

**Planning & Development Services Report to
Infrastructure and Planning Committee
2024 July 29**

**ISC: UNRESTRICTED
IP2024-0866**

Prairie Economic Gateway - Statutory Plan Amendments

PURPOSE

The purpose of this report is to amend the Rocky View County/City of Calgary Intermunicipal Development Plan (IDP), Calgary's Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP) to create policy alignment in support of the Prairie Economic Gateway Initiative. The report also shares and seeks a letter of support for Rocky View County's Prairie Gateway Area Structure Plan (ASP).

PREVIOUS COUNCIL DIRECTION

On 2023 July 5, within the Council approved City Planning Policy Roadmap (IP2023-0253), Administration identified that work would begin on the Prairie Gateway ASP.

On 2023 July 25, Council approved the Terms of Reference and the Letter of Intent for the Prairie Economic Gateway Initiative (IGA2023-0780), leading to establishment of a program team.

On 2024 June 18, Council approved a Memorandum of Understanding confirming Rocky View County's and The City of Calgary's commitments after a robust viability review (C2024-0761).

RECOMMENDATIONS:

1. That the Infrastructure and Planning Committee forward this Report to the 2024 September 10 Public Hearing Meeting of Council; and
2. That the Infrastructure and Planning Committee recommend that Council:
 - a) Give FIRST READING to the proposed bylaw for the amendments to the Rocky View County/City of Calgary Intermunicipal Development Plan (Attachment 2);
 - b) Adopt, by resolution, proposed amendments to Appendix E 'Glossary' of the Rocky View County/City of Calgary Intermunicipal Development Plan (Attachment 3);
 - c) WITHHOLD second and third readings of the proposed amendments to the Rocky View County/City of Calgary Intermunicipal Development Plan bylaw until the Intermunicipal Development Plan amendments, the Municipal Development Plan and Calgary Transportation Plan amendments and the Prairie Gateway Area Structure Plan related to the Prairie Economic Gateway have been approved by the Calgary Metropolitan Region Board;
 - d) Give FIRST READING to the proposed bylaw for the amendments to the Municipal Development Plan and Calgary Transportation Plan (Attachment 4);
 - e) WITHHOLD second and third readings of the proposed amendments to the Municipal Development Plan and Calgary Transportation Plan until the Intermunicipal Development Plan amendments, the Municipal Development Plan and Calgary Transportation Plan amendments and the Prairie Gateway Area Structure Plan related to the Prairie Economic Gateway have been approved by the Calgary Metropolitan Region Board; and
 - f) Recommend that the Mayor provide a letter of support, in principle, for Rocky View County's Prairie Gateway Area Structure Plan.

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CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

Chief Operating Officer Stuart Dalglish and General Manager Debra Hamilton concur with this report. The proposed IDP, MDP and CTP amendments support a precedent-setting and significant collaboration between Alberta's most populous city (Calgary) and Alberta's most populous rural municipality (Rocky View County) focused on industrial development. The proposed amendments support Council's guiding principles of investing in infrastructure and financing our future. They also support multiple Council focus areas, including land use and local area planning, as well as our global positioning and reputation.

HIGHLIGHTS

- City Administration supports the Prairie Gateway ASP (Attachment 5) – the outcome of a joint planning effort between Rocky View County and The City of Calgary.
- The ASP is a Rocky View County Statutory Plan seeking a City Council recommendation for support to the Calgary Metropolitan Region Board (CMRB) but requires no formal approval.
- The focus of this report is on the extent to which proposed amendments to higher-order Statutory Plans – Rocky View County/City of Calgary IDP and Calgary's MDP/CTP – enable regional collaboration to activate the Prairie Economic Gateway and support continued progress on the initiative.
- Proposed IDP amendments introduce new policies and processes for collaborative planning between The City and Rocky View County. The amendments also create a new Key Focus Area, the Southeast Railway Corridor, where collaborative planning may be beneficial.
- Proposed MDP and CTP amendments support the success of the Prairie Economic Gateway and allow Calgary's strategic growth to include joint planning.

DISCUSSION

Activation of Regional Growth Plan

The Prairie Economic Gateway Initiative builds on the momentum for regional partnerships established by the CMRB. Proposed innovative solutions for water, wastewater, stormwater and transportation networks align with the spirit and intent of the Regional Growth Plan.

Policy Amendments Support Planning for Industrial Lands with Direct Rail Access

The City undertook joint work with Rocky View County (County) to develop a statutory plan and associated plan amendments. The proposed amendments support land use policy and design focused on rail-served industrial development, an opportunity unavailable elsewhere in the Calgary region.

A joint planning context review with the Calgary Planning Commission (CPC) helped inform the content of the proposed plan amendments. The CPC review, summarized in Attachment 6, supports a robust evaluation ahead of a CMRB evaluation of the ASP and plan amendments.

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Proposed Plan Amendments and Summary Benefits

The following amendments are proposed to the jointly adopted IDP:

- Recognize the Prairie Economic Gateway;
- Establish a process for collaborative planning; and
- Create a Key Focus Area: the Southeast Railway Corridor.

The County must also approve amendments to the IDP outlined in Attachments 2 and 7. Attachment 2 identifies the IDP policy amendments. Attachment 7 compares the current relevant sections with the new proposed IDP text and maps.

Attachments 4 and 8 identify the proposed policy and map amendments to the MDP and CTP. Attachment 4 identifies the MDP and CTP policy amendments. Attachment 8 compares the relevant sections with the proposed text and maps.

The proposed MDP and CTP policy and map amendments:

- Identify intermunicipal collaboration as a tool for protecting and managing Calgary's long-term growth requirements through joint planning with regional neighbours;
- Remove the designation of the Prairie Gateway ASP lands as part of The City of Calgary's Long-Term Growth Area; and
- Identify the Supporting Goods Movement Corridor for the Prairie Economic Gateway and add it to Calgary's Primary Goods Movement Network. The amendment reflects existing conditions imposed by Bylaw 60M90 and existing ASPs within the City.

The primary objective of the Prairie Economic Gateway is to advance the Calgary Region's economic development and long-term sustainability, which will also translate into social, environmental and economic benefits across the province and country. The benefits of making the proposed amendments to support this overriding objective include:

- Supporting industrial development,
- Expanding economic corridors in the region,
- Creating more than 6,750 jobs from infrastructure construction alone; and
- Generating over \$1.6 billion in economic output from infrastructure construction.

Prairie Gateway Area Structure Plan

The Prairie Gateway ASP was jointly planned with Rocky View County, creating a unique land use planning model of intermunicipal collaboration. The ASP includes Range Road 284 to the west, land south of the utility corridor running diagonally through Sections 16 and 15, land west of Range Road 282, up to the southern boundary of the railway land containing the Canadian Pacific Kansas City (CPKC) Mainline and a triangular parcel of land to the southeast.

The nucleus of the Prairie Economic Gateway, the ASP lands, consists of primarily unsubdivided quarter sections, larger farming parcels and some smaller parcels of predominantly light industrial uses. The land use strategy facilitates a large-scale industrial, business and employment hub that will evolve into a world-class logistics centre along the CANAMEX corridor. A variety of industrial development is expected within the Plan Area.

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However, a major rail-served development that benefits from access and proximity to the CPKC Mainline is planned south of Township Road 232. A detailed Background and Planning Evaluation is available in Attachment 9.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|---|---|
| <input checked="" type="checkbox"/> Public engagement was undertaken | <input checked="" type="checkbox"/> Dialogue with interested parties was undertaken |
| <input checked="" type="checkbox"/> Public/interested parties were informed | <input type="checkbox"/> Public communication or engagement was not required |

Engagement Overview

The Prairie Gateway ASP lands are a joint planning area within Rocky View County, so the County led the public engagement process. Public engagement on the IDP, MDP and CTP amendment, as well as the ASP, were conducted in two phases. Each included an online survey and an in-person Open House event, which was hosted by the County and co-facilitated by The City and County. The phase two public engagement package allowed public input on the proposed IDP, MDP and CTP amendments, and the Prairie Gateway ASP. Detailed insights on the engagement phases are available through Rocky View County and a summary is available in Attachment 10. Other significant engagement efforts include:

1. City-led public engagement through The City's 2024 May Business Perspectives Panel Survey (Attachment 11) identified essential policy considerations in the following order of importance – road upgrades, current infrastructure capabilities, traffic on roadways, noise pollution, traffic lights and light pollution;
2. County and City-led engagement with CPKC focused on optimizing rail infrastructure, including the CPKC Mainline, with the proposed industrial development; and
3. County and City-led engagement with Administrations of the Calgary Metropolitan Region Board, Alberta Transportation and Economic Corridors, and Alberta Environment and Protected Areas focused on the pathway to regulatory approvals.

IMPLICATIONS

Social

Several positive social outcomes are associated with business activity anticipated in the Prairie Economic Gateway including skills development and support for those neither employed nor in education or training (NEETs).

Environmental

Shifting goods from truck to rail decreases greenhouse gas emissions by 75 per cent because railroads can move one ton of freight an average of 761 kilometres on one gallon of fuel, offering support for achieving The City's Climate Strategy.

Economic

Positive economic outcomes and benefits include creating more than 6,750 jobs and generating over \$1.6 billion in economic output from infrastructure construction alone.

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Service and Financial Implications

Other:

There are no immediate budget impacts associated with these recommendations. Service and financial implications would arise through plan area buildout. To inform these implications, County and City Administrations are working on infrastructure solutions to activate the industrial lands and support associated municipal operations. The review is akin to work that guides City growth applications. An intermunicipal legal agreement that reflects shared investments, shared services and shared benefits between the County and The City is planned for Council decision by 2025 Q1. The update will include information on the service and financial implications.

RISK

These risks centre around the implications of failing to approve the proposed recommendations.

Policy misalignment: The proposed amendments ensure our statutory plans support future planning work. Failing to align the IDP, MDP and CTP puts subsequent local areas and land use at risk of non-conformance with legislative requirements. A lack of regulatory clarity could stifle development, create uncertainty, pose legal issues and negatively affect The City's reputation.

Lack of support for rail-served industrial development: Supporting the ASP ensures City involvement in industrial development on our borders. An emerging industrial development model requires larger, contiguous parcels with lower land costs for rail-served businesses. This has attracted tenants to lands outside of several major Canadian cities, including Calgary.

ATTACHMENTS

1. Previous Council Direction
2. Proposed Amendments to the Rocky View County/City of Calgary Intermunicipal Development Plan
3. Proposed Amendment to Appendix E 'Glossary' of the Intermunicipal Development Plan
4. Proposed Amendments to the City of Calgary Municipal Development Plan and Calgary Transportation Plan
5. Prairie Gateway Area Structure Plan
6. Calgary Planning Commission Review
7. Overview of Proposed Amendments to the Intermunicipal Development Plan
8. Overview of Proposed Amendments to the Municipal Development Plan and Calgary Transportation Plan
9. Background and Planning Evaluation
10. Public Engagement Summary
11. May 2024 Online Business Panel Survey Results
12. Presentation

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Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Stuart Dalgleish	Chief Operating Office	Consult
Debra Hamilton	Planning and Development Services	Approve

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