

# SHEPARD INDUSTRIAL ASP SUMMARY

July 4, 2020

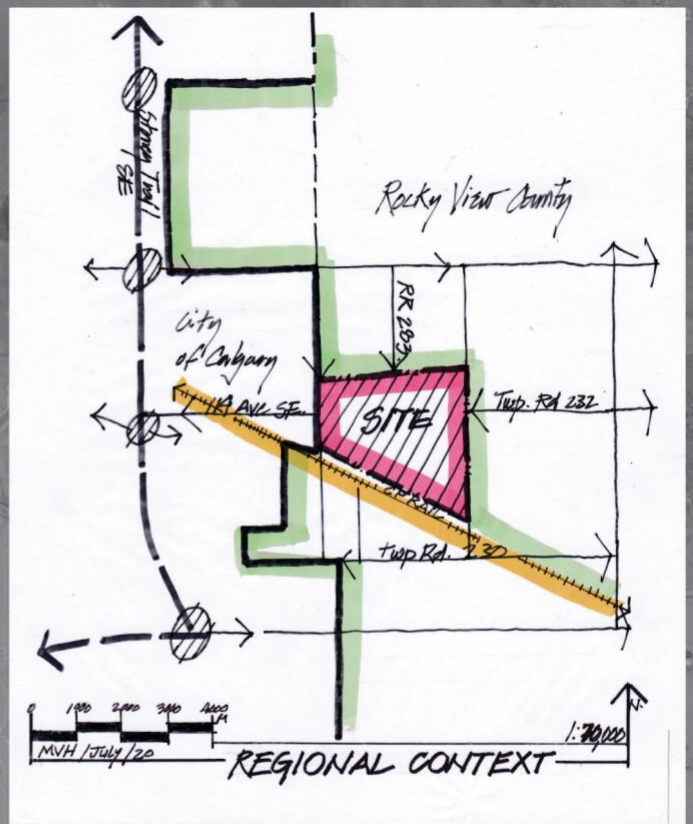
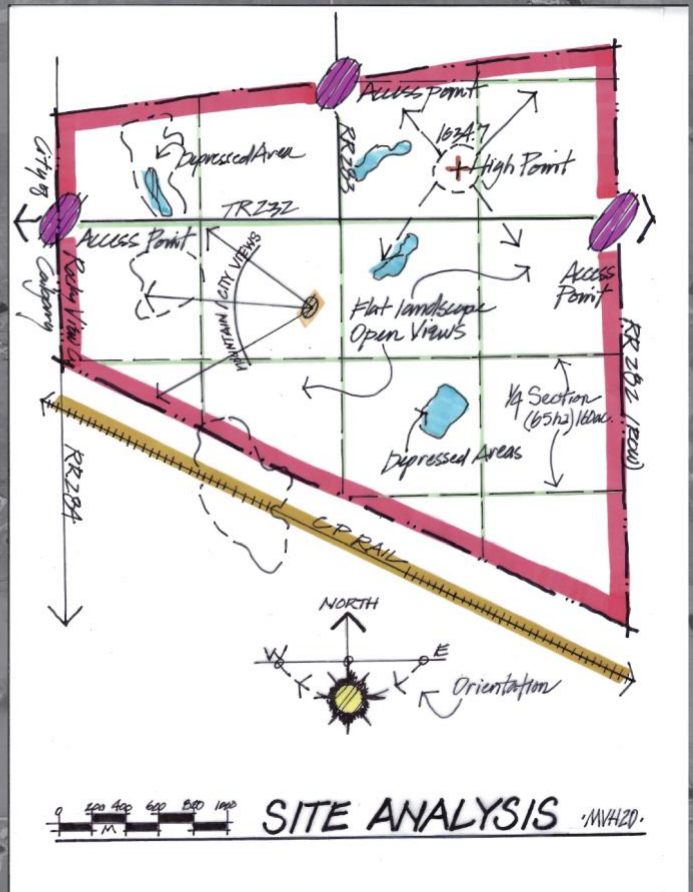
Submitted to:  
**ROCKY VIEW COUNTY**

Prepared by:  
**MVH Urban Planning & Design**

Michael von Hausen, President  
E vhausen @ telus.net  
W www.mvhinc.com




MVH Urban Planning  
& Design Inc.





# VISION



**To create an Intermodal Logistics Hub that will be a future economic powerhouse for the County and Calgary Region on 1847 acres of prime development land next to CP's mainline.**

## OVERVIEW

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Shepard Industrial Area Structure Plan (ASP) area includes approximately 747 hectares (1847 acres) of land in the southeast of Rocky View County. It is located immediately east of Range Road 284; north of the CP Rail mainline right-of-way; south of an abandoned CP rail right-of-way, approximately one-half mile north of TWP RD232; and west of the Range Road 282 undeveloped right-of-way (see Figure 1).

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

The ASP lands are majority owned by Simpson Ranch Ltd. and include strong financial and technical support by *Shepard Development Corporation, IDEA Group, Colliers International* and *MVH Urban Planning & Design*.

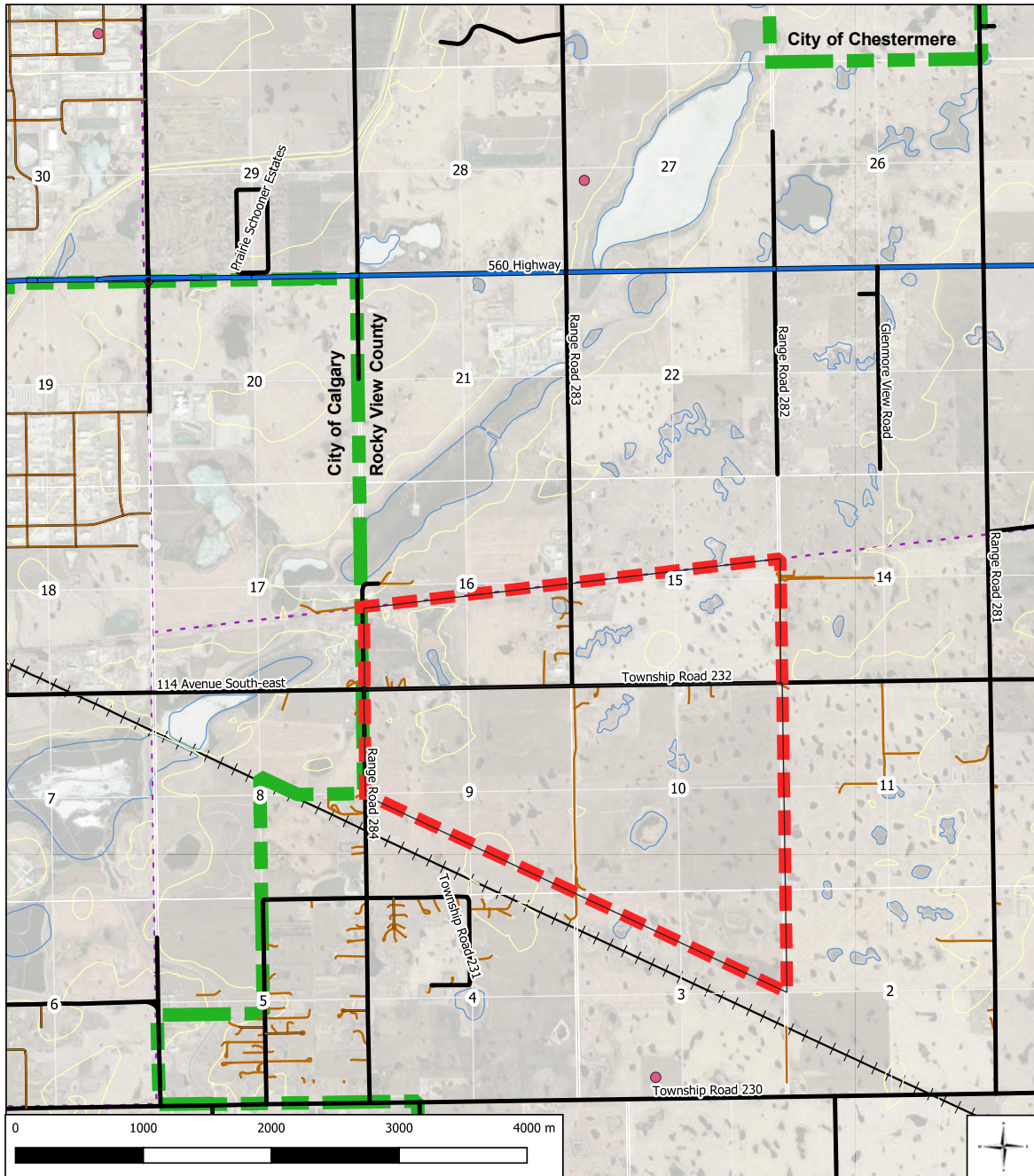
## PROJECT GOAL & OBJECTIVES

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The overall *goal* for the Shepard Industrial ASP is to create a regionally significant industrial project that is a lasting legacy for the County and the Calgary Region.

The *objectives* for the Shepard Industrial ASP include:











1. Create a strong and clear project vision through engagement with Rocky View County, landowners, residents and stakeholders.
2. Work collaboratively with Rocky View County as an interdisciplinary team to create an economically viable development concept that is also inspiring, attractive, and resilient.
3. Create an ASP document that complies with the Terms of Reference, meets or exceeds County ASP standards, is visually attractive, and contains widely supported policies that clearly implement the project vision.
4. Create broad project support across the County, Region, and with stakeholders and landowners through a strategic communications and engagement plan.
5. Work as an interdisciplinary team to implement best practices in industrial and intermodal site design, including storm water management, efficient land use, transportation planning, and potable water and wastewater servicing.
6. Maintain clear and open communications between Rocky View County, the consultants, and the development/ownership group.



1034.7 Spot Height Elevation (m)

Map Scale 1:70,000

**Legend**

- |  |  |  |
|--|--|--|
|  Municipal Boundary   |  Water          |  Other ownership              |
|  Shepard ASP Boundary |  Road Class     |  Shepard Dev. Corp. Ownership |
|  Contour              |  Collector      |  |
|  Railway              |  Local / Street |  |


Regional Context  
**Shepard**  
**Industrial ASP**

Figure 1: Regional Context and Ownership



# DEVELOPMENT POTENTIAL & POLICY

The Calgary Region has become a hub for regional, national and international logistics operations. Rocky View County has secured many of these developments over the last decade along Calgary's eastern edge. The Conrich Station Intermodal development led by CN Rail continues to grow and expand in the Conrich area. The subject site promises to be a similar thriving logistics hub for CP Rail and could be an even greater attraction than Conrich Station.



## POLICY CONTEXT

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### ***CALGARY REGIONAL INTERIM GROWTH PLAN (IGP)***

The Interim Growth Plan does not preclude such a development as this, but as a *Statutory Plan* it will require approval from the Calgary Metropolitan Region Board (CMRB). During the creation of the ASP the final Growth Plan may be adopted by the CMRB and the ASP must align with that document when/if adopted.

### ***CALGARY – ROCKY VIEW COUNTY INTERMUNICIPAL DEVELOPMENT PLAN (IDP)***

The subject site is located within the Calgary - Rocky View County IDP and more specifically within the City of Calgary identified "Growth Corridor". This means that the subject site may be a part of future annexation by the City of Calgary. Nonetheless, the bright spot in the Calgary economy in the past few years has been logistics and warehousing on the east side of Calgary in Rocky View County. From Balzac / Wagon Wheel in the northeast through to OMNI, Conrich Station, Janet and now the Shepard Industrial Area, industrial activity continues to attract tenants in the logistics industry.

### ***ROCKY VIEW COUNTY MUNICIPAL DEVELOPMENT PLAN (MDP)***

The County's MDP is presently undergoing a major update/review and a draft MDP is available for public review. The new draft MDP is significantly different than the old MDP. However, the new MDP (when adopted) must align with the new Regional Growth Plan and thus additional time may be required since both are supposedly on a similar timeline. In addition, the impacts of COVID-19 on the MDP process and engagement may cause some delays.

The following are recommended adjustments to the County's MDP to permit the Shepard Industrial ASP to proceed.

# OPPORTUNITY SUMMARY

The Shepard Industrial ASP site offers a unique opportunity in the Calgary Region.

## Why is the Shepard Industrial ASP significant?

The Shepard ASP represents possibly the last opportunity for a viable intermodal industrial logistics hub for Canadian Pacific (CP) railway in the Calgary region. The County has witnessed and benefited from the success of the CN intermodal hub in Conrich and should equally support CP's opportunity to create a similar development opportunity at the MDP level in the Shepard ASP location.



## But the County already has lots of available industrial land, why does it need more?

The Shepard ASP is not typical industrial land, such as that available in Janet or Conrich along the east side of Calgary. The creation of an intermodal logistics hub around CP's mainline is a unique economic opportunity that cannot be located in those other places. Additionally, much of the available industrial land in Conrich and Janet is divided into smaller ownership parcels and is not likely to be developed until some landownership consolidation occurs and servicing connections are developed. In contrast, the Shepard ASP lands are majority owned by Simpson Ranch Ltd. and can be economically developed and serviced at this time with the required economies of scale.

## Does the subject site meet the draft MDP's requirements for an Employment Area and Future Planning Area?

Section 2.4.1 in the draft MDP outlines the purpose, intent and policies for Employment Areas. The intent and vision for the proposed Shepard ASP aligns with Section 2.4.1, including: providing regional and national employment opportunities, business services, large-scale commercial and industrial development, efficient road connection to the provincial highway network, large parcel sizes, and multiple transportation options (e.g. road and rail).

Section 2.2.1 Planned and Unplanned Growth Areas state that "New growth areas have been identified to provide residential, commercial and industrial development that meets the needs and preferences of a growing population". These areas will require ASPs or conceptual schemes according to the draft MDP. The proposed Shepard ASP aligns with this section of the MDP as it is an area of future industrial development and is proposed to have an ASP.