

Shepard Industrial ASP

ONLINE OPEN HOUSE February 24, 2021/ 7:00 – 8:30 PM

SLIDE 1: Welcome

Technical Note: Please ensure your audio is turned off at the bottom left-hand corner of your screen when you are not speaking to minimize background noise. (Audio is controlled by a small microphone symbol with a stroke through it when it is pressed)

LINK TO OPEN HOUSE:

<https://us02web.zoom.us/j/86730103126?pwd=V0NGT09XMTVrUFczYWdYM1RLcGNBQT09>

Meeting ID: 867 3010 3126

Passcode: 927499

We are also recording this meeting for notes purposes.

INTRODUCTION

Welcome Everyone to this public open house for the Shepard Industrial Area Structure Plan. My name is Michael von Hausen and I am the principal Planning consultant with MVH Urban Planning and Design. I will be facilitating the discussion this evening.

Tonight, is the Public Open House for the draft Shepard Industrial Area Structure Plan. It is an opportunity for landowners and the surrounding community to discuss the draft Plan and ask questions. It is important that we get to know everyone if it is possible. **The complete draft Area Structure Plan is on the Rocky View Website** under first the home page: Under the "Building & Planning" tab ;Click on "Plans Under Review"; On the "Plans Under Review" page go to the bottom and click on "Shepard Industrial Area Structure Plan"; or you can go directly to it via this LINK: <https://www.rockyview.ca/shepard-industrial-area-structure-plan>.

There you will **find the draft Area Structure Plan** (updated to February 17) along with the updated draft Technical Reports. We will continue to update and refine the draft ASP and Technical Reports as we receive further information.

The AGENDA for this evening is straight-forward:

First, we would like to introduce Rocky View County, the consulting team, and the core ownership group, followed by other landowners, and community members if we have time. Then I will make a brief presentation of 15 slides that will provide an overview of the project. This should take approximately 15 minutes and then we will follow with a community discussion for the balance of the evening. We will adjourn at 8:30 pm.

Now let's start the introductions

I am joined by Jessica Anderson, Senior Planner with Rocky View County. This Shepard Industrial Area Structure Plan is a developer sponsored project, so we are working closely with Rocky View County to produce the best ASP for the community and Rocky View County Council.

I also have with me a number of supporting consultants tonight who will help answer your questions. We have Jeff Beaton and Brad O'Keefe with IDEA Group covering site servicing and stormwater management; Krissy Bird, environmental consultant with Tannis Conservation Services; and Alex Ho, Transportation consultant with ISL Engineering.

We also have attending Shawn Beleki, Chief Operating Officer and Ryan Riddell, Vice President of Shepard Development Corporation, and Luke Simpson of Simpson Ranching Ltd. to answer questions about the future development on behalf of the primary ownership group. Finally, I am supported directly by Lauren Armeneau, our planner who will be taking notes from the meeting.

Community Introductions

I would like to first ask the **landowners within the ASP study area** to introduce themselves, then the **other community members** attending to follow if we have time. Please tell us where you live and your interest in the Area Structure Plan.

Thank you all for introducing yourselves.

I believe that building community through open communication and understanding is important to developing the best plan.

PRESENTATION

SLIDE 1: Welcome

The purpose of the Shepard Industrial Area Structure Plan is to outline the future vision for development for the Plan Area including transportation, natural environment, emergency services, and servicing requirements.

This ASP provides a guide for Council and Administration when reviewing planning and development applications including local plans, land use amendments and subdivision.

SLIDE 2: Vision

The Vision for Shepard Industrial

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

Slide 3: Planning and Design Principles

- Optimize roads and access
- Provide industrial development flexibility
- Integrate a high-quality streetscape
- Provide safe and social public places
- Create enduring value
- Create a connected trail and pathway network
- Maximize environmental sensitivity
- Minimize impacts of development
- Design with the surrounding rural agriculture character

SLIDE 4: Site Regional and Local Context

The Shepard Industrial area includes approximately 773 hectares (1910 acres) in southeast Rocky View County adjoining the City of Calgary.

The site is connected to Stoney Trail Ring Road via Township Road 232 (114th Avenue in the City) which is located approximately 1.5 kilometres to the west. It also adjoins the CP mainline to the south and is bordered by Range Road 284 to the west, Range Road 282 to the east and a major electricity transmission line to the north.

The majority of the site is currently used for agriculture. Some light industrial and agricultural businesses are located primarily along Range Road 283 north and along Township Road 232.

SLIDE 5: Site Analysis

The Plan Area is bounded on the south by the CP mainline, which includes additional lands also owned by CP that could accommodate a future rail siding or off-loading area. The right-of-way is approximately 275 metres (900 feet) wide at this location. The Plan area's north boundary is a major electricity transmission corridor that is also aligned with an abandoned CP railway right-of-way. The topography of the site is relatively flat with a number of depressions and wetlands that are seasonably wet.

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

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

SLIDE 6: Policy Context: IDP

The Shepard Industrial ASP is consistent with the policies of the Interim Growth Plan (IGP) of the Calgary Metropolitan Region Board. The ASP is also consistent with the Calgary- Rocky View Intermunicipal Development Plan (IDP) as it is identified within the City of Calgary Growth Area as 'Industrial'.

SLIDE 7: Policy Context: MDP

Finally, the Shepard Industrial area is designated as an 'Employment Area' within the Rocky View County draft Municipal Development Plan (MDP) currently undergoing final approval.

SLIDE 8: Land Use Concept

There are a number of elements that will shape the Shepard Industrial area's future development, and each plays a role in shaping this significant regional employment area: This ASP is a 20-to-30-year plan. Current agricultural and light industrial uses will be respected and integrated into the plan's growth and evolution. Uses will not change immediately but will require substantial infrastructure investments over time. At the same time, environmental protection will conserve the current significant wetlands and associated habitat.

Three Major Development Areas: The Shepard Industrial area is envisioned as three major development areas:

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

All development guidelines and standards will still be in place directing the quality scale of development no matter what the lot size.

The Phasing of development will respond to several factors including:

- i. Road access
- ii. Servicing access
- iii. Land acquisition size and location requirements
- iv. Specific site planning requirements and buffers, and
- v. Other factors.

SLIDE 9: Land Use Concept Statistics

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 three key land use types (medium lot industrial, flex lots industrial, and large lot industrial) with complementary commercial.

SLIDE 10: Transportation and Trails

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

Range Roads 283 and 284 also provide a connection to the future Glenmore Trail interchanges. Township Road 232 will be improved as will Range Roads 284, 283, and 282 as development continues to expand in a phased and planned way.

CP Rail may also develop from the south in their setback area on the north side of the existing railway tracks which could create a possible logistics hub along the south edge of Shepard Industrial. Development in proximity to railways will take the necessary precautions and design considerations to maximize safety and minimize disturbance in this intermodal space following the required “Proximity Rail Guidelines.”

SLIDE 11: Streetscape and Site Planning

This tall grass high plains landscape is exposed to winds and other climatic elements. It is also visually sensitive to any major development. Therefore, it makes practical and aesthetic sense to integrate development into the rolling landscape following the farmstead tradition. Treed shelter belts can naturally define property lines, as well as protect and screen development, especially less attractive storage, loading, or parking areas. Buildings can generally be low profile and clustered stepping with the rolling landscape.

SLIDE 12: Water and Wastewater Network

Both water and sanitary sewer servicing will come from the Hamlet of Langdon east of the site. Future plans for water and sanitary sewer include capacity for the Shepard Industrial area. The water and sanitary sewer will be extended west eventually up Township Road 232 to the site. Both an on-site water reservoir and two sanitary sewer lift stations will be provided to provide both on-site water storage and wastewater flow to the Langdon wastewater treatment facility.

There may be interim water and sanitary sewer service solutions before the piped infrastructure is extended to the Shepard Industrial area. These interim infrastructure solutions will follow Rocky View County and other regulations.

SLIDE 13: Stormwater

A storm pond system is required to collect the stormwater at the natural low-lying areas and convey it either, west overland to the Shepard catchment area, or south via a storm trunk to the Bow River. The significant wetlands will continue to provide significant waterfowl and other habitat values as well as aesthetic values to the industrial development. The intent is to retain the general topography and landscape characteristics of the high plain's grasslands. A stormwater management plan will shape the further specifications for runoff to ensure that peak flows and volumes do not negatively impact on-site and off-site drainage.

SLIDE 14: Implementation

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

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

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

SLIDE 15: Further Information

- RVC WEBSITE

SLIDE 16: Further Information

NEXT STEPS: March to May 2021

- Review feedback and refine Plan
- Circulate ASP to outside agencies
- Refine Plan
- Council Approvals

SLIDE 17: Thank you and Questions
