SHEPARD

LOGISTICS CENTRE

CONCEPTUAL SCHEME

JULY 2025

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ACRONYMS / ABBREVIATIONS

AER	Alberta Energy Regulator
AEPA	Alberta Environment & Protected Areas
ASP	Area Structure Plan
BIA	Biophysical Impact Assessment
CPKC	Canadian Pacific Kansas City
CS	Conceptual Scheme
EPEA	Environmental Protection and Enhancement Act
ER	Environmental Reserve
ESA	Environmental Site Assessment
GDA	Gross Developable Area
HRA	Historical Resource Assessment
IDP	Intermunicipal Development Plan
LUB	Land Use Bylaw
MDP	Master Drainage Plan
MGA	Municipal Government Act
MR	Municipal Reserve
MSA	Master Servicing Agreement
PDA	Project Development Area
ROW	Right-of-Way
RVC	Rocky View County
SSS	Sanitary Servicing Study
SDC	Shepard Development Corporation
SCMDP	Sub-Catchment Master Drainage Plan
TIA	Transportation Impact Assessment

ac	acres
ha	hectares
km	kilometres
m	metres
mm	millimetres

GLOSSARY

232 Design Corridor	200 m of land located on each side of the Township Road 232 right-of-way (ROW) and as shown within the Development Concept.
Approving Authority	Rocky View County Administration.
Area Structure Plan	A statutory document that provides a high-level vision for future development with regard to land use, transportation, conservation of the natural environment, emergency services, design, and utility requirements within its plan area.
CANAMEX	The CANAMEX corridor is a series of improvements to freeways and other transportation infrastructure linking Canada to Mexico through the United States. The corridor was established under the North American Free Trade Agreement. Currently the corridor is defined by a series of highways. However, the corridor is also proposed for use by railroads and fiber optic telecommunications infrastructure.
Conceptual Scheme	Provides a comprehensive policy framework intended to guide and evaluate redesignation, subdivision, and development proposals within its plan area.
Development Concept	The development concept plan/layout for the Conceptual Scheme, indicating the development lands, storm ponds, wetlands, roadways, rail spur options, and other key infrastructure.
Interfaces	A policy area intended to minimize the direct impact of industrial development on adjacent existing uses. This is achieved through careful consideration of spatial separation, lighting, roadway design, and landscaping.
Land Development Information Package	A package that displays AER-regulated pipelines, wells (surfacehole), incidents, facilities, coal mines and coal mine permits within a 2 km vicinity of the Plan Area. Additional lookup tables and relevant AER support documents accompany the package.

GLOSSARY

Non-Rail Served Development	Refers to development parcels within the Plan Area 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.
Plan Area	Land area subject to this CS.
Rail Served Development	Refers to development parcels within the Plan Area that are directly abutting and utilizes 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.
Shepard Development Corporation	Acting on behalf of Simpson Group of Companies.
The City	The City of Calgary.
The County	Rocky View County.

EXECUTIVE SUMMARY

The Shepard Logistics Centre (SLC) Conceptual Scheme presents a comprehensive development plan for a 521.1 hectare (1,287.7 acre) 'Plan Area' located in Rocky View County (the County) and bordering the City of Calgary (the City), within the City and the County's Collaborative Southeast Railway Corridor key focus area within the Intermunicipal Development Plan.

The Conceptual Scheme has been prepared to align with the vision and objectives of the Prairie Gateway Area Structure Plan (ASP) and will establish one of Western Canada's largest rail-served logistics and industrial hubs that capitalizes on direct access to the Canadian Pacific Kansas City (CPKC) rail line and the CANAMEX Trade Corridor. The key objectives of the Conceptual Scheme include promoting rail-served industrial development, enhancing both regional and rail access, supporting economic growth and job creation, reducing greenhouse gas emissions through increased rail freight usage, and ensuring land use compatibility alongside sustainable development practices.

The Conceptual Scheme creates an integrated planning and design framework to guide future development with confidence, maximize development potential and flexibility, and to guide the implementation of long-term planning, design, and infrastructure strategies. The development concept supports a minimum of 50% rail-served land, in alignment with the Prairie Gateway ASP. A range of technical and environmental studies have been prepared to inform the development concept, with comprehensive development guidelines established to facilitate high quality design outcomes, including site, building, landscaping, lighting, and interface measures.

A Direct Control (DC) District is prepared in conjunction with the Conceptual Scheme to regulate land use and design within four distinct development cells- rail-served development, non-rail served development, supporting commercial uses and stormwater management. The District supports a broad mix of industrial and commercial uses, including logistics and distribution, warehousing, manufacturing, bulk material handling, and transload facilities. Supporting uses and services, including commercial, office, light industrial, and food/ beverage, are also incorporated in convenient locations at the main entry points to the Plan Area.

Servicing for the Plan Area is facilitated collaboratively between the County, the City, and developer, including:

- Water servicing within the Plan Area will be managed through a system that includes a potable water reservoir, pumping station, distribution works, and metering. Each municipality will own and operate all infrastructure within its municipal boundaries.The City will provide distribution of the potable water through its network, ensuring a reliable supply of service to the plan area. Initial phases are proposed to be serviced by a developer-funded 400 mm watermain located on 114th Avenue SE.
- Wastewater will be managed through a combination of County and City infrastructure, as outlined in the Master Servicing Agreement (MSA) between the County and the City A single on-site lift station and multiple force mains along 114 Avenue will convey sewage to a proposed regional lift station located at approximately 100 Street SE and 114 Avenue.
- Stormwater will be managed through the construction of nine (9) stormwater management facilities (ponds) throughout the Plan Area. These ponds have been developed in conjunction with preliminary grading and servicing and enable the site to drain westward into a regional storm trunk line along Range Road 284, which ultimately conveys runoff toward the Shepard Ditch.

- Shallow utilities such as electrical, natural gas, telephone, and cable services are to be extended into the Plan Area within the proposed road rights-of-way. Telecommunications and natural gas servicing to the development will be routed along the existing 114 Avenue SE from the community of Shepard near 89 Street SE.
- The proposal emphasizes high-quality interface design to minimize the impact of industrial development on adjacent uses. This includes detailed landscaping plans, enhanced buffers, and careful consideration of spatial separation, lighting, and roadway design. The 232 Design Corridor Plan further enhances the visual appeal and environmental sensitivity of the development's entranceway
- The County and City are collaborating on strengthened emergency response solutions for the Plan Area.

Public engagement has been ongoing throughout the planning process, involving open houses, meetings with the Shepard Community Association, and the integration of community feedback. Items raised throughout this process have been considered and incorporated into the Conceptual Scheme.

The build out of Shepard Logistics Centre is expected to span a 10-to-12-year timeframe.

1 INTRODUCTION

1.1 Purpose of this Plan

A *Conceptual Scheme* (*CS*) is a planning document that is adopted via bylaw by the Council of Rocky View County ('*the County*'). The *CS* addresses planning and development items including land use, infrastructure provision, environmental considerations, pattern of future subdivision, roadways, and the integration of the development with surrounding land uses and communities. The *CS* is intended to provide clear and robust policy direction for development of the subject lands.

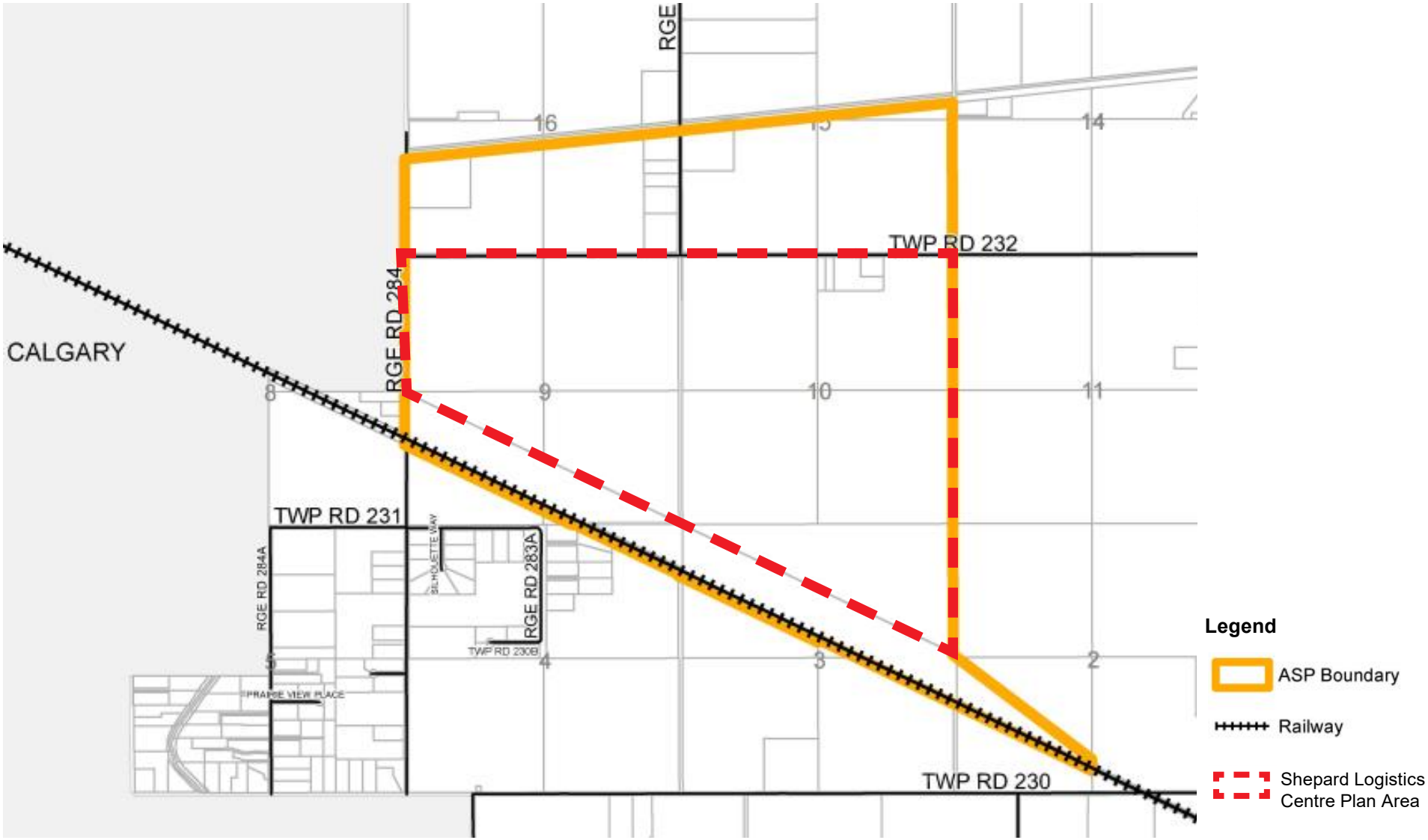
The Shepard Logistics Centre *CS* has been prepared to align with the vision and objectives of the Prairie Gateway *Area Structure Plan* (*ASP*). This *CS* establishes a comprehensive planning framework for the future development of 1,287.7 ac (521.1 ha) in *the County*, illustrated in ***Figure 1: Plan Area Location***. Development of these lands establishes a major logistics hub that leverages the adjacent Canada-Mexico (*CANAMEX)* Trade Corridor and Canadian Pacific Kansas City (CPKC) rail line.

1.2 Regional Context

In January 2023, *the County* and the City of Calgary ('*the City*') announced their intent to work collaboratively on a new industrial corridor within *the County*. As a result, the two municipalities prepared the Prairie Gateway *ASP*, approved by both Councils (3rd reading) in February 2025. The *ASP* builds upon the opportunity provided by the merger of Canadian Pacific and Kansas City Southern that occurred in April 2023. The merger of the two rail operators has created a transnational railway connecting Canada, the U.S.A., and Mexico, strengthening the *CANAMEX* Trade Corridor.

The *CS Plan Area* consists of approximately 1,287.7 ac (521.1 ha) of agricultural lands located within *the County*. These lands border *the City* to the *Plan Area*'s western boundary and are within *the City* and *the County*'s Collaborative Planning Project area, as indicated within the Rocky View County / City of Calgary Intermunicipal Development Plan (IDP). Additionally, the IDP identifies the *Plan Area* as part of the Southeast Railway Corridor. The Prairie Gateway *ASP* designates the *Plan Area* as Industrial and identifies the associated uses within the Rail Served Policy Area.

Figure 1: Plan Area



1.3 Vision, Goals, & Objectives

The Shepard Logistics Centre *CS* aligns with the Goals as outlined within the Prairie Gateway *ASP*, which include:

a. *Promote Rail Served Industrial Development*

b. *Optimize Rail and Road Access*

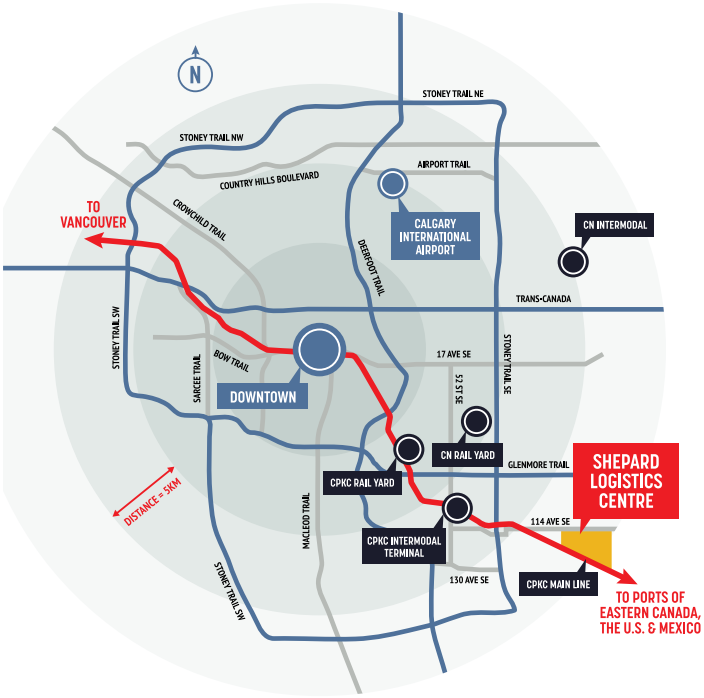
c. *Provide Industrial Development Flexibility*

d. *Contribute to a Strong Regional Economy*

e. *Advance Regional Collaboration*

f. *Reduce Greenhouse Gas Emissions*

g. *Ensure Land Use Compatibility*



The Shepard Logistics Centre *CS* will create one of Western Canada's largest industrial distribution and logistics hubs, leveraging CPKC's unique direct line from Canada to Mexico to facilitate the movement of goods across North America and to global markets. This project will serve as a model for intermunicipal collaboration and future rail served logistics hubs.

By prioritizing rail-served infrastructure, the development aims to significantly reduce greenhouse gas emissions by decreasing reliance on trucks for transporting goods. Rail transport is inherently more energy-efficient and environmentally friendly, as trains can move a ton of freight over 200 km on a single litre of fuel, making them 3-4 times more fuel-efficient than trucks[1]. Shifting a substantial portion of freight movement from road to rail will reduce the number of trucks on highways, leading to lower fuel consumption, decreased traffic congestion, and reduced greenhouse gas emissions. This transition not only supports sustainable freight outcomes but also enhances the efficiency and reliability of the supply chain.

1 Association of American Railroads (AAR)

The Shepard Logistics Centre offers flexible industrial development options, accommodating various types of businesses and industries, thereby fostering growth and adaptability in the region. It will bolster the regional economy by creating jobs, attracting investments, and facilitating efficient movement of goods, which is crucial for economic growth. Additionally, the project serves as a model for intermunicipal collaboration, encouraging cooperation among different municipalities and stakeholders to achieve common goals and improve regional connectivity. Careful consideration of land use compatibility will ensure that industrial activities coexist with surrounding communities and environments through detailed interface design, contributing to a strong and sustainable regional economy.

The *CS Plan Area* represents the entire portion of the Prairie Gateway *ASP* area south of Township Road 232 and north of CPKC's rail line right-of-way (ROW). The strategic vision for the *Plan Area* is to develop an industrial and logistics park with rail access, enhancing interprovincial trade by connecting Western Canada to the U.S.A. and Mexico. A single *CS* has been prepared for this landholding to:

- *Create an integrated planning and design framework to guide future development with confidence;*
- *Maximize development potential and build out flexibility to capture prospective rail served and industrial investment; and,*
- *Identify and implement ultimate planning, design, and infrastructure measures to support efficient development outcomes.*

1.4 Supporting Studies

This *CS* has been prepared in conjunction with and is supported by the following studies:

- *Biophysical Impact Assessment (BIA) – Stantec, Apr 2025*
- *Sub-Catchment Master Drainage Plan (SCMDP) – Stantec, Apr 2025*
- *Sanitary Servicing Study (SSS) – Stantec, Apr 2025*
- *Hydraulic Analysis – Stantec, Apr 2025*
- *Transportation Impact Assessment (TIA) Supplementary Memo – ISL, Apr 2025*
- *Geotechnical Investigation – Stantec, Apr 2025*
- *Phase I and Phase II Environmental Site Assessments (ESA) – Stantec, Dec 2024*
- *Historical Resource Assessment (HRA) Clearance – Stantec, Oct 2020*
- *AER (Alberta Energy Regulator) Land Development Information Package – AER, Oct 2024*
- *Oil and Gas Facilities Risk Assessment – Stantec, Feb 2025*

1.5 Design Standards

For ease of reference, a summary of the design standards utilized for the *CS* are provided below. For clarity, it is acknowledged that *the County* defers to *the City*'s standards for certain design aspects. This is identified in the table below.

Table 1 : Summary of Design Standards

Item	Standard being used
232 Design Corridor	City of Calgary
Range Road 284	City of Calgary
Range Road 283	City of Calgary
Range Road 282	City of Calgary
Internal Roads	Rocky View County (Modified - City of Calgary base)
Water (off-site)	City of Calgary
Water (on-site)	Rocky View County*
Sanitary (off-site)	City of Calgary
Sanitary (on-site)	Rocky View County*
Stormwater (off-site)	City of Calgary
Stormwater (on-site)	Rocky View County*
Landscaping (other than roads)	Rocky View County
* May defer to City of Calgary standards	

2 PLAN AREA

2.1 Location / Context

As illustrated in ***Figure 2: Regional Context***, the *Plan Area* is bordered by Township Road 232 (114 Avenue SE in Calgary) to the north, undeveloped Range Road 282 ROW to the east, the CPKC Mainline to the south, and Range Road 284 to the west. The *Plan Area* is located adjacent to the eastern limits of *the City* and *the City*'s Shepard Industrial *ASP*, which is intended to provide industrial and business uses and consists of un-subdivided quarter sections, larger farming parcels, and lands owned by CPKC. The area has been identified as a Southeast Railway Corridor and a Collaborative Planning Project in the IDP between *the County* and *the City*.

The *Plan Area* is well connected to the region's major infrastructure, 3.2 km east of Stoney Trail with access through Township Road 232 / 114 Ave SE and 3.2 km south of Highway 560 / Glenmore Trail with access through Range Road 283. The preferred long-term access to the *Plan Area* is east-west access to Stoney Trail via Township Road 232 and a realigned 114 Ave SE.

The CPKC Mainline is located on lands owned by CPKC. Due to the availability of direct access to the CPKC Mainline, adjacent lands within the *Plan Area* are optimal for a new rail served facility. The CPKC titled area is approximately 275 m wide at this location and may fall under Federal jurisdiction.

2.2 Legal Description & Ownership

Existing ownership, legal descriptions, and areas are illustrated and summarized in ***Table 2: Legal Description and Ownership***. The majority of the lands are owned by *Shepard Development Corporation* (*SDC*) on behalf of the Simpson Group of Companies.

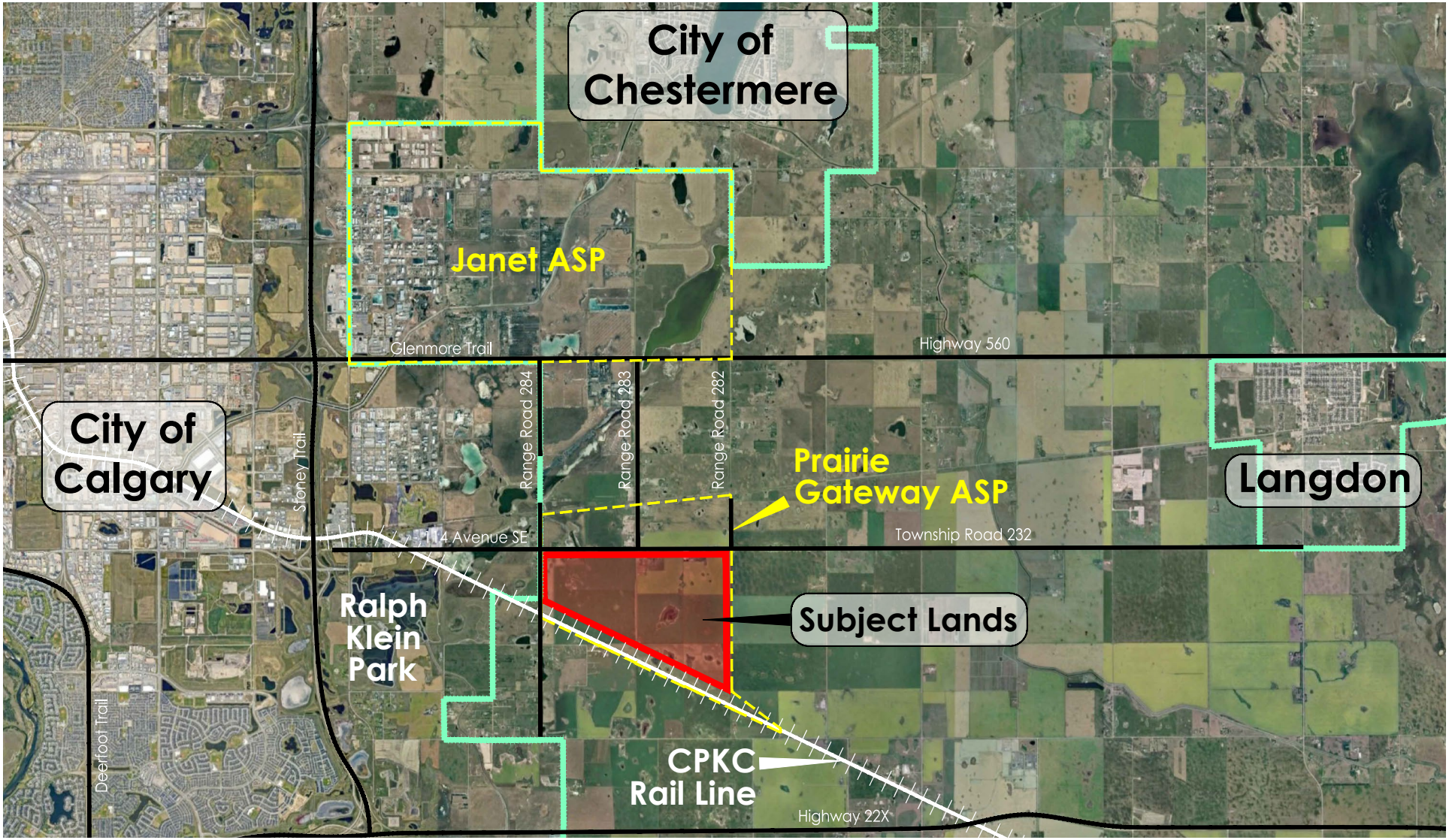
Table 2 : Legal Description and Ownership

OWNER	LEGAL DESCRIPTION	AREA (± ac)
Shepard Development Corporation on behalf of the Simpson Group of Companies (*SDC*)	All of: 4;28;23;9;NW All of: 4;28;23;9;NE All of: 0610017;1;2 All of: 4;28;23;10;NE Part of: 4;28;23;9;SW Part of: 4;28;23;9;SE All of: 4;28;23;10;SW All of: 4;28;23;10;SE All of: 1112368;1;1	513 ha (1,269 ac)
Private Landholdings	All of 1310578;1;3 All of 1510046;1;4 All of 1811875;1;5 All of 1811875;1;6	7.7 ha (19.1 ac)
	TOTAL	*521.1 ha (1,287.7 ac)*

2.2.1 Private Landholdings

The *Plan Area* for the *CS* has been prepared to include a small consolidation of parcels in the northeast corner of the *Plan Area*, and along Township Road 232. These parcels are not owned by *SDC* on behalf of the Simpson Group of Companies. They are included in this *CS* to provide direction and alignment as to how they could be redeveloped and integrated in the future, although no changes to existing land use is proposed at this time. Future integration would require the participation of the respective landowners.

Figure 2: Regional Context



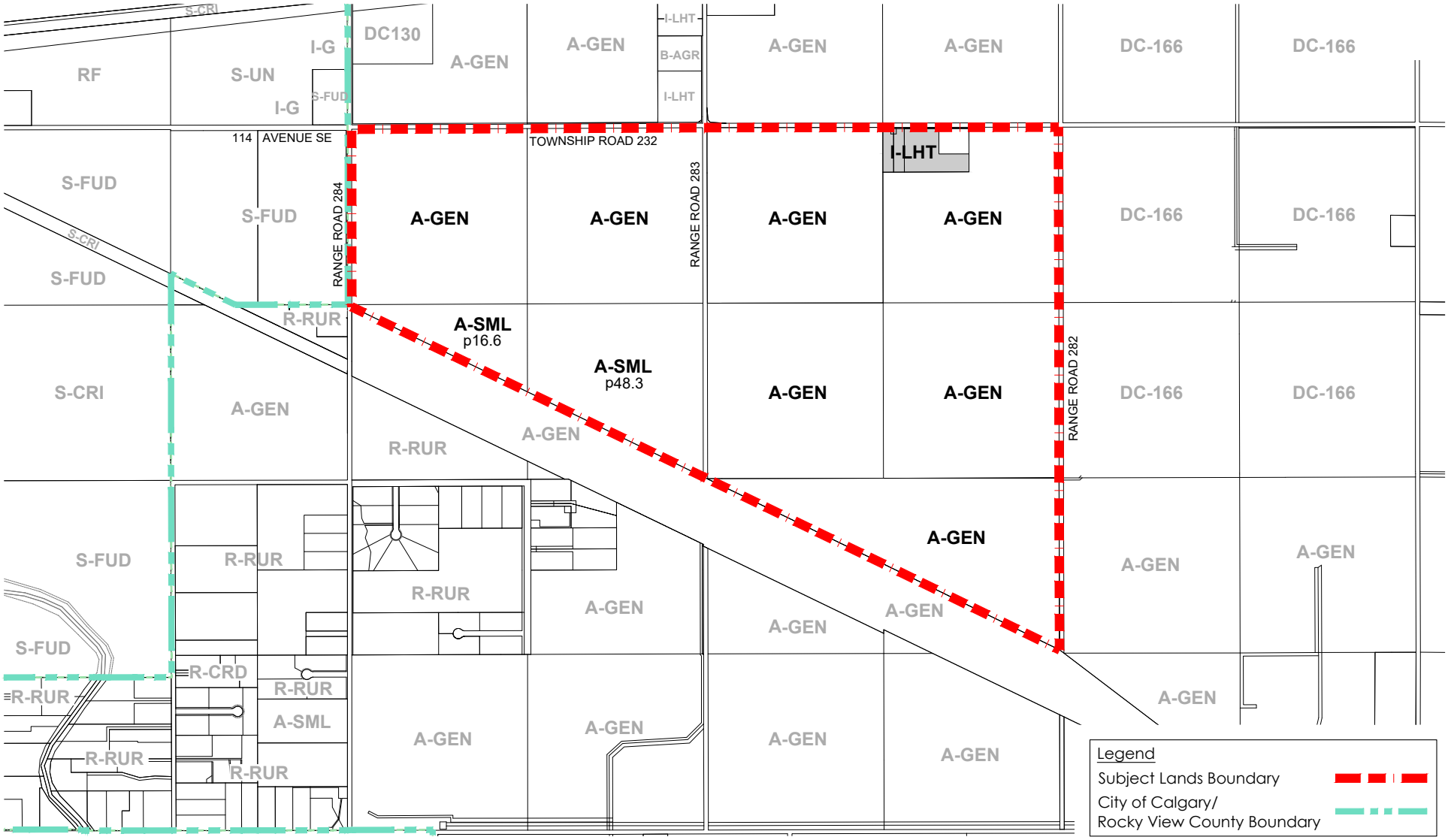
2.3 Existing Land Use

Existing land uses are depicted in ***Figure 3: Existing & Adjacent Land Uses***. Land uses within the *Plan Area* are designated as Agricultural, General (A-GEN) District and Agricultural, Small Parcel (A-SML) District under *the County*'s Land Use Bylaw (LUB) C-8604-2025. These Districts are intended for general agricultural and associated rural residential development. In regards to the private landholdings, referenced above in ***Section 2.2.1***, three of the four parcels are designated Industrial, Light (I-LHT) District and are currently utilized for light industrial activities.

Outside of the *Plan Area*, land uses within *the County* include Residential Rural (R-RUR) District, Light Industrial (I-LHT) District, Agricultural – General (A-GEN) District, Agricultural Business (B-AGR) District, Agricultural Small Parcel (A-SML) District, Direct Control (DC) District #130, which allows for interim business uses, and Direct Control (DC) District #166, which allows for solar farm infrastructure.

Lands to the west, within *the City*, are designated for Industrial / Business uses within the Shepard Industrial Area *ASP*. They are currently zoned as Special Purpose – Future Urban Development (S-FUD) under Calgary's LUB 1P2007. Land uses surrounding the *Plan Area* are also important to note and have been addressed through policy identified in ***Section 7.3***.

Figure 3: Existing & Adjacent Land Uses



2.4 Site Conditions

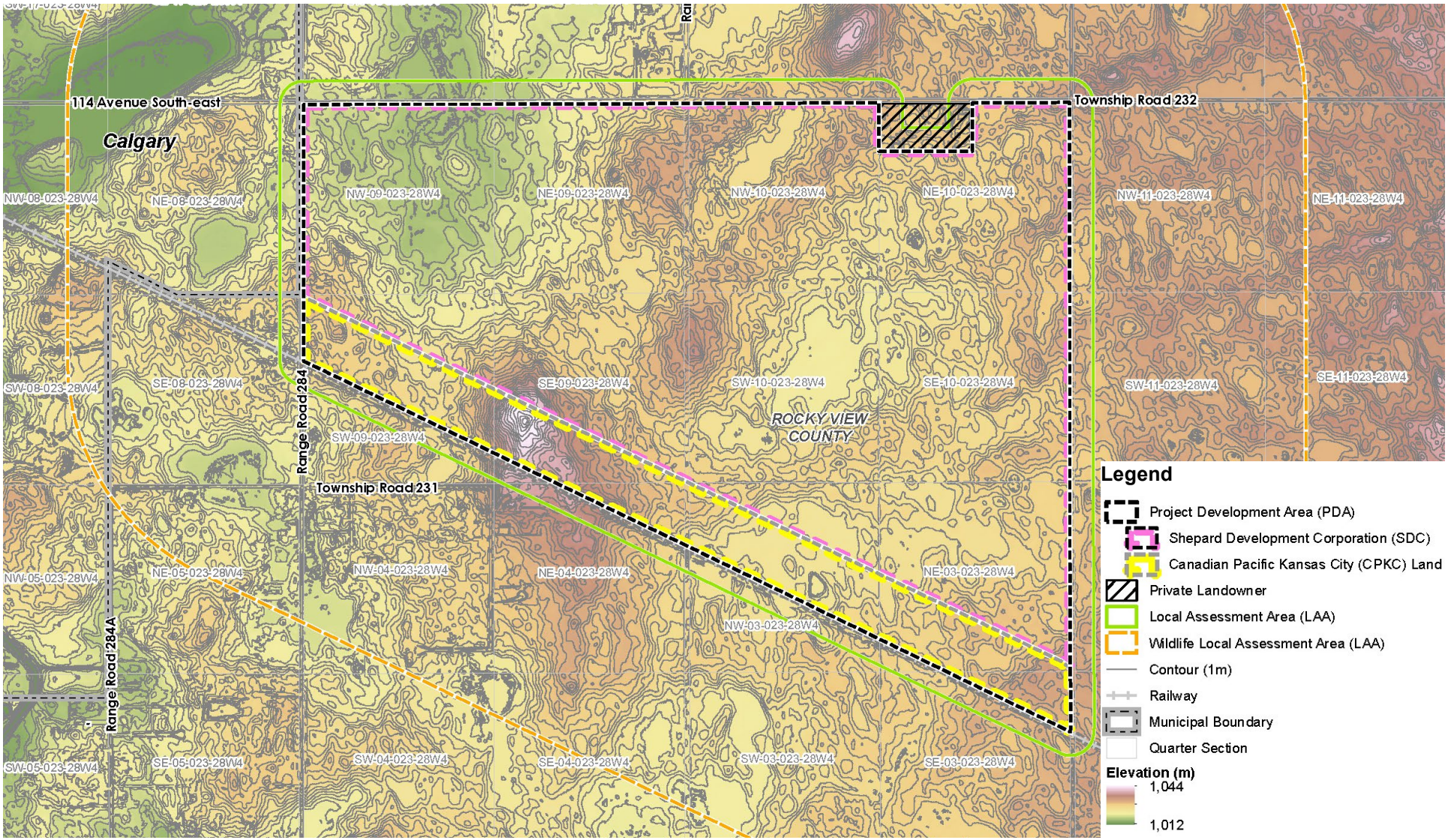
This section provides a summary of site conditions associated with the *Plan Area*. It is supported by a number of technical studies, including Phase I and II Environmental Site Assessment (ESA), a Biophysical Impact Assessment (BIA), and a Geotechnical Investigation.

2.4.1 Topography

As illustrated in ***Figure 4: Existing Topography***, the topography of the *Plan Area* is influenced by a higher area in the southern extents of the plan that extends gradually northwards to Range Road 283, with gentle slopes towards lower areas and wetlands in the northwest and southeast. West of Range Rd 283 the *Plan Area* drains generally to the northwest. East of Range Rd 283, the *Plan Area* drains to the south/ southeast. Due to the topography and existing wetlands, run-off is minimal under dry conditions.

Surrounding the *Plan Area* to the west and north are a number of shallow water bodies. Further west and southwest is Ralph Klein Park in the City of Calgary, and a regional park that includes the Shepard reconstructed wetland / stormwater management facility.

Figure 4: Existing Topography



2.4.2 Biophysical and Wetlands

A BIA was prepared in support of this *CS*. The purpose of the BIA is to provide an inventory and assessment of baseline conditions, identify potential mitigation measures and assess the anticipated environmental consequence of the development. Assessment of current land use, geology, terrain, topography and soil features, hydrology, vegetation and wetland communities, wildlife and wildlife habitat was completed. Field inventories of vegetation, soils, wetlands, and wildlife were initiated in the late summer and early fall of 2024 and are shown in ***Figure 5: Biophysical Inventory.***

The *Plan Area* consists of primarily un-subdivided quarter sections, agricultural, and light industrial parcels with small sections of settled (residential) areas. Terrain within the *Plan Area* is generally flat to undulating with depressional, pothole wetlands present. Soils consist of Orthic Black Chernozems, Black Solodized Solonetz, Rego Humic Gleysols and Humic Luvic Gleysols.

No watercourses occur within the *Plan Area*. Stormwater pools within larger existing semi-permanent wetlands within the *Plan Area*, which are responsible for most flood attenuation within the *Plan Area*. Existing surface flow is via an existing drainage ditch located at the northwest corner of the *Plan Area*, which ultimately flows west towards the Shepard Slough Complex, which in turn drains via the Shepard Ditch overflow.

A total of six landcover types are present within the *Plan Area*, which include two upland types (i.e., crop and pasture), three disturbance types (i.e., road, settled and industrial, and wetland). Wetlands within the *Plan Area* are mineral, graminoid marshes that range in permanence from ephemeral (surface water is present in most years, but only for a brief period of days after snowmelt or a heavy rainfall) to semi-permanent (typically surface water is present throughout the year except in years of drought). There are 189 wetlands identified within the *Plan Area*, of which, 59 are classified as ephemeral waterbody (EW), 84 as temporary graminoid marsh (MGII), 37 as seasonal graminoid marsh and nine as semi-permanent graminoid marsh , (MGIV). No vegetation species of conservation concern (SOCC) or ecological communities of conservation concern were identified within the *Plan Area* or within 1 km of the *Plan Area*.

Seasonal to semi-permanent wetlands provide potential habitat and breeding areas for wildlife such as waterfowl, waterbirds and amphibian species. Two (2) wetlands within the *Plan Area* are crown-claimed: one in the north-western corner of the *Plan Area* and along Township Road 232; and a second located centrally.

Boreal chorus frog and wood frog have been identified within the *Plan Area*, as well as an incidental observation of tiger salamander. A total of 40 bird species including four wildlife SOCC were identified during breeding bird surveys. In addition, five stick nests with potential for raptor usage were identified within the *Plan Area* and in areas adjacent to the *Plan Area*.

The following *CS* policies support the implementation of recommendations of the BIA.

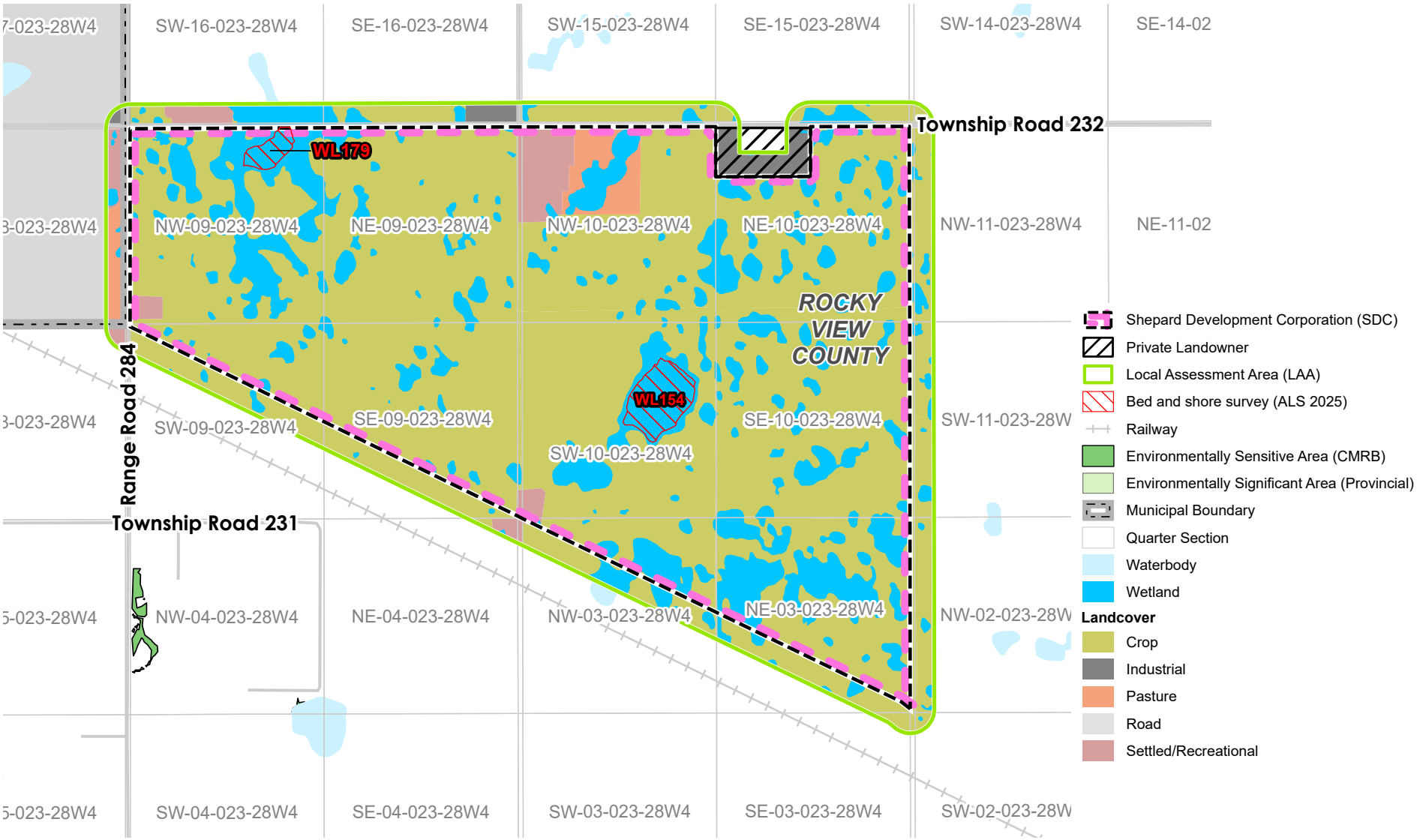
Policies

2.4.2.1 Compensation for any disturbed wetlands shall follow standard procedures as established in the Provincial Water Act.

2.4.2.2 The developer shall obtain required permits / approvals for the proposed development related to all applicable municipal, provincial, and federal legislation, regulations, and policies.

2.4.2.3 Crown claimed wetlands within the Protected Development Area (PDA) that are not also within the CPKC rail line shall be retained as per the surveyed bed and shore boundary.

Figure 5: Biophysical Inventory



2.4.3 Environmental Site Assessment

A Phase I ESA was prepared for the *Plan Area*, followed by a Limited Phase II ESA. The purpose of the Limited Phase II ESA was for due diligence purposes and to assess the presence or absence of environmental impacts in soil at the *Plan Area* identified in the Phase I ESA.

Based on the results of the Limited Phase II ESA, further investigation of the Site was not considered to be warranted. It is recommended, however, that if impacted soil or groundwater are encountered during construction activities, work should be halted and additional ESA activities be conducted to assess the soil and groundwater quality within the area by an environmental professional. In addition, given the naturally elevated salinity parameter concentrations at the *Plan Area*, it is not recommended that excavated soil from the *Plan Area* be removed and re-used at an off-site location without further consideration by an environmental consultant.

Policies

2.4.3.1 If impacted soil or groundwater are encountered during construction activities, work should be halted and additional ESA activities should be conducted to assess the soil and groundwater quality within the area by an environmental professional.

2.4.3.2 Any soil excavated from the *Plan Area* during construction activities should be assessed by a qualified environmental consultant prior to removal and re-use at an off-site location.

2.4.4 Geotechnical

A site-specific geotechnical investigation was prepared in support of this *CS* to confirm the suitability of subsurface conditions in accordance with the requirements of *the County* Servicing Standards.

The subsurface soil conditions encountered in the *Plan Area* generally consisted of a surficial layer of topsoil and subsoil overlying till. The till was typically encountered as clay till; however, layers of silt till, sand till, and gravel till were observed at several investigation locations. Bedrock was encountered underlying the till at several boreholes.

Based on the findings of the geotechnical investigation, the existing conditions in the *Plan Area* are considered suitable for the proposed development. Recommendations for development of the *Plan Area* are incorporated within the geotechnical report (January, 2025), with more detailed specific assessments including deep fill reports, foundation evaluations, and pavement assessments required once further design details are known.

Policies

2.4.4.1 Detailed design and construction shall be undertaken in accordance with recommendations of the site-specific geotechnical investigation (Stantec, January 2025).

2.4.4.2 In addition to the main geotechnical investigation required for Land Use/ *CS*, further geotechnical reporting shall be provided as the development progresses. This includes deep fill reporting, compaction testing, and site-specific geotechnical investigations for proposed lots at the development permit stage. Additional analysis and reporting is necessary to support the design of the impervious pond liner, roadway pavement structures, and other public infrastructure during detailed design (subdivision and/or development permit stage).

2.4.4.3 During construction of the development, if the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination, the person discovering such contamination must immediately report the contamination to the appropriate regulatory agency, including, but not limited to, Alberta Environment and Protected Areas and *the County*.

2.4.5 Archaeological and Historical

The *Plan Area* has been subject to a prolonged history of agricultural activity. In support of the *ASP* and this *CS*, an application for Historical Resource Clearance was submitted to the Province, with approval granted in accordance with the standard condition of "Reporting the Discovery of Historic Resources".

The below *CS* policy is identified to support implementation of the Historical Resource Clearance.

Policies

2.4.5.1 The developer shall follow all rules and policies laid out in the Historical Resources Act regarding the discovery of any historic resources during excavation and construction.

2.4.6 Oil & Gas

In accordance with the Prairie Gateway *ASP*, a *Land Development Information Package* from the Alberta Energy Regulator (AER) was obtained to identify all oil and gas related infrastructure in the *Plan Area* (Appendix B). Subsequent to receiving this package, Stantec undertook a Risk Assessment to identify how this infrastructure is intended and required to be addressed to support development of the *Plan Area* for industrial purposes. The report identifies requirements for the oil and gas infrastructure, the responsible parties, any required setbacks, and any other development considerations – particularly for abandoned wells, which cannot be removed or relocated.

The following pipelines and wells are located within the *Plan Area*, identified generally within ***Figure 6: Oil & Gas Infrastructure Summary.***

Table 3 : Status of Oil and Gas Pipelines

	License	Type	Operator	Status
1	63417	Saltwater Pipeline	MAGA Energy Ltd	*Operating*
2	34425	Sour Gas Pipeline	LR Processing Ltd (defunct)	*Abandoned*
3	48662	Natural Gas Pipeline	Ember Resources Ltd	*Operating*
4	48663	Natural Gas Pipeline	HESC Energy Corporation	*Discontinued*
5	0035829	Well	Ovintiv Canada ULC	*Abandoned*
6	189985	Sweet H2S Well	Lexin Resources Ltd (defunct)	*Injection*
7	0373340	Gas Well	Ember Resources Ltd	*Active*
8	0373341	Gas Well	Ember Resources Ltd	*Active*

As shown in the above table, there are two currently operating pipelines, two abandoned or discontinued pipelines, three operating wells, and one abandoned well within the *Plan Area*.

All oil and gas infrastructure located in the *Plan Area* will ultimately be decommissioned and removed where possible. The developer will make all efforts for this to occur prior to development taking place in proximity to this infrastructure. However, encroachment onto existing pipeline ROW and well site lease areas will not occur should development proceed prior to their decommissioning and reclamation.

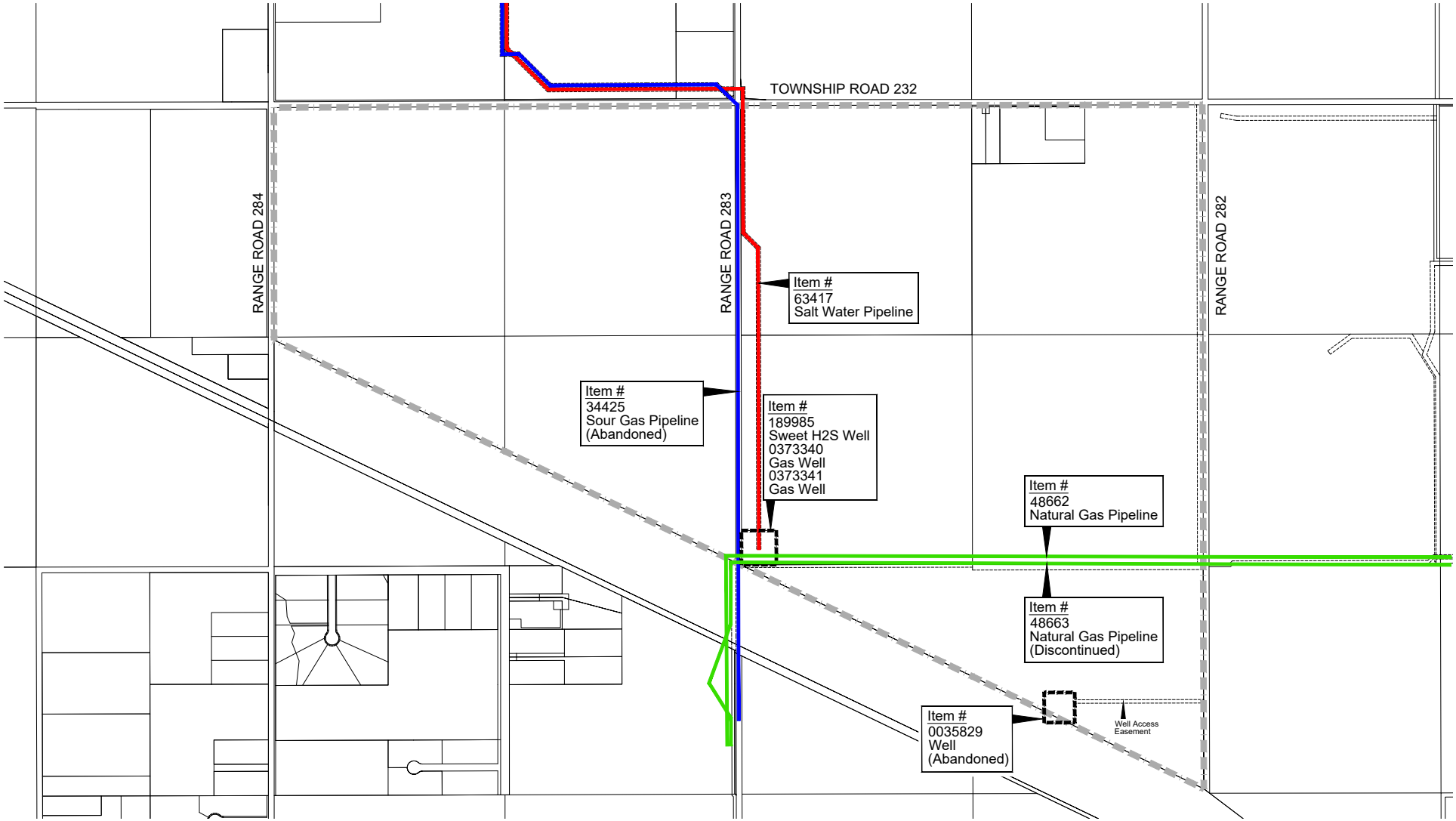
All pipelines located in the *Plan Area* will be properly abandoned, decommissioned, and removed, with the land reclaimed to its original state. Pipelines must be emptied, purged, isolated, and left in a safe condition so that there are no risks to the public or environment. This process is the responsibility of the licensee or the Orphan Well Association (OWA) if licensee defunct, including ensuring any cleanup and environmental requirements are met. The Province of Alberta's Pipeline Act and Pipeline Rules outline the requirements and responsibilities for the discontinuation, abandonment, and removal of pipelines.

Existing active wells will be abandoned and rec-certified in accordance with AER requirements. Future development in proximity to these abandoned wells, including setbacks and access, will adhere to the AER's Directive 79 "Surface Development in Proximity to Abandoned Wells."

Specific development requirements, including setbacks, for each individual oil and gas item are provided in Appendix B of the *Risk Assessment (Stantec, February 2025)*.

The following *CS* policies are provided in response to the requirements included in Section 23 of the Prairie Gateway *ASP* and in relation to oil and gas items.

Figure 6: Oil & Gas Infrastructure Summary



Policies

2.4.6.1 Development in proximity to pipeline and well infrastructure shall adhere to all Federal, Provincial, and Municipal regulatory requirements, including but not limited to:

a. Province of Alberta's Pipeline Act;

b. Province of Alberta's Pipeline Rules;

c. Environmental Protection and Enhancement Act (EPEA);

d. Conservation and Reclamation Regulation (CRr); and

e. AER:

i. Specified Enactment Direction (SED) 002: Application Submission Requirements and Guidance for Reclamation Certificates for Well Sites and Associated Facilities;

ii. Directive 020: Well Abandonment;

iii. Directive 77: Pipelines – Requirements and Reference Tools; and

iv. Directive 79: Surface Development in Proximity to Abandoned Wells.

2.4.6.2 Specific development requirements for each oil and gas infrastructure item shall comply with Appendix B of the Risk Assessment.

2.4.6.3 No permanent structures shall be allowed within any pipeline ROW that remains, except for roadway crossings or other required accesses in accordance with the applicable requirements.

2.4.6.4 A 5 m radius development setback shall be applied surrounding abandoned wells where no permanent structures shall be allowed. Access to the abandoned wells shall also be provided.

2.4.6.5 The AER and OWA should continue to be engaged as development proceeds in proximity to all pipelines and wells located on the site to ensure their requirements are satisfied and the development occurs in a safe manner.

2.4.6.6 Where feasible, the pipeline and wellsite operators should continue to be engaged as development proceeds in proximity to all pipelines and wells located on the site to ensure their requirements are satisfied and the development occurs in a safe manner.

2.4.6.7 During execution of construction activities approved under subdivision, all abandoned well sites shall be marked with temporary signage identifying the location and depth, if known, of the abandoned well and providing contact information for the AER. Such signage, as well as adequate fencing and any other necessary protective measures, shall be in place during the development process to prevent damage to the abandoned well bore.

2.4.6.8 At the time of a related subdivision or development permit approval, a restrictive covenant shall be registered that prevents the construction of any building within the set-back area associated with an active, suspended, reclaimed, or abandoned well.

2.4.6.9 At the time of a related subdivision, the developer shall ensure adequate access is provided to abandoned oil and pipeline infrastructure, in accordance with AER and/or related operator requirements.

2.4.6.10 The developer shall continue to undertake consultation with AER, the OWA, *the County,* and the affected operators of identified oil and gas facilities to discuss development planning and implementation.

2.4.6.11 All buildings located in proximity to an abandoned well site shall comply with the Province of Alberta's Matters Related to subdivision and Development Regulation and AER setback requirements or provide a minimum building setback as required by the operator(s), whichever is greater.

2.4.6.12 In conjunction with the preparation of a subdivision or development permit application for any parcel containing any oil and gas infrastructure, the applicant shall provide:

a. Surveyed locations and depth, if known, of abandoned wells and pipelines and confirmation from the AER of any setbacks;

b. Phase I ESA specific to the abandoned well as deemed appropriate by the *Approving Authority*;

c. Phase II ESA specific to the abandoned well if required; d. An evaluation of the integrity of the well abandonment; and

d. A reclamation certificate for the well, if possible.

2.4.6.13 The Risk Assessment shall be updated as necessary, as changes to oil and gas infrastructure status take place.

2.5 Existing Road Network

The *Plan Area* is bounded by Township Road 232 / 114 Ave SE to the north, Range Road 282 (unconstructed) to the east, and Range Road 284 to the west, as depicted in ***Figure 7: Existing Transportation Network***. The roadways connect to the broader regional highway network, including Stoney Trail to the west, and Highway 560 (Glenmore Trail) to the north.

2.6 Canadian Pacific Kansas City (CPKC) Railway Lands

CPKC railway lands are located immediately south of the *Plan Area* and provide rail access that the proposed development will connect into, to support *Rail Served Development*.

CPKC's lands may be federally regulated under the Canada Transportation Act. Should this be determined by future processes undertaken by CPKC, development proposed within the CPKC lands to support the Shepard Logistics Centre, including construction of new railway infrastructure, may be assessed under these federal requirements.

The developer is collaborating closely to align planning, design, construction, and operational requirements between the *Plan Area* and CPKC lands. While railway line construction within CPKC lands does not require municipal approval, the developer will provide ongoing updates to *the County* to support alignment and understanding of overall development and construction progress. This includes provision of necessary plans and documentation to demonstrate integration of development outcomes between the developer and CPKC lands. It is also recognized that in certain circumstances, local municipal jurisdiction may apply to select activities (e.g development of non-rail related uses), therefore ongoing coordination is required between *the County*, the developer, and CPKC.

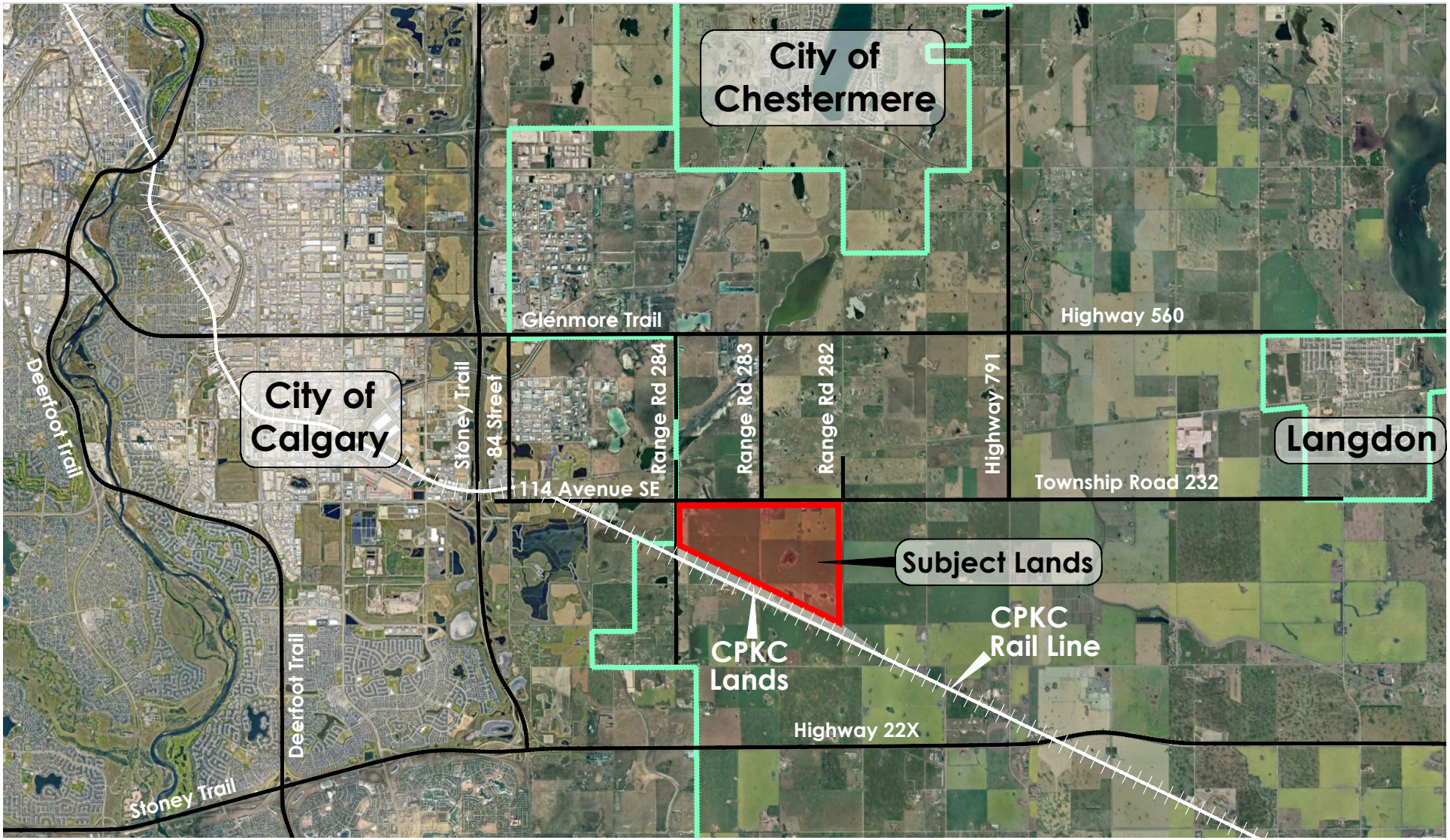
Policies

2.6.0.1 The developer shall provide ongoing updates, as necessary, to *the County* on the status of proposed development within CPKC lands.

2.6.0.2 In the case any of the *Plan Area* comes under the jurisdiction of the Canadian Transportation Agency, the developer should continue to collaborate with and provide updates to *the County* regarding these lands.

2.6.0.3 *The County* shall provide ongoing updates, as necessary, to *the City* on the status of proposed developments within the CPKC lands.

Figure 7: Existing Transportation Network



3 POLICY REVIEW

The Plan has been prepared in compliance with and the context of higher-level statutory plans, regional plans, and County policies. The Plan is to be read in conjunction with the following documents:

- *Municipal Government Act (MGA);*
- *South Saskatchewan Regional Plan (SSRP);*
- *Rocky View County / City of Calgary Intermunicipal Development Plan (IDP);*
- *Rocky View County Municipal Development Plan (MDP);*
- *Rocky View County Land Use Bylaw (LUB);*
- *Prairie Gateway Area Structure Plan (ASP); and*
- *Other Rocky View County documents and policies:*
  - *County Servicing Standards,*
  - *Agricultural Boundary Design Guidelines,*
  - *Commercial, Office, and Industrial Design Guidelines,*
  - *Recreation and Parks Master Plan,*
  - *Rocky View County solid Waste Master Plan, and*
  - *Fire Services Master Plan.*

3.1 Regional

At the time of the preparation of the *ASP*, Rocky View County was a member of the Calgary Metropolitan Region Board (CMRB), whose mandate includes ensuring long-term sustainable growth for the Calgary Metropolitan Region. The *ASP* was referred to the CMRB for review and approval in accordance with the CMRB Regional Evaluation Framework, with approval granted in November 2024.

During the February 7, 2025 CMRB board meeting, members voted unanimously to wind down the operations of the CMRB. The decision was influenced by recent provincial changes on the CMRB, which made membership voluntary and ended funding from the province. The CMRB also requested that the Municipal Affairs Minister repeal the CMRB regulation by May 1, 2025. Alternative approaches to regional planning are currently being discussed by related municipalities in lieu of provincial involvement.

3.2 Intermunicipal

The *Plan Area* has been identified within the Southeast Railway Corridor area and as a Collaborative Planning Area within the IDP (Map 2). The purpose of the IDP is to identify areas of mutual interest, minimize land use conflicts across municipal borders, provide opportunities for collaboration and communication, and outline processes for the resolution of issues that may arise within the *Plan Area*. The IDP ensures that both jurisdictions work collaboratively to coordinate planning initiatives for issues of mutual interest.

3.3 Municipal

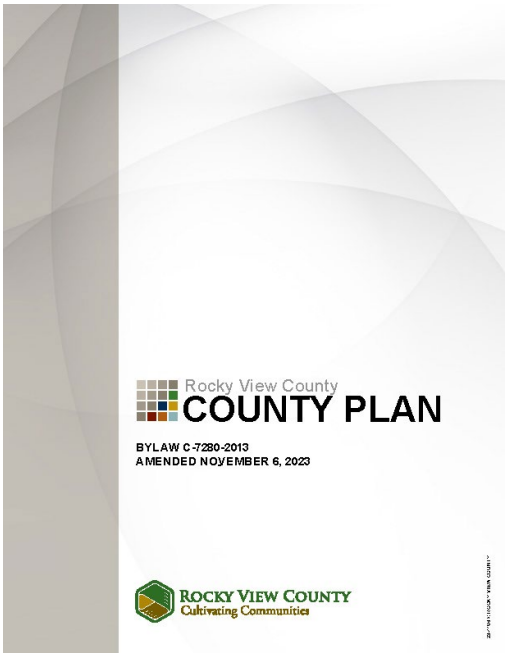
Rocky View County's Municipal Development Plan (County Plan, 2023 as amended) outlines the importance of industrial business development in supporting *the County*'s economy. The County Plan requires *Conceptual Schemes* (*CS's*) to be created to guide subdivision development Section (29.4), with the content of the *CS* determined by the corresponding *ASP* Section (29.5). Appendix C provides further direction as to requirements for *CS* submissions.

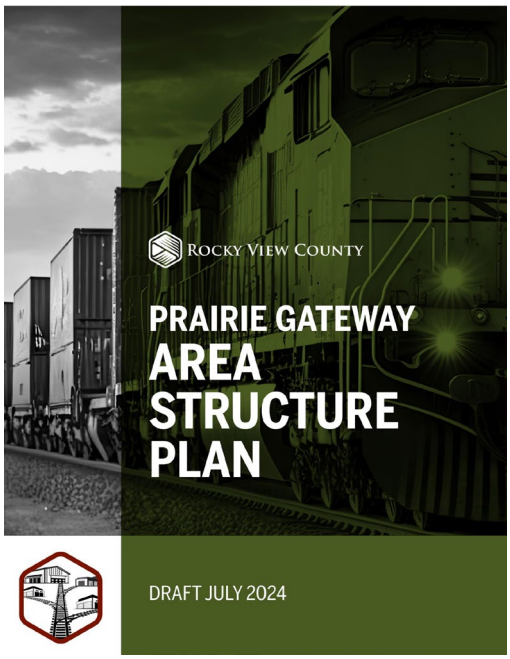
This *CS* is prepared in accordance with the Prairie Gateway *ASP* and the relevant requirements outlined in Appendix C of the County Plan. It provides the framework for a rail-served logistics center that delivers significant economic benefits to both *the County* and the greater Calgary region.

3.4 Prairie Gateway Area Structure Plan

The Prairie Gateway *ASP*, approved in 3rd reading February 2025, provides the collaborative planning framework between the City of Calgary and Rocky View County to support the proposed development. In addition, the approval of this *ASP* sets the expectation for development that supports greater opportunities for economic growth, shared servicing, and intermunicipal cooperation. Throughout the planning process to develop this *ASP*, there was a strong focus on rail-served development, which is supportive of the *Development Concept* established by this *CS*.

To demonstrate compliance of this proposed *CS* with all policies/requirements of the *ASP*, a comprehensive compliance assessment has been prepared and is provided in ***Appendix A***.





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4 DEVELOPMENT CONCEPT

This section provides a comprehensive summary of the proposed *CS Development Concept*. A summary of the *Development Concept* is provided in ***Figure 8: Development Concept*** below, with the full *Development Concept* Plan provided in ***Appendix C***.

The Shepard Logistics Centre provides a sustainable and efficient solution for transporting goods across North America by accommodating industrial uses connected to direct rail access. The overarching goal is to create a world-class logistics centre that supports a stronger regional economy.

4.1 Development Objectives

The *Development Concept* was prepared in accordance with the following development objectives, reinforcing and implementing the overall *CS* vision identified in ***Section 1.3***. These objectives were critical in guiding the planning, siting, and design of various components of the *Development Concept*, and importantly, identifying what development outcomes were prioritized to facilitate a successful rail served logistics centre. The *Development Concept*:

1. *Prioritizes the safe and efficient design and operation of rail to ensure a focus on rail served opportunities while minimizing interactions between pedestrians and vehicles with rail.*
2. *Maximizes flexibility to ensure a wide range of end users (both rail served and non-rail served) can be accommodated as the development advances.*
3. *Provides a high-quality design interface with surrounding lands.*
4. *Ensures higher impact industrial uses (e.g. Heavy Industrial) are appropriately planned and accounted for.*
5. *Provides sufficient development area for supporting uses and activities.*

4.2 Development Concept Plan

In line with the above objectives, the *Development Concept* has been designed to maximize operational efficiency, enabling large-format industrial, rail-served uses. The *Development Concept* is focused on the provision of large-scale development parcels that will accommodate a wide range of rail served and non-rail uses, including, but not limited to:

- *Multimodal facilities,*
- *Logistics and distribution,*
- *Manufacturing and assembly,*
- *Warehouse and storage,*
- *Bulk material handling,*
- *Food and beverage processing,*
- *Data processing, and maintenance and repair.*

A detailed description of uses anticipated within rail and non-rail served parcels is provided in ***Section 4.5.***

Development areas for supporting uses and services, including commercial, office, light industrial, and food/beverage, are also provided in convenient locations at the main entry points to the development (from Township Road 232).

The *Development Concept* is characterized by the following:

- *Identification of five (5) potential rail spur locations connecting with the CPKC main line to the south. Not all spur alignments will advance, with two options proposed to provide flexibility for the developer and end users in advancing Rail Served Development. Details as to rail served options are discussed in* ***Section 4.4.2****.*

- *A straightforward internal road network that aligns with quarter section boundaries within the Plan Area, to create an efficient grid-based road network. Critical to the safe and efficient operation of the rail service is not allowing elimination of any road crossings of the rail spurs. Adequately sized cul-de-sacs to accommodate vehicle movements and emergency access will be provided across rail spurs as necessary.*
- *Aligning with the internal road network, access to the Plan Area is facilitated via equitably distributed access points off Township Road 232 to Range Roads 282, 283 and 284. Primary access is provided via Township Road 232, which is supported by the 232 Design Corridor Plan, establishing design guidelines for a 200m wide corridor along this entry point to the Plan Area.*
- *The internal road network grid and aligned rail spurs facilitate large-scale and regularly shaped development cells to accommodate prospective rail and non-rail served industrial uses in a highly efficient manner. Individual development cells will be determined as part of each subdivision phase to align with individual end user needs. A phasing plan is provided in* ***Section 9.2*** *that identifies the intended sequencing of development within the Plan Area.*
- *Intentional siting of linear ponds along the majority of the Township Road 232 Corridor to support a high-quality design interface that softens the impact of large-scale and rail served industrial development due to industrial uses being located at least 120-150 m from Township Road 232. Landscape buffers within storm pond boundaries and development parcels within the 200m corridor further soften the impact of large-scale industrial uses.*
- *The provision of ponds along Township Road 232 is supplemented with smaller development parcels at the primary entry point/intersection to the development at Range Road 283. These parcels provide supporting commercial uses and services for industrial development, such as truck stop/gas stations, eating establishments, convenience retail, and office.*
- *Retention of crown water bodies within the Plan Area, with the provision of appropriate buffers (Environmental Reserve (ER)) and integration with the proposed stormwater management solutions to ensure post-development hydrology.*
- *Identification of suitable locations (on or off-site) for supporting utilities, including the water reservoir, sanitary lift station, and power substation.*
- *Identification and incorporation of oil and gas infrastructure required to be maintained as part of the ultimate development. This includes abandoned pipeline ROW that are not being removed and abandoned well setbacks and related access ROW.*

Policies

4.2.0.1 Individual development parcels within the Plan Area shall be determined at the subdivision stage.

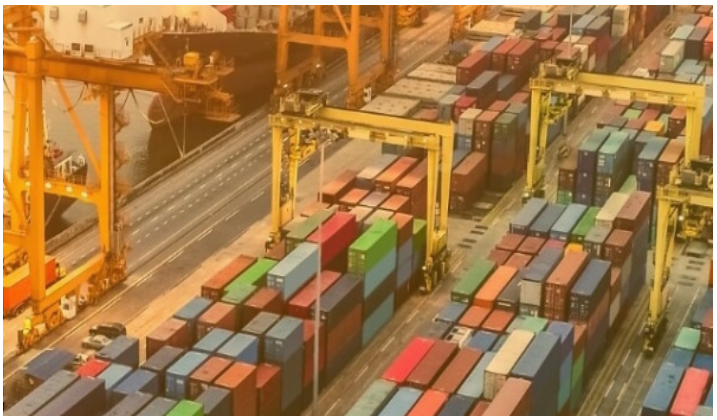
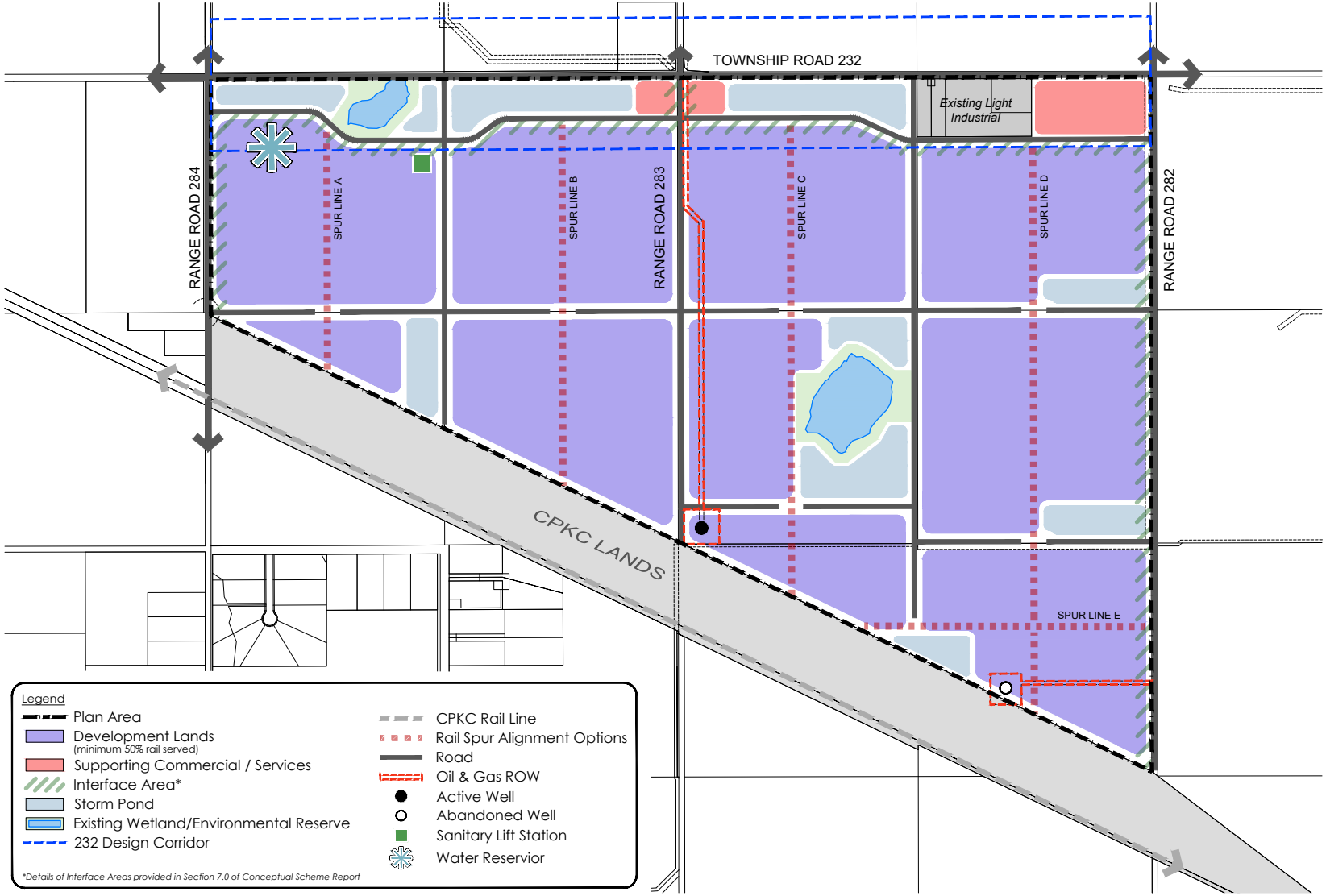


Figure 8: Development Concept



4.3 Rail Served Operations

In facilitating and prioritizing *Rail Served Development* within the *Plan Area*, a series of rail spurs, stemming from CPKC's main line to the south, will be constructed and could be operated by a third-party operator or CPKC. ***Section 4.4.2*** provides a rail design shadow plan identifying specific alignments of proposed rail spur options. The following provides a summary of key aspects of the proposed rail operation:

Rail Spur Design Characteristics

To maximize efficiency of the development parcels within the *Plan Area*, rail spur geometry is proposed as straight/direct into the *Plan Area* from the CPKC lands. Rail spurs could be facilitated in 40-m-wide ROW, which will incorporate all track infrastructure for railcar movements and storage, switching operations, supporting utilities, and signage. The specific ROW requirements for these spurs will be determined at the subdivision phase.

Rail Operator

Rail operations will be administered by a third-party operator or CPKC. The third-party operator is responsible for the preparation and implementation of all operational plans and documentation associated with rail aspects within the *Plan Area*. If the operator is a third party, the third party operator will coordinate with CPKC to ensure operational plans and documentation are integrated for safety and efficiency of operations. Operational plans will be prepared in accordance with relevant requirements regulated by Transport Canada under the Railway Safeway Act to ensure that impacts are appropriately addressed in surrounding areas.

Operational Hours

Rail served operations could take place 24 hours a day, 7 days a week, to maximize efficiency of operations.

Proximity - Adjacent Rail Served Development

The success of *Rail Served Development* relies on the ability to safely and efficiently transfer goods to and from railcars to end users. To effectively facilitate this, there will be no space/setbacks between the rail spurs and end user infrastructure (e.g. buildings, structures, loading/unloading facilities).

In addition to the physical alignment and integration of rail spur and end user infrastructure, other design and operational alignments are required. These specific design and operational requirements will be prepared and implemented by the third-party operator as part of implementation activities.

Rail Utility Infrastructure

Utilities required to support rail operations will be incorporated within the rail spur ROW. While not related to the operation of rail, it is noted that the *Development Concept* also proposes underground utility crossings (water, sanitary, storm) across rail spurs in select locations.

This intersection of municipal services and infrastructure with Rail ROW requires an agreement to be entered into between *the County* and the rail operator to outline responsibilities, access protocols, and safety measures. RVC may need to obtain permits or adhere to specific guidelines to work within rail corridors, also necessitating the need for an agreement to clearly outline requirements.

Security & Fencing

Security and fencing are crucial components of rail infrastructure within a rail-served industrial development, to protect goods and materials from theft, prevent unauthorized access, and help monitor and manage the flow of personnel and vehicles, reducing the risk of operational disruptions.

All rail spurs within the *Plan Area* will be appropriately secured, fenced, and monitored. Development permits for proposed development that abuts rail spurs will need to be designed to integrate with security and fencing requirements of the third-party operator.

Operational Emergency Response Plans

To ensure adequate and immediate emergency response for the development and rail operations, an Emergency Response Plan will be prepared by the third-party operator, in coordination with the developer, CPKC, *the County*, and *the City*.

Waste Management

Rail operations can generate a wide range of types of waste, including chemicals, solvents, packaging, dust, and goods and materials being transported by rail cars. Waste Management Plans are typically prepared and implemented by rail operators and any land requirements (outside rail spur ROW) will be determined at the detailed design phase.

Signage

Signage is essential for the smooth and safe operation of rail infrastructure. Signage will be strategically placed to guide the movement of railcars, vehicles, and personnel, ensuring clear communication of operational protocols and safety information. This includes directional signs for rail spurs, loading and unloading zones, and access points, as well as warning signs for hazardous areas and speed limits. Additionally, signage will comply with regulatory standards and be easily visible and legible under various weather conditions and lighting.

Policies

4.3.0.1 The specific ROW requirements of rail spurs shall be determined at the subdivision phase.

4.3.0.2 Design and operational requirements of rail infrastructure shall be prepared and implemented by the third-party operator.

4.3.0.3 Rail infrastructure shall be designed, maintained, and operated by the rail operator in accordance with the Railway Safety Act and other applicable regulation.

4.3.0.4 Prior to the registration of Rail ROW, the rail operator shall enter into an agreement with the County to address municipal services in Rail ROW. This agreement shall outline responsibilities, access protocols, safety measures, and permit requirements.

4.3.0.5 Utility crossings of rail ROW shall be designed and constructed in accordance with rail design standards and requirements prepared by the third-party operator. The Applicant shall demonstrate compliance with rail design standards at time of subdivision.

4.3.0.6 Utilities required to support rail operations should be incorporated within the rail spur ROW.

4.3.0.7 The minimum building setback from a property line shared with a rail ROW is 0 m.

4.3.0.8 Development of parcels that abut a rail spur shall be designed and operated in accordance with rail operation standards and manuals. Development permit applications for *Rail Served Development* (see Section 4.5) shall demonstrate how the proposed development is complying with relevant rail operation standards prepared by the third-party operator for the *Plan Area*.

4.3.0.9 At development permit stage, proposed development that shares a boundary with a rail ROW shall demonstrate how the design complies with security and fencing requirements of the third-party operator.

4.3.0.10 Should rail operations require land outside of a rail ROW, for the purposes of implementing Waste Management Plans, the developer shall identify these requirements at time of subdivision.

4.3.0.11 *The County* shall collaborate with *the City*, CPKC, and any third-party site operator to develop an Emergency Response Plan to mitigate any risks related to Railway Lands and train movements.

4.3.0.12 Development adjacent to the CPKC Mainline should consider best practices for development in proximity to rail infrastructure. This includes:

a. Integration of loading/unloading facilities to minimize the distance that goods need to be moved. Loading/unloading facilities should also be provided with high-capacity equipment to handle bulk materials efficiently

b. Ensure rail ROW is designed with efficient geometry to support a range of rail cars anticipated to serve the development.

c. Identify and implement safety measures, including fencing, designated and controlled access points, and clear signage to ensure safe operations and restrict access.

d. Incorporate appropriate soundproofing materials and vibration-dampening construction techniques to minimize impact of rail operations on buildings and employees.

e. Design the development of rail-served parcels with clear and unimpeded emergency access routes.

4.3.0.13 Any signage proposed as part of rail infrastructure or operations shall comply with regulatory standards and be easily visible and legible under various weather conditions and lighting.

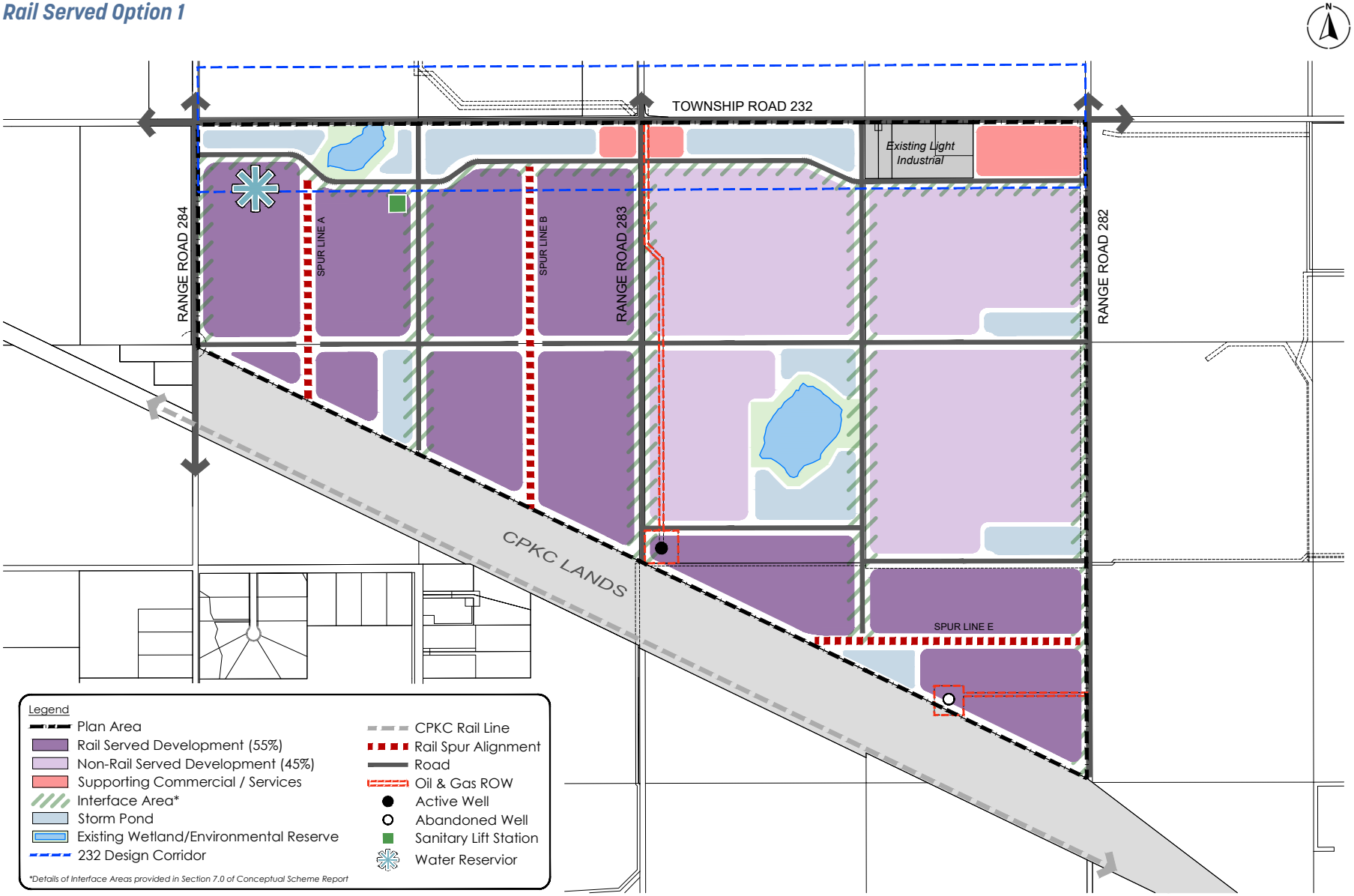
4.3.1 Rail Design Plan

As outlined within the *Development Concept*, five (5) potential rail spur locations connecting with the CPKC main line to the south are identified. Two potential options are proposed to provide flexibility for the developer and end users for *Rail Served Development,* though not all spur alignments will advance. This approach is being undertaken to maximize flexibility for potential users, as large-scale industrial end users intended to be accommodated within this development have a substantial influence on layout, and the timing and location of the first end users will not be determined until the subdivision phase. These options are described below.

Rail Served Option 1 (Spurs A, B, and E)

This option involves rail spurs A, B, and E being designed and constructed, with rail spurs C and D removed. This option provides ~55% of the *Plan Area* for rail-served development. As land would not be required to facilitate rail spurs C and D, this land would be utilized for development area, and internal roads that no longer have these rail spur constraints could be connected. In this option, a transit route can service the majority of the northern and eastern portions of the *Plan Area*.

Figure 9: Rail Served Option 1



4.3.2 Rail Option 1 Development Statistics

A summary of development statistics relating to Rail Served Option 1 is provided in the table below.

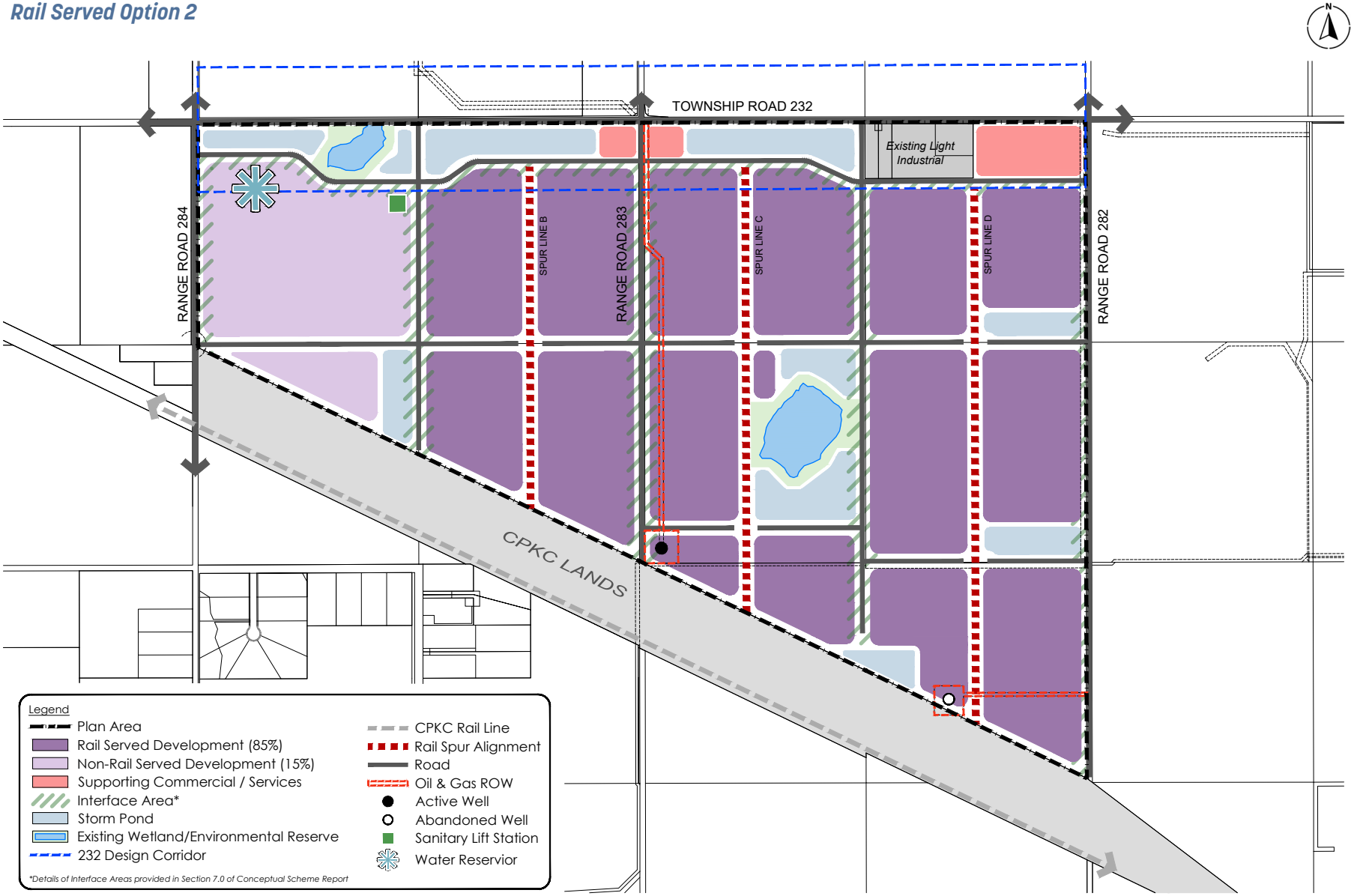
Table 4 : Rail Served Option 1 Development Statistics

CONCEPT PLAN STATISTICS			
TOTAL AREA OUTLINED	521.1 ha	1287.7 ac	
Less ENVIRONMENTAL RESERVE (S-NOS)	15.6 ha	38.6 ac	
Less EXISTING USES (I-LHT / A-GEN)	7.7 ha	19.1 ac	
GROSS DEVELOPABLE AREA (GDA)	**497.8 ha**	**1230.0 ac**	**100.0%**
PUBLIC DEDICATION	**85.5 ha**	**211.2 ac**	**17.2%**
DIRECT CONTROL - STORM POND FACILITIES	58.5 ha	144.6 ac	
ROADS & LANES	27.0 ha	66.6 ac	
NET DEVELOPABLE AREA (NDA)	**412.3 ha**	**1018.8 ac**	**100%**
INDUSTRIAL			
DIRECT CONTROL - RAIL SERVED INDUSTRIAL *Includes Spur Line Area - 12.5 ha (30.9 ac)*	224.1 ha	553.8 ac	**54.4%**
DIRECT CONTROL - NON-RAIL SERVED INDUSTRIAL	176.9 ha	437.2 ac	**42.9%**
DIRECT CONTROL - SUPPORTING COMMERCIAL	11.3 ha	27.8 ac	**2.7%**

Rail Served Option 2 (Spurs B, C, and D)

This option involves rail spurs B, C, and D being designed and constructed, with rail spurs A and E removed. This option provides ~85% of the *Plan Area* for rail-served development. As land would not be required to facilitate rail spurs A and E, this land would be utilized for development area, and internal roads that no longer have these rail spur constraints could be connected. In this option, a transit route can service the majority of the northern and western portions of the *Plan Area*.

Figure 10: Rail Served Option 2



4.3.3 Rail Option 2 Development Statistics

A summary of development statistics relating to Rail Served Option 2 is provided in the table below.

Table 5 : Rail Served Option 2 Development Statistics

CONCEPT PLAN STATISTICS			
TOTAL AREA OUTLINED	521.1 ha	1287.7 ac	
Less ENVIRONMENTAL RESERVE (S-NOS)	15.6 ha	38.6 ac	
Less EXISTING USES (I-LHT / A-GEN)	7.7 ha	19.1 ac	
GROSS DEVELOPABLE AREA (GDA)	**497.8 ha**	**1230.0 ac**	**100.0%**
PUBLIC DEDICATION	**85.9 ha**	**212.2 ac**	**17.3%**
DIRECT CONTROL - STORM POND FACILITIES	58.4 ha	144.2 ac	
ROADS & LANES	27.5 ha	68.0 ac	
NET DEVELOPABLE AREA (NDA)	**411.9 ha**	**1017.8 ac**	**100%**
INDUSTRIAL			
DIRECT CONTROL - RAIL SERVED INDUSTRIAL *Includes Spur Line Area - 12.5 ha (30.9 ac)*	342.1 ha	845.4 ac	**83.1%**
DIRECT CONTROL - NON-RAIL SERVED INDUSTRIAL	58.5 ha	144.6 ac	**14.2%**
DIRECT CONTROL - SUPPORTING COMMERCIAL	11.3 ha	27.8 ac	**2.7%**

It is crucial to emphasize that regardless of the rail served option selected, the proposed internal road network and servicing alignments identified in the *Development Concept* remain the same, with the exception of the opportunity to connect adjacent cul-de-sacs where rail spurs are not being implemented (i.e. improving connectivity and transit service in that specific location). Both options achieve the required 50% threshold indicated in the *ASP* for *Rail Served Development*, with Option 1 providing ~55% and Option 2 achieving ~85%.

Timing of Selection of Preferred Option

As indicated above, the selection of a preferred rail served option will be determined at the first phase of subdivision, when the developer will have more certainty as to confirmed end user requirements.

Policies

4.3.3.1 Development within the Shepard Logistics Centre shall include a minimum of *50% Rail Served Development*.

4.3.3.2 The preferred Rail Served Option shall be determined prior to the submission of the first phase subdivision application.

4.3.3.3 Rail operations should be prioritized through all phases of the development process and the operation and ongoing maintenance of the development.

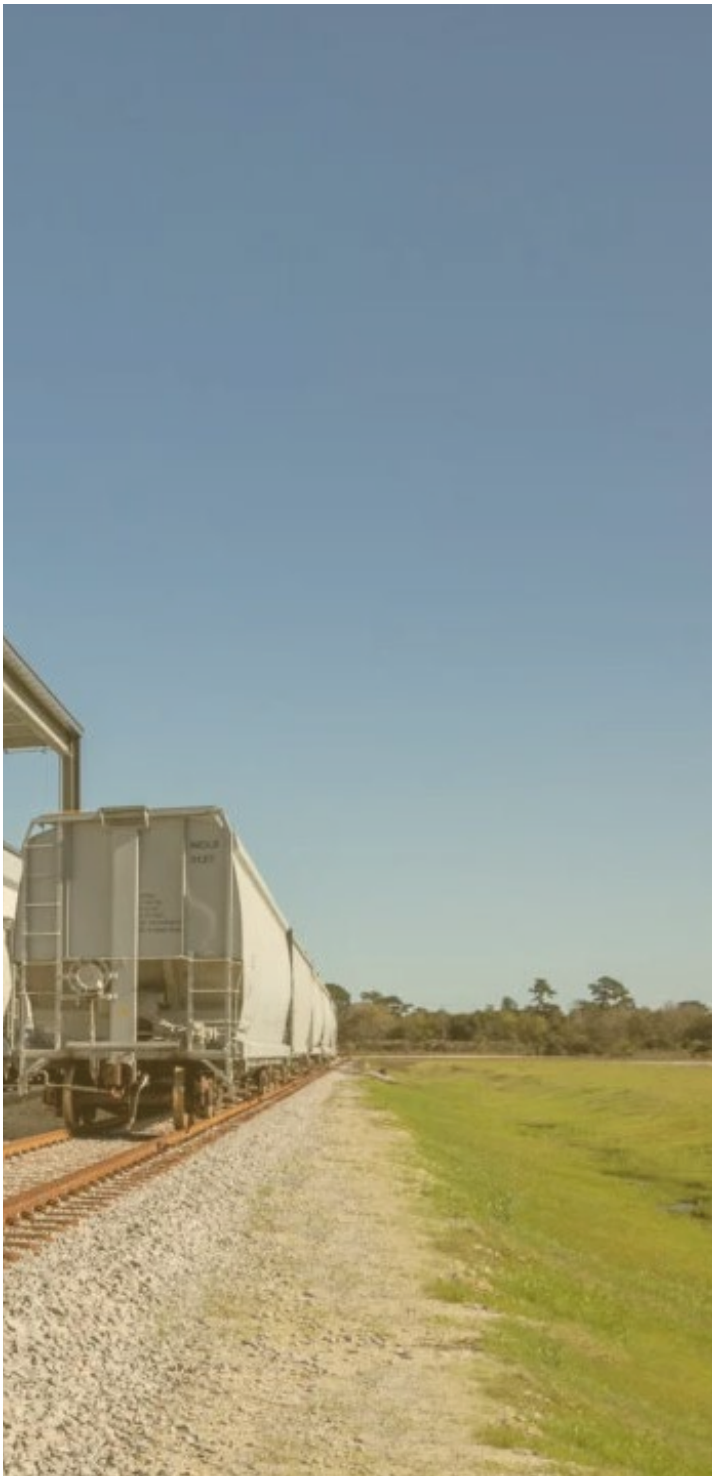
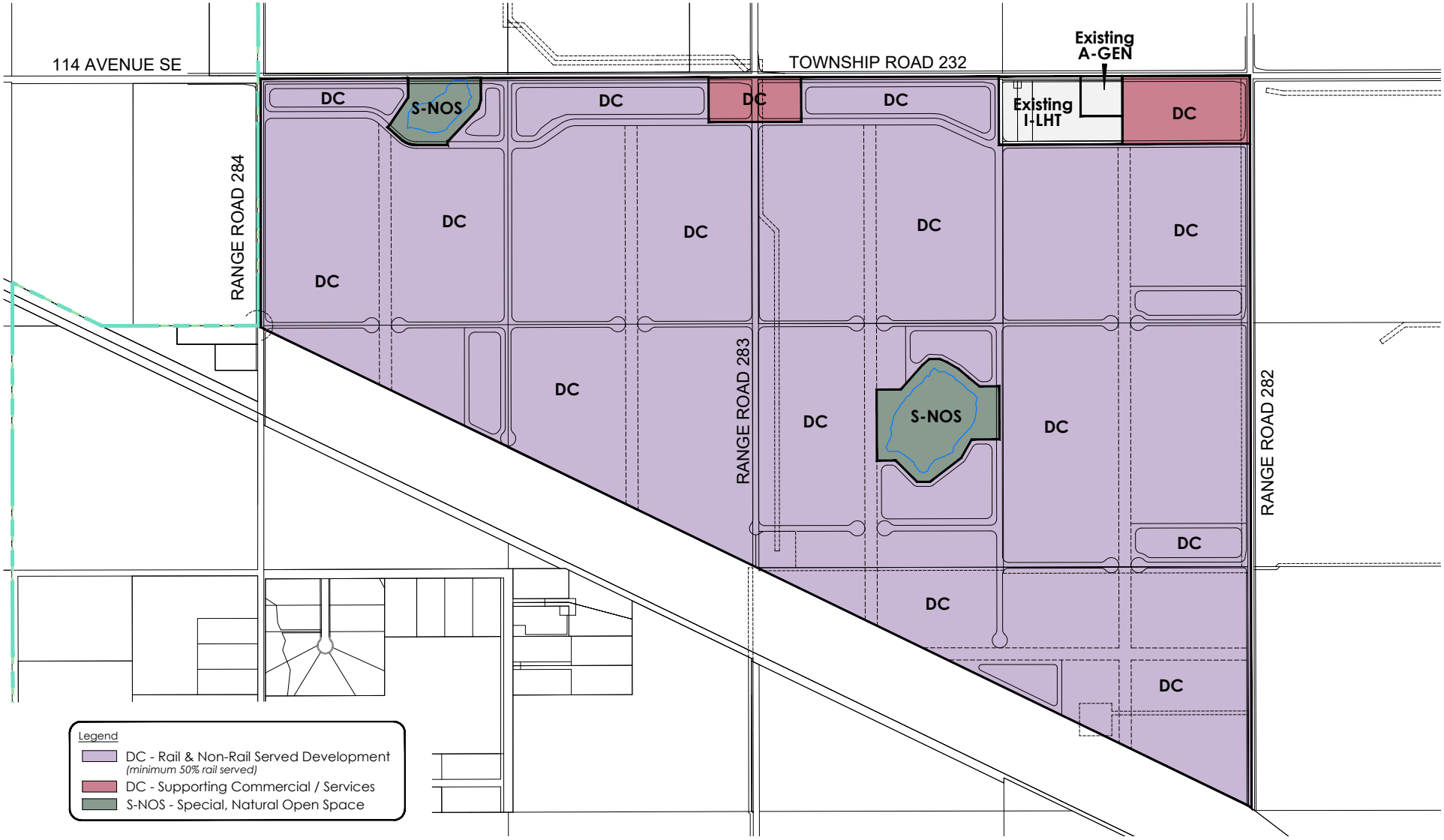


Figure 11: Land Use Redesignation



4.4 Land Use

The land use strategy for the *CS* is characterized into three (3) distinct land use categories. *Rail Served Development* will be prioritized while maximizing opportunity for a range of large-scale industrial development within the *Plan Area* that are appropriately planned and designed for compatibility with surrounding uses.. These land use categories are defined as:

4.4.1 Rail Served Development

This land use category is associated with development of any parcel that abuts and utilizes a rail spur within the *Plan Area*. *Rail Served Development* would include, but not be limited to, uses such as:

- *Multi-modal terminals,*
- *Distribution and logistics centres,*
- *Manufacturing plants,*
- *Bulk material handling including aggregates and commodities,*
- *Food processing facilities,*
- *Warehousing (including bonded warehousing),*
- *Recycling centres,*
- *Agricultural processing facilities, and*
- *Transload facilities.*

These developments are supported by a range of rail related infrastructure, including gantry cranes (up to 30 m in height) and straddle carriers to effectively and efficiently handle shipping containers. It is also anticipated that a majority of these uses will involve significant storage requirements (both indoor and outdoor), including the storage of shipping containers/ sea cans which would be appropriately screened. Policies have been incorporated within this report to ensure outdoor storage areas are appropriately screened.

The majority of these anticipated uses will fall within the stock industrial land use definitions of the LUB; Industrial (Light), Industrial (Medium), Industrial (Logistics), and Industrial (Heavy). The light, medium, and logistics industrial uses will be Permitted within the corresponding Direct Control District, with heavy industrial uses Discretionary. Where proposed uses can demonstrate effective mitigation of potential impacts such as noise, odour, or visual appearance - ensuring that such impacts do not extend beyond the Plan Area boundaries - the use shall fall under the Industrial (Medium) category.

For anticipated uses that do not fall within stock LUB land use definitions, such as intermodal depot facilities, and research and development facilities, these uses will be incorporated through the preparation and inclusion of new land use definitions which will be included in the corresponding Direct Control District.

4.4.2 Non-Rail Served Development

This land use category is associated with industrial development of any parcel that does not abut a rail spur (i.e. no access to) within the *Plan Area*. *Non-Rail Served Development* would include, but not be limited to, uses such as:

- *Warehouses,*
- *Storage facilities,*
- *Data processing facilities,*
- *Distribution, research and development facilities,*
- *Pharmaceutical manufacturing,*
- *Printing and publishing,*
- *Cold storage,*
- *Food processing facilities, and*
- *Various assembly and packaging facilities.*

4.4.3 Supporting Commercial & Services

This land use category is associated with any uses that would service the daily/convenience needs of the Rail and *Non-Rail Served Development*. This would include, but not be limited to, uses such as gas stations, eating establishments, and offices that support industrial uses, as directed in the Prairie Gateway *ASP*.

Supporting Commercial & Services are limited to the Township Road *232 Design Corridor*, with the exception of smaller parcels within the Rail Served and *Non-Rail Served Development* areas that are not capable of supporting industrial development. Safety and accessibility will be established while preventing compatibility challenges with other development, such as high levels of vehicular and pedestrian activity in close proximity to high impact industrial uses and rail spurs. Uses are primarily focused on providing services to employees and the public traveling on Township Road 232 and should not draw the public into the core of the *Plan Area*.

As each of these land use categories specifically relate to the presence of a rail spur or a particular area of the plan (i.e. *232 Design Corridor*), they are defined and addressed within a single Direct Control (DC) District for the *Plan Area*. Additionally, the Direct Control District identifies specific Permitted and Discretionary Uses for each of these land use categories, ensuring the *Rail Served Development* area is appropriately utilized for rail served end users.

4.4.4 Environmental Reserve (S-NOS)

The Special, Natural Open Space District (S-NOS) land use category has been applied to facilitate the retained wetlands and their supporting buffers. Specific policies relating to these wetlands are addressed in ***Section 7.2.4***.

Policies

4.4.0.1 *Rail Served Development* parcels shall be utilized for uses that require rail access.

4.4.0.2 *Rail Served Development* parcels shall demonstrate utilization of adjacent rail infrastructure at the development permit stage, including provision of infrastructure to support rail operations such as sidings and loading docks, and compliance with safety regulations for rail operations.

4.4.0.3 All *Rail Served Development* parcels shall include a minimum of one primary use that is *Rail Served Development*.

4.4.0.4 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. Specifically:

a. Where possible, outdoor storage areas should avoid being located along the front setback of parcels along Range Road 284 and 282. Should outdoor storage be proposed along this roadway, a detailed screening plan should be provided to supplement a Landscape Plan at development permit.

b. Screening shall include a combination of higher intensity landscaping and mass planting, low transparency fencing, acoustic barriers, and decorative panels, to the satisfaction of the *Approving Authority*.

4.4.0.5 At the time of development permit, uses shall demonstrate how they are compatible with abutting/adjacent industrial uses and do not negatively impact the operations or development of *Rail Served Development*.

4.4.0.6 Commercial uses should be located within 400 m of a planned transit stop.

4.4.0.7 Heavy industrial uses with the potential for off-site impacts such as unsightly appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods should:

a. Be located in areas close to, or adjacent to, railway lines or other means of access suitable for the transportation of raw materials and goods;

b. Mitigate off-site impacts where possible, including the incorporation of noise attenuation techniques recommended as part of a noise mitigation study/ analysis undertaken at the development permit stage; and

c. Provide mitigation through landscaping where possible.

4.4.0.8 Development shall be in accordance with *the County*'s Commercial, Office, and Industrial Guidelines and the Prairie Gateway *ASP* Appendix B: Landscaping and Design.

4.4.0.9 Recreational development, institutional development, and private school uses are not compatible with the goals of this Plan and shall not be permitted.

4.4.0.10 Industrial development within the *Plan Area* should, where possible:

a. Include opportunities for on-site renewable energy generation;

b. Consider waste heat recovery and re-use; and

c. Provide landscaping and passive amenities to workers and visitors to the area.

4.4.0.11 Electric Vehicle charging stations should be included for fleet and public vehicles.

4.4.0.12 Development within parcels adjacent to the residential interface along Range Road 284 should avoid garbage storage, loading bays, loading doors, or other activities creating heavy truck movements being oriented towards the residential interface. Screening (including acoustic barriers as necessary) shall be provided to the satisfaction of *the County* in the event these design outcomes are not feasible.

4.4.0.13 At development permit application stage, materials proposed to be stored on site shall be specifically identified to determine site specific requirements to the satisfaction of *the County*.

4.4.0.14 Land uses that may be negatively impacted by the safety and nuisance effects of passing trains should not be located directly adjacent to the railway.

4.4.0.15 Any Land Use Amendment and development permit application adjacent to the CPKC ROW shall be circulated to CPKC or other rail operators for review.

4.4.0.16 Details regarding the storage and transportation of dangerous goods shall be provided at development permit application stage. Storage and transportation shall conform to all dangerous goods articles in relation to the National Building Code 2023 – Alberta Edition and the National Fire Code – 2019 – Alberta Edition.

4.4.0.17 Details including architectural treatment, fire safety/code compliance, and rationale for additional height of buildings higher than 20 m shall be provided (if applicable) at development permit application stage.

4.4.0.18 Unless exempt by code or a Provincial administrator, details of accessibility for buildings and parking shall be provided at development permit application stage.

4.4.0.19 Details meeting the National Energy Code of Canada for Buildings 2020 shall be provided at development permit application stage.

4.5 Access

Primary access into the *Plan Area* will be facilitated via Township Road 232/114 Ave SE via evenly spaced intersections to the internal road network (including Range Road 284, 283, and 282).

Township Road 232 will be upgraded to a 36 m wide ROW arterial roadway, in accordance with the Prairie Gateway *ASP* and City of Calgary standards. The proposed Township Road 232 road cross-section is shown in ***Figure 13: 36m Arterial***.

4.6 Internal Road Network

The *Development Concept* incorporates a logical internal road network that aligns with quarter section boundaries within the *Plan Area*, to create an efficient grid-based road network. The internal road network avoids any road crossings of proposed rail spurs, with adequately sized cul-de-sacs incorporated to accommodate vehicle movements. Emergency access (connecting cul-de-sacs separated by rail spurs) will be provided across rail spurs as necessary and is discussed ***Section 4.7.1.***

The internal road network aligns with *the County*'s 2013 Servicing Standards and proposes a range of cross-sections to meet the specific needs of the *Plan Area*. These sections will be designed in detail at time of subdivision. These roadways will be appropriately sized to meet anticipated traffic volumes, vehicle types, access needs, pedestrian and cyclist needs, and underground utility servicing ROW requirements.

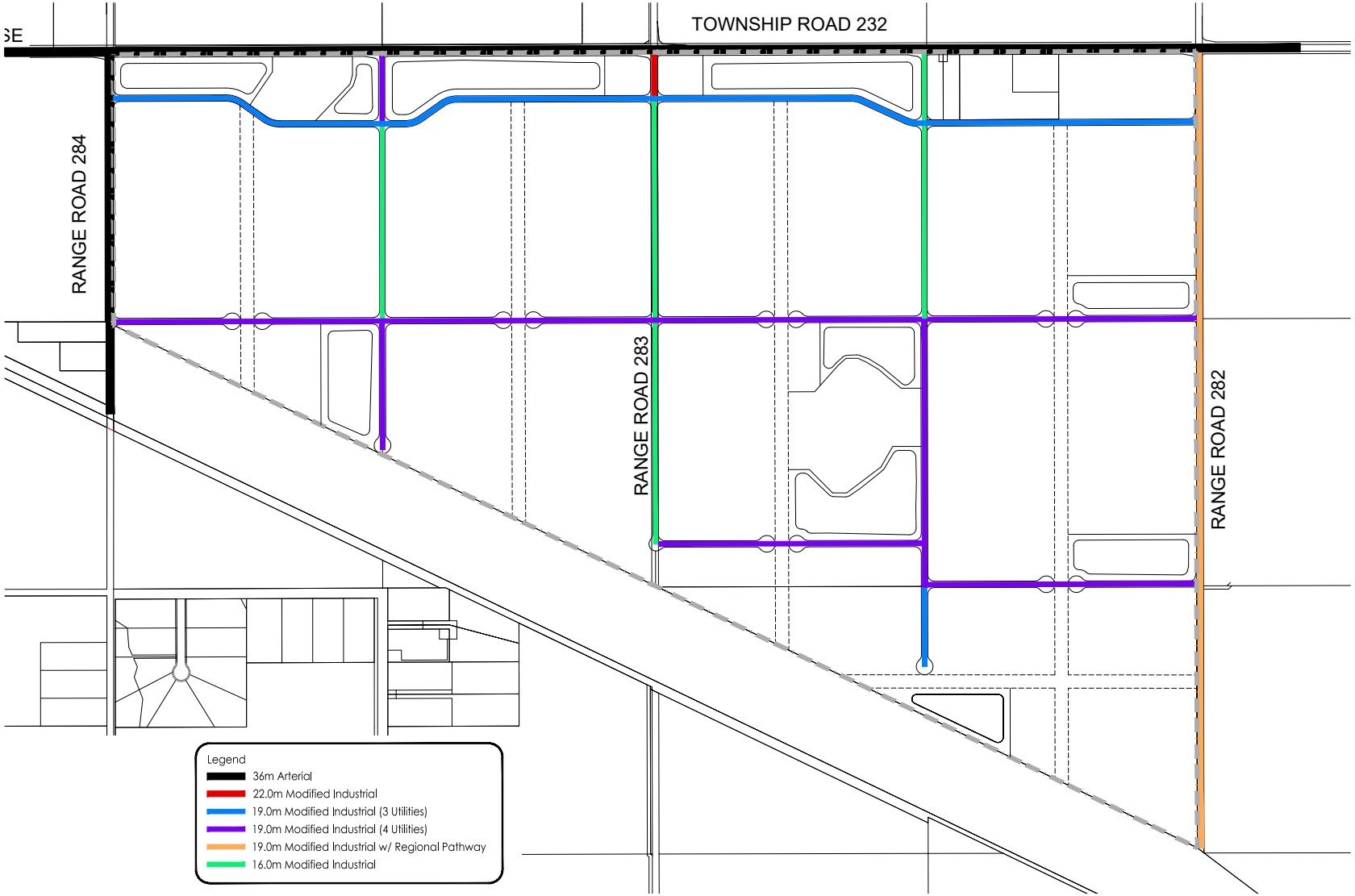
Policies

4.6.0.1 Cross-section design for internal roads, including the incorporation of pedestrian connections, shall be determined at time of subdivision, in accordance with County standards and the related Transportation Impact Assessment (TIA).

4.6.0.2 Vehicular access to Range Road 283 is prohibited from the proposed Supporting Commercial / Services parcel situated on the eastern side of Range Road 283.

4.6.0.3 Vehicular access to Range Road 283 is restricted to a right-in-right-out configuration from the proposed Supporting Commercial / Services parcel situated on the western side of Range Road 283.

Figure 12: Local Road Network



36m Arterial

This 36 m wide road ROW standard applies to Township Road 232, which runs along the north side of the *Plan Area*. It provides the primary access to the *Plan Area* via 5 access points separated by ~800 m each. From west to east, they are:

- *Range Road 284*
- *Halfway between Range Road 284 and Range Road 283*
- *Range Road 283: the main access into the lands and the two commercial sites*
- *Halfway between Range Road 283 and Range Road 282*
- *Range Road 282*

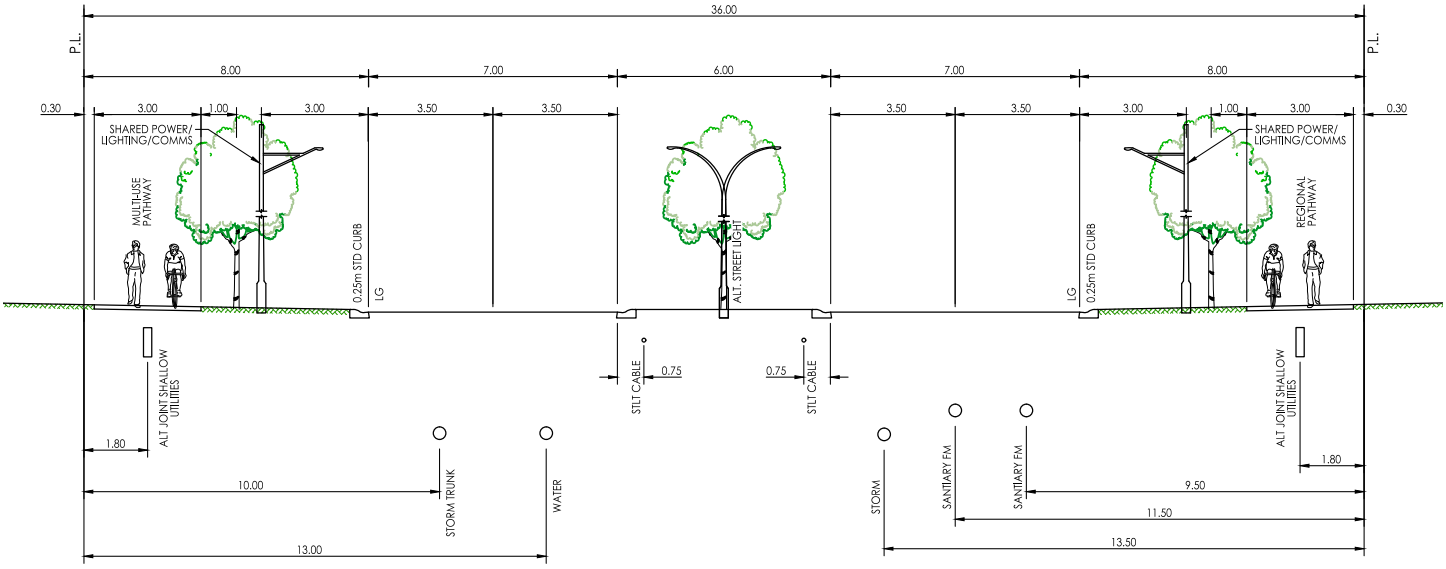
Township Road 232 also provides access to the lands to the north (also forming part of the Prairie Gateway *ASP*). This roadway becomes 114 Avenue SE when it crosses into *the City* of Calgary, which subsequently provides access to Stoney Trail (Highway 201). This standard aligns with *the City*'s arterial roadway standard which apply to 114 Ave.

The 36 m arterial roadway accommodates 4 travel lanes (2 in each direction), each at a width of 3.5 m (supporting transit service). It is divided by a 6 m wide landscaped median with trees and streetlights. No parking is allowed. Standard curbs are provided along either side (4 total).

3 m wide multi-use / regional pathways, for bicycles and pedestrians, are provided on both sides along with additional 4.5 m wide landscaped boulevards with trees and combined power / lighting / communications poles. Underground utilities include sanitary, sanitary forcemains, storm, storm trunk, and water.

Township Road 232 is the centrepiece of the *232 Design Corridor* Plan. As the gateway to the Shepard Logistics Centre and *the County*, this plan outlines enhanced site, building, and landscaping components within the lands on either side of Township Road 232.

Figure 13: 36 m Arterial



4.6.1 Emergency Access

Because of rail operations taking priority within the *Plan Area*, an internal road network with a number of no-through roads culminating in cul-de-sacs to facilitate turnaround movements for vehicles has been created. These cul-de-sacs are located immediately adjacent to the rail spur ROW. To facilitate emergency access for each extended cul-de-sac occurrence within the *Plan Area*, an emergency access crossing will be designed and implemented in coordination with the third-party rail operator.

Policies

4.6.1.1 Prior to approval of the first phase of subdivision, the developer shall provide, in coordination with CPKC or the Third-Party Rail Operator, detailed design of any required emergency access connections across rail spur ROW, to the satisfaction of *the County.*

4.6.1.2 Building setbacks are dependent on Emergency Route Access and Emergency Response Plan and shall be applied at development permit / building permit application stages.

4.6.1.3 At subdivision / development permit application stage, an Emergency Response Plan, including confirmation of emergency response times, shall be provided, to the satisfaction of *the County.*

4.7 Wetland Integration & Design

As identified in ***Section 2.4.2***, two (2) waterbodies (in the form of wetlands) within the *Plan Area* have been crown-claimed through engagement and determination with Alberta Environment & Protected Areas (AEPA). These wetlands are intended to be retained within the *Development Concept*, including sufficient buffers (minimum 30 m), as ER. Buffer areas surrounding the extents of the wetlands (bed and shore) varies from a minimum of 30 m to potentially in excess of 50 m in specific areas and is designed to support the ecological function and value of these features.

In addition to ecological characteristics, the hydrology of these retained wetlands is being addressed in the stormwater management concept for the proposed development. Storm ponds in proximity to the wetlands are designed to support post-development hydrology that aligns with pre-development conditions. It is noted that achieving this intent presents challenges for the south-central wetland, which will be discussed with AEPA to support a practical solution. Details of the specific biophysical and stormwater design and recommendations for the retention of these wetlands is provided in the BIA and the SCMDP.

The retention of the north-western wetland offers an excellent opportunity for the development to provide a feature amenity at the gateway entrance to the development. This wetland is integrated with the adjacent storm pond and the *232 Design Corridor* to provide a high-quality design outcome for the *CS*.

Policies

4.7.0.1 Landscaping drawings for the retained wetlands shall incorporate nature trails that provide access to these environmental features and connect to the pathway network included within internal roads for convenient access.

4.7.0.2 Wetlands retained within the *Plan Area* shall incorporate a minimum 30m buffer from the bed and shore boundary of the wetland.

4.7.0.3 Design recommendations and requirements of the approved BIA supporting the *CS* shall be implemented as part of detailed design and construction of infrastructure and areas surrounding retained wetlands.

4.7.0.4 The developer shall obtain all required Provincial and any municipal approvals relating to wetlands prior to construction of the relevant subdivision phase commencing. This includes approval and compensation for existing wetlands proposed to be removed within the *Plan Area*.

4.7.0.5 Prior to approval of the first subdivision application within the *Plan Area*, the BIA and SCMDP shall be reviewed and approved by the *Approving Authority*.

4.8 Private Landholdings

As noted in ***Section 2.2.1***, a small collection of parcels along Township Road 232, identified as Existing Light Industrial on the *Development Concept*, are included in the *CS* boundary. No development or land use changes are currently proposed to these parcels (i.e. existing uses of these parcels can continue indefinitely under existing industrial land use). These parcels are, however, included in the *CS* to provide direction as to future development and integration with this proposed development. Specifically, should incorporation of these parcels be proposed as part of future subdivision resulting from this *CS*, the following policies apply:

Policies

4.8.0.1 Consolidation of these parcels is preferred to support future development and subdivision;

4.8.0.2 Access to these parcels is preferred from the proposed internal road network. Access proposed from Township Road 232 should be consolidated into a single access point;

4.8.0.3 Requirements of the *232 Design Corridor* are applicable to future development of these private landholdings at the discretion of the County;

4.8.0.4 Existing I-LHT land use is appropriate to support compatible industrial development within the Plan Area. The landowner(s) of these parcels may seek amendments to the DC District proposed as part of this *CS* if desired; and,

4.8.0.5 A *CS* amendment is not required to incorporate these parcels as part of the proposed development and subdivision, unless the proposed development generates changes to infrastructure requirements; and

4.8.0.6 In the event proposed development generates changes to infrastructure being provided by *the City*, the *CS* amendment shall be referred to *the City* for review.

4.9 Open Space & Pathways

The *CS* and associated *Development Concept* does not propose the provision of any Municipal Reserve (MR) lands within the *Plan Area*. Cash-in-lieu is therefore proposed in order to satisfy MR requirements in accordance with the *Municipal Government Act (*MGA*)*. A MR analysis and disposition is summarized in the below table.

Table 4 : Proposed Municipal Reserve (MR) Disposition

	Ac.	**Ha.**	**%**
Gross Area	1287.7	521.1	100%
Private Landholdings	19.1	7.7	1.5%
Environmental Reserve (ER)	38.4	15.5	3%
Gross Developable Area (GDA)	1230.20	497.9	95.5%
MR as cash in lieu	**123.02**	**49.79**	**10% of GDA**

The Prairie Gateway *ASP* identifies a network of future regional pathways while also prioritizing safety in consideration of rail served and industrial uses. The pathway network, as depicted in ***Figure 14: Open Space & Pathways***, has been carefully designed to ensure connectivity for pedestrians and cyclists in the public realm, while ensuring that public access and recreational opportunities into the *Plan Area* are limited for logistical and safety reasons.

Policies

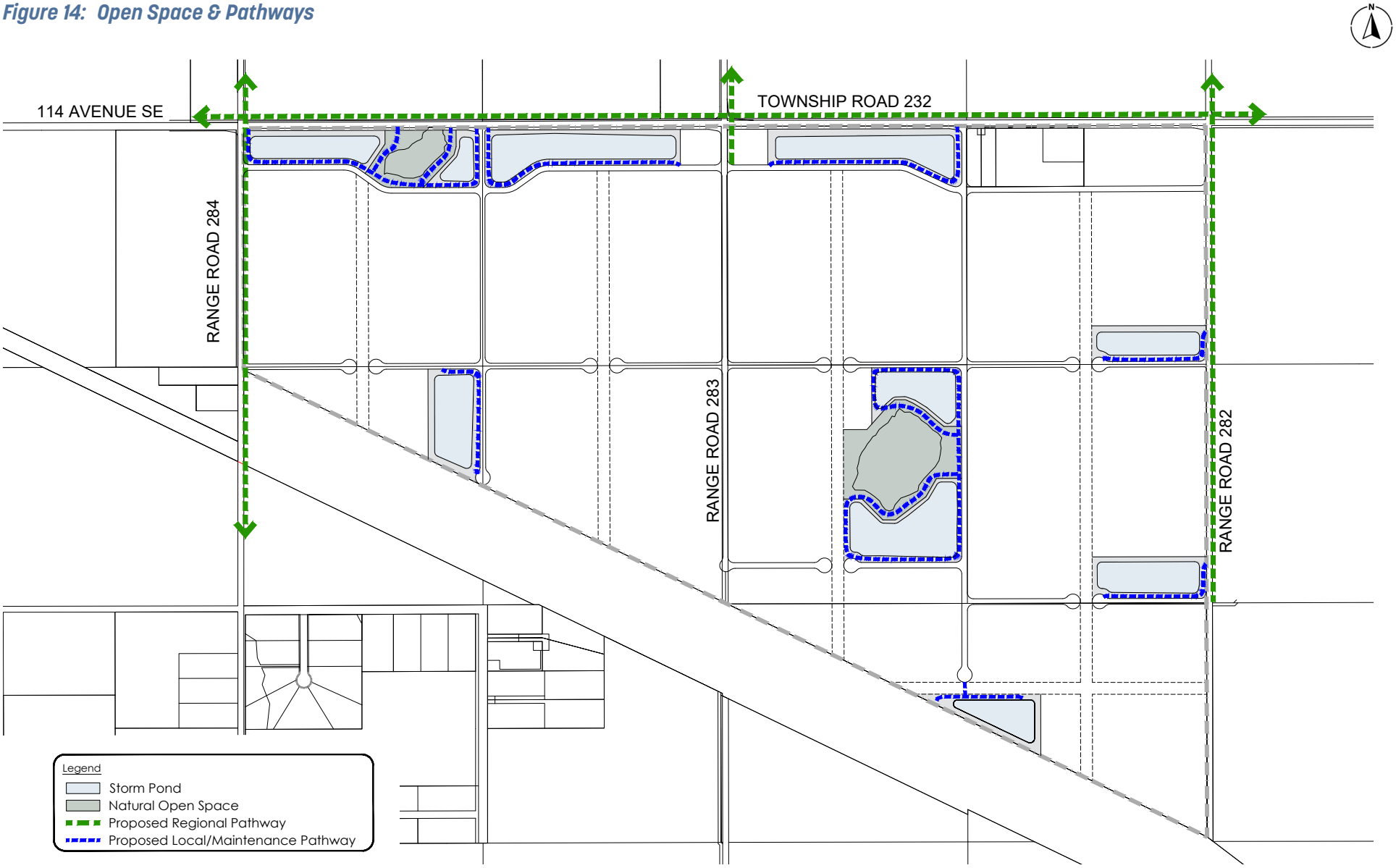
4.9.0.1 MR shall be dedicated by the developer at the subdivision stage via "cash-in-lieu" payment in place of land dedication, pursuant to the provisions of the MGA.

4.9.0.2 ER shall be dedicated by the developer at the subdivision stage, pursuant to the provisions of the MGA.

4.9.0.3 Regional pathways and sidewalks shall not cross or interfere with rail spur ROW or related rail infrastructure and operations.

4.9.0.4 Regional pathways and sidewalks within ER shall be designed as gravel nature trails to reduce impact within these areas.

Figure 14: Open Space & Pathways



5 TRANSPORTATION

5.1 Introduction

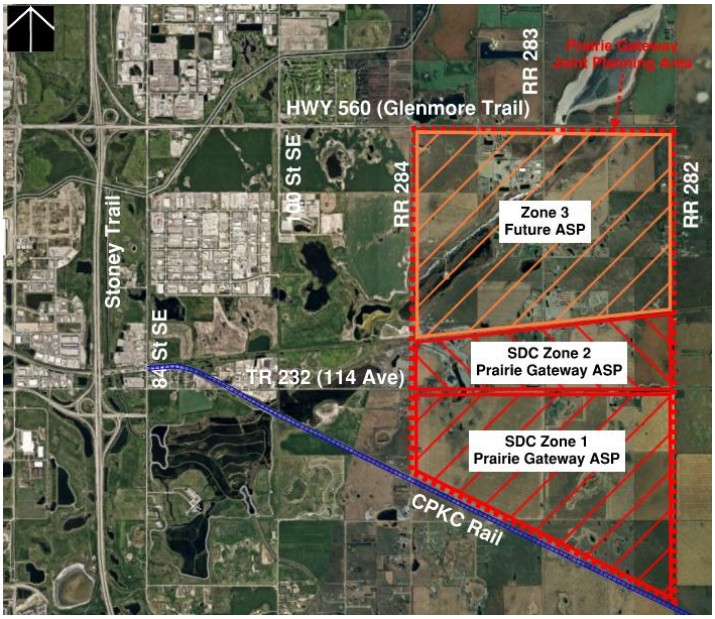
A Traffic Impact Assessment (TIA) was completed by ISL as part of the Prairie Gateway *ASP* process. The purpose of this TIA is to evaluate the impacts of the proposed development on the existing road network and to outline areas that may require improvements and upgrades. These results are depicted in ***Figure 16: Regional Transportation Network***.

5.2 Regional Transportation Network

The Regional Transportation Network proposed in this *CS* generally follows the network established in the Prairie Gateway *ASP*. The *ASP* provides comprehensive guidance for transportation development, including a Traffic Impact Assessment (TIA), to identify necessary infrastructure improvements and their timing to ensure efficient traffic flow within the regional network.

The TIA has identified essential upgrades to link the *ASP Plan Area*, and, thus, the *CS Plan Area*, with the regional highway system. Township Road 232 serves as the main transportation corridor between the *Plan Area* and Stoney Trail. This route requires realignment of 114 Avenue south of the Shepard community. Additionally, a grade-separated rail crossing is proposed to maintain uninterrupted traffic flow at the 114 Avenue rail crossing, enhancing safety and minimizing traffic disruptions for existing community members within the Shepard Community and surrounding areas in both *the City* and *the County*. Range Road 283 to Highway 560 (Glenmore Trail) and west to Stoney Trail also require upgrades to facilitate connections to the regional highway network.

Figure 15: Prairie Gateway ASP TIA Zones



Policies

5.2.0.1 Growth caps should be put in place to match the road network infrastructure recommendations contained within the Prairie Gateway ASP TIA, prepared by ISL Engineering in August 2024. The TIA Zones are depicted in ***Figure 15*** and trigger points are based on total area subdivided. All road network upgrades shall be reviewed and confirmed with an update to the TIA at each subdivision phase to confirm local and regional transportation improvements required to support the subdivision phase advancing.

5.2.0.2 Notwithstanding the results of the updated TIA(s) at subsequent subdivision stages, standard boundary infrastructure obligations can be applied to any applicable phase of subdivision at the discretion of *the County*.

5.2.0.3 Prior to approval of the subdivision establishing title for 25% of the (cumulative) *Plan Area*, confirm the mechanism and timing for the following improvements:

a. Two lane roundabout at Highway 560 / Range Road 283;

b. Left turn bay at Township Road 232 / Range Road 283.

5.2.0.4 Prior to approval of the subdivision establishing title for 50% of the (cumulative) *Plan Area*, confirm the mechanism and timing for the following improvements:

a. Signalization of Highway 560 / Range Road 284;

b. Turn bays at Highway 560 / Range Road 282;

c. Turn bays at Township Road 232 / Range Road 284.

5.2.0.5 Prior to approval of the subdivision establishing title for 75% of the (cumulative) *Plan Area*, confirm the mechanism and timing for the following improvements:

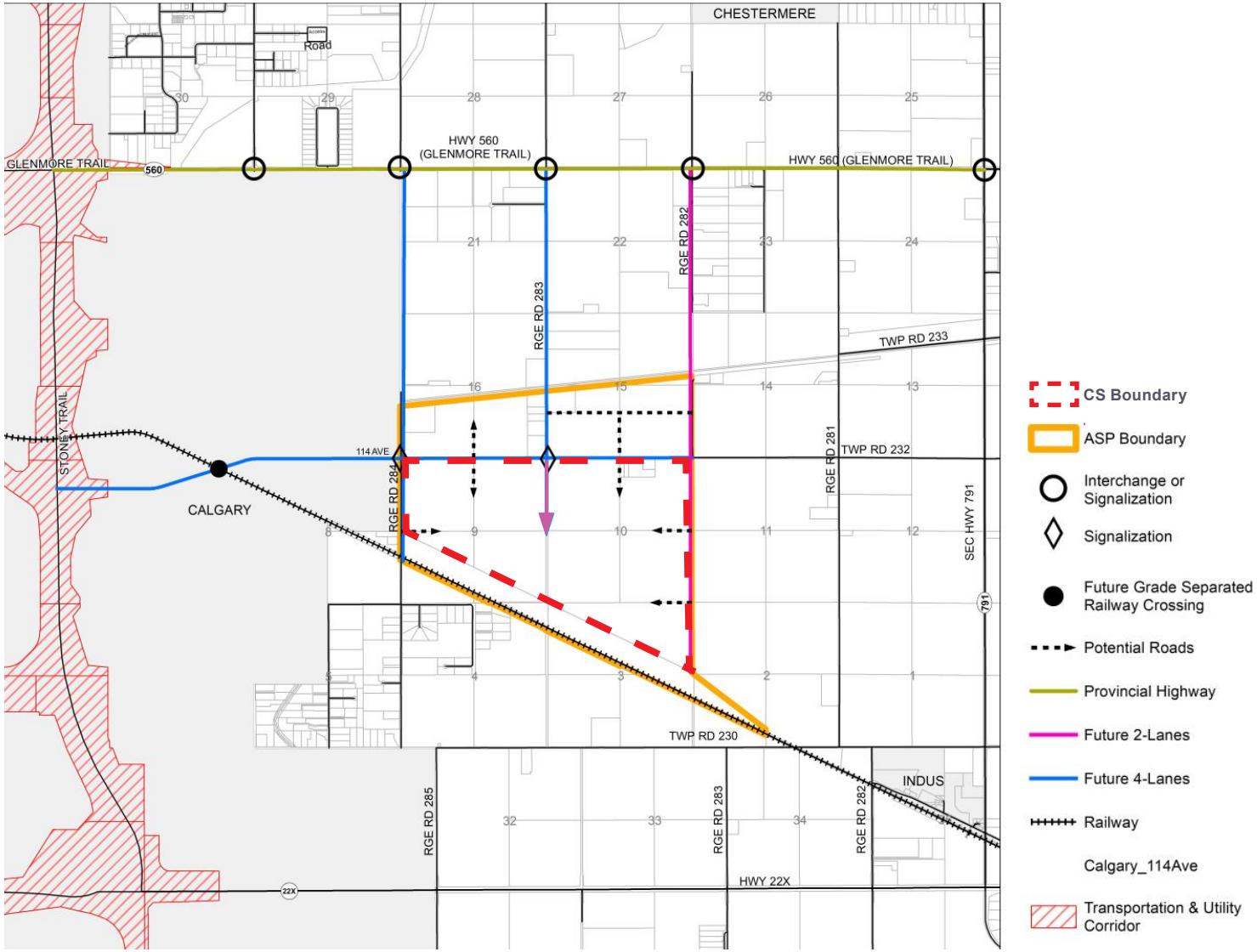
a. Improvement of Township Road 232 to four lanes spanning the Plan Area;

b. Signalization of Township Road 232 / Range Road 284, Township Road 232 / Range Road 283, and Highway 560 / Range Road 232;

c. Additional turn bays and associated signal improvements at intersections of Highway 560 with each of Range Road 284, 283, 282 AND intersections of Township Road 232 with each of Range Road 284, 283, 282.

5.2.0.6 Cost recovery shall be offered to the developer for any oversize or front ended infrastructure that may benefit lands outside the development, in accordance with County Policy C-406, as amended.

Figure 16: Regional Transportation Network



5.3 Transit Service Plan

Transit service opportunities for the *Plan Area* are achieved through the following:

- *Creation of road cross-sections (both Township Road 232 and internal roads) that provide minimum lane widths to support transit vehicles (i.e. 3.5 m);*
- *Identification of a proposed transit route, focused along the 232 Design Corridor. As outlined within* ***Section 4.4.2****, selection of the preferred rail served option impacts the possible transit route within the Plan Area. Each rail served option allows for different areas of the Plan Area to be serviced within a 400m walking radius, due to the prioritization of rail operations (i.e. no crossings of rail spurs). Accordingly, the development is not able to provide transit service within a 400m walking radius for the entirety of the Plan Area. Given the nature of this development, this is not considered a concern for implementation or access to the development; and,*
- *Identification of potential bus stops along the transit route, focusing on provision of bus stops at key locations (e.g. along Township Road 232, and directly adjacent to the Supporting Commercial and Services development parcels).*

Given the presence of two Rail Served options ***(Section 4.4.2)***, options for transit routing and provision of bus stops has also been provided; see ***Figure 17: Transit Service Plan Option 1*** and ***Figure 18: Transit Service Plan Option 2***.

Refinement and confirmation of a transit service is intended to be determined through ongoing coordination with the developer, *the County*, and *the City*. The objective of the *CS* and the corresponding *Development Concept* has been to ensure a transit service can be effectively facilitated at the appropriate time.

Policies

5.3.0.1 The developer, *the County*, and *the City* shall coordinate regarding the preparation and implementation of a transit service, when an option becomes viable. This may be supported by future TIA's.

5.3.0.2 Transit stops should include shelter seating for pedestrians, where possible, and where determined appropriate by the transit provider and *the County*.

5.3.0.3 Transit routes and stops shall not create any conflicts with rail infrastructure and *Rail Served Development*.

5.3.0.4 Following selection of a preferred Rail Shadow Plan, transit routes and bus stops should be implemented at time of subdivision, in accordance with the corresponding Transit Service Plan Option.

5.3.0.5 Selection of final bus stop locations shall be determined at time of subdivision, in coordination with the transit provider.

5.3.0.6 Regional/off-site transportation upgrades shall be determined as part of each subdivision phase.

Figure 17: Transit Service Plan Option 1

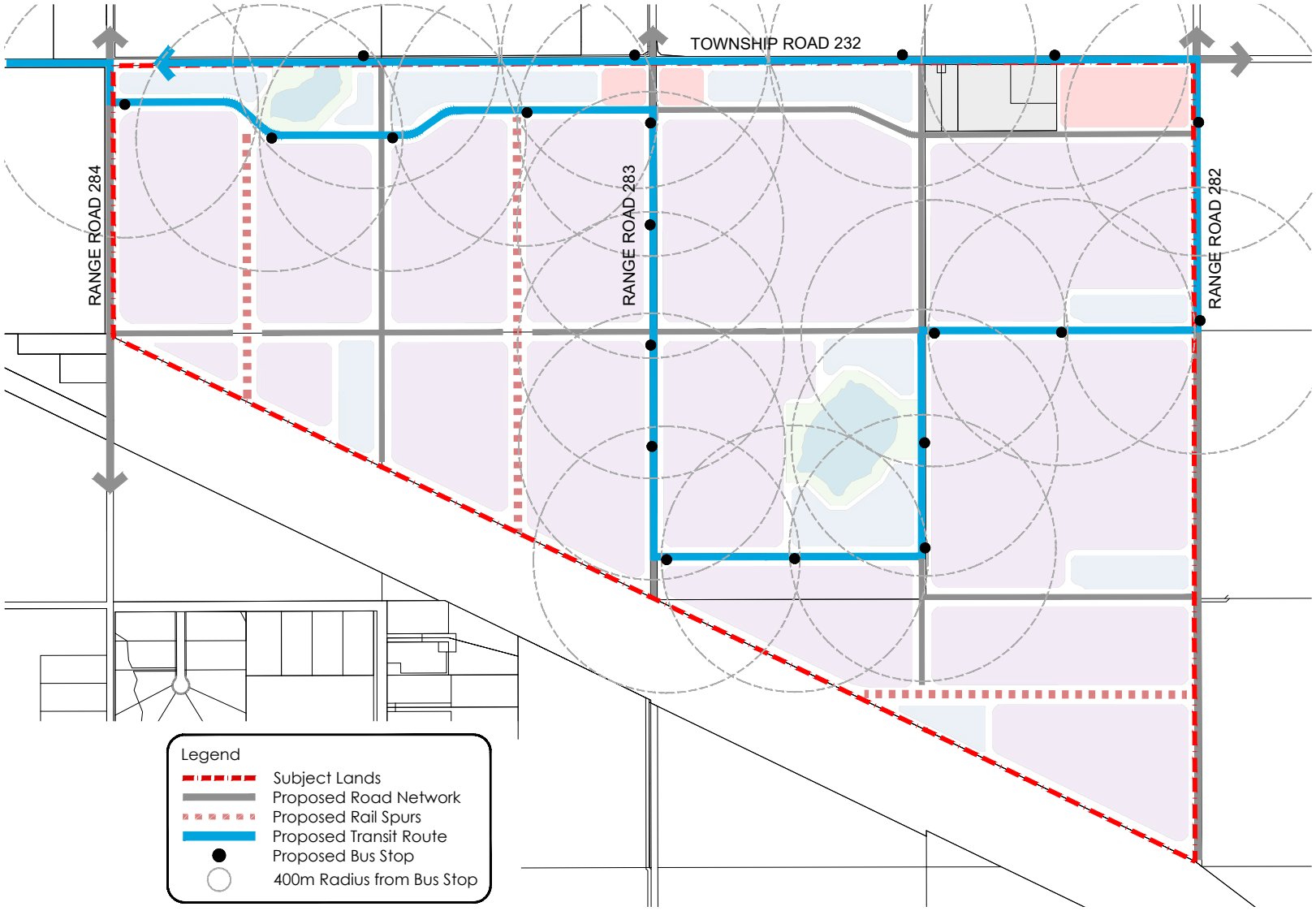
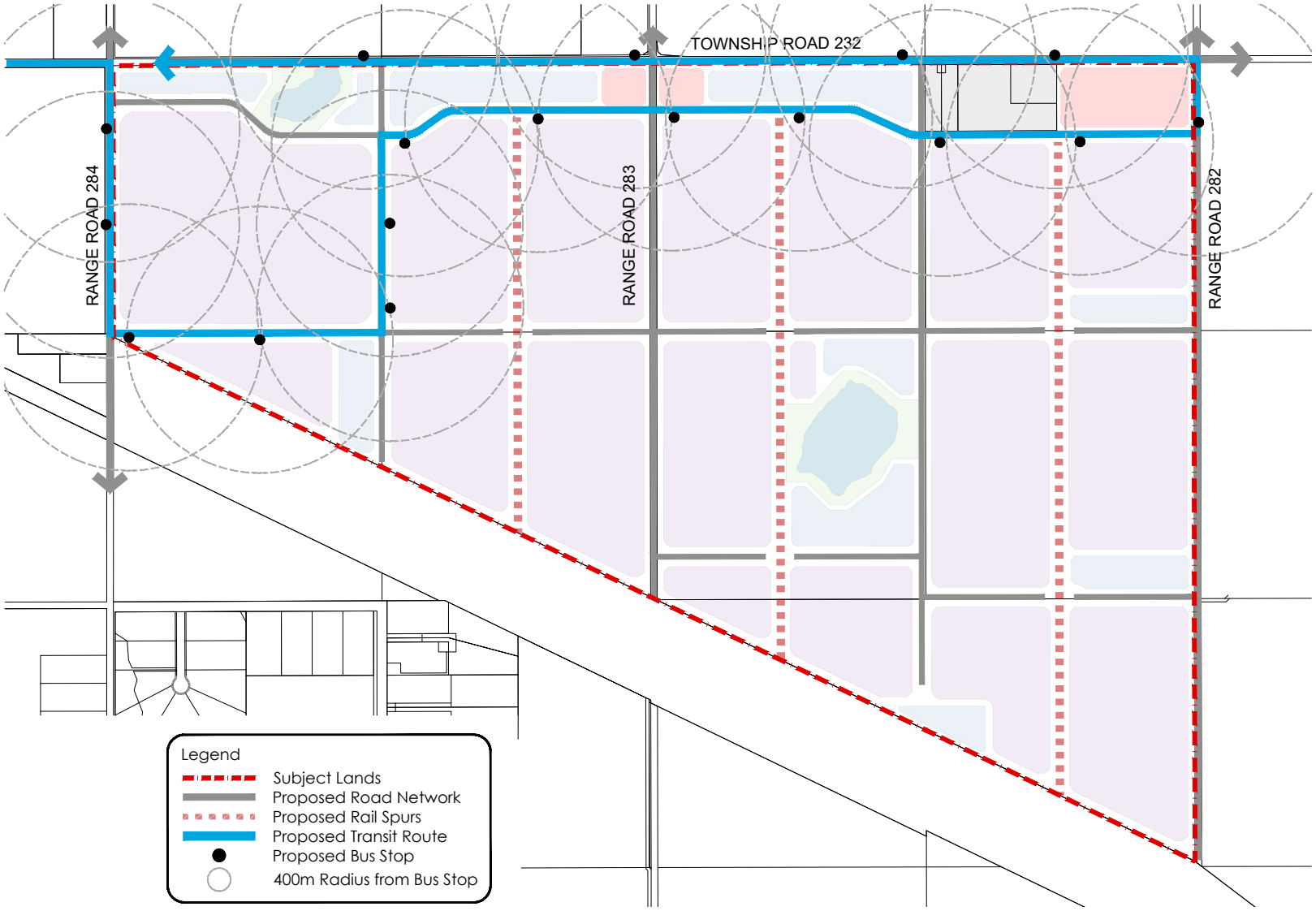


Figure 18: Transit Service Plan Option 2



6 SERVICING

A Servicing Strategy was prepared in coordination with the preparation of the *Development Concept*, and in alignment with the servicing plans/outcomes within the Prairie Gateway *ASP*. The Servicing Strategy was made feasible through a collaborative Deal Agreement between *SDC*, *the County*, and *the City*, and is contingent upon execution of a Master Servicing Agreement (MSA) between these parties. Each service is discussed in further detail throughout the following subsections.

6.1 Water

The provision, alignment, and capacity of the water distribution system is in general accordance with the Prairie Gateway *ASP*, the Hydraulic Analysis prepared by Stantec (April 2025) to support this *CS*, and ongoing water modeling refinement and coordination with *the County* and *the City*. The preliminary on-site water supply network/servicing plan, including sizing and location of required water mains and the water reservoir location, is outlined in ***Figure 19: Water Servicing Plan.*** The water reservoir proposed to service the *Plan Area* is located in the northwest corner (and proposed first phase) of the development, allowing for early construction and supply of water into the *Plan Area* (from *the City*). Design details and the amount of land required to accommodate the reservoir will be determined as part of the first phase of subdivision within the *Plan Area*.

Water servicing within the Plan Area will be managed through an EPEA-approved, County-owned and operated municipal waterworks system. This system includes the potable reservoir, pumping station, distribution works, and metering. County / City licensed raw water will be diverted, treated, and delivered to the boundary of the Plan Area by the City. The water supply is proposed to be provided via connection to the City water network subject to City of Calgary approval and the execution of an MSA between the City and the County. Specifically:

- *Initial phases are proposed to be serviced by a developer-funded 400 mm watermain located on 114th Avenue SE.*
- *A 900 mm water feedermain (Feedermain A) will then be constructed to support buildout, connecting to the existing 1200 mm Glenmore feedermain (Glenmore PZ), located on Glenmore Trail. The feedermain connection aligns along 114 Avenue, and onto 100 Street SE, before connecting to Glenmore Trail.*
- *A second 900 mm water feedermain (Feedermain B) may be required, based on cumulative demands (etc. City, regional, and Prairie Gateway) that will be assessed at a future stage.*
- *The 400 mm interim servicing is from the Ogden Pressure Zone and the 900 mm is from the Glenmore Pressure Zone.*

Please refer to ***Figure 20: Off-Site Water Servicing*** for a visual representation of these water infrastructure items.

Policies

6.1.0.1 The proposed water servicing plan within the *CS Plan Area* shall proceed generally as illustrated on ***Figure 19: Water Servicing Plan.***

6.1.0.2 Utility ROW and easements shall be provided to accommodate water servicing utilities at the subdivision and development permit stage, as deemed necessary.

6.1.0.3 Design specifications and land requirements / dedication for the water reservoir shall be determined as part of the first phase of subdivision.

6.1.0.4 Potable water shall not be used for irrigation within the *Plan Area*.

6.1.0.5 At development permit, the applicant shall provide water analysis that identifies the anticipated water generation of the proposed development to ensure water demands align with overall water supply capacity, in accordance with *ASP* and Deal Agreement provisions.

6.1.0.6 Any servicing by the City is conditional to an executed MSA.

6.1.0.7 Should further technical analysis by the developer, and/or off-site infrastructure design, not verify feasibility of servicing, an amendment of the CS shall be required.

6.1.0.8 Prior to the relevant subdivision approval, the Developer shall coordinate requirements with the City for the Developer to construct the 400 mm watermain in 114 Avenue SE in accordance with City standards.

6.1.0.9 Water servicing for the first phase of subdivision is dependent on *the City* and *the County* entering into a MSA. Should the developer choose to commence construction of the 400 mm watermain in 114 Avenue SE pursuant to an agreement with *the City* prior to *the City* and *the County* entering into such MSA, such construction shall be at the developer's risk.

6.1.0.10 Where utility ROW and easements are required from third parties to accommodate water servicing utilities, they shall be acquired at the developer's cost.

6.1.0.11 Detailed hydraulic modeling shall be required at time of subdivision to demonstrate sufficient flows and pressures are available under a temporary servicing solution aligning with Policy 24.15 of the *ASP*.

6.1.0.12 Updated hydraulic modeling shall be provided with each phase of subdivision addressing system performance and improvement requirements as well as ensuring an alignment with conditions of the MSA.

6.1.0.13 At the subdivision application stage, the developer may explore opportunities surrounding reclaimed wastewater or purple pipe in coordination with the Approving Authority.

Figure 19: Water Servicing Plan

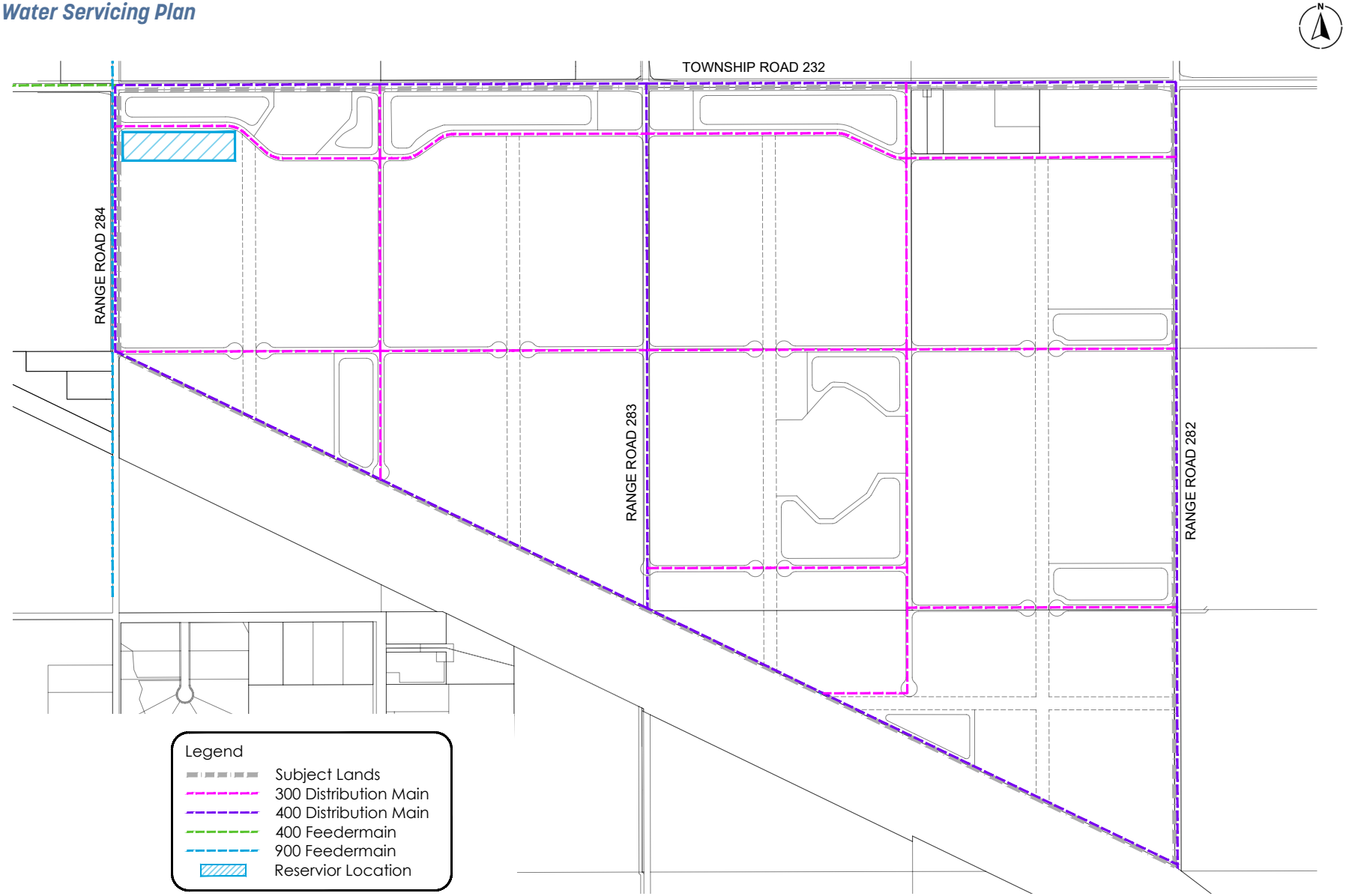
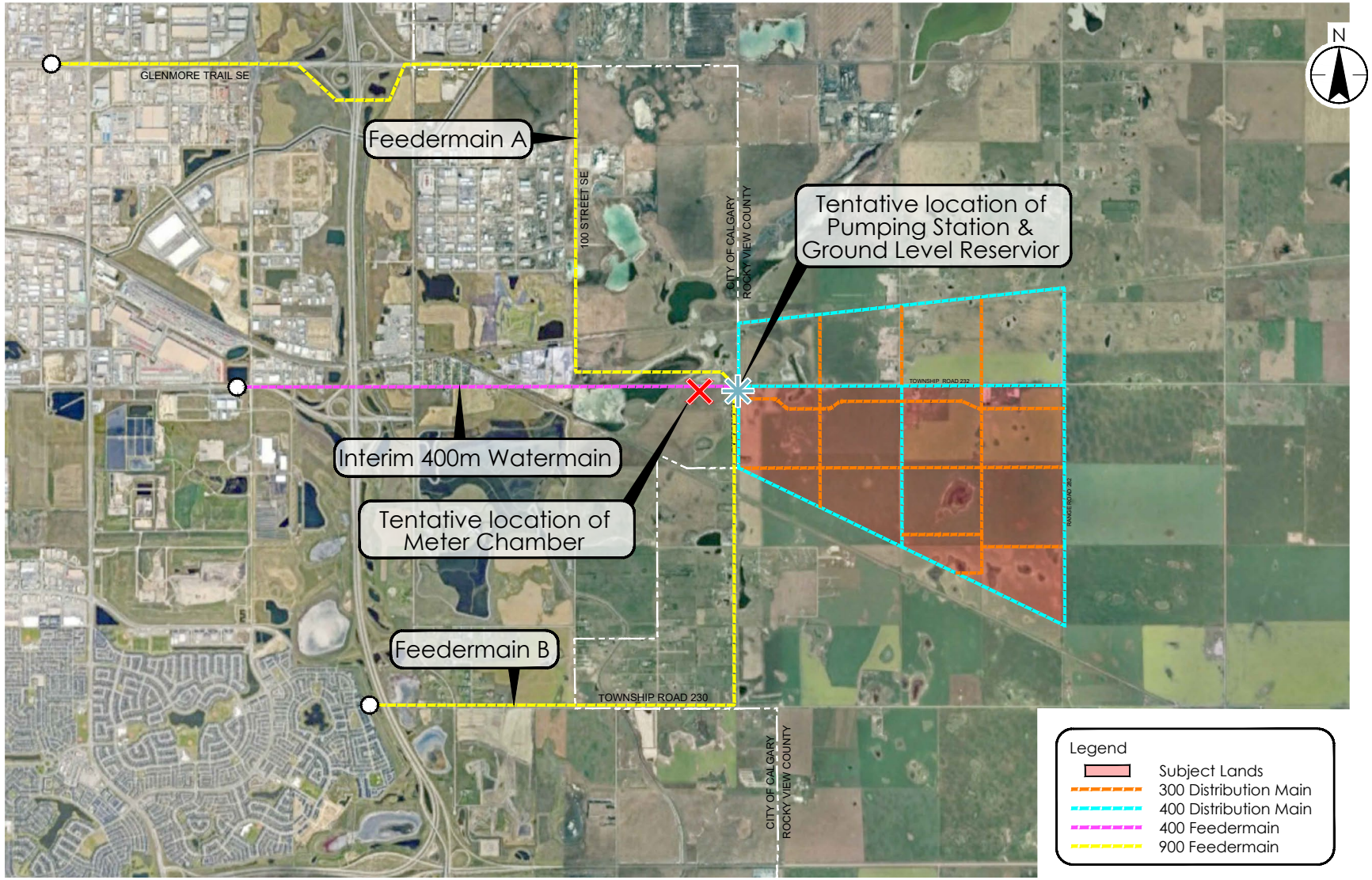


Figure 20: Off-Site Water Servicing



6.2 Sanitary

The provision, alignment, and capacity of the sanitary system are in general accordance with the Prairie Gateway *ASP* and subsequent Determination of Sanitary Sewer Flow and Potable Water Demand Technical Memorandum, prepared by Stantec, July 2024. A summary of the proposed sanitary servicing network is outlined in ***Figure 21: Sanitary Servicing Plan.***

Local sanitary servicing will be managed through a Rocky View County owned and operated municipal wastewater collection system, constructed by the developer as subdivision advances. Sanitary sewage from the *Plan Area* will flow to *the City* of Calgary's Fish Creek Treatment Plant subject to City of Calgary approval and the execution of an MSA between *the City* and *the County*. This agreement will establish a transfer point whereby sewage is delivered to *the City*'s system for treatment and ultimately returned to the watershed.

A single on-site lift station and multiple force mains along 114 Avenue will convey sewage to a proposed regional lift station located at approximately 100 Street SE and 114 Avenue, which will then direct flows to the future regional lift station and forcemain(s), discharging to the Shepard Sanitary Trunk. The regional lift station, and downstream force main are sized to accommodate both the *Plan Area* and additional City catchments. A lift station is identified on the basis a gravity solution is not feasible, although this is intended to be reviewed at the subdivision phase.

The sanitary sewer infrastructure is comprised primarily of gravity sanitary sewers and will be located within proposed roadways throughout the *Plan Area*. A single sanitary lift station is also proposed in the northwest corner of the *Plan Area*, with sanitary force mains, which connects to *the City* sanitary network. The force mains will be sized to accommodate the development staging and be utilized as build out of the development occurs. The intent of the on-site lift station is to convey flow from the *Plan Area* to *the City* of Calgary system. Design details and the amount of land required to accommodate the sanitary lift station will be determined as part of the first phase of subdivision within the *Plan Area*.

Policies

6.2.0.1 The proposed sanitary servicing plan within the *CS Plan Area* shall proceed generally as illustrated on ***Figure 21: Sanitary Servicing Plan***.

6.2.0.2 Utility ROW and easements shall be provided to accommodate sanitary servicing utilities at the subdivision and development permit stage, as deemed necessary.

6.2.0.3 Design specifications and land requirements/dedication for the sanitary lift station shall be determined as part of the first phase of subdivision.

6.2.0.4 At development permit, the applicant shall provide sanitary analysis that identifies the anticipated sanitary demands generated by the proposed development to ensure sanitary demands align with overall sanitary capacity, in accordance with *ASP* and Deal Agreement provisions.

6.2.0.5 Prior to the approval of any phase of subdivision that contemplates servicing by *the City, the County* shall enter into a MSA with *the City* to allow for such servicing.

6.2.0.6 Wastewater flows from Lift Station #1 shall be monitored as development of the *Plan Area* advances. Each subdivision phase should evaluate its respective flow generation and inflow and infiltration considerations, based on actual performance and in alignment with conditions of the MSA.

6.2.0.7 Where utility rights-of-way and easements are required from third parties to accommodate sanitary servicing utilities within the *Plan Area*, they shall be acquired at the developer's cost.

Figure 21: Sanitary Servicing Plan

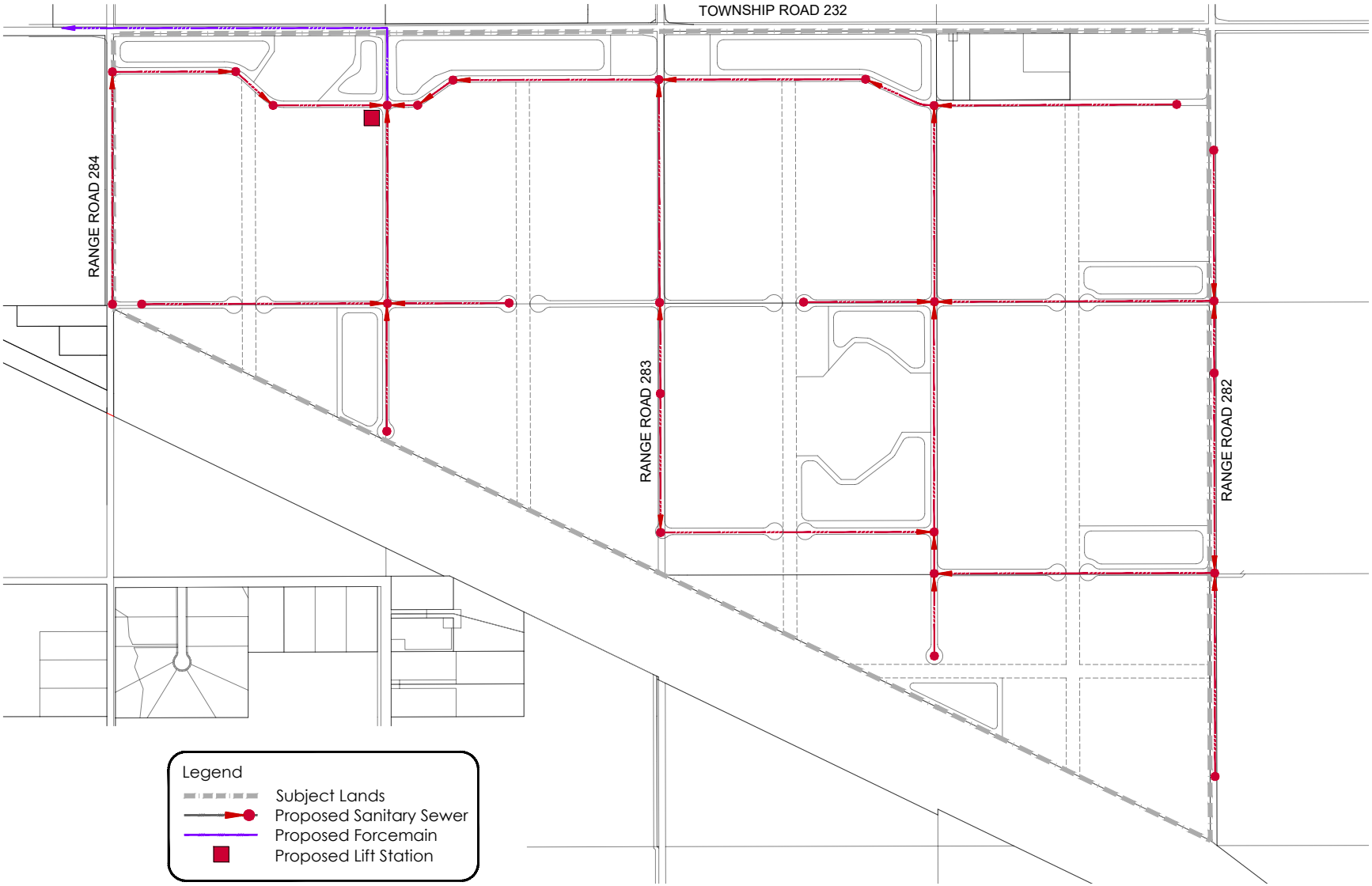
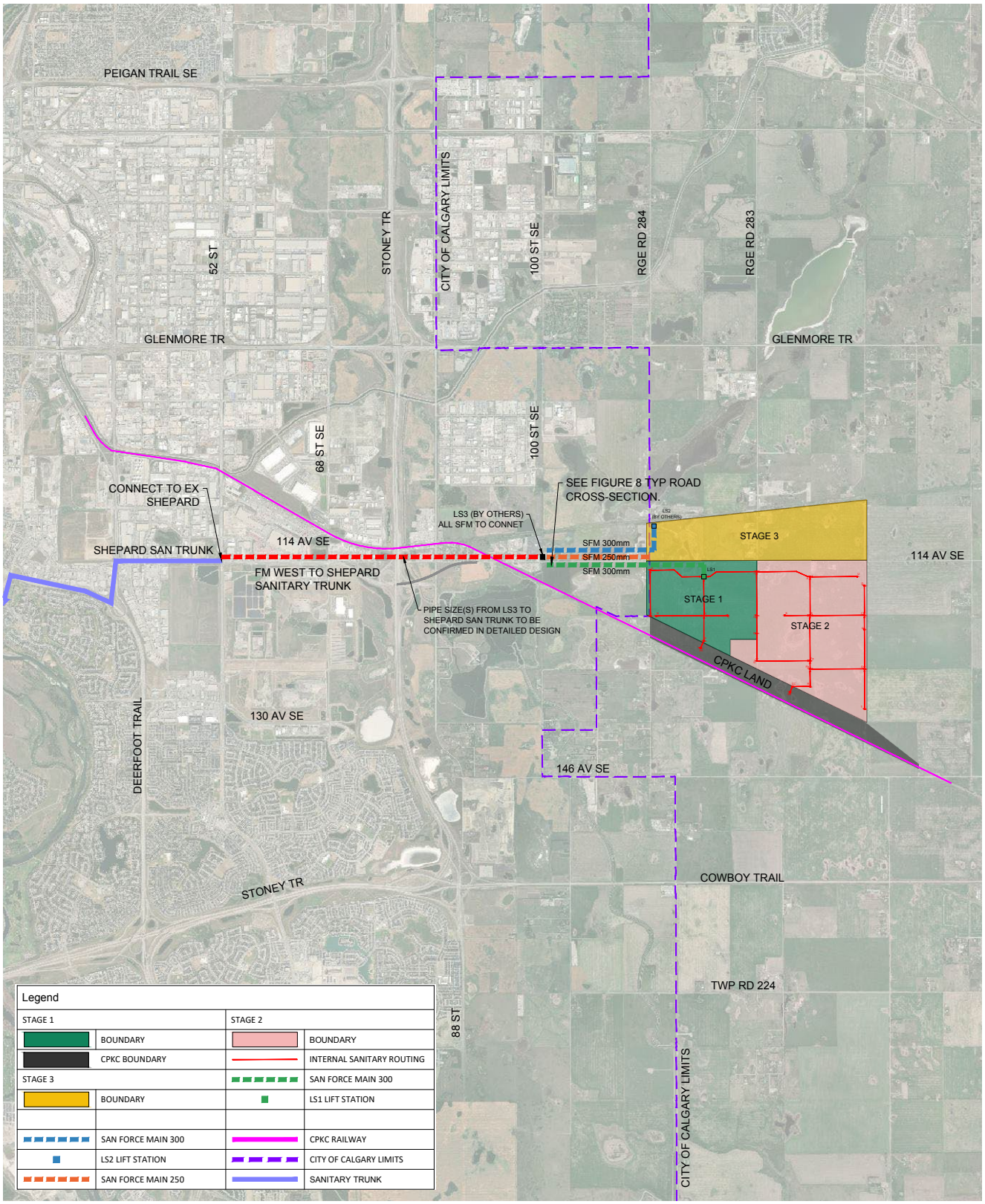


Figure 22: Off-Site Sanitary Servicing



6.3 Stormwater

A Sub-Catchment Master Drainage Plan (SCMDP) (Stantec, June 2025) has been prepared to support the *CS* and the *Development Concept*, in alignment with the Master Drainage Plan (MDP) (Stantec, June 2025) that was prepared for the *ASP* and updated with the *CS*. A summary of the stormwater management approach outlined within the SCMDP is provided below:

- *The SCMDP proposes the construction of nine (9) stormwater management facilities (ponds) throughout the Plan Area. The pond locations have been developed in conjunction with preliminary grading and servicing, to support the provision of a balanced earthworks program that minimizes the amount of cut and fill required to develop the Plan Area.*
- *Pond locations represent low-points within the Plan Area and the earthworks program.*
- *A total of four (4) ponds are proposed along Township Road 232, supporting the provision of a naturalized interface and entry experience along the south side of this roadway, and softening the appearance of the industrial development (by ensuring industrial parcels and buildings are setback significantly from Township Road 232). These ponds are supplemented with landscaping, trees, and pathways to support the provision of these ponds as amenities for the development, rather than only an infrastructure function.*
- *Three (3) out of four (4) ponds along Township Road 232 are hydraulically interconnected and provide post-development hydrology to the wetland being retained within the northwest corner. Details of how the storm system ensures matching pre and post-development hydrology for the wetland is outlined in the SCMDP.*
- *Five (5) other ponds are located throughout the Plan Area, including two ponds (4A and 4B) that are located immediately north and south of the central wetland that is intended to be retained within the Plan Area. Due to the size of the central wetland (~15 ha), ensuring matching pre and post-development hydrology is challenging and requires a significant portion of stormwater runoff to be diverted to ponds 4A and 4B. Further details are provided in the SCMDP.*
- *All proposed ponds are designed with a maintenance pathway around a portion of the pond boundary, which supports pedestrian access and connectivity.*
- *Pond 1A, 1B, and 2A drain into the 1800 mm trunk on Range Road 284 at the extreme northwest part of the study area. The 1800 mm trunk drains southward along Range Road 284 and ultimately discharges to the Shepard Ditch.*

- *Pond 1C, 3A, and 4A drain into the 1050 to 1350 mm trunk on the unnamed road on the north side of Pond 1C and Pond 4A. The 1050 to 1350 mm trunk drains west to the 2100 mm trunk on Range Road 284, which ultimately discharges to the Shepard Ditch.*
- *Pond 4B drains into the 1200 mm trunk along the south side of the pond. The 1200 mm trunk drains into the 1350 mm trunk along the CPKC boundary and then along the east side of Pond 1C. From there the 1350 mm trunk drains to the trunk on Range Road 284, which ultimately discharges to the Shepard Ditch.*
- *Pond 5A drains into the 1200 mm trunk along the south side of the pond. The 1200 mm trunk drains west where the flow combines with the flow from Pond 4B. The combined flows drain into the 1350 mm trunk along the CPKC boundary, which ultimately discharges to the Shepard Ditch.*
- *Pond 6A drains into the 1200 mm trunk along the south side of the pond. The 1200 mm trunk drains northwest along the CPKC boundary. At Township Road 283 the Pond 6A flows combine with the flow from Pond 5A and Pond 4B. The combined flow from all three ponds drains northwest in the 1350 mm trunk along the CPKC boundary, which ultimately discharges to the Shepard Ditch.*
- *Stormwater servicing is characterized by a stormwater servicing network in addition to a stormwater trunk network. Each of these networks are identified in* ***Figure 23: Stormwater Servicing Network*** and ***Figure 24: Stormwater Trunk Network****.*

Policies

6.3.0.1 The proposed stormwater management system within the *Plan Area* shall proceed generally as illustrated on ***Figure 23*** and ***Figure 24***.

6.3.0.2 The developer shall ensure the recommendations of the SCMDP are implemented through the subdivision, development permit, and building permit stages in conformity with the EPA approvals.

6.3.0.3 All new stormwater management facilities shall be dedicated as Public Utility Lots.

6.3.0.4 Stormwater management facilities shall be designed and constructed in accordance with the approved MDP, SCMDP, County Servicing Standards, County Policy and Provincial regulations, and with any relevant MSA between *the City* and *the County*.

6.3.0.5 As a condition of subdivision, the developer must provide verification of related municipal, provincial and federal approvals for stormwater infrastructure (e.g. Water Act and EPEA approvals, as relevant).

6.3.0.6 Utility ROW and easements shall be provided to accommodate stormwater utilities at the subdivision and development permit stage, as deemed necessary.

6.3.0.7 Stormwater management facilities located within the *232 Design Corridor* shall be designed in accordance with the *232 Design Corridor* Plan, including the provision of landscaping, trees, and access.

6.3.0.8 Sump pumps and stormwater drainage systems shall not connect to the wastewater system.

6.3.0.9 Stormwater discharging to *the City* shall meet quality and quantity targets identified in the MSA between *the City* and *the County*.

6.3.0.10 Should further technical analysis by the developer, and/or off-site infrastructure design, not verify feasibility of servicing, an amendment of the *CS* shall be required.

6.3.0.11 Any servicing by *the City* is conditional to an executed MSA.

6.3.0.12 Prior to the approval of any phase of subdivision that contemplates servicing by *the City, the County* shall enter into a MSA with *the City* to allow for such servicing.

6.3.0.13 Prior to the approval of any subdivision that will ultimately drain to *the City* system, a finalized and approved SCMDP (by *the City*, *the County*, and AEPA) and an executed MSA shall be required.

6.3.0.14 Prior to the approval of any pond draining to *the City* system, *the County* should be confirming it aligns with the capacities identified in the approved MSA.

6.3.0.15 Where utility rights-of-way and easements are required from third parties to accommodate stormwater servicing utilities within the *Plan Area*, they shall be acquired at the developer's cost.

Figure 23: Stormwater Servicing Network (Upstream of Ponds)

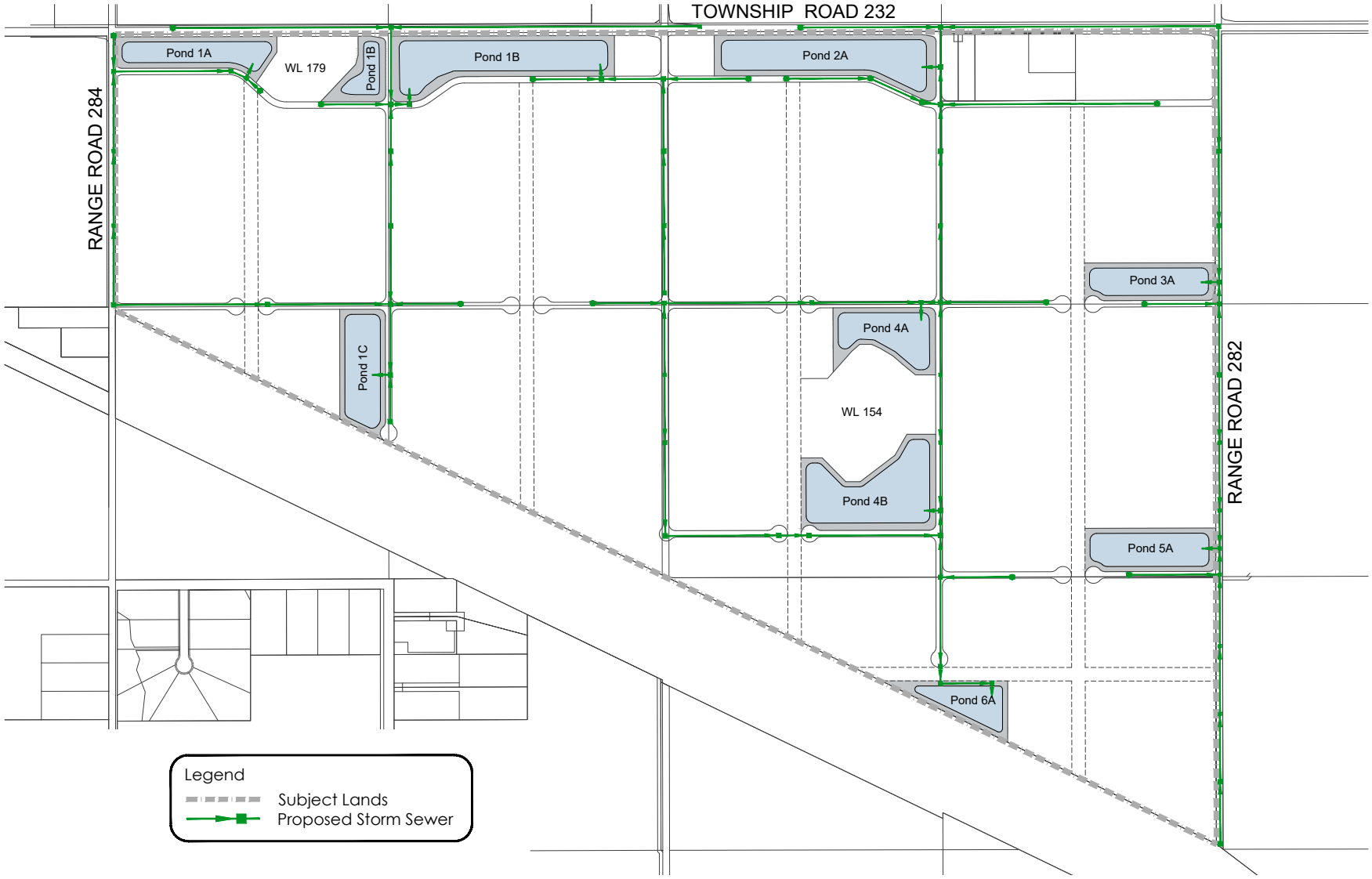
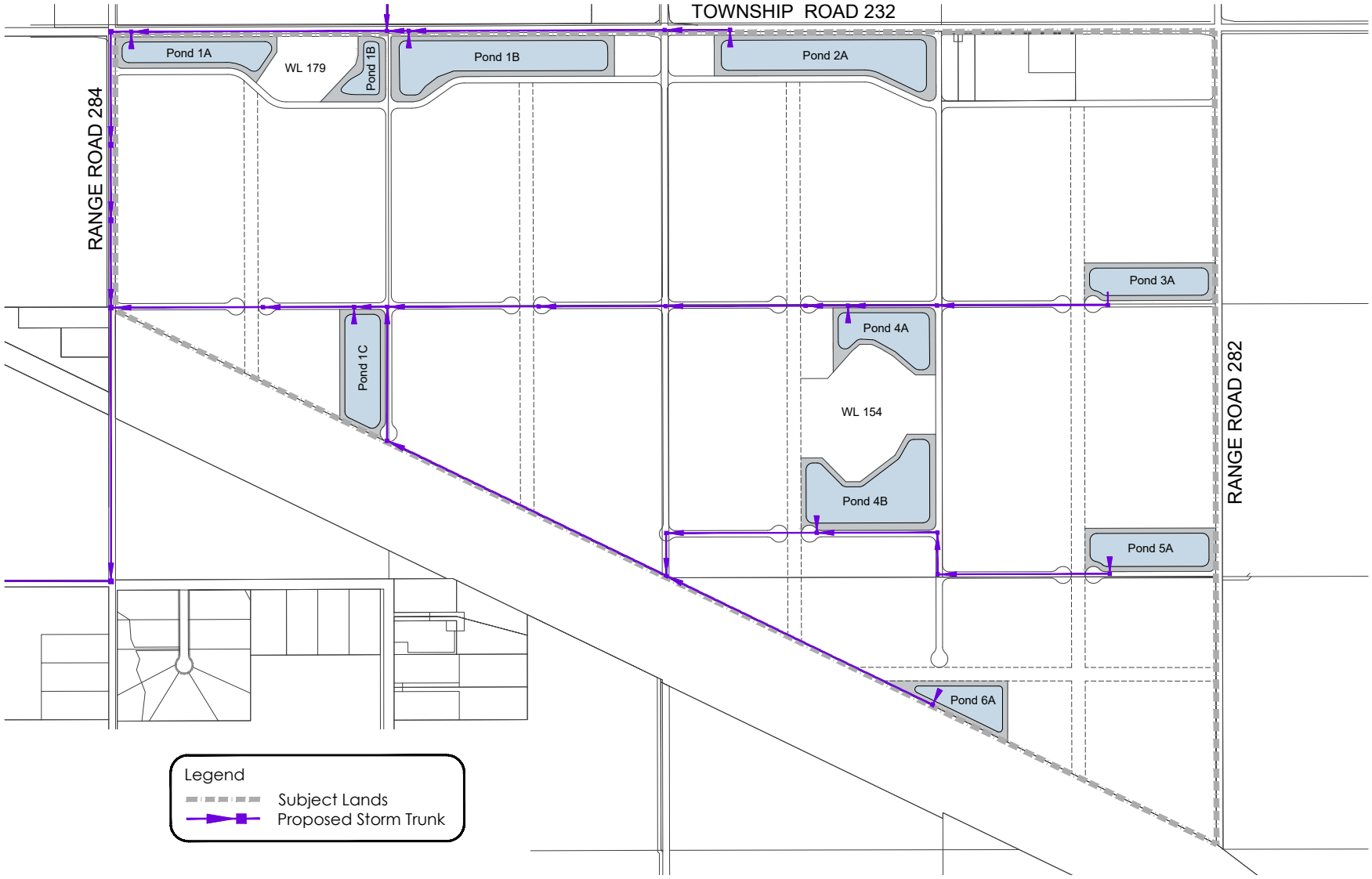


Figure 24: Stormwater Trunk Network (Downstream of Ponds)



6.4 Shallow Utilities

Shallow utilities such as electrical, natural gas, telephone, and cable services are to be extended into the *Plan Area* within the proposed road ROW with precise alignments to be determined at the subdivision stage.

Telecommunications and natural gas servicing to the development will be routed along the existing 114 Avenue SE from the community of Shepard near 89 Street SE.

ATCO Gas

ATCO requires approximately 5 km of gas line to be constructed for providing natural gas service. ATCO will provide the main service line to the development, then individual service connections will be required for the tenants thereafter. The proposed line assignment for the gas service is identified in proposed road cross-sections identified in ***Section 4.7***.

Rogers Communications

Rogers requires approximately 3 km of fibre and associated civil infrastructure to be constructed for providing telecommunication service. Rogers plans to service the *Plan Area* from the community of Shepard and will require coordination with CPKC to cross the existing railway.

Telus Communications

Telus installation requires approximately 5 km of fibre and associated civil infrastructure to be constructed for providing telecommunication service, in addition to Rogers. Telus plans to service the *Plan Area* from the community of Shepard and will require coordination with CPKC to cross the existing railway.

Policies

6.4.0.1 The alignments for franchise utility installations shall be determined at the subdivision stage, in accordance with County Servicing Standards.

6.4.0.2 Communications utility line assignments should be located on the shared power/lighting/communication poles, as outlined in ***Section 4.7***.

6.4.0.3 Shallow franchise utilities shall be organized by the developer at the subdivision stage in consultation with the applicable utility providers.

6.4.0.4 Gas utility line assignments should be located within the boulevard of the road ROW.

6.4.0.5 Where utility rights-of-way and easements are required to accommodate shallow utilities within the Plan Area, they shall be acquired at the developer's cost.

6.5 Power Generation Facilities

The developer is working with Fortis regarding the provision of power servicing for the *Plan Area*. On-site power infrastructure involves provision of pad-mount transformers of a distribution scale and mounted on concrete pads on the ground (approximately 10 x 10 feet in size). The amount and location of these transformers depends on final load requirements, and the final configuration of tenants in each subdivision phase.

A utility-scale transmission substation is required to support the provision of power to the *Plan Area*. The location of this substation is being confirmed in conjunction with the existing 240 kV transmission line located approximately 1.0 km to the north of *Plan Area*. The substation will be established by AltaLink, in consultation with Fortis, the developer, and other stakeholders (i.e. *the County* and *the City*). Approval of the location and routing (if a transmission line is required) will be required from the Alberta Utilities Commission (AUC).

Policies

6.5.0.1 The location, size, and configuration of power infrastructure required within the *Plan Area* (e.g. pad mounted transformers) shall be determined at time of subdivision.

6.5.0.2 The developer and *the County* shall coordinate with power utility providers on the provision and timing of power for implementation of the development.

6.5.0.3 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;

c. BIA; and

d. Any additional studies to identify safety, health and/or nuisance impacts.

6.6 Protective Services

Police response will be provided by the RCMP as per the Provincial Police Service Agreement, until such time as another policing solution is required or prepared.

6.7 Fire Protection

Fire services will be provided by *the County* as the primary responder. *The County* may request the support of the City of Calgary Fire Department if required, as per the Secondary Emergency Response Fire Services Agreement between *the County* and *the City*. Primary response may change upon agreement between *the County* and *the City*.

It is noted that the *Plan Area* includes areas that are currently outside of the 10- minute fire service response time for *the County* and *the City*. For this reason, a limiting distance equal to half the actual limiting distance shall be used as input as per Section 3.2.3 Spatial Separation and Exposure Protection (National Building Code of Canada) for related buildings.

Furthermore, it is noted that fire suppression is confirmed at the time of development permit. The developer may provide third- party service or facilitate another agreement to ensure adequate fire suppression is available for proposed development.

Policies

6.7.0.1 Confirmation of Emergency Services to service the *Plan Area* shall be resolved prior to approval of the first development permit.

6.7.0.2 At the building permit stage, all buildings shall be built to conform to National Building Code (AE) (2019) Articles 3.2.3.1 and 9.10.14.3.

6.7.0.3 Details of provisions for firefighting meeting the National Building Code 2023- Alberta Edition shall be provided at development permit and building permit stages, required infrastructure conditions shall be part of subdivision conditions.

6.7.0.4 Prior to subdivision approval, appropriate Fire Department Pumping equipment shall be available for this development - A-3.2.5.9.(4)(c) Fire Department Pumping Equipment.

6.7.0.5 Availability of appropriate pumping equipment from the local fire department or, in the case of industrial plants or complexes, from their fire brigade, is considered sufficient to meet the intent of this requirement.

6.7.0.6 The access route design and water supply requirements must be met under the National Building Code and National Fire Code to the satisfaction of *the County*.

6.8 Solid Waste & Recycling

The developer / end users are responsible for solid waste management at various stages of development, with the developer responsible for waste management during subdivision construction, and the end users/lot owners responsible for providing their own solid waste services to support their operations.

Policies

6.8.0.1 Solid waste management shall be guided by *the County's* Solid Waste Servicing Strategy.

6.8.0.2 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction in accordance with *County* standards.

6.8.0.3 The developer should encourage waste minimization and waste diversion practices in the *Plan Area* with a diversion target of 50%.

6.8.0.4 The developer shall prepare a Waste Management Plan at the subdivision stage, to the satisfaction of *the County*.

6.8.0.5 Businesses shall be responsible for providing their own solid waste services.

6.8.0.6 Prior to development permit approval, developers shall ensure that storage of garbage and waste material is provided in weatherproof and animal-proof containers. These containers must be located within buildings or adjacent to the side or rear of buildings, and the storage areas shall be screened from view from all adjacent properties and public thoroughfares.

7 DEVELOPMENT GUIDELINES

This section outlines development guidelines for subsequent subdivision, development permit, and building permit applications submitted with the County within the *Plan Area*, to ensure an attractive and functional development. These guidelines are provided in addition to applicable County requirements, including *the County*'s LUB, and the Commercial, Office, and Industrial Guidelines. In addition, these policies are in alignment with the requirements of the Prairie Gateway *ASP*, including Appendix B: Landscaping and Design.

General policies are identified below, followed by policies for specific design components, including landscaping, *interfaces*, lighting, signage, fencing, and site and building design.

Policies

7.0.0.1 Prior to subdivision approval, all aspects relating to landscaping, signage, lighting, and fencing or screening on publicly owned lands, including within road ROW, shall be assessed to ensure they comply with the policies of the Prairie Gateway *ASP* and this *CS*.

7.0.0.2 Prior to development permit and/or building permit approval, all aspects relating to landscaping, signage, parking, lighting, and fencing or screening on privately owned lands, such as within setbacks, shall be evaluated to ensure they implement the Prairie Gateway *ASP* and the policies of this Plan.

7.0.0.3 Where one or more of the policies within this Local Plan, the *232 Design Corridor* Plan, or the DC District associated with this Plan apply and requirements conflict, the greater requirement shall apply.

7.1 Township Road 232 Design Corridor

The Prairie Gateway *ASP* identifies the intermunicipal entranceway of Township Road 232 as the *232 Design Corridor*. Requirements for this corridor are addressed within the *232 Design Corridor* Plan attached under a separate cover in **Appendix D**. This *CS* has been prepared in conjunction with the *232 Design Corridor* Plan to ensure aligned outcomes and requirements for future development.

Policies

7.1.0.1 The policies of the *232 Design Corridor* Plan shall apply to the land located within 200 m south of the Township Road 232 ROW, as generally shown within the *CS Development Concept*.

7.2 Interfaces & Landscaping Plan

This section integrates identification and design response to the various *interfaces* within the *Plan Area* with a corresponding Landscape Plan. General policies are provided for types of *interfaces* (e.g. residential and agricultural), followed by specific guidelines for specific *interfaces* within the *Plan Area*, which are summarized in ***Figure 27: Plan Area Interfaces.*** Specific policies relating to the Landscape Plan are additionally detailed below in ***Section 7.2.5***.

General *interfaces* relevant to the *Plan Area* include an intermunicipal boundary (County-City) along the western border, as well as existing residential, agricultural, and industrial uses. The *Plan Area* also shares its southern boundary with the CPKC rail line and associated railway lands. Uses within interface area setbacks may include landscaping, landscaped stormwater ponds, and natural wetlands.

7.2.1 County-City

The intermunicipal boundary for the *Plan Area* is represented by Range Road 284, which serve both the *Plan Area* as well as future industrial development within City lands to the west (facilitated by the Shepard Industrial *ASP*). Because the corresponding *ASP*s facilitate an industrial to industrial interface, significant design and interface guidelines are not considered necessary given the similar land use outcomes. With that said, development is required to comply with relevant IDP policies.

Policies

7.2.1.1 The Rocky View County / City of Calgary IDP and Prairie Gateway *ASP* interface planning principles shall be addressed in any Redesignation, subdivision, or development permit application(s) along the intermunicipal boundary.

7.2.2 Residential

The *Plan Area* involves a residential interface for a small portion of Range Road 284. As outlined within the Prairie Gateway ASP, a 50 m building setback is required for this residential use, which has been identified on the *Development Concept* in ***Section 4.0.*** In addition to the provision of this 50 m setback, design guidelines are identified for building design and landscaping below.

Policies

7.2.2.1 Buildings on lands adjacent to existing residential uses shall be setback a minimum of 50 m from the adjacent property line.

7.2.2.2 A minimum 6.0 m landscaping buffer, including mass plantings and trees, shall be provided along the entirety of the residential interface to minimize the visual impact of the non-residential buildings. Screening/ fencing should also be considered to support an appropriate interface to the existing residential use.

7.2.3 Agricultural

Existing agricultural uses exist immediately east of the *Plan Area*, sharing a boundary with Range Road 282. The majority of these lands are designated Direct Control (DC) District 166, to support the development of solar farms. However, DC-166 only extends to the southwest corner of Section 11, creating an approximately 800 m segment of industrial-agricultural interface along the undeveloped road allowance of Range Road 282. Design guidelines for this interface are specifically addressed in ***Section 7.2.5***, and specifically, Interface Condition 10.

An existing agricultural (A-GEN) parcel is also located along Township Road 232 within the private landholdings of the *Plan Area* as referenced in ***Section 2.2.1*** and ***Section 2.3***. Until this parcel is redesignated in the future, proposed development parcels surrounding this A-GEN parcel shall provide a 6 m landscape buffer and a solid 2 m fence along the shared parcel boundary.

Policies

7.2.3.1 Until the existing A-GEN parcel along Township Road 232 is redesignated in the future, development parcels surrounding the existing A-GEN parcel shall provide a 6 m landscape buffer and a solid 2 m fence along the shared parcel boundary.

7.2.3.2 Until the existing A-GEN lands east of Range Road 282 are redesignated in the future, development parcels adjacent to these lands shall provide a 6 m landscape buffer and a solid 2 m fence along the shared parcel boundary in alignment with *Interface 10*.

7.2.4 Natural Areas

As outlined within the *Development Concept* in ***Section 4***, two wetlands are retained as ER and incorporated into the development. Detailed outcomes and recommendations of these features is identified within the BIA and the SCMDP, with detailed design to include the preparation of landscaping plans. In addition to policies identified in the Prairie Gateway *ASP* and in ***Section 4.8,*** the following policies are identified for these natural features.

Policies

7.2.4.1 At the development permit stage, Development sharing a boundary to an area dedicated as ER should:

a. Provide a minimum 6 m landscaped setback;

b. Provide direct pedestrian connections to natural trails within these ER areas, where practical;

c. Design outdoor amenity space for employees to be oriented and connected to these ER areas;

d. Limit the amount of parking and storage areas located along the shared boundary;

e. Ensure stormwater runoff is appropriately controlled to avoid discharge into the ER area; and

f. Limit light pollution along shared boundaries to ER areas through lighting design/controls.

7.2.4.2 Roadways sharing a boundary to an area dedicated as ER should provide connections from pathways included within boulevard ROW to natural trails within these reserve areas, where practical.

Figure 25: On-Site Wetland - WL154

Figure 26: On-Site Wetland - WL179

7.2.5 Specific Interfaces & Landscape Plan

The Specific *Interfaces* and Landscape Plan identifies the proposed design and landscaping treatments for the *Plan Area*, including specific *interfaces* within the *Plan Area*, identified in ***Figure 27: Plan Area Interfaces***. Landscaping contributes to the overall character, amenity, and implementation of the development.

In meeting the requirements of *ASP* Policies 12.09 and 12.20, the Landscaping Plan for this *CS* consists of a Landscape Intent Statement that communicates the vision, goals and guidelines for landscape design for the development, followed by landscaping requirements for specific *Plan Area Interfaces*. To support the implementation of this Landscaping Plan, a Landscape Design and Implementation Plan is proposed to be prepared and submitted with *the County* as part of the first phase of subdivision for the *Plan Area*.

Landscape Intent

The landscape provision and design for the development aims to create a practical, aesthetic, and sustainable environment that integrates functional landscape elements with aesthetically pleasing streetscapes and public spaces. By prioritizing native and low-maintenance plant species, tailored landscaping requirements, and seamless transitions to natural areas, the plan supports practical design and maintenance outcomes.

Key objectives of the Landscape Plan are as follows:

Public vs Private Landscaping

Landscaping requirements are balanced between public and private areas, with landscaping in public areas focused on stormwater facilities (ponds) and Environmental Reserves (ER) required for the retained wetlands. These areas are designed to support ecological functions, provide habitat for local wildlife, and offer aesthetic value to the *Plan Area*.

Stormwater Facilities

Stormwater facilities are designed within the *232 Design Corridor* to serve as amenities, not just utilities. This includes incorporating naturalized planting, walking paths, and seating areas (where practical) around ponds to create attractive, multi-functional spaces that manage stormwater while providing recreational opportunities.

Roadway Landscaping

Landscaping along roadways is provided within the front setbacks of private parcels. This approach minimizes maintenance requirements for *the County* and ensures a continuous landscaped interface that is not disrupted by utility lines within public boulevards. The design will include a mix of trees, shrubs, and ground cover to create a continuous streetscape outcome.

Enhanced Landscaping for Compatibility

Enhanced landscaping is applied at specific *interfaces* to support compatibility and soften the appearance of industrial uses. This includes using planting and fencing/ screening to create visual and noise buffers between industrial activities and adjacent properties or natural areas.

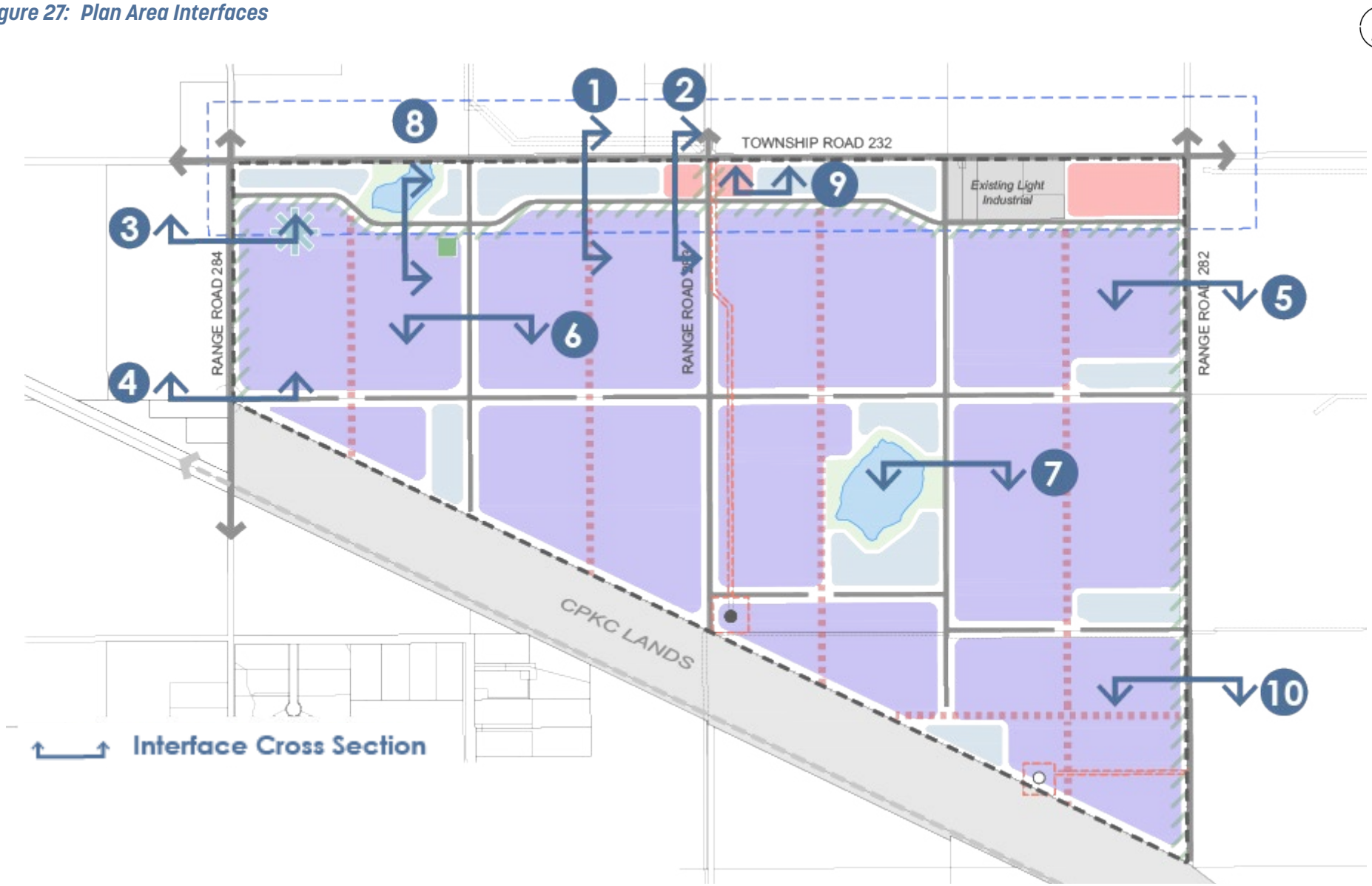
232 Design Corridor

Enhanced landscaping is implemented within the *232 Design Corridor* to create a visually appealing and environmentally sensitive transition area. This involves the use of native plants, decorative elements, and strategic planting to enhance the corridor's aesthetic and ecological value.

Transition to Natural Areas

Ensure a seamless transition from industrial parcels to natural areas by using gradual changes in planting density and species composition. This approach supports wildlife movement and create a more natural, integrated landscape.

Figure 27: Plan Area Interfaces



Native Plant/Low Maintenance Species

Use native and low-maintenance plants in all landscaping efforts to support local ecosystems, reduce maintenance requirements, and enhance the landscape's resilience to local climatic conditions. Native plants will be selected for their adaptability, ecological benefits, and low water requirements.

The following design guidelines apply in supporting the implementation of Landscape Plan objectives identified above:

A. Landscape requirements shall meet the minimum landscaping requirements of *the County*'s LUB, or greater, where specifically identified in this *CS*, the *232 Design Corridor* Plan, or the associated DC District.

B. Stormwater ponds within the *232 Design Corridor* should be designed with naturalized edges and use native plants.

C. Passive recreation opportunities should be incorporated into stormwater ponds within the *232 Design Corridor*, through the provision of walking paths and seating areas around a portion of these facilities.

D. A selection of native, low-maintenance trees, plants, shrubs, and ground covers should be identified prior to approval of the first phase of subdivision, in order to create consistency in the provision of landscaping throughout the *Plan Area*. These native, low-maintenance landscaping species should be drought-tolerant and adapted to local soil conditions.

E. A higher density of landscaping (trees, shrubs, hedges, bushes, etc.) should be implemented within the *232 Design Corridor*, within the setback to the existing residential interface (along a portion of Range Road 284), and along the interface to agricultural uses (along a portion of Range Road 282).

F. Landscaping along the *232 Design Corridor* should incorporate decorative elements such as boulders, mulch, and entry features to enhance the aesthetic value and contribute to the rail-served theme of the development.

G. Landscaping should gradually transition from formal landscaping near buildings to more naturalized planting within ER.

H. Detailed design drawings for stormwater ponds and ER areas should designate clear, safe pathways for public access that connect adjacent development parcels with these features.

I. Detailed landscape plans for areas of public dedication (e.g. stormwater ponds and ER areas) that are provided at the time of subdivision should be supported with a maintenance schedule that identifies maintenance requirements, including inspections, watering, soil management, hardscape maintenance, and seasonal requirements.

Plan Area interfaces are specifically identified and addressed below in ***Sections 7.2.5.1*** to ***7.2.5.10*** of this report.

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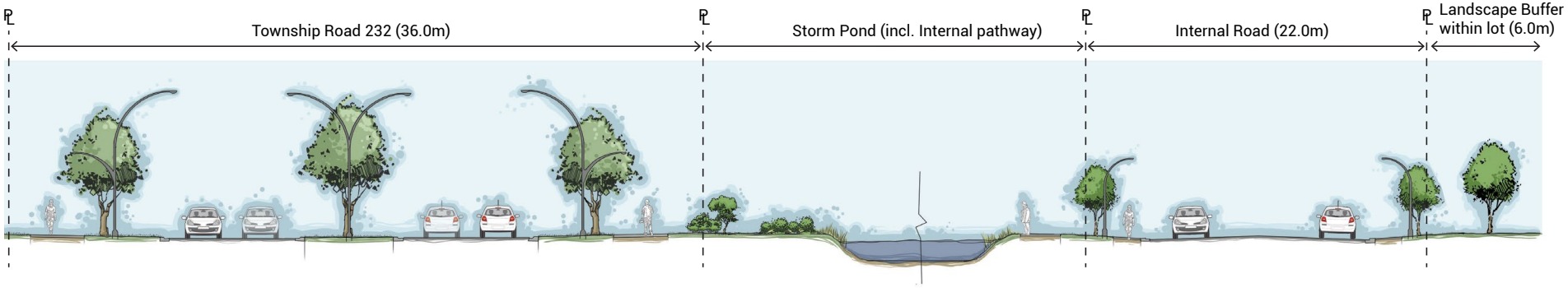
7.2.5.1 Interface Condition 1: 232 Design Corridor – Storm Pond and Township Road 232

Landscaping is provided along the entirety of Township Road 232, both within the road ROW itself (i.e. street tree line assignments and stormwater facilities) and within development parcels, in compliance with the *232 Design Corridor* Plan. This specific condition, which will be prepared in coordination with and submitted to *the County*, addresses the interface between Township Road 232 and the adjacent stormwater facilities.

Trees are provided within the boulevard of the road ROW, with the adjacent stormwater facilities providing sufficient room (between the pond high water level and the road ROW) for sod and selected plantings and shrubs. Detailed design drawings for the stormwater facilities will include a detailed landscape plan, including areas for group plantings. No landscape berms are proposed/considered necessary for this interface condition. Given the presence of a Regional Pathway along Township Road 232, a separate pathway along the northern side of the stormwater facilities is not proposed. Furthermore, it is proposed that no signage be incorporated within this interface.

Figure 28: Cross-Section for Interface Condition 1

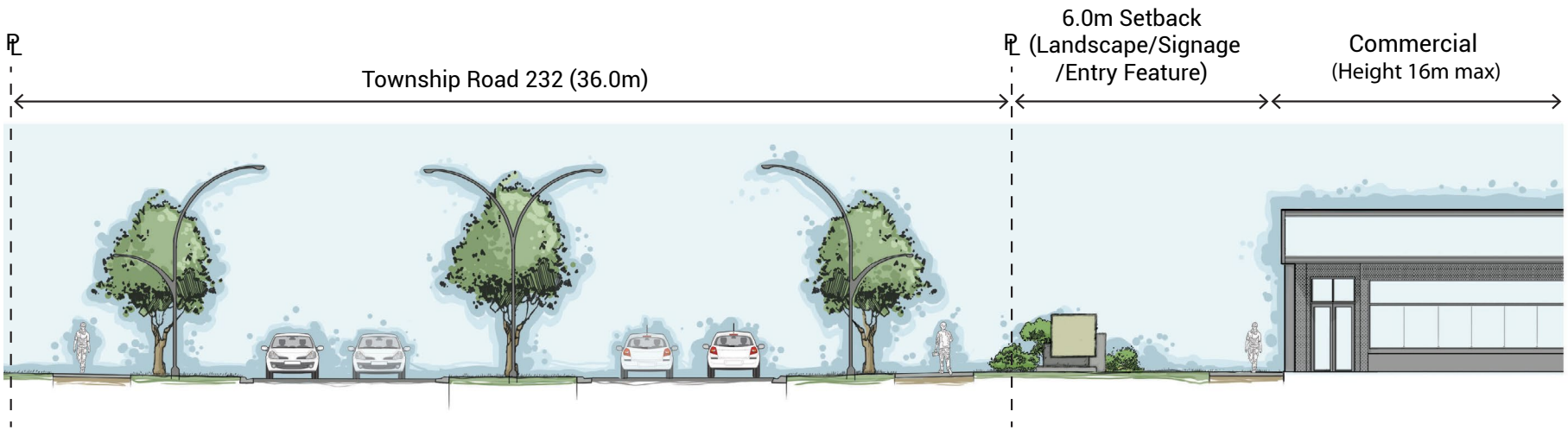


7.2.5.2 Interface Condition 2: 232 Design Corridor – Supporting Commercial and Services Development Parcels and Township Road 232

The other predominant interface along Township Road 232 is with the Supporting Commercial & Services development parcels. These parcels have a minimum 6 m setback and a maximum 19 m setback.

The 6 m setback is landscaped and also allow for the provision of signage and entry features. A maximum setback is proposed to ensure buildings address the *232 Design Corridor* and avoid expansive parking areas along this interface.

Figure 29: Cross-Section for Interface Condition 2



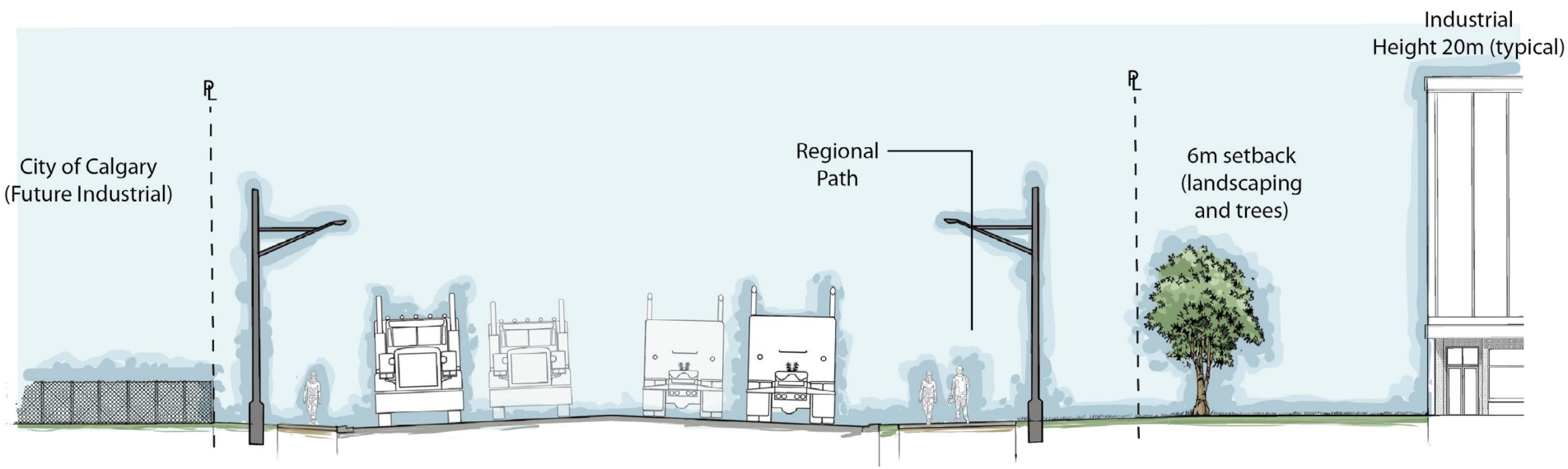
7.2.5.3 Interface Condition 3: Range Road 284 (Future City of Calgary Industrial) and the Plan Area

This interface is along the majority of the western boundary of the *Plan Area* (Range Road 284), adjacent to a future industrial area within *the City*. Given the compatibility of uses along this roadway, significant design and interface requirements are not considered necessary. An arterial roadway with a ROW up to 36 m is proposed, with a Regional Pathway located within the eastern boulevard. Construction of lanes will be phased, based on forecasted traffic volumes for the subdivision phase.

A 6 m landscape buffer is proposed within the front setback of the development parcels within the *Plan Area*, with trees to be provided within that landscape buffer at the minimum rate specified within *the County*'s LUB.

Should areas of the development parcel be used for storage, appropriate screening, in the form of structures, fencing, additional landscaping, or a combination of these, must be installed.

Figure 30: Cross-Section for Interface Condition 3

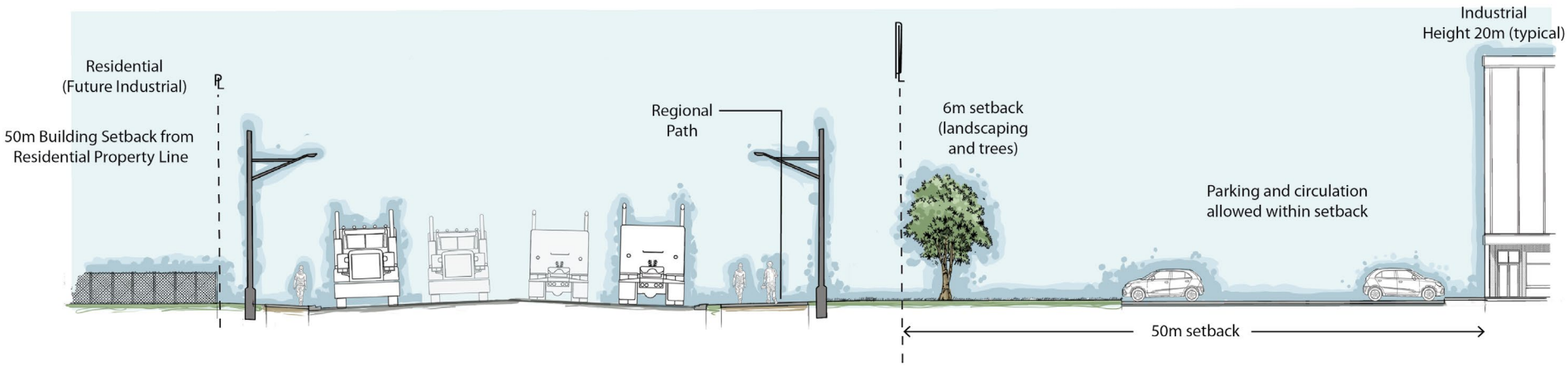


7.2.5.4 Interface Condition 4: Range Road 284 (Existing Residential) and the Plan Area

The southwest corner of the *Plan Area* along Range Road 284 is adjacent to existing residential uses. In accordance with the Prairie Gateway *ASP*, a 50 m setback applies to this interface condition, measured from the development parcel boundary to Range Road 282.

Higher intensity landscaping (exceeding *the County*'s LUB minimum), within a minimum 6 m setback is proposed along this Interface Condition, measured from the non-residential development to the non-residential property line. No landscaping berms are considered necessary given the extent of the building setback. For the remainder of the 50 m setback, only parking and circulation areas with higher intensity landscaping are allowed (i.e. no outdoor storage areas).

Figure 31: Cross-Section for Interface Condition 4



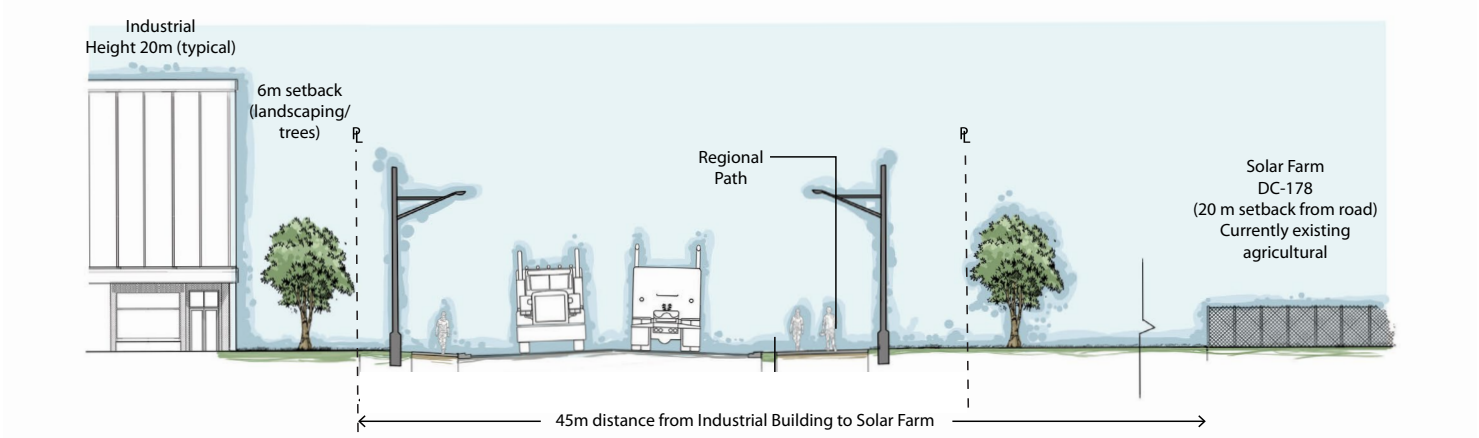
7.2.5.5 Interface Condition 5: Range Road 282 (DC-166 Future Solar Farm) and the Plan Area

This interface is along the majority of the eastern boundary of the *Plan Area* (Range Road 282), adjacent to a future solar farm. Given the compatibility of uses along this roadway, and the minimum 2 m setback identified within DC-166 for the solar farm, significant design and interface requirements are not considered necessary. A 19 m road ROW cross-section is proposed, with a Regional Pathway located within the eastern boulevard. This Regional Pathway is not intended to be constructed upfront with the construction of Range Road 282. Instead, the developer proposes that the Regional Pathway be provided in conjunction with the timing of the solar farm development (or alternative development of the DC-166 lands).

A 6 m landscape buffer is proposed within the front setback of the development parcels within the *Plan Area*, with trees to be provided within that landscape buffer at the minimum rate specified within *the County*'s LUB.

To soften the appearance of industrial buildings along this roadway, Industrial buildings with long, continuous walls (i.e. greater than 50 m) shall incorporate architectural features, landscaping, or other design elements to break up the visual monotony and soften their appearance. Acceptable measures include, but are not limited to, the use of varied materials and colours, vertical and horizontal articulation, lighting features, screening elements, or the integration of landscaping buffers. Should areas of the development parcel be used for storage, appropriate screening, in the form of structures, fencing, additional landscaping, or a combination of these, must be installed.

Figure 32: Cross-Section for Interface Condition 5

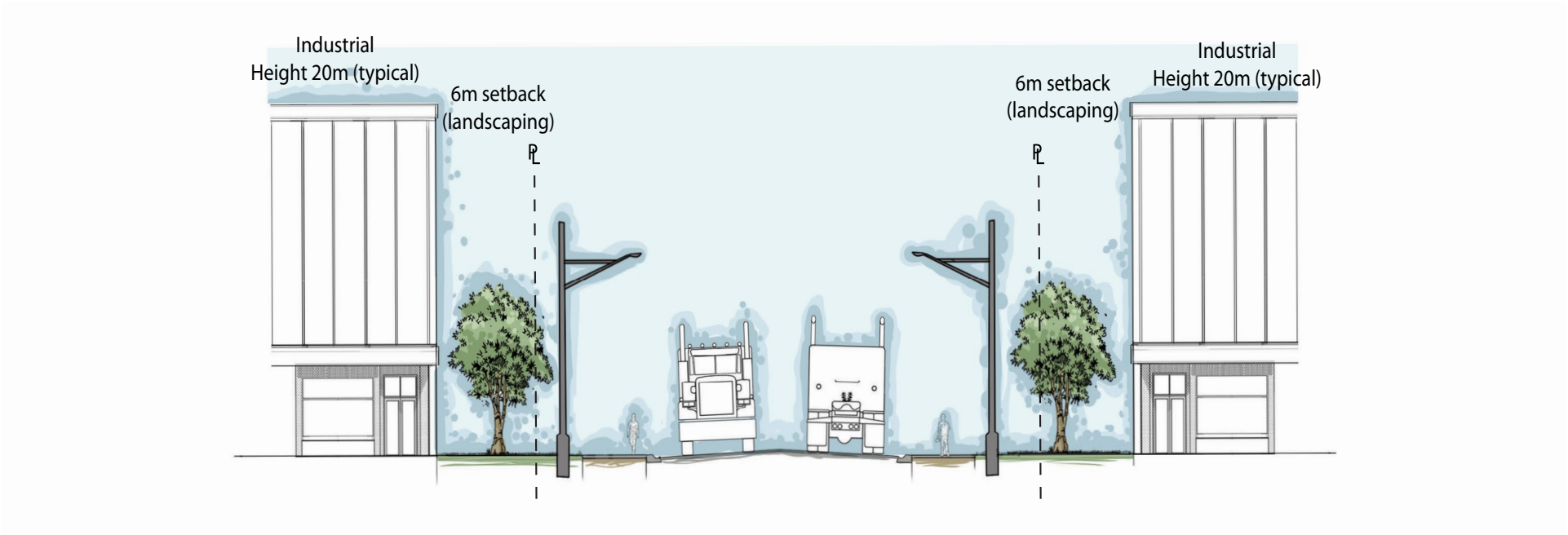


7.2.5.6 Interface Condition 6: Internal Roadways for Rail Served and Non-Rail Served Development

Both, *Rail* and *Non-Rail Served Development* are proposed to provide 6 landscaped setbacks along all internal roadways, including trees at a minimum intensity in compliance with *the County*'s LUB.

Should areas of the development parcel be used for storage, appropriate screening, in the form of structures, fencing, additional landscaping, or a combination of these, must be installed.

Figure 33: Cross-Section for Interface Condition 6



7.2.5.7 Interface Condition 7: Internal Roadways and Retained Wetlands

The *Development Concept* involves two separate instances of retained wetlands adjacent to an internal roadway. The wetlands being retained require a minimum 30 m setback from the wetland bed and shore boundary, which will be supplemented with naturalized landscaping to support and protect ecological function.

Nature trails may be incorporated within the 30 m setback to provide passive recreation opportunities. No additional design and interface conditions are proposed for industrial development on the other side of the road, outside of the standard 6 m landscape front setback.

Figure 34: Cross-Section for Interface Condition 7

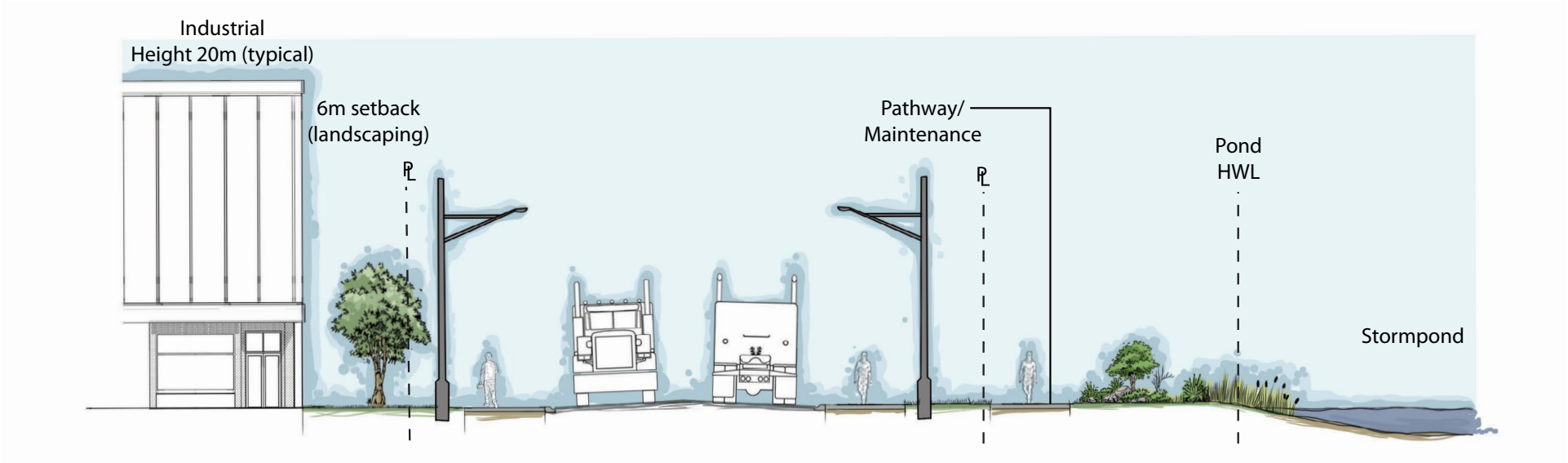
7.2.5.8 Interface Condition 8: Storm Pond and Internal Roadway

The *Development Concept* involves several instances of this interface with stormwater ponds adjacent to internal roadways. Stormwater ponds are designed to provide sufficient room (between the pond high water level and the road ROW) for sod and selected plantings and shrubs, as well as an internal pathway that supports maintenance and pedestrian access.

Detailed design drawings for the stormwater facilities will include a detailed landscape plan, including areas for group plantings, and the internal pathway (including proposed connections to the sidewalk) within the adjacent road ROW. No landscape berms are proposed/considered necessary for this interface condition.

No additional design and interface conditions are proposed for industrial development on the other side of the road, outside of the standard 6 m landscape front setback.

Figure 35: Cross-Section for Interface Condition 8

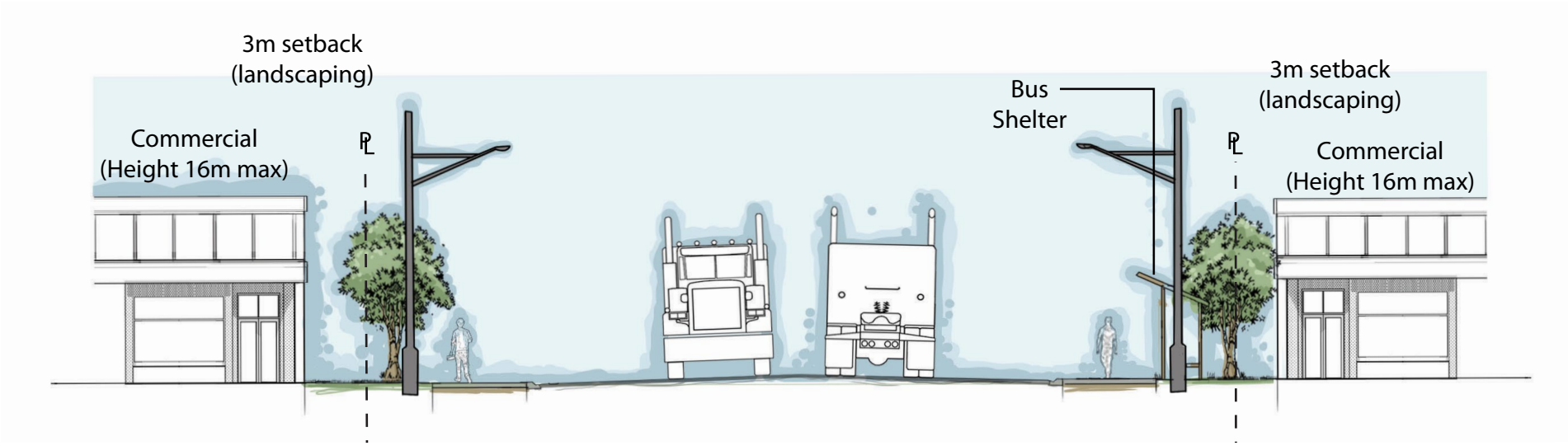


7.2.5.9 Interface Condition 9: Supporting Commercial & Services

This interface is located at the main entry point to the development, along Range Road 283, and between the two proposed Supporting Commercial & Services development parcels.

The proposed road cross-section involves four lanes (two for each direction), with adjacent commercial development on both sides of the road intended to address this roadway, through a combination of landscaping and a reduced 3 m setback (creating a built form edge, unless a bus stop is provided, in which a 6 m setback is intended to allow for landscaping and seating for transit users).

Figure 36: Cross-Section for Interface Condition 9

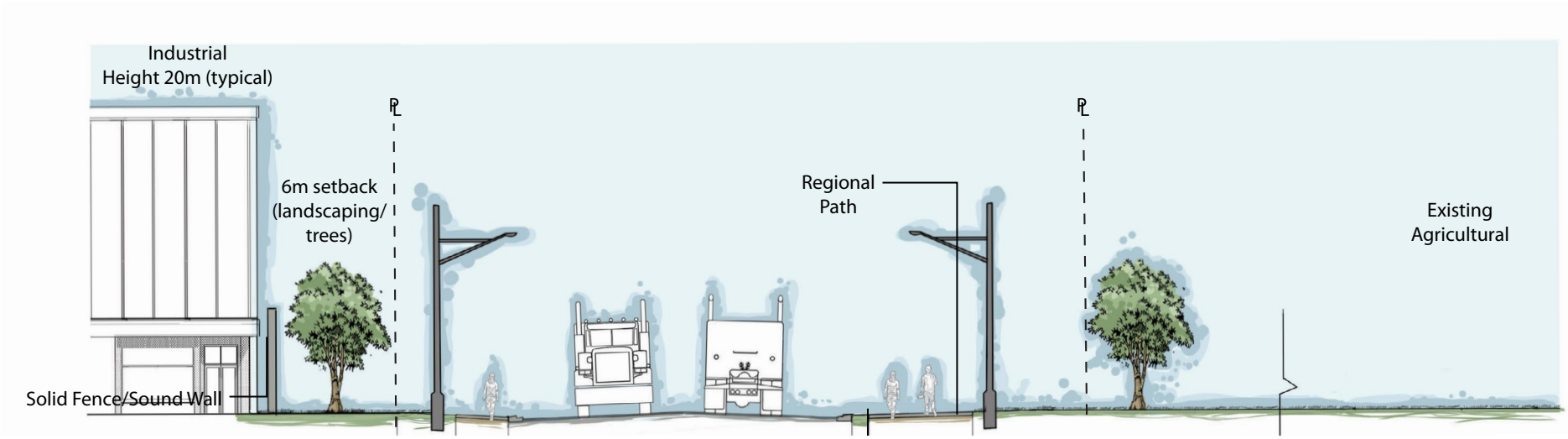


7.2.5.10 Interface Condition 10: Agriculture

This interface represents a ~800 m segment at the southeast corner of the *Plan Area*, along Range Road 282. The proposed Interface Condition maintains the same road cross-section and landscaping as the other segment of Range Road 282 (***Interface Condition 5***), although adds the provision of a solid fence / acoustic barrier between proposed building(s) and the landscape buffer to ensure impacts / operations of industrial uses are enclosed to the development parcel.

In addition to the physical design outcomes, this *CS* also proposes policies on lighting (***Policy 7.2.5.8***) and uses (***Policy 7.2.5.9***) to facilitate a compatible use interface.

Figure 37: Cross-Section for Interface Condition 10



Policies

7.2.5.1 A Landscape Design and Implementation Plan shall be prepared in coordination with and submitted with *the County* as part of the first phase of subdivision for the *Plan Area*, in accordance with this Landscape Plan and the Prairie Gateway *ASP* Appendix B: Landscaping & Design. This Plan shall include:

a. Detailed landscape design drawings for all areas of public dedication within the phase

b. Specification for plant species to be incorporated within the *Plan Area*;

c. Selected species should be native species, have low or no maintenance requirements, and be drought tolerant;

d. Identification of the methods of irrigation and maintenance for landscaped areas;

e. Detailed design for areas of mass plantings:

f. Include details of hardscape landscaping items, including non-plant elements, such as pathways, patios, retaining walls, entry features, water features, and other structures. This section should describe the materials, dimensions, and placement of these features. Decorative elements and entry features should enhance the aesthetic value and contribute to the rail served theme of the development;

g. A Maintenance Strategy that identifies requirements, frequency, and methods for the ongoing care and maintenance of the landscape, including pruning, fertilization, pest management, irrigation schedules (where relevant); and

h. An estimated budget for the landscape project, including costs for plants, materials, labor, and any additional expenses

7.2.5.2 At time of subdivision, landscaping within areas of public dedication shall be provided in compliance with this Landscaping Plan and the *232 Design Corridor* Plan (where relevant).

7.2.5.3 At time of development permit, landscaping within private development parcels shall be provided in compliance with this Landscaping Plan, the *232 Design Corridor* Plan (where relevant), and the Prairie Gateway *ASP* Appendix B: Landscaping & Design.

7.2.5.4 All landscaping and maintenance within private development parcels shall be the responsibility of the owner/developer.

7.2.5.5 All maintenance of landscaping within public boulevards (i.e. sod) shall be the responsibility of the adjacent owner/developer of the parcel.

7.2.5.6 All landscaping areas requiring higher intensity landscaping shall provide a minimum of one tree for every 30 m^2 and one shrub for every 40 m^2 of landscaped area shall be provided. The specific areas requiring higher intensity landscaping are:

a. Landscaping along the boundaries of development parcels that are shared with Township Road 232;

b. Landscaping along Interface Condition 4; and

c. Landscaping along Interface Condition 10.

7.2.5.7 Where applicable, deciduous trees shall be a minimum 63 mm caliper measured 450 mm from ground level and coniferous trees shall be 2.5 m in height, as per *the County*'s LUB.

7.2.5.8 Prior to development permit approval, the developer of parcels designated as Rail Served or Non-Rail Served shall provide a Landscape Plan that, as per *the County*'s LUB:

a. Includes a minimum of 6 m landscaped yard adjacent to any public roadway; and

b. One shrub for every 80 m^2 of landscaped area shall be provided, to a minimum of six shrubs.

7.2.5.9 At the time of development permit application, a lighting plan shall be submitted for any development adjacent to ***Interface Condition 10***. This plan should demonstrate measures to limit lighting along the shared boundary, minimizing impacts on adjacent agricultural land.

7.2.5.10 Heavy industrial uses that may have an effect on the safety, use, amenity, or enjoyment of adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods, are discouraged where they share a boundary with ***Interface Condition 10***. Additional details and studies may be requested by the *Approving Authority* at time of development permit to ensure development does not create a nuisance on adjacent agricultural land.

7.2.5.11 Applications for non-agricultural development adjacent to agricultural lands should adhere to *the County*'s Agricultural Boundary Design Guidelines.

7.2.5.12 The proposed Regional Pathway along Range Road 282 shall not be constructed until parcels east of the roadway are developed for non-agricultural uses.

7.3 Lighting, Signage, & Fencing

The Shepard Logistics Centre CS intends to integrate with existing and future adjacent developments. While ensuring safety in operations are a priority, particularly for *Rail Served Development*, development is expected to establish and maintain lighting, signage, and fencing standards that are aligned with *the County*'s LUB and *the County*'s Commercial, Office and Industrial Design Guidelines.

Policies

7.3.0.1 Prior to subdivision and/or development permit approval, the developer shall prepare a lighting plan that implements the following, to the satisfaction of the *Approving Authority*, for all private lighting:

a. Ensures safe and well-lit pedestrian areas, including parking areas and building entrances;

b. Should be concentrated on the buildings and parking lots;

c. Should be located within key landscaped areas or along trails;

d. Must not interfere with adjacent highways and roadways;

e. Should minimize light trespass onto wetlands;

f. Should be designed to direct downward, conserve energy, reduce glare, and minimize light trespass onto surrounding properties;

g. Limits off-site light pollution;

h. When not attached to a building, lighting should be solar powered where possible.

7.3.0.2 In addition to the requirements listed above in Policy 7.3.0.1, developer should apply industry best practice dark sky principles to mitigate light pollution, including the following considerations:

a. A luminaire backlight, uplight and glare value of 0 should be used for public and rail infrastructure;

b. Post-top lighting, column lighting, in-pavement lighting and specialty lighting should not be used due to glare, backlight, and other light pollution concerns; and

c. Development should implement time of day restrictions and other best dark sky practices to ensure light spill into adjacent properties or the surrounding environment is minimized.

7.3.0.3 Prior to subdivision and development permit approval, the developer shall prepare a signage plan that implements the following to the satisfaction of the *Approving Authority*:

a. Includes appropriate locations setback 3 m from the road ROW;

b. Includes types of signs or features(s); and

c. Complies with *the County*'s LUB. If there is a conflict between a requirement in the LUB and the guidelines in this document, the LUB shall take precedence.

7.3.0.4 Fencing shall comply with *the County*'s LUB, with maintenance being the responsibility of the developer or owner.

7.3.0.5 Where fencing is being applied for screening purposes, such as interface areas with residential or agricultural uses, fencing shall be solid to maximize screening, including wood, slated, vinyl, steel, and composite styles.

7.4 Site & Building Design

As development proceeds within the *Plan Area*, the developer shall provide detailed site and building design at the development permit stage in accordance with the policies below and the Prairie Gateway *ASP* Appendix B: Landscaping and Design.

Policies

General Policies

7.4.0.1 Detailed site and building design shall be prepared at the development permit stage.

7.4.0.2 At the development permit stage, the developer are encouraged to provide a comprehensive site plan that identifies the surrounding development context (where available). This could include, but is not limited to, the local street network, planned sidewalks, driveways, and site and building layout.

Building Form & Design

7.4.0.3 All buildings shall provide fire suppression systems that are in compliance with *the County*'s Fire Suppression Bylaw and the Alberta Building Code.

7.4.0.4 Crime Prevention Through Environmental Design (CPTED) features should be considered and incorporated into the design and construction of all new development, wherever possible.

7.4.0.5 Where buildings exceed 20 m in height and face residential areas or roadways, building and site design shall incorporate tools to promote transition in scale between buildings and protecting access to sunlight and sky views. This could include but is not limited to angular planes, step-backs, or landscape features.

7.4.0.6 To soften the appearance of industrial buildings along Range Road 284 and Range Road 282, Industrial buildings with long, continuous walls (i.e. greater than 50 m) shall incorporate architectural features, landscaping, or other design elements to break up the visual monotony and soften their appearance. Acceptable measures include, but are not limited to, the use of:

a. Varied materials and colours;

b. Vertical and horizontal articulation;

c. Lighting features;

d. Screening elements; or

e. The integration of landscaping buffers.

7.4.0.7 Facades of buildings facing existing residential uses, as identified in the Plan's *Development Concept*, shall include at least three of the following architectural elements to the satisfaction of the *Approving Authority*:

a. Colour change;

b. Texture change;

c. Material modular change; and/or

d. Expression of an architectural bay through a change in place such as an offset, reveal, or projecting rib.

7.4.0.8 Rooftop apparatus should be located and concealed to reduce or eliminate public view from adjacent roads or homes.

7.4.0.9 To the satisfaction of the *Approving Authority*, all buildings and structures shall:

a. Treat the walls of the primary entrance and walls visible from public roadways with variations in façade, colour, articulations, and architectural elements;

b. Be constructed of High-Quality Building Materials;

c. Consider rooftop solar system for the purposes of microgeneration; and

d. Be oriented to ensure the rear of buildings is not facing a public roadway.

7.4.0.10 At the development permit stage, development should consider the inclusion of green building techniques and energy efficient designs. This could include, but is not limited to, the use of recyclable materials for buildings and/or rail infrastructure and the implementation of automated monitoring systems to reduce emissions and improve efficiency.

7.4.0.11 Developments directly adjacent to open space and natural areas (including the stormwater ponds) should use the following bird-friendly urban design strategies to reduce potential bird-window collisions caused by transparent and/or reflective glazing on the building facades:

a. Treating the glass and adding visual markers to the glazed facades;

b. Locating landscaping away from the glazed facades;

c. Providing façade elements which help to reduce reflections; and

d. Placing and orienting site and building lighting to reduce glare and protect dark skies.

Storage

7.4.0.12 All outdoor storage areas, truck bays, loading areas, waste and recycling receptacles, and other areas that have adverse visual impacts to the public shall be screened to the satisfaction of the *Approving Authority*. Screening can include, but is not limited to: landscaping, fencing, louvered panels, mesh screens, green walls or other decorative screens, or a combination thereof.

Parking

7.4.0.13 Prior to development permit approval, the developer shall prepare a parking plan the implements the following to the satisfaction of the *Approving Authority*:

a. Ensures storage areas, truck bays, and loading areas are not located in front yards of properties abutting public roads;

b. Includes landscaping buffers within any parking area between a road and the primary entrance;

c. Clearly differentiates visitor parking from staff parking areas;

d. Includes pedestrian connections to nearby transit stops and planned open spaces, pathways, and trails; and

e. Considers electric vehicle ready charging stations for all vehicles.

Commercial / Supporting Services Cells

7.4.0.14 Development within cells identified as Commercial / Supporting Services should:

a. Identify a hierarchy of pedestrian routes that connect destinations on the site;

b. Locate commercial uses along higher activity public streets or internal publicly accessible private streets;

c. Position buildings to face public streets or internal publicly accessible private streets;

d. Provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;

e. Locate service areas away from public streets and screen with landscaped areas where possible;

f. Provide well-marked, individual entrances for units which face a public street or internal publicly accessible private street;

g. Use building articulation to provide a well-defined, continuous frontage and improve the pedestrian experience using varied textures, high quality building materials and setbacks; and

h. Position landscaped areas to enhance and complement the interface between the building and pedestrian routes.

7.4.0.15 Development within cells identified as Commercial / Supporting Services with office or light industrial uses located on the ground floor facing a public street or internal publicly accessible private street should provide:

a. Windows with views to the street and access to natural light;

b. Amenity space that could be used for daily activity or seasonal programming; and

c. Lobbies that have well-marked entrances and allow for clear sight lines to and from the building.

7.4.0.16 Considering the inclusion of vehicle-oriented Commercial / Supporting Services uses along Township Road 232, development should be designed to:

a. Minimize the number of locations where vehicles cross the sidewalk;

b. Locate driveways to internal roadways, minimizing access from Township Road 232;

c. Incorporate landscaped areas;

d. Prioritize and provide direct, well-defined pedestrian routes to transit stops; and

e. Provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.

7.4.0.17 Commercial developments shall include bicycle racks.

7.4.0.18 Light industrial uses located on the same parcel as commercial development should be fully enclosed within a building.

Rail & Non-Rail Served Lands

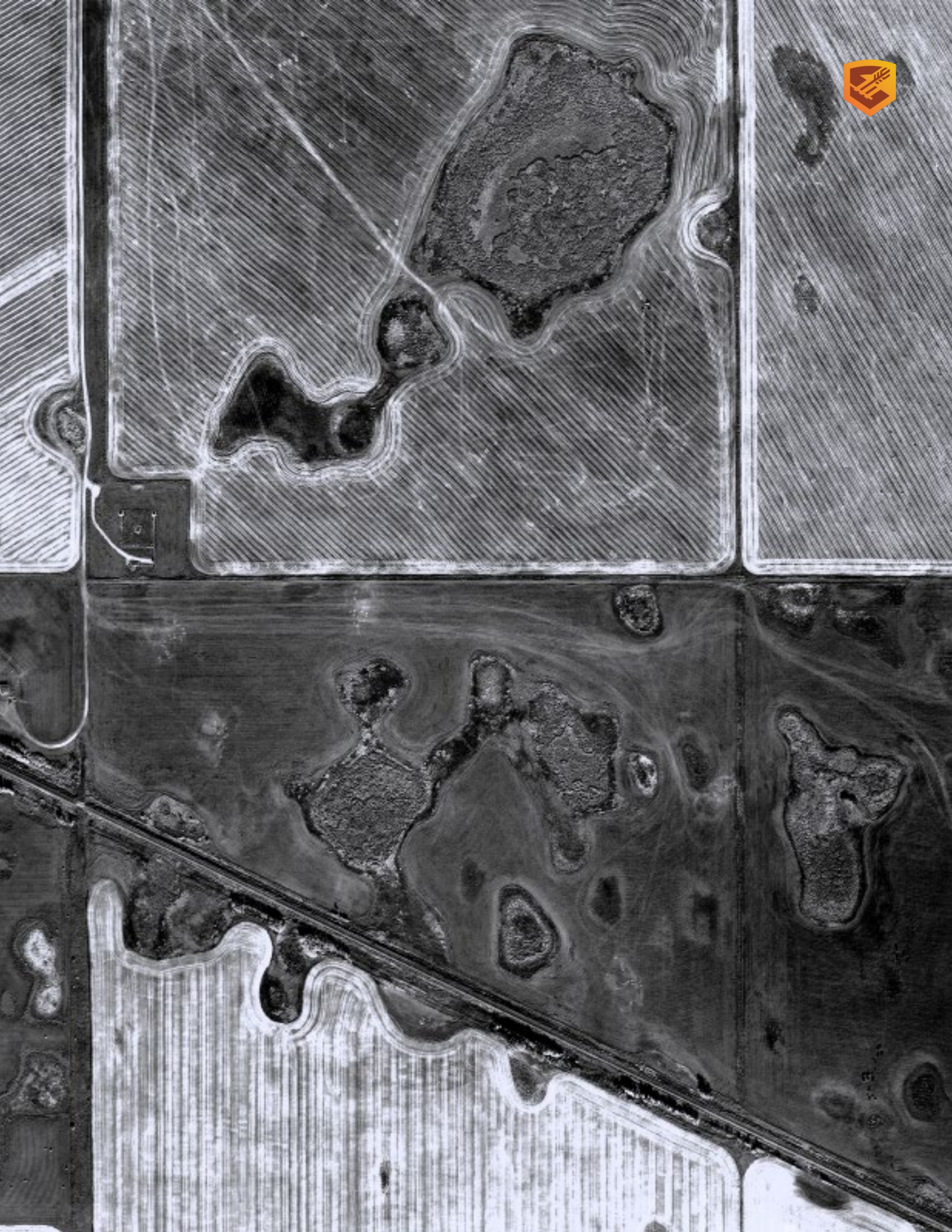
7.4.0.19 To the satisfaction of the *Approving Authority*, all buildings and structures within *Rail and Non-Rail Served* land shall evaluate rooftop solar systems for the purposes of microgeneration.

7.4.0.20 At the DP stage, development within the *Rail and Non-Rail Served* land should:

a. Incorporate opportunities for on-site renewable energy generation;

b. Consider waste heat recovery and re-use; and

c. Provide landscaping and passive amenities for workers.



8 PUBLIC CONSULTATION

8.1 Purpose of Consultation

The developer is committed to ongoing consultation with adjacent landowners and key stakeholders from the broader community to ensure that details regarding the proposed development are communicated openly and transparently.

8.2 Open Houses

As part of the Prairie Gateway *ASP* process, *the County* hosted two Open Houses on January 30, 2024, and May 28, 2024. The Shepard Logistics Centre project team, including the developer (*SDC*) and consultants from Stantec and ISL, attended both events to answer questions and receive feedback. The primary concerns were:

- Existing traffic conditions and anticipated impacts of development;
- Noise, light, and air pollution;
- Impacts on wildlife; and
- Servicing, including flooding / drainage issues.

Following the second *ASP* Open House, most respondents were generally supportive of the proposed land use strategy. However, the primary concern was related to transportation infrastructure upgrades within and around the *ASP* boundary. Further details on these findings can be found on *the County*'s webpage under the Prairie Gateway *ASP* project page.

A third Open House was held on April 7, 2025. This event was hosted by the Shepard Logistics Centre project team, including the developer (*SDC*) and consultants from Stantec and ISL. Display boards were prepared, and the project team was available to answer questions and receive feedback. Similar to the *ASP* Open Houses, the main concerns were:

- Existing traffic conditions, anticipated impacts of development, and proposed upgrades;
- Noise, light, and air pollution;
- Anticipated increase in rail traffic; and
- Potential groundwater contamination.

Attendees were also interested in the project timeline and potential servicing connections for water and sanitary. Following the developer-led Open House, the display boards were promptly shared with attendees along with a reminder to submit feedback and questions by April 17, 2025. An Engagement Summary, attached in Appendix E, includes a summary of the feedback and responses to the questions received.

8.3 Shepard Community Association

On June 19, 2024, the Shepard Logistics Centre project team, including the developer and consultants from Stantec and ISL, presented the ongoing work to the Shepard Community Association. This presentation included a Q&A session and the distribution of an FAQ document.

This presentation allowed the developer and the Consultant team to directly address many of the concerns raised during the first two Open Houses, as summarized in ***Section 8.2***. Additionally, the team responded to questions about timelines, specific servicing alignments, transportation upgrades, and rail site operations. The Consultant team clarified that many of the transportation related concerns would be mitigated through the upgrades included in the TIA submitted with the Prairie Gateway *ASP*.

The Shepard Community was notified of the April 7, 2025 Open House, and several community members attended. After the Open House, the display boards were shared with the Shepard Community Association President, who was invited to distribute them to community members who could not attend. Additionally, the April 17, 2025, deadline for submitting comments and questions was communicated.

Prairie Gateway ASP Open House (May 28, 2024)

9 IMPLEMENTATION

9.1 Process

Implementation of this *CS* is not possible without intermunicipal collaboration that facilitates the foundation for development. Build out of the *Plan Area* is dependent several factors, and is anticipated to take place over the next 10-12 years.

It is noted that the corresponding *ASP* is subject to review every 10 years (Policy 24.17). Similarly, this *CS* will be revised, as necessary, should any fundamental assumptions or requirements change during the implementation phase. In implementing this *CS*, the *ASP* prevails should any policies or provisions conflict between the *ASP* and this *CS*.

Land use within the Shepard Logistics Centre *CS Plan Area* will be approved by County Council in accordance with *the County*'s LUB (C-8000-2000) and the Prairie Gateway *ASP*, as generally illustrated on ***Figure 11: Land Use Redesignation***. A DC District is proposed to incorporate and regulate the unique requirements of a *Rail Served Development*. Specifically, the proposed DC District:

- *Defines specific land uses associated with rail served and large-scale industrial development that are not captured by land use definitions within the County's LUB;*
- *Defines specific planning and design items associated with rail served and large-scale industrial development that are not captured by land use definitions within the County LUB;*
- *Prepares separate LUB regulations for the four (4) distinct land use categories identified in Section 4.5 (Rail Served Development, Non-Rail Served Development, Supporting Commercial & Services, and Stormwater Facilities);*
- *Incorporates public utilities within the proposed DC District, to provide flexibility for their design and siting;*
- *Allows parking requirements to be determined on a site-by-site basis, ensuring tailored provision of parking for a wide range of potential uses within the Plan Area;*
- *Ensures Rail Served Development parcels are utilized for rail served purposes, including a mechanism to maintain rail served utilized with change on future uses/tenants;*
- *Provides sufficient building height controls to incorporate a wide range of rail served uses. It is acknowledged that some rail served and large-scale industrial uses, such as cold storage developments, require heights up to 150 ft (~45m);*
- *Identifies appropriate regulations and Permitted/ Discretionary uses for parcels within the 232 Design Corridor;*
- *The Public Utility Lots (PUL) dedicated to contain the water, sanitary, and stormwater management facilities will also be permitted and regulated by the DC District; and*
- *To support alignment on the implementation of the project between the developer, the County, and the City, a Master Services Agreement (MSA), identifying infrastructure required and associated responsibilities, costs, and levies, will be prepared. With the exception of uses serviced by interim water and wastewater services, all uses within this Direct Control District shall not receive development permit approval until a MSA is approved.*

Policies

9.1.0.1 A land use redesignation application shall be prepared concurrently with this *CS*, and in accordance with ***Figure 11: Land Use Redesignation***.

9.1.0.2 Applications for redesignation and subdivision shall require the concurrent or prior adoption of a Local Plan, unless otherwise directed by *the County*.

9.1.0.3 Redesignation, subdivision, and/or development permit applications shall address the requirements of this Plan and the policies of the Prairie Gateway *ASP*.

9.1.0.4 Applications for redesignation, subdivision, and development permit should comply with the policies and requirements of the following master plans and servicing standards, as amended or replaced, unless otherwise directed by the policies of this Plan:

a. Prairie Gateway Master Drainage Plan;

b. Active Transportation Plan: South County;

c. Recreation and Parks Master Plan;

d. Rocky View County Solid Waste Master Plan;

e. Rocky View County Servicing Standards; and

f. Fire Services Master Plan.

9.1.0.5 At the time of subdivision, infrastructure costs and levies shall be paid in accordance with the approved MSA and related policy.

9.1.0.6 Agricultural operations should continue, where appropriate, until development of those lands occurs in accordance with this *CS*.

9.1.0.7 In the event of a conflict between the policies of this *CS* and the Prairie Gateway *ASP*, the *ASP* prevails.

9.1.0.8 Additional geotechnical reporting shall be undertaken to support subdivision and detailed design, including deep fill reporting, compaction testing, and site-specific geotechnical investigations for proposed lots (at development permit). Furthermore, additional analysis and reporting shall also be provided to support design of the required impervious pond liner, roadway pavement structures, and other public infrastructure, as needed during detailed design.

9.1.0.9 At the time of subdivision, a management structure to administer the operation and management of any private/communal areas and infrastructure shall be identified and established. This may be in the form of a lot owners' association, cooperative model/agreement, or similar management structure.

9.1.0.10 With the exception of uses serviced by interim water and wastewater services, all uses within this Direct Control District shall not receive development permit approval until an MSA is approved.

9.1.0.11 Notwithstanding provisions stated elsewhere in this Conceptual Scheme, the Approving Authority may issue a development permit for stripping and grading for the subject lands to support the rail-served development, prior to the release of a development permit for the rail-served development. The application shall include a grading plan, sediment and erosion control plan, and interim stormwater management plan, to satisfaction of *the County*. The approval shall not contradict the final stormwater management plan and does not include installation of underground services, gravel or paving.

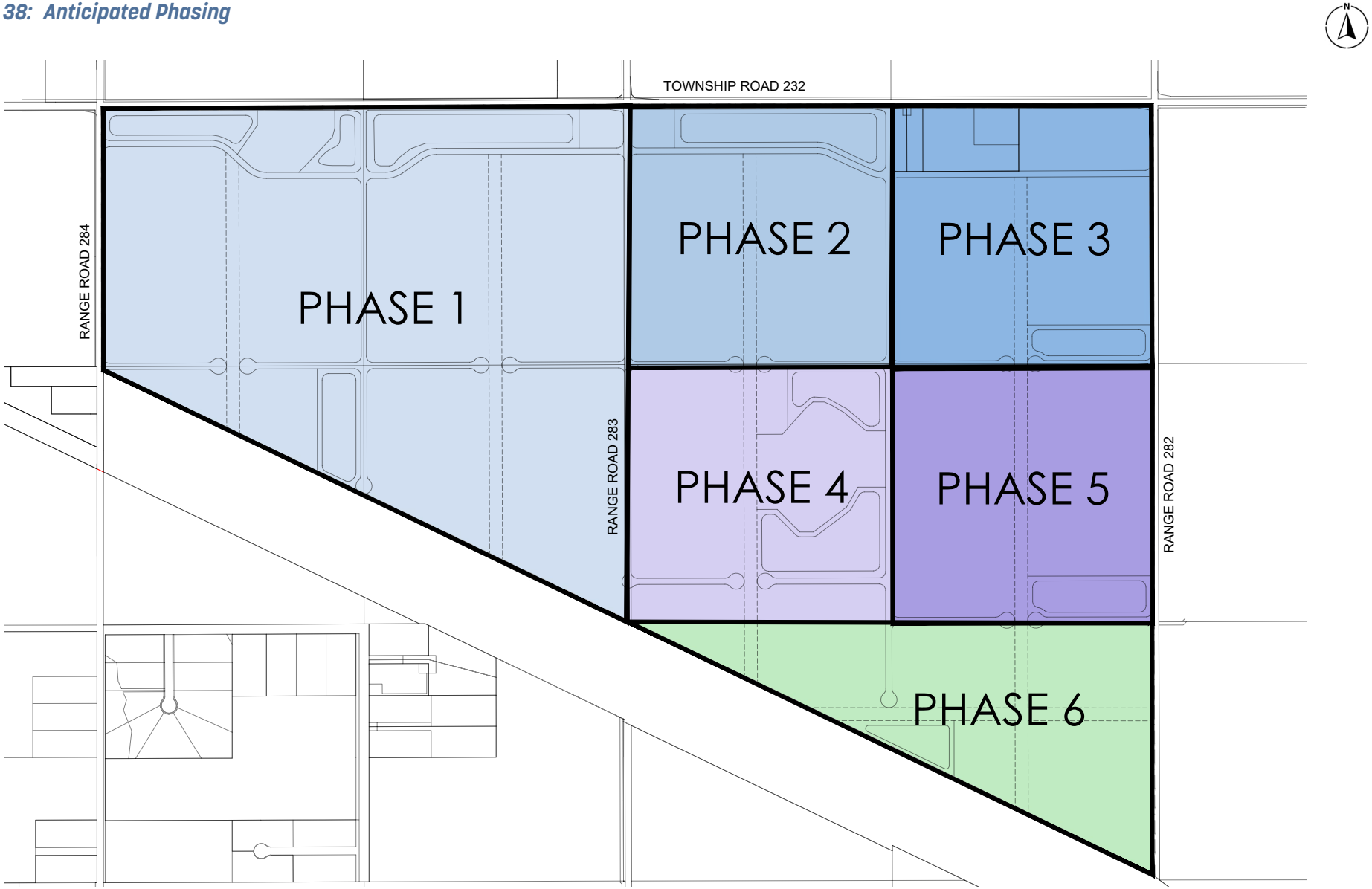
9.2 Anticipated Phasing

The anticipated phasing, illustrated in ***Figure 38: Anticipated Phasing***, has been determined in a logical and cost-effective manner, guided by the availability of efficient and cost-effective utility services from *the City* (to the west).

Policies

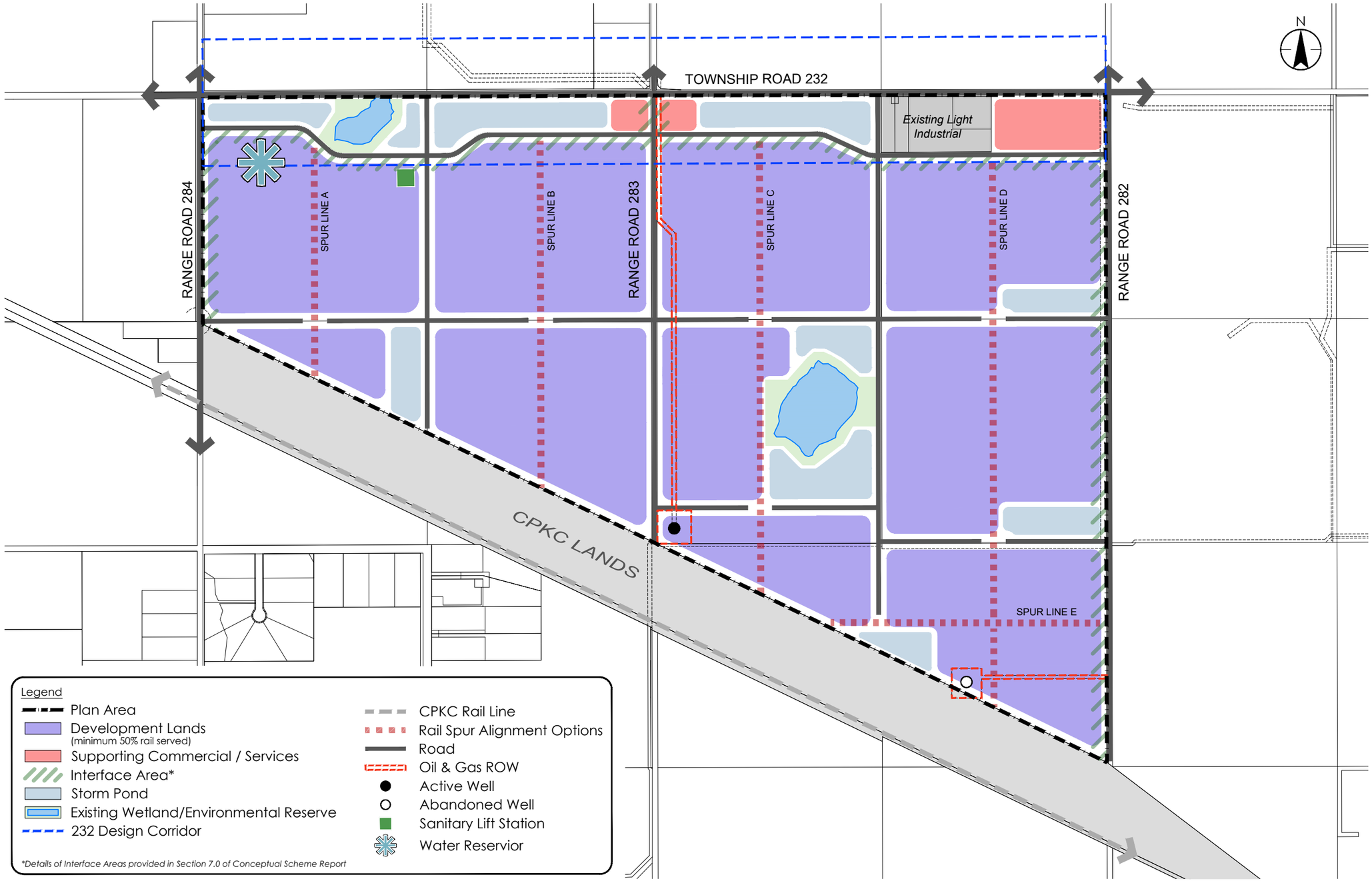
9.2.0.1 The ultimate phasing shall be determined at the subdivision stage, subject to infrastructure servicing capacity as outlined in an approved MSA between *the City* and *the County*.

Figure 38: Anticipated Phasing



APPENDICES

APPENDIX A: DEVELOPMENT CONCEPT



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SHEPARD LOGISTICS CENTRE

Development Concept

Stantec

Feb 2025

CONCEPT ONLY

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APPENDIX B: TOWNSHIP ROAD 232 DESIGN CORRIDOR PLAN

SHEPARD

LOGISTICS CENTRE

TOWNSHIP ROAD 232 DESIGN CORRIDOR PLAN

PRAIRIE GATEWAY ASP

JULY 2025

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ACRONYMS / ABBREVIATIONS

AER	Alberta Energy Regulator
ASP	Area Structure Plan
CPKC	Canadian Pacific Kansas City
CS	Conceptual Scheme
DC	Direct Control
LUB	Land Use Bylaw
RVC	Rocky View County
SDC	Shepard Development Corporation
TIA	Transportation Impact Assessment

GLOSSARY

232 Design Corridor	Land located on 200 metre of each side of the Township Road 232 right-of-way and as shown within the Shepard Logistics Centre Conceptual Scheme (CS) Development Concept.
Approving Authority	Rocky View County Administration.
Area Structure Plan (ASP)	Provides a high-level vision for future development with regard to land use, transportation, conservation of the natural environment, emergency services, design, and utility requirements within its plan area.
Conceptual Scheme (CS)	Provides a comprehensive policy framework intended to guide and evaluate Rocky View County redesignation, subdivision, and development proposals within its plan area.
Gateway	Major community entrances, along major roads entering / exiting a municipality. Gateways represent the ‘community welcome’ and orient travelers through a sense of arrival.
The City	The City of Calgary.
The County	Rocky View County.

1. PLAN PURPOSE

Township Road 232 serves as the main transportation corridor connecting the Prairie Gateway *Area Structure Plan* (*ASP*) area in Rocky View County, (the 'County'), to the City of Calgary, (the 'City'). Township Road 232 becomes 114 Avenue SE when it crosses into *the City*. The *ASP* identifies this intermunicipal entranceway (incorporating lands within 200 metres north and south of Township Road 232) as an interface area with special design considerations, referring to it as the *232 Design Corridor* (see Figure 1). This corridor provides vehicular access to major transportation routes (including Stoney Trail) as it divides the Prairie Gateway *ASP* Plan Area into a Rail Served Development area to the south and more typical industrial development to the north.

The *232 Design Corridor* Plan, referred to as the 'Plan', is developed in conjunction with the Shepard Logistics Centre *Conceptual Scheme* (*CS*) and, as the first development parcel, is a requirement as per the Prairie Gateway *ASP*. This Plan ensures comprehensive design and planning for the transition area between the two municipalities as well as ensuring further collaboration as development progresses. This Plan will address site, building, and landscape design.

This document will ultimately provide future development guidance to the northern and southern portions of the *232 Design Corridor*. At the time that the northern portion is developed, the developer shall amend this Plan to include the northern lands in accordance with the requirements of the Prairie Gateway *ASP*. The policies included within this Plan reflect those included within the Prairie Gateway *ASP* as well as expand on them where required.

2. OBJECTIVES

The objectives of the *232 Design Corridor* Plan are as follows:

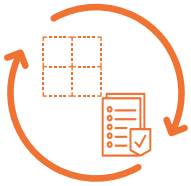
Enable an aesthetically pleasing entranceway that fosters high-quality development through attractive architecture, landscaping, and design.

Provide a transition from the rural landscape east of the Plan area to the urban fabric of the City of Calgary.

Encourage the recognition and promotion of a Rail Served Development through high-quality landscaping and environmentally sustainable urban design.

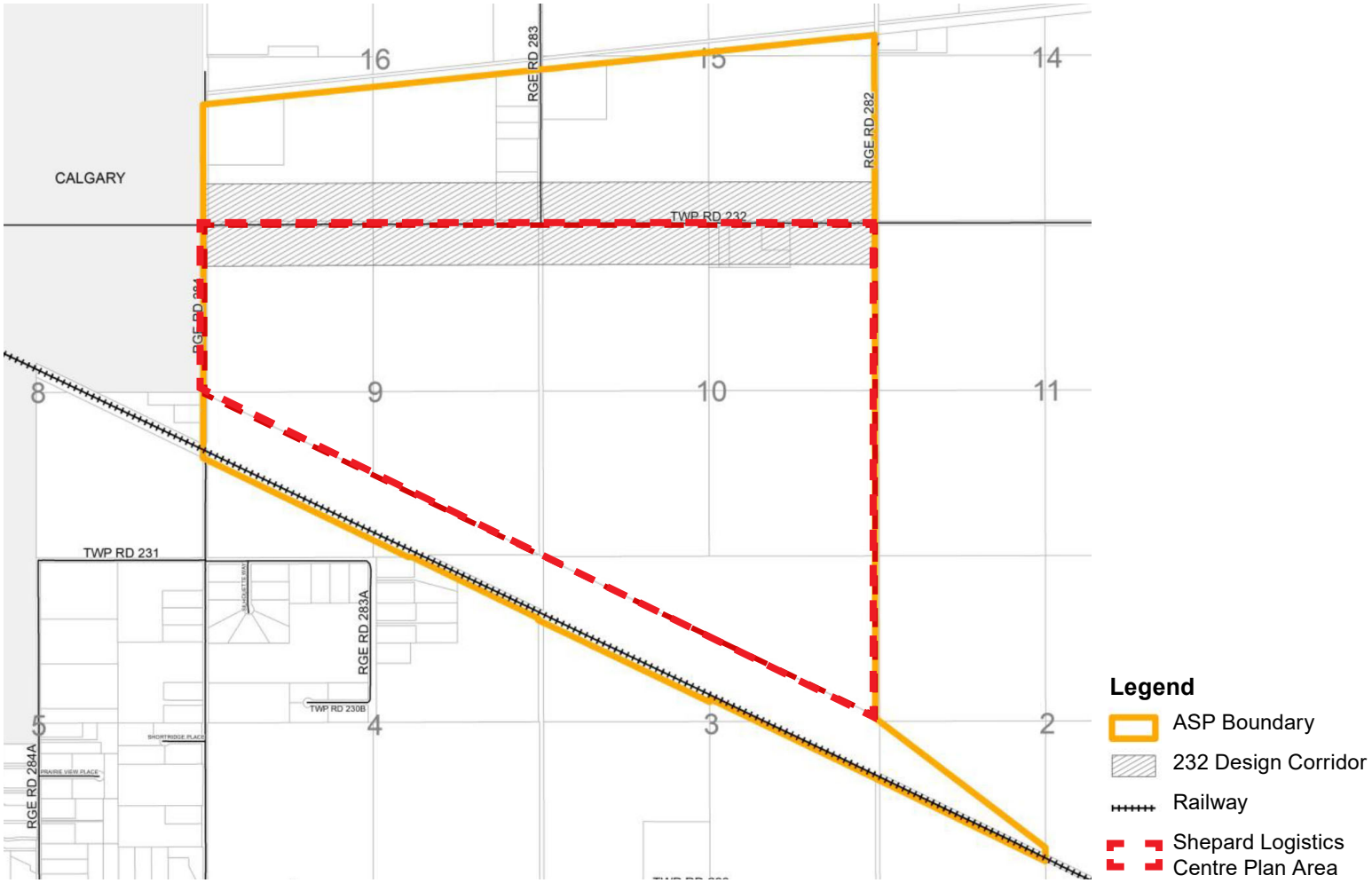
Create a sense of place through preserving natural vistas and enhancing views.

Ensure the provision of commercial and service facilities that meet the needs of a significant industrial employment hub.



Provide clear guidance for future subdivision, development permit, and building permit (BP) applications to ensure alignment with the Prairie Gateway ASP.

Figure 1 : Shepard Logistics Centre Plan Area



3. TOWNSHIP ROAD 232 VISION

The *232 Design Corridor* Plan aims to transform Township Road 232 into a visually appealing entry point, transitioning between *the County*'s rural landscape and *the City*'s urban core. The development will showcase unique architectural styles and landscaping that emphasize the area's industrial character, with a particular focus on its rail-served infrastructure. This comprehensive design will create an attractive and functional *Gateway* that enhances the area's character and sets the tone for future growth.

4. GENERAL POLICIES

The following policies shall apply to all areas within the Plan area.

4.1 Developer(s) for the land located within 200 metres north of the Township Road 232 right-of-way shall submit an amendment to this Plan to include their land(s). All policies shall align with the requirements included in the Prairie Gateway *ASP*.

4.2 Where one or more of the policies within this Plan, the Shepard Logistics Centre *CS*, or the Direct Control (DC) District that is associated with the Shepard Logistics Centre *CS* apply and requirements conflict, the greater requirement shall apply.

4.3 Local Plans shall demonstrate how they achieve the goals of this Plan, to the satisfaction of the *Approving Authority*.

4.4 Subdivision, development permit, and/or building permit applications shall demonstrate compliance with this Plan, including site layout and integration, building and architectural design, landscaping standards, and all aspects of signage, parking, and lighting.

4.5 Prior to subdivision approval, all aspects relating to landscaping, signage, parking, lighting, and fencing or screening components on publicly owned lands, such as within road rights-of-way, should be evaluated to ensure they implement the policies of this plan.

4.6 Prior to development permit and/or building permit approval, all aspects relating to landscaping, signage, parking, lighting, and fencing or screening on privately owned lands, such as within setbacks, should be evaluated to ensure they implement the policies of this Plan.

4.7 Public art installations are encouraged at prominent locations along streets and/or in the visible locations for development sites within the Plan area to provide points of interest and to serve as landmarks for local employee, business patrons and visitors.

4.8 Township Road 232 should align with the *the City* of Calgary's 36 metre arterial roadway standards (including sidewalks and pathways) as a continuation of 114 Ave SE within the Shepard Industrial *ASP*.

4.9 Parcels along Township Road 232 should have vehicular access to local roads, with direct access to Township Road 232 limited to major intersections. Spacing of access and the number of intersections has been determined through a Traffic Impact Assessment memo, completed by ISL Engineering (April 2025), as generally shown in the Shepard Logistics Centre *CS* Development Concept.

a. Future amendments to vehicular access of the lands within 200 metres north of the Township Road 232 right-of-way shall be determined through a new or amended Traffic Impact Assessment.

4.10 Stormwater facilities within the Plan area shall be visually attractive and provide high-quality landscaping to ensure they function as an amenity as well as a utility. This should include, but is not limited to:

a. Provision of pathways around a portion of the storm pond(s), connecting with pathways provided in adjacent roadways and to the greater Regional Pathway network of the Prairie Gateway *ASP*. These pathways should be designed to encourage pedestrian use, featuring durable, permeable materials to enhance stormwater infiltration and reduce runoff;

b. Incorporation of design elements that enhance visual permeability and aesthetic treatments for building facades facing the ponds;

c. Provision of servicing and maintenance for the stormwater ponds, including maintenance access, located along the southern boundary of these ponds. This access should be designed to facilitate regular upkeep and ensure the long-term functionality of the stormwater management system;

d. Landscaping treatments including the incorporation of native vegetation. Native plants should be selected for their ability to thrive in local conditions, reduce maintenance needs, and support local wildlife; and

e. Potential entrance features enhance visual enhance visual appeal and contribute to the rail served theme of the development.. These features could include decorative signage, artistic elements, and well-designed entry points that integrate seamlessly with the surrounding landscape and architecture.

4.11 Stormwater facilities within the Plan area should be designed to integrate with any retained, crown-claimed wetlands to support pathway and amenity connectivity.

Examples of Stormwater Facility

Building Form & Design

4.12 Primary building entrances should be oriented towards Township Road 232 where possible.

4.13 Primary buildings should have a well-accentuated main entrance featuring a combination of building and site design elements, which include, but not limited to:

a. Canopy or portico;

b. Overhang or arcade;

c. Raised corniced parapet over the door;

d. Well-proportioned window glazing areas;

e. Material, texture and colour variations;

f. Outdoor amenity area with integrated planters or landscaped sitting areas; and

g. Featured building lighting and signage.

4.14 Large format buildings should be appropriately articulated to create visual interest and reduce their visual impact. This can be satisfied by arranging large format buildings as a series of smaller boxes, or made to appear as such, to reduce their visual impact.

4.15 All buildings and structures visible from Township Road 232 should utilize energy efficient windows and doors with high-quality frames to ensure longevity and aesthetic appeal.

4.16 To the satisfaction of the *Approving Authority*, all buildings and structures visible from Township Road 232 shall:

a. Building facades should adhere to a cohesive colour palette that compliments the surrounding

Example of Clearly Defined Main Entrance

Example of Industrial Building

environment and enhances the visual appeal of the entranceway;

b. Be constructed of high-quality, durable, and visually appealing building materials, including but not limited to fiber cement siding, concrete, or engineered wood products (such as cross-laminated timber).

4.17 To the Satisfaction of the *Approving Authority*, all outside storage, truck bays, loading areas, waste and recycling receptacles, mechanical equipment, and other areas that have adverse visual impacts to the public shall be screened (either front, rear or side) from all surrounding public roadways through a combination of methods, such as, but not limited to: landscaping, fencing, louvered panels, mesh screens, green walls or other decorative screens, or a combination thereof.

Example of Screening Treatment

4.18 Buffering and screening of uses and activities with adverse visual impacts should be achieved through landscaping wherever possible. Tall fencing should be discouraged or, if unavoidable, should be integrated with the site's architectural design and landscaping buffer.

4.19 Fencing shall comply with *the County*'s Land Use Bylaw, with maintenance being the responsibility of the owner.

4.20 At development permit stage, the developer should ensure individual buildings apply a variety of high-quality building materials, and a variety of design and architectural elements, to the satisfaction of the Development Authority. This could be achieved through, but is not limited to, the use of:

a. Pedestrian scaled frontages or off-setting portions of the building;

b. Variations in facade textures or colours;

c. High-quality, durable building materials such as fiber cement siding, concrete, or engineered wood products (such as cross-laminated timber); or

d. Visual transparency at ground level through window or wall treatment.

4.21 Prior to development permit or building permit approval, the developer within any single parcel shall ensure that the colours, materials, and finishes of all buildings are coordinated to achieve a reasonable continuity of appearance, to the satisfaction of the *Approving Authority*.

4.22 Prior to development permit approval, the developer should demonstrate proposed buildings are capable of supporting rooftop solar system for the purposes of microgeneration.

4.23 Developments directly adjacent to open space and natural areas (including the stormwater ponds) should use the following bird-friendly urban design strategies to reduce potential bird-window collisions caused by transparent and/or reflective glazing on the building facades:

a. Treating the glass and adding visual markers to the glazed facades;

b. Locating landscaping away from the glazed facades;

c. Providing façade elements which help to reduce reflections; and

d. Placing and orienting site and building lighting to reduce glare and protect dark skies.

4.24 At the development permit stage, the incorporation of materials that contribute to the building's overall energy efficiency are encouraged. This could include, but is not limited to, insulation with high R-values and reflective roofing materials.

Examples of a variety of Design and Architectural Treatments

Parking

4.25 Prior to development permit approval, the developer shall prepare a parking plan that implements the following to the satisfaction of the *Approving Authority*:

a. Ensures storage areas, truck bays, and loading areas are not located in front and side yards of properties abutting Township Road 232;

b. Ensures parking areas that are located in the front or side yards of properties abutting Township Road 232 are minimized, appropriately landscaped, and integrated into the site and building design;

c. Includes landscaping buffers within any parking area between a road and the primary entrance;

d. Provides a direct sidewalk linking front entrances to the Regional Pathway network or sidewalk along Township Road 232;

e. Includes pedestrian connections to nearby transit stops and planned open spaces, pathways, and trails; and

f. Consider electric vehicle ready charging stations for fleet and public vehicles.

Signage

4.26 Prior to subdivision and development permit application submission, the developer shall prepare a signage plan that implements the following to the satisfaction of the *Approving Authority*:

a. Includes appropriate locations and types of signs or features(s), including freestanding signs;

b. Includes appropriate locations for entry feature(s) for the parcels located on the eastern and western edges of Township Road 232 and adjacent to the Range Road 283 intersection, where applicable;

c. Signs and entry feature(s):

i. Should provide a setback of 3 metres from the road right-of-way;

ii. Should be architecturally integrated with the building, where practical;

iii. If free-standing, signage should be designed to be a part of the landscaped area without compromising the visibility of the sign; and

iv. Shall comply with *the County*'s Land Use Bylaw. If there is a conflict between a requirement in the Land Use Bylaw and the guidelines in this document, the Land Use Bylaw takes precedence.

Lighting

4.27 Prior to subdivision and development permit approval, the developer shall prepare a lighting plan that implements the following to the satisfaction of the *Approving Authority*:

a. Ensures safe and well-lit pedestrian areas, including parking areas and building entrances;

b. Should be focused on buildings, main building entrances, and parking lots;

c. Should be located within key landscaped areas and trails within open space areas;

d. Should be designed to direct downward, conserve energy, reduce glare, and minimize light trespass onto surrounding properties;

e. Limits off-site light pollution and not interfere with adjacent highways and roadways; and

f. When not attached to a building, lighting should be solar powered where practical.

4.28 In addition to the requirements listed above in Policy 4.22, developer should apply industry best practice dark sky principles to mitigate light pollution, including the following considerations:

a. A luminaire backlight, uplight and glare value of 0 should be used for public and rail infrastructure;

b. Post-top lighting, column lighting, in-pavement lighting and specialty lighting should not be used due to glare, backlight, and other light pollution concerns; and

c. Development should implement time of day restrictions and other dark sky best practices to ensure light spill into adjacent properties or the surrounding environment is minimized.

Examples of Lighting Treatments

5. COMMERCIAL POLICIES

The following policies shall apply to all cells designated as Commercial / Supporting Services within the Shepard Logistics Centre *CS* Development Concept. This will encompass commercial uses and supporting services, as well as high-quality light industrial and office uses.

5.1 Commercial / Supporting Services parcels shall be comprehensively planned for design consistency and efficiency.

5.2 In addition to the requirements listed in Policy 4.15, Commercial / Supporting Services buildings and structures should:

a. Identify a hierarchy of pedestrian routes that connect destinations on the site;

b. Locate uses along Township Road 232 or internal publicly accessible private streets;

c. Be positioned to face public streets or internal publicly accessible private streets;

d. Design on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;

e. Locate service and loading areas away from public streets and screen with landscaped areas where possible;

f. Provide well-marked, individual entrances for units which face a public street or internal circulation roadway; and

g. Be articulated to provide a well defined, continuous frontage, and improve the pedestrian experience using varied textures, high quality building materials and setbacks.

5.3 Locate and design landscaped areas to enhance and complement the interface between the building and pedestrian routes. Development within cells identified as Commercial / Supporting Services that includes office or light industrial uses located on the ground floor facing a street (public or private) or stormwater pond should provide:

a. Windows with views to the street and access to natural light;

b. Amenity space that could be used for daily activity or seasonal programming; and

c. Lobbies that have well-marked entrances and allow for clear sight lines to and from the building.

Example of Ground Floor Office / Light Industrial Development

5.4 Proposed office and light industrial uses should be integrated with commercial and other compatible uses. These uses:

a. May be permitted as stand-alone office buildings, provided that the use is compatible with the character of the area; and

b. Shall be fully enclosed within a building when light industrial uses are located on the same parcel as commercial development.

5.5 Commercial development shall accommodate site design elements to the building and street interface such as:

a. Trees;

b. Furniture;

c. Outdoor amenities space;

d. Bicycle parking;

e. Access to public transit stops; and,

f. Encourage separation of public walkways from vehicle traffic to enhance the experience of employees and visitors.

5.6 Proposed Commercial/Supporting Services uses should be located adjacent to intersections along Township Road 232 and the adjacent public road, to support convenient access and an attractive entry to the development.

5.7 Considering the inclusion of vehicle-oriented Commercial/Supporting Services along Township Road 232, development should be designed to:

a. Minimize the number of locations where vehicles cross the sidewalk;

b. Locate driveways to internal roadways, minimizing access from Township Road 232;

c. Incorporate layered landscaped areas, especially along the interfaces between the public streets and the vehicle-oriented uses;Prioritize and provide direct, well-defined pedestrian routes to transit stops; and

d. Provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.

Examples of Ground Floor Office / Light Industrial Development

6. RAIL SERVED / NON-RAIL SERVED INDUSTRIAL POLICIES

The following policies shall apply to cells within the Township Road *232 Design Corridor* Plan area that are designated as Development Lands within the Shepard Logistics Centre *CS* Development Concept. This will include both Rail Served and Non-Rail Served Industrial development.

6.1 Development within the Development Lands should ensure any spur line terminations in the Plan area are safe, contribute to the visual appeal of the area, and are screened with high-quality landscaping.

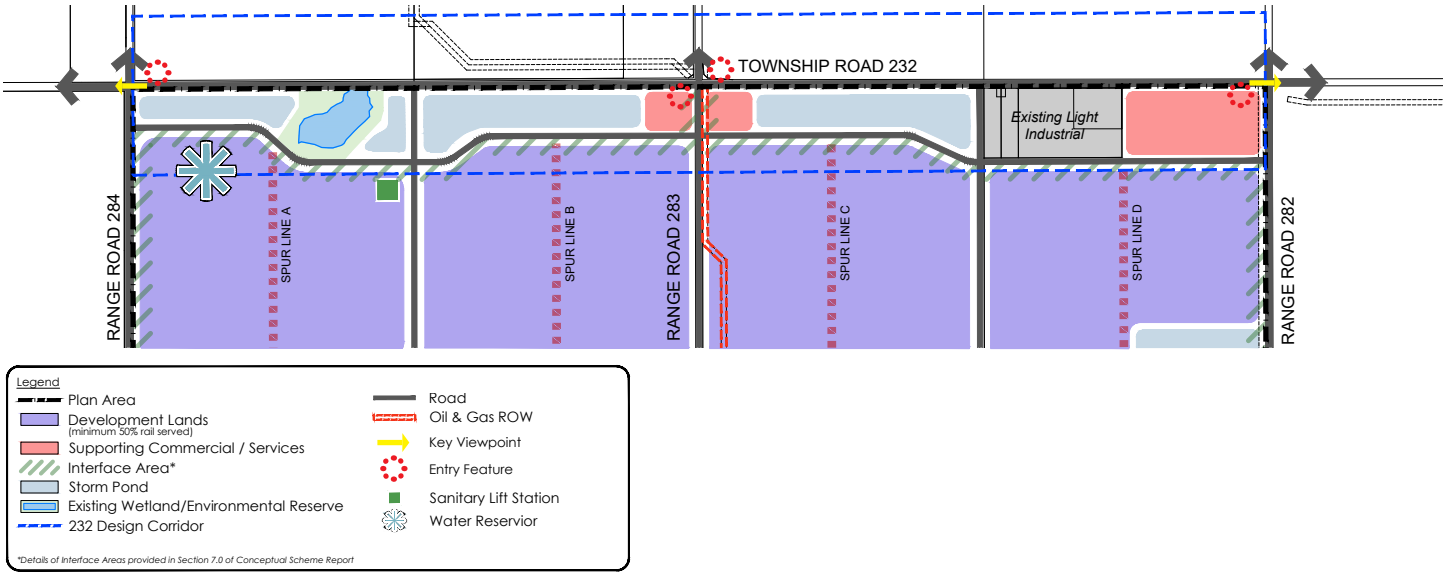
6.2 Primary building entrances within the Development Lands should be oriented towards the internal roadway to the north or towards Range Road 284 or Range Road 283, where applicable.

6.3 All outdoor storage areas, truck bays, loading areas, waste and recycling receptacles, and other areas that have adverse visual impacts to the public shall be screened to the satisfaction of the *Approving Authority*. Screening can include, but is not limited to: landscaping, fencing, louvered panels, mesh screens, green walls or other decorative screens, or a combination thereof.

6.4 To mitigate safety and nuisance impacts, land uses that may be adversely affected by passing trains should not be situated immediately adjacent to the railway.

6.5 Development adjacent to the railway should incorporate appropriate mitigating and safety measures, including but not limited to setbacks and landscaped screening, to the satisfaction of the *Approving Authority*.

Figure 2 : Rail Served and Non-Rail Served Industrial Development Lands within the Plan Area



7. LANDSCAPING POLICIES

This section provides further guidance for the high-quality landscaping referenced throughout this plan, as well as additional landscaping requirements for the Plan area.

7.1 Where one or more of the policies within this Plan, the Prairie Gateway ASP, or *the County*'s Land Use Bylaw landscaping and screening requirements apply and requirements conflict, the greater requirement shall apply.

7.2 Unless otherwise specified, development parcels adjacent to a public roadway within the Plan area shall provide a 6.0 metre landscaping strip/buffer along the shared boundary.

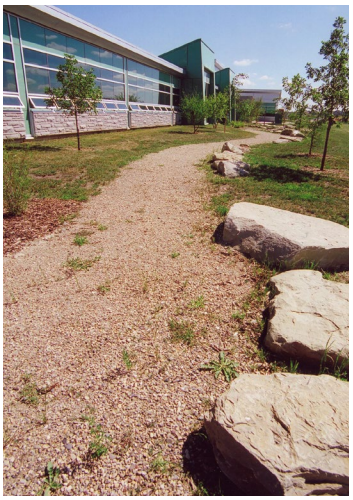
7.3 All minimum setback areas adjacent to Township Road 232 should contain continuous landscaping, with the exception of the provision of vehicular and pedestrian accessways. Parking shall not be provided in the minimum setback area.

7.4 Prior to development permit approval, the developer shall provide a landscaping and tree planting plan that:

a. Ensures parcels visible from Township Road 232 are visually attractive and provide a high level of landscape design quality;

b. Illustrates the treatment along all entranceways, landscaped areas, pathways, parking lots, and lands adjacent to Township Road 232;

c. Ensures stormwater ponds are landscaped through a combination of trees, shrubs, and sod around the perimeter of the ponds;



Examples of Landscaping

d. Includes a minimum of one tree for every 40 m^2 (430 ft^2), as per *the County*'s Land Use Bylaw;

e. Specifies the plant material proposed and utilizes native plants where possible;

f. Incorporates low or no maintenance landscaping, with drought tolerant species;

g. Outlines the methods of irrigation and maintenance for landscaped areas;

h. Ensures potable water is not used for irrigation;

i. Includes mass plantings;

j. Ensure any retaining walls and front yard fencing is decorative as well as functional;

k. Cluster trees to provide shade to walkways and seating areas and limits the impacts of high winds on walkways; and

l. Provides attractive landscape design on public and private land at key public intersections and entryways.

7.5 Prior to development permit approval, the developer in parcels designated as Commercial / Supporting Services within the Shepard Logistic Centre Development Concept shall provide a Landscape Plan that, as per *the County*'s Land Use Bylaw:

a. Includes a minimum of 10% landscaping area, or as otherwise required by the Development Authority;

b. For a parking and loading requiring 30 or more parking spaces, a minimum landscaped area of 1 m^2 (10.76 ft^2) per-on site parking space shall be provided; and

c. One shrub for every 60 m^2 (645.83 ft^2) of landscaped area shall be provided, to a minimum of six shrubs.

7.6 Until the existing A-GEN parcel is redesignated in the future, relevant *CS* policies shall apply.

Examples of Landscaping

Figure 3 : Township Road 232 Cross-Section Context Map

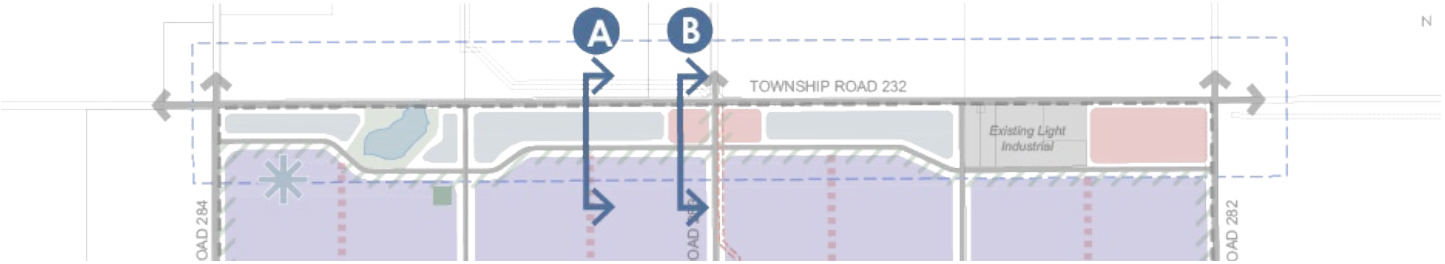


Figure 4 : Township Road 232 Cross-Section A-A

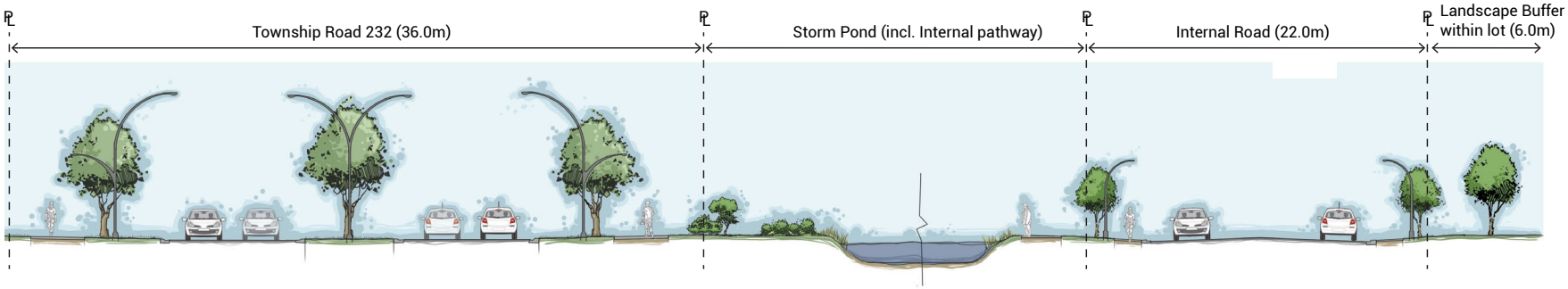
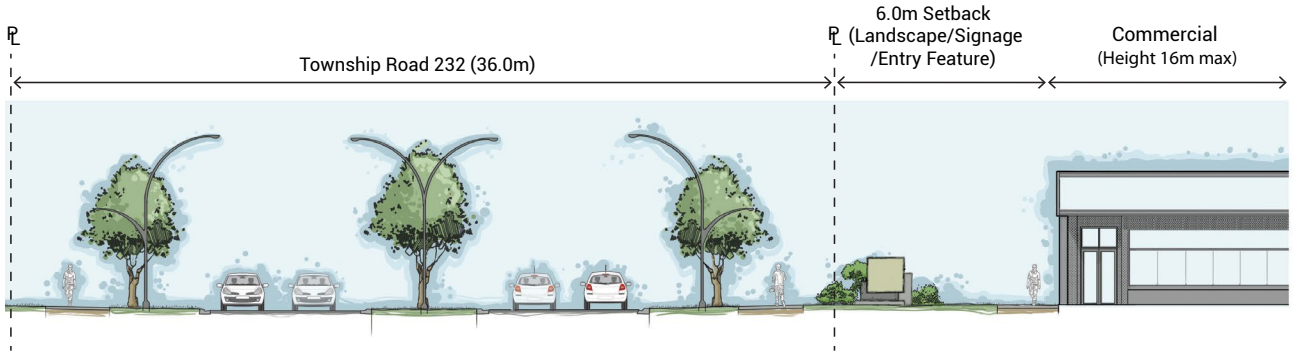


Figure 5 : Township Road 232 Cross-Section B-B



8. REFERENCES

1. Prairie Gateway ASP
2. Shepard Logistics Centre Conceptual Scheme
3. County's Commercial, Office, and Industrial Design Guidelines
4. Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways

APPENDIX C: ENGAGEMENT SUMMARY

SHEPARD

LOGISTICS CENTRE

PUBLIC ENGAGEMENT SUMMARY

APRIL 2025

SHEPARD LOGISTICS CENTRE
ENGAGEMENT SUMMARY

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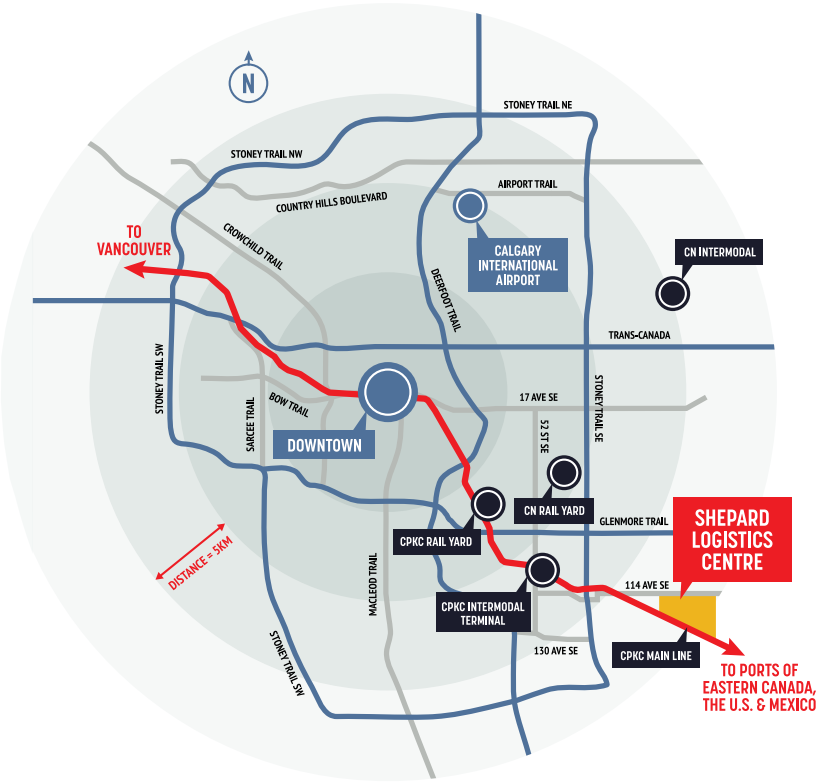
1 PROJECT OVERVIEW

Introduction

Stantec, on behalf of the developer, Shepard Development Corporation (SDC) submitted a Conceptual Scheme (CS) and Land Use (LU) application to Rocky View County (RVC) to facilitate the development of a major logistics hub - the Shepard Logistics Centre - that leverages the adjacent CANAMEX corridor and Canadian Pacific Kansas City (CPKC) rail line.

The Shepard Logistics Centre:

- Will include a range of industrial and rail-served uses; and,
- Is in alignment with approved policy documents including the Prairie Gateway Area Structure Plan (ASP) and the ongoing Prairie Economic Gateway efforts between the City of Calgary and RVC.



Project Details / Proposed Amendments

Plan Area: ±1,287.7 ac (521.1 ha)

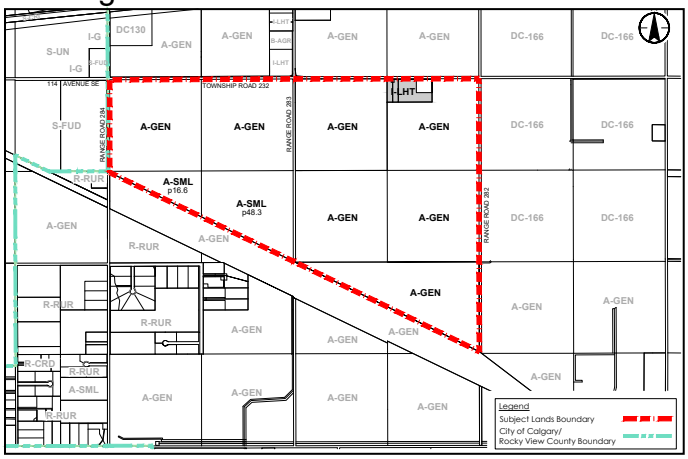
Total Jobs at full buildout: ±6,750

Current Land Use: Agricultural (A-GEN and A-SML Districts)

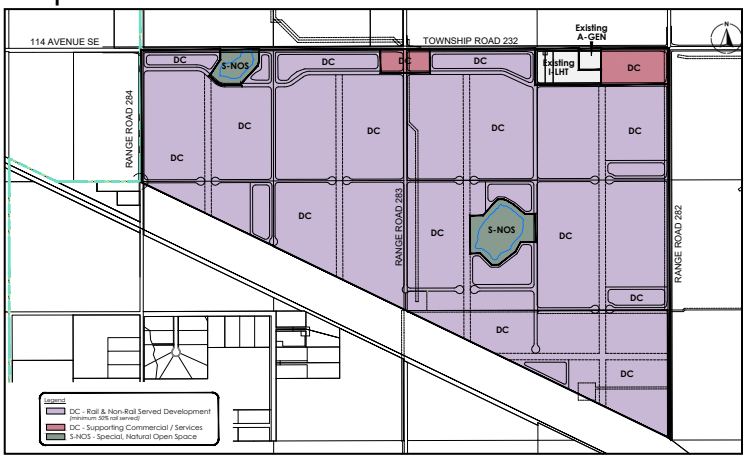
Proposed Land Use: Industrial (Direct Control District)

Proposed Amendments

Existing Land Use



Proposed Land Use

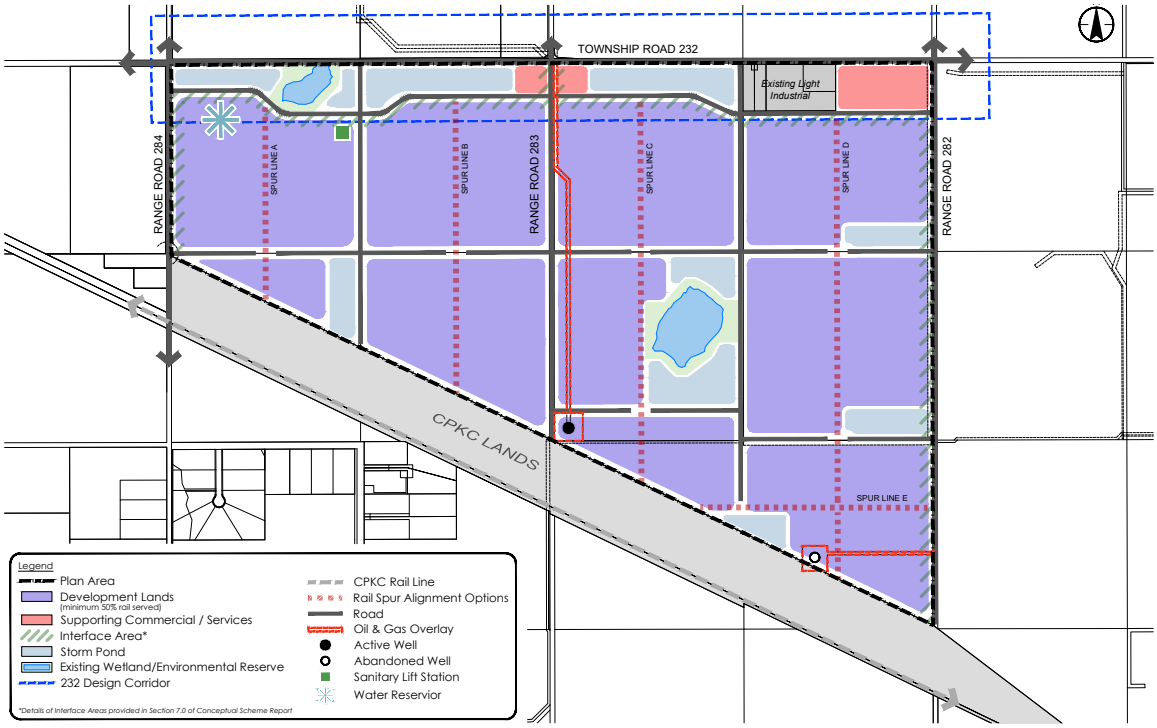


2 REGIONAL CONTEXT

In January 2023, RVC and the City of Calgary announced their intent to work collaboratively on a new industrial corridor within the County. As a result, the two municipalities prepared the Prairie Gateway ASP, approved in February 2025.

The ASP builds upon the opportunity provided by the merger of Canadian Pacific and Kansas City Southern that occurred in April 2023. The merger has created a transnational railway connecting Canada, the U.S.A., and Mexico, strengthening the Canada-Mexico (CANAMEX) Trade Corridor.

Proposed Development Concept



3 HOW WE ENGAGED

How did people hear about the application?

Engagement and communication included:

- Letter advertisement for the Open House mailed out to 143 adjacent City of Calgary residents, including the Shepard Community;
- Letter advertisement for the Open House mailed out to 203 adjacent Rocky View County residents; and,
- Sign advertisement for the Open House installed one week in advance.

How did we engage?

Open House

The Project Team (SDC, Stantec, and ISL) organized an in-person public Open House, held on April 7, 2025 at The Track Golf Course, Langdon.

The intent of this session was to share information, obtain feedback, and answer any questions from the public on the proposed application.

Email Correspondence

The Project Team provided contact information in the letter advertisements and at the Open House for individuals with follow-up questions or feedback about the project.

The team will email future updates about the application to those who signed up.

Contact Information

Contact information for the Project Team was provided, and attendees were encouraged to submit additional questions and feedback.

What did we present?

The Project Team presented details about the proposed application, including:

Conceptual Scheme:

The purpose and function of a Conceptual Scheme in general were provided.

Land Use Redesignation:

Changes in the land use district from Agricultural, General District (A-Gen) and Agricultural, Small Holdings District (A-SML) to Industrial Direct Control District (DC) were outlined through display boards.

Development Concept:

The overall Development Concept was presented.

Development Concept Rendering:

A video presentation played on a loop during the Open House displaying the Development Concept.

Interface Treatments:

Various interface treatments throughout the plan area were provided.

Servicing Strategy:

The servicing strategies for Stormwater, Water, Sanitary, and Transportation were provided, with technical experts from the Project Team available to answer questions.

Next Steps & Timeline:

The application approval process and development timeline were provided through the display boards.

Attendees were encouraged to sign up to receive updates on the project and a digital copy of the Open House boards. The following summary reflects the feedback received verbally during the Open House and from the Open House Feedback Form. The key themes listed in this document generally reflect the conversations that took place.

4 WHAT WE HEARD & HOW WE RESPONDED

Open House Feedback Form Questions

1. Were you provided with enough information to understand the Conceptual Scheme and Land Use application? If not, what additional information would you like to have seen?
2. Please provide any additional feedback that you may have.

WE WOULD LIKE TO THANK ALL THOSE WHO ATTENDED OUR OPEN HOUSE, ENGAGED, AND PROVIDED US WITH FEEDBACK, QUESTIONS, AND COMMENTS THROUGHOUT THE ENGAGEMENT PROCESS.

Engagement Details

346 Letter advertisements mailed out to adjacent landowners

48 Open House Attendees

35 Attendees signed up to be notified of project updates

2 Members of the public reached out for more information

1 Open House attendee completed feedback form

Key Themes Heard

- Transportation safety and potential impacts
- Water and sanitary servicing strategies and opportunities to connect in the future
- Stormwater servicing strategy, potential run-off, and flooding concerns
- Noise, light, and sound pollution
- Development timelines

WHAT WE HEARD	HOW WE RESPONDED
GENERAL	
What is the anticipated timing/ schedule for development?	The Prairie Gateway Area Structure Plan (ASP) was approved in February 2025 and the final Conceptual Scheme (CS) and Land Use (LU) applications were submitted to RVC at the end of April 2025. Public Hearing for the CS and LU applications are anticipated Q2 2025. Subdivision and Detailed Design are targeted for Q4 2025 / 2026. Construction and offsites are targeted to commence 2026 / 2027. Please note that this timeline will be dependent on the approval process.
How are impacts to adjacent landowners considered?	At each stage of planning, increasingly detailed technical studies have been required, covering transportation, stormwater, water, and sanitary systems. The ASP identified several policies that have been incorporated into the CS, including requirements for landscaped interfaces and development guidelines for lighting, signage, and fencing.
Has an archaeological study or Indigenous consultation been completed?	The proposed CS has received approval under the Historical Resources Act from the Province. No requirements related to archaeological resources, paleontological resources, or Aboriginal traditional use sites were identified during this process. Future development must comply with the Standard Requirements under the Historical Resources Act, specifically reporting the discovery of historic resources, applicable to all land surface disturbance activities in the Province.
What construction impacts can I expect to experience as development begins?	The biggest impact may be noise from the equipment. The County's guidelines and policies, including traffic management plans and other construction standards, will be followed. RVC also recommends addressing impacts in the conditions of approval, specifically: traffic, dust, lighting, noise, debris, etc., to ensure any off-site impacts are appropriately mitigated during and after construction, with consideration for neighboring lands.
What is the expected impact to adjacent property values?	Questions related to property values can be directed to RVC (development@rockyview.ca).

WHAT WE HEARD	HOW WE RESPONDED
How will impacts related to buildings, lighting, or noise be addressed?	Section 7 of the CS report, available online, includes detailed policies on interfaces, landscaping, lighting, signage, fencing, site design, and building design. Light pollution mitigation includes directing lighting downward, conserving energy, reducing glare, and minimizing light trespass onto surrounding properties. Noise pollution mitigation includes the incorporation of noise attenuation techniques recommended as part of a noise mitigation study / analysis undertaken at the Development Permit stage. Provincial guidelines address air quality in industrial development. The Air Quality Model Guideline (2021) provides instructions for air quality modeling assessments to evaluate emissions impact. The Supplementary Guideline for Air Quality Modeling offers guidance for addressing predicted exceedances of Alberta's Ambient Air Quality Objectives. The Alberta Ambient Air Quality Objectives and Guidelines (2024) outline standards that industrial developments must adhere to, ensuring regulatory compliance and promoting environmental responsibility. These policies aim to limit impacts on adjacent landowners through various interventions. RVC will enforce these policies at the Development Permit and Building Permit stages.
Will there be increased train traffic?	Train volumes along the CPKC mainline are influenced by population and economic strength. This rail-served project aims to reduce truck traffic by minimizing transfers and intermediary trips for goods movement. The project promises a more efficient logistics network, requiring less trucking relative to rail activity on the mainline. The proposed rail-served industrial development will utilize the existing CPKC rail line to meet future site users' needs efficiently. The specific volume of rail activity will depend on individual users' operational requirements, confirmed as the project progresses. Our focus remains on ensuring practical and responsible development while leveraging existing infrastructure.
What types of businesses will be located within the Plan area?	The Development Concept will accommodate a wide range of rail served and non-rail uses, including, but not limited to logistics and distribution, manufacturing and assembly, warehouse and storage, bulk material handling, food and beverage processing, data processing, maintenance, and repair.

WHAT WE HEARD	HOW WE RESPONDED

TRANSPORTATION

What upgrades and improvements will there be to roads?	The Traffic Impact Assessment (TIA) completed as part of the ASP work examined the required upgrades to provide connections to the regional highway system. There are two regional routes, each requiring upgrades as development proceeds: i. Range Road 283 to Highway 560 (Glenmore Trail) and Township Road 232 (114 Ave SE) west to Stoney Trail; and ii. Consistent with The City's 2013 Shepard Industrial ASP, 114 Avenue will be realigned with a grade separated rail crossing to create a continuous traffic flow at the rail crossing, increasing safety, and reducing traffic disturbance. There will also eventually be the need for interchanges and/or signalized intersections along Highway 560 (Glenmore Trail) and Township Road 232.
When will upgrades happen?	Each stage of planning provides more detailed information, allowing the Project Team to make better assessments. We will evaluate the need and have more precise timing in the next stages. Timing depends on the area's development speed and available funding. It could take a few years for some projects or up to 20 years for others.
What are the benefits to those outside the area? How does this mitigate concerns?	We heard at the Open House that outside the Plan area, large truck traffic has been diverting past the residential areas to the south instead of using their designated goods movement route. Since this development requires upgrades to roads such as Highway 560 (Glenmore Trail) and Township Road 232 (114 Ave), these roads will become more desirable and efficient routes for trucks to use, decreasing the need to go south near the residential parcels. There is also a realignment at 114 Ave and Stoney Trail that will connect these large trucks to this major road.
How will access into the Shepard Community be impacted?	With the 114 Ave realignment, the segment of 114 Ave adjacent to the community will likely become a local road and terminate west of the tracks. Regional traffic that currently passes directly along the south edge of the community will be diverted to the realigned 114 Ave. Access to the community will be via 84 St.

WHAT WE HEARD	HOW WE RESPONDED
What is the transportation route? How will trucks get to the site?	Traffic will be primarily directed north from Range Road 283 to Highway 560 (Glenmore Trail) and west towards Stoney Trail as this is a major roadway intended for goods movement. Additionally, traffic will be directed west along Township Road 232 (114 Ave) towards Stoney Trail and eventually there will be a realignment to better access Stoney Trail from the Plan area. Truck traffic from within the Plan area is expected to take these routes versus traveling south of the Plan area.
How will traffic flow be impacted?	Upgrades to roads such as Highway 560 (Glenmore Trail) and Township Road 232 (114 Ave) will create more desirable and efficient routes for large trucks, so you should see more trucks using these routes versus routes south of the area. Rail served development does not require as many trucks as intermodal sites, so the proposed rail served industrial development should result in reduced the truck traffic compared to other industrial areas.

STORMWATER

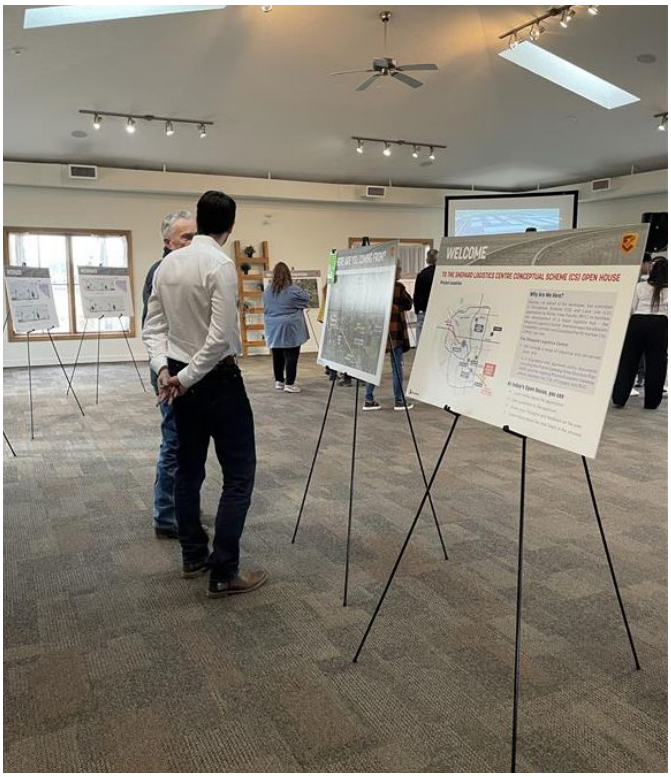
What is the stormwater servicing strategy and how will runoff be managed?	A Sub-Catchment Master Drainage Plan (SCMDP) has been prepared to support the CS, in alignment with the Master Drainage Plan (MDP) that was prepared for the ASP. A summary of the stormwater management approach outlined within the SCMDP is provided below with further details provided within the proposed CS. The SCMDP proposes nine stormwater management ponds throughout the Plan Area, located at low points. Four ponds along Township Road 232 will enhance the natural interface and soften the industrial development's appearance, supplemented with landscaping and pathways. Three interconnected ponds will support the hydrology of a retained wetland in the northwest corner, while two ponds will manage runoff for a central wetland. All ponds will include maintenance pathways to support pedestrian access and connectivity.

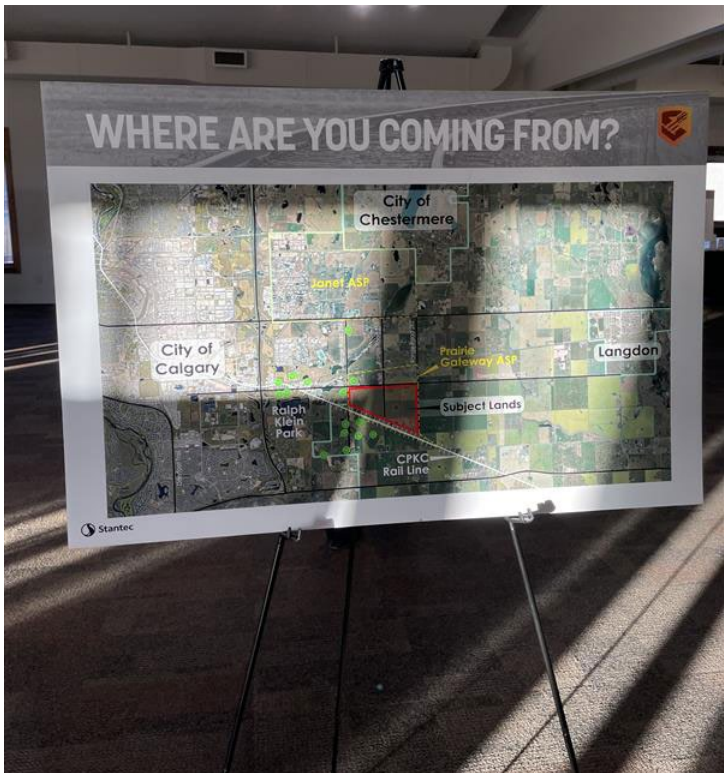
WHAT WE HEARD	HOW WE RESPONDED
WATER / WASTEWATER	
What is the water servicing strategy?	Water services in the Plan area will be managed by a County-owned system that includes a reservoir, pumping station, distribution works, metering, and service agreements. The City of Calgary will treat and deliver raw water to the Plan area, connecting to the City water network once approved and a Master Servicing Agreement is executed. Initially, a developer-funded 400mm watermain on 114th Avenue SE will provide water. Later, a 900mm feedermain (Feedermain A) will be built to connect to the existing Glenmore feedermain, supporting further development. Another 900mm feedermain (Feedermain B) might be needed based on future water demands.
What is the wastewater servicing strategy?	Local sanitary services will be managed by RVC through a wastewater collection system built by the developer(s) as subdivision progresses. Sewage from the Plan area will flow to the City of Calgary's Fish Creek Treatment Plant, pending City approval and a Master Servicing Agreement. This agreement will set up a transfer point for sewage to be treated and returned to the watershed. Sewage will be conveyed via a single on-site lift station and force mains along 114th Avenue to a regional lift station at 100th Street SE and 114th Avenue, directing flows to the Shepard Sanitary Trunk. The infrastructure will mainly consist of gravity sanitary sewers within roadways, with a lift station in the northwest corner connecting to the City's network. Design details will be finalized in the first phase of subdivision.
Can I connect my home or business to the planned servicing infrastructure?	Individual landowners would need to build connecting pipes and related infrastructure, such as flow metres, to the main municipal pipes.
Will there be ground water monitoring put in place?	The CS complies with Alberta's Water Act, and we have completed Phase I and II Environmental Site Assessments (ESA). The Plan area will not draw from local groundwater sources. While there is no current plan to monitor nearby potable water wells directly, we are considering monitoring groundwater elevation and potentially conducting water quality modeling around the wetlands. These measures will help ensure that our activities do not negatively impact the local groundwater system.

WHAT WE HEARD	HOW WE RESPONDED
POWER	
What are the power utility upgrades being made? Will there be a significant draw on power?	SDC is working with power utility providers to ensure power servicing for the Plan area. A utility-scale transmission substation is required to support the provision of power and will be established by AltaLink in consultation with Fortis, and other stakeholders, such as RVC and the City of Calgary.
EMERGENCY RESPONSE / DANGEROUS GOODS	
Will RVC or the City of Calgary handle emergency response for the Plan area?	Police response will be provided by the RCMP, and fire services will be provided by RVC as the primary responder. RVC may request the support of the City of Calgary Fire Department if required, as per the Secondary Emergency Response Fire Services Agreement.
Are dangerous goods going to be stored / transported within the Plan area? What is the emergency response plan?	The potential for dangerous goods to be stored / transported here is unknown at this time and will be dependent on the future individual users of the site. However, Policy 4.5.3.7 of the proposed CS directs these uses to be located in areas close to, or adjacent to, railway lines or other means of access suitable for the transportation of raw materials and good. An Emergency Response Plan will be prepared by the third-party operator, in coordination with the Developer, CPKC, the County, and the City.
WILDLIFE	
What will the impacts to existing wildlife in the area be?	An Environmental Screening Addendum and a Biophysical Impact Assessment (BIA) were completed as part of the ASP and CS processes. Two wetlands in the Plan area have been crown-claimed by Alberta Environment & Protected Areas (EPA) and will be preserved with a 30m buffer of Environmental Reserve land. The EPA ensures wetland protection aligns with conservation goals. The proposal aligns with the Prairie Gateway ASP (approved February 2025) and the Shepard Industrial ASP in Calgary. These documents consider wildlife habitats and corridors. If development proceeds, provincial and municipal requirements will ensure wildlife protection, including mandatory wildlife sweeps before construction.

5 TIMELINE & NEXT STEPS

Feb 25, 2025	Application Submission to RVC
Apr 7, 2025	Open House
Apr 29, 2025	Application Resubmission to RVC
Q2 2025	RVC Public Hearing
Q4 2025 / 2026	Subdivision
Q4 2025 / 2026	Detailed Design
2026 / 2027	Commence Construction / Offsites





APPENDIX A

Open House Notification

OPEN HOUSE

Shepard Development Corporation (SDC) will be hosting an Open House on April 7, 2025 and would love to see you there! Members of the project team will be available to provide clarity on the proposed application and answer any questions you may have.

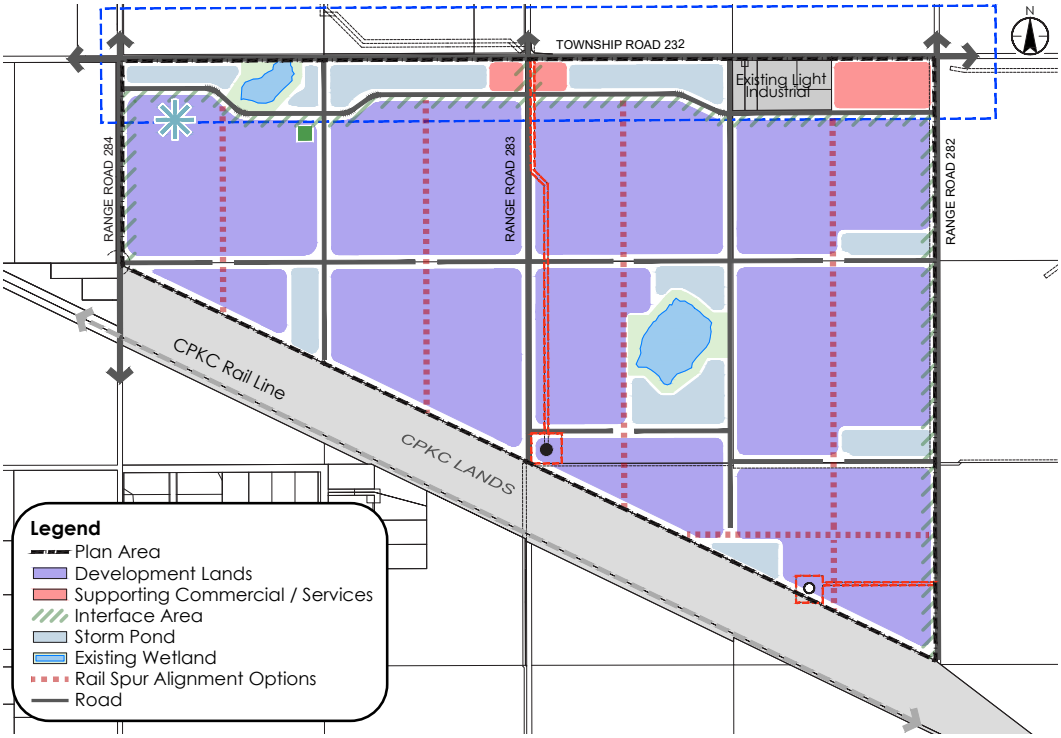
APRIL 7, 2025

5:00 PM - 7:30 PM

THE TRACK GOLF COURSE
333 BOULDER CREEK DRIVE, LANGDON

In February 2025, SDC submitted a Conceptual Scheme and Land Use application to Rocky View County (RVC) to facilitate the development of a major logistics hub. This hub will include a range of industrial and rail-served uses that will create more than 6,750 jobs.

This proposal aligns with all approved policy documents including the Prairie Gateway Area Structure Plan (ASP), as well as the ongoing Prairie Economic Gateway efforts between the City of Calgary and RVC.



For more information, or to view the proposed plan, please visit:
https://www.rockyview.ca/proposed-conceptual-schemes

For more information about the project, to provide feedback, or to submit any questions to the project team*, please email:
martha.tinoco@cana.ca or **rachel.smigelski@stantec.com**

*All questions / comments received prior to April 17, 2025 will be included in the Engagement Summary.

APPENDIX B

Open House Boards

WELCOME

TO THE SHEPARD LOGISTICS CENTRE CONCEPTUAL SCHEME (CS) OPEN HOUSE

Project Location

Why Are We Here?

Stantec, on behalf of the developer, has submitted a Conceptual Scheme (CS) and Land Use (LU) application to Rocky View County (RVC) to facilitate the development of a major logistics hub - the Shepard Logistics Centre - that leverages the adjacent CANAMEX corridor and Canadian Pacific Kansas City (CPKC) rail line.

The Shepard Logistics Centre:

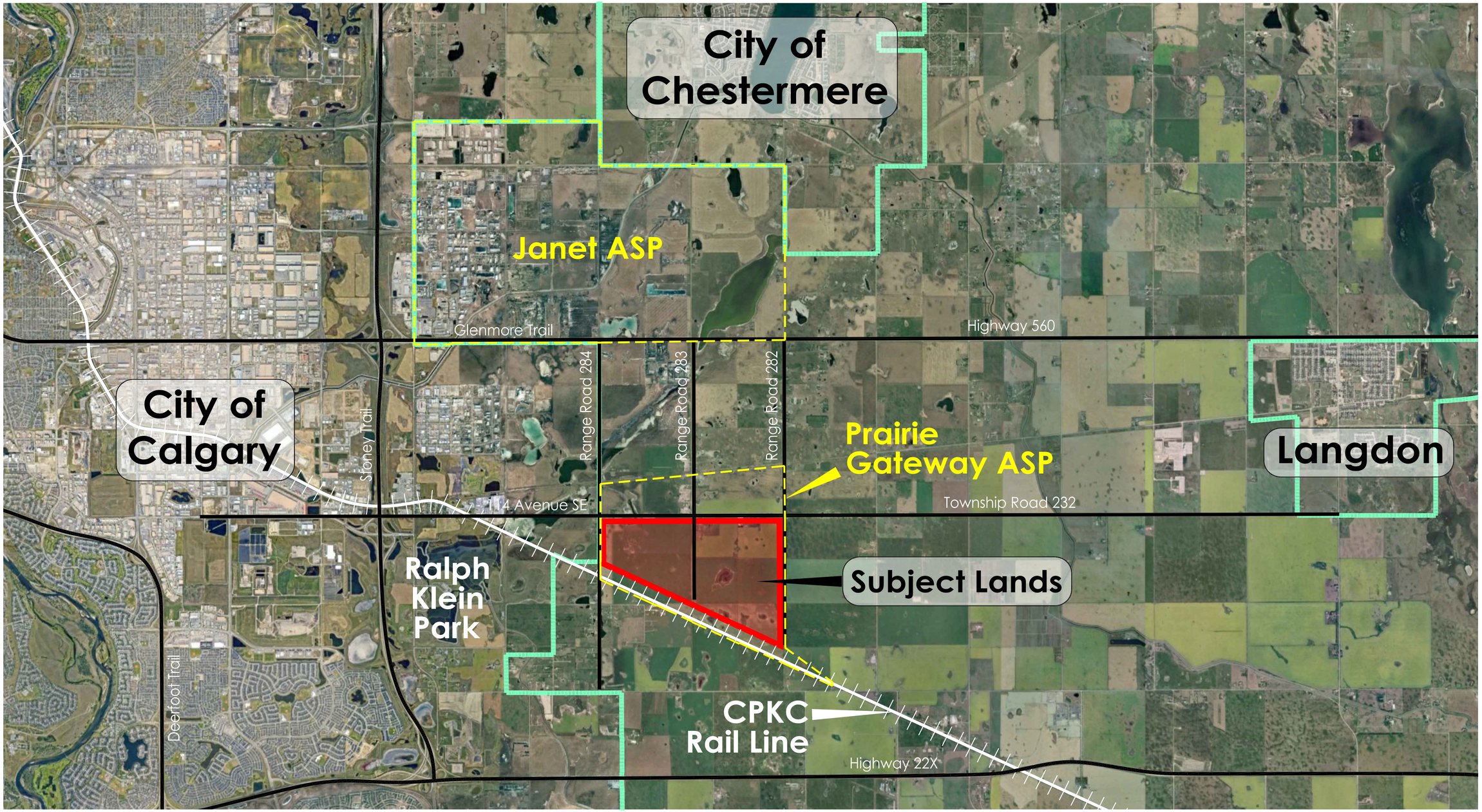
- Will include a range of industrial and rail-served uses; and,
- Is in alignment with approved policy documents including the Prairie Gateway Area Structure Plan (ASP) and the ongoing Prairie Economic Gateway efforts between the City of Calgary and RVC.

At today's Open House, you can

- Learn more about the application.
- Ask questions to the applicant.
- Share your thoughts and feedback on the plan.
- Learn more about the next steps in the process.

Stantec

WHERE ARE YOU COMING FROM?



Stantec

BACKGROUND

What is Conceptual Scheme (CS)?

A Conceptual Scheme (CS) is a planning document that is adopted via bylaw by the Council of RVC. The CS addresses planning and development items including land use, infrastructure provision, environmental considerations, pattern of future subdivision, roadways, and the integration of the development with surrounding land uses and communities.

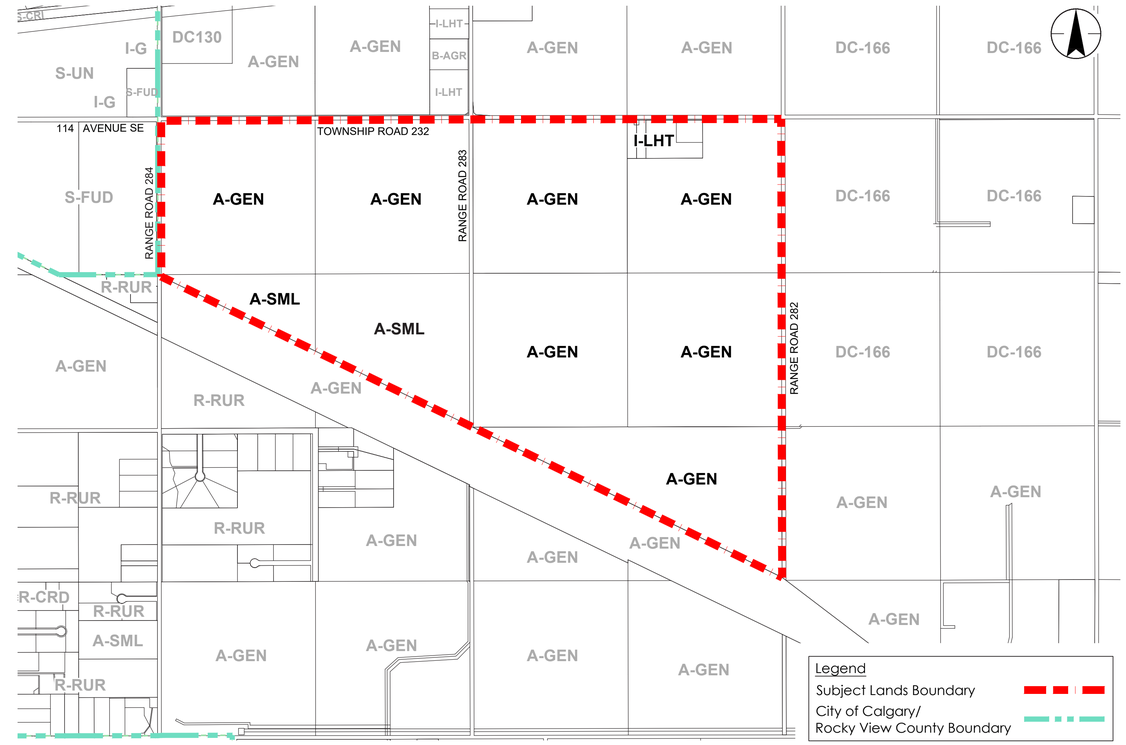
Project Overview

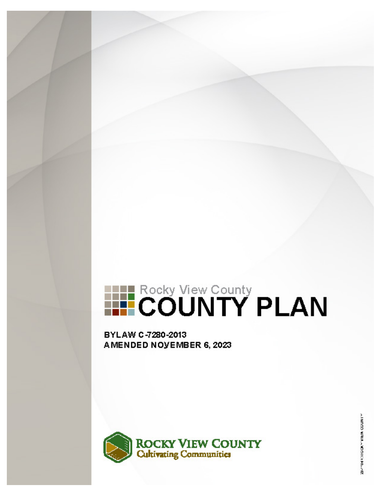
- Plan Area: ±1,287.7 ac (521.1 ha)
- Total Jobs at full buildout: ±6,750
- Current Land Use: Agricultural (A-GEN and A-SML Districts)
- Proposed Land Use: Industrial (Direct Control District)

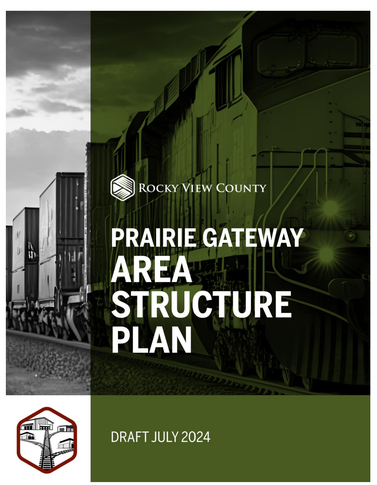
Regional Context

In January 2023, RVC and the City of Calgary announced their intent to work collaboratively on a new industrial corridor within the County. As a result, the two municipalities prepared the Prairie Gateway ASP, approved in February 2025.

The ASP builds upon the opportunity provided by the merger of Canadian Pacific and Kansas City Southern that occurred in April 2023. The merger has created a transnational railway connecting Canada, the U.S.A., and Mexico, strengthening the Canada-Mexico (CANAMEX) Trade Corridor.

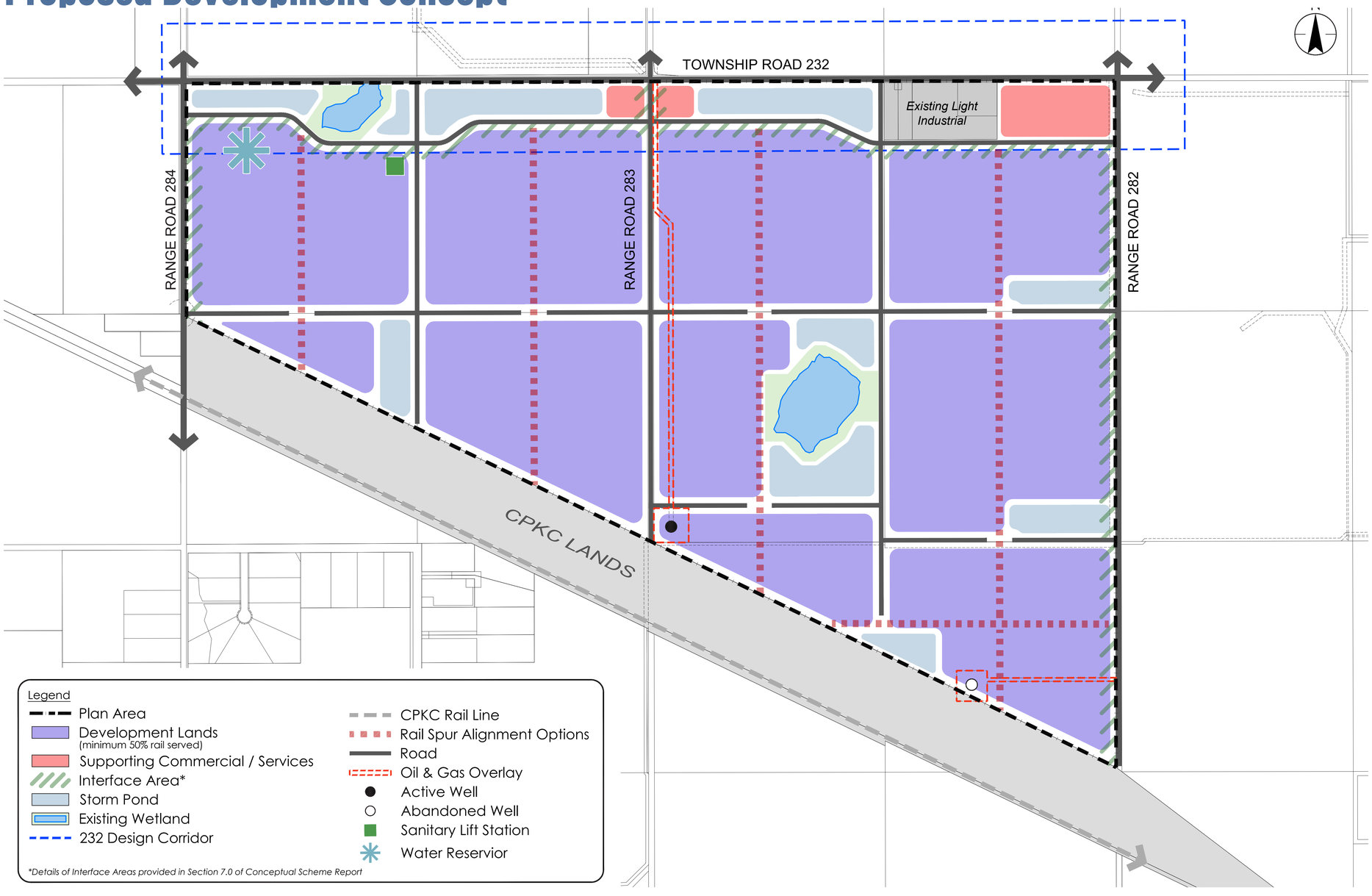






WHAT IS PROPOSED?

Proposed Development Concept



Proposed Uses

The Development Concept will accommodate a wide range of rail served and non-rail uses, including, but not limited to:

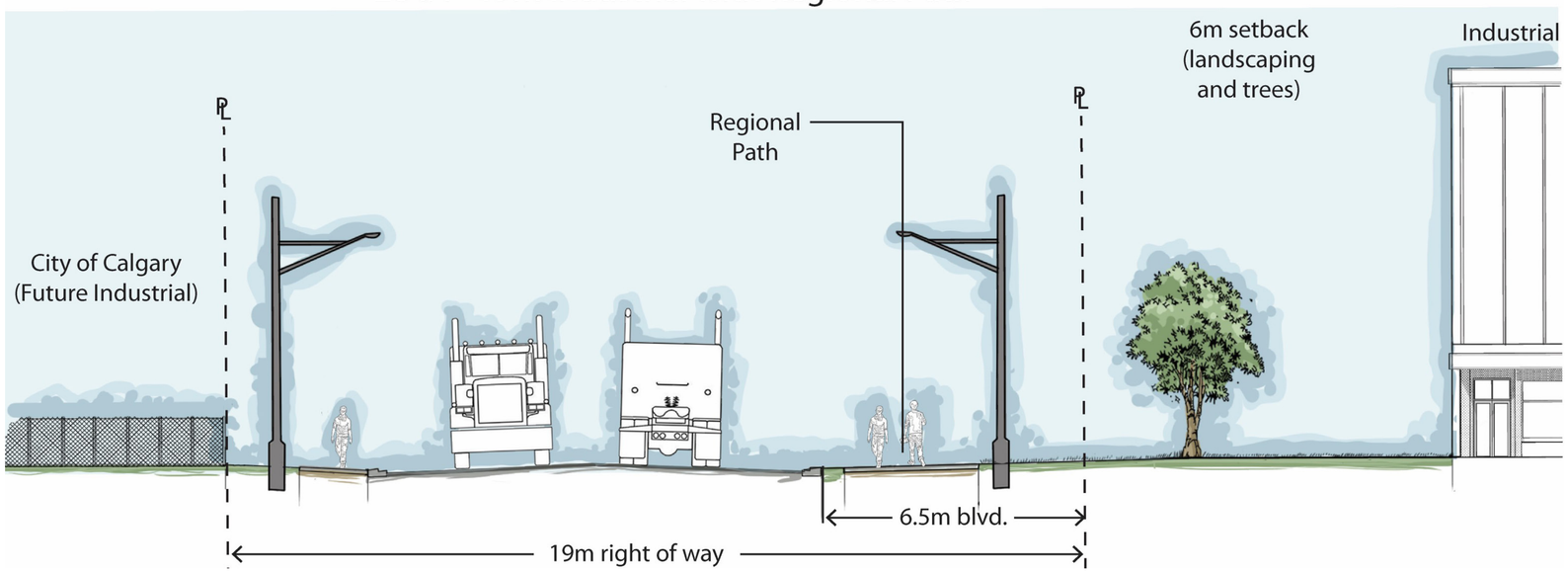
- Logistics and distribution,
- Manufacturing and assembly,
- Warehouse and storage,
- Bulk material handling,
- Food and beverage processing,
- Data processing, and maintenance and repair.

Stantec

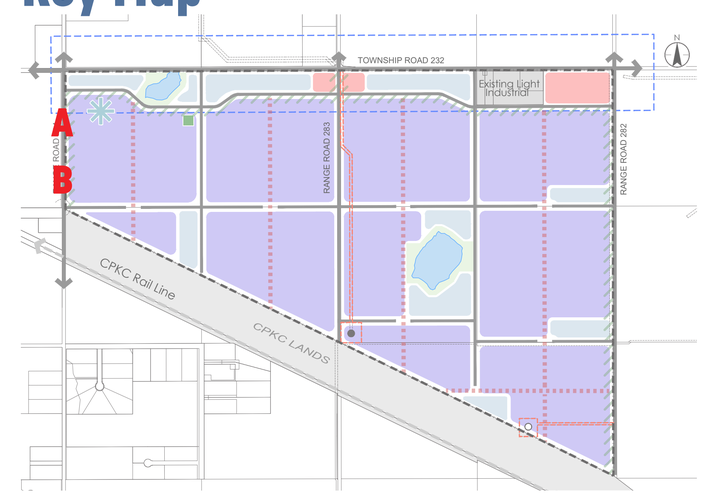
INTERFACES

A

284A - 19m Industrial with Regional Path

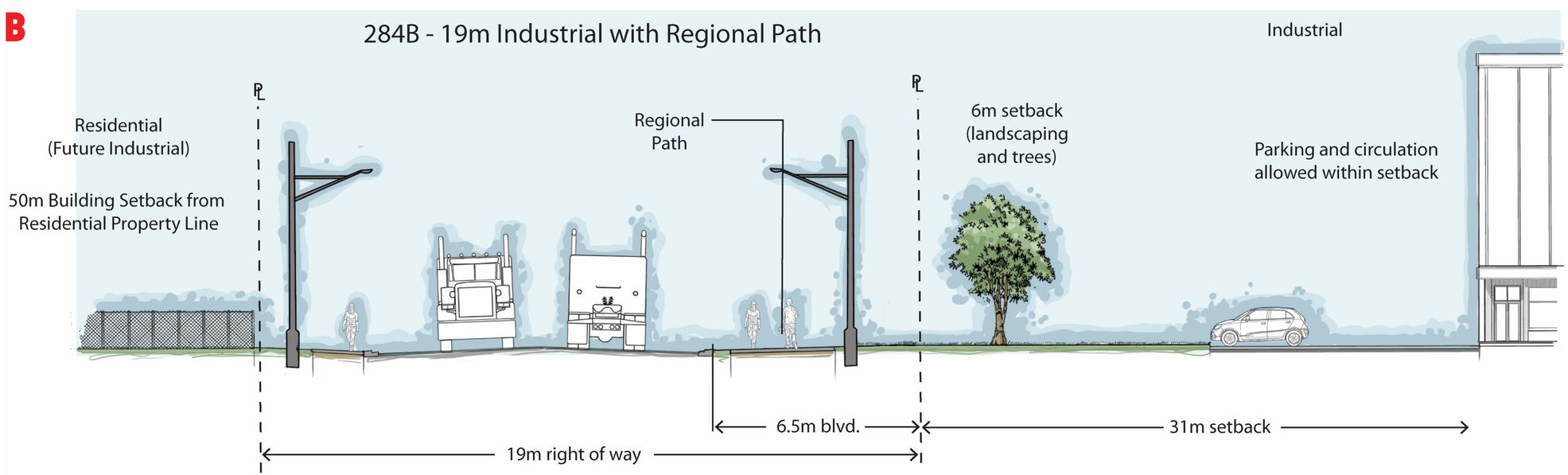


Key Map



B

284B - 19m Industrial with Regional Path



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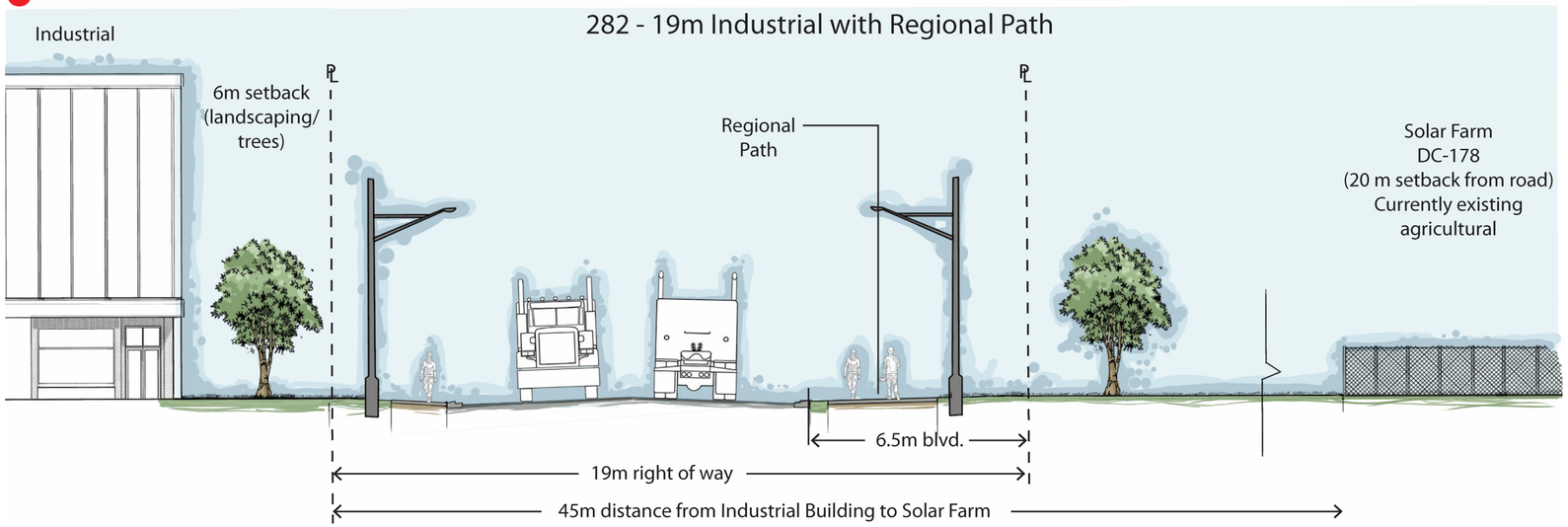
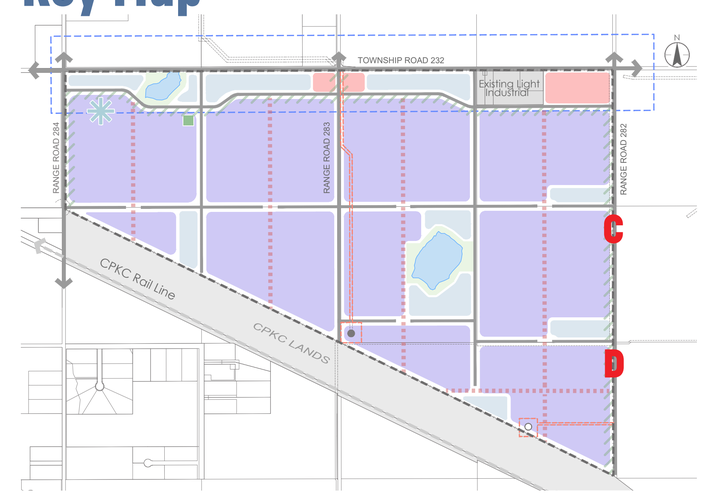
INTERFACES

C



Key Map



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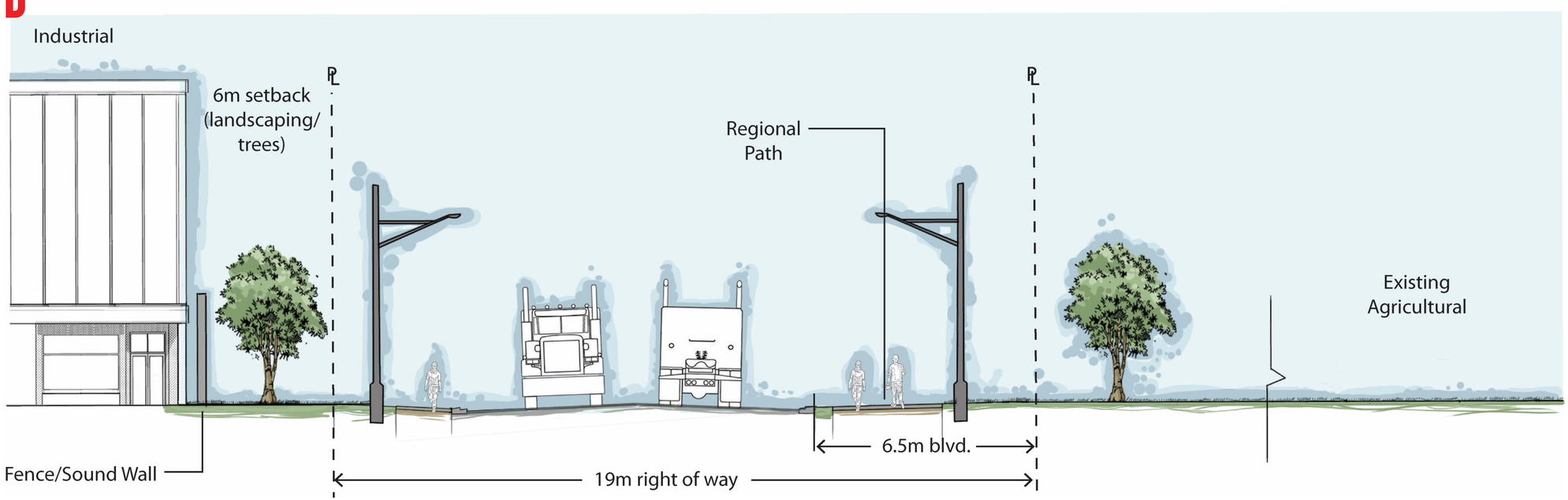


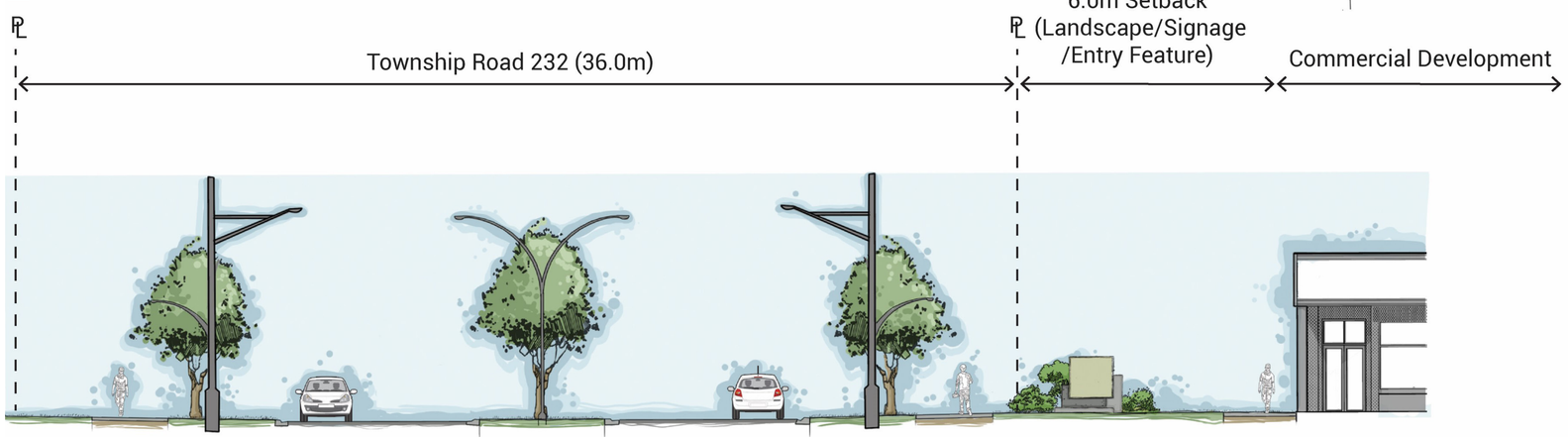
Stantec

232 DESIGN CORRIDOR INTERFACES

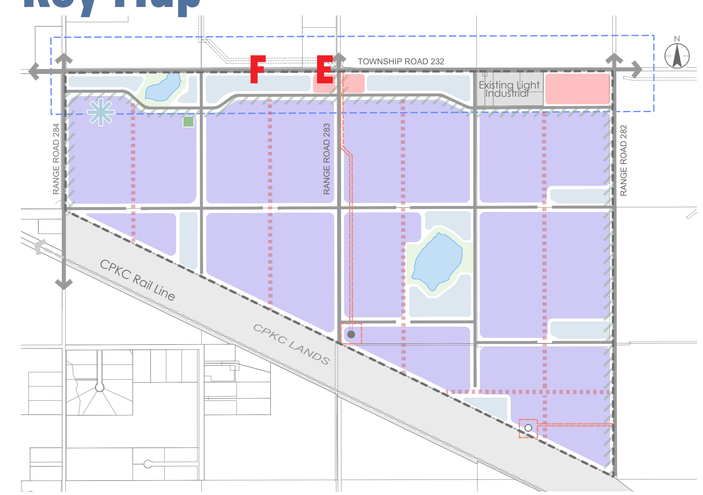
The ASP identifies this intermunicipal entranceway as an interface area with special design considerations, referring to it as the 232 Design Corridor. A separate plan has been prepared to align with the requirements of the ASP to ensure comprehensive design and planning for the transition area between the two municipalities. The 232 Design Corridor Plan addresses site, building, and landscape design for the lands 200m north and south of Township Road 232.

E

Township Road 232 - 36.0m Arterial



Key Map



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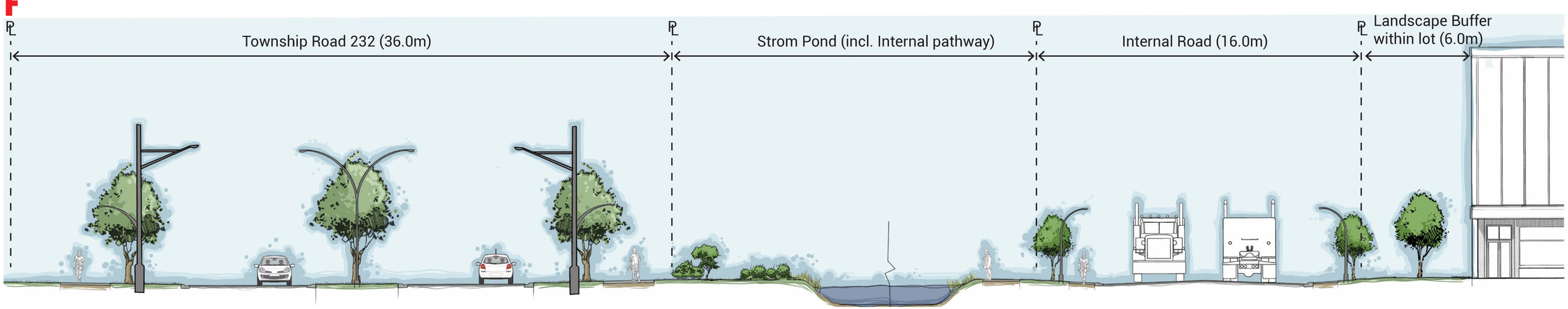

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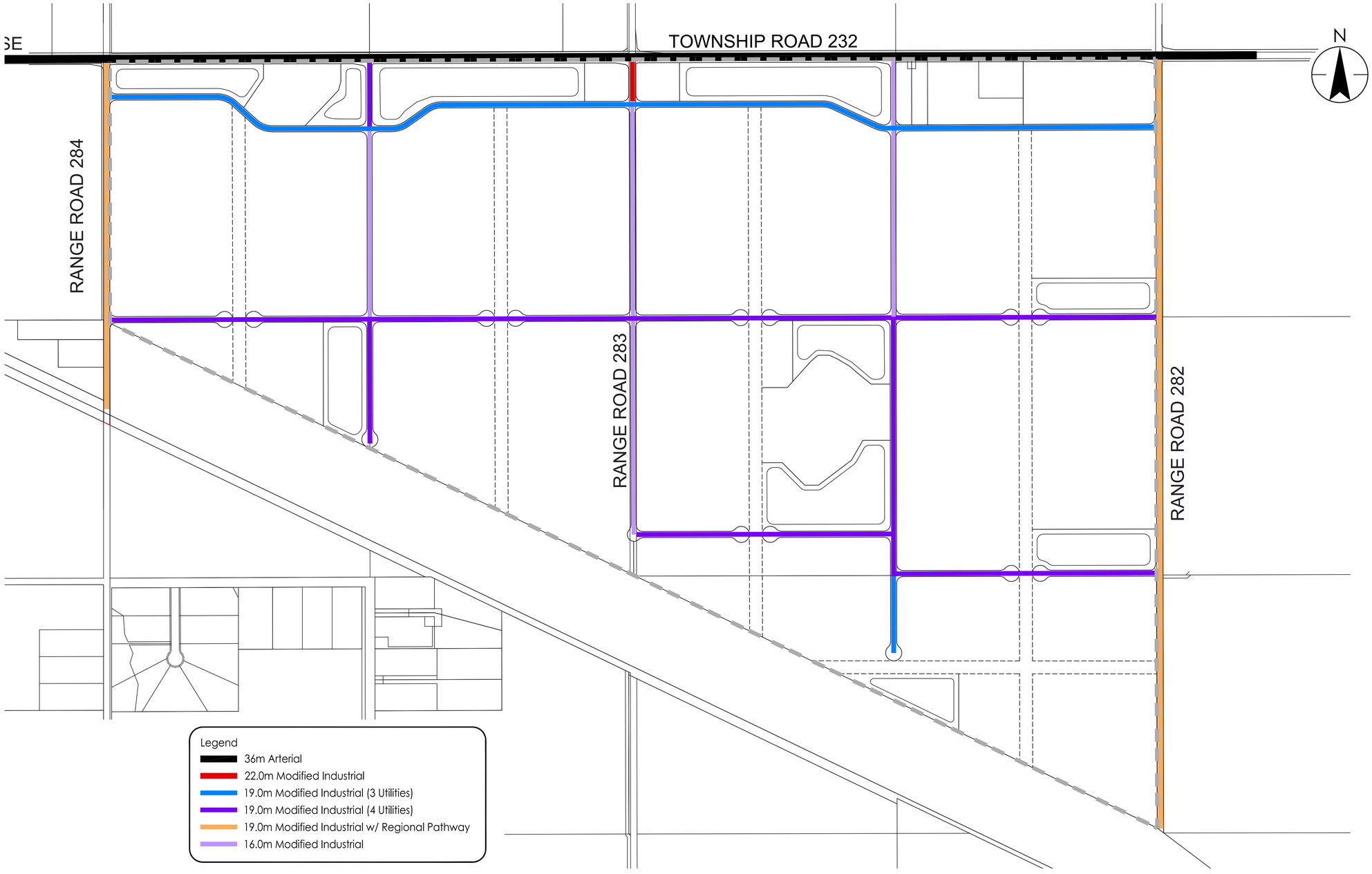

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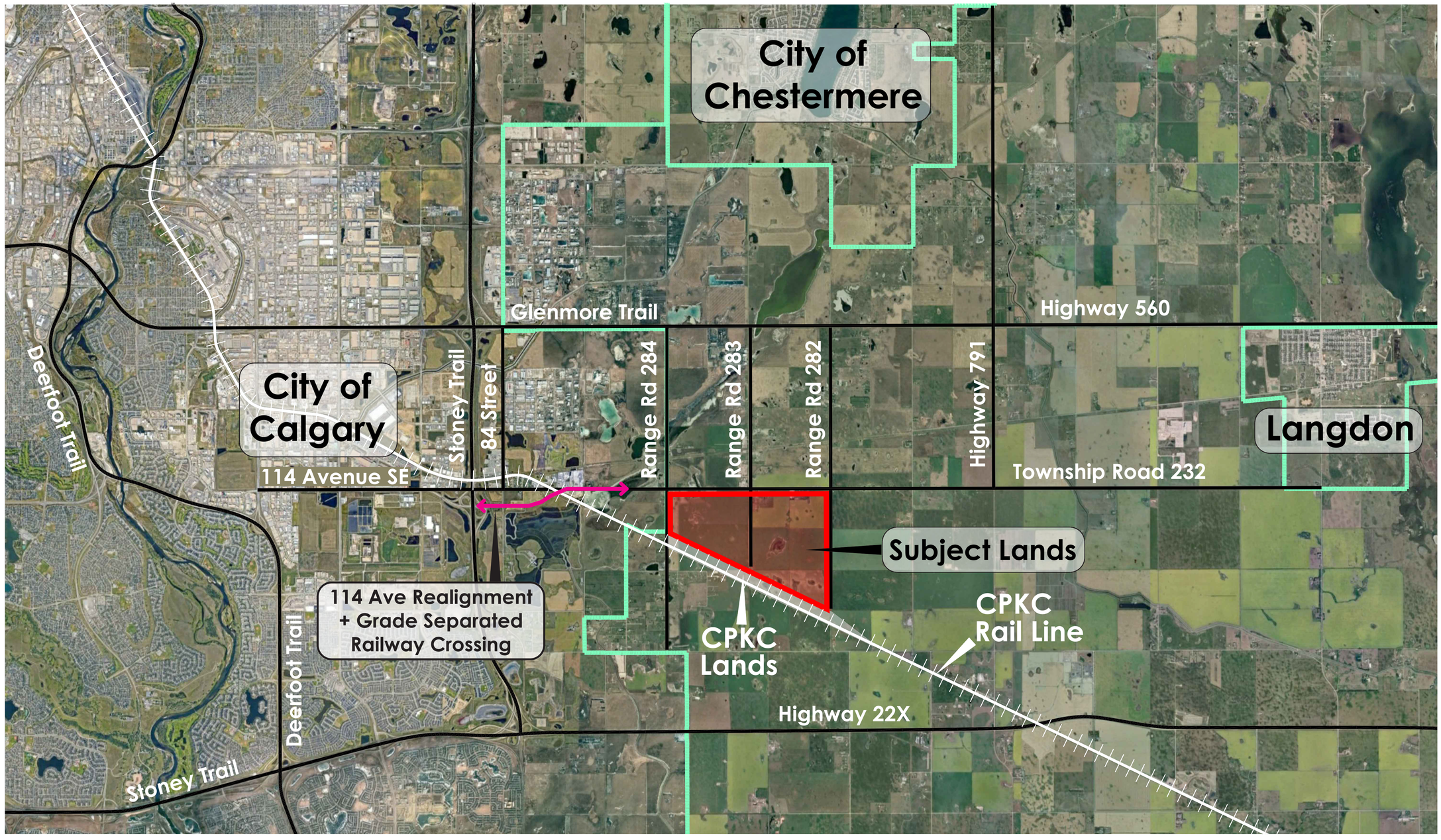

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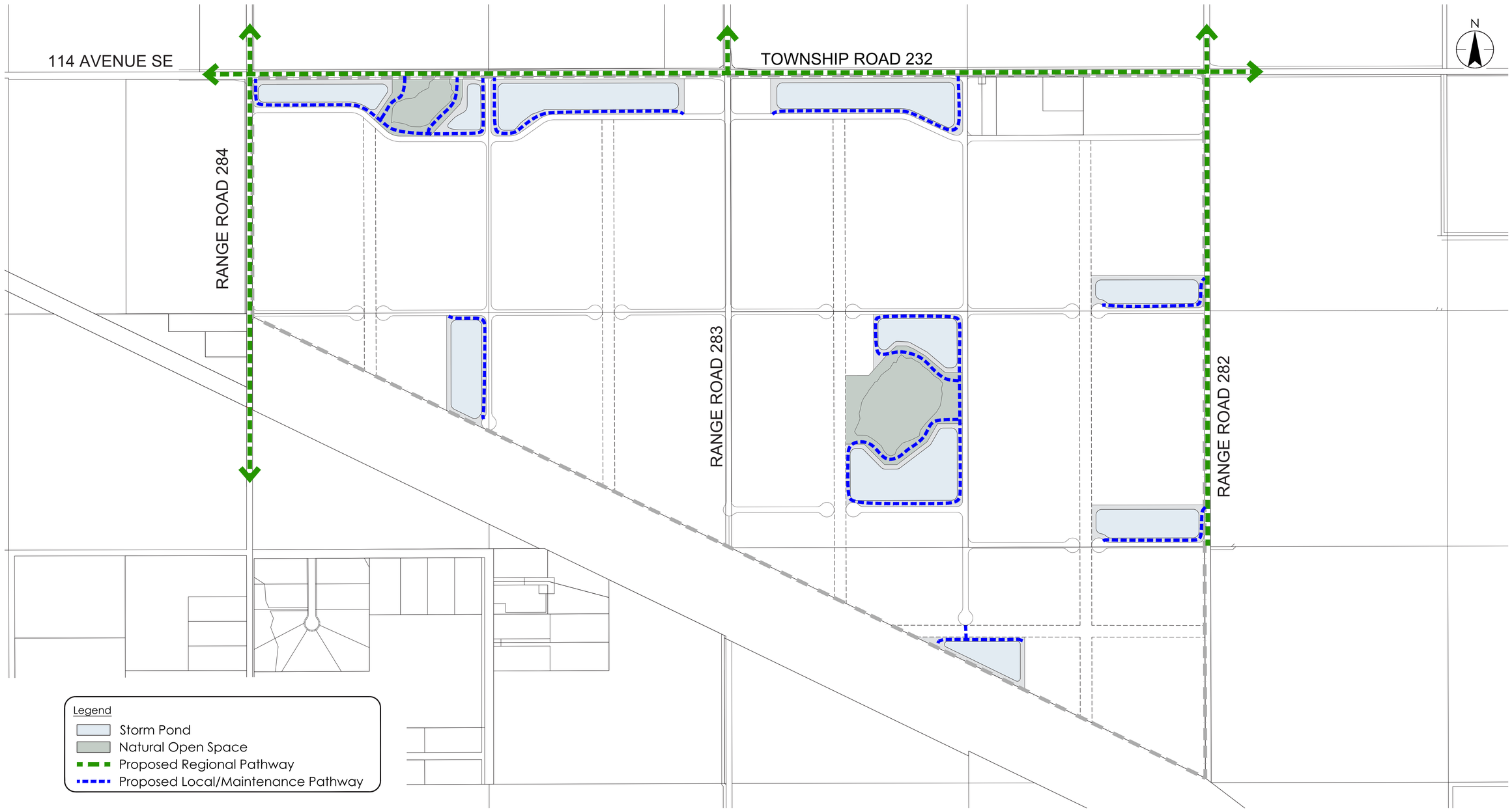
OPEN SPACE & PATHWAYS



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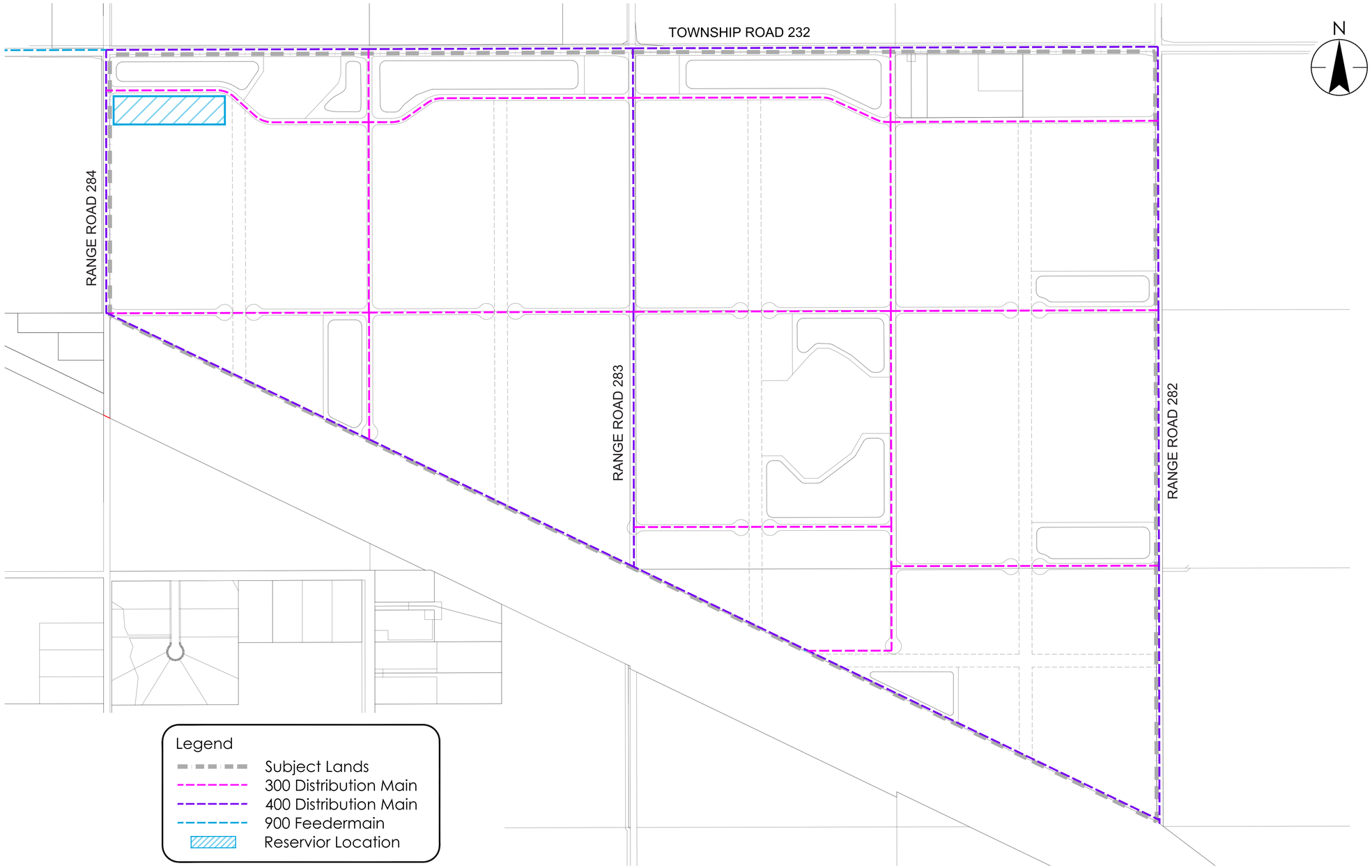
WATER SERVICING



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SANITARY SERVICING

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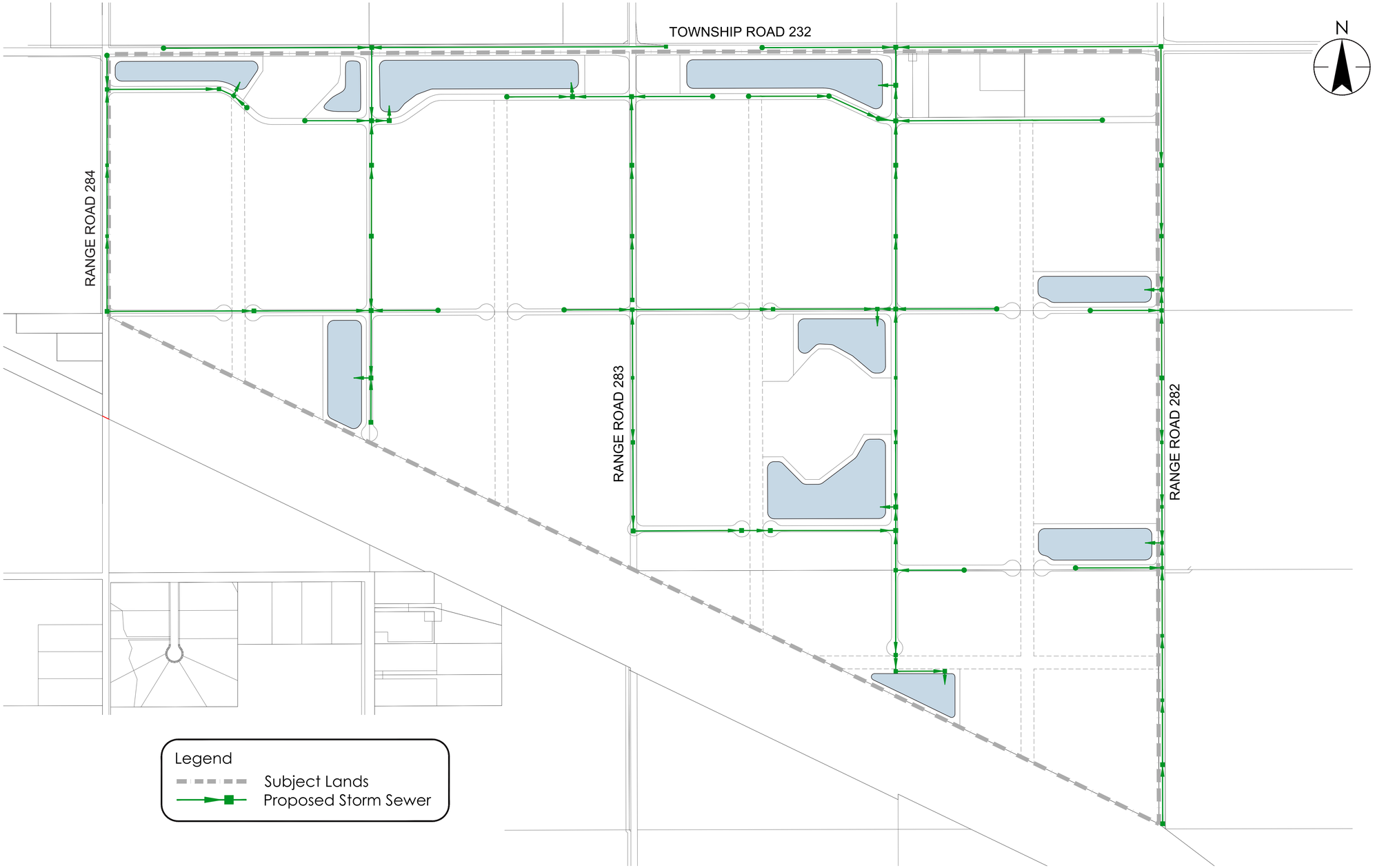
STORMWATER SERVICING (UPSTREAM OF PONDS)



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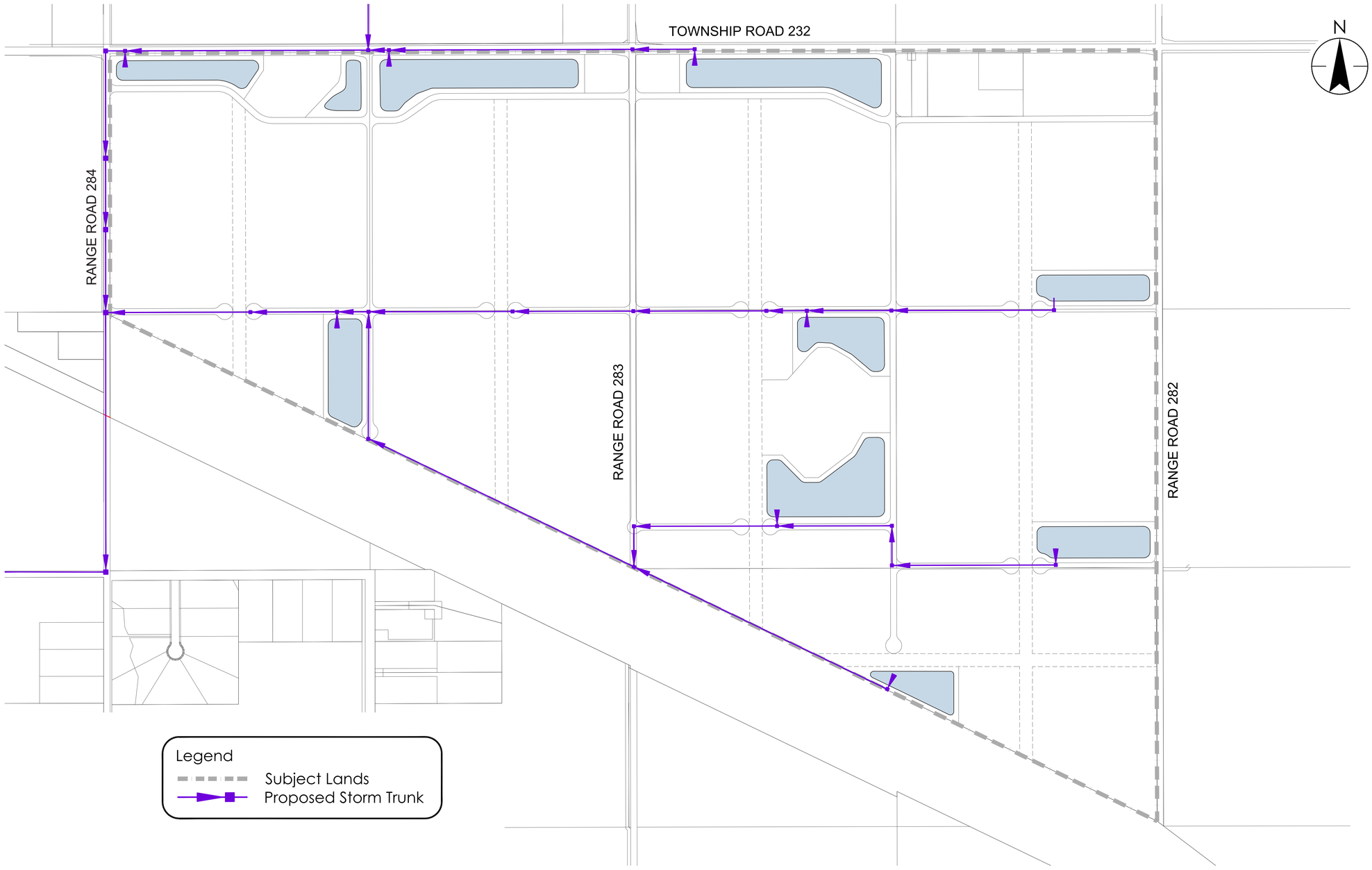

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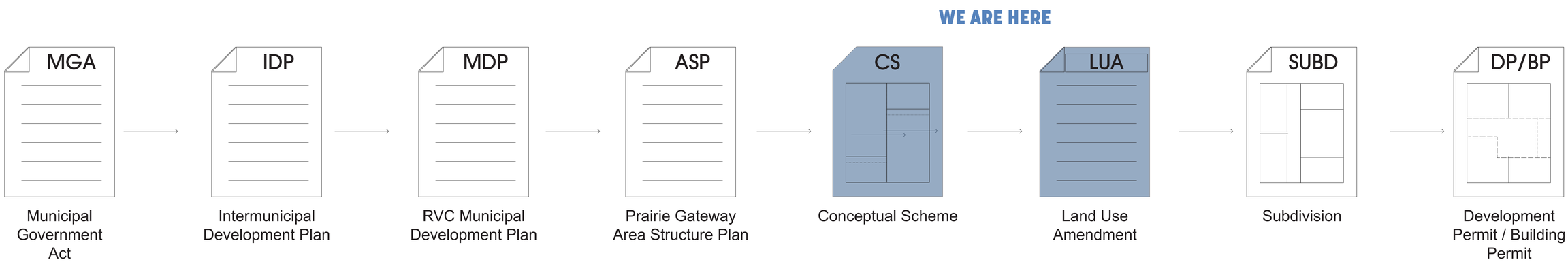
NEXT STEPS

Planning Hierarchy



What Comes Next?

- Following adoption of the propsoed Conceptual Scheme (CS) and Land Use Amendment (LUA), a Subdivision (SUBD) is submitted to create new land titles for each lot, supported by additional servicing analysis.
- Prior to construction, a submission of Development Permit and Building Permits (DP/BP) detail the proposed structures within each lot.
- Once determined to align with all relevant policy and building codes, construction can begin.

NEXT STEPS

Thank you for attending the Open House!

Project Timeline (Target / Estimated)

- **Feb 25, 2025** — Application Submission to RVC
- **TODAY** — **OPEN HOUSE**
- **Q2 2025** — RVC Public Hearing
- **Q4 2025 / 2026** — Subdivision
- **Q4 2025 / 2026** — Detailed Design
- **2026 / 2027** — Commence Construction / Offsites

Contact Us

For more information about the project, to provide feedback, or submit any questions, please email:

Applicant (Stantec):

rachel.smigelski@stantec.com

Developer (SDC):

ryan.riddell@cana.ca

martha.tinoco@cana.ca

Rocky View County:

For RVC approval process and procedural inquiries:

development@rockyview.ca

The opportunity to ask questions or provide feedback to the project team is open until April 17, 2025.

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APPENDIX D: RISK ASSESSMENT

Shepard Logistics Centre / Prairie Gateway: Oil & Gas Infrastructure Risk Assessment

This report identifies the various pipelines and wells located on these lands and the development requirements surrounding them, including infrastructure decommissioning, removal, and setbacks.

February 2025

Prepared for:

Shepard Development Corporation

Prepared by:

Stantec

Project/File:

116536040

Stantec

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1 Introduction & Objectives

This report has been prepared to identify the various oil and gas infrastructure located in the Shepard Logistics Centre (SLC) lands of the Prairie Gateway Area Structure Plan (ASP), and outline how this infrastructure is intended and required to be addressed to support development of these lands for industrial purposes. As part of this, the report specifically identifies requirements for the oil and gas infrastructure, the responsible parties, any required setbacks, and any other development considerations – particularly for abandoned wells, which cannot be removed or relocated.

The objectives of this report are as follows:

1. Identify the type and status of all existing wells and pipelines within the project area. This includes but is not limited to active or inactive lines within or near development, buildings, access roads, etc.
2. Share outcome of the AER application, specifically any required development setbacks and emergency response zone identification. Provide policies that ensure adequate setbacks from oil and gas facilities / infrastructure for proposed developments, particularly if AER has specific comments.
3. Advise if there is a need for reclamation and ensuring the owner / occupant of the active or abandoned infrastructure has a plan and timeline for any required remediation.
4. Feedback / input from service providers / infrastructure owners in the plan area. Provide any specific setbacks / requirements that will need to be incorporated in the policies.

2 Project Overview & Intent

The SLC Plan Area encompasses 1,230ac (498ha) of lands in Rocky View County, east of the City of Calgary, south of Township Road (TR) 232, and north of the CPKC railway. These lands are owned by Shepard Development Corporation (SDC) and will be developed for primarily industrial purposes as a major logistics hub, including a significant rail-served component as well as some limited commercial development. There are no residential components incorporated within the Plan Area.

New internal roadways and utilities, including water and sanitary pipes and storm ponds, will be constructed to support the project. Significant regional and intermunicipal collaboration has taken place for this project, which is intended to connect Western Canada to the USA and Mexico via rail.

The SLC development will be constructed in phases, from west to east, with initial phasing including grading and deep utilities installation in the western third of the site in 2026. It is important to note that this initial phasing area does not include existing oil and gas infrastructure. As build out advances, the lands are anticipated to be fully built out within 6-10 years. Upon full buildout, the Shepard Logistics Centre is not proposed to have any operating oil and gas infrastructure.

3 Oil & Gas Infrastructure Overview

The following pipelines and wells are located on the site. They can also be seen on *Appendix A: Oil & Gas Infrastructure Summary Map*, and additional details are provided on *Appendix B: Oil & Gas Infrastructure Summary Table*.

	License	Type	Operator	Status
1	63417	Saltwater Pipeline	MAGA Energy Ltd	Operating
2	34425	Sour Gas Pipeline	LR Processing Ltd (defunct)	Abandoned
3	48662	Natural Gas Pipeline	Ember Resources Ltd	Operating
4	48663	Natural Gas Pipeline	HESC Energy Corporation	Discontinued
5	0035829	Well	Ovintiv Canada ULC	Abandoned & RecCertified
6	189985	Sweet H_2S Well	Lexin Resources Ltd (defunct)	Injection (Suspended)
7	0373340	Gas Well	Ember Resources Ltd	Active
8	0373341	Gas Well	Ember Resources Ltd	Active

As shown in the above table, there are two currently operating pipelines, two abandoned or discontinued pipelines, three operating wells, and one abandoned well within the Plan Area.

3.1 63417 MAGA Energy Ltd Pipeline

This saltwater pipeline is operated by MAGA Energy Ltd under License # 63417 and is located generally central through the site, running in a north-south alignment adjacent to the Range Road (RR) 283 road allowance. The purpose of this pipeline was to transport the produced water that comes up from the production of Lexin's water injection well (#189985), however this well is suspended (not active).

3.2 34425 LR Processing Ltd Pipeline

This abandoned sour gas pipeline was operated by LR Processing Ltd (company defunct since 2016) under License # 34425 and is also located generally central through the site, running in a north-south alignment within the RR 283 road allowance. The purpose of this pipeline was to transport sour gas.

3.3 48662 Ember Resources Ltd Pipeline

This operating natural gas pipeline is operated by Ember Resources Ltd under License # 48662 and runs through the southeastern portion of the site in an east-west alignment. The purpose of this pipeline is to transport natural gas, serving the two active Ember Resources Ltd mentioned in Section 3.7. The pipeline serves another well in addition to the two wells in the Plan Area and would be required even if the wells mentioned in Section 3.7 are decommissioned. The only portion of the pipeline that is in Section 10 (SW) is a small stub line that traverses south from the Ember wells and ties into a 6" steel gathering line that runs east – west, located in the northern half of Section 3.

3.4 48663 HESC Energy Corp Pipeline

This discontinued natural gas pipeline was operated by Hanwei Energy Services Corp (HESC) Energy under License # 48663 and also runs through the southeastern portion of the site in an east-west alignment, adjacent to (south of) the operating Ember natural gas pipeline. The purpose of this pipeline was to transport natural gas. Note that while this pipeline is currently discontinued, it is not yet abandoned.

3.5 0035829 Ovintiv Canada ULC Well

This abandoned well was operated by Ovintiv Canada ULC under License # 0035829 and is located in the southeastern portion of the site, near the CPKC rail lands. This short-lived well was drilled and abandoned in 1969. It is Rec Certified, meaning it underwent the required reclamation process and received the required certificate to properly close the well. There is also an access easement leading to this abandoned well from RR 282.

3.6 189985 Lexin Resources Ltd Well

This sweet H_2S (hydrogen sulfide) water injection well was operated by Lexin Resources Ltd (company defunct since 2017) under License # 189985 and is located in the south-central part of the lands, adjacent to RR 283 and the site's southern boundary near the CPKC rail tracks. This water injection well produces natural gas with low hydrogen sulfide content and is currently suspended (inactive).

3.7 0373340 & 0373341 Ember Resources Ltd Wells

These two gas wells are operated by Ember, the same operator as the operating natural gas pipeline which connects to the lease site, under Licenses # 0373340 and 0373341. These wells are on a pad side and located in proximity to the sweet H_2S injection well in the southeastern portion of the site, near the CPKC rail tracks. These wells are actively producing natural gas, though they are considered low performing wells. They are currently operating under a 10-year lease which is in effect from 2023-2033.

4 Operator Engagement

Stantec reached out to each of the still functional operators in Q1 2025 to discuss their infrastructure, determine its status, and confirm their requirements. A summary of this outreach is provided below:

4.1 MAGA Energy Ltd

Engagement with Maga Energy Ltd is ongoing and is tied to the status and outcome of the Lexin Resources Ltd well, which is currently under the jurisdiction of the Orphan Well Association (OWA).

4.2 Ember Resources Ltd

Meetings were held between Ember, SDC, and Stantec in January 2025 to discuss the status and future plans for this infrastructure. Ember Resources Ltd advised:

Licenses #0373340 & #0373341 Gas Wells

Infrastructure Status:

- Wells are Active
- Both wells are located within a Pad Site that is registered on title (note: this Pad Site is outlined in ***Appendix A***)
- Pad Site is accessible via the existing road allowance along the western boundary. In addition to the existing road allowance, Ember accesses the location via a separate lease agreement with Simpson Ranching (834586 Alberta Ltd.) for a portion of the road that parallels the road allowance in the NW 10-23-28 W4M.
- A 10-year lease is currently in place (2023-2033)

Development requirements while wells remain active:

- If development advances around the wells while they remain active, the Pad Site provides sufficient setbacks (i.e: development would not require setbacks outside of the Pad Site). It is noted, however, that Development Permits may require setbacks of 100m from the wellbore(s) or require Ember's consent. Through engagement, Ember has advised that would provide consent as long as there is no development proposed within the Pad Site lease boundaries.

Development requirements while wells are decommissioned:

- Acknowledge that the area / setbacks required would be subject to the decommissioning process, although it is assumed the Pad Site is sufficient at this time.
- Ember indicated that they typically require two (2) years from abandonment to reclamation certificate on a minimum disturbance site such as this.
- Access identified in the separate lease agreement above would remain active until a reclamation certificate is issued.

Development requirements when wells are abandoned:

- Standard requirements, as outlined in Directive 079, apply once the well achieves abandoned status, unless otherwise identified as part of the decommissioning process. These standard requirements for access would replace the existing Pad Site registered on title.
- Access to the abandoned well access area intended to be provided by public roadways constructed / dedicated as part of the Prairie Gateway project.

License #48662 Natural Gas Pipeline

Infrastructure Status:

- Active, and servicing the abovementioned gas wells as well as another Ember outside of the Plan Area

- Right-of-way is registered on title.
- The Pipeline was constructed in a common ditch and covered by a shared ROW agreement that was last held by Lexin – there is a Lexin caveat on title for the ROW.

Development requirements while pipeline is serving existing wells:

- If development advanced around the pipeline while it remains active, the right-of-way registered for the pipeline is sufficient to support setbacks.

Development requirements while pipeline is decommissioned:

- Acknowledge that the area / setbacks required would be subject to the decommissioning and abandonment process.

Development requirements when pipeline is abandoned:

- Regardless of whether the pipeline is physically removed or abandoned in place, no access or setbacks would be required.
- Ember advised they typically abandon gathering lines in place, as removal of these lines is a more complicated process. The developer will coordinate with Ember should the pipeline need to be removed.

4.3 HESC Energy Corp

Coordination was facilitated with HESC Energy Corp in February 2025 to discuss the status and future plans for their discontinued natural gas pipeline infrastructure, and this coordination is ongoing. The following is understood:

Infrastructure Status:

- Pipeline is Discontinued, although has not achieved Abandoned status.
- Right-of-way is registered on title.

Development requirements while pipeline is decommissioned:

- Acknowledge that the area / setbacks required would be subject to the decommissioning and abandonment process.

Development requirements when pipeline is abandoned:

- The developer will engage with HESC and/or AER / OWA to properly remove the abandoned pipeline.
- Regardless of whether the pipeline is physically removed or abandoned in place, no access or setbacks would be required.

4.4 Ovintiv Canada ULC

Coordination was facilitated with Ovintiv Canada ULC in January and February 2025 to discuss the status and future plans for this infrastructure. This coordination is ongoing. The following is understood:

Infrastructure Status:

- Well is Abandoned

- A maintenance area is registered on title to support access to the Abandoned well. An access easement, providing access via Range Road 282, is also registered on title.

Development requirements for abandoned well:

- Standard requirements, as outlined in Directive 079, apply.
- The maintenance area will remain registered on title to support access, however the related access easement may be modified to support access from a public roadway.

4.5 LR Processing Ltd & Lexin Resources Ltd

As previously noted, both LR Processing and Lexin Resources are defunct companies, meaning Stantec was therefore unable to contact them. The Alberta Energy Regulator (AER) and Orphan Well Association (OWA) were therefore contacted instead to determine how to address their infrastructure.

With respect to the LR Processing Ltd Abandoned Sour Gas Pipeline, SDC and Stantec will coordinate with OWA for the proposed removal of this infrastructure (and corresponding right-of-way on title).

With respect to the Lexin Resources Ltd suspended water injection well, SDC and Stantec are coordinating with the OWA to support the decommissioning and abandonment of this well.

5 AER / OWA Engagement

Due to the infrastructure of two defunct operators (LR Processing and Lexin Resources) being present on the lands, Stantec reached out to both the Alberta Energy Regulator (AER) and the province's Orphan Well Association (OWA) in January and February 2025 to determine how to address the abandoned sour gas pipeline (LR Processing) and the sweet H_2S well (Lexin Resources).

5.1 AER

AER was initially engaged by Stantec in October 2024, at which time they provided the Land Development Information Package (see ***Appendix* C**) outlining information for the various pipelines and wells located in the Plan Area and surrounds.

In correspondence with AER, it was confirmed that the Lexin Resources sweet H_2S well (License W 0189985) was designated as orphan, but has not yet been abandoned / decommissioned by the OWA. AER advised Stantec to refer to the AER's Directive 79 for guidance regarding setback requirements.

Regarding the abandoned LR Processing sour gas pipeline, AER advised if a developer is seeking to remove a pipeline for development purposes, an application can be made under Section 33 of the Pipeline Act. Details related to what is required for submission is contained within the Pipeline Rules. If the developer is seeking to obtain ground disturbance approval, they should send the request to pipelineoperations@aer.ca.

Emergency Planning Zone

AER advised on February 13, 2025 that for licenses that are not active or abandoned the related companies do not have active Emergency Response Plans with Emergency Planning Zones (EPZ) within them. AER therefore can't advise what the EPZs were for these lines, so they are unable to advise if the SLC lands were within the EPZ or not. Stantec continues to coordinate with AER on active licenses, although no EPZs have been identified at this time.

5.2 OWA

The OWA is primarily funded by industry and is responsible for closing wells, facilities, pipelines, and associated sites that do not have a financially viable and responsible owner. The OWA outlines the required steps for closing orphaned sites, including pipelines and wells (Closing Sites | Orphan Well Association):

1. Site Designated Orphan: Wells, facilities, and pipelines are added to the OWA inventory. Previously decommissioned sites go directly to an Environmental Site Assessment (ESA).
2. Inspection: Landowners are contacted and an inspection of the site ensures protection of public safety and the environment. Sites are risk-assessed with higher-risk sites decommissioned sooner.
3. Decommissioning: Wells, pipelines, and facilities are permanently dismantled and left in a safe condition so there are no risks to the public or environment.
4. Environmental Site Assessment: Soil and groundwater are tested for contamination from any spills or leaks. Detailed site investigation and contaminant transport modelling may be used to develop site-specific remediation plans.
5. Remediation: If contaminants are present, they are managed or removed.
6. Reclamation: Land is contoured and vegetation is planted. The land must be returned similar to its original state.
7. Reclamation Certificate Application: A detailed site assessment is required to apply for a reclamation certificate from the AER.
8. Site is closed. OWA advises that this entire process can take several years.

OWA correspondence was initiated via email on January 31, 2025. In OWA's February 7th response, the OWA advised that as the Lexin and LR Processing infrastructure is abandoned, OWA no longer has an interest. The building setback for development in proximity to an abandoned pipeline is the edge of its right-of-way (ROW). OWA advised that if development needs to occur within this ROW, the developer will need to engage AER indicating that they wish to proceed with a line split and then physical pipeline removal at the cost of the proponents.

Regarding the Lexin well, OWA advised it is currently on hold for decommissioning as another party has indicated that they wish to take it over. OWA is awaiting a decision from the AER regarding this. If the well

was decommissioned, no development could occur within 5m of the well centre. OWA advised that as this well is officially still in operation (though suspended) there may be additional development setbacks as outlined by the AER, though these setbacks are only applicable to urban centres, public facilities, unrestricted country development, and permanent dwellings – none of which are proposed within the SLC. SDC and Stantec will continue to coordinate with the OWA to support the decommissioning and abandonment of this well.

6 Development Requirements & Decommissioning

All oil and gas infrastructure located in the Plan Area, as outlined within this report, will ultimately be decommissioned and removed where possible. SDC will make all efforts for this to occur prior to development taking place in proximity to this infrastructure. However, encroachment onto existing pipeline rights-of-way and well site lease areas will not occur should development proceed prior to their decommissioning and reclamation.

The AER is responsible for ensuring that land used for energy resource activities is reclaimed in an environmentally sound manner. This is directed under the Environmental Protection and Enhancement Act (EPEA) and the Conservation and Reclamation Regulation (CRR). Under EPEA, after an upstream oil and gas facility (including well sites and pipelines) has been abandoned and decommissioned, operators must apply for a reclamation certificate. The infrastructure owned by the defunct operators will be decommissioned as per the AER's requirements and the OWA process outlined in the previous section.

The AER's "Specified Enactment Direction 002: Application Submission Requirements and Guidance for Reclamation Certificates for Well Sites and Associated Facilities" (SED 002) sets out the information requirements for reclamation certificate applications for upstream oil and gas operations, including associated facilities and pipelines under EPEA. SED 002 outlines a detailed Regulatory Overview, Application Submission Requirements, and other important information (including environmental requirements) for operators or the OWA to meet in order to obtain their Reclamation Certificates.

6.1 Pipelines

All pipelines located on the lands will be properly abandoned, decommissioned, and removed, with the land reclaimed to its original state. Pipelines must be emptied, purged, isolated, and left in a safe condition so that there are no risks to the public or environment. This process will be coordinated with the licensee or the OWA (if licensee defunct), including ensuring any cleanup and environmental requirements are met if required.

The Province of Alberta's Pipeline Act and Pipeline Rules outline the requirements and responsibilities for the discontinuation, abandonment, and removal of pipelines. Specifically:

- Sections 23 – 26 of the Pipeline Act:

  - 23: Discontinuation and abandonment
  - 24: Discontinuation, abandonment by Regulator
  - 25: Continuing liability
  - 26: Discontinuation and abandonment costs

- Part 9: “Discontinuance, Abandonment, Removal and Resumption” of the Pipeline Rules

AER’s Directive 77 outlines “Pipelines – Requirements and Reference Tools.” This legislation and direction will be adhered to for all pipelines located on the lands. No additional setbacks beyond the pipeline ROWs are required.

Therefore, MAGA, Ember, and HESC will continue to be engaged to confirm appropriate measures to be undertaken when planning for construction in proximity to their assets and to ensure their pipelines are safely decommissioned and removed. SDC and Stantec will continue to coordinate with the OWA / AER regarding the defunct LR Processing pipeline. The pipeline ROWs will also need to be discharged from title through Alberta Land Titles.

6.2 Wells

Existing active wells will be abandoned and rec-certified in accordance with AER requirements. Future development in proximity to these abandoned wells, including setbacks and access, will adhere to the AER’s Directive 79 “Surface Development in Proximity to Abandoned Wells.” This includes a standard 5m radius development setback surrounding the abandoned wells where no permanent structures would be allowed and the provision of an access route to the well.

The AER’s Directive 020 outlines “Well Abandonment” and the various detailed requirements for operators to do so. Operators will be required to follow this Directive when abandoning their wells. Regarding “Previously Abandoned Wells and Zones,” Directive 020 notes that “Wells that were abandoned to the standards in place before this edition of Directive 020 are not required to be re-abandoned to current standards. Exceptions to this are leaking wells and re-entered wells as outlined in sections 3.3 (Leaking Wells / Lowering Casing Stubs) and 3.4 (Re-entry Wells).”

Therefore, Ember and Ovintiv will ultimately be responsible for ensuring their wells are safely abandoned, decommissioned, and Rec Certified, while the OWA will need to manage requirements for the defunct Lexin well. Ember’s 10-year lease (2023-33) will not be renewed and may be terminated prior to 2033, via agreement between Ember and SDC. The access easement to the Ovintiv abandoned well will also be discharged from title as per the requirements of Alberta Land Titles upon development of this parcel, as it is no longer required. SDC and Stantec will continue coordinating with these operators and regulators as development proceeds to ensure it is done safely and meets all regulatory and any other specific operator requirements.

7 Policy Recommendations

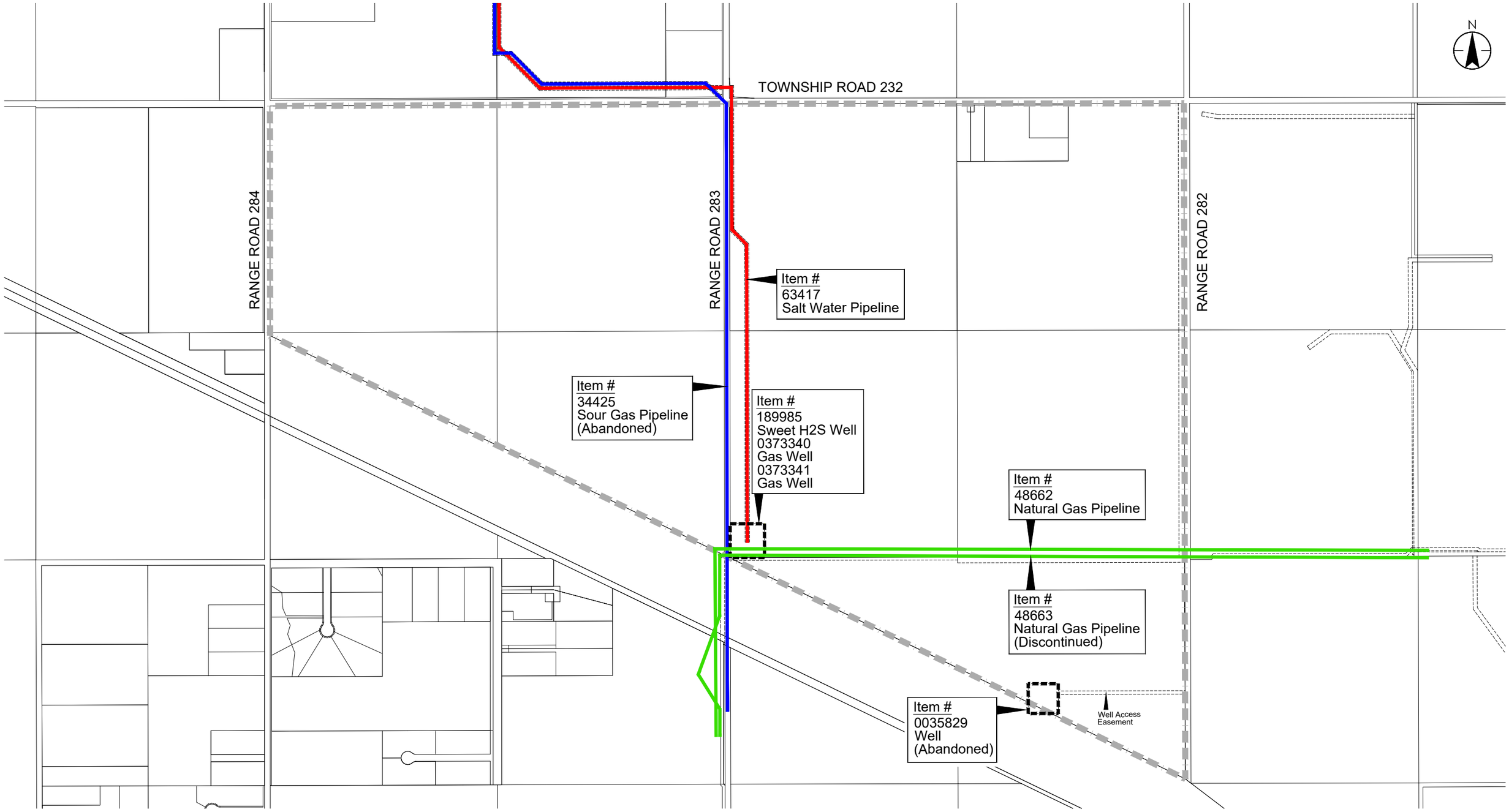
The following policies related to the oil and gas (pipeline and well) infrastructure should be added to the Shepard Logistics Centre Conceptual Scheme:

1. Development in proximity to pipeline and well infrastructure shall adhere to all Federal, Provincial, and Municipal regulatory requirements, including but not limited to:
    a. Province of Alberta's Pipeline Act
    b. Province of Alberta's Pipeline Rules
    c. Environmental Protection and Enhancement Act (EPEA)
    d. Conservation and Reclamation Regulation (CRR)
    e. Alberta Energy Regulator (AER):
        i. Specified Enactment Direction (SED) 002: Application Submission Requirements and Guidance for Reclamation Certificates for Well Sites and Associated Facilities
        ii. Directive 020: Well Abandonment
        iii. Directive 77: Pipelines – Requirements and Reference Tools
        iv. Directive 79: Surface Development in Proximity to Abandoned Wells
2. Specific development requirements for each oil and gas infrastructure item shall comply with Appendix B of the Risk Assessment.
3. No permanent structures shall be allowed within any pipeline right-of-way that remains, except for roadway crossings or other required accesses in accordance with the applicable requirements.
4. A 5m radius development setback shall be applied surrounding abandoned wells where no permanent structures shall be allowed. Access to the abandoned wells shall also be provided.
5. The AER and OWA should continue to be engaged as development proceeds in proximity to all pipelines and wells located on the site to ensure their requirements are satisfied and the development occurs in a safe manner.
6. Where feasible, the pipeline and wellsite operators should continue to be engaged as development proceeds in proximity to all pipelines and wells located on the site to ensure their requirements are satisfied and the development occurs in a safe manner.

8 References

- Alberta Energy Regulator (AER): Alberta Energy Regulator
- Orphan Well Association (OWA): www.orphanwell.ca
- Environmental Protection and Enhancement Act (EPEA): Alberta King's Printer:
- Pipeline Act: Alberta King's Printer:
- Pipeline Rules: Alberta King's Printer:
- Direction 002: SED 002: Application Submission Requirements and Guidance for Reclamation Certificates for Well Sites and Associated Facilities
- Directive 020: Directive 020: Well Abandonment
- Directive 77: Directive 077: Pipelines – Requirements and Reference Tools
- Directive 79: Directive 079: Surface Development in Proximity to Abandoned Wells

Appendix A Oil & Gas Infrastructure Summary Map



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SHEPARD LOGISTICS CENTRE

Oil & Gas Infrastructure Summary

Stantec

Jan 2025

CONCEPT ONLY

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Appendix B Oil & Gas Infrastructure Summary Table

Appendix B - Oil & Gas Infrastructure Summary Table

License #	Type	Operator	Status	Development Objective	Development Requirements
63417	Salt Water Pipeline	Maga Energy Ltd.	Operating	Discontinue, abandon and remove pipeline from Plan Area, including the right-of-way, prior to related phase subdivision construction	- Initiate decommissioning and abandonment process with Operator, in concurrence with decommissioning and abandonment of related well (#189985) - Preference for removal of the pipeline as part of the abandonment process (i.e. no development requirements applicable if pipeline removed) - Discharge related right-of-way from title
34425	Sour Gas Pipeline	LR Processing Ltd	Abandoned	Currently within the 283 road allowance. Seek to remove pipeline from land and removal of the right-of-way from title, prior to related phase subdivision construction	- Initiate process to remove pipeline from the Plan Area with AER (i.e. no development requirements applicable if pipeline removed) - Discharge related right-of-way from title
48662	Natural Gas Pipeline	Ember Resources Ltd	Operating	Explore options to incorporate within Plan Area or discontinue and abandon	Option 1: - Maintain pipeline and registered right-of-way, continuing to serve an offsite active well also licensed to Ember - Building and structures designed and cited to avoid registered right-of-way Option 2: - Initiate process to relocate pipeline and registered right-of-way to reduce impact on development parcels - Option involves decommissioning and abandonment process with Operator for portion of pipeline proposed to be removed Option 3: - Initiate process to decommission and abandon pipeline with Operator, including offsite well being serviced by pipeline - Preference for removal of the pipeline as part of the abandonment process (i.e. no development requirements applicable if pipeline removed) - Discharge related right-of-way from title
48663	Natural Gas Pipeline	HESC Energy Corporation	Discontinued	Complete Abandonment process and remove pipeline from Plan Area, including the right-of-way, prior to related phase subdivision construction	- Initiate process to complete abandonment of pipeline with Operator - Preference for removal of the pipeline as part of the abandonment process (i.e. no development requirements applicable if pipeline removed) - Discharge related right-of-way from title
0035829	Well	Ovintiv Canada ULC	Abandoned & RecCertified	Maintain access to well area as per operator requirements	- Maintain registered Pad Site on title - Pad Site can be incorporated within development parcel, although no buildings and structures to be permitted within the Pad Site boundaries - Modify access to the Pad Site to minimize impact on developability of this area of the Plan Area. Prepare updated access easement/right-of-way on title as part of related phase subdivision plan
189985	Sweet H2S Well	Lexin Resources Ltd.	Injection (Suspended)	Discontinue, abandon and maintain access to well area as per AER requirements, adjusting registered right-of-way as necessary, prior to related phase subdivision construction	- Initiate process to decommission and abandon well with OWA - Through the abandonment process, identify Pad Site area required to support access to the well once abandoned - Update registered Pad Site on title in accordance with abandonment requirements - Pad Site can be incorporated within development parcel, although no buildings and structures to be permitted within the Pad Site boundaries - Modify access to the Pad Site to minimize impact on developability of this area of the Plan Area. Prepare updated access easement/right-of-way on title as part of related phase subdivision plan

0373340	Gas Well	Ember Resources Ltd	Active (lease in place until 2033)	Discontinue, abandon and maintain access to well area as per operator requirements, adjusting registered right-of-way as necessary, prior to related phase subdivision construction	- Initiate process to decommission and abandon well with Operator - Through the abandonment process, identify Pad Site area required to support access to the wells once abandoned - Update registered Pad Site on title in accordance with abandonment requirements - Pad Site can be incorporated within development parcel, although no buildings and structures to be permitted within the Pad Site boundaries - Modify access to the Pad Site to minimize impact on developability of this area of the Plan Area. Prepare updated access easement/right-of-way on title as part of related phase subdivision plan
0373341	Gas Well	Ember Resources Ltd	Active (lease in place until 2033)	Discontinue, abandon and maintain access to well area as per operator requirements, adjusting registered right-of-way as necessary, prior to related phase subdivision construction	

Appendix C AER Land Development Information Package

AER

Land Development Information Package

For

Sec-09&10,N-03,SW-02,SE-03,NE-04-023-28W4

For mapping purposes only; not to be used for digging or excavation purposes. Please contact Licensee directly for questions or clarifications about the infrastructure or corresponding information. If you don't know the Licensee's contact information or are dissatisfied with the Licensee's response, please contact the AER Customer Contact Centre at 1-855-297-8311.

AER LDIP - Pipelines Lookup Report

Note: Licence No. labels are in Black

Licence No.	Line No.	From Location	To Location	Status	Substance	Licensee
10845	5	2-2-23-28-4	2-2-23-28-4	Operating	Natural Gas	ATCO Gas And Pipelines Ltd.
10845	14	2-2-23-28-4	2-2-23-28-4	Operating	Natural Gas	ATCO Gas And Pipelines Ltd.
10845	20	2-2-23-28-4	2-2-23-28-4	Operating	Natural Gas	ATCO Gas And Pipelines Ltd.
10845	21	2-2-23-28-4	2-2-23-28-4	Operating	Natural Gas	ATCO Gas And Pipelines Ltd.
10845	22	2-2-23-28-4	2-2-23-28-4	Operating	Natural Gas	ATCO Gas And Pipelines Ltd.
10845	25	2-2-23-28-4	2-2-23-28-4	Operating	Natural Gas	ATCO Gas And Pipelines Ltd.
28709	2	14-16-23-28-4	10-21-23-28-4	Abandoned	Oil-Well Effluent	Lexin Resources Ltd.
29674	1	10-21-23-28-4	11-21-23-28-4	Abandoned	Fuel Gas	Lexin Resources Ltd.
34425	1	6-29-22-28-4	12-20-22-28-4	Abandoned	Sour Natural Gas	LR Processing Ltd.
48662	1	2-4-23-28-4	2-12-23-28-4	Operating	Natural Gas	Ember Resources Inc.
48663	1	11-12-23-28-4	2-4-23-28-4	Discontinued	Natural Gas	HESC Energy Corporation
53226	9	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	19	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	20	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	21	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	25	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	26	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	27	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	28	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	29	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	31	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	32	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	33	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	34	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	39	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	44	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	45	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	46	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	50	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
53226	58	5-14-23-27-4	7-16-23-27-4	Operating	Natural Gas	Ember Resources Inc.
63417	1	7-33-23-28-4	4-10-23-28-4	Operating	Salt Water	Maga Energy Ltd.

Security Classification: Protected A

AER LDIP - Wells Lookup Report

Notes: Licence No. labels are in Green.

Sour H2S Wells			
Licence No.	**Status**	**Surface_Location**	**Licensee**
477451	Oil	03-12-023-28W4	HESC Energy Corporation
479488	Oil	03-12-023-28W4	HESC Energy Corporation

Sweet H2S Wells			
Licence No.	**Status**	**Surface_Location**	**Licensee**
89640	Gas	10-11-023-28W4	Ember Resources Inc.
189985	Injection	04-10-023-28W4	Lexin Resources Ltd.
221633	Gas	02-12-023-28W4	Ember Resources Inc.
224787	Gas	10-02-023-28W4	Ember Resources Inc.
229040	Gas	13-34-022-28W4	Ember Resources Inc.
248296	Gas	14-01-023-28W4	Ember Resources Inc.
289563	Gas	07-02-023-28W4	Ember Resources Inc.
291867	Gas	10-34-022-28W4	Ember Resources Inc.
298325	Gas	06-11-023-28W4	Ember Resources Inc.
301672	Abandoned Gas	06-01-023-28W4	Ember Resources Inc.
322960	Abandoned Gas	13-11-023-28W4	Ember Resources Inc.
336130	Gas	04-04-023-28W4	Ember Resources Inc.
338998	Gas	15-27-022-28W4	Ember Resources Inc.
373340	Gas	04-10-023-28W4	Ember Resources Inc.
373341	Gas	04-10-023-28W4	Ember Resources Inc.

Unknown H2S /Historical Wells			
Licence No.	**Status**	**Surface_Location**	**Licensee**
13420	Abandoned	10-15-023-28W4	Peyto Exploration & Development Corp.
19051	Abandoned	11-33-022-28W4	Kerr-McGee Operating Corporation
22501	Abandoned	12-33-022-28W4	Artic Mud Co. Ltd.
35829	Abandoned	10-03-023-28W4	Ovintiv Canada ULC
51932	Abandoned	06-08-023-28W4	Ovintiv Canada ULC
76157	Abandoned Gas	06-14-023-28W4	Ember Resources Inc.
86338	Abandoned	10-02-023-28W4	Lexin Resources Ltd.
173433	Abandoned	02-12-023-28W4	Ovintiv Canada ULC
182704	Abandoned Gas	14-16-023-28W4	Lexin Resources Ltd.

AER LDIP - Facility List Lookup Report

Notes: Reporting Facility ID labels are in Blue.

Reporting Facility ID	Licence Type	Licence No.	Status	Sub-type	LE	LSD	Sec	Twp	Rge	Mer	Operator
ABBT0053956			Suspended	Crude Oil Single-Well Battery		14	16	23	28	4	Westhill Resources Limited
ABBT0083450	W	0182704	Suspended	Gas Single-Well Battery		14	16	23	28	4	Hornet Energy Ltd.
ABBT0140011	W	0477451	Suspended	Crude Oil Single-Well Battery		3	12	23	28	4	HESC Energy Corporation
ABBT0141082	W	0477451	Suspended	Crude Oil Single-Well Battery		3	12	23	28	4	HESC Energy Corporation
ABBT0141936	W	0479488	Suspended	Crude Oil Single-Well Battery		3	12	23	28	4	HESC Energy Corporation
ABBT0161863	F	49172	New	Crude Oil Multiwell Group Battery	00	3	12	23	28	4	HESC Energy Corporation
ABBT0161864	F	49172	Active	Crude Oil Multiwell Group Battery	00	3	12	23	28	4	HESC Energy Corporation
ABIF0009167			Active	Enhanced Recovery Scheme		4	10	23	28	4	Lexin Resources Ltd.

AER LDIP - Incidents and Complaints Lookup Report

Note: Incident No. labels are in Brown

The Licensee name is at the time of Incident submitted.

Complaints									
Incident No.	**Licence No.**	**Licence Type**	**Qtr**	**LSD**	**Sec**	**Twp**	**Rge**	**Mer**	**Licensee**
19990804				13	34	22	28	4	Magin Energy Inc.
19990804				13	34	22	28	4	Magin Energy Inc.
19990804				13	34	22	28	4	Magin Energy Inc.
19992672	0179609	W		4	21	23	28	4	Pinon Oil And Gas Ltd.
20010536				14	16	23	28	4	Hornet Energy Ltd.
20160018	0477451	W		3	12	23	28	4	HESC Energy Corporation
20160270	0477451	W		3	12	23	28	4	HESC Energy Corporation
20161350	34425	P		1	16	23	28	4	LR Processing Ltd.
20172411	0479488	W		3	12	23	28	4	HESC Energy Corporation
20172411	0479488	W		3	12	23	28	4	HESC Energy Corporation
20220644	49172	F		3	12	23	28	4	HESC Energy Corporation
20221069	49172	F		3	12	23	28	4	HESC Energy Corporation
20221069	49172	F		3	12	23	28	4	HESC Energy Corporation
20221069	49172	F		3	12	23	28	4	HESC Energy Corporation
20221137	49172	F		3	12	23	28	4	HESC Energy Corporation
20221668	49172	F		3	12	23	28	4	HESC Energy Corporation
20232066	49172	F		3	12	23	28	4	HESC Energy Corporation
20232066	49172	F		3	12	23	28	4	HESC Energy Corporation
20241343	49172	F		3	12	23	28	4	HESC Energy Corporation
20241621	49172	F		3	12	23	28	4	HESC Energy Corporation
20241671	49172	F		3	12	23	28	4	HESC Energy Corporation
Release - Other Substance									
Incident No.	**Licence No.**	**Licence Type**	**Qtr**	**LSD**	**Sec**	**Twp**	**Rge**	**Mer**	**Licensee**
20221171	49172	F		3	12	23	28	4	HESC Energy Corporation
Release - Fresh Water									
Incident No.	**Licence No.**	**Licence Type**	**Qtr**	**LSD**	**Sec**	**Twp**	**Rge**	**Mer**	**Licensee**
				N/A for this AOI					

Security Classification: Protected A

AER LDIP - Coal Mine Permits Lookup Report

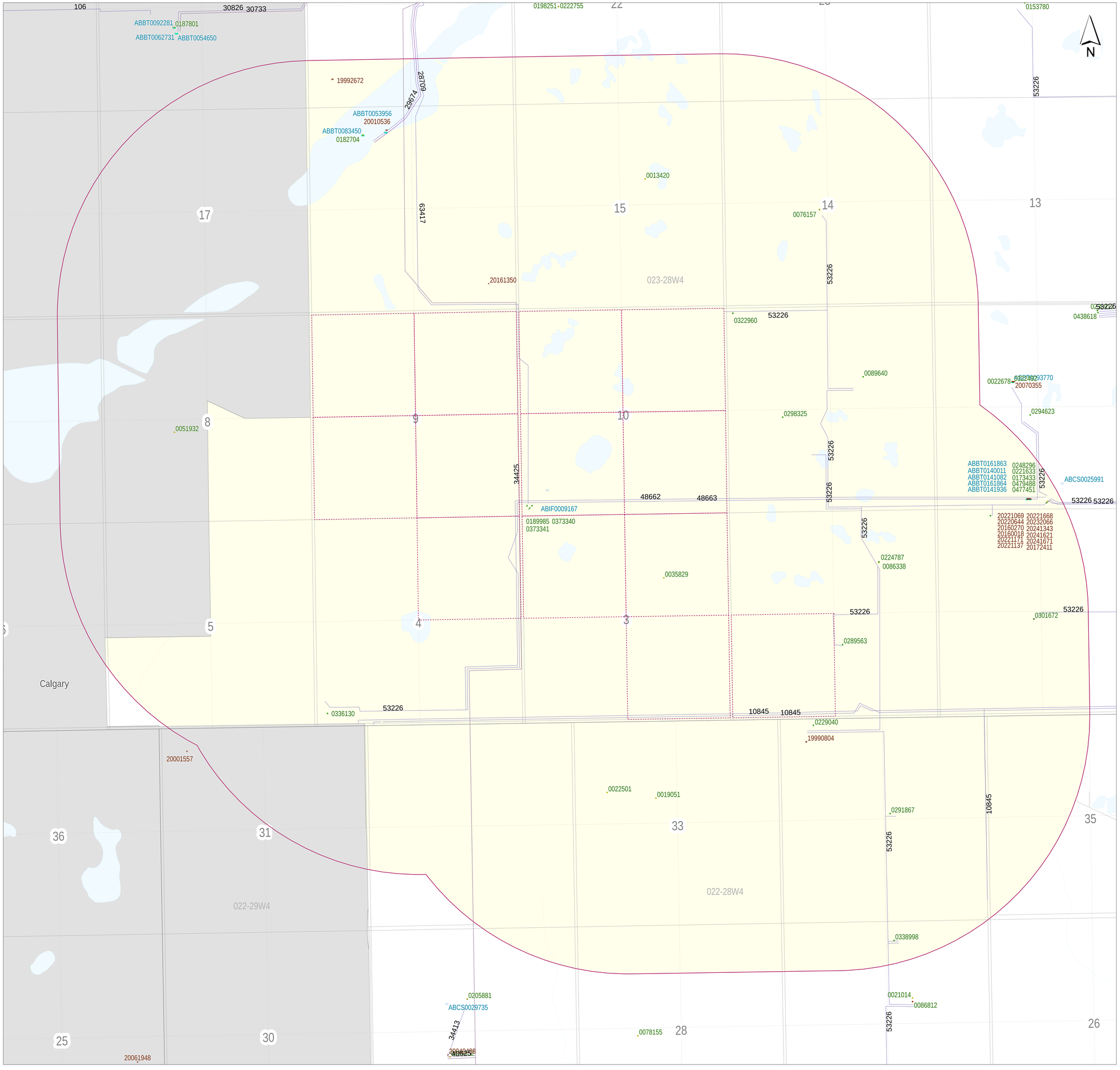
Note: Coal Mine No. labels are in Pink

Coal Mine No.	Permit No.	Status	Owner
		N/A for this AOI	

AER LDIP - Coal Mines Lookup Report

Note: Coal Mine No. labels are in Violet

Coal Mine No.	Status	Owner	
		N/A for this AOI	



Legend

Pipelines

- Pipelines
- HVP Products

Pipelines with Known H2S Values > 10 mol/kmol

- Oil-Well Effluent
- Sour Natural Gas

Well Licences - SHL Status

- Abandoned
- Abandoned Crude Bitumen
- Abandoned Gas
- Abandoned Oil
- Crude Bitumen
- Disposal
- Drilled and Cased
- Gas
- Injection
- Observation
- Oil
- Surface Casing Only
- Suspended
- Suspended Crude Bitumen
- Suspended Gas
- Suspended Oil
- Undefined
- Sour by H2S/EDCT
- Sweet by H2S/EDCT
- Unknown H2S/EDCT

Complaint Incidents

Concern Reported

- Health
- Miscellaneous
- Odours
- Operational Impact
- Physical Impact

Release Incidents

Substance Phase

- Gas
- Liquid
- Solid
- Unclassified
- Fresh Water

Facility - ST102

Facility Type

- Other Facility
- Gas Plant
- Battery

Coal Mines

Coal Mine Type

- Surface
- Underground
- Coal Mine Permits
- Area of Interest (AOI)
- Lakes/Rivers
- Cities/Towns
- Paved Roads

0 1 km

Scale: 1:4,500

Alberta Energy Regulator

Land Development Information Package

Area of Interest: Sec-09&10,N-03,SW-02,SE-03,NE-04-023-28W4

Data Date: October 29, 2024	Publication Date: October 29, 2024
Scale: 1:4,500	Projection and Datum: 10TM AEP Forest, NAD83

Base data contains information licensed under the Open Government Licence - Alberta

Caution: Specific pipeline locations should be obtained from survey plans, owners and field observation before digging. Low pressure gas distribution lines are not shown.
Contact gas distributor for line location.
Call before you dig - Alberta One-Call, Toll-Free 1-800-242-3447

The AER does not warrant the accuracy or completeness of the information contained in this map and is not responsible for any errors or omissions in its content and accepts no liability for the use of this information.

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Calgary, Alberta T2P 0R4
Canada

www.aer.ca

Alberta Energy Regulator
Land Development Information Package
Introduction

This package provides basic information from AER records on oil- and gas-related facilities and coal mines in the vicinity of the area that you are inquiring about. This information has been selected based on the location of the facility or coal mine relative to the location that you are inquiring about. Data provided in this package cover a geographic area larger that the land parcel inquired about due to the township "shift" encountered at correction lines in the Dominion Land Survey (DLS) grid and due to the size of some AER minimum setback requirements.

When the AER approves oil- and gas-related facilities, many required setback distances extend beyond the edges of a facility's lease or right-of-way. To maintain these setbacks, land developers must investigate oil- and gas-related facilities both within and beyond the land slated for potential development. Exactly how far this investigation should extend is determined by both the type of land development being planned and the type of oil- or gas-related facilities nearby. AER setback and design requirements are determined by both the type of oil- or gas-related facility and the type of land development or use nearby.

Facility-related information provided in this package covers a geographic area more than adequate for even the most complex type of land development relative to the current AER minimum setback requirements for the oil and gas industry. Setback distances, along with descriptions of the various types of land development, can be found in the EnerFAQs *Explaining AER Setbacks*. This package will assist you in determining what, if any, facilities licensed under AER jurisdiction could impact your land development plan. It is important to note that the AER does not regulate land development. The setback document discusses this matter in more detail.

Additional Information

Additional information related to land development and oil- and gas-related facilities can be found in AER *Directive 026: Setback Requirements for Oil Effluent Pipelines* and *Directive 079: Surface Development in Proximity to Abandoned Wells*.

Updated December 2022

Explaining AER Setbacks - EnerFAQ

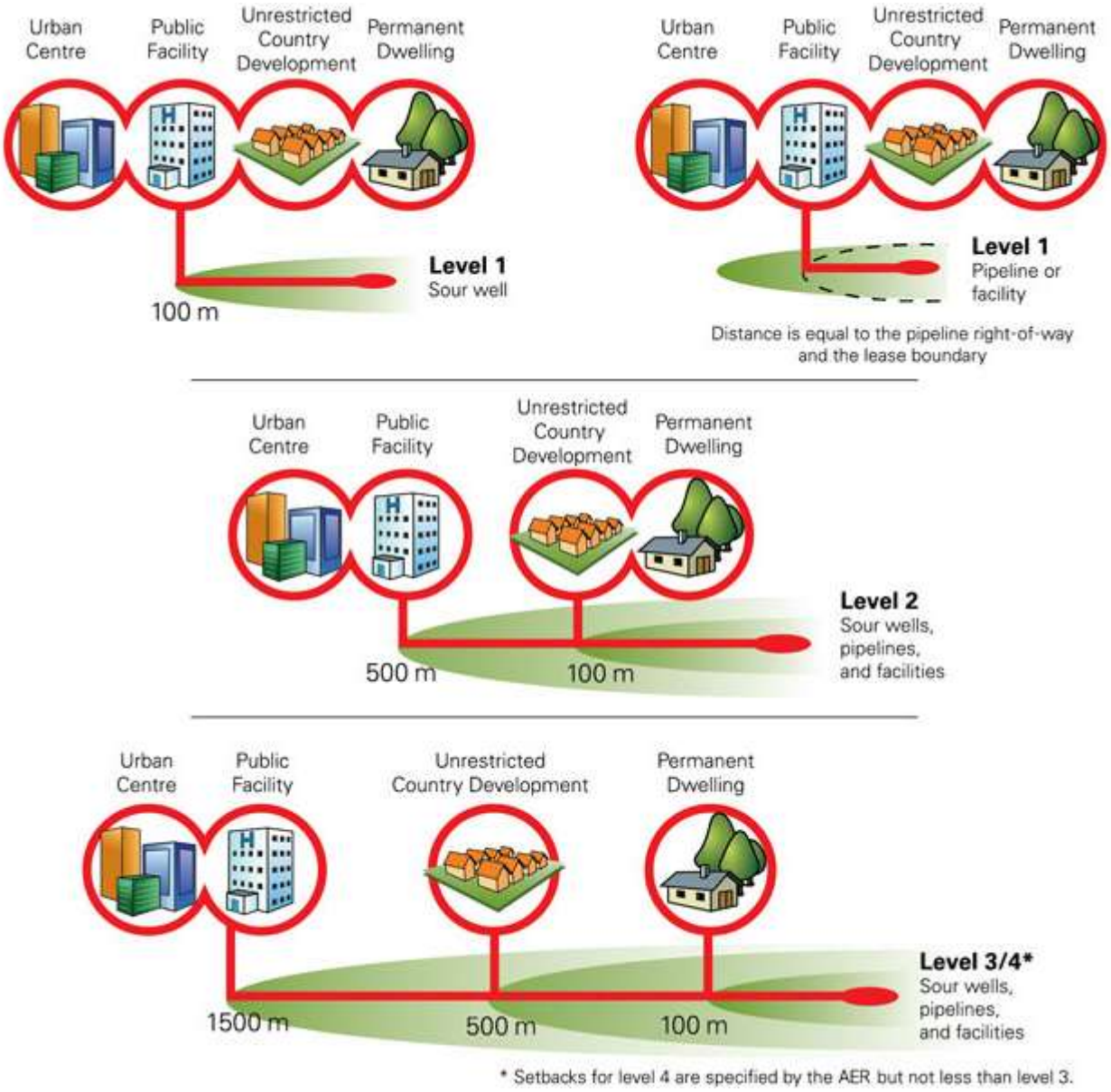
This EnerFAQ provides information about setbacks, what they are, and how they are used for public and environmental safety.

Questions:

- What is a setback?
- What is the AER's definition of a “public facility”?
- What is the AER's definition of “unrestricted country development”?
- Why are setbacks necessary?
- How long have setback distances been in effect?
- How are setback distances determined?
- What are release rates?
- What are release volumes?
- Why is H_2S content important?
- Why are setback distances different for a farmhouse than for a large campground?
- What if I live near a sour facility?
- What safety precautions does the AER require of industry?
- What if I am already living within a sour gas setback distance?
- May I develop my land if it falls within an AER setback?
- Is there any way I can change a setback distance that affects my land?
- How do setback distances affect the future development of my hometown?
- What is the difference between a setback distance and an emergency planning zone?
- What happens if an energy company wants to drill a well or build a facility close to my home?
- What if I object to this development?
- Will I be compensated for the use of my land?
- Additional Information

What is a setback?

A setback is a minimum distance that must be maintained between an energy facility (e.g., well, pipeline, gas plant, or geothermal facility) and a dwelling, rural housing development, urban centre, or public facility. Setbacks vary according to the type of development and whether the well, facility, or pipeline contains sour gas.



What is the AER's definition of a “public facility”?

The Alberta Energy Regulator (AER) examines each situation to decide if something is considered a public facility. When establishing setback distances, the AER does not automatically consider every facility used by the public as a public facility. A facility must be frequently used by many people to be considered a public facility. We also consider the evacuation options that apply to that particular facility. For example, a large year-round campground with many individual campsites may be designated a public facility under the AER’s definition, whereas a small, seldom-used campground may not.

What is the AER's definition of “unrestricted country development”?

Unrestricted country development refers to any collection of permanent dwellings outside an urban centre that number more than eight per quarter section.

Why are setbacks necessary?

Setbacks prevent populated areas from developing too close to energy facilities and energy facilities from getting too close to people. Setbacks provide a buffer zone between the public and the facility if there is a problem. Setbacks may also be used to separate an energy facility and a landscape feature, such as a lake or river.

To better understand the principle behind a setback, let’s compare it to a 30-kilometre-per-hour speed limit near a school playground. Although the speed limit is not a “guarantee” of safety, statistically, it is much safer to have a speed limit than not to have one. The average driver can stop quickly at this speed if faced with an emergency, such as a child suddenly running into the street. The child’s safety isn’t guaranteed, but the odds are strongly in the child’s favour with the low speed limit in place. In a sense, setback distances function as the energy industry’s “speed limits.”

How long have setback distances been in effect?

Setback distances have existed in various forms for energy resource developments since early production days (pipeline rights-of-way are a good example).

In 1976, new sour gas setback distances were established and immediately used by the energy industry. In 1979, provincial planning authorities formally adopted the same setback distances. The energy industry and all Alberta municipalities use these same setback guidelines when proposing and approving developments of any kind.

How are setback distances determined?

The AER categorizes sour gas facilities into four hazard levels based on well release rates, pipeline release volumes, and hydrogen sulphide (H_2S) content. There are predetermined setback distances for each level of sour gas facility. Once the appropriate level has been established for a facility, AER staff then examine the types of developments nearby and how people typically use the general area. For example, AER staff would check to see if there are houses, schools, or hospitals nearby. If necessary, a setback distance may increase due to these developments.

What are release rates?

The concentration of H_2S and how fast it is coming out of the ground are the variables that determine the release rate.

What are release volumes?

Release volumes are specific to pipelines. A fixed amount (volume) of gas can be released from a pipeline once the valves are closed—this is called the release volume. Pipelines are built with emergency shutdown valves installed at preset points along the pipeline. When the valves detect pressure drops in the pipeline, they close automatically, stopping the gas flow through the pipeline and trapping the gas between the two valves closest to the rupture. That's all the gas that can escape, and the amount of escaping gas can be quickly calculated.

Why is H_2S content important?

The concentration of H_2S in the gas and the rate at which the gas is released will affect the risk. The H_2S content of the gas and the release rate are critical factors in determining setback distances.

Why are setback distances different for a farmhouse than for a large campground?

Setback distances can reflect site-specific considerations. Setback distances are greater for towns and major campgrounds to enable evacuation if necessary. It is easier to evacuate a single-family residence than a large number of people or an entire community.

What if I live near a sour facility?

AER setback distances are designed to reduce the risk to people from sour gas facilities to the lowest level possible.

What safety precautions does the AER require of industry?

The energy industry is required to maintain safe operations at its facilities. With pipelines, for example, the industry has developed many important safety practices, such as specially designed block valves and various kinds of pipeline monitoring systems. In the case of drilling wells, industry must comply with strict blowout prevention measures.

What if I am already living within a sour gas setback distance?

These situations are rare. Industry and municipal planning authorities have followed the same setback guidelines since 1979. If you believe this applies to you, contact the facility operator or the nearest AER field centre.

May I develop my land if it falls within a setback?

Municipal authorities oversee land development and do not permit development where people will be living within the setback. However, lands affected by the setback for a pipeline, for instance, could be landscaped and used as green space. Municipal authorities have setback restrictions for developments other than sour gas, such as road allowance restrictions. This question and others like it should be directed to your local municipal authority. AER advice is available to these authorities about specific projects.

Is there any way I can change a setback distance that affects my land?

Setback distances may change when either the rate or volume of the energy facility changes or when the type of development in the setback area changes. Release rates and release volumes may change over time due to dropping production from a well or the H_2S content changing.

An example of altering land use is a landowner converting a large year-round campground designated as a public facility back to farmland and then building a family home. Whereas the campground required a large setback by the planning authority because of the potential number of people in the camp, a single farm residence would usually require a smaller setback because it would be easier to notify and evacuate one family.

How do setback distances affect the future development of my hometown?

Setbacks may restrict a community's development to a greater extent than an individual dwelling. For example, if your town wanted to expand through annexation, a 500-metre setback distance from any level 2 sour gas facility would be recommended, rather than the 100-metre setback distance for an individual residence.

What is the difference between a setback distance and an emergency planning zone?

A setback is the amount of land serving as a buffer zone between people and energy facilities. An emergency planning zone (EPZ) is the distance outward from a facility where people and the environment could be affected by a potential worst-case incident for which the operator must prepare emergency response plans.

What happens if an energy company wants to drill a well or build a facility close to my home?

The AER requires that companies follow section 5.4, "Category Type and Minimum Consultation and Notification Requirements," of *Directive 056: Energy Development Applications and Schedules* when dealing with landowners and occupants. The company must provide affected landowners and occupants with factual information regarding the facility and explain the potential land-use restrictions that may occur because of the development.

What if I object to this development?

For some types of applications, the applicant must indicate in its application whether any landowners contacted have concerns about the application. The AER may direct the applicant to contact these landowners again to explore ways to resolve any concerns. Also, anyone who believes they may be directly and adversely affected by an energy resource application can file a statement of concern. See EnerFAQs *Expressing Your Concerns – How to File a Statement of Concern About an Energy Resource Project*.

Will I be compensated for the use of my land?

Decisions regarding compensation for placing energy facilities on your land do not fall under the AER's jurisdiction and are the responsibility of the Land and Property Rights Tribunal when the *Surface Rights Act* applies. The *Surface Rights Act* does not apply to geothermal resource development. The Land and Property Rights Tribunal may be reached at 780-427-2444.

Additional Information

For more information on the AER and its processes or if you wish to speak to your local field centre or have questions about energy resource development in Alberta, contact the AER's Customer Contact Centre: Monday to Friday (8:00 a.m. to 4:30 p.m.) at 1-855-297-8311 (toll free).

This document is part of the EnerFAQs series, which explains the AER's regulations and processes relating to specific energy issues.

Each year the AER collects, compiles, and publishes a large amount of technical data and information about Alberta's energy development and resources for use by industry and the public. This includes raw data, statistics, information on regulations, policies, and decisions, and hearing materials.

Publications may be downloaded free of charge from the AER website (www.aer.ca) or made available through the Products and Services Catalogue by contacting Data & Information Services (email: InformationRequest@aer.ca).

AER Head Office
Suite 1000, 250 – 5 Street SW
Calgary, Alberta T2P 0R4
inquiries@aer.ca
1-855-297-8311 (toll free)

Energy and Environmental 24-hour Response Line (emergencies and complaints):
1-800-222-6514 (toll free)

If you hit a pipeline, stop work and notify the owner immediately. Hidden damage could cause a future pipeline failure.

The information in this brochure is intended for use as a guide only. Consult the *Pipeline Act* and the *Pipeline Regulation* for the exact wording of these requirements.

For more information, about the AER, contact:

Information Services
Alberta Energy Regulator
Suite 1000, 250 – 5 Street SW
Calgary, Alberta T2P 0R4

Inquiries
1-855-297-8311

24-hour emergency
1-800-222-6514

inquiries@aer.ca

www.aer.ca

Eighth edition, May 2019

If you will be working *within* the pipeline right-of-way, you must

1. get written approval from the pipeline owner before you dig;
2. call the pipeline owner at least two full working days before you dig, so the pipeline can be located and marked before you dig;
3. expose the pipeline by hand (hydrovac is acceptable) before digging with machinery within 5 m of the pipeline, requesting attendance of pipeline owner;
4. ensure that NO machinery is used to dig within 60 cm of the pipeline or any distance underneath the pipeline without the supervision of the pipeline owner; and
5. call the pipeline owner at least one full working day before you cover any exposed pipeline.

Remember

The excavator's responsibilities are to

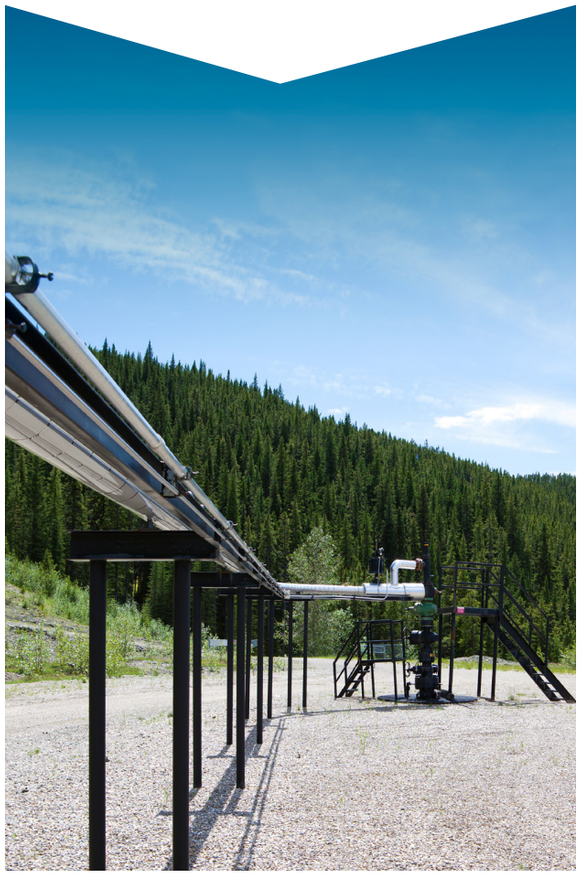
- search 30 m beyond the dig area;
- check records for the existence of pipelines;
- obtain written permission if working within the pipeline right-of-way;
- call pipeline owner at least two full working days before you dig, so the pipeline position can be marked;
- erect temporary fencing along the right-of-way, if needed;
- construct proper crossings to allow access over the right-of-way, if needed;
- hand expose pipeline before using machinery within 5 m, requesting attendance of pipeline owner;
- not use machinery to dig within 60 cm of pipeline, unless supervised by the owner; and
- call the pipeline owner at least one full working day before covering any exposed pipeline.

The pipeline licensee's responsibilities are to

- provide pipeline information upon request;
- provide reasonable assistance to anyone carrying out a ground disturbance;
- mark the position of the pipeline before a ground disturbance takes place;
- be present, if asked, during hand exposure;
- inspect the pipeline for damage prior to backfilling and keep a written record of this inspection;
- supervise any mechanical excavation taking place within 60 cm of the pipeline or under the pipeline; and
- provide all assistance without cost.

Requirements for Landowners and Industry

Safe Excavation Near Pipelines



Alberta Energy Regulator

If you are planning to create a ground disturbance, read this brochure carefully

Alberta Energy Regulator

Ground disturbance includes such activities as excavating, digging, trenching, plowing, drilling, tunnelling, augering, backfilling, blasting, stripping topsoil, levelling, removing peat, quarrying, clearing, grading, or pounding posts.

These actions are all defined as "ground disturbances" in the *Pipeline Act* and the *Pipeline Regulation*. Careless construction near pipelines can cause serious accidents—and cost you a lot of money—if you do not follow proper pre- and post- construction procedures.

Exceptions

Two situations do not qualify as ground disturbances:

1. Land disturbances of less than 30 centimetres (cm) that do not reduce the pipeline cover to less than that when first installed, and
2. Normal cultivation that does not exceed a 45 cm depth.

The requirements in this brochure apply to all pipelines in Alberta that are licensed by the Alberta Energy Regulator (AER). These include

- operating pipelines,
- discontinued pipelines, and
- abandoned pipelines.

Pipelines under the jurisdiction of the National Energy Board and the Rural Utilities Branch have their own requirements that must be followed.

If you are planning to carry out a ground disturbance anywhere, you must

- **search for pipelines** for a distance 30 metres (m) beyond the entire perimeter of the area in which you plan to dig, and
- **visit clickbeforeyoudig.com** to request the location of any buried services.

Note that not all underground services are registered on the One-Call system; do not assume that they are!

Other methods to search for pipelines:

- Call the AER to check area records for the existence of pipelines.
- Check with local utility providers.
- Check the land title for the easements or rights-of-way.
- Look for pipeline warning signs near the site. Signs are typically found at road or water crossings.
- Look for wells, tanks, valve stations, and meter stations, which might indicate the presence of pipelines.
- Look for ground settling from previous work.
- Talk to nearby residents and landowners.

Note that in this brochure, the term "dig" includes any of the activities identified as a ground disturbance.

Determine where your project will be in relation to the existing pipeline

What is a controlled area?

A pipeline's controlled area is the land bordering it for 30 m along each side, measured from the centre of the pipeline.

What is a right-of-way?

A pipeline right-of-way is the land allocated for the pipeline and its maintenance as set out in the agreement between the landowner and the pipeline company. The right-of-way is usually less than the 30 m controlled area, but it may sometimes be more.

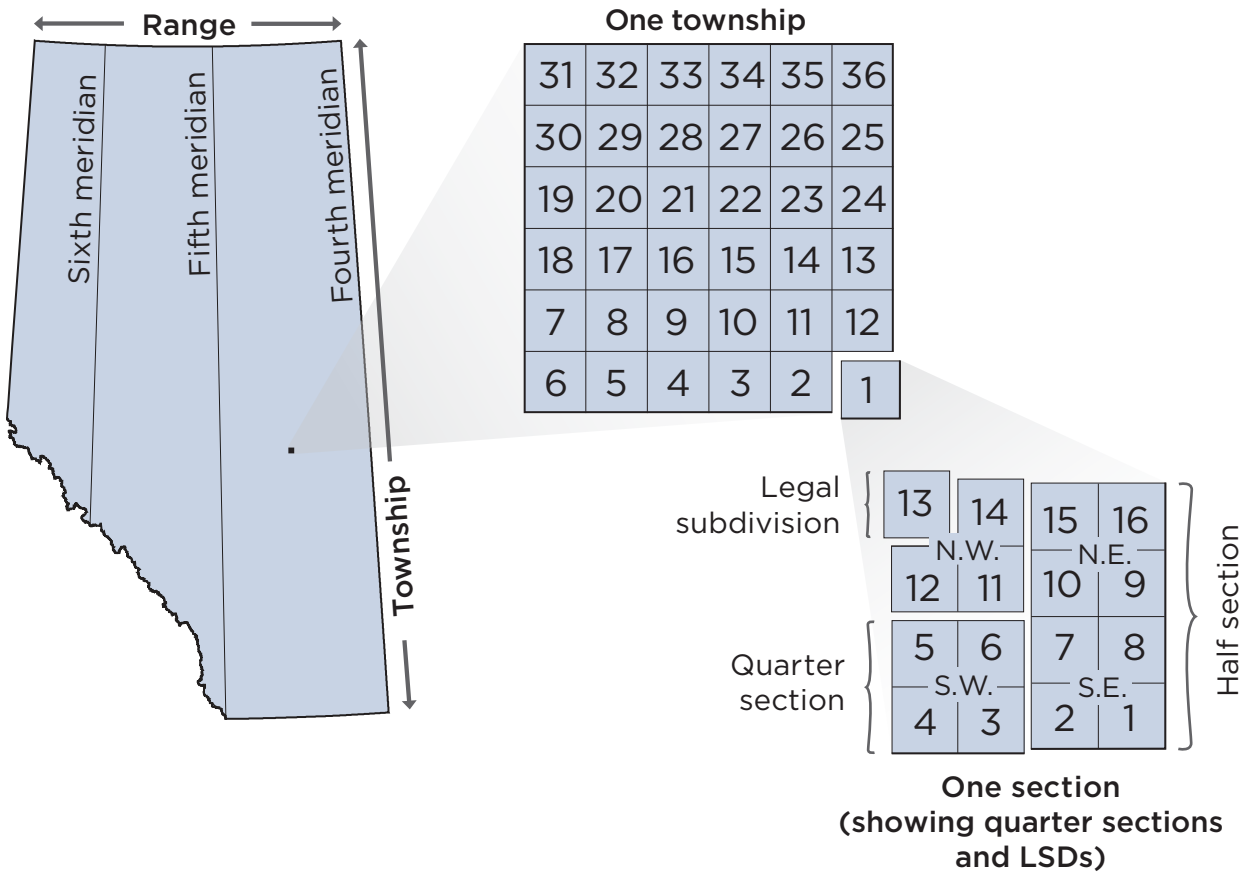
The width of the right-of-way should be identified on the title or easement.

Do not assume that the pipeline is in the middle of the right-of-way.

If you will be working in the controlled area *outside* the pipeline right-of-way, you must

1. call the pipeline owner at least two full working days before you dig, so the pipeline can be located and marked before you dig, and
2. install temporary fencing, if necessary, to restrict heavy equipment from operating over the pipeline.

Dominion Land Survey (DLS)



Example location				
04	01	036	13	W4
LSD	Sec.	Twp.	Rge.	WM

Abbreviations	
Legal subdivision	LS or LSD
Section	SC or Sec.
Township	Twp.
Range	RG or Rge.
West	W
Meridian	M

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

Stantec Consulting Ltd.
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Calgary AB T2A 7H8
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APPENDIX E: POLICY SUMMARY

Prairie Gateway ASP Policy Summary for Shepard Logistics Centre Conceptual Scheme

Policy Reference Key

- Applicable and addressed in Conceptual Scheme / Land Use
- Applicable at Subdivision
- Applicable at Development Permit
- Applicable for all development stages
- Applicable for site operations / implementation
- Not Applicable (NA)

ASP Summary

ASP Section 6: Land Use Strategy

Policy #	Policy Statement	Applicability
6.01	To provide a holistic, efficient, and thorough approach to development, Local Plans (conceptual schemes and master site development plans) must be prepared in accordance with Section 25 of this Plan. Conceptual schemes and master site development plans within the Plan area are not intended to be adopted by bylaw and appended to the Plan.	
6.02	A lot owner's association or similar body may be established to assume responsibility for common amenities and maintenance, and to manage items including but not limited to pathways, and infrastructure. a. A lot owners' association or similar body may be registered on title, at the subdivision stage, and enforce architectural controls that are in alignment with this Plan, Appendix B, and Local Plans. b. Where a lot owners' association or similar body is established, there should be one single body established for the whole Plan area, or rationale should be provided that justifies a portion of the Plan area.	

ASP Section 7: Agriculture

Policy #	Policy Statement	Applicability
7.01	Existing agricultural operations within the Plan area are encouraged to continue until development of those lands to another use is deemed desirable and that use is determined to be in accordance with the policies of this Plan.	
7.02	First Parcel Out shall be situated in a manner that minimizes the impact on future industrial development of the Plan area. First parcels out: a. shall meet the site requirements of the Municipal Development Plan and shall be no larger than is necessary to encompass the residence, associated buildings, landscape improvements, and access; b. shall meet the County's access management standards; and c. should be located on the corners of the quarter section.	
7.03	Redesignation and subdivision of land for agricultural purposes should not be supported.	
7.04	Confined Feeding Operation development shall not be permitted in the Plan area.	
7.05	A Local Plan is not required where the subdivision meets **Policy 7.02** and the criteria for a first parcel out or agricultural use in accordance with the Municipal Development Plan.	

ASP Section 8: Commercial

Policy #	Policy Statement	Applicability
8.01	Commercial development should be located within the 232 Design Corridor (**Map 7**) or on Range Road 283, and not within areas identified as Rail Served Development or where it interferes with the industrial nature of the Plan.	🔵
8.02	Commercial development should be located within 400 metres of a planned transit stop.	🔵
8.03	Commercial and other business uses that are compatible with industrial uses and do not impact Rail Served Development opportunities may be appropriate within an industrial area.	🟢
8.04	Regional or large-scale commercial uses shall not be located within the Plan area.	🟡
8.05	Commercial development shall not include recreation or institutional uses.	🟡
8.06	Commercial developments may include: a. stand-alone or mixed-use buildings; b. offices; and c. light industrial uses.	🟢
8.07	Electric Vehicle ready charging stations should be included for fleet and public vehicles.	🟢
8.08	A Local Plan shall be required to support applications for commercial development. The Local Plan shall: a. ensure that the types of uses are consistent with the polices of this Plan and are compatible with adjacent industrial uses; and b. where necessary or required: i. provide a strategy to mitigate lighting as per Section 13; and ii. address the policies of this plan regarding Non-Residential/Residential Interface areas.	🟡
8.09	A Local Plan shall incorporate policies that provide for green building techniques and energy efficient design.	🟡
8.10	The Local Plan shall address 'Other Commercial Areas' requirements of **Appendix B**, and will be used to provide site, building and landscaping direction that guides applicant subdivision, development permit and building permit submissions, and approvals by the Approving Authority.	🟡
8.11	Local Plans must demonstrate that commercial development could be serviced by transit and should plan for: a. one or more transit bus stop(s) within 400 metres; b. bicycle racks and bicycle and pedestrian connections; and c. transit service amenities, such as an attractive shelter seating for pedestrians, where determined appropriate by the transit provider and the County.	🟡

ASP Section 9: Industrial

Policy #	Policy Statement	Applicability
9.01	Industrial development shall be generally located as shown on **Map 5**.	🟡
9.02	Industrial uses such as distribution logistics, warehousing, transportation, industrial services, construction, manufacturing, services (business, petroleum, professional, scientific, and technical), and industrial storage that do not have significant offsite nuisance factors shall, subject to the availability of servicing, be supported within the industrial area.	🔵
9.03	Outside storage as a primary use of a site shall not be in the Plan area.	🟢
9.04	Heavy industrial uses with the potential for offsite impacts such as unsightly appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods should:	🟢

	a. be located in the Rail Served Policy Area as shown on **Map 5** and **Map 6**; b. be located in areas close to, or adjacent to, hazardous goods routes, railway lines, or other means of access suitable for the transportation of raw materials and goods; c. mitigate off-site impacts where possible; and d. provide mitigating landscaping where appropriate.	
9.05	Development shall be in accordance with the County's Commercial, Office, and Industrial Design Guidelines.	
9.06	Recreational development, institutional development, and private school uses are not compatible with the goals of this Plan and shall not be permitted.	
9.07	Industrial development within the Plan area should: a. include opportunities for on-site renewable energy generation; b. consider waste heat recovery and re-use; and c. provide landscaping and passive amenities to workers and visitors to the area.	
9.08	Electric Vehicle ready charging stations should be included for fleet and public vehicles.	
9.09	Industrial uses located adjacent to existing or future residential, or agricultural land uses shall follow the Interface policies in **Section 12** of this Plan.	
9.10	The County may require additional development setbacks for heavy industrial developments where offsite impacts (noise, odour, dust, vibration, emissions) could negatively impact adjacent properties.	
9.11	A Local Plan shall be required to support applications for industrial development. The Local Plan shall: a. ensure that the type of uses for the industrial area are consistent with Policies **9.02** to **9.10**; b. within the Rail Served Policy Area, conform to the direction identified in **Section 10**, including the Rail Design Shadow Plan; and c. where necessary, in the opinion of the Approving Authority: i. provide a strategy to mitigate offsite impacts; including noise reduction due to operations and lighting as per **Section 13**; and ii. address the policies of this Plan regarding Non-Residential / Residential Interface areas, where required.	
9.12	A Local Plan may allow for a range of building heights, building sizes, floor plate areas, and ceiling height dependent on the needs of the users and in compliance with the *Land Use Bylaw*.	
9.13	A Local Plan shall incorporate policies that support green building techniques and energy efficient design.	
9.14	The Local Plan shall address 'Industrial Areas' requirements of **Appendix B**, and will be used to provide site, building and landscaping direction that guides applicant subdivision, development permit and building permit submissions, and approvals by the Approving Authority.	

ASP Section 10: Rail Served Policy Area

Policy #	Policy Statement	Applicability
10.01	The Rail Served Policy Area shall develop into an efficient industrial park focusing on Rail Served Development.	
10.02	Rail Served Development shall only be located within the Rail Served Policy Area.	
10.03	Except in the 232 Design Corridor, commercial development is discouraged within any area where Rail Served Development is identified.	

10.04	Rail served buildings shall be located in a manner that allows safe and efficient use of the rail infrastructure.	
10.05	Development adjacent to the CPKC Mainline should consider best practices for development in proximity to rail infrastructure.	
10.06	The highest percentage of the Rail Served Policy Area as possible should be planned for and developed as Rail Served Development.	
10.07	A minimum of 50 per cent of the Net Rail Served Policy Area shall be Rail Served Development. a. Notwithstanding **Policy 10.07**, the Approving Authority may consider a lower percentage in cases where the Local Plan cannot achieve the minimum. The Local Plan application must provide rationale that meets the following criteria for consideration of a lower percentage: i. the application meets the vision and goals of the Plan; ii. physical barriers, such as pipelines or natural features, making the development of an area unfeasible or unrealistic to develop with rail infrastructure; iii. operational efficiencies or track geometry limits a higher percentage of Rail Served Development from being feasible or reasonable; and/or iv. other circumstances that limit Rail Served Development. b. Where **Policy 10.07(a)** is granted by the Approving Authority, the applicant shall update the Rail Design Shadow Plan to reflect the revised percentage and explore alternative areas where Rail Served Development could occur.	
10.08	The road network within the Rail Served Policy Area shall: a. not include privately owned rail infrastructure crossings by a public road, Regional Pathway, or sidewalk; i. Notwithstanding Policy 10.08(a), crossings for the sole purpose of emergency services may be permitted at the discretion of the Approving Authority. b. not include Regional Pathways within 8.0 metres measured from the centre of any rail line unless safety provisions are satisfactory to the Approving Authority; c. not include any road right-of-way within 8.0 metres measured from the centre of any rail line; d. restrict public access and interactions with rail infrastructure and the CPKC Mainline; e. not include new public road crossings of the CPKC Mainline; and f. Local Plan provide for public roads that allow for access while ensuring emergency entry and egress.	
10.09	Any Local Plan within the Rail Served Policy Area shall: a. identify the location of rail served areas and non-rail served areas with the goal of maximizing the Rail Served Development area; b. be designed to maximize the operational efficiency of the rail served areas; c. prioritize rail served uses over all other uses; d. recognize the physical layout of the rail served area may take precedence over other land uses and natural features; e. integrate and achieve the objectives of the 232 Design Corridor Design Plan outlined in **Appendix B**, where applicable; and f. propose ways to discourage the change in use from Rail Served Development to non-Rail Served Development.	
10.10	Local Plans shall align with the general design and restrictions of the Rail Design Shadow Plan.	
10.11	With the submission of the first Local Plan that encompasses any portion of the Rail Served Policy Area, a Rail Design Shadow Plan must be	

	submitted and approved by the County that provides a comprehensive approach to the entire Rail Served Policy Area. a. All subsequent Local Plans that encompass any portion of the Rail Served Policy Area shall align with the Rail Design Shadow Plan.	
10.12	The Rail Design Shadow Plan shall: a. address continuity, protecting rail served access, and integration of the proposed development with adjacent lands; b. guide subsequent Local Plan applications; c. outline future rail service on remaining lands by identifying development constraints and conceptual rail locations; d. meet Policy 10.09(b); and e. be updated with each Local Plan submission.	
10.13	Local Plans shall demonstrate how the design does not impede the planning and development of the remainder of the Rail Served Policy Area in accordance with the policies of this Plan.	
10.14	Until such time as the railway facility lands are identified, the policies of this Plan shall prevail for all non-federally regulated Railway Land.	
10.15	The identification of the railway facility does not require an amendment to this Plan.	
10.16	In preparation of a Local Plan that requires the use of or access to CPKC owned Railway Lands, the applicant shall consult CPKC regarding the use of CPKC land.	
10.17	Upon identification of the railway facility, the following shall be submitted to the County: a. A Local Plan showing the proposed development and indicating how impacts to residential lands in proximity to the railway facility will be mitigated; and b. The Local Plan should provide the following: i. a map and general description of the uses and infrastructure within the railway facility; ii. the proposed use and alignment, if any, of the services provided to the Plan area, which include transportation access, water, sanitary, stormwater, electrical, natural gas, and telecommunication; iii. identification of servicing needs and consideration of levy requirements; iv. identification of any private services internal to the railway facility, such as a stormwater pond; v. confirmation that utility right-of-way plans and agreements for specific access and utility servicing purposes will be provided; vi. confirmation that compensation for disturbed wetlands, if any, within the railway facility will be provided, as per Environment Canada Guidelines; vii. consideration of off-site impacts to the County, such as impacts to road operations on Range Road 284; viii. consideration of the Plan lighting polices; ix. consideration of the 'Industrial Areas' and 'Other Commercial Areas' site and building guidelines in **Appendix B** of the Plan; and x. a commitment to discuss Emergency Service provision with the County and other emergency service providers.	

ASP Section 11: Township Road 232 Design Corridor

Policy #	Policy Statement	Applicability
11.01	The policies of the 232 Design Corridor shall apply to land located within 200 metres of the Township Road 232 right of-way, as generally shown on **Map 7**.	
11.02	Proposed commercial development should be located at intersections to create an attractive streetscape.	

11.03	Office and light industrial uses should be located within the 232 Design Corridor and: a. are encouraged to occur in conjunction with commercial and other compatible uses; or b. may be allowed in the form of a stand-alone office building provided that the use is compatible with the character of the area.	
11.04	Road and sidewalk standards along the 232 Design Corridor should match the entryway to The City of Calgary's Shepard Industrial Area Structure Plan.	
11.05	Stormwater ponds within the 232 Design Corridor area shall provide attractive high quality landscaping that implements the requirements of **Appendix B**.	
11.06	Parcels along Township Road 232 should have vehicular access to local roads with direct access to Township Road 232 limited to major intersections. Spacing and the number of intersections will be determined through a Traffic Impact Assessment.	
11.07	Local Plan, subdivision, and development permit applications shall meet the requirements of **Appendix B** and the 232 Design Corridor Design Plan.	
11.08	Prior to development permit approval for structures, a signage plan that implements the requirements of **Appendix B** and the 232 Design Corridor Design Plan shall be prepared to the satisfaction of the County. This plan must show the location and type of freestanding signs.	
11.09	Prior to development permit approval for structures, a lighting plan that implements the requirements of **Appendix B** and the 232 Design Corridor Design Plan shall be prepared to the satisfaction of the County.	
11.10	Prior to development permit approval for structures, a parking plan that implements the requirements of **Appendix B** and the 232 Design Corridor Design Plan shall be prepared to the satisfaction of the County.	
11.11	With the submission of the first Local Plan that encompasses any portion of the 232 Design Corridor, a comprehensive Design Plan must be submitted that provides a cohesive approach to the entire 232 Design Corridor area. The 232 Design Corridor Design Plan shall: a. achieve the 232 Design Corridor objectives; b. provide site, building and landscaping direction that guides applicant subdivision, development permit, and building permit applications; c. implement the requirements of Appendix B; d. be to the satisfaction of and approved by the Approving Authority; and e. be appended to any applicable Local Plan.	
11.12	Local Plans located within the 232 Design Corridor shall include policies to ensure a comprehensive design character and require individual buildings to use a variety of High Quality Building Materials, and a variety of design and architectural elements in alignment with **Appendix B**, that are implemented through conditions at subdivision and development permit stages.	
11.13	Local Plans shall demonstrate how they achieve the goals of the 232 Design Corridor Design Plan, to the satisfaction of the Approving Authority.	

ASP Section 12: Interfaces

Policy #	Policy Statement	Applicability
12.01	Interface policies apply to those areas identified on **Map 7**.	
12.02	Local Plans for non-residential uses adjacent to the areas identified on **Map 7** shall include an interface strategy that addresses the policies of this section.	

12.03	The interface strategy shall seek to mitigate impacts to adjacent residential areas with particular emphasis on protecting residents from noise, light, visual, privacy intrusions, and other forms of nuisance.	
12.04	The County will work with CPKC or its assignee to identify opportunities to mitigate impacts from the Railway Land to adjacent residential land.	
12.05	The Non-Residential / Residential Interface area shall separate, minimize and/or buffer adjacent residential land from impacts such as noise, light, visual, and privacy intrusions. As shown on **Figure 2**, this may include but is not limited to setbacks, berming, fencing with screening, and/or landscaped screening to the satisfaction of the Approving Authority.	
12.06	Non-residential developments located adjacent to a residential area should comply with the following: a. land uses, whether outside or inside of a building, which have significant nuisances (noise, dust, smell, and vibration) should not be permitted; and b. overnight trucking or automotive-related activities including parking, loading, storage, or delivery are not desirable uses in the Non-Residential / Residential Interface area and should be located within the areas where off-site impacts can be appropriately mitigated.	
12.07	Where non-residential development is on lands directly adjacent to or across a road from a residential area, the non-residential development shall be setback a minimum of 50 metres from the non-residential property line for the length of the residential boundary.	
12.08	Uses within the 50 metre Non-Residential/Residential Interface area building setback may include: a. landscaping, berms, landscaped stormwater ponds, and natural wetlands; and b. surface parking (up to 10 metres in width) where the parking is hidden from view by screening such as berms, fencing, and/or landscaping.	
12.09	High quality landscaping should be emphasized in the setback area. A landscape plan shall be prepared for the setback as part of a Local Plan that addresses the County's Land Use Bylaw, **Appendix B**, and any applicable design guidelines.	
12.10	Mass plantings and/or berms shall be required to minimize the visual impact of the non-residential buildings. The plantings and earth berms should incorporate natural contours and variations in height to achieve a natural landscaped appearance.	
12.11	Outside storage is not an acceptable use in Non-Residential / Residential Interface areas.	
12.12	High quality building appearance should be emphasized where non-residential buildings face residential areas. Building design shall address the design guidelines in **Appendix B** of this Plan, the County's Commercial, Office, and Industrial Design Guidelines, and the design principles established within any Local Plan adopted by the County.	
12.13	Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots adjacent to a residential area shall not face the residential area.	
12.14	A Local Plan adjacent to a residential land use shall appropriately plan and design an interface that minimizes conflict between incompatible land uses.	
12.15	The Local Plan shall provide illustrations (e.g., cross-section) and graphics to show the proposed interface design.	
12.16	Where industrial development is adjacent to a residential land use, Local Plans shall address building height within the setback area described in **Section 12, Map 7,** and **Appendix B**.	
12.17	High quality landscaping should be emphasized in interface areas.	

12.18	The Rocky View County / City of Calgary Intermunicipal Development Plan, interface planning principles should be addressed in any Local Plan, redesignation, subdivision, or development permit application adjacent to The City of Calgary. a. Where industrial uses adjacent to The City of Calgary are proposed, they should be compatible in use with the Shepard Industrial ASP.	
12.19	Any Local Plan adjacent to the City of Calgary shall demonstrate how it integrates with the planned industrial development in the City of Calgary (Shepard Industrial ASP). a. The interface shall be appropriately planned and designed to minimize conflict between incompatible land uses. b. The Local Plan shall provide illustrations (e.g., cross-section) and graphics to show the proposed interface design.	
12.20	As part of a Local Plan application, a landscape plan shall be prepared for any development in the County-City Interface area and shall address the design guidelines in **Appendix B** of this Plan, the County's Land Use Bylaw, and the County's Commercial, Office and Industrial Design Guidelines.	
12.21	Applications for non-agricultural development adjacent to agricultural lands should adhere to the County's Agricultural Boundary Design Guidelines.	
12.22	Proposals for non-agricultural development adjacent to agricultural lands located within the Plan boundary shall incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.	
12.23	Agricultural buffering techniques may include a combination of the following: a. Barrier fencing to prevent access and catch debris; b. Vegetated berms; c. Stormwater management facilities; d. Ecological / vegetative buffers; e. Use of topographic barriers such as slopes, roads, watercourses, or wetlands; and f. Increased setbacks for housing and other buildings.	
12.24	Public access such as trails, pathways, and parks should be discouraged adjacent to agricultural lands unless supported by the open space and pathway plan (**Map 8**).	
12.25	All development shall address the County's Commercial, Office, and Industrial Design Guidelines with respect to the retention and enhancement of natural areas.	
12.26	Design of industrial uses adjacent to retained natural areas shall: a. minimize impact on the natural area; b. provide appropriate landscaping to provide a buffer between parking areas and private roads or driveways and adjacent natural areas; c. locate surface parking and loading areas away from the adjacent edge of the natural area; and d. integrate pathways and trails with the natural areas.	
12.27	Design of commercial uses adjacent to natural areas shall: a. minimize impact on the natural area; b. provide natural surveillance between the built form and the natural areas; c. integrate pathways and trails with the natural areas; d. locate surface parking and loading areas away from the adjacent edge of the natural area; and e. allow direct pedestrian connection from the commercial uses to the pedestrian pathways within the natural areas.	

12.28	The placement of the buildings should reinforce the sense of entry and provide visual connections to natural areas.	

ASP Section 13: Lighting

Policy #	Policy Statement	Applicability
13.01	All private lighting, including security and parking area lighting, shall be downward directed, designed to conserve energy, reduce glare, and minimize light trespass onto surrounding properties.	
13.02	All development within the Plan area should apply industry best practice dark sky principles to mitigate light pollution, including the following considerations: a. A luminaire backlight, uplight and glare value of 0 should be used for public and rail infrastructure; b. Post-top lighting, column lighting, in-pavement lighting and specialty lighting should not be used due to glare, backlight, and other light pollution concerns; and c. Development should implement time of day restrictions and other best dark sky practices to ensure light spill into adjacent properties or the surrounding environment is minimized.	
13.03	Site and building lighting should ensure safe and well-lit pedestrian areas, including parking areas and building entrances.	
13.04	Lighting should be located within key landscape areas or along trails while minimizing light trespass onto Environmentally Sensitive Areas.	
13.05	Light trespass onto properties outside of the Plan area shall be minimized to the greatest extent possible.	
13.06	Lighting not attached to a building should be solar powered.	

ASP Section 14: Natural and Historic Environment

Policy #	Policy Statement	Applicability
14.01	Wetland protection shall be guided by County, regional, and Provincial policy.	
14.02	Wetland classification and relative value shall be determined using the Alberta Wetland Classification System.	
14.03	Wetlands within the Plan area north of Township Road 232 that are not claimed by the Crown and have a high relative value should be protected.	
14.04	Wetlands that form part of a stormwater management system shall be retained where possible in accordance with the Master Drainage Plan. Retention, maintenance, and/or removal of other wetlands will be in accordance with the direction of the Master Drainage Plan.	
14.05	Where wetlands are not retained, developers shall provide for appropriate replacement or compensation, in accordance with provincial policy.	
14.06	Riparian area protection shall be guided by County and Provincial policy and regulation.	
14.07	Building and development in the riparian setback area shall be in accordance with the County's Land Use Bylaw and Riparian Setback policy.	
14.08	The riparian setback area uses may include natural trails that are designed and programmed to have low environmental impacts, this may include supporting activities such as walking, hiking, and cycling.	
14.09	The riparian protection area shall remain vegetated and development proponents are strongly encouraged to maintain the natural riparian function through the use of native plant species.	
14.10	Existing tree stands and related habitat should be retained where possible.	
14.11	North of Township Road 232, contiguous corridors should be retained for connectivity of existing tree stands, wetlands, creeks, streams, and	

	drainages to allow for wildlife movement and possible stormwater integration with the Shepard Wetland Complex.	
14.12	Provincial guidelines should be followed to determine whether any Historical Resources Application is required under the Historic Resources Act: a. Any required avoidance or mitigation measures shall be incorporated within the development proposal and detailed within the Local Plan.	🟡
14.13	Names of new developments and/or roads should incorporate traditional knowledge, commemorations significant to Indigenous Peoples, the names of local settlement families, historical events, topographical features, or locations. a. Where names reflect indigenous culture, the Nations should be consulted.	🔵
14.14	Conservation should be considered for Historic Resources (specifically archaeological resources) discovered within the Plan area.	🔵
14.15	At the time of Local Plan preparation, a Biophysical Impact Assessment (BIA) to evaluate impact on wetlands, wildlife, vegetation, historical resources, and Environmentally Sensitive Areas shall be submitted in accordance with the County Servicing Standards.	🟡
14.16	Local Plans shall identify the classification and value of wetlands within the Local Plan area boundary. This shall be done as part of a wetland assessment, to be provided at the Local Plan preparation stage.	🟡
14.17	Local Plans shall determine, through consultation with the Province and County, whether wetland assessment for Crown-claimed wetlands is complete.	🟡
14.18	The Local Plan shall demonstrate the connectivity and function of all retained natural features.	🟡
14.19	At the time of Local Plan preparation, the riparian setback area from a protected watercourse shall be determined using the Province's "Stepping Back from the Water: A Beneficial Management Practices Guide for New Development Near Water Bodies in Alberta's Settled Region", or a similar provincial document that may replace this document.	🟡
14.20	Where a road is proposed to cross Environmentally Sensitive Areas: a. applicable Provincial approval shall be obtained; b. studies shall be done to ensure that any potential changes to existing wetland boundaries are minimized; c. studies should consider the most appropriate environmentally beneficial technique to maintain the ecological quality of the area; d. mitigation measures to protect the Environmentally Sensitive Areas shall be designed and implemented during construction; and e. the applicant shall demonstrate why another location is not feasible.	🔵
14.21	In preparation of a Local Plan, the applicant shall provide documentation that the Historical Resources Act requirements for the property have been completed to the satisfaction of the Province of Alberta (Historic Resource Management Branch).	🟡

ASP Section 15: Open Space, Parks, and Pathways

Policy #	Policy Statement	Applicability
15.01	Open space shall be provided in the Plan area through such means as: a. the dedication of municipal reserves, environmental reserves, and public utility lots; b. government lands for public use; c. privately owned land that is accessible to the public; d. publicly owned stormwater conveyance systems; e. land purchases, endowment funds, land swaps, and donations; and/or	🔵

	f. other mechanisms approved by the County.	
15.02	Linear open spaces should be designed to allow access to people of all ages and abilities and provide opportunities for passive recreation.	
15.03	Open space shall be planned and integrated into the Plan area so that the function of each space will provide a positive and safe social, ecological, cultural, and/or recreational experience.	
15.04	Where historic resources are identified within open space, they should remain undisturbed where possible. When not retained, opportunities for celebration must be considered. a. For any Indigenous historic resources, the applicant shall consult Nations: i. prior to any historic resource removal; and ii. for consideration of opportunities for celebration.	
15.05	An interconnected linear system of trails and pathways shall be provided, which connect to existing or proposed active transportation networks in general accordance with **Map 8**.	
15.06	The network of pathways, trails, and sidewalks should: a. promote walking and cycling; and b. provide safe and efficient connections between commercial and industrial areas.	
15.07	The design and construction of parks, pathways, trails, and associated amenities shall be of high quality and adhere to the construction and design standards, including but not limited to: a. the Geometric Design Guide for Canadian Roads; b. the County's servicing standards; and c. the Parks and Pathways: Planning, Development and Operational Guidelines.	
15.08	Regional pathways should be provided within planned road rights-of-way in general accordance with **Map 8**.	
15.09	Within road rights-of-way, pathways should be located on: a. the north side of Township Road 232; b. the west side of Range Road 284; c. the east side of Range Road 283; and d. the west side of Range Road 282.	
15.10	Regional Pathways and natural area corridors should connect to or support critical linkages between Calgary and Rocky View County.	
15.11	Maintenance roads located around the perimeter of any stormwater pond should be used as a pathway and connect to the greater Regional Pathway network of the Plan area. a. Notwithstanding **Policy 15.11**, if a stormwater pond is within the Rail Served Area, a Regional Pathway may not be required.	
15.12	Where wetlands are retained, an adjacent pathway should be developed around all or a part of the wetland in a manner that minimizes disturbance to the wetland and riparian area.	
15.13	Pathways should not be located within 8.0 metres of identified rail infrastructure.	
15.14	The Local Plan shall demonstrate how the pathway is connected to the open space, trails and pathways network as generally shown on **Map 8**.	
15.15	Local Plans should incorporate the goals and policies of the Parks and Open Space Master Plan and the Active Transportation Plan: South County. In doing so, Local Plans should: a. provide connections within, and external to, the Local Plan area; b. wherever possible, be located within or align with a park, wetland, stormwater conveyance system, natural water course, riparian area, or natural area;	

	c. incorporate crime prevention through environmental design (CPTED) features; and d. contribute to the regional trail and pathway system and, where possible, connect with other municipalities' pedestrian networks.	
15.16	Pathway alignment, as identified on **Map 8**, may be refined at the Local Plan application stage.	
15.17	At the Local Plan stage, Industrial and Commercial uses adjacent to natural areas should: a. allow for outdoor amenity space to be integrated with the natural areas; b. allow direct pedestrian connection to the pedestrian pathways within the natural area; and c. coordinate landscape components, where appropriate, to reflect the nature of the adjacent open space.	

ASP Section 16: Reserves

Policy #	Policy Statement	Applicability
16.01	Voluntary dedication of reserve land beyond the maximum amount allowed by the *Municipal Government Act* may be considered if it is demonstrated that the additional reserve will benefit the County and result in no additional acquisition costs to the County.	
16.02	The acquisition and disposal of reserve land, and the use of money in place of reserve land, shall adhere to County policy, agreements with local school boards, and the requirements of the *Municipal Government Act*.	
16.03	Provision and allocation of reserves shall be determined at the time of subdivision by the subdivision Approving Authority.	
16.04	The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.	
16.05	The dedication of reserves should meet the present or future needs of the Plan area by considering the recommendations of this Plan, the County's Parks and Open Space Master Plan, County Active Transportation Plan, a Local Plan, school boards, and any other relevant policies or agreements.	
16.06	Reserves owing on a parcel of land should be provided as land to achieve the local pathway network or cash-in-lieu as determined by the County.	
16.07	Municipal reserve, school reserve, or municipal and school reserve shall be provided through the subdivision process to the maximum percentage allowed by the *Municipal Government Act*.	
16.08	Lands that qualify as environmental reserve should be dedicated as environmental reserve land at the time of subdivision, as per the *Municipal Government Act*.	
16.09	Lands that are determined to be of environmental significance but do not qualify as environmental reserve should be protected in their natural state through alternative means as determined by the County.	
16.10	Environmental reserves should be determined by conducting: a. a Biophysical Impact Assessment report; b. a geotechnical analysis; and/or c. other assessments acceptable to the County	
16.11	Within a Local Plan boundary, reserve lands may be deferred by registering a deferred reserve caveat to a future subdivision.	
16.12	A reserve analysis shall be required with the preparation of a Local Plan to determine the amount, type, and use of reserves owing within the Local Plan area.	
16.13	The reserve analysis shall include a determination of: a. the total gross area of the Local Plan; b. the type and use of reserves to be provided within the Local Plan area; c. other reserves owing on an ownership basis;	

	d. the location of the reserve types and amounts in relation to the Local Plan area's overall open space system, with this information to be shown on a map; and e. the amount of residual reserves to be taken as money in place of land.	

ASP Section 17: Emergency Services

Policy #	Policy Statement	Applicability
17.01	In association with County Fire Services, the RCMP, and other emergency service providers, an adequate level of service shall be provided to the Plan area.	
17.02	Policing will be provided by the RCMP as per the Provincial Police Service Agreement, until such time as another policing solution is required or sought out.	
17.03	Fire services will be provided by the County as the primary responder. The County may request the support of The City of Calgary Fire Department if required, as per the Secondary Emergency Response Fire Services Agreement between the County and The City. a. Notwithstanding Policy **17.03**, primary response may change upon agreement between the County and The City.	
17.04	Community Service Reserve land may be used to locate an Emergency Response Station within the Plan area if the land is declared surplus to school needs.	
17.05	Proposed development within the Plan area will be reviewed by County Fire Services and the Approving Authority to ensure appropriate Fire Protection measures are incorporated.	
17.06	All industrial and commercial buildings shall provide fire suppression systems that are in compliance with the County's Fire Suppression Bylaw and the Alberta Building Code.	
17.07	Local Plans shall address fire and protection response measures and on-site firefighting requirements through consideration of such factors as uses, building heights and design, efficient road design, safe and efficient access for emergency service vehicles, wildland fire protection, and fire control measures.	
17.08	Crime Prevention Through Environmental Design (CPTED) features should be considered and incorporated into the design and construction of all new development, wherever possible.	
17.09	The County shall collaborate with The City of Calgary, CPKC, and any third-party site operator to develop an Emergency Response Plan to mitigate any risks related to Railway Lands and train movements.	

ASP Section 18: Transportation

Policy #	Policy Statement	Applicability
18.01	The regional transportation system should be developed in general accordance with **Map 9** and the Transportation Impact Assessment. The classifications of the grid transportation network will be refined through further transportation analysis and/or at the Local Plan stage.	
18.02	Rocky View County shall work collaboratively with The City of Calgary and Alberta Transportation on the required transportation upgrades, and connections to Stoney Trail and Highway 560 (Glenmore Trail).	
18.03	The local transportation network should be generally located as depicted on **Map 9**.	
18.04	Local roads shall be designed in accordance with the County's Servicing Standards.	
18.05	To efficiently move traffic, reduce emissions, and improve safety, the use of roundabouts at major intersections should be evaluated for feasibility.	

18.06	The cross section for Township Road 232 should match the planned cross section for 114 Avenue SE within The City of Calgary.	
18.07	The transportation network shall be designed and built to accommodate a future transit service, while accommodating the design of a rail served industrial park. a. When developed, the following roads shall be developed as transit ready routes: i. Township Road 232; ii. Range Road 284; iii. Range Road 283 north of Township Road 232; and iv. Range Road 282. b. Notwithstanding **Policy 18.07(a)**, transit ready routes may be refined at the Local Plan stage through the Transit Service Plan if refinements would result in more effective transit provision or to avoid conflicts with the policies of the Rail Served Area.	
18.08	Transit design should plan routes that minimize the number of turns while providing maximum coverage.	
18.09	At the subdivision stage, based on further analysis and lot design, the locations of bus stops identified in the Transit Service Plan will be refined to accommodate the subdivision design.	
18.10	All streets accommodating temporary phased or permanent transit service shall be a collector or higher-order street classification.	
18.11	A Traffic Impact Assessment shall be required as part of the Local Plan preparation and/or subdivision application process and shall confirm road classifications, intersection spacing, and intersection treatments.	
18.12	As part of the Local Plan preparation, the designation, design, and construction of the local network roads, including classification, street sizing, number, and intersection/access spacing, shall be determined.	
18.13	Local Plan transportation network design should be a grid network where possible.	
18.14	Local roads shall be designed in accordance with the urban requirements of the County's Servicing Standards. a. Notwithstanding **Policy 18.14**, the rural road requirements of the County's Servicing Standards may be considered where technical constraints make the urban requirements unfeasible.	
18.15	Roads shown on **Map 9** as solid lines should be part of a Local Plan. a. Roads shown on **Map 9** as dashed lines are conceptual and may be altered as part of the Local Plan submission, subject to the following: i. a Transportation Impact Assessment determines that the change would not negatively affect the network; and ii. the change will not negatively affect the ability to provide fire and emergency services.	
18.16	With the submission of a Local Plan, a Transit Service Plan prepared in collaboration with a public transit service provider shall be submitted. The Transit Service Plan: a. should identify, within the Rail Served Policy Area, transit routes that maximize transit coverage while minimizing conflicts with Rail Served Development; b. for the Rail Served Policy Area, shall accompany the Rail Design Shadow Plan and support the objectives and policies of the Rail Served Policy Area; c. shall identify other potential transit routes; d. shall provide guidance on the spacing of bus stops, transit amenities, and street classification; and e. shall include a conceptual map.	

ASP Section 19: Utility Services

Policy #	Policy Statement	Applicability
19.01	Water, wastewater, and shallow utility services shall be provided to the entire Plan area.	
19.02	The location of regional and local infrastructure corridors, utility rights-of-way and easements, and related line assignments are identified on **Map 3**. Local Plans in proximity to a regionally significant corridor should identify and protect the corridor to the satisfaction of the County, utility company, and easement holder.	
19.03	Proposed land use, employment (flow) forecast, or transportation network changes to the Plan may require a re-evaluation or modification of the proposed and existing utility infrastructure at the regional level.	
19.04	If a District Energy System is available or planned for within the Plan area, development should connect to that District Energy System.	
19.05	Upon The City of Calgary request, water and wastewater design reports and drawings that impact The City water and wastewater infrastructure shall be circulated to The City for review and approval, prior to Local Plan approval.	
19.06	The provision, alignment, and capacity of the water distribution system shall be in general accordance with **Map 10** and Determination of Sanitary Sewer Flow and Potable Water Demand Technical Memorandum. These alignments are conceptual and will be further identified as part of the Local Plan preparation.	
19.07	Water servicing for the Plan area will be provided to the County boundary by The City of Calgary, subject to City Council approval of a Master Servicing Agreement. a. Notwithstanding **Policy 19.07**, a supplemental non-potable water or potable water system for a high demand user beyond the regional water network's capacity may be considered, subject to technical review and an update of the Sanitary Sewer Flow and Potable Water Demand Technical Memorandum, and subject to approval of the alternative option by the applicable approving authorities.	
19.08	Design and construction of the water distribution system within the Plan area shall be to the County servicing standards.	
19.09	Where the Plan area water distribution system connects to The City of Calgary owned regional distribution system, the connection point(s) shall be to City standards.	
19.10	All water systems serving developments within the Plan area shall be designed to provide adequate water pressure to combat fires.	
19.11	Within the Plan boundary, infrastructure and land related to the distribution of water shall be identified prior to the approval of a Local Plan application and dedicated to the County as per the requirements of the Development Agreement.	
19.12	Reduction and reuse of water is encouraged in accordance with Provincial laws and regulations. a. Where possible, the reuse of water is encouraged for energy generation, industrial processing, and other uses allowed for by the province. b. Potable water shall not be used for irrigation.	
19.13	The provision, alignment, and capacity of the wastewater system shall be in general accordance with **Map 11** and Determination of Sanitary Sewer Flow and Potable Water Demand Technical Memorandum. These alignments are conceptual and will be further identified as part of the Local Plan preparation.	

19.14	Wastewater servicing for the Plan area will be provided to the County by The City of Calgary, subject to City Council approval of a Master Servicing Agreement.	
19.15	Where the Plan area wastewater distribution system connects to The City of Calgary owned regional collection system, the connection point and effluent standards shall be to City standards.	
19.16	Design and construction of the wastewater distribution system within the Plan area shall be to the County standards.	
19.17	Within the Plan boundary, infrastructure and land related to the collection and conveyance of wastewater shall be identified prior to the approval of a Local Plan application and dedicated to the County at the subdivision stage.	
19.18	If supplemental non-potable water or potable water from a high demand user is returned to the wastewater system, updates to the Technical Memorandum and Master Servicing Agreement may be required, as deemed necessary by the County and The City of Calgary.	
19.19	Sump pumps and stormwater drainage systems shall not connect to the wastewater system.	
19.20	Shallow utility alignment should be: a. identified at the Local Plan stage and determined at the subdivision stage; b. located within a utility right-of-way and not within the road allowance or under sidewalks or pathways; and c. located to avoid identified natural areas, tree plantings, and open spaces, and minimize the impact on natural features.	
19.21	Wherever possible, utility easements should be utilized to ensure their location, identification, and maintenance can be made with ease and without service disruption.	
19.22	Shallow utility rights-of-way, public utility lots, and easements shall be provided at the subdivision or development permit stage, as deemed necessary by the utility provider.	
19.23	Local Plan, redesignations, subdivision, and/or development permit applications shall be in alignment with the wastewater servicing plan and water servicing plan.	
19.24	As part of the Local Plan preparation, the developer shall consult with The City of Calgary and the County to identify: a. any downstream trunk, wastewater treatment plant upgrades, or other infrastructure required to provide wastewater servicing; and b. any upstream mains, water treatment plant upgrades or other infrastructure required to provide water servicing.	
19.25	The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the Local Plan stage to the mutual satisfaction of the County, the developer, and the utility companies.	

ASP Section 20: Power Generation Facilities

Policy #	Policy Statement	Applicability
20.01	The operator of any power generation facility shall obtain all relevant provincial approvals and adhere to the technical development requirements of the Local Plan.	
20.02	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; c. Biophysical Impact Assessment; and d. any additional studies to identify safety, health and/or nuisance impacts.	

ASP Section 21: Stormwater

Policy #	Policy Statement	Applicability
21.01	The stormwater system alignment shall be in general accordance with **Map 12**, and capacity in general accordance with the Master Drainage Plan. These alignments are conceptual and will be refined as part of the Local Plan preparation and subsequent lower tier stormwater reports.	
21.02	All new development shall conform to the recommendations outlined in the Master Drainage Plan, Sub-Catchment Master Drainage Plan, and subsequent required stormwater reports regarding release rates, volume control targets, water quality, and assessment of downstream drainage constraints.	
21.03	Stormwater ponds should be enhanced with bio-engineering techniques, wherever possible, to promote volume control and improved water quality.	
21.04	Natural wetlands and/or natural drainage courses that are retained should receive treated stormwater through direct or indirect flow in order to maintain the integrity of the wetland and the drainage course.	
21.05	All new development shall be required to connect to the stormwater system.	
21.06	Mitigation of potential negative impacts of development to watercourses, waterbodies, and adjacent landowners must be identified and addressed in the Master Drainage Plan and subsequent required stormwater reports.	
21.07	All stormwater design reports and drawings that discharge to The City of Calgary stormwater infrastructure shall be circulated to The City for review and approval, prior to Local Plan approval.	
21.08	Regional stormwater treatment will be provided by The City of Calgary, subject to City Council approval of a Master Servicing Agreement.	
21.09	Stormwater flows (quantity and quality) and infrastructure connecting to The City of Calgary's stormwater treatment system shall meet City standards.	
21.10	The Master Drainage Plan, subsequent plans, and stormwater management facilities shall align with the East Calgary Regional Stormwater Plan.	
21.11	Stormwater infrastructure within the Plan area shall be constructed, operated, and maintained in accordance with County servicing standards, County policy, the Master Drainage Plan, and provincial regulations.	
21.12	Where the Plan area stormwater system connects to The City of Calgary owned stormwater system, the connection point and stormwater quality standards shall be to City standards.	
21.13	The County supports best management practices that reduce impervious surfaces, clean or filter runoff, and allow for reuse of stormwater for non-potable purposes. Reduction in quantity and improvement in quality can be achieved by the: a. design of source control practices in order to reduce the amount of water moving downstream and the need for end-of-pipe stormwater treatment solutions; b. use of low impact development methods; c. reduction of impermeable surface runoff; and	

	d. reuse of stormwater for irrigation or other non-potable purposes.	
21.14	The County supports the reuse of stormwater in accordance with provincial requirements.	
21.15	Within the Plan boundary, infrastructure and land related to the stormwater treatment and conveyance system shall be identified prior to the approval of a Local Plan application and dedicated to the County at the subdivision stage.	
21.16	As part of a Local Plan application, a Stormwater Management Report that is consistent with the approved Master Drainage Plan, or any subsequent stormwater plan shall be submitted.	
21.17	Local Plans and subdivisions shall adhere to the approved Master Drainage Plan and subsequent required stormwater reports.	
21.18	The Local Plan shall adhere to the monitoring requirements of the approved Master Drainage Plan and subsequent required stormwater reports.	

ASP Section 22: Solid Waste and Recycling

Policy #	Policy Statement	Applicability
22.01	Solid waste management shall be guided by Rocky View County's Solid Waste Servicing Strategy.	
22.02	The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction in accordance with County standards.	
22.03	Waste minimization and waste diversion practices are encouraged in the Plan area and should have a diversion target of 50 per cent.	
22.04	A Local Plan should: a. address solid waste management through all stages of development, including occupancy; b. identify the appropriate waste collection stations that serve the Local Plan area; c. conform to the policies of the County's Solid Waste Master Plan; and d. set a solid waste diversion target to inform the subdivision construction management plan.	
22.05	Businesses shall be responsible for providing their own solid waste services.	
22.06	Solid waste management shall be the responsibility of property owners in country residential and agriculture areas.	
22.07	Waste collection stations should be used for the disposal of solid waste and recyclable materials.	

ASP Section 23: Oil and Gas

Policy #	Policy Statement	Applicability
23.01	Applicants proposing to develop land in the vicinity of oil and gas facilities and wells shall adhere to the setback requirements and policies of this Plan, and the Directives and Bulletins of the Alberta Energy Regulator.	
23.02	At the time of subdivision or development permit approval, a restrictive covenant shall be registered that prevents the construction of any building within the setback area associated with an active, suspended, reclaimed, or abandoned well.	
23.03	Prior to the preparation of a Local Plan to develop lands within 1.5 kilometres of a petroleum facility that is situated within an Emergency Planning Zone, the developer shall consult with the County and the operator of the facility to determine how an Emergency Response Plan will be prepared, updated, or replaced.	

	a. Where the Emergency Planning Zone includes any land in the City of Calgary, the County shall consult with The City.	
23.04	The location, development setbacks, Emergency Planning Zones, and emergency response planning regarding all petroleum facilities shall be identified in the Local Plan and included in any marketing information and other public communication materials.	
23.05	Prior to the preparation of a Local Plan to develop lands with identified oil and gas wells and/or pipelines, the developer shall consult with the County and the affected operator of the facility to discuss development planning and implementation.	
23.06	All buildings located in proximity to an abandoned well site shall comply with the Alberta Matters Related to Subdivision and Development Regulation and Alberta Energy Regulator setback requirements or provide a minimum building setback as required by the operator(s), whichever is greater.	
23.07	Vehicular access to an abandoned well site shall: a. be identified in the Local Plan; and b. if required, be protected by easements in favour of the County at the time of subdivision or development approval.	
23.08	In conjunction with the preparation of a Local Plan, a subdivision, or development permit application for any parcel containing an abandoned well, the applicant shall provide: a. surveyed locations and depth, if known, of abandoned wells and pipelines and confirmation from the Alberta Energy Regulator of any setbacks; b. a Phase I Environmental Site Assessment specific to the abandoned well; c. a Phase II Environmental Site Assessment specific to the abandoned well as deemed appropriate by the Approving Authority; d. an evaluation of the integrity of the well abandonment; and e. a reclamation certificate for the well, if possible.	
23.09	Pending the results of a Risk Assessment, lands with abandoned wells may be part of the Municipal Reserve dedication if they are compatible with a park or trail plan, at the discretion of the Approving Authority.	
23.10	Roads shall not be located over abandoned wells.	
23.11	During land development, all abandoned well sites shall be marked with temporary signage identifying the location and depth, if known, of the abandoned well and providing contact information for the Alberta Energy Regulator. Such signage, as well as adequate fencing and any other necessary protective measures, shall be in place during the development process to prevent damage to the abandoned well bore.	
23.12	All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operations of these facilities.	
23.13	If applicable, crossing and access agreements shall be in place prior to conditional subdivision approval over lands encumbered by a pipeline right-of-way.	
23.14	Pathways and other recreational uses may be permitted on pipeline right-of-way with the consent of the easement holder and at the discretion of the Approving Authority.	
23.15	Intersections of water, wastewater or stormwater utility lines, roads, and parcels where new building construction will take place shall not be co-located with abandoned pipelines. At the discretion of the Approving Authority, an environmental assessment of a pipeline right-of-way where the pipeline has been removed may be required to demonstrate that land is suitable for the intended use.	

23.16	A discontinued pipeline is a temporarily deactivated pipeline that may go back into service in the future, and therefore, the setback requirements shall remain as if the pipeline was operating and in compliance with provincial regulations.	
23.17	An abandoned pipeline is one which will not be reactivated for service, and therefore, the minimum setback for an abandoned pipeline is the edge of the pipeline right-of-way, unless the pipeline has been removed.	
23.18	Where feasible and as negotiated between the operator and developer, removal of abandoned pipelines is strongly encouraged as part of area development.	
23.19	As part of a Local Plan preparation process, applicants shall obtain a Land Development Information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines (abandoned and operating) in the Local Plan area. In addition, the applicant must determine if an Emergency Planning Zone has been established around a sour gas facility or well.	
23.20	A Risk Assessment shall be required prior to, or in conjunction with, a Local Plan application for land on which oil and gas facilities and their associated setbacks are present. Terms of Reference for this Assessment are to be developed in consultation with the Approving Authority. This Assessment shall be used by the Approving Authority to determine whether the proposed development should be subjected to a greater setback distance and whether additional mitigation measures should be integrated at the time of development.	
23.21	With each Local Plan application, the applicant shall update the Risk Assessment with any changes to oil and gas infrastructure to ensure that it is current.	
23.22	Prior to a Local Plan application with lands in a setback area of oil and gas infrastructure, the applicant must consult with the operator and Alberta Energy Regulator.	

ASP Section 24: Implementation

Policy #	Policy Statement	Applicability
24.01	All costs associated with the construction and installation of transportation, water, wastewater, and shallow utility infrastructure within the Plan area (onsite) are the developer's responsibility. a. Where a developer has oversized infrastructure, they may be eligible for a cost recovery agreement.	
24.02	Offsite water, wastewater, and stormwater infrastructure construction costs that benefit the Plan area or other areas will be recovered by the appropriate levy or other cost recovery mechanisms.	
24.03	Development shall be required to pay the Rocky View County: a. Water and Wastewater Off-Site Levy; b. Stormwater Off-Site Levy; c. Transportation Off-Site Levy; and d. Any other new levy applicable to the development.	
24.04	Local Plans shall address and adhere to the requirements of the Prairie Gateway Area Structure Plan. In support of Local Plans and redesignation applications, the developer will be required to submit a rationale showing how their proposal is consistent with the vision and policies of the Prairie Gateway Area Structure Plan and supporting technical studies.	
24.05	Local Plans are to be prepared as per the policies of this Plan.	
24.06	As part of the Local Plan process, the identification, timing, and funding of any required improvements is required. Improvements that are:	

	a. internal to the Plan area will be determined to the satisfaction of the County; and b. external to the Plan area, including provincial or The City of Calgary infrastructure, will be determined to the satisfaction of the County, in collaboration with The City of Calgary, and/or province.	
24.07	Applications for redesignation and subdivision shall require the concurrent or prior adoption of a Local Plan, unless otherwise directed by the County.	
24.08	Subdivision applications shall address and adhere to the requirements of the supporting Local Plan and the policies of this Plan.	
24.09	The boundary of a Local Plan shall be determined in consultation with the County. Council shall have the discretion to consider alternative Local Plan boundaries.	
24.10	Where a Local Plan is not required, or is silent on a subject, the relevant policies of the Prairie Gateway Plan and Municipal Development Plan shall apply to redesignation and subdivision applications.	
24.11	Applications for redesignation, subdivision, development, and Local Plans shall comply with the policies and requirements of the following master plans and servicing standards, as amended or replaced, unless otherwise directed by the policies of this Plan: a. Prairie Gateway Master Drainage Plan; b. Active Transportation Plan: South County; c. Recreation and Parks Master Plan; d. Rocky View County Solid Waste Master Plan; e. Rocky View County Servicing Standards; and f. Fire Services Master Plan.	
24.12	Phasing of development within the Prairie Gateway Plan should be done in a logical and cost-effective manner guided by the availability of efficient and cost-effective utility services, Local Plan(s), and in lands in the Rail Served Policy Area, a Rail Design Shadow Plan.	
24.13	Development of industrial uses should proceed in an orderly manner, when serviced by existing or upgraded infrastructure and transportation networks.	
24.14	With the exception of **Policy 24.15** and **Policy 24.16**, subdivision approval requires confirmation that the regional utilities infrastructure required to service the subdivision are approved for construction or constructed.	
24.15	Notwithstanding **Policy 19.08** and **Policy 19.16**, no more than 160 contiguous acres of the gross developable Plan area may be permitted to subdivide using a temporary servicing solution in accordance with County policy if the following conditions are met: a. a potable regional water and wastewater system is not available at the Plan area boundary; b. a piped water and wastewater system that services the Plan area and can connect to a regional water and wastewater system is constructed; c. the developer enters into a deferred services agreement and connects to services when available; d. fire protection in accordance with all the applicable bylaws and codes is provided; e. no compensation will be provided for the costs incurred for the construction, decommissioning, and subsequent connection to a piped water and wastewater system; and f. the proposed temporary solution meets provincial regulations.	
24.16	Notwithstanding **Policy 21.05**, no more than 160 contiguous acres of the gross developable Plan area may be permitted temporary stormwater treatment ponds in accordance with County policy if the following conditions are met:	