



PLANNING POLICY

TO:	Council	
DATE:	June 29, 2021	DIVISION: 4
TIME:	Morning Appointment	
FILE:	1015-450	APPLICATION: N/A
SUBJECT:	Adoption of proposed Bylaw C-8172-2021 (Shepard Industrial Area Structure Plan)	

POLICY DIRECTION:

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

EXECUTIVE SUMMARY:

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

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

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

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

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

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

Administration Resources

Jessica Anderson, Planning Policy
Robyn Erhardt, Planning Policy



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

OPTIONS:

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

BACKGROUND:

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

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

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

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

PLAN PREPARATION:

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

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



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

PUBLIC ENGAGEMENT:

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

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

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

- To implement effective, inclusive and transparent community engagement;

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

PLAN CONTENT:

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

Land Use Concept

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

Small Lot Industrial (Light & Medium Industrial Use)

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

Flex Lots

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



Large Lot Industrial

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

Commercial

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

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

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

TECHNICAL SUPPORT:

Five technical studies were prepared to support the ASP:

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

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



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

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

Servicing (Water and Wastewater)

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

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

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

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

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

Stormwater Management

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

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



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

Environmental

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

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

Transportation

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

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

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

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

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

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



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

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

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

Plan Implementation

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

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

POLICY DIRECTION AND SUPPORT:

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

Interim Growth Plan

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

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

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

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



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

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

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

Rocky View / City of Calgary Intermunicipal Development Plan

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

8.1.3 *Identified City of Calgary Growth Areas should continue to be governed in accordance with existing Rocky View County policy documents, which may be updated. Should the lands be annexed by The City of Calgary, planning will be conducted as directed by its Municipal Council at that time.*

- Existing County policy documents include the County Plan which does not identify this area for growth. This assessment is detailed below.

8.1.4 *Rocky View County Council and Administration should evaluate applications within identified City of Calgary Growth Areas against this Plan, the Rocky View County Municipal Development Plan and the Rocky View County Land Use Bylaw.*

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

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

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

County Plan

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

Business Development

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



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

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

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

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

14.7 Development of a new regional business centre should not be supported unless a need has been demonstrated, based on the following criteria:

a. the proposal has regional or national significance;

- The proponent has identified a desire to create a major intermodal industrial complex and stated that these lands are one of the last opportunities to develop a CP Rail intermodal transportation logistics hub in the Calgary Region. CP Rail has not participated in the development of the Plan; however, a land swap between the developer and CP was completed in 2011 for the purposes of a possible future switching facility and logistics yard.

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

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

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

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

d. land uses and target markets are clearly defined;



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

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

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

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

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

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

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

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

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

Future Urban Growth Areas

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

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

ADDITIONAL CONSIDERATIONS:

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



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

The area was included in the draft MDP presented to Council; however, the area was removed from Figure 2 following a motion of Council. The area was not removed from Figure 3; however, which introduced some uncertainty with respect to Council's direction for development in the area.

Subsequently, Council granted second reading to the new MDP bylaw and referred the Plan to the Calgary Metropolitan Region Board. A decision on the MDP and third reading of the bylaw (adoption) have not occurred at this time. Although this context is relevant to the adoption of the Terms of Reference for the project, the draft MDP has not been considered in assessment of the proposed Shepard ASP.

CHANGES SINCE FIRST READING:

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

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

PUBLIC SUBMISSIONS:

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

CONCLUSION:

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

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



ROCKY VIEW COUNTY

Respectfully submitted,

“Brock Beach”

Acting Executive Director
Community Development Services

Concurrence,

“Kent Robinson”

Acting Chief Administrative Officer

JA/sl

ATTACHMENTS:

ATTACHMENT ‘A’: Bylaw C-8172-2021 and Schedule “A” Shepard Industrial Area Structure Plan (redline)

ATTACHMENT ‘B’: City of Calgary Comments dated June 16, 2021 and April 30, 2021

ATTACHMENT ‘C’: Circulation Map and Public Submissions