

BYLAW C-####-YEAR

A bylaw of Rocky View County, in the Province of Alberta, to amend Rocky View County Bylaw C-8000-2020, being the *Land Use Bylaw*.

The Council of Rocky View County enacts as follows:

Title

1 This bylaw may be cited as *Bylaw C-####-YEAR*

Definitions

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

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

Effect

3 THAT a portion of 4;28;23;9;SW and 4;28;23;9;SE, and all of 4;28;23;9;NW, 4;28;23;9;NE, 0610017;1;2, 4;28;23;10;NE, 4;28;23;10;SW, 4;28;23;10;SE, and 1112368;1;1 be designated Direct Control as shown on the attached Schedule ‘A’ forming part of this Bylaw.

4 THAT the special regulations of the Direct Control District are as detailed in Schedule ‘B’ attached to and forming part of this Bylaw.

Effective Date

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

READ A FIRST TIME this _____ day of _____, 20__

PUBLIC HEARING HELD this _____ day of _____, 20__

READ A SECOND TIME this _____ day of _____, 20__

READ A THIRD AND FINAL TIME this _____ day of _____, 20__

Mayor

Chief Administrative Officer or Designate

Date Bylaw Signed

SCHEDULE 'A'
FORMING PART OF BYLAW C-####-YEAR

INSERT SCHEDULE 'A' MAP FROM MAP SET



Legend

- DC - Rail & Non-Rail Served Development (minimum 50% rail served)
- DC - Supporting Commercial / Services
- S-NOS - Special, Natural Open Space

V:\1165\active\116536040\200_planning\300_outline_plan\00_cad\116536040_conc.dwg Layout: landuse

SHEPARD LOGISTICS CENTRE

Proposed Land Use Redesignation



Feb 2025

CONCEPT ONLY
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SCHEDULE 'B'
FORMING PART OF BYLAW C-8206-2021

1.0 DEFINITIONS:

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

232 Design Corridor

The main transportation corridor and entranceway to the Prairie Gateway Area Structure Plan, as identified in Schedule A.

Cogeneratoin (Co-Gen) Plant

plant is a facility that simultaneously produces electricity and thermal energy from a single fuel source, such as natural gas, biomass, or biogas

Data Processing Centre

A large-scale facility dedicated to housing IT infrastructure and related components, for supporting artificial intelligence, cloud computing, data security, data storage, management and processing digital media, information and applications. This facility encompasses ancillary structures that support its primary function, including but not limited to administrative offices, maintenance facilities, back-up power generation infrastructure, substations, and security buildings.

Intermodal Depot Facility

A facility dedicated for the handling, management, repair, and storage of containers and related cargo. These facilities support the efficient transfer of goods and containers between different transportation modes, such as trucks and rail, by providing additional space for container storage, repair, loading, and unloading operations.

Net Developable Area

Gross Developable Area of the Plan Area, minus area dedicated as Environmental Reserve.

Non Rail Served Development

Refers to development parcels that are not abutting or accessible to rail infrastructure. This type of development should be compatible with and not adversely impact rail operations or rail served development. Non-rail served development parcels will be determined at the subdivision stage, in conjunction with the determination of rail infrastructure.

Research & Development Facility

A indoor facility dedicated to scientific research, design, development, and testing of new products or technologies. These facilities often focus on electrical, electronic, magnetic, optical, and mechanical components, and are not typically associated with manufacturing on the same site.

Rail Infrastructure

Refers to the facilities and structures necessary for the operation of a railway, including tracks, signaling systems, and communication systems. This infrastructure is exclusively located within a *Rail Right-of-Way*.

Rail Right-of-Way

Refers to a dedicated right-of-way that is determined at time of subdivision to accommodate *Rail Infrastructure* that is implemented and operated by.

Rail Served Development

Refers to development parcels that are directly abutting and accessible to rail infrastructure. Rail served development leverages proximity to rail infrastructure and must be designed to facilitate the loading, unloading, and storage of goods (including shipping containers, bulk materials, construction equipment) transported by rail, including infrastructure to support rail operations such as sidings and loading docks, and compliance with safety regulations for rail operations. Rail served development parcels will be determined at the subdivision stage, in conjunction with the determination of rail infrastructure.

Supporting Commercial & Services

Refers to commercial opportunities within the Plan area that are designed to support rail served industrial development, as specifically outlined within Schedule A, though development may occur in other areas provided it does not interfere with rail operations, or restrict the opportunity to facilitate rail served development. The primary focus is on providing services to employees, without attracting the public for recreation or entertainment.

2.0 PURPOSE:

The purpose of this Direct Control District is to facilitate the development of a rail served industrial logistics center adjacent to the Canadian Pacific Kansas City (CPKC) rail line, as directed in the Prairie Gateway ASP, an intermunicipal plan developed with Rocky View County and the City of Calgary.

3.0 GENERAL REGULATIONS:

- 3.1 Parts **1, 2, 3, 4, 5, 7, and 8** of the Land Use Bylaw C-8000-2020 shall apply unless otherwise specified in this Bylaw.
- 3.2 The Development Authority may vary the Direct Control designation regulations of this Bylaw that relate to Building Height, Building Setbacks, Parcel Size, and Landscaping by up to 20% for the approval of a development permit if, in the opinion of the Development Authority, the granting of a variance would not unduly interfere with the spirit and intent of this Direct Control District pursuant to this Bylaw and the portions of Land Use Bylaw C-8000-2020 identified in 3.2 of this Bylaw.
- 3.3 The minimum building setback from the northeast corner of SE-08-23-28-W04M (residential use) is 50.0 metres.
- 3.4 All new stormwater management facilities shall be dedicated as Public Utility Lots.

Parking Requirements

- 3.5 Number of parking stalls shall be determined on a site-by-site basis at Development Permit, based on a parking and loading needs assessment prepared by a Professional Transportation Engineer, considering the unique needs and circumstances of each proposed development. The assessment shall be submitted in conjunction with the first development permit application for structures within the applicable site or sites.
- 3.6 Electric Vehicle ready charging stations should be included for fleet and public vehicles.

Landscaping

3.7 The quality and extent of landscaping shall be maintained for the life of the development.

232 Design Corridor

- 3.8 The maximum building height is 20 m (65.6 ft) for any Building located within the 232 Design Corridor.
- 3.9 Development within the 232 Design Corridor shall incorporate high-quality materials and architectural features that enhance the visual appeal and rail-served character of the corridor.
- 3.10 Stormwater facilities within the 232 Design Corridor shall be designed in accordance with the 232 Design Corridor Plan, to ensure these facilities serve both an aesthetic and functional purpose.

4.0 RAIL SERVED DEVELOPMENT

This Section of the Direct Control District identifies regulations applicable to *Rail Served Development* within the Plan Area. This area is planned to enhance logistical efficiency and connectivity for industrial development that requires direct rail access for streamlined transportation of goods. Rail served development should be intentionally designed and located to ensure compatibility with the surrounding area.

Uses

4.1 Permitted and Discretionary Uses for *Rail Served Development*

Permitted

- Accessory Building ≤ 1,000 m2 (10,763 ft2)
- Communications Facility (Type B)
- Communications Facility (Type C)
- Industrial (Logistics)
- Industrial (Medium)
- Office

Discretionary

- Accessory Building > 1,000 m2 (10,763 ft2)
- Agricultural (Processing)
- Alcohol Production
- Cogeneration Plant
- Industrial (Light)
- Industrial (Heavy)
- Intermodal Depot Facility
- Natural Resource Extraction/Processing
- Research & Development Facility
- Recycling/Compost Facility
- Shipping Container
- Station (Bulk Fuel)

General Requirements

- 4.2 Rail Served Development parcels shall be determined at Subdivision, in conjunction with determination of *Rail Right-of-Ways*.
- 4.3 A minimum of 50% of the Net Developable Area of the Plan Area shall be implemented as Rail Served Development.
- 4.4 Development of a rail served development parcel shall demonstrate utilization of adjacent rail infrastructure at Development Permit, including provision of infrastructure to support rail operations such as sidings and loading docks, and compliance with safety regulations for rail operations.
- 4.5 Any change in use or tenant for a development parcel designated as Rail Served Development shall maintain the parcel's status as a Rail Served Development. This includes ensuring continued direct access to rail infrastructure and compliance with all relevant regulations and standards for rail operations. Any proposed change in use or tenant must demonstrate development will continue to leverage rail infrastructure, to the satisfaction of Rocky View County.
- 4.6 Outdoor Storage Areas shall be designed, located, and screened in a manner that maintains the aesthetic quality of the development and minimizes visual impact from public areas, including roadways.

Minimum Parcel Size

- 4.7 For Permitted and Discretionary Use(s) proposed in Section 4.1 the following minimum parcel sizes shall apply:
- 4.7.1 2.0 ha (4.94 ac)

Maximum Building Height

- 4.8 For Permitted and Discretionary Use(s) proposed in Section 4.1 the following maximum building heights shall apply:
- 4.8.1 Unless otherwise referenced in 4.7.2, the maximum building height is 45.72 m (150.0 ft)
- 4.8.2 The maximum building height for Outdoor Storage is 16 m (65.6 ft).

Minimum Setbacks

- 4.9 For Permitted and Discretionary Use(s) proposed in Section 4.1 the following setbacks shall apply:
- 4.9.1 Unless otherwise referenced in 4.9.2 and 4.9.4, the minimum setback from any property line is 6.0 m (19.6 ft).
- 4.9.2 The minimum front setback for a building or structure along an Interface Roadway is:
- a) 6.0 m (19.6 ft) for buildings or structures up to 18.0 metres (59.0 ft) in height; and
- b) 15.0 m (49.2 ft) for the portion of buildings or structures that exceed 18.0 m (59.0 ft) in height.

4.9.3 The minimum building setback from a property line shared with a *Rail Right-of-Way* is zero metres.

Landscaping

4.10 A minimum of 10% of a Rail Served Development parcel shall be landscaping.

5.0 NON RAIL SERVED DEVELOPMENT

This Section of the Direct Control District identifies regulations applicable to *Non Rail Served Development* within the Plan Area. This area is intended to facilitate a wide range of larger-scale industrial uses that do not require access to rail and do not adversely impact rail operations.

Uses

5.1 Permitted and Discretionary Uses for Non *Rail Served Development*

Permitted

- Accessory Building ≤ 1,000 m2 (10,763 ft2)
- Automotive Services (Minor)
- Communications Facility (Type B)
- Communications Facility (Type C)
- Industrial (Light)
- Industrial (Logistics)
- Industrial (Medium)
- Office

Discretionary

- Accessory Building > 1,000 m2 (10,763 ft2)
- Agricultural Processing
- Alcohol Production
- Automotive Services (Minor)
- Automotive Services (Major)
- Cannabis Processing
- Cogeneration Plant
- Data Processing Centre
- Film Production
- Government Services
- Industrial (Heavy)
- Intermodal Depot Facility
- Natural Resource Extraction/Processing
- Recycling/Compost Facility
- Shipping Container
- Station (Bulk Fuel)

General Requirements

- 5.2 Non Rail Served Development parcels shall be determined at Subdivision.
- 5.3 Outdoor storage is permitted provided it is supplementary to the primary use of the property. Such storage shall be designed, located, and screened in a manner that maintains the aesthetic quality of the development and minimizes visual impact from public areas, including roadways.

Minimum Parcel Size

- 5.4 For Permitted and Discretionary Use(s) proposed in Section 5.1 the following minimum parcel sizes shall apply:
 - 5.4.1 1.0 ha (2.47 ac)

Maximum Building Height

- 5.5 For Permitted and Discretionary Use(s) proposed in Section 5.1 the following maximum building heights shall apply:
 - 5.5.1 45.72 m (150.0 ft)

Minimum Setbacks

- 5.6 For Permitted and Discretionary Use(s) proposed in Section 5.1 the following setbacks shall apply:
 - 5.6.1 Unless otherwise referenced in 5.6.2, the minimum setback from any property line is 6.0 m (19.6 ft).
 - 5.6.2 The minimum front setback for a building or structure along an Interface Roadway is:
 - a) 6.0 m (19.6 ft) for buildings or structures up to 18.0 metres (59.0 ft) in height; and
 - b) 15.0 m (49.2 ft) for the portion of buildings or structures that exceed 18.0 m (59.0 ft) in height.

Landscaping

- 5.7 A minimum of 10% of a Non Rail Served Development parcel shall be landscaped.

6.0 SUPPORTING COMMERCIAL AND SERVICES

This Section of the Direct Control District identifies regulations applicable to the dedicated *Supporting Commercial and Services* area within the Plan Area, as identified in Schedule A. This area is intended to support commercial, business and service opportunities for the industrial area, leveraging its high exposure and accessibility from Township Road 232. With a focus on higher-quality design, the area aims to create an attractive entry experience.

Uses

- 6.1 Permitted and Discretionary Uses for *Supporting Commercial and Services Area*

Permitted	Discretionary
Accessory Building < 190 m ² (2045.14 ft ²)	Accessory Building > 190 m ² (2045.14 ft ²)
Communications Facility (Type A)	Automotive Services (Minor)
Community Entrance Sign	Automotive Services (Major)
Establishment (Eating)	Car Wash
Office	Communications Facility (Type B)

Station (Gas/Electric)
Community Entrance Sign

Communications Facility (Type C)
Industrial (Light)
Retail (Small)

General Requirements

- 6.2 The regulations of Section 6.0 that apply to the Supporting Commercial and Services area may be applied to other parcels within the Plan Area that:
- 6.2.1 Are not of a size or configuration to support development that is either rail-served or non-rail-served; and
 - 6.2.2 Will not negatively impact the operations of existing or planned rail-served or non-rail-served development parcels adjacent to the parcel.

Minimum Parcel Size

- 6.3 For Permitted and Discretionary Use(s) proposed in Section 6.1 the following minimum parcel sizes shall apply:
- 6.3.1 0.4 ha (1.0 ac)

Maximum Building Height

- 6.4 For Permitted and Discretionary Use(s) proposed in Section 6.2 the following maximum building heights shall apply:
- 6.4.1 The maximum building height is 16 m (65.6 ft).

Setbacks

- 6.5 For Permitted and Discretionary Use(s) proposed in Section 4.0 the following setbacks shall apply:
- 6.5.1 Unless otherwise referenced in 6.5.2, the minimum setback from any property line is 3.0 m (9.8 ft).
 - 6.5.2 For buildings and structure adjacent to the 232 Design Corridor:
 - a) The minimum setback from the property line shared with the 232 Design Corridor is 6.0 m (19.6 ft)
 - b) The maximum setback from the property line shared with the 232 Design Corridor is 19.0 m (62.3 ft)

Landscaping

- 6.6 A minimum of 10% of a parcel within the Supporting Services and Commercial area shall be landscaped.

7.0 ADDITIONAL REQUIREMENTS

- 7.1 For utility-scale power generation facilities, the Approving Authority may request additional technical studies and supporting information, including but not limited to, the following:



- a) Development Impact Statement and Analysis to evaluate the impact of the proposal on adjacent sites from:
 - i. noise;
 - ii. visual appearance;
 - iii. lighting;
 - iv. odour; and/or
 - v. dust impacts
- b) impacts and mitigation of the anticipated vapour/steam by-products; and
- c) Any additional studies to identify safety, health and/or nuisance impacts.