

# BYLAW C-8658-2025

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

The Council of Rocky View County enacts as follows:

## Title

1 This bylaw may be cited as *Bylaw C-8658-2025*

## Definitions

- 2 Words in this Bylaw have the same meaning as those set out in the *Land Use Bylaw* and *Municipal Government Act* except for the definitions provided below or noted in Section 1.0 of this bylaw:
- (1) “**Council**” means the duly elected Council of Rocky View County;
  - (2) “**Direct Control District**” means those lands legally described in Section 3 and as shown on the map in Schedule “A” forming part of this Bylaw.
  - (3) “**Land Use Bylaw**” means Rocky View County Bylaw C-8000-2020, being the *Land Use Bylaw*, as amended or replaced from time to time;
  - (4) “**Municipal Government Act**” means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
  - (5) “**Rocky View County**” means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

## Effect

- 3 THAT NW/NE-09-23-28-W04M, portions of SW/SE-09-23-28-W04M, NE/SE/SW-10-23-28-W04M, Lot 1, Block 1, Plan 1112368, and Lot 2, Block 1, Plan 0610017 be designated Direct Control as shown on the attached Schedule ‘A’ forming part of this Bylaw.
- 4 THAT the special regulations of the Direct Control District are as detailed in Schedule ‘B’ attached to and forming part of this Bylaw.

## Effective Date

- 5 Bylaw C-8658-2025 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.



READ A FIRST TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2025

PUBLIC HEARING HELD this \_\_\_\_\_ day of \_\_\_\_\_, 2025

READ A SECOND TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2025

READ A THIRD AND FINAL TIME this \_\_\_\_\_ day of \_\_\_\_\_, 2025

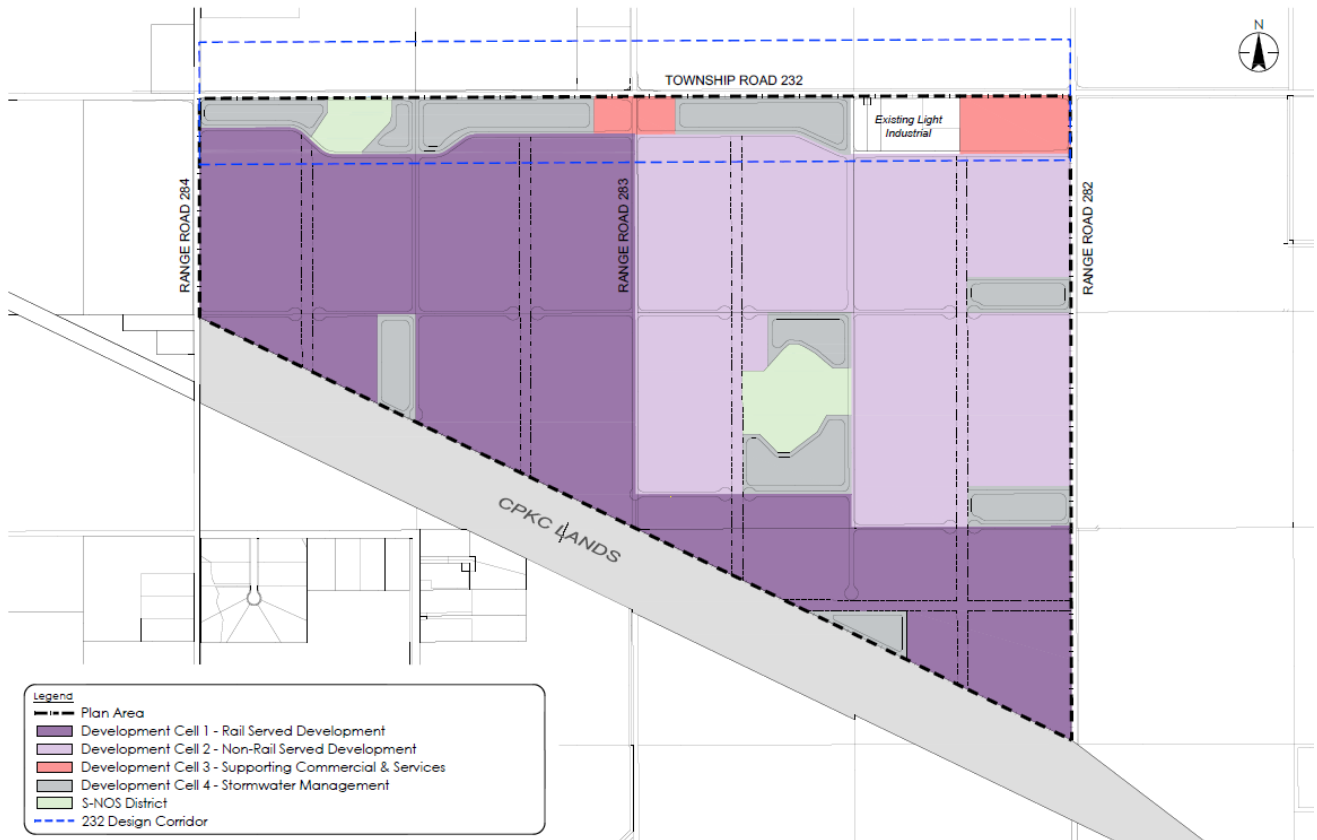
\_\_\_\_\_  
Reeve

\_\_\_\_\_  
Chief Administrative Officer or Designate

\_\_\_\_\_  
Date Bylaw Signed

**SCHEDULE 'A'**  
**FORMING PART OF BYLAW C- 8658-2025**

**INSERT SCHEDULE 'A' MAP FROM MAP SET**



**SCHEDULE 'B'**  
**FORMING PART OF BYLAW C-8658-2025**

**1.0 DEFINITIONS:**

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

- 1.1        *232 Design Corridor*
- The main transportation corridor and entranceway to the Prairie Gateway Area Structure Plan (ASP), as identified in Schedule A.
- 1.2        *Cogeneration (Co-Gen) Plant*
- A facility that simultaneously produces electricity and thermal energy from a single fuel source, such as natural gas, biomass, or biogas.
- 1.3        *Data Processing Centre*
- A large-scale facility dedicated to housing IT infrastructure and related components, for supporting technological services such as artificial intelligence, cloud computing, data security, data storage, management and processing digital media, information and applications. This facility encompasses ancillary structures that support its primary function, including but not limited to administrative offices, maintenance facilities, back-up/supplementary power generation infrastructure, substations, and security buildings.
- 1.4        *Industrial (Heavy) – Rail Served*
- Refers to those rail served developments that create a Nuisance and 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. For the purposes of this Direct Control District, this includes logistics-focused material handling and distribution operations that do not alter the physical or chemical properties of the materials, and does not include Natural Resource Extraction/Processing.
- 1.5        *Intermodal Depot Facility*
- A facility dedicated for the handling, management, repair, and storage of containers and related cargo. These facilities support the efficient transfer of goods and containers between different transportation modes, such as trucks and rail, by providing additional space for container storage, repair, loading, and unloading operations.
- 1.6        *Master Services Agreement*
- The Master Services Agreement (MSA) contemplated in the Prairie Gateway Area Deal Agreement to be entered into between the County and the City of Calgary.



1.7 *Non Rail Served Development*

Refers to development parcels that are not abutting or directly accessible to rail infrastructure. This type of development should be compatible with and not adversely impact rail operations or rail served development.

1.8 *Outside Storage*

Means an outdoor area that may contain a building or structure, that is used for the keeping of goods, inventory, materials, machinery, equipment, unregistered vehicles, or Vehicles (including trucks and trailers), outside. For the purposes of this Direct Control District, Shipping Containers shall be considered Outside Storage.

1.9 *Prairie Gateway Area Structure Plan*

The Area Structure Plan (ASP), as enacted by the County and the City of Calgary, for the Prairie Gateway area located within the County, as that area is defined within the *Prairie Gateway Area Structure Plan* and the Prairie Gateway Area Deal Agreement entered into between the County and the City of Calgary.

1.10 *Research & Development Facility*

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

1.11 *Rail Infrastructure*

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

1.12 *Rail Right-of-Way*

Refers to a dedicated right-of-way (ROW) for *Rail Infrastructure* that is implemented and operated by a third party operator.

1.13 *Rail Served Development*

Refers to development parcels 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, and construction equipment) transported by rail, including infrastructure to support rail operations such as sidings and loading docks, and shall comply with safety regulations for rail operations.

1.14 *Truck/Vehicle Wash (Large Vehicle)*

Refers to a facility for the washing of large motor vehicles, such as commercial trucks, buses, or industrial vehicles, on a commercial basis.

### 1.15 *Utility-Scale Power Generation Facilities*

A large-scale electricity generation installation that is connected to the transmission grid to serve regional energy demand. Such facilities may utilize renewable, alternative, or conventional energy sources and are regulated in accordance with Alberta's Small Scale Generation Regulation, distinguishing them from small-scale, distribution-connected facilities.

## **2.0 PURPOSE:**

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

## **3.0 GENERAL REGULATIONS:**

- 3.1 Parts 1, 2, 3, 4, 5, 7, and 8 of the Land Use Bylaw C-8000-2020 as amended, shall apply, unless otherwise specified in this Bylaw.
- 3.2 The Development Authority (County Administration) shall be solely responsible for the consideration and approval of Development Permit(s) for the lands subject to this Bylaw and located within the Direct Control District.
- 3.3 The General Regulations set out in this Bylaw apply to all developments within the Direct Control District, unless otherwise provided for in this Bylaw, or varied by the Development Authority in accordance with this Bylaw.
- 3.4 A Development Permit is not required for:
  - i. Agricultural (General)
  - ii. Communications Facility (Type A)
  - iii. Communications Facility (Type B)
  - iv. Communications Facility (Type C)
- 3.5 The Development Authority may refuse any Development Permit (DP) application, or may impose a condition on any Development Permit issued within the Direct Control District that restricts or prevents development from being commenced, unless and until a Master Services Agreement is in place, or unless adequate servicing is in place, at the sole discretion of the Development Authority.
- 3.6 Notwithstanding any other provision in this Bylaw, the Development Authority may issue a Development Permit for Stripping and Grading to support the Rail Served Development, prior to the issuance of a Development Permit for the Rail Served Development. The application for a Development Permit for Stripping and Grading shall include a grading plan, sediment and erosion control plan, and interim stormwater management plan, all to the satisfaction of the Development Authority. The approval of the Development Permit for Stripping and Grading shall not contradict the final stormwater management plan and does not include installation of underground services, gravel or paving.
- 3.7 The Development Authority may vary the following development regulations as set out in this Bylaw applicable to the Direct Control District for the approval of a Development Permit if, in the opinion of the Development Authority, the granting of a variance would

not unduly interfere with the spirit and intent of this Direct Control District pursuant to this Bylaw and the portions of Land Use Bylaw C-8000-2020, as amended, identified in Section 3.1 of this Bylaw:

- 3.6.1 Building Setbacks and Parcel Size by up to 15%
- 3.6.2 Building Height and Storage Height by up to 5%
- 3.6.3 Landscaping by up to 15%, where site constraints exist

### **Development Permit Requirements**

- 3.8 In addition to the requirements under Section 95 (Development Permit Application Requirements) of the Land Use Bylaw C-8000-2020, as amended, new Development Permit applications shall include to the satisfaction of the Development Authority:
  - i. A Landscaping and Screening Plan;
  - ii. A Lighting Plan;
  - iii. Additional supporting technical information, reports, studies, assessments, pollution control and management plans, an emergency response plan and mitigation plans as deemed appropriate by the Development Authority, in the sole discretion of the Development Authority.

### **Parking**

- 3.9 The parking and loading requirements regarding the number of stalls required for development shall be based on a parking and loading needs assessment prepared by a professional transportation engineer. The assessment shall be submitted in conjunction with the first Development Permit application for structures within the applicable site or sites.
- 3.10 A parking and loading needs assessment shall not be required for a New Business Tenant – (No Change of Use) within an existing building.
- 3.11 Where a New Business Tenant - Change Of Use has been determined, a new Development Permit including an updated Parking and Loading needs assessment will be required.
- 3.12 Any parking and loading needs assessment should identify the feasibility of Electric Vehicle ready charging stations. If determined as feasible then Electric Vehicle ready charging stations should be required in the amount specified in the parking and loading needs assessment.

### **Power Generation**

- 3.13 For Utility-Scale Power Generation Facilities, the Development Authority may request additional technical studies and supporting information, including but not limited to, the following:

A Development Impact Statement and Analysis, completed by a qualified professional, 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
- vi. impacts and mitigation of the anticipated vapour/steam by-products; and
- vii. Any additional studies to identify safety, health and/or nuisance impacts.

### **Landscaping**

- 3.14 The quality and extent of landscaping shall be maintained for the life of the development.
- 3.15 All development shall comply with the Landscaping Requirements outlined in Section 253-262 of Land Use Bylaw C-8000-2020, as amended, to the satisfaction of the Development Authority.
- 3.16 A 10.00 m (32.81 ft.) landscape buffer is required along Range Road 284 when located within the Residential/Non-Residential Interface identified in Map 7 of the Prairie Gateway Area Structure Plan.
- 3.17 The landscape buffer shall be located on site to mitigate potential off-site negative visual impacts associated with non-residential land uses to nearby agricultural and residential developments
- 3.18 Development within a landscape buffer:
  - i. is restricted to landscaping, berms, landscaped stormwater ponds, natural wetlands, trails, and linear parks;
  - ii. The landscaping requirements within the Landscape Buffer shall be determined as per Table 7 – Landscaping Standards of Land Use Bylaw C-8000-2020, as amended, to the satisfaction of the Development Authority; and
  - iii. Minimum tree spacing to provide sufficient buffering and screening to adjacent lands shall be to the satisfaction of the Development Authority.

### **Emergency Services and Safety Considerations**

- 3.19 During the interim servicing phase, as per the Prairie Gateway Area Structure Plan, the Development Authority may:
  - i. vary all development regulations as set out in this Bylaw or the Land Use Bylaw, for developments within the Direct Control District, including, without limitation, reduced building height limits, and increased or reduced setback limits; and
  - ii. Impose any conditions that the Development Authority deems appropriate to ensure that adequate safety considerations have been taken into account to ensure access for emergency services, including fire services.
- 3.20 All buildings shall provide fire suppression systems that comply with Rocky View County's Fire Suppression Bylaw, the National Building Code – 2023 Alberta Edition (as amended) and the National Energy Code of Canada for Buildings.

**232 Design Corridor**

- 3.21 Development within the 232 Design Corridor shall adhere to the 232 Design Corridor Plan (Appendix D of the Shepard Logistics Centre Conceptual Scheme).
- 3.22 Stormwater facilities shall be designed in accordance with the 232 Design Corridor Plan, to ensure these facilities serve both an aesthetic and functional purpose.

**4.0 DEVELOPMENT CELL 1 – RAIL SERVED DEVELOPMENT**

**Purpose**

The purpose of this Development Cell is to provide regulations that requires parcels to include *Rail Served Development*. Development within this cell should enhance logistical efficiency and connectivity for industrial development with direct rail access.

4.1 Uses

**Permitted**

- Accessory Building ≤ 500 m<sup>2</sup> (5381.96 ft<sup>2</sup>)
- Communications Facility (Type A)
- Communications Facility (Type B)
- Communications Facility (Type C)
- Industrial (Light)
- Industrial (Logistics)
- Industrial (Medium)
- Intermodal Depot Facility

**Discretionary**

- Accessory Building > 500 m<sup>2</sup> (5381.96 ft<sup>2</sup>)
- Cannabis Processing
- Cogeneration (Co-Gen) Plant
- Industrial (Heavy) – Rail Served
- Office
- Station (Bulk Fuel)
- Utility-scale Power Generation Facilities

**Bylaw C-8000-2020 District Rules**

- 4.2 Unless otherwise specified in this DC, the rules of the Industrial, Heavy (I-HVY) District of Bylaw C-8000-2020, as amended apply in this Direct Control District.
- 4.3 Minimum Parcel Size
  - 4.3.1 2.0 ha (4.94 ac)
- 4.4 Maximum Height
  - 4.4.1 The maximum building height is 46.0 m (150.92 ft)
  - 4.4.2 Notwithstanding the above, the maximum building height is 20.0 m (65.6 ft) for any portion of a parcel within the 232 Design Corridor.
- 4.5 The maximum height for Outside Storage adjacent to rail infrastructure is 13.0 m (42.65 ft)
- 4.6 Industrial buildings located along Range Road 284 and Range Road 282 that incorporate long, continuous walls (greater than 50 metres) shall incorporate architectural features, landscaping, or other design elements to 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.

4.7 Minimum Setbacks

- 4.7.1 The minimum setback from any property line is 6.0 m (19.6 ft).
- 4.7.2 Notwithstanding the above, the minimum setback from a property line shared with a Rail Right-of-Way is zero metres.

**Additional Requirements**

- 4.8 Development Cell 1 shall provide a minimum 50% of the plan area for *Rail Served Development*, in accordance with calculation methodology within the ASP.
- 4.9 Any parcels within this Development Cell 1 shall include a minimum of one primary use that is *Rail Served Development*.
- 4.10 Development of parcels that abut a rail spur shall demonstrate, as a part of the Development Permit Application process, how the proposed development complies with relevant rail operation standards prepared by the operator of the *Rail Infrastructure* under the *Rail Safety Act*. The Development Authority may, as part of the Development Permit application process, require the developer to submit any additional information, studies, records, and other information to meet the requirements of this section.

**5.0 DEVELOPMENT CELL 2 – NON RAIL SERVED DEVELOPMENT**

**Purpose**

This purpose of this Development Cell is to provide for the development of *Non Rail Served Development*. This area is intended to facilitate a wide range of larger-scale industrial uses that do not require access to rail and commercial uses that do not adversely impact rail operations.

5.1 Uses

**Permitted**

- Accessory Building ≤ 500 m<sup>2</sup> (5381.96 ft<sup>2</sup>)
- Communications Facility (Type A)
- Communications Facility (Type B)
- Communications Facility (Type C)
- Industrial (Light)
- Industrial (Logistics)
- Industrial (Medium)

**Discretionary**

- Accessory Building > 500 m<sup>2</sup> (5381.96 ft<sup>2</sup>)
- Agricultural Processing
- Alcohol Production
- Automotive Services (Minor)
- Cannabis Processing
- Car Wash
- Cogeneration Plant
- Data Processing Centre
- Establishment (Eating)
- Industrial (Heavy)
- Intermodal Depot Facility
- Office

Research & Development Facility  
Retail (Small)  
Station (Bulk Fuel)  
Station (Gas/Electric)  
Truck/Vehicle Wash (Large Vehicle)  
Utility-scale Power Generation Facilities

### **Bylaw C-8000-2020 District Rules**

- 5.2 Unless otherwise specified, the rules of the Industrial, Heavy (I-HVY) District of Bylaw C-8000-2020, as amended apply in this Direct Control District.
- 5.3 Minimum Parcel Size
  - 5.3.1 1.0 ha (2.47 ac)
- 5.4 Maximum Height
  - 5.4.1 The maximum building height is 46.0 m (150.92 ft) except within the 232 Design corridor.
  - 5.4.2 Notwithstanding the above, the maximum building height is 20.0 m (65.6 ft) for any portion of a parcel within the 232 Design Corridor.
- 5.5 The maximum height for Outside Storage is 13.0 m (40.65 ft)
- 5.6 Industrial buildings located along Range Road 284 and Range Road 282 that incorporate long, continuous walls (greater than 50.0 metres) shall incorporate architectural features, landscaping, or other design elements to 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.
- 5.7 Minimum Setbacks
  - 5.7.1 The minimum setback from any property line is 6.0 m (19.6 ft).

### **Additional Requirements**

- 5.8 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.

**6.0 DEVELOPMENT CELL 3 – SUPPORTING COMMERCIAL USES**

**Purpose**

The purpose of this Development Cell is to provide for supporting commercial, business and service opportunities for the industrial area, leveraging its high exposure and accessibility from Township Road 232. With a focus on higher-quality design, the area aims to create an attractive entry experience.

6.1 Uses

**Permitted**

- Accessory Building < 190.00 m<sup>2</sup> (2,045.14 ft<sup>2</sup>)
- Communications Facility (Type A)
- Community Entrance Sign
- Establishment (Eating)
- Office
- Station (Gas/Electric)

**Discretionary**

- Accessory Building > 190.00 m<sup>2</sup> (2,045.14 ft<sup>2</sup>)
- Automotive Services (Minor)
- Car Wash
- Communications Facility (Type B)
- Communications Facility (Type C)
- Industrial (Light)
- Retail (Small)
- Truck/Vehicle Wash (Large Vehicle)
- Utility-scale Power Generation Facilities

**Bylaw C-8000-2020 District Rules**

- 6.2 Unless otherwise specified, the rules of Commercial, Local Urban (C-LUD) District of Bylaw C-8000-2020, as amended apply in this Direct Control District.
- 6.3 Minimum Parcel Size
  - 6.3.1 0.4 ha (1.0 ac)
- 6.4 Maximum Height
  - 6.4.1 The maximum building height is 16.0 m (65.6 ft).
- 6.5 The maximum height for Outside Storage is 2.5 m (8.2 ft)
- 6.6 Minimum Setbacks
  - 6.6.1 Unless otherwise specified, the minimum setback from any property line is 3.0 m (9.8 ft).
- 6.7 The setback for any building adjacent to Township Road 232 shall be:
  - 6.7.1 A minimum of 6.0 m (19.6 ft.) from a property line shared with Township Road 232, and
  - 6.7.2 A maximum of 19.0 m (62.3 ft.) from a property line shared with Township Road 232.

## **7.0 DEVELOPMENT CELL 4 – STORMWATER MANAGEMENT**

### **Purpose**

The purpose of this development cell is to accommodate stormwater management facilities, including storm ponds, essential for servicing the Direct Control District area.

### **District Rules**

- 7.1 Unless otherwise specified, the rules of S-NOS District of Bylaw C-8000-2020, as amended apply in this Direct Control District.
- 7.2 Minimum Setbacks
  - 7.2.1 The minimum setback from any property line is 6.0 m (19.6 ft).

### **Additional Requirements**

- 7.3 A minimum landscaping requirement shall not apply to parcels within this Development Cell.