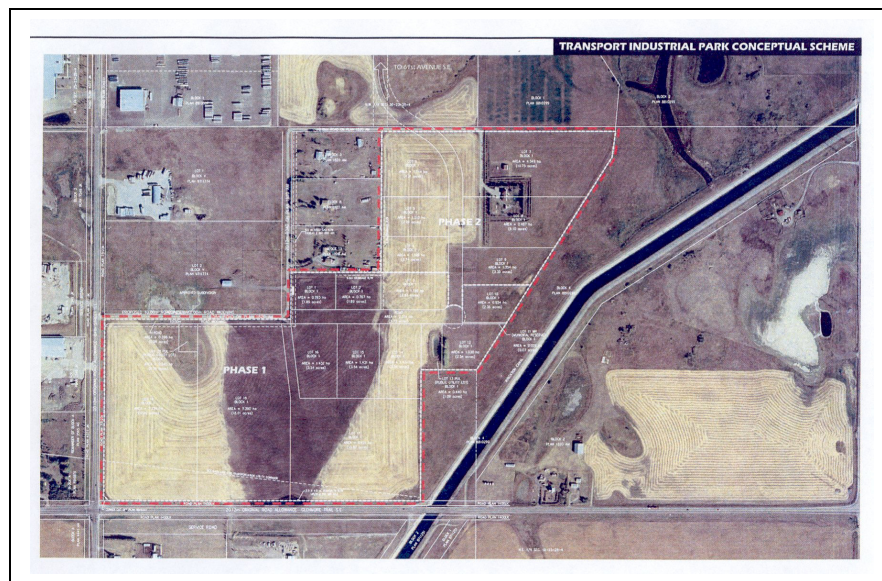
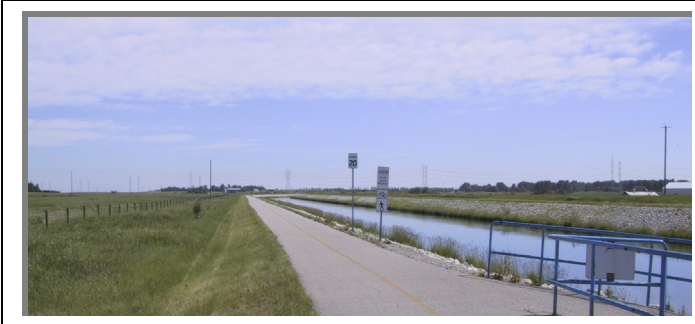




TRANSPORT INDUSTRIAL PARK CONCEPTUAL SCHEME



*Bylaw C-5727-2003
Adopted May 4, 2004*



THE TRANSPORT INDUSTRIAL PARK CONCEPTUAL SCHEME

Prepared by:



On behalf of:



For:





**MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44
BYLAW C-5727-2003**

A Bylaw of the Municipal District of Rocky View No. 44 to adopt a Conceptual Scheme.

WHEREAS the Council deems it desirable to adopt the said Conceptual Scheme, and

WHEREAS the Council of the Municipal District of Rocky View No. 44 has received an application to adopt a Conceptual Scheme as a policy framework to guide the redesignate, subdivision and development proposals for Block W, Plan 1820 AM within the SW 30-23-28-W4M and Block 3, Plan 881 0299 within the SE 30-23-28-W4M from; and

WHEREAS a notice was published on Thursday, April 17, 2003 and Thursday, July 24, 2003 in the Rocky View Times, a newspaper circulating in the Municipal District of Rocky View No. 44, advising of the Public Hearing for Tuesday, July 29, 2003; and

WHEREAS Council held a Public Hearing and have given consideration to the representations made to it in accordance with Section 692 of the Municipal Government Act, being Chapter 24 of the Revised Statutes of Alberta, 1995, and all amendments thereto.

NOW THEREFORE the Council enacts the following:

1. That the Conceptual Scheme be adopted as a policy framework for subsequent redesignation, subdivision and development affecting Block W, Plan 1820 AM within the SW 30-23-28-W4M and Block 3, Plan 881 0299 within the SE 30-23-28-W4M; as hereto attached Schedule 'A'; and
3. The Bylaw comes into effect upon the date of its third reading.

File:03330011/012-2002-RV-225

First reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on July 8, 2003, on a motion by Councillor Kent.

Second reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on May 4, 2004, on a motion by Councillor Cameron.

Third reading passed in open Council, assembled in the City of Calgary, in the Province of Alberta, on May 4, 2004, on a motion by Councillor Konschuk.

REEVE OR DEPUTY REEVE

Al Schule

MUNICIPAL SECRETARY

Sandra Peterson-Keyes



TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
1.1	Purpose.....	1
1.2	Vision	1
1.3	Plan Format.....	1
2.0	CONCEPTUAL SCHEME OBJECTIVES.....	2
3.0	CONCEPTUAL SCHEME PLAN AREA AND CURRENT LAND USE	3
3.1	Conceptual Scheme Plan Area.....	3
3.2	Current Land Use.....	3
3.3	Land Use Context	3
3.4	Adjacent Development Proposals.....	3
4.0	PHYSICAL SITE FEATURES	6
4.1	Topography	6
4.2	Hydrology	6
4.3	Vegetation	6
4.4	Existing Structures	6
4.5	Environmental Considerations	8
5.0	PROPOSED LAND USE.....	9
5.1	Discussion.....	9
6.0	SUBDIVISION DESIGN AND DEVELOPMENT CONCEPT	11
6.1	Subdivision Design.....	11
6.2	Transportation Overview	14
6.3	Traffic Impact Assessment.....	15
6.4	Open Space and Pathways	17
6.5	Municipal Reserves.....	18
6.6	Phasing Strategy.....	18
7.0	SERVICING SCENARIO.....	19
7.1	Discussion.....	19
7.2	Water Supply.....	19
7.3	Sanitary Sewer.....	19
7.4	Stormwater Management.....	20
7.5	Protective Services	22
7.6	Shallow Utilities	23
8.0	PUBLIC CONSULTATION	24
9.0	STATUTORY PLAN COMPLIANCE	25



9.1	Municipal Development Plan	25
9.2	Intermunicipal Development Plan	25
9.3	Shepard ASP	25
10.0	IMPLEMENTATION	28
10.1	Discussion	28
10.2	Construction Management Plan.....	28
10.3	Performance Standards	28
10.4	Development Guidelines	29
11.0	POLICY SUMMARY.....	31

LIST OF FIGURES

Figure 1	Conceptual Scheme Plan Area	4
Figure 2	Current Land Use and Land Use Context.....	5
Figure 3	Topography	7
Figure 4	Proposed Land Use	10
Figure 5	Proposed Subdivision	12
Figure 6	Proposed Subdivision on Aerial Photo.....	13
Figure 7	Regional Site Plan.....	16
Figure 8	Stormwater Management Plan	21
Figure 9	Industrial Development Context.....	27



1.0 INTRODUCTION

1.1 Purpose

This Conceptual Scheme is intended to provide a foundation for the redesignation and subdivision of lands legally described as a portion of the SW¼ of Section 30-23-28 W4M and a portion of the SE¼ of Section 30-23-28 W4M in the Municipal District of Rocky View. In preparation of this Conceptual Scheme, careful attention was paid to the policies and objectives set forth in the Shepard Area Structure Plan (ASP) Bylaw C-5330-2001, adopted May 29, 2001. The Shepard ASP provides a comprehensive policy framework for evaluating development proposals within its plan boundaries.

1.2 Vision

This Conceptual Scheme describes how ±112.58 acres of ranch and farmland will be transformed into a dynamic and functional industrial centre. The proposed development, entitled Transport Industrial Park, will feature a municipal reserve parcel, two public utility lots and 17 industrial lots ranging in size from ±1.89 acres to ±18.01 acres. The industrial park is intended to provide for those uses requiring large tracts of land with minimal or no land servicing requirements. Such uses will be characterized by the need for outside storage or outside processing and limited structural development.



Looking west across the plan area towards 84th Street SE

1.3 Plan Format

This Conceptual Scheme provides a comprehensive description of the process involved in redesignating and subdividing lands legally described as a portion of the SW¼ of Section 30-23-28 W4M and a portion of the SE¼ of Section 30-23-28 W4M. This report begins by establishing the Conceptual Scheme objectives in Section 2.0 and continues with a description of the Conceptual Scheme plan area and current land use in Section 3.0. This report outlines the physical site features in Section 4.0, proposed land use in Section 5.0, subdivision design and development concept in Section 6.0, and the servicing scenario in Section 7.0. This report concludes with a discussion on the public consultation process in Section 8.0, the relevant statutory planning documents in Section 9.0, and the implementation strategy in Section 10.0.



2.0 CONCEPTUAL SCHEME OBJECTIVES

- 2.01** To establish a Conceptual Scheme that is comprehensive and describes uses, designs and strategies appropriate for developing a portion of the SW¼ of Section 30-23-28 W4M and a portion of the SE¼ of Section 30-23-28 W4M.
- 2.02** To provide a policy framework that will guide development and subdivision of the Conceptual Scheme plan area to ensure consistency with the provisions of the Shepard ASP.
- 2.03** To create a land use district and subsequent development that appeals to local residents and meets the needs of the regional industrial market.
- 2.04** To illustrate the physical characteristics of the lands contained within the Conceptual Scheme plan area and to describe the physical impact of the proposed development on the natural environment.
- 2.05** To identify any constraints affecting the lands contained within the Conceptual Scheme plan area and to discuss what impact these constraints will have on the proposed development.
- 2.06** To determine performance standards and development guidelines for industrial land uses within the Conceptual Scheme plan area.
- 2.07** To address the servicing, transportation and open space requirements associated with the proposed development.



Looking northwest across the plan area



3.0 CONCEPTUAL SCHEME PLAN AREA AND CURRENT LAND USE

3.1 Conceptual Scheme Plan Area

The plan area is located within the Municipal District of Rocky View approximately 2 miles north of the Hamlet of Shepard. The plan area is comprised of ±112.58 acres of land in the SW ¼ of Section 30-23-28 W4M and the SE ¼ of Section 30-23-28 W4M. The lands are bounded by 84th Street SE to the west and Glenmore Trail SE to the south. A portion of the Western Headworks Canal is situated just east of the plan area.

3.1.1 Policy: *Policies contained within the Transport Industrial Park Conceptual Scheme shall apply to all lands within the Conceptual Scheme plan area as shown in Figure 1.*

3.2 Current Land Use

The plan area is designated Ranch and Farm District (RF) under the Municipal District of Rocky View Land Use Bylaw C-4841-97, adopted September 29, 1998. The Ranch and Farm District (RF) designation is consistent with the historical agricultural use of the land.

3.3 Land Use Context

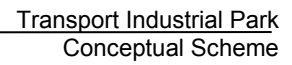
The lands to the north are designated General Business District (B-2), Residential Three District (R-3) and Direct Control District (DC). The Direct Control District is intended to provide for the development of a tractor-trailer depot. The lands to the east are designated Ranch and Farm District (RF), while the lands to the south, across Glenmore Trail SE, are designated Residential Two District (R-2). All of these lands are located within the Municipal District of Rocky View and are identified for future business uses in accordance with the Shepard ASP.

As Figure 2 illustrates, the 84th Street SE right-of-way is situated immediately west of the plan area and serves as the boundary between the Municipal District of Rocky View and the City of Calgary. The lands to the west of the plan area and opposite 84th Street SE are designated Urban Reserve District (UR) and Direct Control District (DC) under the City of Calgary Land Use Bylaw 2P80. The Direct Control Districts are intended to provide for general industrial uses and more specifically auto wrecking and scrap metal yards.

3.4 Adjacent Development Proposals

The Shepard ASP identifies the three residential parcels to the north of the plan area as Phase One Residential Policy Areas appropriate for short-term residential land uses. Two of the three landowners have submitted applications to redesignate their lands from Residential Three District (R-3) to General Business District (B-2). The development proposals are currently under review by the Municipal District of Rocky View. In the event that these parcels are not converted to general business uses, provisions shall be made through the development permit process to ensure compatibility between the residential parcels and the proposed development.

3.4.1 Policy: *Provisions for screening and buffering shall be provided to the satisfaction of the Municipal District of Rocky View through the development permit process to ensure compatibility between the residential parcels and the proposed development.*



TRANSPORT INDUSTRIAL PARK CONCEPTUAL SCHEME

Subject Site

GLENMORE TRAIL

DEERFOOT TRAIL

TOWN OF CHESTERMERE

DAIRY

TP 24

TP 23

R.29

500

TO MEDICINE

TO FORT McLEOD

BOY RIVER

NOSE RIVER

INDUS

DALEMEAD

ANAL

HEAD HORSE ROAD

GLENMORE TRAIL

VALLEY VIEW

OVERLAKE ROAD

MELODY SLOUGH

CONRICH

84 ST NE

2A

2X

TP 25 R 28

TP 25 R 27

TP 24 R 28

TP 24 R 27

TP 23 R 28

TP 23 R 27

TP 22 R 28

TP 22 R 27

TP 21 R 28

TP 21 R 27

TP 20 R 28

TP 20 R 27

TP 19 R 28

TP 19 R 27

TP 18 R 28

TP 18 R 27

TP 17 R 28

TP 17 R 27

TP 16 R 28

TP 16 R 27

TP 15 R 28

TP 15 R 27

TP 14 R 28

TP 14 R 27

TP 13 R 28

TP 13 R 27

TP 12 R 28

TP 12 R 27

TP 11 R 28

TP 11 R 27

TP 10 R 28

TP 10 R 27

TP 9 R 28

TP 9 R 27

TP 8 R 28

TP 8 R 27

TP 7 R 28

TP 7 R 27

TP 6 R 28

TP 6 R 27

TP 5 R 28

TP 5 R 27

TP 4 R 28

TP 4 R 27

TP 3 R 28

TP 3 R 27

TP 2 R 28

TP 2 R 27

TP 1 R 28

TP 1 R 27

TP 0 R 28

TP 0 R 27

TP -1 R 28

TP -1 R 27

TP -2 R 28

TP -2 R 27

TP -3 R 28

TP -3 R 27

TP -4 R 28

TP -4 R 27

TP -5 R 28

TP -5 R 27

TP -6 R 28

TP -6 R 27

TP -7 R 28

TP -7 R 27

TP -8 R 28

TP -8 R 27

TP -9 R 28

TP -9 R 27

TP -10 R 28

TP -10 R 27

TP -11 R 28

TP -11 R 27

TP -12 R 28

TP -12 R 27

TP -13 R 28

TP -13 R 27

TP -14 R 28

TP -14 R 27

TP -15 R 28

TP -15 R 27

TP -16 R 28

TP -16 R 27

TP -17 R 28

TP -17 R 27

TP -18 R 28

TP -18 R 27

TP -19 R 28

TP -19 R 27

TP -20 R 28

TP -20 R 27

TP -21 R 28

TP -21 R 27

TP -22 R 28

TP -22 R 27

TP -23 R 28

TP -23 R 27

TP -24 R 28

TP -24 R 27

TP -25 R 28

TP -25 R 27

TP -26 R 28

TP -26 R 27

TP -27 R 28

TP -27 R 27

TP -28 R 28

TP -28 R 27

TP -29 R 28

TP -29 R 27

TP -30 R 28

TP -30 R 27

TP -31 R 28

TP -31 R 27

TP -32 R 28

TP -32 R 27

TP -33 R 28

TP -33 R 27

TP -34 R 28

TP -34 R 27

TP -35 R 28

TP -35 R 27

TP -36 R 28

TP -36 R 27

TP -37 R 28

TP -37 R 27

TP -38 R 28

TP -38 R 27

TP -39 R 28

TP -39 R 27

TP -40 R 28

TP -40 R 27

TP -41 R 28

TP -41 R 27

TP -42 R 28

TP -42 R 27

TP -43 R 28

TP -43 R 27

TP -44 R 28

TP -44 R 27

TP -45 R 28

TP -45 R 27

TP -46 R 28

TP -46 R 27

TP -47 R 28

TP -47 R 27

TP -48 R 28

TP -48 R 27

TP -49 R 28

TP -49 R 27

TP -50 R 28

TP -50 R 27

TP -51 R 28

TP -51 R 27

TP -52 R 28

TP -52 R 27

TP -53 R 28

TP -53 R 27

TP -54 R 28

TP -54 R 27

TP -55 R 28

TP -55 R 27

TP -56 R 28

TP -56 R 27

TP -57 R 28

TP -57 R 27

TP -58 R 28

TP -58 R 27

TP -59 R 28

TP -59 R 27

TP -60 R 28

TP -60 R 27

TP -61 R 28

TP -61 R 27

TP -62 R 28

TP -62 R 27

TP -63 R 28

TP -63 R 27

TP -64 R 28

TP -64 R 27

TP -65 R 28

TP -65 R 27

TP -66 R 28

TP -66 R 27

TP -67 R 28

TP -67 R 27

TP -68 R 28

TP -68 R 27

TP -69 R 28

TP -69 R 27

TP -70 R 28

TP -70 R 27

TP -71 R 28

TP -71 R 27

TP -72 R 28

TP -72 R 27

TP -73 R 28

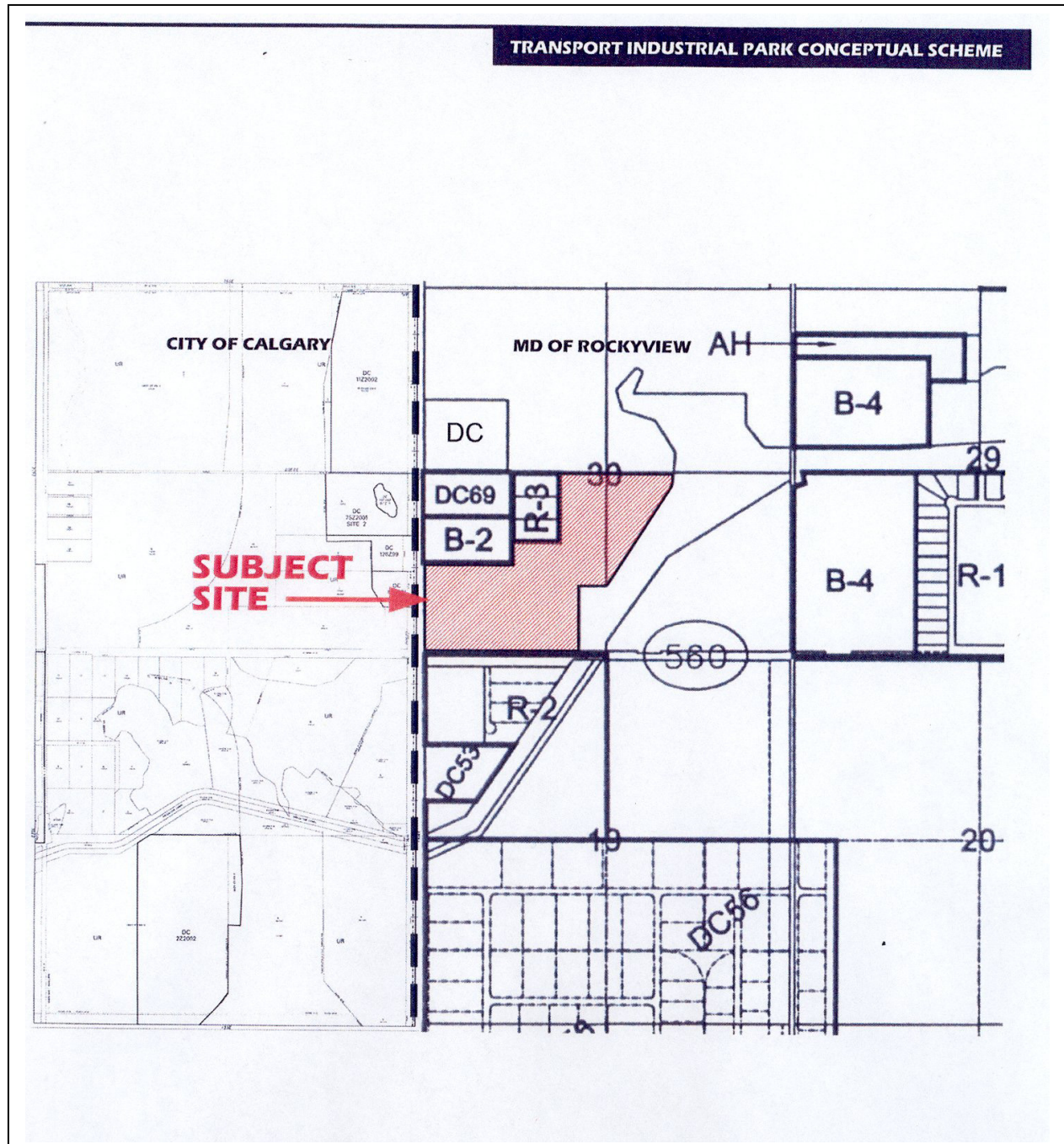
TP -73 R 27

TP -74 R 28

TP -74 R 27



FIGURE 2 - CURRENT LAND USE AND LAND USE CONTEXT





4.0 PHYSICAL SITE FEATURES

4.1 Topography

The topography of the plan area is characteristic of the flat prairie that defines the Hamlet of Shepard and surrounding area. As Figure 3 illustrates, the plan area slopes gently eastward with the lowest point of elevation being a localized depression (1033 m) situated in the central portion of the plan area. The highest point of elevation (1037 m) is just north of the proposed temporary turnaround in the northeast corner of the plan area.

4.2 Hydrology

There is a localized depression in the central portion of the plan area that is periodically filled with water that drains from the surrounding lands. These drainage courses will be preserved and the localized depression integrated into the Stormwater Management Plan described below in accordance with the requirements of Alberta Sustainable Resources and Development and the Municipal District of Rocky View.

4.3 Vegetation

Vegetation throughout the plan area consists mainly of a grain crop that is currently being farmed. There is a significant stand of deciduous trees situated in the southeast corner of the plan area and small clusters of coniferous and deciduous trees surrounding the farmhouse located in the far northeast corner of the plan area.



Localized Depression

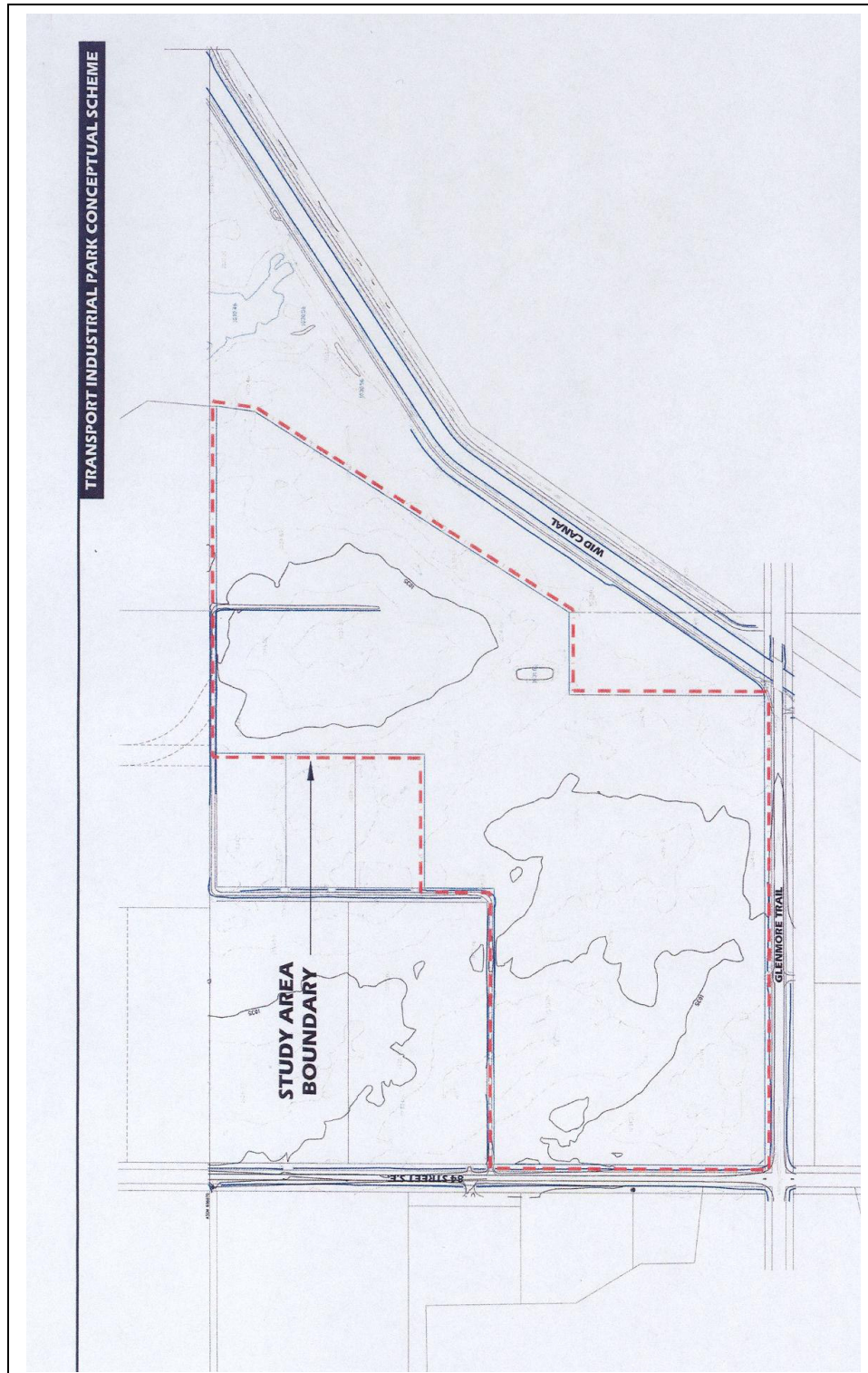


Existing Tree Stand

4.4 Existing Structures

There is a small farmhouse and detached garage located in the far northeast corner of the plan area that will be removed prior to development. A water well and a septic field will similarly have to be decommissioned and the land remediated prior to development. There are no other existing structures on-site.

FIGURE 3 – TOPOGRAPHY





4.5 Environmental Considerations

As previously discussed, there is a localized depression in the central portion of the plan area that is periodically filled with water that drains from the surrounding lands. Alberta Sustainable Resources has identified this localized depression as a significant wetland that periodically provides habitat for a variety of bird species when it is inundated with water.

The depression will be transformed into a storm pond that will be used to detain and refine water on-site, as well as to provide a supply of water for firefighting purposes. The ultimate design of the storm pond will meet the on-site stormwater needs of the industrial users in the area while complying with the provincial government's interim policy (May 1993) for wetland management that endeavours to protect wetlands whenever possible.



5.0 PROPOSED LAND USE

5.1 Discussion

The Shepard ASP identifies the SW ¼ of Section 3-23-28 W4M and a portion of the SE ¼ of Section 30-23-28 W4M as a Phase One Business Area and describes how the Municipal District of Rocky View encourages businesses that enhance, strengthen and diversify the Municipality's economy. As such, this Conceptual Scheme proposes to redesignate the majority of the plan area from Ranch and Farm District (RF) to General Business District (B-2) as shown on Figure 4.

The General Business District (B-2) is intended to provide for a wide range of business and associated uses which are compatible with each other and do not adversely effect surrounding land uses. According to the Land Use Bylaw C-4841-1997, General Industry Type 1 and Type 2 uses are considered discretionary under this district.

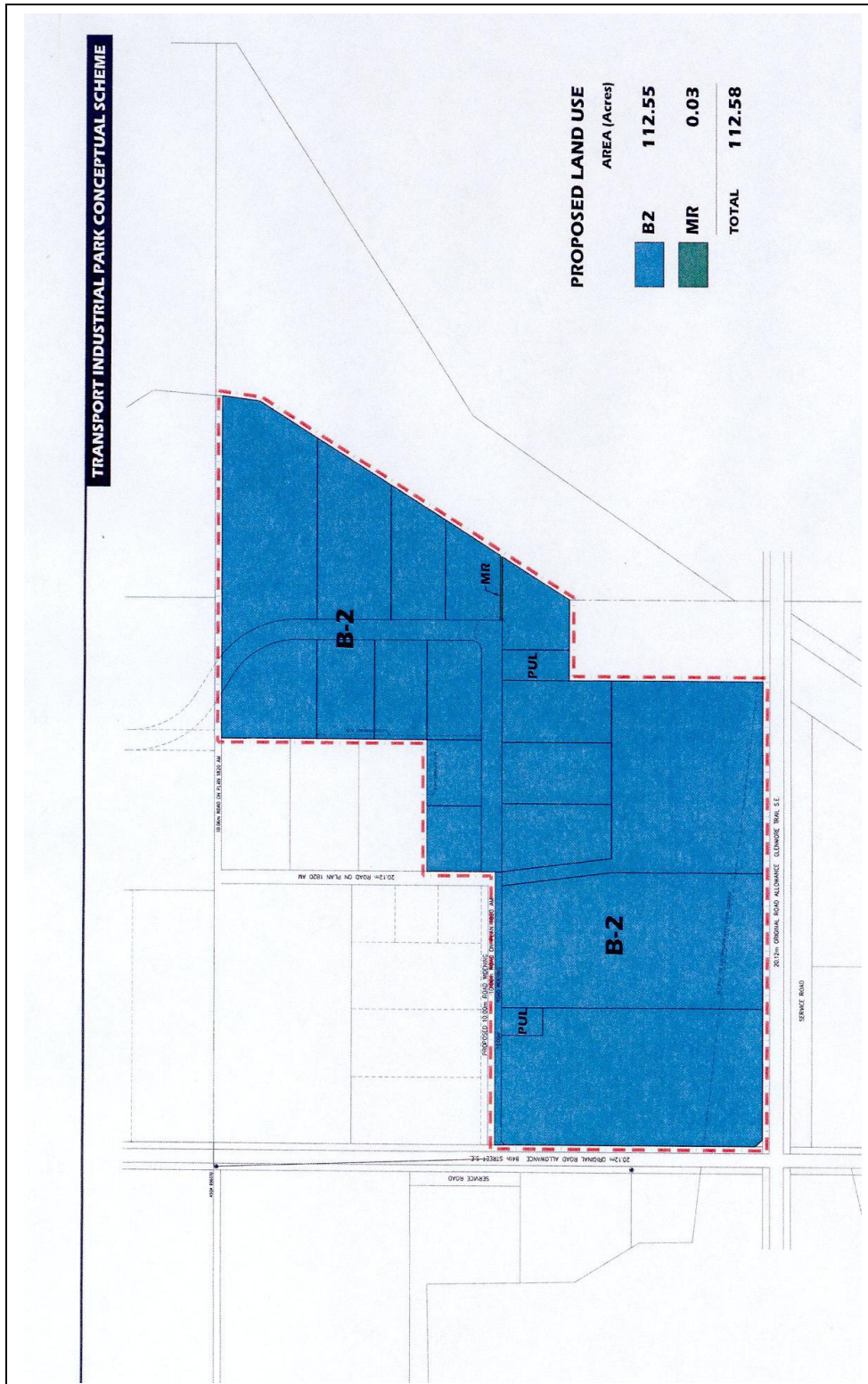
The Municipal District of Rocky View Land Use Bylaw defines General Industry Type 1 developments as those where activities and uses are primarily contained within an enclosed building and no nuisance factors are created or are apparent outside of an enclosed building. At the same time, General Industry Type 2 developments are those in which all or part of the activities and uses are conducted outdoors, without any significant nuisance or environmental factors such as noise, appearance or odour extending beyond the boundaries of the site.

Regulations governing General Business Districts (B-2) restrict parcel size to a maximum of 18.5 acres and building height to 18.0 m, and require that at least 10 percent of the parcel be landscaped.

5.1.1 Policy: *Land uses within the Conceptual Scheme plan area shall conform to the districts contained herein as generally identified in Figure 4 and in accordance with the policies contained within the Shepard ASP.*



FIGURE 4 – PROPOSED LAND USE





6.0 SUBDIVISION DESIGN AND DEVELOPMENT CONCEPT

6.1 Subdivision Design

The proposed development encompasses ± 112.58 acres of farmland that will be subdivided into a municipal reserve parcel, two public utility lots and 17 industrial lots ranging in size from ± 1.89 acres to ± 18.01 acres. The lots are appropriately sized to accommodate a variety of General Industrial Type 1 and Type 2 uses.

Access into the development will be provided off of 84th Street SE. An east-west internal subdivision road will be constructed to a municipal industrial standard and serve to provide access from the western boundary of the plan area through to the northern boundary along the existing road allowance referred to as Prairie Place. The internal subdivision road will extend Prairie Place northward to provide a secondary access through the adjacent lands (Boychuck Industrial Subdivision) to the north.

The northern extension of Prairie Place will serve to connect the Transport Industrial Park, the Boychuck Industrial Subdivision and the Patton Industrial Development with 61st Avenue. 61st Avenue will connect with Garden Road which will provide a secondary access from the proposed development to external markets via the provincial highway system. The proposed alignment of the internal subdivision road is shown on Figures 5 and 6.

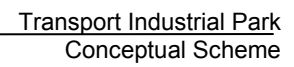
The subdivision design includes a linear open space that extends eastward from the internal road to the eastern boundary of the plan area. The linear open space will measure 3.0 m in width and serve to link the plan area with the Western Headworks Canal pathway that eventually connects to the regional linear park system of the City of Calgary. As the following table demonstrates, the linear open space will encompass ± 0.03 acres of the plan area.

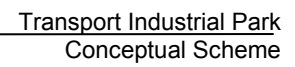
Transport Industrial Park Statistics

Proposed Use	Area (\pm acres)
Industrial (B-2)	105.85
Internal Roads	6.70
Linear Open Space	0.03
Total	112.58

As mentioned earlier, there is a localized depression located in the northwest corner of the plan area that will be integrated as part of the Stormwater Management Plan. This depression has been incorporated into the subdivision design as a public utility lot (PUL).

6.1.1 Policy: *The subdivision of the Plan area shall proceed in general accordance with the parcel configuration illustrated by Figure 5 with all parcels proposed meeting the minimum requirements of the General Business District (B-2) as outlined in the Municipal District of Rocky View Land Use Bylaw.*

[illegible]





6.2 Transportation Overview

The lands north of the Hamlet of Shepard have experienced significant industrial growth in recent years. Access to existing developments in the area is currently gained from 84th Street SE via Highway 560 (Glenmore Trail SE) in the south and Highway 1A in the north. 84th Street SE is a north-south 2-lane road, under the jurisdiction of the City of Calgary, currently developed with a rural cross section. This roadway forms the current boundary between the two municipalities. Within the MD of Rocky View limits, a similar north-south statutory road allowance exists along Range Road 285 (Garden Road), currently developed with an intermittent oil and coal mix standard, and provides limited access to the larger industrial area north of Glenmore Trail.

The Provincial Government is anticipating construction of the Transportation and Utility Corridor (TUC) as a major regional freeway circling the City of Calgary. According to Alberta Infrastructure, the portion of the TUC within the Shepard ASP area is not slated for construction until the end of the 20 year time horizon. However, scheduling of construction may be amended as a result of development pressure affecting the Southeast Industrial Area in the City of Calgary. Financing for this proposed road project is entirely dependent on Provincial budgets.

The Shepard ASP requires all local applications for redesignation, subdivision and/or development proposals to consider their short and long-term impact on the TUC and proposed interchange locations. According to Alberta Transportation, the proposed intersection between the TUC and Highway 560 (Glenmore Trail SE) will be developed as a grade-separated interchange. A portion of the subject lands has been identified for future road right-of-way along Glenmore Trail SE to accommodate construction of the proposed interchange as shown in Figure 5. When the TUC is constructed, 84th Street SE is anticipated to become discontinuous with direct access onto Highway 560 (Glenmore Trail SE) and Highway 1A being removed. When this occurs, Range Road 285 (Garden Road) will direct traffic into the plan area from external markets via Highways 1A and 560. 61st Avenue is anticipated to extend over the TUC into the City of Calgary via a grade-separated crossing. Direct access into the TUC from 61st Avenue has not yet been determined.

The Shepard ASP describes four major traffic-generating areas where a Traffic Impact Assessment is required prior to development occurring. These areas are as follows: north of Glenmore Trail/ Secondary Highway 560; south of Glenmore Trail/Secondary Highway 560 and north of the Hamlet of Shepard; the Hamlet of Shepard and potential expansion area; and south of the 114th Avenue/Township Road 232 realignment.

The Shepard ASP further describes how the Traffic Impact Assessment for the area north of Glenmore Trail/Secondary Highway 560 must specifically address the following:

- projection of traffic (including commodity) volumes and movements in and out of the area via a main access road and on the surrounding network, specifically Township Road 240, Secondary Highway 560 and Highway 1A west into the City of Calgary and west beyond Range Road 284 and 84th Street, and Range Road 285 north and south;
- determination of access improvement requirements for the roadway at the proposed point of entry including signage, acceleration/deceleration lanes or service road requirements particularly on Secondary Highway 560 or 84th Street; existing future accesses along 84th Street should also be reviewed; and
- determination of intersection improvement requirements at any impacted intersection, specifically the TUC and north boundary of the study area, the railway crossing at Township Road 240, and on 84th Street and the proposed TUC interchange between Secondary Highway 560 and Township Road



240; depending on the projection of traffic movements and origin/destination scenarios, intersections at Highway 1A, Range Road 285 and Range Road 284 should also be reviewed.

6.3 Traffic Impact Assessment

Urban Systems was retained by Remington Development Corporation to prepare a traffic impact assessment for the proposed Transport Industrial Park. The purpose of this preliminary assessment was to determine what impact the proposed development will have on the existing road network and to outline what improvements will be required above the background conditions.

The report describes how the following ITE trip generation rates were used to calculate the number of trips generated by the proposed development: a morning peak hour rate of 0.70, an afternoon peak hour rate of 0.73, and a daily trip rate of 5.61/1,000 ft² of industrial space. Based on these rates, the proposed development will generate 815 trips in the morning peak hour, 845 trips in the afternoon peak hour, and 6,510 trips daily.

The report also describes how ITE trip generation rates were used to calculate the number of trips generated by surrounding development. In this case, surrounding development consists of the Kleysen, Patton, Boychuck and Shepard lands, as well as the three residential lots just north of the plan area as shown on Figure 7. Development of these lands is expected to generate an additional 2,950 trips in the morning peak hour, 2,720 trips in the afternoon peak hour, and 21,800 trips daily. Assuming a direct connection with 84th Street SE, Prairie Place must be upgraded by the developer to accommodate a 30 m right-of-way.

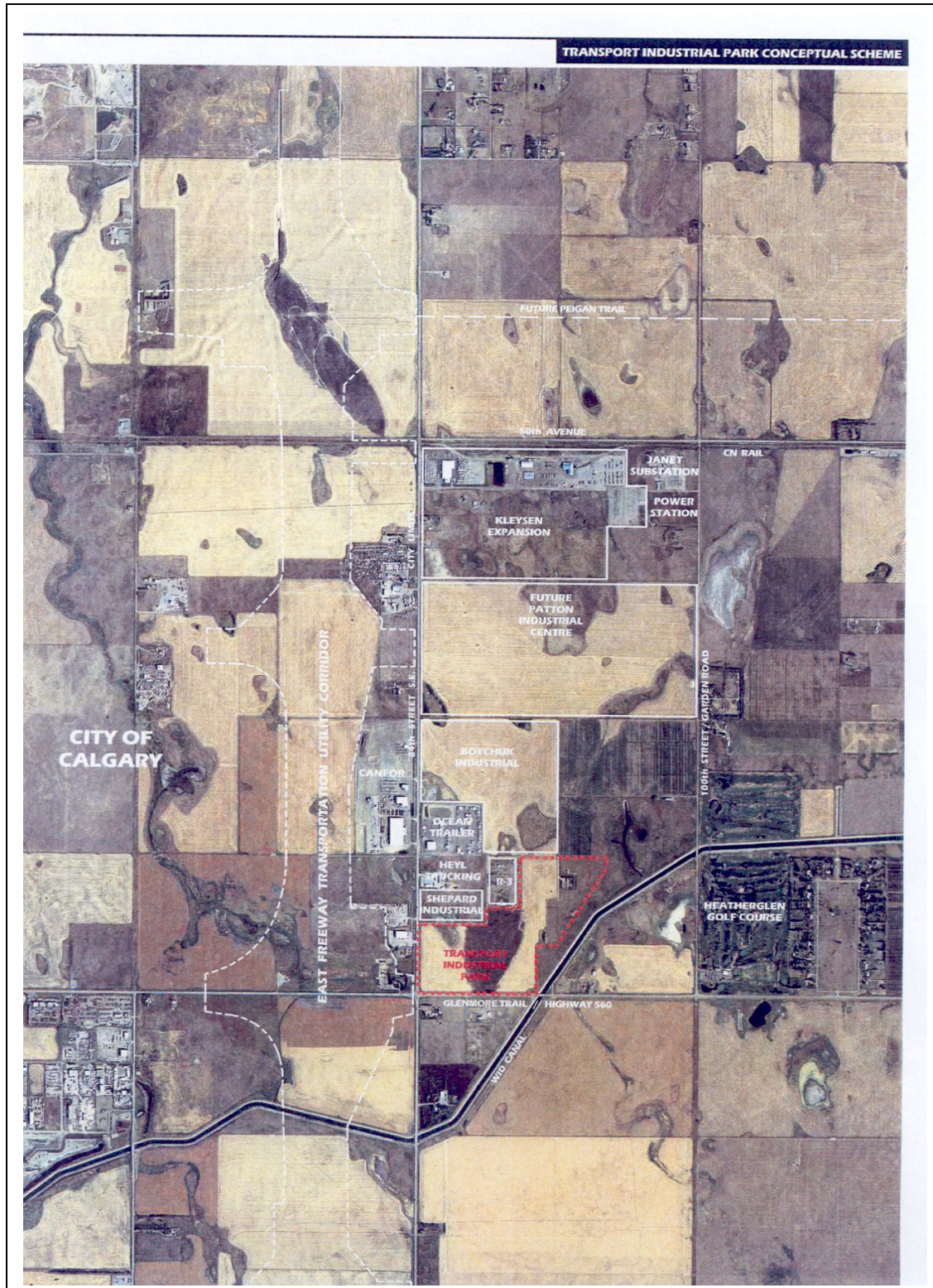
The report assumes that the 2005 road network includes the following: Glenmore Trail as a 4-lane divided roadway west of 84th Street (to be completed in 2003) and 61st Avenue as a 2-lane collector roadway between 84th Street and 100th Street. It is assumed that the intersection of 61st Avenue and 84th Street will be maintained. Analysis indicates that 84th Street SE will have to be a minimum 4-lane cross section between Glenmore Trail and 50th Avenue.

Given the proposed plan area will have direct access off of 84th Street SE, analysis of the 2005 background traffic conditions (including surrounding development traffic) indicates that the following intersection improvements will be required: development of an east/west left turn lane on Glenmore Trail and 84th Street (improvement likely to be completed in 2003 in conjunction with the widening of Glenmore Trail); widening of Prairie Place at 84th Street to accommodate separate westbound right/left lanes; widening of 61st Avenue at 84th Street to accommodate separate westbound right/left lanes; and installation of signals at 50th Avenue and 84th Street. Analysis of the 2005 combined traffic conditions (including surrounding development traffic) similarly indicates that the following intersection improvements are required: dual eastbound left turn lane on Glenmore Trail at 84th Street; and signalization and widening of 84th Street to 5-lanes for a southbound left lane at the Prairie Place/84th Street intersection.

The traffic impact assessment also outlines the study area road network improvements required at the following horizons: 2012 Background Conditions, 2012 Combined Conditions, and 2020 Ultimate Conditions. A copy of this assessment has been submitted to the Municipal District of Rocky View under separate cover.



FIGURE 7 – REGIONAL SITE PLAN





- 6.3.1 Policy:** *Access to the subdivision area shall be as generally shown in Figure 5.*
- 6.3.2 Policy:** *A Traffic Impact Assessment (TIA) shall be prepared for the Conceptual Scheme area prior to its development to determine any road improvements required to facilitate local traffic movements. This TIA shall be prepared to the satisfaction of Alberta Transportation, the City of Calgary and the Municipal District of Rocky View, and shall take into consideration any roadway upgrades required to both the local internal subdivision roads, as well as the regional road network.*
- 6.3.3 Policy:** *In accordance with the MD's Transportation Off-Site Levy Bylaw, as a condition of subdivision, the Municipal District of Rocky View shall collect monies required to offset improvements to the regional transportation network affecting lands within the Conceptual Scheme area.*
- 6.3.4 Policy:** *No Occupancy Permit shall be issued respecting any approved Development Permit within the Conceptual Scheme area until all necessary internal road improvements required to give access to the development have been addressed via a Development Agreement, to the satisfaction of the Municipal District.*
- 6.3.5 Policy:** *Portions of "Prairie Place" ROW not required as legal access to lands within the Conceptual Scheme plan area are to be closed and consolidated with the adjacent lands as a condition of subdivision.*

6.4 Open Space and Pathways

The Shepard ASP describes how the Municipal District of Rocky View is strongly encouraged to connect the existing regional linear park system in the City of Calgary and the Western Headworks Canal pathway with the policy plan area. As such, the subdivision design includes ± 0.03 acres of linear open space that will be dedicated as municipal reserve. A linear open space will extend eastward from the end of the internal road to the eastern boundary of the plan area. This linear open space will measure 3.0 m in width and will provide a connection between the plan area and the Western Headworks Canal pathway that eventually links to the regional linear park system of the City of Calgary. The linear open space will be constructed by the developer and maintained by a lot owners association.

- 6.4.1 Policy:** *The linear municipal reserve shall be dedicated at the subdivision stage and shall be developed with a pedestrian trail to the satisfaction of the Municipal District of Rocky View and Alberta Environment. All improvements developed within the municipal reserve shall be maintained by a Lot Owner's Association created at the subdivision stage.*



Western Headworks Canal pathway



6.5 Municipal Reserves

The Municipal Government Act and the Municipal Development Plan require 10 percent of the plan area be dedicated as municipal reserve or municipal school reserve. The legislation also allows developers to defer municipal reserve, provide money in place of reserve, or to provide any combination of land and money provided the sum does not exceed 10 percent.

This Conceptual Scheme proposes ± 0.03 acres of land be dedicated as municipal reserve. As Figure 5 illustrates, the reserve will consist of a linear open space that will provide public access to the Western Headworks Canal pathway. The ± 0.03 acres represents a portion of the municipal reserve required. The developer will provide money in lieu of the remaining ± 11.23 acres of municipal reserve owing on these lands.

6.5.1 Policy: *Municipal reserve will be dedicated in accordance with the proposed plan of subdivision with remaining reserves owing to be provided by cash-in-lieu.*

6.6 Phasing Strategy

The proposed development will encompass ± 112.58 acres of land which will be subdivided into a municipal reserve parcel, two public utility lots and 17 industrial lots to be developed in two phases, as illustrated on Figure 5.

The first phase of development will involve the construction of all of the internal subdivision road and shall include Lots 1 through 3 and Lots 10 through 20, including the one municipal reserve parcel and the two public utility lots.

The second phase of development will occur when market conditions warrant. This phase will encompass all remaining lands (Lots 4 through 9).

6.6.1 Policy: *The proposed Transport Industrial Park will be developed in two phases in accordance with this Conceptual Scheme.*

6.6.2 Policy: *Multiple phasing may be permitted without amendment to this Conceptual Scheme provided adequate servicing and infrastructure is available.*

6.6.3 Policy: *The ROW for the entire length of the internal subdivision road from 84th Street SE to the north boundary of the Conceptual Scheme area shall be dedicated, constructed and paved, as a condition to the first phase of subdivision, to the satisfaction of the Municipal District.*



7.0 SERVICING SCENARIO

7.1 Discussion

Development of the TUC will bring with it tremendous opportunities to upgrade provincial and municipal services such as pipelines, watermain and sanitary sewer trunks. Short-term development opportunities are, however, constrained by the absence of underground utilities and will be restricted to limited servicing as indicated in the Shepard ASP. In the long term, future municipal services may be provided within the public road right-of-way subject to future availability and municipal requirements. This Conceptual Scheme proposes a subdivision design and development concept based on limited servicing and maintains that further servicing, as a result of off-site improvements, should be addressed on an individual development permit basis.

7.1.1 Policy: *A Deferred Servicing Agreement shall be registered against each individual title created outlining the owner's requirements for future service extensions to the satisfaction of the Municipal District of Rocky View.*

7.2 Water Supply

Potable water will either be trucked into the plan area and stored in cisterns or obtained from individual wells on-site. Data obtained from a number of wells in the area indicates that there is sufficient potable water available on-site to service the needs of a variety of industrial users.

7.2.1 Policy: *In accordance with the Provincial Water Act, the developer shall obtain a License to Divert Water from Alberta Environment prior to extracting potable water for commercial purposes, should potable water be obtained from individual wells on-site.*

7.2.2 Policy: *Prior to installation of individual cisterns, the developer shall obtain all necessary Municipal and/or Provincial approvals.*

7.3 Sanitary Sewer

Sanitary sewage will either be contained and transported off-site for disposal or managed on-site with individual septic tanks and tile field installations. Alberta Environment prefers that tile fields be sited on lots that have a minimum of 1.0 acre of developable land available.

7.3.1 Policy: *A comprehensive geotechnical analysis (including percolation and near surface water table testing) confirming suitability for on-site septic field sewage treatment systems will be required as the subdivision stage to the satisfaction of the Municipal District of Rocky View, should the sanitary sewage be managed on-site with individual septic tanks and tile fields.*

7.3.2 Policy: *Prior to installation of individual sewage pump out tanks, the developer shall obtain all necessary Municipal and/or Provincial approvals.*



7.4 Stormwater Management

Urban Systems was retained by Remington Development to prepare a Stormwater Management Report for the proposed Transport Industrial Park. The purpose of this report is to show how stormwater runoff from the proposed development will be managed through the use of on-site stormwater storage and a stormwater detention pond. A copy of this report has been submitted to the Municipal District of Rocky View under separate cover and a conceptual illustration regarding how drainage will flow within the site is included as Figure 8. It should be noted that the report is preliminary and may have to be amended prior to subdivision approval.

The stormwater management report describes how the topography of the plan area is generally flat with localized depressions scattered across the site. These depressions are typical of the sloughs in the surrounding area. Drainage in this area is generally self-contained as excess runoff flows from the sloughs into roadside ditches during extreme storm events. There is no evidence of creeks in the area.

The stormwater management report describes how all runoff (including runoff generated by the 100 year return period event) must be contained on-site given there are no regional drainage facilities in the area. The report also describes how runoff will spill into the off-site roadside ditches beyond the 100 year return period event. Each of the proposed industrial lots will require a self-contained on-site detention pond in order to control stormwater in this manner. The size and location of these ponds, which will be designed to accommodate 785 m³ of water per hectare, will not have a negative impact on the functional development of the lots.

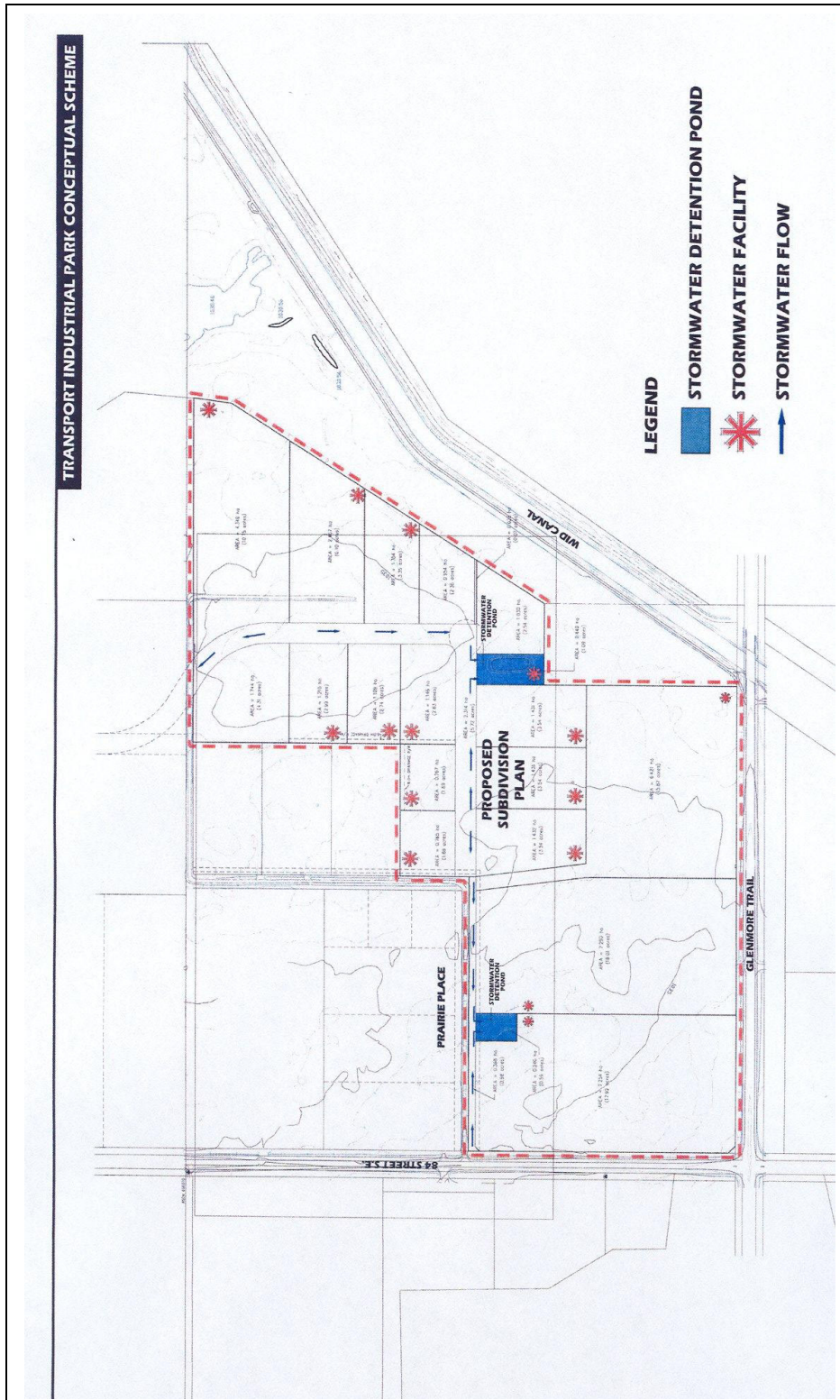
Stormwater runoff from the access road will be controlled through detention ponds that will be located in public utility lots (PUL) where localized depressions currently exist. The road and adjacent ditches will be sized to convey the peak runoff rate and designed to ensure runoff is conveyed to the detention ponds.

As mentioned earlier, one of the detention ponds will also be used as a reservoir for firefighting purposes. The pond will provide a fire volume of approximately 2,000 m³ based on a fire flow of 180 l/s for three hours. In order to achieve this, the detention pond should have a total volume of roughly 3,000 m³ throughout the year.

The second localized depression described above has been identified as an important wetland by Alberta Sustainable Resources. The depression provides habitat for a variety of bird species when it is periodically inundated with water in the summer months. The ultimate design of the storm pond will be required to comply with the provincial government's interim policy (May 1993) for wetland management while meeting the stormwater needs of the industrial users in the area. Every effort shall be made to mitigate any negative impact to the existing wetland habitat to the satisfaction of Alberta Sustainable Resources.

Water will not be withdrawn from the Western Headworks Canal for firefighting purposes nor will excess runoff be conveyed or discharged into the canal. The proposed development will have no impact on the Western Headworks Canal.

FIGURE 8 – STORMWATER MANAGEMENT





- 7.4.1 Policy:** *All stormwater management shall be in accordance with the Best Management Practices outlined within the Alberta Environment Standards and Guidelines for Stormwater Management for the Province of Alberta and Section 700.0 of the Municipal District of Rocky View's Servicing Standards for Subdivision and Road Construction.*
- 7.4.2 Policy:** *Stormwater management within the plan area shall be designed and constructed to municipal standards in accordance with the Stormwater Management Plan prepared by Urban Systems (October 2002) to the satisfaction of the Municipal District of Rocky View and Alberta Environment. A final Stormwater Management Plan will be required as a condition of subdivision and any recommendations arising from the results of this plan shall be implemented prior to development proceeding.*
- 7.4.3 Policy:** *No alterations to the existing wetland shall be permitted without approval from Alberta Sustainable Resources, Alberta Environment and the Municipal District of Rocky View.*
- 7.4.4 Policy:** *Appropriate mechanisms to ensure the long-term operation and maintenance of the detention ponds by benefiting landowners shall be secured as part of the subdivision approval process. The ponds (PUL) will be leased by a Lot Owners Association and caveats will be placed on each title to outline each lot owner's responsibilities.*
- 7.4.5 Policy:** *Each new title created shall be encumbered by a blanket easement referencing the individual pond requirements as a condition of subdivision. The actual location and size of each pond will be determined by the Municipal District of Rocky View Development Authority at the development permit stage.*
- 7.4.6 Policy:** *Stormwater management within the plan area shall be designed and constructed to ensure the Western Headworks Canal and adjacent lands are not impacted by the proposed development.*

7.5 Protective Services

Police services will be provided by the Royal Canadian Mounted Police and the Municipal District of Rocky View Special Constables. In terms of fire protection, the plan area will be serviced by 911 emergency services with an emergency locator system set up for each individual property. Fire protection will be provided by the City of Calgary Fire Department who will respond from stations in east Calgary. Additional firefighting services will also be provided by the Municipal District of Rocky View Fire Department.

There are two localized depressions that will be used to store sufficient water on-site to sustain fire flows. Pump stations, located in close proximity to the depressions, will force water throughout the plan area by way of a pressurized line. The City of Calgary Fire Department will be able to access the water via one of the fire hydrants located along the line.

- 7.5.1 Policy:** *All parcels within the Plan area shall have water available at the lot line for fire suppression purposes. A water distribution system, including hydrants, supplied by the two localized depressions, shall be installed by the developer as a condition*



of subdivision, to the satisfaction of the Municipal District of Rocky View. This distribution system shall be owned and operated by a Lot Owner's Association. An encumbrance shall be registered against all benefiting titles that identifies each landowner's responsibilities as a condition of subdivision.

7.5.2 Policy: ***An Emergency Management Plan shall be submitted with each development permit application to the satisfaction of the Municipal District of Rocky View.***

7.6 Shallow Utilities

Shallow utilities such as electrical, natural gas, telephone, and cable services will be extended into the plan area within the proposed road rights-of-way with precise alignments to be determined at the time of development.

7.6.1 Policy: ***Shallow utilities shall be provided within the plan area at the sole expense of the developer in accordance with a Utility Right-of-Way Plan established at the subdivision stage.***



8.0 PUBLIC CONSULTATION

Area residents were invited to review and evaluate the proposed Conceptual Scheme at a joint open house hosted by Urban Systems on behalf of Remington Development and IBI on behalf of Boychuck Industrial. Municipal District of Rocky View staff were also in attendance.

Area residents within a half mile radius of the plan area were mailed invitations notifying them of the open house, which was held on September 25, 2002. An advertisement was also placed in the September 19th edition of the Rocky View Times.

Sixteen area residents attended the open house including the landowners immediately to the north of the plan area. Residents were encouraged to look at presentation boards detailing the proposed Conceptual Scheme and to discuss their concerns with each other, the developer, planning consultants, and municipal representatives.

The landowners immediately to the north of the plan area expressed concerns regarding the interface between their property and the proposed industrial uses to the south. Municipal District of Rocky View staff explained how architectural guidelines and landscaping measures can be used to successfully buffer residential uses from industrial ones.

Topics of discussion included the proposed road network and increased traffic volumes along Glenmore Trail SE. Urban Systems and IBI described how the road network was designed to ensure efficient travel between the two parcels and the surrounding lands. Urban Systems also indicated that a Traffic Impact Assessment had been initiated to determine what impact the proposed Conceptual Scheme would have on the existing road network.

Area residents were pleased to hear that a Stormwater Management Plan was currently underway and that municipal reserve would be used to create a linear open space that would provide access to the Western Headworks Canal.



9.0 STATUTORY PLAN COMPLIANCE

9.1 Municipal Development Plan

The Municipal Development Plan (MDP) discusses the importance of commercial and industrial business development to the economy of the Municipal District of Rocky View. A stated goal of the MDP is to encourage and facilitate business opportunities that enhance and strengthen the economy of the Municipal District of Rocky View. As such, business development proposals should be evaluated in accordance with the type, scale, size, and site design of the proposed business, the compatibility of the proposed business with adjacent land uses and the impacts that may result from such an introduction into the area, and the trade area and economic benefits to the community that may be realized through the introduction of the proposed business.

This Conceptual Scheme proposes the development of a municipal reserve parcel, two public utility lots and 17 industrial lots ranging in size from ± 1.89 acres to ± 18.01 acres. The industrial park is intended to provide for those uses requiring large tracts of land with minimal or no land servicing requirements. Such uses will be typified by the need for outside storage or outside processing and limited structural development similar to the existing industrial uses in the area and the proposed industrial uses to the north. Industrial development will provide a source of local employment in the area and will help to diversify the economy of the Municipal District of Rocky View.

The MDP also recognizes that open spaces and recreational facilities are integral components of a rural lifestyle. An important goal of the MDP is to support the retention and enhancement of open spaces and recreational facilities throughout the Municipal District of Rocky View. One way to achieve this goal is to create an integrated open space system that extends throughout the Municipality. This Conceptual Scheme includes a subdivision design and development concept that features a linear open space that will extend eastward from the east/west internal subdivision road to the eastern boundary of the plan area. The linear open space will measure 3 m in width and serve to link the proposed plan area to the Western Headworks Canal pathway. The proposed linear open space will enhance the existing open space and recreational system in the area.

9.2 Intermunicipal Development Plan

The Municipal District of Rocky View / City of Calgary Intermunicipal Development Plan (IDP) describes how the southeast quadrant of Calgary has become the primary industrial area in the City of Calgary. The IDP also discusses how future urban industrial development beyond the City limits is expected to extend eastward within a corridor bounded by Peigan Trail SE to the north and 130th Avenue SE to the south. The proposed Conceptual Scheme plan area is located within this corridor.

The IDP further states that business development within the Municipal District of Rocky View may proceed according to policies contained within existing area structure plans or concept plans approved by the Municipal District of Rocky View. The plan area is covered by the Shepard ASP that was adopted by Council on May 29, 2001 under Bylaw C-5330-2001.

9.3 Shepard ASP

The Shepard ASP identifies the SW $\frac{1}{4}$ of Section 30-23-28 W4M and a portion of the SE $\frac{1}{4}$ of Section 30-23-28 W4M as a Phase One Business Area and states that applications for redesignation, subdivision and development should consider the following:

- proposed business uses should be similar to those already existing in this location;



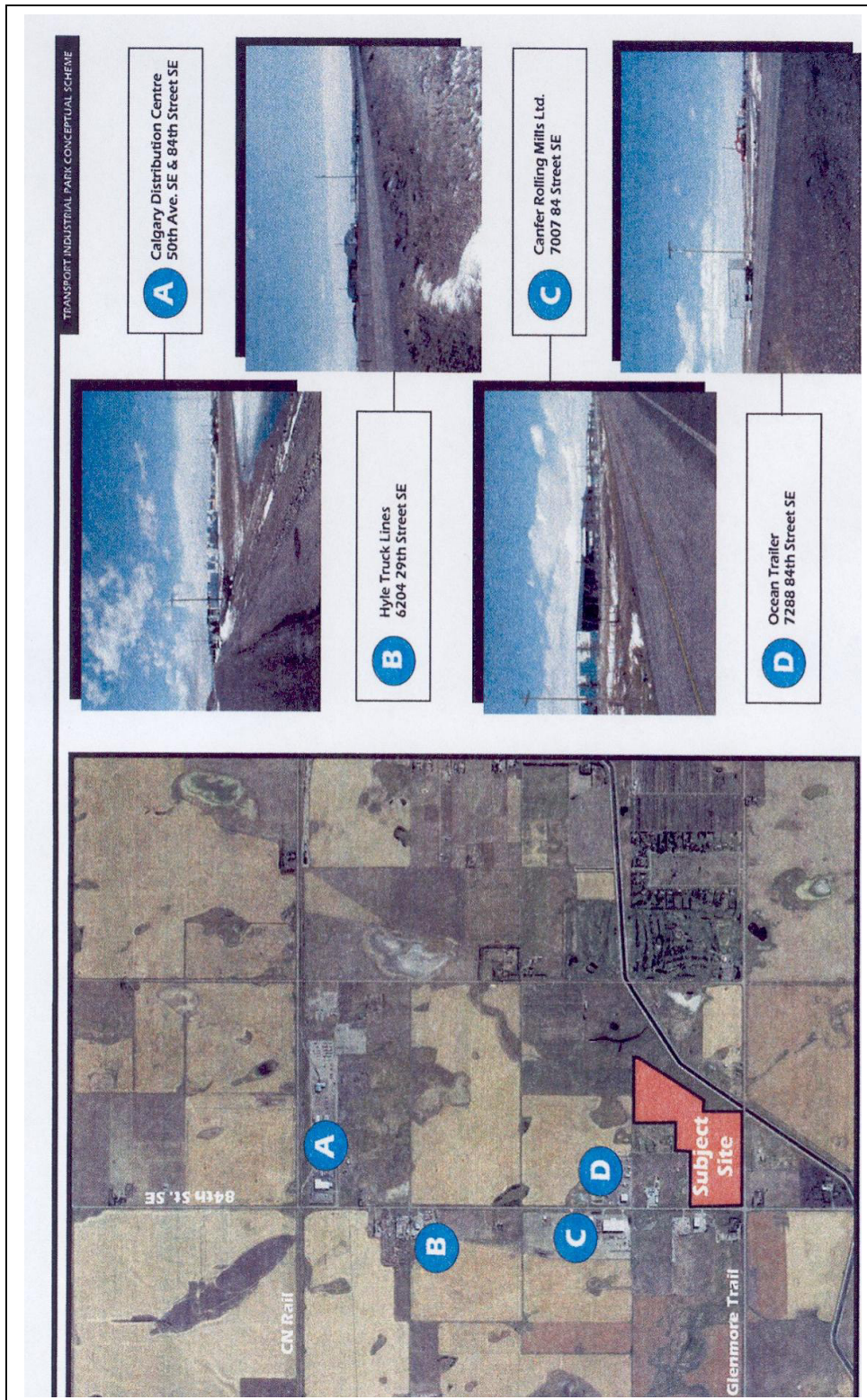
- proposed business uses should be contiguous with existing uses on the east side of the transportation and utility corridor (TUC) within the City of Calgary; and
- proposed business uses on either side of Glenmore Trail SE should be similar to each other in scale and in character.

The lands north of the Hamlet of Shepard have become a hub for industrial activity with rapid development occurring on either side of 84th Street SE. The proposed development is situated directly across the street from two Direct Control Districts (DC) intended to provide for general industrial uses and more specifically auto wrecking and scrap metal yards. These lands, like the others located along 84th Street SE, are well suited for industrial development given their close proximity to the City of Calgary, Glenmore Trail SE and the Canadian Pacific rail lines.

As Figure 9 illustrates, the proposed General Business District (B-2) satisfies the requirements of the Shepard ASP and complements the predominantly industrial character of the surrounding lands. Canfer Rolling Mills, for example, is located just north of the plan area at 7007 84th Street SE, while Ocean Trailer is situated at 7288 84th Street SE.

The Shepard ASP also identifies the three residential parcels to the north of the plan area as Phase One Residential Policy Areas appropriate for short term residential land uses. Two of the three landowners have submitted applications to redesignate their lands from Residential Three District (R-3) to General Business District (B-2). The development proposals are currently under consideration by the Municipal District of Rocky View.

FIGURE 9 – INDUSTRIAL DEVELOPMENT CONTEXT





10.0 IMPLEMENTATION

10.1 Discussion

This Conceptual Scheme puts forward policies and objectives for the development of a dynamic and functional industrial centre on lands legally described as a portion of the SW¼ of Section 30-23-28 W4M and a portion of the SE¼ of Section 30-23-28 W4M. The Transport Industrial Park will provide a high quality development that is consistent with the Shepard ASP, and meets the existing and future needs of the local community and regional industrial market.

Redesignation and subdivision of the Conceptual Scheme plan area shall be guided by the policies and objectives herein, and implemented through conditions of redesignation and subdivision approval by the Municipal District of Rocky View.

10.1.1 Policy: *The Municipal District of Rocky View shall implement this Conceptual Scheme through the redesignation and subdivision approval processes.*

10.2 Construction Management Plan

The Shepard ASP requires all applications for redesignation, subdivision and/or development for business uses within the context of a Conceptual Scheme include a Construction Management Plan that includes Best Management Practices for stormwater management throughout construction.

10.2.1 Policy: *A Construction Management Plan and Erosion/Sedimentation Control Plan shall be provided by the developer, prior to issuance of a Stripping and Grading Permit, to the satisfaction of the Municipal District of Rocky View and Alberta Environment.*

10.3 Performance Standards

The performance standards described below are intended to provide benchmarks for the management of potential nuisances that may result from industrial development within the plan area. The Municipal District of Rocky View will ensure that future subdivision and development applications within the plan area meet or exceed the performance standards determined by this Conceptual Scheme.

10.3.1 Air Contaminants

No use or operation on the site shall cause or create air contaminants, visible emissions or particulate emissions beyond the site that produces them. Airborne particulate matter originating from storage areas, yards or roads shall be suppressed at all times either by landscaping, paving or other means considered appropriate by the Municipal District of Rocky View as defined in a development permit and in accordance with Alberta Environment guidelines.

10.3.2 Odorous Matter

No use or operation on the site shall cause or create the emission of odorous matter or vapour beyond the building or site that contains the use or operation in accordance with Alberta Environment guidelines.

10.3.3 Toxic Matter

No use or operation on the site shall cause or create the emission of toxic matter beyond the building that contains it. The handling, storage, clean-up, and disposal of any toxic or hazardous materials or waste



shall be in accordance with Alberta Environment guidelines, as well as the Chemical Management Plan and/or Emergency Management and Response Plan required by the Municipal District of Rocky View Land Use Bylaw.

10.3.4 Garbage Storage

All garbage and waste material accumulated on the site shall be stored in weatherproof and animal-proof containers and kept either within buildings or at the rear or side of buildings. All containers shall be screened from view by all adjacent properties and public thoroughfares. Mechanical waste compactors are encouraged.

10.3.5 Fire and Explosion Hazards

Any use or operation which stores, manufactures or utilizes materials or products which may be hazardous due to their corrosive, poisonous, flammable, reactive or explosive nature shall comply with provincial fire codes and the requirements of the Municipal District of Rocky View in accordance with the Emergency Management and Response Plan required by the Municipal District of Rocky View Land Use Bylaw. Fire protection measures, such as fire hydrants, shall also be provided to the satisfaction of the Rocky View Fire Chief and included in a development permit application.

10.3.6 Policy: *The Municipal District of Rocky View will ensure that future industrial developments meet or exceed the performance standards of this Conceptual Scheme when reviewing subdivision and development permit applications in accordance with the Shepard ASP.*

10.4 Development Guidelines

The Development Guidelines described below are intended to provide procedures for the development of industrial land uses within the plan area. The Municipal District of Rocky View will ensure that future developments meet or exceed the development guidelines established by this Conceptual Scheme.

10.4.1 Access, Parking and Loading

Entrances shall be designed to accommodate the turning movement of tractor-trailers and shall be positioned to allow for safe and adequate site distances. Parking and loading facilities shall be in accordance with the applicable requirements of the Municipal District of Rocky View Land Use Bylaw. Loading and vehicle servicing areas shall be integrated into the site and building architecture, and provided at the rear or side of buildings. Parking areas for employees and visitors shall be provided for in clearly defined areas.

10.4.2 Signage

A Signage Plan shall be submitted to the Municipal District of Rocky View with a development permit application in accordance with the Land Use Bylaw. Temporary signage is prohibited with the exception of temporary signs required during development or building construction.

10.4.3 Lighting

All outdoor lighting shall be located, oriented and shielded to prevent light from being directed at adjoining properties, interfering with the use and enjoyment of neighbouring lands or disrupting the effectiveness of any traffic control devices. Similarly, all uses shall demonstrate adequate lighting that meets the



provisions of an approved Crime Prevention Through Environmental Design (CPTED) strategy submitted as part of a development permit application.

10.4.4 Outside Storage

Outside storage including the storage of trucks, trailers and other large vehicles may be permitted adjacent to the rear or side of a building provided these storage areas are not located within a required rear or side yard. Storage areas shall be screened with a six-foot high wood or steel fence from abutting residential land uses to the south and east.

10.4.5 Outside Display Areas

Outside display areas shall be permitted provided they are not located within a required front, rear or side yard and are limited to merchandise related to industrial uses on-site.

10.4.6 Fencing

On-site fencing shall only be permitted when it is being used to screen outside storage areas, garbage enclosures or pieces of equipment for security purposes. There will also likely be security fencing around each parcel to identify property lines.

10.4.7 Landscaping

A Landscaping Plan shall be submitted as part of a development permit application and should identify the location and extent of landscaped areas, the plant material proposed, and the methods of irrigation and maintenance of landscaped areas. A Landscaping Plan should consider the following:

- A minimum of 10 percent of the site area shall be landscaped as required by the General Business District (B-2).
- Tree species and other foliage shall be appropriate for dry prairie conditions with the exception of natural wetland areas. Natural prairie grass landscaping is preferred over high water consumptive non-native grass species. Where non-native grasses are used, low water species shall be required. All plant species shall conform to the standards of the Canadian Nursery Trades Association for nursery stock.
- Existing soft landscaping retained on-site may be considered in fulfillment of the total landscaping required.
- Any areas subject to excavation, stripping or grading during the construction phases of development that are not identified as a landscaped area on the Landscaping Plan shall be seeded with native prairie grasses.

10.4.8 Crime Prevention Through Environmental Design (CPTED)

A CPTED strategy shall be submitted as part of a development permit application and should address the following: awareness of the environment, visibility of others, and community context and finding help. The CPTED strategy should anticipate problematic places and situations where offences may occur within the plan area and establish guidelines designed to evaluate and mitigate the potential for crime.

10.4.9 Policy: *The Municipal District of Rocky View will ensure that future developments meet or exceed the development guidelines of this Conceptual Scheme when reviewing development permit applications in accordance with the Shepard ASP.*



POLICY SUMMARY

- 3.1.1 Policy:** Policies contained within the Transport Industrial Park Conceptual Scheme shall apply to all lands within the Conceptual Scheme plan area as shown in Figure 1.
- 3.4.1 Policy:** Provisions for screening and buffering shall be provided to the satisfaction of the Municipal District of Rocky View through the development permit process to ensure compatibility between the residential parcels and the proposed development.
- 5.1.1 Policy:** Land uses within the Conceptual Scheme plan area shall conform to the districts contained herein as generally identified in Figure 4 and in accordance with the policies contained within the Shepard ASP.
- 6.1.1 Policy:** The subdivision of the Plan area shall proceed in general accordance with the parcel configuration illustrated by Figure 5 with all parcels proposed meeting the minimum requirements of the General Business District (B-2) as outlined in the Municipal District of Rocky View Land Use Bylaw.
- 6.3.1 Policy:** Access to the subdivision area shall be as generally shown in Figure 5.
- 6.3.2 Policy:** A Traffic Impact Assessment (TIA) shall be prepared for the Conceptual Scheme area prior to its development to determine any road improvements required to facilitate local traffic movements. This TIA shall be prepared to the satisfaction of Alberta Transportation, the City of Calgary and the Municipal District of Rocky View, and shall take into consideration any roadway upgrades required to both the local internal subdivision roads, as well as the regional road network.
- 6.3.3 Policy:** In accordance with the MD's Transportation Off-Site Levy Bylaw, as a condition of subdivision, the Municipal District of Rocky View shall collect monies required to offset improvements to the regional transportation network affecting lands within the Conceptual Scheme area.
- 6.3.4 Policy:** No Occupancy Permit shall be issued respecting any approved Development Permit within the Conceptual Scheme area until all necessary internal road improvements required to give access to the development have been addressed via a Development Agreement, to the satisfaction of the Municipal District.
- 6.3.5 Policy:** Portions of "Prairie Place" ROW not required as legal access to lands within the Conceptual Scheme plan area are to be closed and consolidated with the adjacent lands as a condition of subdivision.
- 6.4.1 Policy:** The linear municipal reserve shall be dedicated at the subdivision stage and shall be developed with a pedestrian trail to the satisfaction of the Municipal District of Rocky View and Alberta Environment. All improvements developed within the municipal reserve shall be maintained by a lot owners association created at the subdivision stage.
- 4.5.1 Policy:** Municipal Reserve will be dedicated in accordance with the proposed plan of subdivision with remaining reserves owing to be provided by cash-in-lieu.



- 6.6.1 Policy:** The proposed Transport Industrial Park will be developed in two phases in accordance with this Conceptual Scheme.
- 6.6.2 Policy:** Multiple phasing may be permitted without amendment to this Conceptual Scheme provided adequate servicing and infrastructure is available.
- 6.6.3 Policy:** The ROW for the entire length of the internal subdivision road from 84th Street SE to the north boundary of the Conceptual Scheme area shall be dedicated, constructed and paved, as a condition to the first phase of subdivision, to the satisfaction of the Municipal District.
- 7.1.1 Policy:** A Deferred Servicing Agreement shall be registered against each individual title created outlining the owner's requirements for future service extensions to the satisfaction of the Municipal District of Rocky View.
- 7.2.1 Policy:** In accordance with the Provincial Water Act, the developer shall obtain a License to Divert Water from Alberta Environment prior to extracting potable water for commercial purposes should potable water be obtained from individual wells on-site.
- 7.2.2 Policy:** Prior to installation of individual cisterns, the developer shall obtain all necessary Municipal and/or Provincial approvals.
- 7.3.1 Policy:** A comprehensive geotechnical analysis (including percolation and near surface water table testing) confirming suitability for on-site septic field sewage treatment systems will be required as the subdivision stage to the satisfaction of the Municipal District of Rocky View, should the sanitary sewage be managed on-site with individual septic tanks and tile fields.
- 7.3.2 Policy:** Prior to installation of individual sewage pump out tanks, the developer shall obtain all necessary Municipal and/or Provincial approvals.
- 7.4.1 Policy:** All stormwater management shall be in accordance with the Best Management Practices outlined within the Alberta Environment *Standards and Guidelines for Stormwater Management for the Province of Alberta* and Section 700.0 of the Municipal District of Rocky View's *Servicing Standards for Subdivision and Road Construction*.
- 7.4.2 Policy:** Stormwater management within the Plan area shall be designed and constructed to municipal standards in accordance with the Stormwater Management Plan prepared by Urban Systems (October 2002) to the satisfaction of the Municipal District of Rocky View and Alberta Environment. A final Stormwater Management Plan will be required as a condition of subdivision and any recommendations arising from the results of this plan shall be implemented prior to development proceeding.
- 7.4.3 Policy:** No alterations to the existing wetland shall be permitted without approval from Alberta Sustainable Resources, Alberta Environment and the Municipal District of Rocky View.
- 7.4.4 Policy:** Appropriate mechanisms to ensure the long-term operation and maintenance of the detention ponds by benefiting landowners shall be secured as part of the subdivision approval process. The ponds (PUL) will be leased by a Lot Owners Association and caveats will be placed on each title to outline each lot owner's responsibilities.



- 7.4.5 Policy:** Each new title created shall be encumbered by a blanket easement referencing the individual pond requirements as a condition of subdivision. The actual location and size of each pond will be determined by the Municipal District of Rocky View Development Authority at the development permit stage.
- 7.4.6 Policy:** Stormwater management within the plan area shall be designed and constructed to ensure the Western Headworks Canal and adjacent lands are not impacted by the proposed development.
- 7.5.1 Policy:** All parcels within the Plan area shall have water available at the lot line for fire suppression purposes. A water distribution system, including hydrants, supplied by the two localized depressions shall be installed by the developer as a condition of subdivision to the satisfaction of the Municipal District of Rocky View. This distribution system shall be owned and operated by a Lot Owner's Association. An encumbrance shall be registered against all benefiting titles that identifies each landowner's responsibilities as a condition of subdivision.
- 7.5.2 Policy:** An Emergency Management Plan shall be submitted with each development permit application to the satisfaction of the Municipal District of Rocky View.
- 7.6.1 Policy:** Shallow utilities shall be provided within the plan area at the sole expense of the developer in accordance with a Utility Right-of-Way Plan established at the subdivision stage.
- 10.1.1 Policy:** The Municipal District of Rocky View shall implement this Conceptual Scheme through the redesignation and subdivision approval processes.
- 10.2.1 Policy:** A Construction Management Plan and Erosion/Sedimentation Control Plan shall be provided by the developer, prior to issuance of a Stripping and Grading Permit, to the satisfaction of the Municipal District of Rocky View and Alberta Environment.
- 10.3.7 Policy:** The Municipal District of Rocky View will ensure that future industrial developments meet or exceed the performance standards of this Conceptual Scheme when reviewing subdivision and development permit applications in accordance with the Shepard ASP.
- 10.4.9 Policy:** The Municipal District of Rocky View will ensure that future industrial developments meet or exceed the development guidelines of this Conceptual Scheme when reviewing subdivision and development permit applications in accordance with the Shepard ASP.