

SHEPARD

LOGISTICS CENTRE

TOWNSHIP ROAD 232 DESIGN CORRIDOR PLAN

PRAIRIE GATEWAY ASP

APRIL 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.



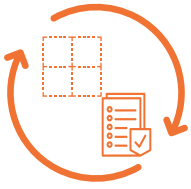
Encourage the recognition and promotion of a Rail Served Development through high-quality landscaping and environmentally sustainable urban design.



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

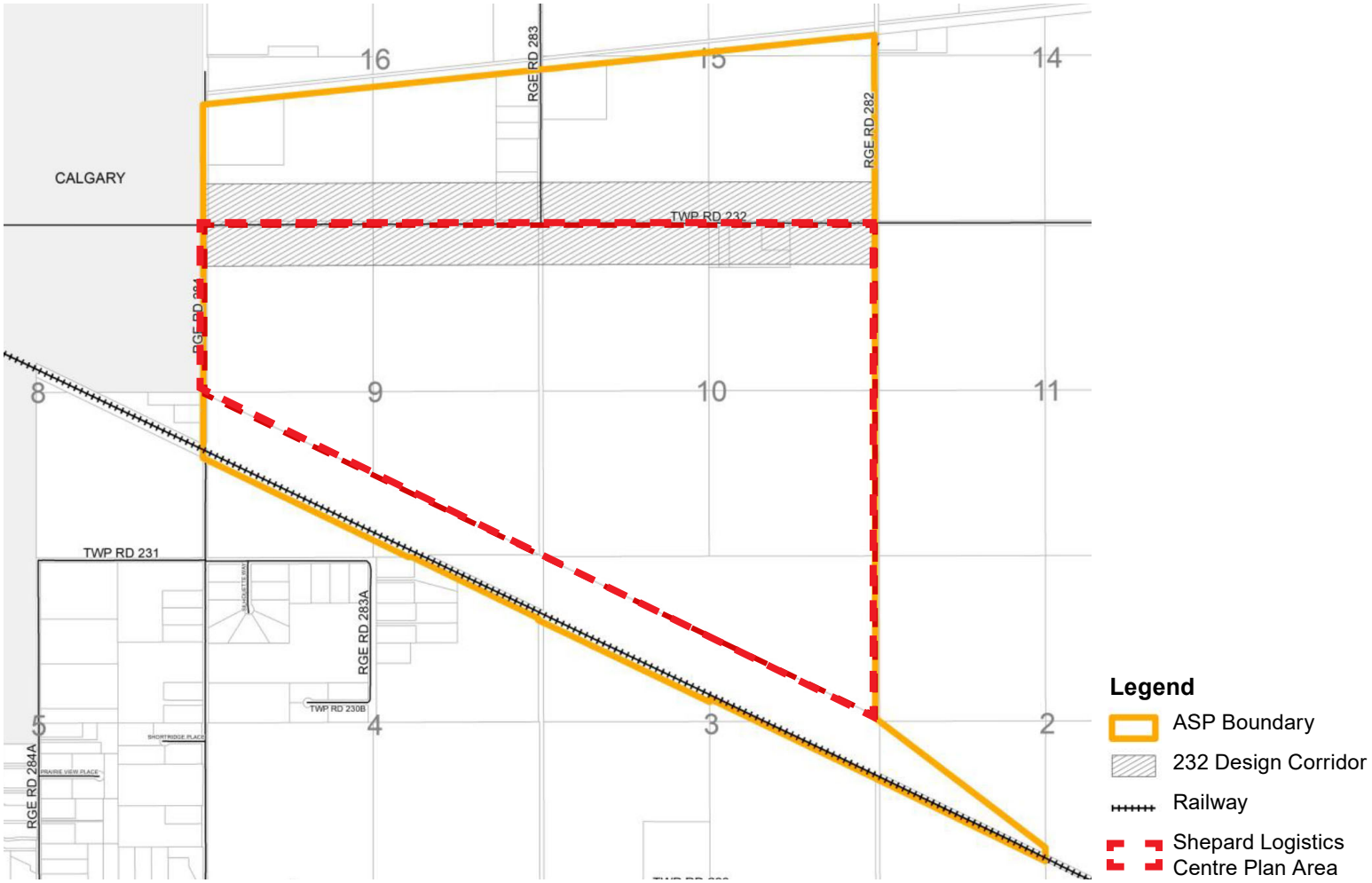


Ensure the provision of commercial and service facilities that meet the needs of a significant industrial employment hub.



***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.

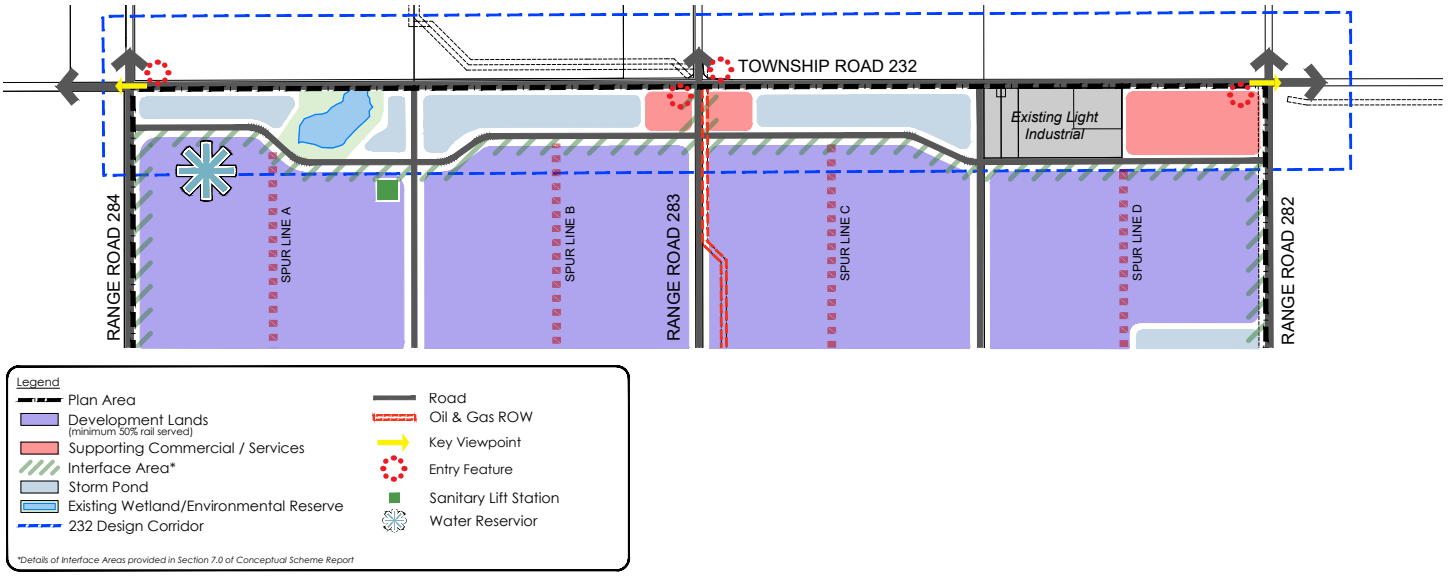
6.2 Primary building entrances within the Development Lands should be oriented towards the internal roadway to the north or towards Range Road 284 or Range Road 283, where applicable.

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

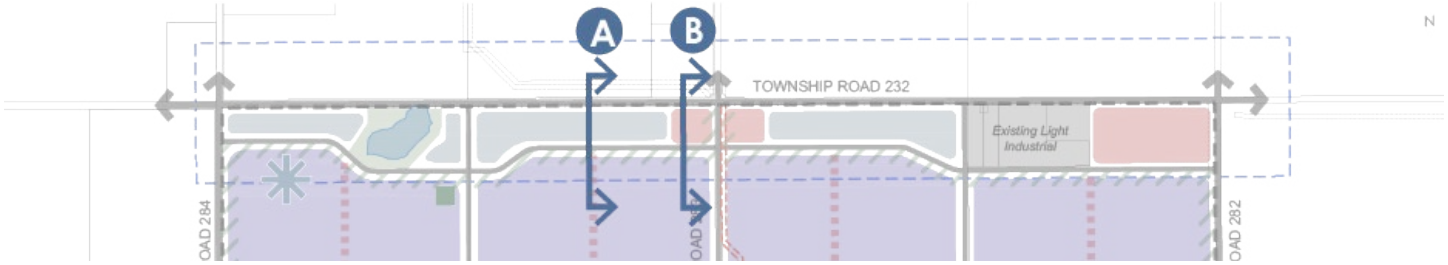


Figure 4 : Township Road 232 Cross-Section A-A

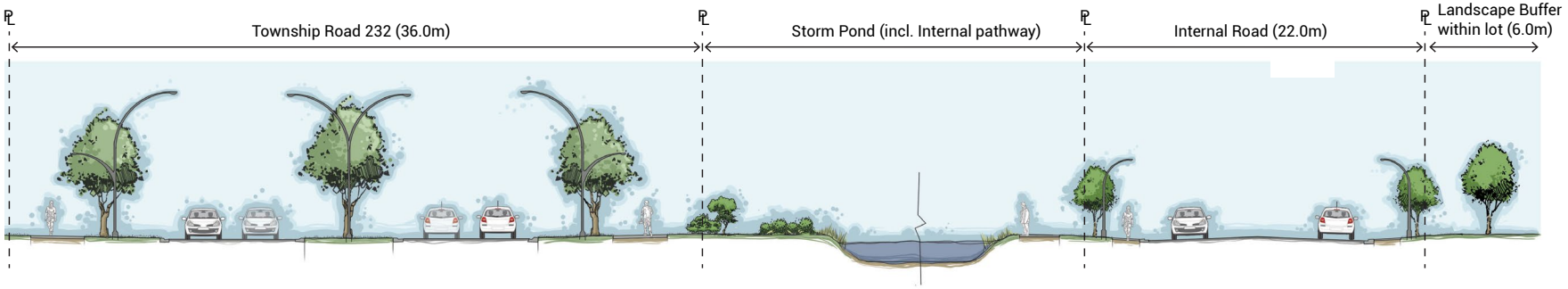
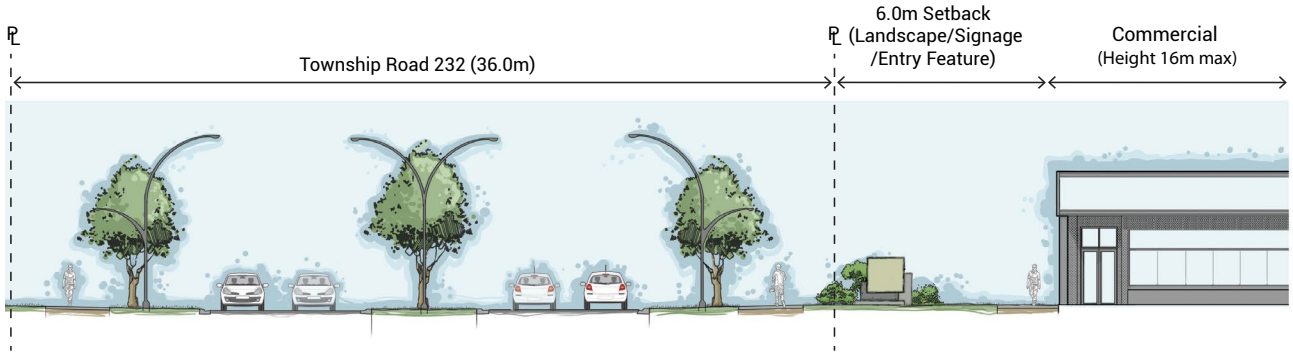


Figure 5 : Township Road 232 Cross-Section B-B





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