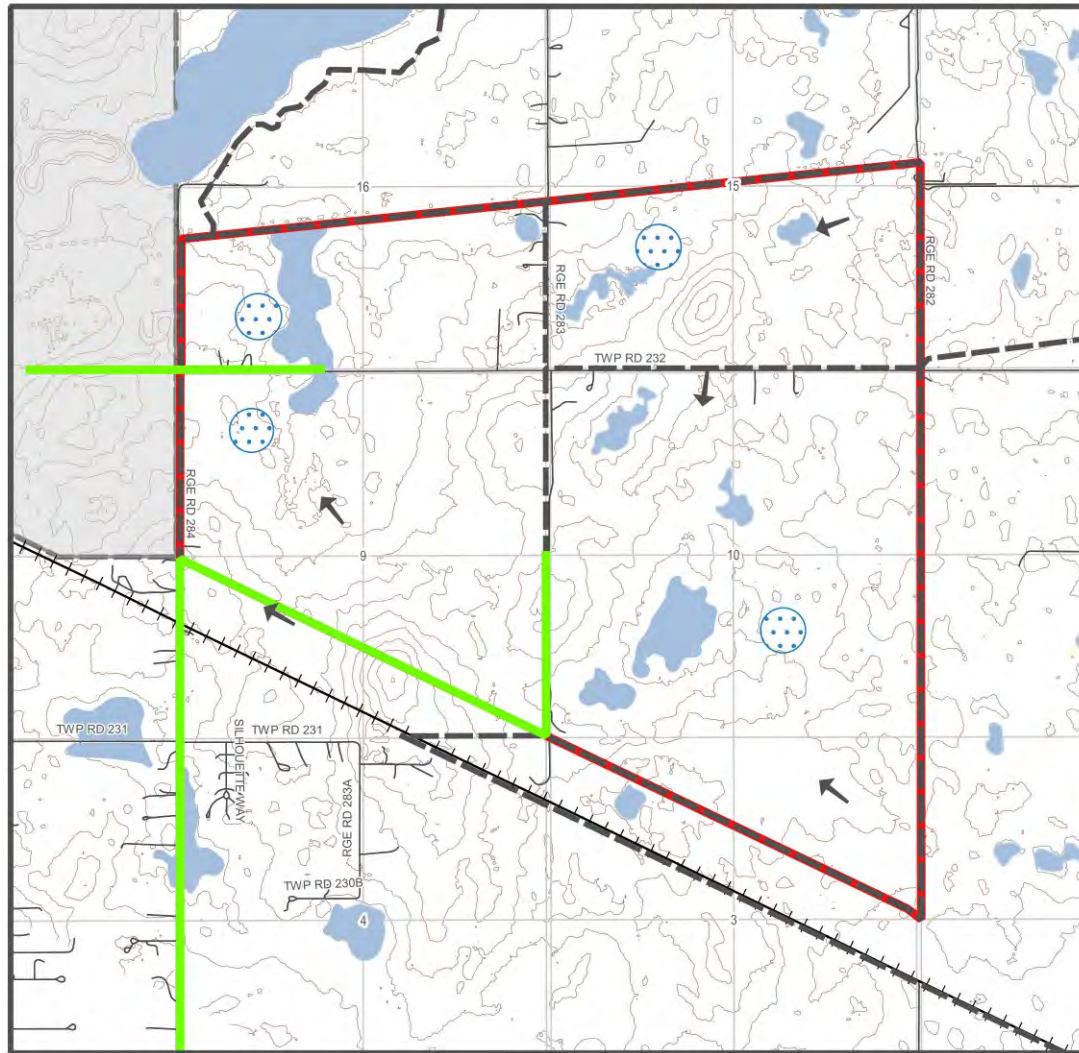
- 18.1.3 Stormwater shall be conveyed downstream in a manner that protects downstream properties.
- 18.1.4 Where required, proponents of new development shall identify and secure, in consultation with the County, the downstream stormwater conveyance system.
- 18.1.5 Stormwater conveyance systems must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

18.2 STANDARDS AND DESIGN

- 18.2.1 Stormwater infrastructure shall be constructed, operated, and maintained in accordance with the County Servicing Standards, County Policy, and Provincial regulations. The stormwater management system should be designed to:
 - a. operate on a gravity basis;
 - b. wherever possible, use the stormwater drainage conveyance system, as generally shown on **Map 11: Stormwater Management Plan**;
 - c. accommodate stormwater flows from adjacent transportation networks;
 - d. preserve the value of existing wetlands; and
 - e. conform to an urban standard where a curb and gutter transportation system is provided.
- 18.2.2 Stormwater conveyance alignments and ponds are shown conceptually on **Map 11: Stormwater Management Plan**. Alternate and more cost effective alignments may be considered at the local plan stage if it can be shown that the impact on wetlands within the identified conveyance system is reduced through the use of an alternative alignment.



MAP 11 | STORMWATER MANAGEMENT PLAN



Shepard Industrial Stormwater Management

- Area structure plan
- Proposed pond
- Proposed storm trunk
- Drainage boundary
- Overland drainage
- Contours (2 meters)





19.0

SOLID WASTE & RECYCLING

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

OBJECTIVES

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

19.1 POLICIES

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

20.0

EMERGENCY SERVICES

OVERVIEW

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

OBJECTIVES

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

20.1 POLICIES

- 20.1.1 In association with County Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to meet current needs, as well as future needs, based on projected population growth and demographic change in the Plan area.
- 20.1.2 Policing will be provided by the RCMP as per the Provincial Police Service Agreement, until such time as another policing solution is required or sought out.
- 20.1.3 All industrial and commercial buildings should provide fire suppression systems and they shall be in compliance with the County's Fire Suppression Bylaw and the Alberta Building Code.
- 20.1.4 Local plans shall address fire and protection response measures and on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, wildland fire protection, and fire control measures.
- 20.1.5 Crime Prevention Through Environmental Design (CPTED) features should be considered and incorporated into the design and construction of all new development, wherever possible.
- 20.1.6 The County shall collaborate with CP to develop an Emergency Response Plan to mitigate any risks related to railway lands and train movements.

PLAN POLICIES: MOBILITY, TRANSPORTATION & INFRASTRUCTURE



21.0

OIL AND GAS

Oil and gas facilities, infrastructure, and operations are industrial land uses that have the potential to affect public safety, quality of life, and the natural environment. The co-existence of these oil and gas activities with other forms of development in the Shepard area is an important consideration in the area's development. **Map 5: Oil and Gas** Facilities identifies the locations of gas lines and operating and abandoned oil and gas wells within the Plan area.

OBJECTIVES

- Ensure appropriate and safe land development in relationship to petroleum facilities and wells.
- Allow for the continued safe operation of petroleum facilities and wells.

21.1 GENERAL POLICIES

- 21.1.1 Applicants proposing to develop land in the vicinity of petroleum facilities and wells shall adhere to the setback requirements and policies of this Plan, and the Directives and Bulletins of the Alberta Energy Regulator.
- 21.1.2 At the time of subdivision or development, a restrictive covenant shall be registered that prevents the construction of any building within the setback area associated with an active, suspended, or abandoned well.
- 21.1.3 As part of a local plan preparation process, applicants shall obtain a Land Development Information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines (abandoned and operating) in the local plan area. In addition, the applicant must determine if an Emergency Planning Zone has been established around a sour gas facility or well.
- 21.1.4 Prior to the preparation of a local plan to develop lands within 1.5 km of a petroleum facility that is situated within an Emergency Planning Zone, the developer shall consult with the County and the operator of the facility to determine how an Emergency Response Plan will be prepared, updated, or replaced.
- 21.1.5 The location, development setbacks, emergency planning zones, and emergency response planning regarding all petroleum facilities shall be identified in the local plan and included in any marketing information and other public communication materials for petroleum facilities.

21.2 ABANDONED OIL & GAS WELLS

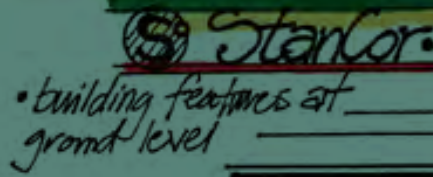
Within the Plan area there are two (2) known abandoned well sites. The following policies apply for land located in proximity to an abandoned well site.

- 21.2.1 All buildings located in proximity to an abandoned well site shall comply with the Alberta Energy Regulator setback requirements or provide a minimum building setback of 40 metres for residential development and 20 metres for all other development, whichever is greater.
- 21.2.2 Vehicular access to an abandoned well site shall:
 - a. be determined through discussion with the abandoned well licensee;
 - b. be identified in the local plan; and
 - c. be protected by easements in favour of the County at the time of subdivision or development approval.
- 21.2.3 In conjunction with the preparation of a local plan, or a subdivision, or development permit application for any parcel containing an abandoned well, the applicant shall provide:

IMPLEMENTATION



22.0



• building features at ground level

IMPLEMENTATION

The Shepard Industrial Area Structure Plan outlines the vision for the future physical development of the Plan area and provides guidance with regard to infrastructure, land use, subdivision, and development. The purpose of this Section is to describe the Plan implementation process, to provide detail on the phases of development, and to specify requirements to ensure the Area Structure Plan policies and strategies are adhered to.

OBJECTIVES

- Implement the Land Use Strategy and policies of the Shepard Industrial Area Structure Plan.
- Ensure the cost of infrastructure development is identified and provided.
- Provide for the logical phasing of development.
- Implement key actions to facilitate development, provide guidance to local plans, and ensure a coordinated planning and implementation approach.
- Ensure local plans adhere to the vision and policies of the Plan.
- Provide for the review and amendment of the Plan as required.

22.1 LOCAL PLANS, REDESIGNATION, SUBDIVISION AND DEVELOPMENT APPLICATIONS

Local plans are to be developed within the framework provided by this Area Structure Plan. In addition to the below policies, the standard technical requirements of a conceptual scheme or master site development plan are identified in the County Plan.

- 22.1.1 Applications for redesignation, subdivision, and / or development require the concurrent or prior adoption of a local plan, unless otherwise directed by the policies of this Plan or determined by the County not to be required.
- 22.1.2 Notwithstanding Policy 27.1, applications for a Development Permit in an area where a land use has been approved prior to the adoption of this Plan do not require a local plan.
- 22.1.3 Local plans shall address and adhere to the requirements of the Shepard Industrial Area Structure Plan. In support of local plans and redesignation applications, the developer will be required to submit a rationale showing how their proposal is consistent with the vision and policies of the Shepard Industrial Area Structure Plan.

- 22.1.4 Subdivision and development applications shall address and adhere to the requirements of the local plan and the policies of the Shepard Industrial Area Structure Plan.
- 22.1.5 Where a local plan does not exist or is silent on a subject, the policies of the Shepard Industrial Area Structure Plan shall apply.
- 22.1.6 High-quality landscaping should be emphasized in all interface areas shown on **Map 7: Interfaces and Gateways**. A landscape plan shall be prepared as part of a local plan, and shall address Section 23 of this Plan, the County's Land Use Bylaw, and the County's Commercial, Office and Industrial Design Guidelines.

Local Plan - Boundaries

The boundaries of local plans should be based on the natural and physical conditions in the Plan area, as well as other factors such as the availability of servicing, parcel layout, and proposed transportation improvements.

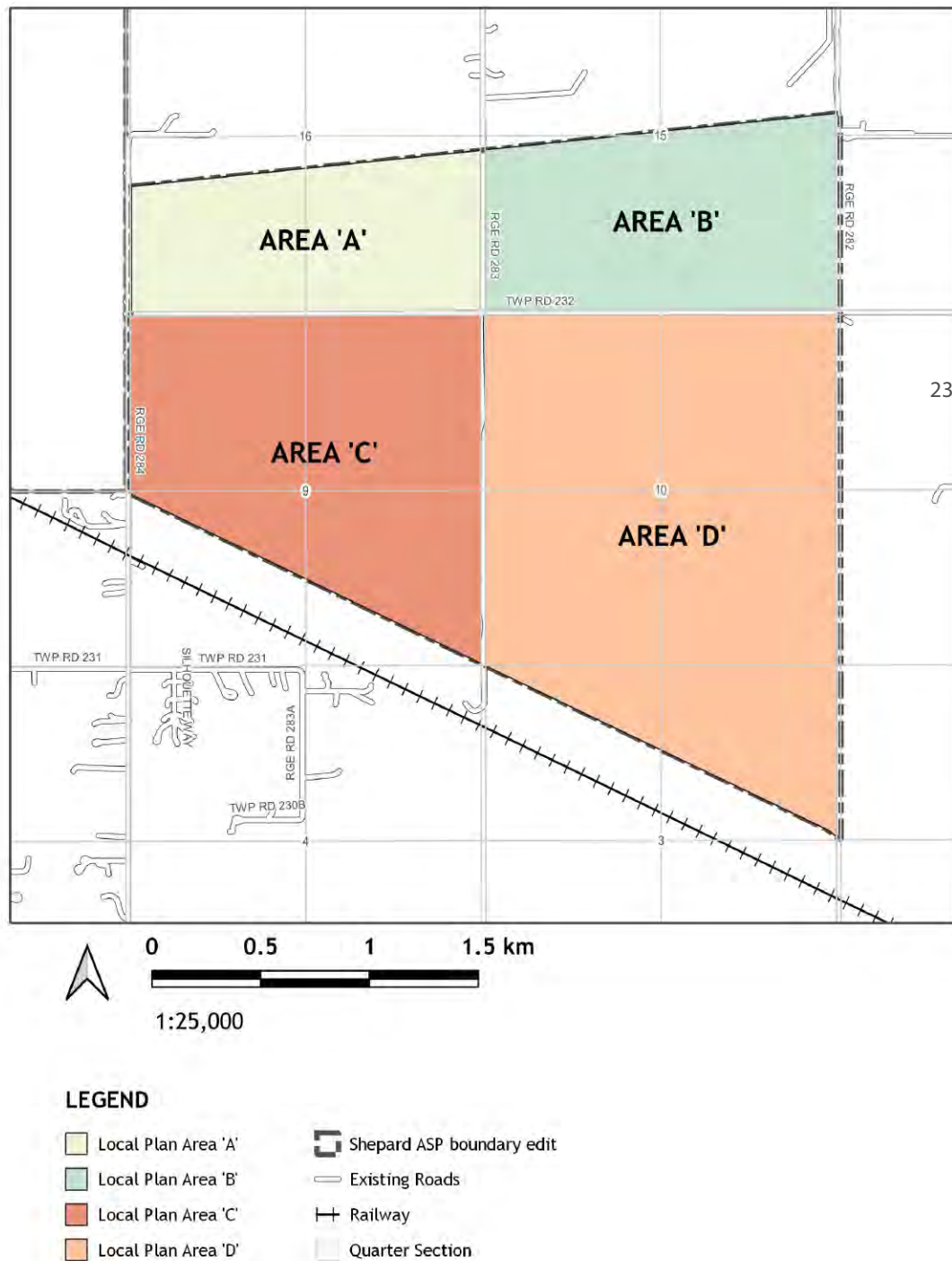
Map 12: Local Plans identifies the local plan boundaries.

- 22.1.6 **Map 12: Local Plans** identifies local plan and phasing boundaries that are required based on (i) the existence of major transportation network components and (ii) unique planning conditions associated with servicing requirements and the CP right-of-way. Local plan boundaries shall be finalized in consultation with the County at the time of application. The preferred minimum planning area is one quarter section (160 acres) in size.

Local Plan - Requirements

- 22.1.7 A local plan shall be required to support applications for subdivision and development. The local plan should:
- provide detailed planning and design policies and guidelines;
 - address the County's Commercial, Office, and Industrial Design Guidelines and document how the local plan meets those guidelines;
 - provide architectural and site guidelines in order to provide a consistent, thematic design to the commercial area;
 - where applicable, coordinate with the City of Calgary to ensure effective transition across municipal boundaries;
 - where necessary, provide for current and future access requirements to the transportation network; and
 - where necessary, ensure vehicle and pedestrian connections are in general accordance with other local plan areas, and in accordance with this Plan.

MAP 12 | LOCAL PLAN AREAS



- 22.1.8 All planning or development applications, and any associated infrastructure construction, should meet the technical requirements of the County Plan, County Land Use Bylaw, Shepard Industrial Area Structure Plan and associated technical studies, relevant local plan, County Servicing Standards, County Policy, and provincial and federal requirements.
- 22.1.9 Where appropriate and feasible, a local plan should incorporate policies that provide for green building techniques and energy efficient design.

Local Plan - Reserve Analysis

- 22.1.10 A reserve analysis shall be required with the preparation of a local plan to determine the amount, type, and use of reserves owing within the local plan area.
- 22.1.11 The reserve analysis shall include a determination of:
- the total gross area of the local plan;
 - the type and use of reserves to be provided within the local plan area;
 - other reserves owing on an ownership basis;
 - 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
 - the amount of residual reserves to be taken as money in place of land.

Local Plan - Infrastructure Costs and Levies

The Shepard ASP recognizes development implementation will require infrastructure improvements within and external to the Plan area. The costs incurred by development of lands will be covered through a variety of revenue sources including developer improvements, development levies, County improvements, and user fees.

The need, cost, and timing of infrastructure vary with the type of infrastructure improvement. Offsite Levies for transportation, water, wastewater, and stormwater servicing will be developed for the Shepard Area Structure Plan. All levies are subject to periodic review and include development costs associated with internal and external improvements to service the Plan area. Non-levy costs and improvements will be determined through periodic review of the master servicing documents and at the local plan preparation stage.

It is important to note that infrastructure costs do not represent the full costs to service the Plan Area. Complete community costs also include costs associated with program and service delivery to business owners (e.g. community recreation, fire and property protection, parks maintenance, waste and recycling operations, etc.), which serve community needs and are an essential part of a community.

- 22.1.12 As part of the local plan approval process the identification, timing, and funding of any required off-site improvements is required. Off-site improvements that are:
- internal to the Plan area will be determined to the satisfaction of the County; or
 - external to the Plan area, including provincial or adjacent municipal infrastructure will be determined to the satisfaction of the County, in consultation with the relevant municipality and / or provincial department.

IMPLEMENTATION

- 22.1.13 Developers relying on regional County utility services (water, wastewater, and / or stormwater) shall be required to front-end the costs of utility service upgrades where deemed necessary by the County.
- 22.1.14 Costs associated with transportation and / or utility service improvements are the developer's responsibility.
- 22.1.15 Developers relying on transportation and / or utility infrastructure improvements (water, wastewater, and / or stormwater) provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreement.
- 22.1.16 Development proponents shall be required to pay the Rocky View County:
 - a. Water and Wastewater Off-Site Levy;
 - b. Stormwater Off-Site Levy; and
 - c. Transportation Off-Site Levy.

22.2 PHASING

The purpose of the phasing strategy is to provide for the logical and cost-effective progression of development. Development phases shall align with infrastructure investment as it builds out in the Plan Area and will be subject to market forces.

- 22.2.1 Phasing of development in the Shepard Industrial Area Structure Plan area should be done in a logical and cost effective manner and shall be guided by the creation of local plans as shown on **Map 12: Local Plans**.
- 22.2.2 Local plans shall specify further details on phasing of development and infrastructure.

22.3 MONITORING

The progress in implementing the Shepard Industrial Area Structure Plan will be monitored. Where necessary, County Administration will make recommendations as to how to manage growth in the Plan Area or how the Plan may be updated to meet changing circumstances.

- 22.3.1 County Administration will report to Council on implementation of the Shepard Industrial Area Structure Plan as part of Administration's yearly reporting on the overall implementation of the County Plan.

22.4 PLAN REVIEW AND AMENDMENT

The future land use and development outlined in the Shepard Industrial Area Structure Plan is intended to address a 20-30 year build-out of the area. While the Area Structure Plan is sufficiently flexible to account for change, periodic review, and occasional amendment of the Area Structure Plan may be required.

Under normal circumstances, the County will undertake a Plan assessment every 10 years to determine if a full review is required, as per the County Plan. However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

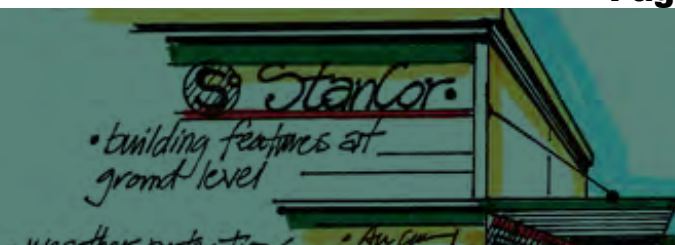
- 22.4.1 The County may consider periodic review and occasional amendment of the Shepard Area Structure Plan in accordance with the County Plan, County Policy, and the Municipal Government Act.
- 22.4.2 The Shepard Industrial Area Structure Plan shall be subject to an assessment and possible review every 10 years.

Actions

Actions are activities that need to be carried out by the County to achieve the goals, objectives, and policies of the Plan. The following are the recommended County actions to assist in the implementation of the Shepard Industrial Area Structure Plan.

- 22.4.3 Monitor and report on the Plan implementation as part of the yearly County Plan reporting.

23.0



INTERMUNICIPAL COORDINATION AND COOPERATION

The Plan area is bordered by the City of Calgary, to the west. The Plan acknowledges the land use intent of the City and provides for appropriate, compatible land use transitions at the interface areas. In addition, the Plan contains specific stormwater (Section 24), transportation (Section 22), open space (Section 18), business interface (Section 14), and intermunicipal (Section 28) policies that promote a coordinated and cooperative approach to planning. Specific planning objectives are identified in the Rocky View / Calgary Intermunicipal Development Plan (IDP).

OBJECTIVES

- Ensure ongoing, meaningful consultation occurs between Rocky View County and the City of Calgary on matters related to the implementation of the Shepard Industrial Area Structure Plan.

23.1 LOCAL PLANS, REDESIGNATION, AND SUBDIVISION

Local plans are to be developed within the framework provided by this Area Structure Plan. In addition to the below policies, the standard technical requirements of a conceptual scheme or master site development plan are identified in the County Plan.

- 23.1.1 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:
- regional drainage to ensure the protection of required drainage corridors;
 - alignment and connectivity of pathways, roadways, and utilities with the adjacent municipality;
 - land use compatibility with adjacent municipal land uses; and
 - other appropriate policies of this Plan.

24.0

DEFINITIONS

Conceptual Scheme is a non-statutory plan, subordinate to an area structure plan. It may be adopted either by bylaw or by a resolution of Council. A conceptual scheme is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. Conceptual schemes provide detailed land use direction, subdivision design, and development guidance to Council, Administration, and the public. If a conceptual scheme area is of sufficient size that further detail is required for specific areas and phases, the conceptual scheme may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as 'development cells'.

Local plan is a term that refers to a conceptual scheme or master site development plan. A local plan will have unique planning requirements based on the planning direction provided in the area structure plan. Local plans must also address the general requirements for preparing a conceptual scheme or master site development plan identified in the County Plan (Section 29 and Appendix C).

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

Open land means publicly or privately owned land within a comprehensively designed Compact Country Residential neighbourhood or larger community, where the land is used for the primary purpose of conservation, recreation, or agriculture.

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. Open space may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

Developable land means privately owned land that has no natural or human caused constraints to residential development. Constraints to development include land determined to be unstable, hazardous, environmental reserve, contaminated, or regulatory setbacks as identified by the Provincial or Federal governments.

APPENDICES

SHEPARD INDUSTRIAL ASP

APPENDIX B | PUBLIC OPEN HOUSE SUMMARY



APPENDIX C | POLICY ALIGNMENT CHART

Policy	Statement of Compliance
DRAFT MUNICIPAL DEVELOPMENT PLAN	
Large scale commercial and industrial developments, when feasible, should be directed to locate in identified Employment Areas as identified in Figure 2. – MDP pg. 22	The Shepard Industrial ASP is located in an Employment Area as identified in Figure 2 of the Rocky View County MDP.
Development in an Employment Area shall follow the County's Commercial, Office, and Industrial Design Guidelines. – MDP pg. 22	While developing the Shepard Industrial ASP the County's Commercial, Office, and Industrial Design Guidelines were reviewed and implemented. Specific policies (e.g. section 8.2 Design Guidelines) reference that future Local Plans must demonstrate conformance to the County's Design Guidelines. Additionally other policies require a high level of design character for the site (e.g. 8.1.7 about dark sky lighting, Figure 5 about building and site development, Figure 6 a streetscape example, policies in 10.3 pertaining to screening and limiting of storage areas, 10.2 regarding pedestrian movement, site design and parking areas, 12.0 pertaining to interface areas, and 13.0 about gateways)
Where Employment Areas are located along major highways they require additional planning considerations due to their proximity to regional transportation networks, and should be developed in consultation with Alberta Transportation. – MDP pg. 22	Section 17.0 pertains to Transportation. A Traffic Impact Assessment was conducted by ISI Engineering in November of 2020 in consultation with the County to ensure minimal impact on the existing transportation infrastructure and to develop the best possible supporting road network. Additionally Section 13.0 Gateways and Section 12.0 Interfaces remain to ensuring careful planning and design for highways.

<p>Prior to approving a development proposal, the County should ensure that infrastructure servicing has been identified and planned for, and that full cost recovery methods are in place to capture the capital and interest cost of development. – MDP pg. 29</p>	<p>The ASP details that subsequent Local Plans will be required prior to individual development proposals. In addition to the servicing and infrastructure plans detailed in the ASP the Local Plans will provide more detailed servicing plans and outline full cost recovery methods to capture the capital and interest cost of development.</p>
<p>Partner and co-operate with the Province and neighbouring municipalities to maintain and improve, where necessary, regional transportation corridors. – MDP pg. 30</p>	<p>As per policy 17.1.4 of the Shepard Industrial ASP "The County shall collaborate with the City of Calgary and the Province regarding regional road connections and interchange designs with respect to Stony Trail."</p> <p>The developer would welcome comments and collaboration from the City of Calgary pertaining to planning transportation corridors.</p>
<p>New development shall make use of and extend the existing transportation network/ infrastructure, where feasible – MDP pg. 30</p>	<p>The Shepard Industrial ASP will support a regional road network, based on the existing township and grid system, that efficiently accesses and aligns with the provincial and regional highway network. ASP Map 8 Transportation & Mobility Network identifies the proposed future transportation network.</p>
<p>Consider connections to existing, planned and future local and regional transit when developing or amending area structure plans and conceptual schemes. – MDP pg. 30</p>	<p>The transportation and mobility network (Figure 8) will integrate future developments within the Shepard Industrial ASP, and will work to provide regional opportunities for active transportation and/or public transit. The details of this network may be refined at the Local Plan stage.</p>
<p>New development shall accommodate the transportation of agriculture equipment or products. – MDP pg. 30</p>	<p>New road development in the Shepard Industrial ASP will mirror the surrounding rural transportation network and ensure the capacity to transport agricultural equipment or products. Road widths and design will accommodate all types of large vehicles, including agriculture equipment and products.</p>
<p>Expand and improve cycling and pedestrian networks, including pathways, trails, sidewalks, bicycle lanes located within a road right-of-way in developed and developing areas. – MDP pg. 30</p>	<p>Map 8 – Transportation and Mobility Network identifies a strong network of trails</p> <p>As per policy 17.1.6 of the Shepard Industrial ASP "The County encourages and supports the</p>

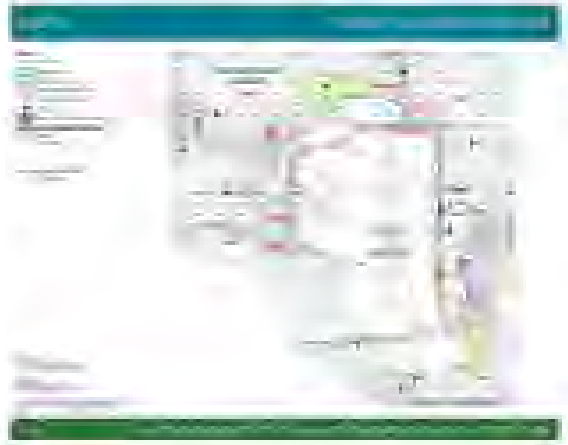
	inclusion of a pedestrian and bicycle network as part of the Shepard Transportation Network.”
<i>Area structure plans and conceptual schemes in close proximity to active rail lines should provide the minimum building setback and buffering requirements requested by the rail line owners. - MDP pg. 31</i>	The CP Rail right-of-way adjacent to the ASP lands exceeds 200 metres in width thereby providing plenty of setback from potential buildings to the main rail line. Any future rail sidings will be respected by future development within the Shepard Industrial ASP. The Shepard Industrial ASP will collaborate with developers and railway operators (CP) to ensure appropriate design of the site.
<i>When considering applications for development, provincial setback regulations and guidelines shall be applied respecting petroleum wells, sour gas facilities, pipelines, and other oil and gas facilities. – MDP pg. 32</i>	Map 5 Oil and Gas Facilities identifies the existing oil and gas facilities within the vicinity of the ASP. As per policy 22.1.1 of the Shepard Industrial ASP “Applicants proposing to develop land in the vicinity of petroleum facilities and wells shall adhere to the setback requirements and policies of this Plan, and the Directives and Bulletins of the Alberta Energy Regulator.”
<i>Applicants proposing new residential, institutional, commercial, and industrial land uses shall design and implement measures to minimize their adverse impacts on existing agriculture operations, based on the County’s Agriculture Boundary Design Guidelines. - MDP pg. 33</i>	Policies within 12.1 Agriculture Interface address the interface with adjacent agriculture operations. Map 7 Interfaces and Gateways identifies interfaces with adjacent agricultural areas that must be treated sensitively. Policy 12.1.1 states “All developments shall comply with the Agricultural Boundary Design Guidelines where possible.” The Shepard Industrial ASP includes policy 12.1.2, which states, “Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of the Plan boundary should incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.”
<i>Where development is proposed near potential Ecological Features identified in the Growth Concept (Figure 2), development applications may require the preparation and implementation of a bio-physical impact assessment to identify</i>	A comprehensive Environmental Screening report was completed by Tannas Conservation Services Ltd. to support the ASP and identify ecological features within the Plan area. Additional bio-physical impact assessments will be done at subsequent application stages when

Policy 3.4.5.1 - Employment areas shall be planned and developed to make efficient and cost-effective use of existing and planned infrastructure and services.	The site is situated on a unique and prime rail line location that is unequaled in the region, with the exception of the existing CN Rail Intermodal Logistics Yard in Cornish. The site makes efficient use of this unique and rare opportunity to align land use and rail infrastructure. Additionally the site is located within close proximity to Stoney Trail thereby minimizing truck and industrial traffic to the site. Storm water management facilities are closer at hand to the west as per the Storm Water Management Plan details.
Policy 3.4.5.2 - Employment areas should plan for connections to existing and/or planned transit, where appropriate.	Regional transit hubs and connections will be considered at the Local Plan stage when more regional transit opportunities are available to this area.
RVC COUNTY PLAN	
Policy 6.6 - An applicant proposing to provide utility infrastructure shall be required to provide a cost feasibility and life cycle analysis detailing operating and replacement costs in accordance with County Policy.	Cost feasibility and life cycle analysis for utility infrastructure are more appropriate at the Local Plan stage.
Policy 6.7 - Prior to approving a development proposal, the County shall ensure that full cost recovery methods are in place to capture the capital and interest cost of development.	The developers are willing to proceed with the development with the knowledge that full cost recovery methods will be in place to capture the capital and interest cost of development.
Policy 7.8 - Require environmentally-sustainable wastewater disposal practices to protect watersheds and surface/ground water quality. Wastewater treatment systems should not exceed the land's carrying capacity.	Wastewater will be a piped municipal system in accordance with the Servicing Plan provided by IDEA Group for the ASP.
Policy 7.9 - Stormwater treatment should avoid the use of natural wetlands.	A storm pond system is required to collect the stormwater at the natural low-lying areas and convey it either, west overland to the Shepard catchment area, or south via a storm trunk to the Bow River. A stormwater management plan will shape the further specifications for runoff to ensure that peak flows do not negatively impact on-site and offsite drainage.

	The significant wetlands on the site will continue to provide significant waterfowl and other habitat values.
<i>Policy 7.13 - Support the conservation and effective management of riparian areas and wetlands in accordance with County Policy.</i>	The significant wetlands will continue to provide significant waterfowl habitat. The intent is to retain the general topography and landscape characteristics of the high plain's grasslands.
<i>Policy 7.19 - Utility systems shall be designed and constructed to minimize adverse impacts to environmentally sensitive areas, as identified by a Biophysical Impact Assessment.</i>	<p>A comprehensive Environmental Screening report was completed by Tannas Conservation Services Ltd. to support the ASP and identify ecological features within the Plan area.</p> <p>Additional bio-physical impact assessments will be done at subsequent application stages when detailed site design information is available to ensure the best possible design, and minimal adverse impacts on the ecological features.</p> <p>The Storm Water Management Report completed by IDEA Group outlines the proposed selective use of some wetlands as future storm water ponds if permitted by the County. Compliance with the Water Act and all provincial approvals will be required.</p>
<i>Policy 8.7 - Support and encourage agriculture operations and agricultural related economic activity.</i>	Section 16.0 Agriculture outlines that the continued use of land for agriculture, until such time as the land is developed for other uses, is appropriate and desirable.
<i>Policy 8.9 - Direct large scale value-added agriculture and agriculture services to develop in identified and comprehensively planned business centres.</i>	The Shepard Industrial ASP provides an excellent opportunity for value-added agriculture and agriculture services to develop in this location. It will be a comprehensively planned business centre with a variety of lots sizes suitable for these types of land uses.
<i>Policy 8.10 - Provide a road network that allows for the safe and timely movement of agricultural equipment and goods.</i>	<p>New road development in the Shepard Industrial ASP area will mirror the surrounding rural transportation network and ensure the capacity to transport agricultural equipment or products.</p> <p>Additionally, the Shepard Industrial ASP will support a regional road network, based on the existing township and grid system, that efficiently accesses and aligns with the provincial and regional highway network. ASP Map 8</p>

	Transportation & Mobility Network identifies the proposed future transportation network.
<i>Policy 8.17 A subdivision to create a first parcel out that is a minimum of 1.60 hectares (3.95 acres) in area should be supported if the proposed site: a. meets the definition of a first parcel out; b. has direct access to a developed public roadway; c. has no physical constraints to subdivision; d. minimizes adverse impacts on agricultural operations by meeting agriculture location and agriculture boundary design guidelines; and e. the balance of the un-subdivided quarter section is maintained as an agricultural land use.</i>	Section 16.1 (policies 16.1.2, 16.1.3, and 16.1.4) clarify that first parcel out subdivisions may be accepted within the ASP lands if the application meets County standards.
<i>Policy 8.25 - Discourage intrusive and/or incompatible land use in the agricultural area.</i>	<p>The Shepard Industrial ASP is strategically situated along a unique and rare opportunity for an intermodal railyard development. It is compatible with the surrounding area as existing development has already occurred and urban development is nearby to the west. Additionally design guidelines within the ASP promote a high-quality industrial development.</p> <p>The Shepard Industrial ASP includes policy 12.1.2, which states, "Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of the Plan boundary should incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands."</p>
<i>Policy 12.6 - Acquire land for parks, open space, pathways, trails, and recreational and cultural amenities, through such means as: a. dedication of reserve; b. land purchase; c. easements and rights-of-way; and d. donations, endowment funds, and land swaps.</i>	The Shepard Industrial ASP Land Use Strategy dedicates 90 hectares of land for stormwater and reserves. This accounts for 11% of the developable area. Details surrounding reserve will be determined at the subdivision stage.
<i>Policy 12.16 - Ensure the location, design, and scale of residential, institutional, commercial, and industrial development is sensitively integrated with adjacent parks, open space, trails, and pathways in a comprehensive and supporting manner.</i>	Map 6 Land Use Concept shows an industrial development that is sensitively integrated with parks, open space, trails and pathways in a comprehensive manner. Local plans will build and enhance this general land use concept with further details and amenities.
<i>Policy 13.1 - When acquiring reserves, the County shall require that the owners of land proposed for</i>	The Shepard Industrial ASP Land Use Strategy dedicates 90 hectares of land for stormwater and

<i>subdivision provide reserves in the form of: a. land; b. money in place of land; or c. a combination of land and money.</i>	reserves. This accounts for 11% of the developable area. Details surrounding reserve will be determined at the subdivision stage, depending on the development of each parcel that parcel at subdivision may decide to pay cash in lieu or both cash and land.
<i>Policy 13.7 - The amount, type, location, and shape of reserve land shall be suitable for public use and accessible to the public.</i>	Map 6 Land Use Concept shows that reserve land and parks will be suitable for public use and accessible to the public.
<i>Policy 13.10 - Environmental reserves or environmental reserve easements shall be taken at the time of subdivision, in accordance with the Municipal Government Act, on lands designated for: a. residential, business, or institutional uses; b. on agricultural parcels less than 12.00 hectares (29.65 acres); or c. as determined by the County.</i>	The Shepard Industrial ASP Land Use Strategy dedicates 90 hectares of land for stormwater and reserves. This accounts for 11% of the developable area. Details surrounding reserve will be determined at the subdivision stage.
<i>Policy 13.11 - Where the County determines public use is not desirable or where management of public land by the County is not required, land qualifying as environmental reserve may be designated as an environmental reserve easement in accordance with the Municipal Government Act.</i>	Details surrounding ER and ERE will be determined at the subdivision stage.
<i>Policy 14.7 - Development of a new regional business centre should not be supported unless a need has been demonstrated, based on the following criteria: a. the proposal has regional or national significance; b. existing regional business centres within the trade area of the proposed development are approaching full buildout, and the County has determined the expansion of the existing regional business centres is not desirable; c. existing regional business centres within the trade area do not meet market demand; d. land uses and target markets are clearly defined; e. the proposed development meets the environmental and infrastructure goals and policies of this Plan; f. the proposed development has the potential to provide a substantial financial benefit to the County; g. adverse impacts on existing residential communities and agriculture operations will be minimized; and h.</i>	The Shepard Industrial ASP is situated in a prime regional location next to a rare opportunity for an intermodal railyard with CP Rail. The site's significance is due to its strategic importance to CP for future facilities planning as, according to CP, their existing facilities west of the subject site do not provide for future growth or expansion. The ASP is well connected to the region's major infrastructure and assets. It has the potential to be one of the premier large industrial, business, and employment hubs in the Calgary Region. The development will provide a substantial financial benefit to the County, adverse impacts on existing agricultural operations will be minimized, and it is in close proximity to the provincial transportation network.

<p><i>the proposed development is in close proximity to the provincial transportation network.</i></p>	
<p><i>Policy 15.7 – Require appropriate design and appearance of permanent energy facilities in accordance with the Rocky View Commercial, Office, and Industrial Design Guidelines.</i></p>	<p>While developing the Shepard Industrial ASP the County's Commercial, Office, and Industrial Design Guidelines were reviewed and implemented. Specific policies (e.g. section 8.2 Design Guidelines) reference that future Local Plans must demonstrate conformance to the County's Design Guidelines. Additionally other policies require a high level of design character for the site (e.g. 8.1.7 about dark sky lighting, Figure 5 about building and site development, Figure 6 a streetscape example, policies in 10.1 pertaining to screening and limiting of storage areas, 10.2 regarding pedestrian movement, site design and parking areas, 12.0 pertaining to interface areas, and 13.0 about gateways)</p>
<p>RVC/City of Calgary IDP</p>	
 <p>The map shows the City of Calgary with various zones and corridors. A specific area is highlighted in green, indicating the subject site's location within the Growth Corridor. The map includes a legend and a scale bar.</p>	<p>The subject site is located within the Calgary Rocky View County IDP and more specifically within the City of Calgary identified "Growth Corridor". The subject site is specifically for labelled for future Industrial as shown on Map 4 of the IDP. This means the subject site could be a target for future annexation by the City of Calgary.</p>
<p><i>Policy 6.2.1 – Transition tools should be applied to new, non-agricultural development to minimize impacts on existing agricultural land uses across a municipal boundary.</i></p>	<p>The Shepard Industrial ASP looks to the County's Agricultural Boundary Design Guidelines to provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts. Development will ensure an appropriate interface between non-agricultural uses and agricultural land and operations, in order to avoid negative impacts on agriculture operations.</p>

	<p>Policies within 12.1 Agriculture Interface address the interface with adjacent agriculture operations. Map 7 Interfaces and Gateways identifies interfaces with adjacent agricultural areas that must be treated sensitively.</p> <p>Policy 12.1.1 states "All developments shall comply with the Agricultural Boundary Design Guidelines where possible."</p> <p>The Shepard Industrial ASP includes policy 12.1.2, which states, "Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of the Plan boundary should incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands."</p>
<i>Policy 11.1.2 - Both municipalities should manage watersheds to support healthy, functional ecosystems.</i>	IDEA Group has completed a Storm Water Management Plan to support the ASP that will assist with managing watersheds to support healthy, functional ecosystems.
<i>Policy 11.1.6 - Both municipalities should implement environmental setback guidelines to protect riparian areas and water quality</i>	<p>A comprehensive Environmental Screening report was completed by Tannas Conservation Services Ltd. to support the ASP and identify ecological features within the Plan area.</p> <p>Additional bio-physical impact assessments will be done at subsequent application stages when detailed site design information is available to ensure the best possible design, and minimal adverse impacts on the ecological features</p>
<i>Policy 13.1.3 - Multi-modal transportation connections between municipalities should be coordinated where appropriate.</i>	<p>Map 8 – Transportation and Mobility Network identifies a strong network of trails.</p> <p>As per policy 17.1.6 of the Shepard Industrial ASP "The County encourages and supports the inclusion of a pedestrian and bicycle network as part of the Shepard Transportation Network."</p>
<i>Policy 13.1.5 - The host municipality should consider the impact that a proposed development may have on the transportation infrastructure of the adjacent municipality through the development of a Transportation Impact</i>	A Traffic Impact Assessment was conducted by ISL Engineering in November of 2020 to ensure minimal impact on the existing transportation infrastructure and to develop the best possible supporting road network.

<p><i>Assessment (TIA) to the standard of the host municipality.</i></p>	
<p><i>Policy 14.1.2 - Either municipality may extend sanitary, water and stormwater services to the adjacent municipality according to its applicable policies.</i></p>	<p>The sanitary infrastructure at full buildout will consist of two sanitary lift stations conveying wastewater through a 525mm sanitary force main running along Township Road 232 from the Shepard Industrial ASP area to the Langdon Wastewater Treatment Plant. The water infrastructure at full buildout will consist of an onsite water reservoir, pump station, 400mm water transmission main and booster station. The stormwater plans are detailed in the Stormwater Concept Plan and separate detailed Stormwater Management Study by Idea Group, November 2020.</p>



