



CITY OF CALGARY PLANNING CONCERNS

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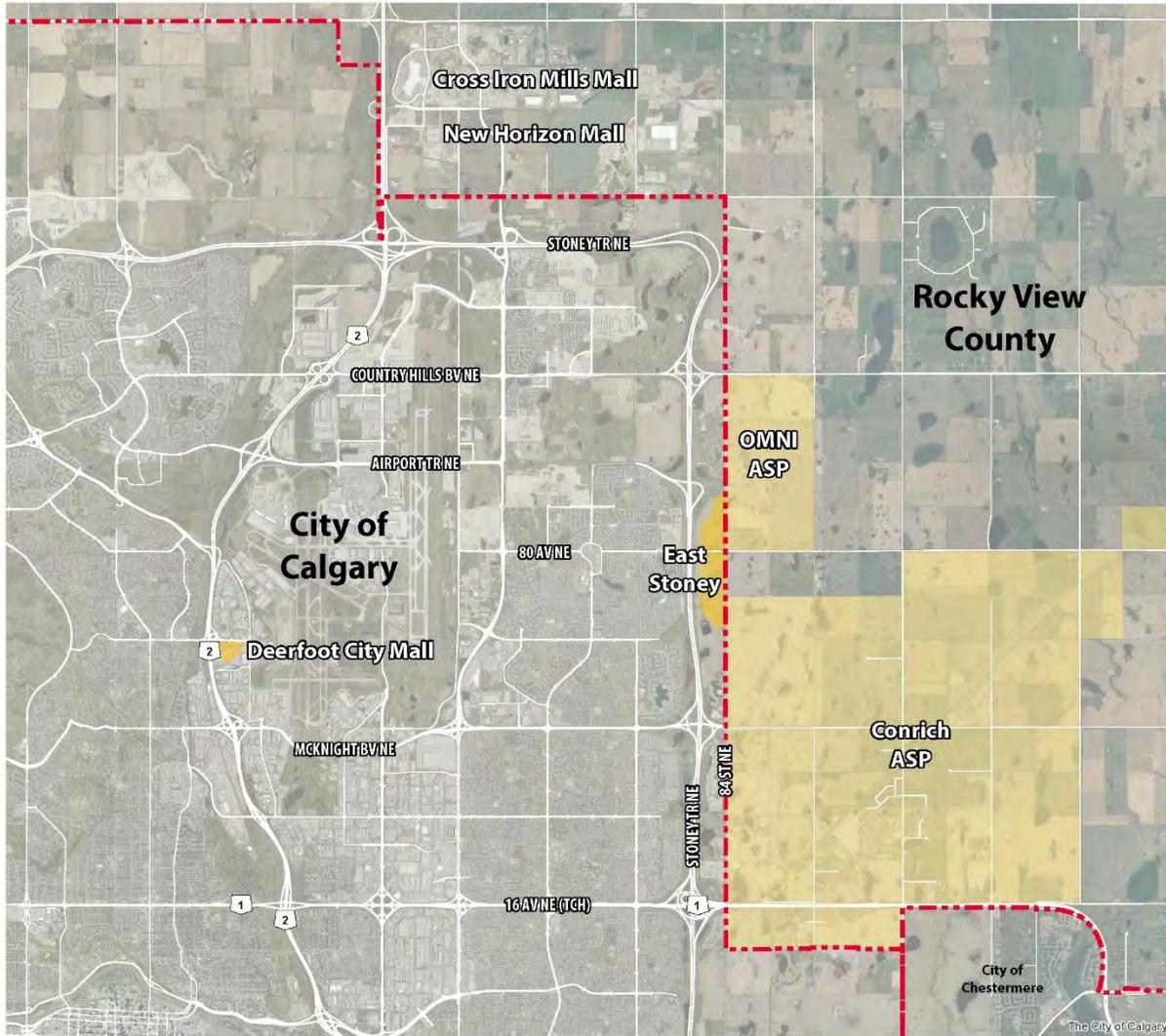
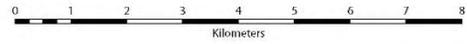
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EXECUTIVE SUMMARY

1. The OMNI ASP reflects an inconsistent approach to planning and development which lacks consideration for impact on Calgary infrastructure and services. The OMNI ASP will cause detriment to The City of Calgary and its citizens. The County's failure to align with the uses and intensity described within existing statutory policies limits The City's ability to comprehensively plan and will overload the City's existing and planned transportation networks and emergency services.
2. The City is concerned that the OMNI ASP creates a planning precedent where development in the County, providing benefit to the County's tax base, and benefiting from adjacency to Calgary, will result in the downloading of impacts and costs to the City of Calgary. The OMNI ASP creates significant planning uncertainty and limits the City's ability to logically and comprehensively plan and develop lands within its own municipal limits. The location of the OMNI ASP area immediately adjacent to The City of Calgary and abutting City road 84th Street NE is illustrated on Map 1.
3. There are two main areas of planning related detriment:
 - a) *Rocky View County's failure to align to approved statutory plans does not represent a coordinated approach to intermunicipal planning and is detrimental to the City of Calgary's ability to plan comprehensively.* The City's approach to comprehensive planning takes into consideration the County's Plan, the joint City of Calgary/Rocky View County Intermunicipal Development Plan, and other ASPs. The intensity of land uses planned for the OMNI ASP area are not aligned with the County Council approved County Plan, which indicated 'Highway Business' uses were appropriate for the area. The OMNI ASP instead facilitates and encourages an intensity and scale of use equivalent to a 'Regional Business Centre'. The OMNI ASP is also in direct conflict with the IDP, which does not identify the area as a County growth corridor. The City of Calgary did not reasonably anticipate the establishment of a regionally scaled and intense commercial and employment growth cell immediately adjacent to the City of Calgary boundaries. Resulting from the OMNI ASP, Calgary's investment in comprehensive planning will be diluted over time when Calgary's capital investment priorities will need to be readjusted to address transportation capacity constraints and impacts to emergency services. The City has worked very hard to create a framework for growth that considers alignment with approved policy, market demand and The City's financial capacity. The OMNI ASP creates a detrimental planning precedent where County development immediately on The City's boundary will benefit by downloading development impacts and costs onto the City.

b) *By approving an intensity of land use that does not align with statutory plans or existing and planned servicing capacity, Rocky View County will cause detrimental impact to the City of Calgary's transportation infrastructure and emergency services.* It is clear to The City of Calgary that the land uses and level of intensity envisioned in the OMNI ASP are not appropriate for the location proposed. The County failed to adequately address existing and planned transportation capacity in the approval of the OMNI ASP as well as the magnitude of emergency servicing it will require. Should the OMNI ASP proceed as planned, the City of Calgary will be forced to reconsider transportation capital planning to accommodate the unanticipated increase in traffic volume and impacts to emergency services. The Calgary Fire Department will see a decrease in emergency response times to Calgary's citizens when it is needed to respond to emergencies in the OMNI ASP area, which cannot be serviced by the County. These impacts of the ASP have not been budgeted or planned for by the City of Calgary and will create significant harm to City roadways and residents.

Map 1 Regional Context



I. NON-CONFORMANCE TO EXISTING STATUTORY POLICY

4. Rocky View County's adoption of the OMNI ASP is inconsistent with both its County Plan (Bylaw C-7280-2013) and the Rocky View County/City of Calgary Intermunicipal Development Plan (2012, Bylaw 14P2011 and Bylaw C-7078-2011), as it allows for an intensity and scale of use that is not identified in either statutory plan. The intense land uses planned through the OMNI ASP will have detrimental impacts on the City of Calgary's ability to plan for its own growth, servicing, and transportation infrastructure.

Intermunicipal Development Plan, Tab 1

A. COUNTY PLAN (BYLAW C-7280-2013)

5. In the County Plan, the OMNI ASP area is identified as a 'Highway business Area' (Figure 1). A Highway Business Area, as defined in the County Plan is:

*...of **limited size** and should be located in proximity to highway intersections and interchanges. The purpose of a highway business area is to contribute to the County's fiscal goals, provide **destination commercial and business services**, provide **services to the traveling public**, and offer **local employment opportunities** (p 62, County Plan, emphasis added).*

County Plan, Legal Brief TAB 7

6. The OMNI ASP contradicts the County Plan definition of Highway Business Area as shown in Table 1. An alternate definition of a Highway Business Area is used in the OMNI ASP which includes a large sized, regionally-scaled employment centre containing light industrial, residential (seniors housing), and high intensity commercial uses that do not constitute local, destination, or travel uses and services:

*The strategic location of the area between Highway 564 and Township Road 252 makes the area appropriate for development as a **highway business area**, which includes development of **commercial and light industrial uses** that will benefit from visibility and access to major thoroughfares (p 16, OMNI Area Structure Plan, emphasis added).*

*The Omni area has developed into an attractive location for **medium-to large sized commercial and light industrial uses**. The area benefits from its geographic location, a **regional labour force**, and its proximity to Highway 564 and Township Road 252. From the County's perspective, the **highway business area** supports the County's financial goals of increasing the business assessment base and providing **employment for the region** (p. 20, Section 6, OMNI Area Structure Plan, emphasis added).*

OMNI ASP, Tab 2

7. The use of this alternate 'Highway Business Area' definition is an obvious misalignment of the two statutory plans to enable land uses of a magnitude and intensity that actually align with the County Plan's definition of a 'Regional Business Centre'. Regional Business Centres, as defined in the County Plan are:

*...**large areas of commercial and industrial development** within the County. The purpose of a regional business centre is to provide **regional and national business services**, and **local and regional employment opportunities**. Regional business centres make a **significant** contribution in achieving the County's fiscal goals (p 61, County Plan, emphasis added).*

TABLE 1: Comparison of OMNI ASP to County Plan Land Use District Definitions

	County Plan Highway Business Area	County Plan Regional Business Centre	OMNI ASP
Size/ Intensity	<i>They are of limited size and should be located in proximity to highway intersections and interchanges (p 62).</i>	<i>Regional business centres are large areas of commercial and industrial development (p 61).</i>	<i>...attractive location for medium-to large sized commercial and light industrial uses (p 20). “regional shopping centres” or “power centres” (p 26).</i>
Scale	<i>..offer local employment opportunities (p 62).</i>	<i>...provide regional and national business services, and local and regional employment opportunities (p 61). ...have significant scale and scope of operations (p 61)</i>	<i>Provide for the growth of regional employment opportunities (p 28). ...benefits from a regional labour force (p 20).</i>
Permitted Land Uses	<i>...provide destination commercial and business services, provide services to the traveling public... (p 62).</i>	<i>...are large areas of commercial and industrial development (p 61).</i>	<i>...location for medium-to large sized commercial and light industrial uses (p 20). should be large-format retail centres, shopping centres, outlet malls, entertainment, personal services, office parks, and institutional uses (p 25). “regional shopping centres” or “power centres” (p 26). Seniors housing is considered a compatible use and may be permitted (p26).</i>

8. Table 2 provides further evidence of how policies within the OMNI ASP are inconsistent with the Highway Business Area definition of the County Plan and reflect land uses, scale, and intensity that are consistent with the Regional Business Centre definition. In addition to the policy discrepancy, further evidence of the OMNI ASP being equivalent to a Regional Business Centre is its size in relation to regional commercial centres within The City of Calgary. As shown in Table 2, the proposed development in the OMNI ASP has more gross leasable area than Deerfoot Meadows, Market Mall, or South Centre.

TABLE 2: OMNI ASP Size Compared to other Regional Business Centres

Development	Gross Lease Area	Land Use Designation
Deerfoot Meadows	321,114 sq. ft	C-5 Shopping Centre Commercial District (DC 27Z2006, LUB 2P80)
Market Mall	929,484 sq. ft	C-5 Shopping Centre Commercial District (DC 66Z2001, LUB 2P80)
South Centre	1.1 million sq. ft	C-COR3 – Commercial Corridor 3 C-O – Commercial Office C-R2 – Commercial Regional 2
OMNI (proposed)	1.4 to 1.9 million sq. ft	Highway Business Centre (ASP)

9. Further supporting evidence that the OMNI ASP is intended to be a Regional Business Centre is the private owner and developer’s website, which identifies the proposed development as a ‘The OMNI Regional Commercial Centre’. The vision for the property includes proposed uses and intensity aligned with the ASP, but contradictory to the County Plan definition of a highway business area (Figure 2). These include a Children’s Creativity Zone, Senior Active Living Units, and Business/Boutique Hotels. The development also includes 4000 parking stalls, far beyond what would be required for a highway business uses. See Figure 2: Developer Concept Map for the ‘Omni’ (<http://theOMNICALGARY.COM>).

Tab 3, Genesis Materials

10. As stated on page 61 of the County Plan, no regional business centres will be contemplated unless all others within the County are at maximum capacity. Additionally, “substantive planning, time, and public and private investment have resulted in identifying and developing Regional Business Centres” (p 61, County Plan). The County Plan policies clearly

indicate that regional business centres may not be created ad hoc and that they must be carefully planned to ensure they take into account market demand, servicing requirements, and regional context.

County Plan, Legal Brief TAB 7

11. A new Regional Business Centre was not indicated in the County Plan (Figure 1). Therefore the City of Calgary did not anticipate that Rocky View County would be approving an ASP that directs regionally scaled and intense development adjacent to the City of Calgary boundaries. This lack of planning coordination is detrimental to the City of Calgary's transportation network capacity and delivery of emergency services.

Figure 1: Rocky View County – County Plan Map 1: Managing Growth

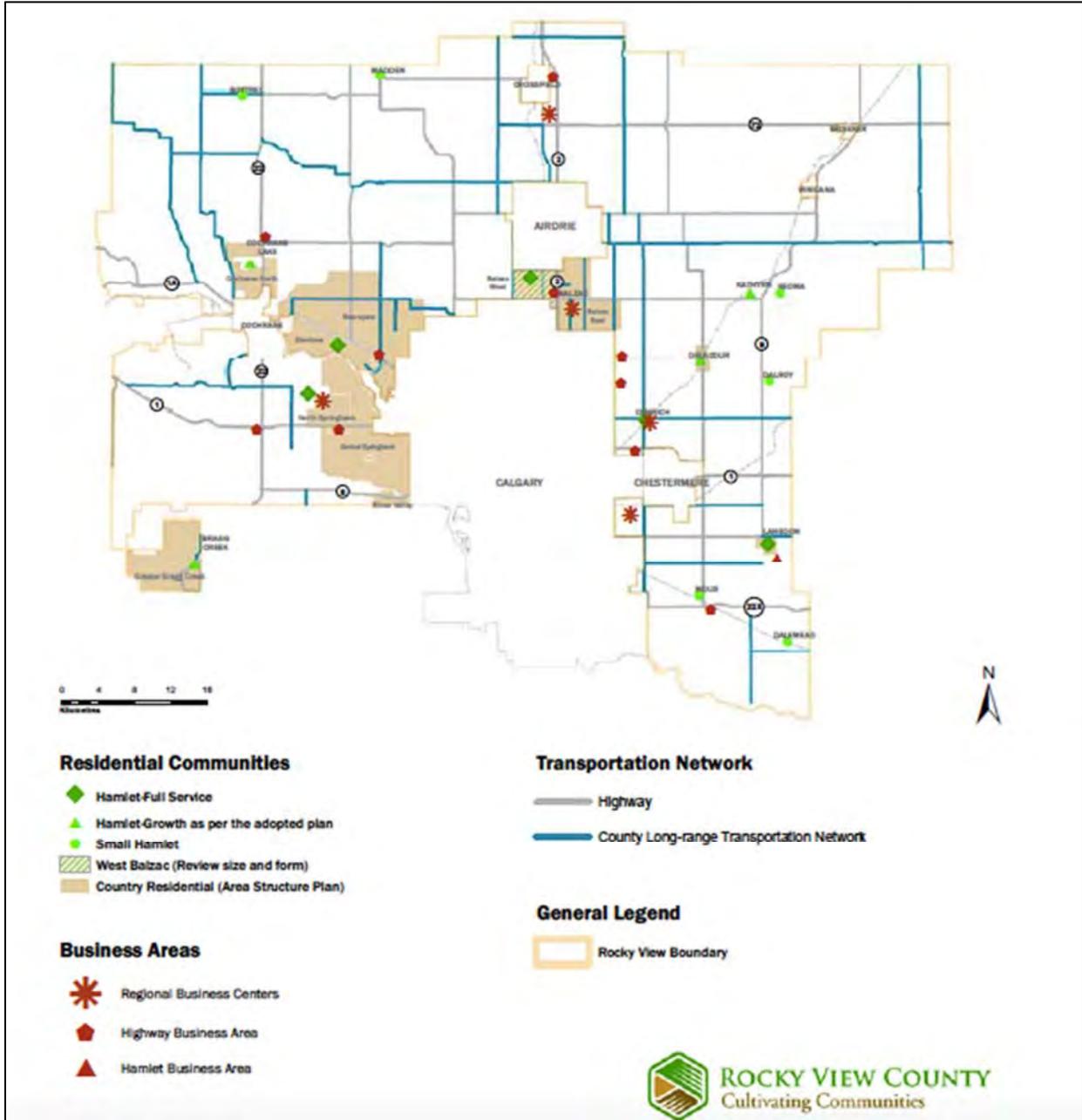


Figure 2: Developer Concept Map for “the Omni”



Source: <http://theOMNicalgary.com/vision/>

B. ROCKY VIEW COUNTY/CITY OF CALGARY INTERMUNICIPAL DEVELOPMENT PLAN (2012, Bylaw 14P2011 and Bylaw C-7078-2011)

12. The Rocky View County/City of Calgary Intermunicipal Development Plan (IDP) identifies growth corridors for both Rocky View County and The City of Calgary in Map 4: Growth Corridors/Areas (Figure 3). These are areas identified for future development of the municipalities, which should be developed in accordance with each municipalities' own statutory plans. In Map 4 of the IDP, seven red arrows on the map indicate 'Rocky View County Growth Corridors'. Surrounding the OMNI ASP on the map, the Conrich ASP and Balzac West ASP are indicated as a 'residential growth corridors', and the Janet ASP and Balzac ASP are indicated as 'industrial growth corridors' for the County.

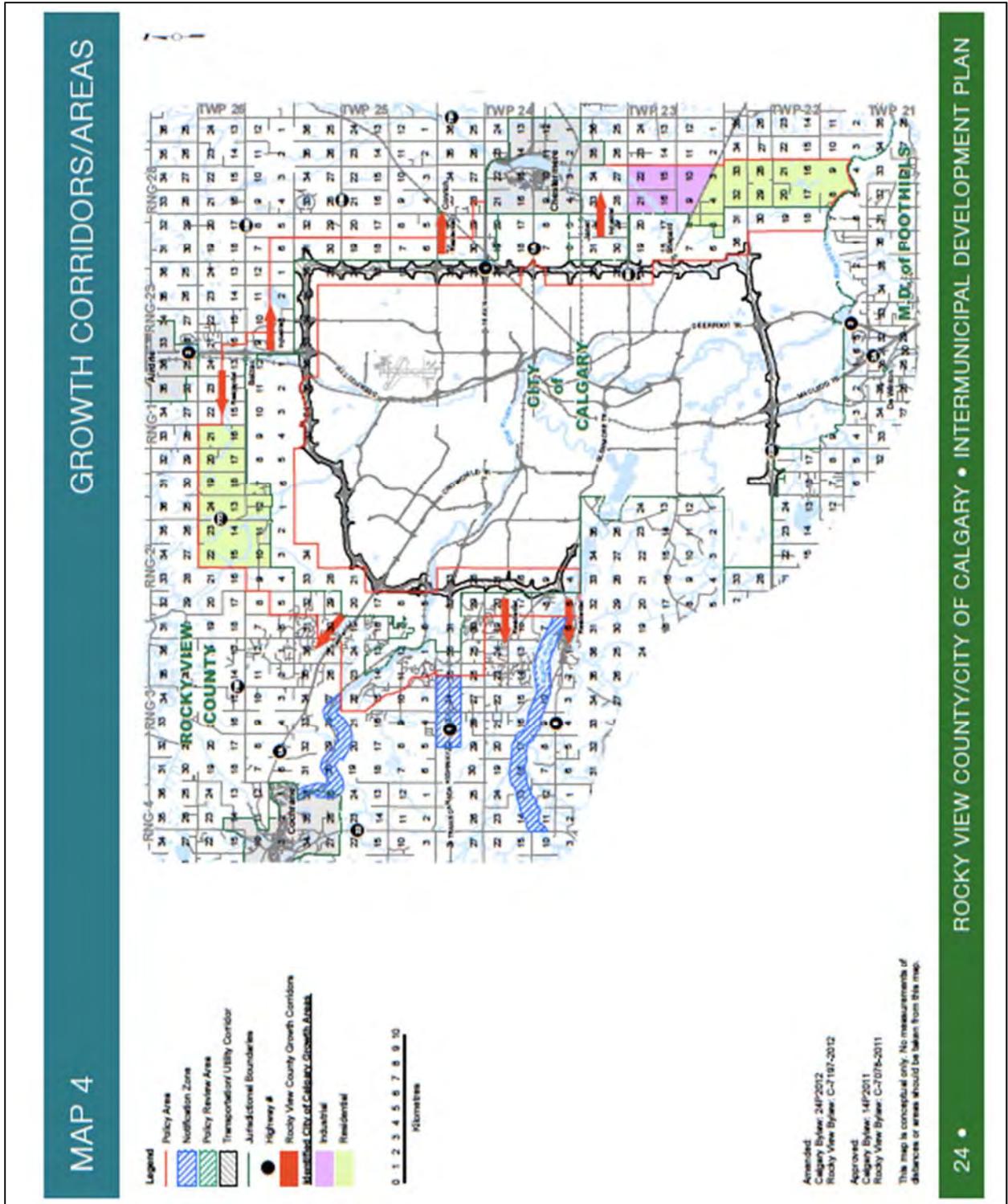
Intermunicipal Development Plan, Tab 1

13. As identified in Section 1.1.1, the OMNI ASP represents a significant commercial growth opportunity for the County with its inclusion of land uses, scale, and intensity of

development equivalent to that of a Regional Business Centre; however, the OMNI ASP has not been identified as a 'Rocky View County Growth Corridor' within the Rocky View County/City of Calgary Intermunicipal Development Plan. Therefore, approval of the OMNI ASP is in direct conflict with the IDP and does not represent a coordinated approach to intermunicipal planning. As with the misalignment with the County Plan, the City of Calgary could not have reasonably anticipated approval of an ASP that directs regionally scaled and intense growth adjacent to the City of Calgary boundaries in the OMNI ASP area.

Intermunicipal Development Plan, Tab 1

Figure 3: Map 4 Growth Corridors/Areas from the IDP



The OMNI ASP is not indicated as a ‘Rocky View County Growth Corridor’.

II. IMPACT ON CITY PLANNING AND INVESTMENTS

14. The City of Calgary uses a Growth Management Overlay system tied to land use approval to manage growth and to ensure that City growth is staged and makes best use of private and public investment. This approach accounts for funded and available servicing, City budgets, and the timing of development initiation. As part of its comprehensive planning exercises, the City of Calgary relies on Rocky View County statutory plans and the Intermunicipal Development Plan.
15. Rocky View County's failure to align the OMNI ASP with its existing statutory plans, as discussed in Section 1.1 is detrimental to the City of Calgary. The City will be required to reprioritize its time and resources in order to respond to the significant and detrimental impacts this development will have on the City's emergency services and transportation network. The City will also be forced to re-evaluate and accelerate its planned capital investments, particularly to cope with the anticipated transportation network overload that the OMNI ASP will cause to the City's transportation network, this is further discussed in Transportation evidence Tab A.
16. The OMNI ASP sets a precarious planning precedent for development that 'leapfrogs' contiguous development patterns. Such development derives benefits from proximity to Calgary's boundary, including customer/employee base and existing/ future infrastructure, but does not have to shoulder the costs of those benefits. These become additional costs downloaded onto the City, who does not receive any tax revenue from such developments. Approval of the OMNI ASP, which contradicts the uses and intensity outlined in existing statutory policy, creates uncertainty for the City's planning system by removing its ability to predict the growth patterns of the adjacent County lands and plan accordingly.
17. As discussed in City Emergency Services evidence Tab C the northeast quadrant of the Calgary Fire Department (CFD) service area is already the busiest quadrant of the City for emergency response calls. Development in OMNI will put additional strain on the limited resources of the CFD, as Rocky View County has limited capacity to deal with fire events that can occur from the commercial and industrial land uses at the densities proposed and will thus expect the CFD to respond. Development is also anticipated to lead to increased motor vehicle collisions related to the over capacity transportation network. This will increase emergency calls to CFD. These combined factors will cause detriment to City by delaying the response times of areas serviced by CFD Stations 32 and 38 and putting City residents at risk.

SUMMARY OF DETRIMENT

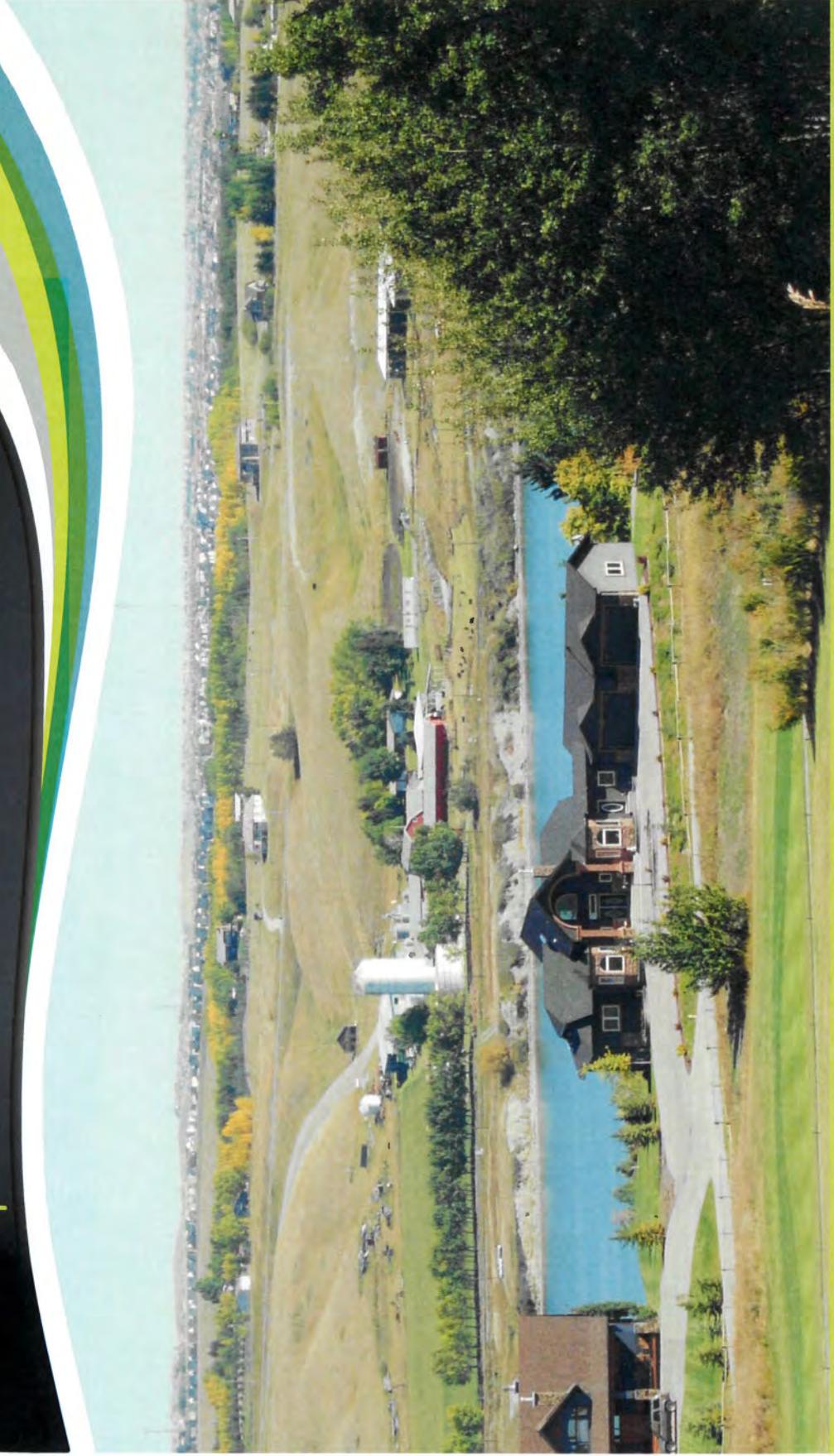
18. In summary, the OMNI ASP will result in an overly intense land use pattern that will cause detrimental impact on the City's transportation network and emergency services. The OMNI ASP is detrimental to The City of Calgary in two key ways:

- a) *Rocky View County's failure to align to approved statutory plans does not represent a coordinated approach to intermunicipal planning and is detrimental to the City of Calgary's ability to plan comprehensively.* The City's approach to comprehensive planning is reliant upon the County's Plan, IDPs, and other ASPs to anticipate and plan for future County development. The intensity and land uses of the OMNI ASP are not in alignment with the Council approved County Plan or the City of Calgary/Rocky View County IDP. As outlined previously, the intensity of the OMNI ASP, was not indicated in the County Plan and does not fall within County growth corridor in the joint IDP. Council approved the ASP despite these policy contradictions. While it is understandable that small scale nuances in the details of an ASP could account for misinterpretation of a land use definition, it is not conceivable how and why a municipality would purposely ignore its own land use definition to develop an area that clearly does not fit the intent of the County Plan and will have such a large impact on an adjacent municipality. The lack of alignment to statutory documents sets a precarious planning precedent for 'leapfrog' development, and the lack of coordinated planning constrains The City's ability to accommodate growth and development within its own jurisdiction. The City will be required to address the impacts of OMNI as it develops and particularly to cope with the anticipated impact on The City's transportation network and emergency services.
- b) *By approving an intensity of land use that does not align with statutory plans or existing and planned servicing capacity, Rocky View County will cause detrimental impact to the City of Calgary's transportation infrastructure and emergency services.* It is clear to The City of Calgary that the land uses and level of intensity envisioned in the OMNI ASP are not appropriate for that location. The County failed to adequately address existing and planned transportation capacity in the approval of the OMNI ASP as well as the magnitude of emergency servicing it will require. This will create significant harm to City roadways and residents. Should the OMNI ASP proceed as planned, the City of Calgary would be forced to reconsider transportation planning to accommodate the unanticipated increase in traffic volume and impacts to emergency services. The Calgary Fire Department will see a decrease in emergency response times for the citizens of Calgary when it is needed to respond to emergencies in the OMNI ASP area. This will put Calgary citizens at greater risk, as response times can mean life or death in an emergency. These impacts have not been budgeted or planned for by the City of Calgary.

TAB C-1(1)

Intermunicipal
Development
Plan

Rocky View/Calgary



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ROCKY VIEW COUNTY
Cultivating Communities



THE CITY OF
CALGARY
LAND USE PLANNING & POLICY

Intermunicipal
Development
Plan

Rocky View County/ City of Calgary

Intermunicipal Development Plan

THE CITY OF CALGARY BYLAW 14P2011 - 2012 JANUARY 9
ROCKY VIEW COUNTY BYLAW C-7078-2011 - 2012 FEBRUARY 28

Office Consolidation
2012 October 23/November 5
C-7197-2012/BYLAWS 24P2012

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ROCKY VIEW COUNTY
Cultivating Communities



THE CITY OF
CALGARY
LAND USE PLANNING & POLICY

NOTE: This office consolidation includes the following amending Bylaws.

Amendment	Bylaw	Date	Description
1	24P2012 C-7197-2012	2012 November 5 2012 October 23	(a) Delete and replace paragraph 3 of Section 1.0. (b) Delete and replace Section 4.5.1. (c) Delete and replace Section 4.6.1. (d) Delete and replace Section 4.7.1. (e) Delete and replace Section 15.7. (f) Delete and replace Map 1 entitled "Plan Area". (g) Delete and replace Map 2 entitled "Key Focus Areas". (h) Delete and replace Map 3 entitled "Residual Long-Term Growth Areas". (i) Delete and replace Map 4 entitled "Growth Corridors/Areas".

Note: Map 6 amended by Bylaw C-7197-2012 and administratively by The City of Calgary

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and amendments thereto are available from City Clerk/Municipal Clerk and should be consulted when interpreting and applying this Bylaw.

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Rocky View County/City of Calgary

Intermunicipal Development Plan

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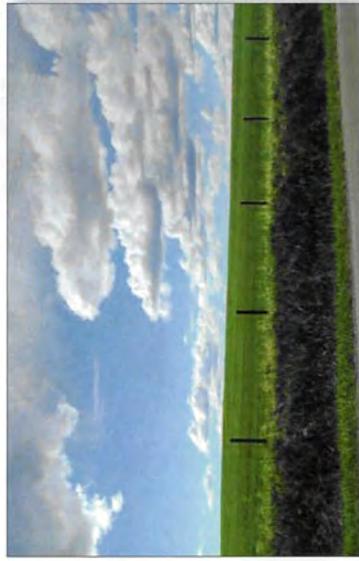
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Intermunicipal
Development
Plan

Introduction





“Both municipalities are committed to working together to achieve coordination wherever possible so that the effect that we have on one another and our residents is positive.”

1.0 Introduction

The City of Calgary and Rocky View County share over 115 kilometres (72 miles) of border. Our activities are inextricably linked and affect one another. Both municipalities are committed to working together to enhance cooperation and achieve coordination wherever possible so that the effect that we have on one another and our residents is positive.

This plan has been developed in accordance with the *Municipal Government Act* and the Terms of Reference adopted by both municipalities and dated January 21, 2008. Both The City of Calgary and Rocky View County agree that the Intermunicipal Development Plan (IDP) is the preferred means for continuing our cooperative working relationship and addressing intermunicipal issues that may arise in the Plan Area.

The Plan Area, shown in Map 1, is divided into two parts:

1. *The Policy Area contains areas immediately adjacent to the shared border. The policies contained in this plan apply in this area, including the circulation and referral process as described in Section 15.1; and*
2. *The second part of the Plan Area is the Notification Zone which is not immediately*

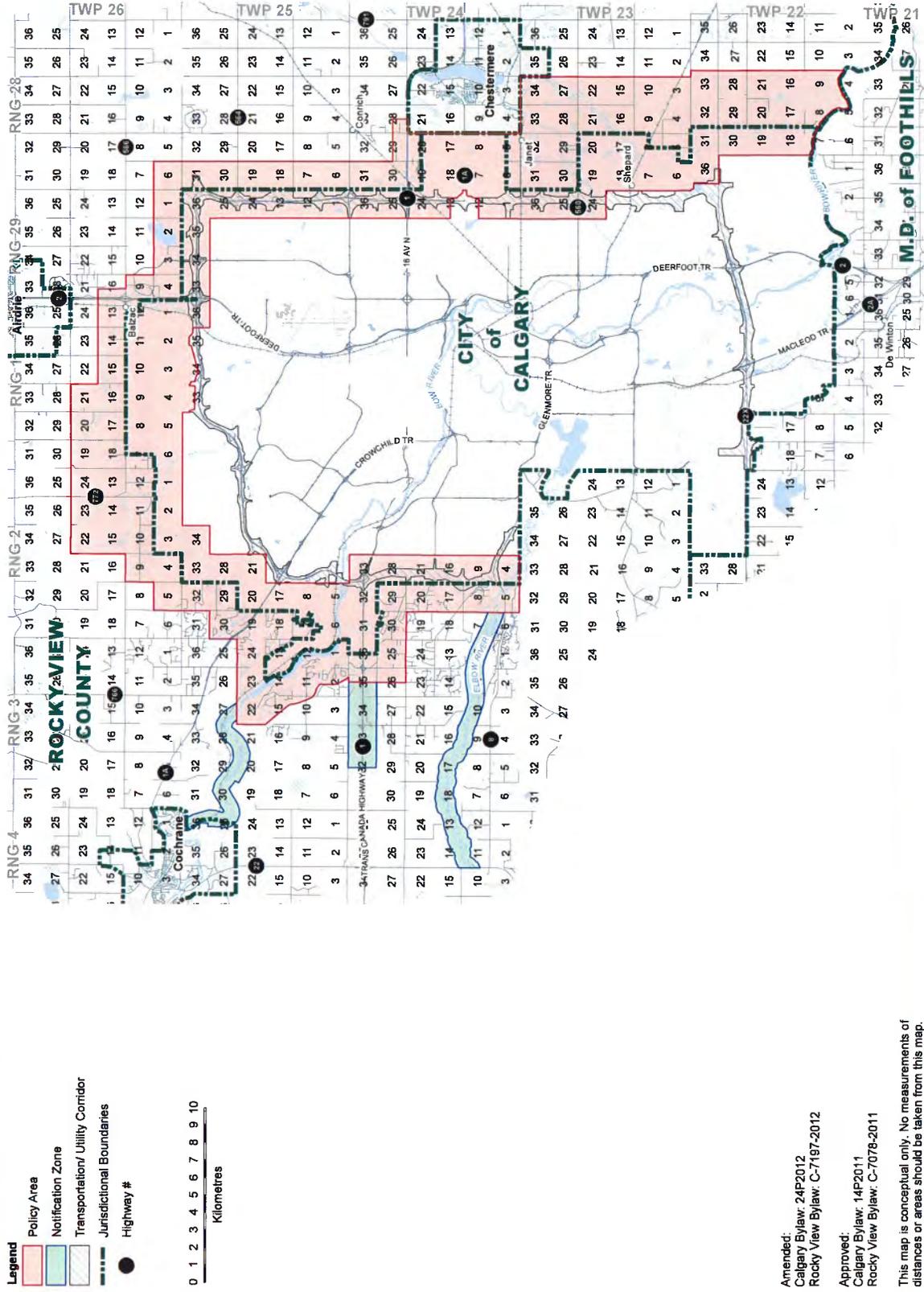
adjacent to the shared boundary but is an important area for intermunicipal communication. The Notification Zone provides The City of Calgary with the opportunity to comment on land use policies and applications circulated from Rocky View County. Although the policies of this plan do not apply to the Notification Zone, The City of Calgary is encouraged to provide comment with respect to issues affecting the Notification Zone.

**BYLAW 24P2012
C-7197-2012**

The fundamental purpose of the Rocky View County/City of Calgary IDP is to identify an area of mutual interest, to 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. By adoption of this plan, both Municipal Councils solidify a commitment to using a collaborative approach within the Plan Area and establishing a framework for an ongoing positive relationship based on mutual respect and open communication. The City of Calgary and Rocky View County respect that both municipalities will identify their individual municipal visions and priorities through their respective Municipal Development Plans.

MAP 1

PLAN AREA



Amended:
 Calgary Bylaw: 24P-2012
 Rocky View Bylaw: C-7197-2012

Approved:
 Calgary Bylaw: 14P-2011
 Rocky View Bylaw: C-7078-2011

This map is conceptual only. No measurements of distances or areas should be taken from this map.

1 INTRODUCTION

INTRODUCTION

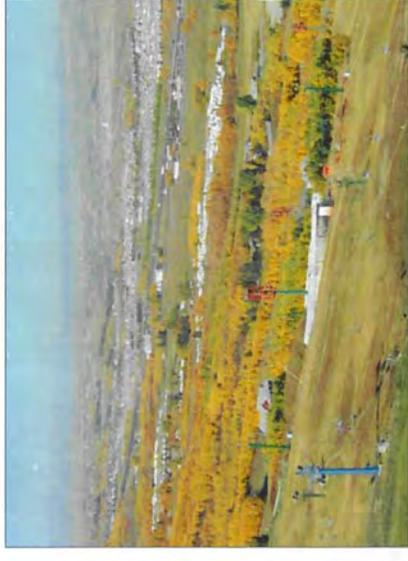
Goals

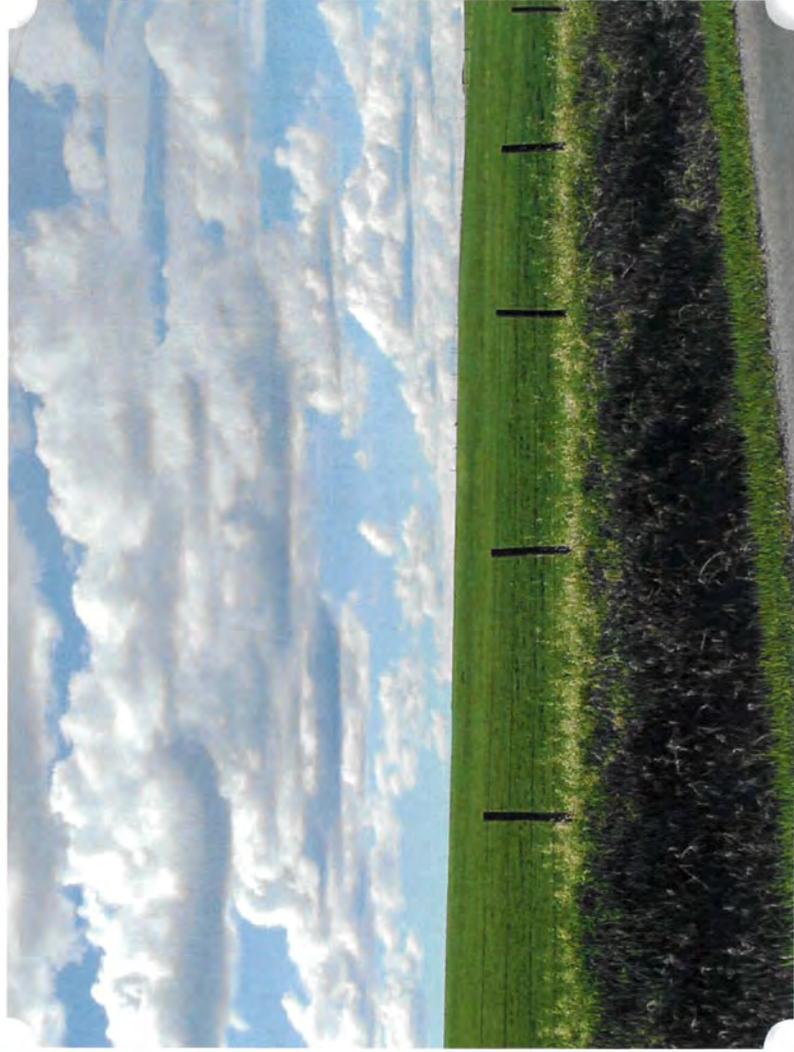
The following are general goals that apply to all sections of the IDP. Individual sections in the plan also contain a specific goal that applies to that section.

1. To establish the intermunicipal planning process as the preferred means to address planning issues on a mutual basis.
2. To provide more certainty for planning and development decisions within a broad policy framework, through the adoption of a statutory plan by bylaw.
3. To coordinate planning within Key Focus Areas as identified in the 2006 Annexation Agreement between Rocky View County and The City of Calgary.
4. To address development adjacent to the major entranceways and border regions shared by Rocky View County and The City of Calgary.
5. To incorporate The City of Calgary policies for the Residual Long-Term Urban Growth Areas as part of the IDP.
6. To establish each municipality's respective growth corridors, having regard to, and aligning with regional and sub-regional policies (e.g. South Saskatchewan Regional Plan and

Calgary Metropolitan Plan) as applicable, the *Rocky View 2060 Growth Management Strategy* and the *Municipal Development Plan* for each municipality.

7. To collaborate between the two municipalities, with the goal of coordinating the planning of utilities, transportation and transit infrastructure, open space systems, river and creek systems, and other ecologically sensitive areas.
8. To responsibly manage all sources of drinking water, particularly the Bow and Elbow Rivers, as well as the Western Headworks Canal.
9. To address aggregate extraction.
10. To address *Municipal Government Act* requirements with respect to intermunicipal conflict resolution procedures, plan administration and plan amendment or repeal procedures.
11. To establish public consultation requirements for planning processes that may impact existing landowners in border regions.
12. To establish a communication and circulation process to coordinate land use compatibility.





2.0 Intermunicipal Cooperation
Team

3.0 Joint Studies

4.0 Key Focus Areas



Goal

To facilitate ongoing communication and collaboration between Rocky View County and The City of Calgary Administrations.

2.0 Intermunicipal Cooperation Team

Objective

1. To provide a consistent approach for intermunicipal discussion between Administrations.

- (d) Capital project discussions and consultation;
- (e) Intermunicipal entrenchways;
- (f) Joint studies in accordance with Section 3.0 of this Plan;
- (g) Administrative networking; and
- (h) Sharing of information and data, where appropriate.

2.1.3

The ICT should include an ICT administrator from each municipality. The role of the administrator is to:

- (a) Coordinate meetings;
- (b) Set agendas;
- (c) Arrange appropriate representation at meetings;
- (d) Follow-up on action items;
- (e) Coordinate reporting to the IMC; and
- (f) Ensure that the intermunicipal processes are followed as described in Section 15 of this Plan.

2.1.4

Following adoption of this Plan, the ICT's first task should be to establish its roles, responsibilities, and protocols and bring them forward to the IMC for their information and feedback.

2.1.5

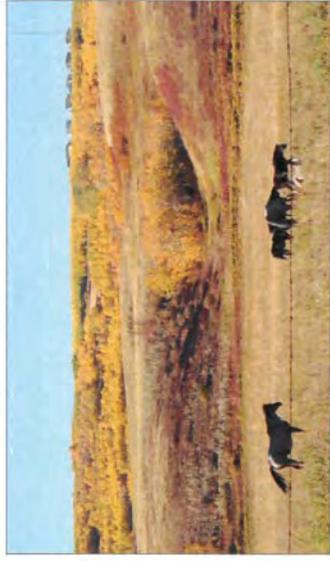
The ICT shall work to prioritize the Action Items as outlined in Appendix A of this Plan.

2.1 Policies

2.1.1 Rocky View County and The City of Calgary agree to establish and maintain an Intermunicipal Cooperation Team (ICT) to facilitate discussion between Administrations. The ICT should include all representatives from both municipalities needed to reach consensus on items under consideration.

2.1.2 The ICT should be utilized for intermunicipal coordination and communication relating to all intermunicipal initiatives and issues, including but not limited to:

- (a) Amendments to this Intermunicipal Development Plan;
- (b) Circulation review in accordance with Section 15.1 of this Plan;
- (c) Intermunicipal Committee (IMC) initiatives;



3.0 Joint Studies

Objectives

1. Establish a process for studies to be undertaken as a joint project between the two municipalities.
2. Facilitate the sharing of input into the studies, costs incurred to complete the studies, and the information obtained as a result of the studies.
3. Facilitate detailed analysis of issues which span the municipal boundary.

Goal

To establish a framework for Rocky View and Calgary to partner in studies to inform coordinated planning across the municipal boundary.

3.1 Policies

- if agreed to by Rocky View County and The City of Calgary, studies may be undertaken as a joint project for the benefit of both municipalities.
- 3.1.1 To ensure the expectations of both municipalities are clear, the initial steps in a joint study should include (where applicable) a proportional cost-sharing agreement, data exchange agreement, and identification of a geographical study boundary.
 - 3.1.2 Joint study topics may include but are not limited to, transportation, open space, stormwater management, environment, or shared institutional development.
 - 3.1.3 Results of joint studies shall be shared between both municipalities.

Goal

To achieve a greater degree of coordination in the Key Focus Areas with particular attention to interface planning, common highway entranceways, and integration of land use policies.

4.0 Key Focus Areas

The 2006 Annexation Agreement identified six geographical areas of particular interest to both municipalities. In these areas, both municipalities expressed a desire to achieve an increased level of collaboration and engagement. Each area has site-specific characteristics that make them unique in the Plan Area. These areas are identified as Key Focus Areas within this Plan and are shown on Map 2.

Engagement and communication between Rocky View County and The City of Calgary will be of key importance as each of the Key Focus Areas are planned and developed. This will ensure that all opportunities and constraints are identified at an early stage. It will also contribute to the high level of coordination that both municipalities desire in these areas.

Objectives

1. Achieve a greater degree of intermunicipal collaboration and involvement in the Key Focus Areas.
2. Collaborate in creating attractive entranceways that showcase each municipality for the benefit of residents and the traveling public.

3. Provide a process where land use policies and their integration with the adjacent municipality can be discussed for each Key Focus Area.

4.1 General Policies

4.1.1 The Intermunicipal Cooperation Team (ICT) should be utilized for intermunicipal coordination and communication relating to all infrastructure and land use planning initiatives within Key Focus Areas, including subsequent amendments to planning documents.

4.1.2 Through the ICT, Rocky View County and The City of Calgary should jointly address each intermunicipal entranceway within the Key Focus Areas. Where appropriate, the Province of Alberta should be a stakeholder in this process. The focus of the ICT discussion should include, but not be limited to: highway setbacks; landscaping; form and massing of buildings; design themes; location of municipal signage; and lighting.

4.1.3 When considering initiatives within Key Focus Areas, the ICT should:

- (a) Determine if any joint studies may be beneficial;
- (b) Meet at the following points in the planning process:
 - (i) Formation of a Terms of Reference, or equivalent, to ensure that:
 - an intermunicipal engagement strategy that considers both the adjacent municipality and their residents is established and agreed upon by both municipalities,
 - opportunities and constraints of an intermunicipal nature are identified at an early stage, and
 - opportunities for intermunicipal partnership and support are explored;
 - (ii) land use and transportation concept formation to demonstrate and discuss ways in which items outlined in (i) have been considered and incorporated as appropriate; and
- (c) Discuss the following topics:
 - (i) Transportation issues, such as:
 - interchange planning,
 - road connections across municipal boundaries,
 - appropriate road standards to allow for ease of movement,
 - transportation studies, which should be exchanged for information or conducted jointly to inform the planning process, and
 - lands for future road right-of-way to facilitate agreed upon highway and roadway upgrades;
 - (ii) Pathways and open spaces, including connections across municipal boundaries and coordination of open spaces and parks; and
- (d) Draft plan stage to ensure that any remaining intermunicipal matters are addressed, and the policies of this Plan are reflected in the draft document;
 - (iii) Interface, including joint development of interface policies specific to the Key Focus Area. Interface policies should consider direction provided in Section 6 of this Plan and be incorporated into subsequent plans in the Key Focus Area;
 - (d) Explore the integration of land use policy, which should include:
 - references to this document for circulation procedures,
 - appropriate textual and visual (e.g. maps) references to lands in the neighbouring jurisdiction,
 - text that conveys the importance of intermunicipal cooperation in this Key Focus Area, and
 - direction that further work that should be completed at subsequent stages of development in order to achieve the desired coordination; and
 - (e) Discuss any other topics relevant to the Key Focus Area including recreation, culture and community development.

4.2 Section 29-24-2-5

This area within Rocky View County is identified for employment concentration over the longer term. Opportunities include a joint business park for this area with consideration for secondary land uses. Regional transportation, transit planning, and interface planning with lands within The City of Calgary are required.

Policies

- 4.2.1 Employment feasibility research to help determine the amount and type of employment uses should be conducted by Rocky View County.
- 4.2.2 Future planning in the area should facilitate mobility between the two municipalities.
- 4.2.3 The City of Calgary and Rocky View County may explore the feasibility of coordinated transit service at the time of plan preparation.

4.3 Highway 1 West Corridor

Included in the 2006 Annexation Agreement, The City of Calgary identified much of this area for employment growth to better balance jobs and population by locating employment opportunities closer to residential areas on the west side of the City. There is existing rural residential development within Rocky View County that is proximate to this Key Focus Area. Benefits of developing this area include efficient utilization of existing transportation infrastructure and creating employment opportunities close to existing residential areas.

Rocky View County, through its existing policy documents, has identified this area as a special policy planning area requiring unique consideration of the interface between the highway, The City of Calgary, and Rocky View County. Even though it is important that there is coordination of planning across the municipal boundary within this Key Focus Area, it is not the intent that the look and feel of the final development be identical across the boundary.

Policies

- 4.3.1 Employment feasibility research to help determine the amount and type of employment uses should be considered in any City of Calgary Area Structure Plan process.
- 4.3.2 Consideration of the common boundaries between the highway, The City of Calgary, and Rocky View County should be given to the lands within this Key Focus Area, in accordance with policy documents.

4.4 Queen Elizabeth II Highway (Highway 2) North Corridor

Queen Elizabeth II Highway North Corridor is part of an important gateway to both municipalities and is a key provincial highway corridor. Features of this Key Focus Area include Nose Creek, the Canadian Pacific Railway line and the Queen Elizabeth II Highway.

The future land use of the Queen Elizabeth II Highway North Corridor Key Focus Area will consist of non-residential, employment uses due to constraints from proximity to the Calgary International Airport. Proximity of this Key Focus Area to the Calgary International Airport, Canadian Pacific Railway, and the Queen Elizabeth II Highway is not conducive to residential development but presents significant opportunity for employment uses such as industrial and commercial development.

Policies

- 4.4.1 Employment feasibility research to help determine the amount and type of employment uses should be conducted by The City of Calgary.
- 4.4.2 A suitable interface between future development and the Hamlet of Balzac should be achieved.
- 4.4.3 In accordance with the Airport Vicinity Protection Area (AVPA), development in the Key Focus Area shall primarily be non-residential employment uses.
- 4.4.4 Development of this area should not compromise the functioning of the Canadian Pacific Railway line.
- 4.4.5 The Nose Creek riparian area should be treated as an important natural feature.
- 4.4.6 Once a functional alignment has been established for the Highway 2 and Highway 566 interchange, Rocky View County and The City of Calgary may explore the possibility of annexing residual land south of the interchange from Rocky View County to The City of Calgary.

4.5 Highway 1 East Corridor

This Key Focus Area is an important entranceway for both municipalities and is a key highway corridor for the Province. Interface planning and coordination of land use policy is required for this area that includes established Rocky View County development. Transportation planning is required for east/west links with the Transportation and Utility Corridor and north/south roadways into development areas within both municipalities.

Policies

- 4.5.1 *Rocky View and Calgary should ensure that The Town of Chestermere is engaged as a stakeholder in planning processes that occur within this Key Focus Area and that are adjacent to the Town's boundary.* **BYLAW 24P2012 C-7197-2012**
- 4.5.2 Coordination of land use policy and transportation should be carefully considered as future development will be contiguous across the boundary.

4.6 Peigan Trail Extension

This Key Focus Area will be a new eastern entranceway between Rocky View County and The City of Calgary and will enhance connectivity between the two municipalities.

Within this area, lands to the north of the future roadway alignment will be residential land uses within The City of Calgary and lands to the south of the future roadway alignment will be industrial land uses within Rocky View County.

Policies

4.6.1 Rocky View and Calgary should ensure that The Town of Chestermere is engaged as a stakeholder in planning processes that occur within this Key Focus Area and that are adjacent to the Town's boundary. **BYLAW 24P2012 C-7197-2012**

4.6.2 Intermunicipal coordination regarding the interface between employment uses within Rocky View County and residential uses within The City of Calgary should be pursued to establish a suitable transition.

4.6.3 Once a functional alignment has been established, The City of Calgary should initiate the annexation process requesting that lands lying north of Peigan Trail within this Key Focus Area be annexed into The City of Calgary. Lands south of Peigan Trail shall remain within Rocky View County.

4.7 Highway 560/Glenmore Trail

Planning for this area will address the interface and joint infrastructure planning for industrial growth in both municipalities. A key feature in this Key Focus Area is the Shepard Wetland Complex which will serve the stormwater management requirements for Rocky View County and The City of Calgary. This Key Focus Area represents long-term industrial growth corridors for both municipalities.

Planning in this area will involve a variety of stakeholders including Alberta Environment, Western Irrigation District, Canadian National Railway, Canadian Pacific Railway, and the Town of Chestermere.

Policies

4.7.1 Rocky View and Calgary should ensure that The Town of Chestermere is engaged as a stakeholder in planning processes that occur within this Key Focus Area and that are adjacent to the Town's boundary. **BYLAW 24P2012 C-7197-2012**

4.7.2 Other stakeholders should be involved in joint planning processes as necessary. Stakeholders may include but not be limited to Alberta Environment, Western Irrigation District, Canadian National Railway and Canadian Pacific Railway.

4.7.3

The City of Calgary, Rocky View County and The Town of Chestermere are currently undertaking the Shepard Regional Drainage Plan (SRDP). Any planning done in this area should be in conformity with the SRDP. This should include but not be limited to:

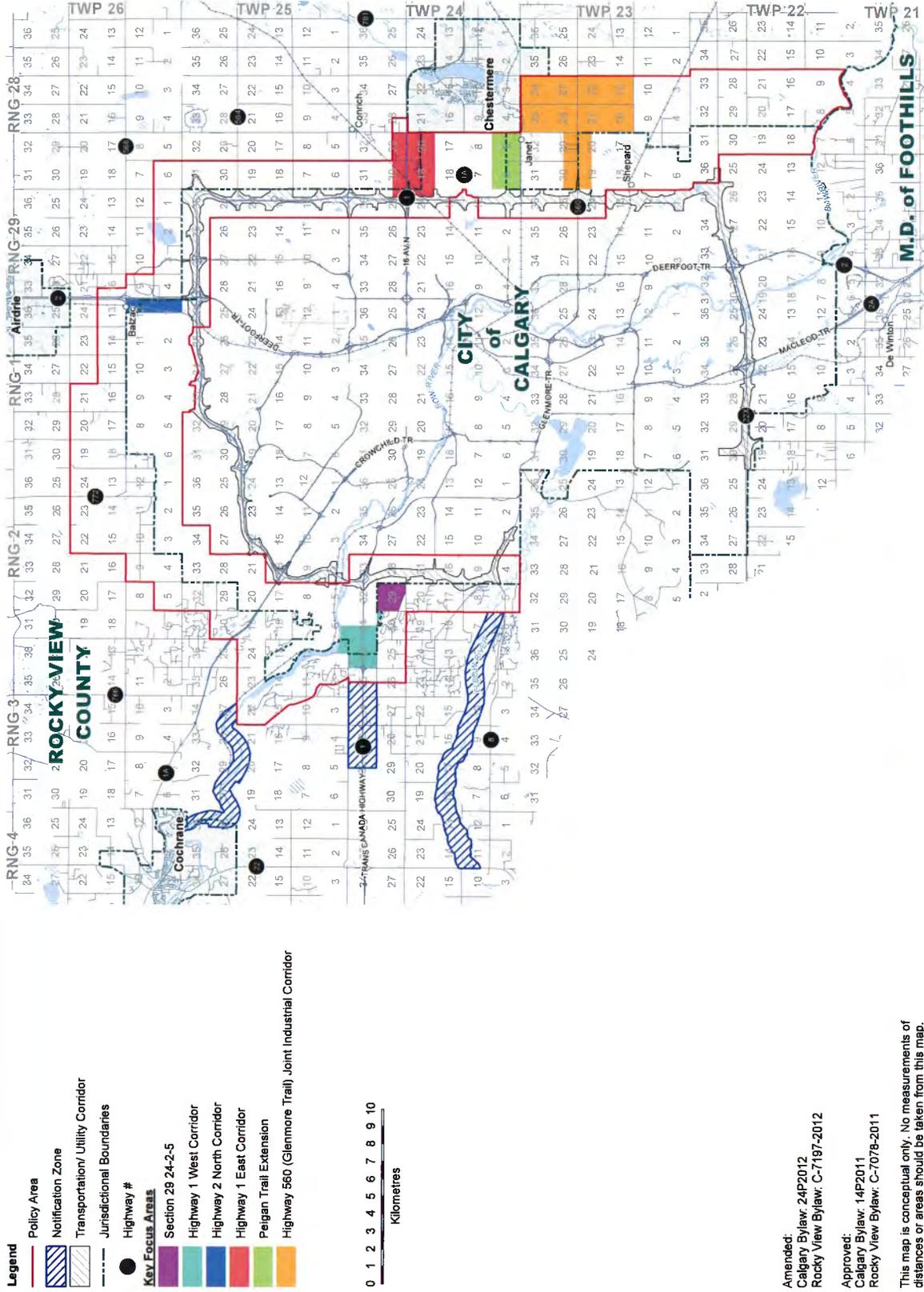
- (a) adherence to release rates identified in the plan;
- (b) protection of drainage corridors for future development of the drainage complex; and
- (c) coordination with neighbouring municipalities as necessary.

4.7.4

Lands within this Key Focus Area identified as being within The City of Calgary's growth corridor on Map 4 should be administered in accordance with Section 8 of this Plan.

MAP 2

KEY FOCUS AREAS



- Legend**
- Policy Area
 - Notification Zone
 - Transportation/ Utility Corridor
 - Jurisdictional Boundaries
 - Highway #
 - Key Focus Areas**
 - Section 29 24-2-5
 - Highway 1 West Corridor
 - Highway 2 North Corridor
 - Highway 1 East Corridor
 - Peigan Trail Extension
 - Highway 560 (Glennore Trail) Joint Industrial Corridor



Amended:
 Calgary Bylaw: 24P2012
 Rocky View Bylaw: C-7197-2012

Approved:
 Calgary Bylaw: 14P2011
 Rocky View Bylaw: C-7078-2011

This map is conceptual only. No measurements of distances or areas should be taken from this map.



- 5.0 Municipal Planning Considerations
- 6.0 Interface Planning
- 7.0 Residual Long-Term Growth Areas
- 8.0 Growth Corridors/Areas and Annexation



5.0 Municipal Planning Considerations

Objective

1. Gain an understanding of the considerations each municipality will undertake when reviewing their respective planning documents, redesignations, subdivision, and development proposals.

- (a) Strategic policies outlined by the host municipality including their MDP;
- (b) The policies of this Plan;
- (c) Impacts on existing and planned uses in the vicinity of the proposal; and
- (d) Consideration of environmental impacts in accordance with the policies and the procedures of the municipality in which the proposal is made, and requirements of Alberta Environment.

5.1 Policies

- 5.1.1 Development proposals should be evaluated against regional and sub-regional plans, as applicable, the Calgary/Rocky View 2006 Annexation Agreement, each municipality's respective Municipal Development Plan (MDP), statutory, and non-statutory plans.

Goal
Identify each municipality's considerations for reviewing and assessing planning proposals within the Intermunicipal Development Plan area.

5.1.3

Historical resources management in the Plan Area must comply with Provincial regulations.

- 5.1.2 If an Area Structure Plan, or equivalent, is not in place the host municipality should evaluate applications for redesignation, subdivision and development proposals according to all of the following:

5.1.4 Any subdivision or development applications for lands identified as having potential historic sites should be referred to Alberta Culture and Community Spirit.



6.0 Interface Planning

Objective

1. Identify tools and provide direction to help achieve appropriate transitions across the municipal boundary.

6.1.4 Intermunicipal entranceways are important features for both municipalities. Special consideration should be given to the interface in these areas. Development should be encouraged to align with the entranceway guidelines of each respective municipality.

6.1 General Policies

6.1.1 Principles outlined in this chapter should be reflected in all subsequent planning processes and included in resulting documents.

6.1.2 Planning processes including applications for redesignation, subdivision, or development should be evaluated with respect to adjacent existing and planned uses across the municipal boundary.

6.1.3 Interface policies should be applied to achieve development that respects existing and planned land uses across the municipal boundary and should mitigate nuisance factors. These policies are intended to be applied to land uses across municipal boundaries. Individual municipal policy should guide land use transitions within a single municipality.

6.1.5 The use of transition tools should be coordinated with the adjacent municipality to achieve the desired interface.

6.1.6 Transition tools that may be used to mitigate impacts and provide an appropriate transition are listed below. This list is not exhaustive and other methods may be appropriate. These transition tools are intended to be used in combination.

Transition tools include:

- ◆ density
- ◆ intensity
- ◆ land use
- ◆ phasing
- ◆ open space
- ◆ landscaping
- ◆ berming

Goal

To facilitate compatible land use transitions across the municipal boundary.

- ◆ topography
- ◆ fencing
- ◆ screening
- ◆ stormwater management facilities
- ◆ road alignment/access
- ◆ site/building design, such as:
 - building orientation
 - floor area ratio or site coverage
 - building height
 - setbacks
 - form and massing
 - lighting
 - sound attenuation

6.1.7 Transition tools used should depend on the level of impact on the adjacent use and should be evaluated on a site-specific basis.

6.1.8 Environmental and nuisance impacts of developments or uses such as noise, air contaminants, and odorous matter should be mitigated across municipal boundaries where appropriate.

6.1.9 All land uses shall recognize existing provincial legislation requiring management of agricultural related invasive plants, pests, and diseases.

6.2 Agricultural Interface Policies

6.2.1 Transition tools should be applied to new, non-agricultural development to minimize impacts on existing agricultural land uses across a municipal boundary.

6.2.2 Environmental and nuisance impacts of agricultural operations should be mitigated by provisions of the *Agricultural Operations Practices Act*.

6.2.3 Transition provided by new, non-agricultural development should consider the impact non-agricultural traffic and nuisance factors such as litter and pets may have on existing agricultural lands. Negative impacts should be mitigated.

6.2.4 To achieve 6.2.3, transition tools that may be considered for new, non-agricultural development should include fencing, controlled access to agricultural lands, and site design.

6.3 Commercial and Residential Interface Policies

6.3.1 Transition tools applied between commercial and residential development should include but not be limited to form and massing of buildings, sound and lighting attenuation, and site design.

6.3.2 Pathway connections between commercial and residential should be of high importance and roadway connections should be planned to limit negative impacts on adjacent residential areas.

6.3.3 Transition provided between commercial and residential should mitigate use specific nuisances.

6.4 Industrial and Residential Interface Policies

6.4.1 Land uses such as commercial, business industrial, and open space should be considered as buffers between industrial and residential uses.

6.4.2 Scale of transition between industrial and residential should be proportionate to the level of impact between existing and planned land uses to mitigate potential health, safety, and nuisance factors.



Goal

To provide policies to address the Residual Long-Term Growth Areas within The City of Calgary.

7.0 Residual Long-Term Growth Areas

Objectives

1. Accommodate temporary uses within the residual parcels prior to comprehensive development.
2. Integrate planning with adjacent lands within Rocky View County.

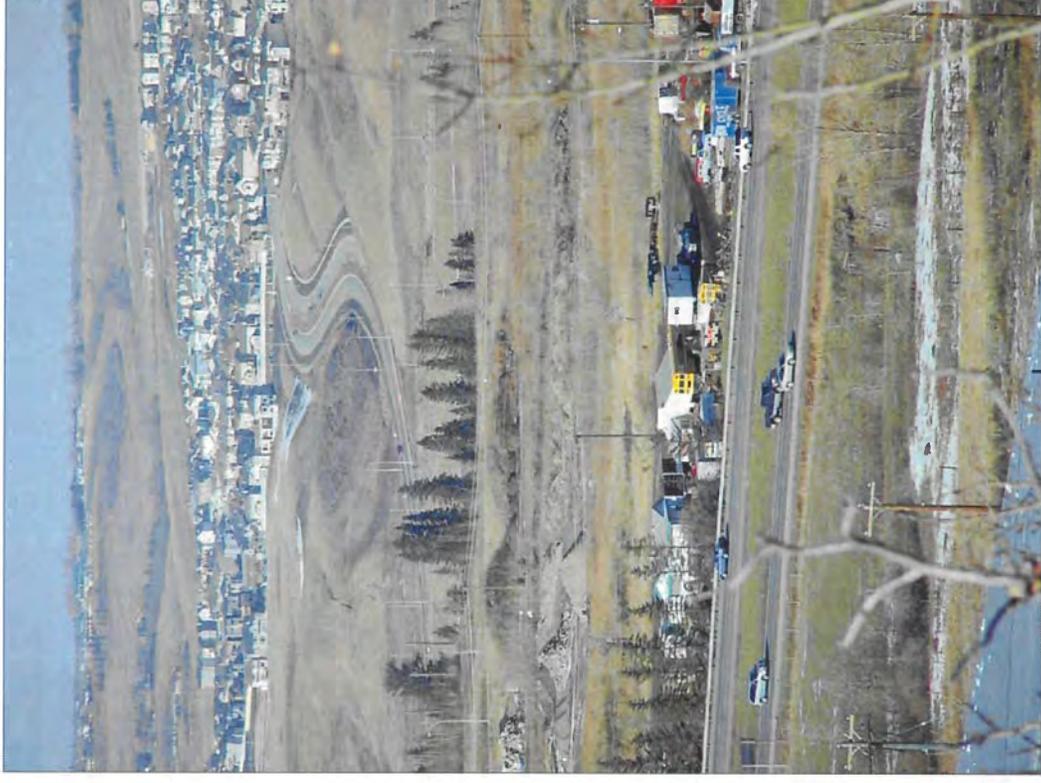
Examples of appropriate uses include:

- ◆ garden centres,
- ◆ driving ranges,
- ◆ campgrounds,
- ◆ tree farms, and
- ◆ outdoor storage areas for recreational vehicles, agricultural machinery and automobiles.

7.1 Policies

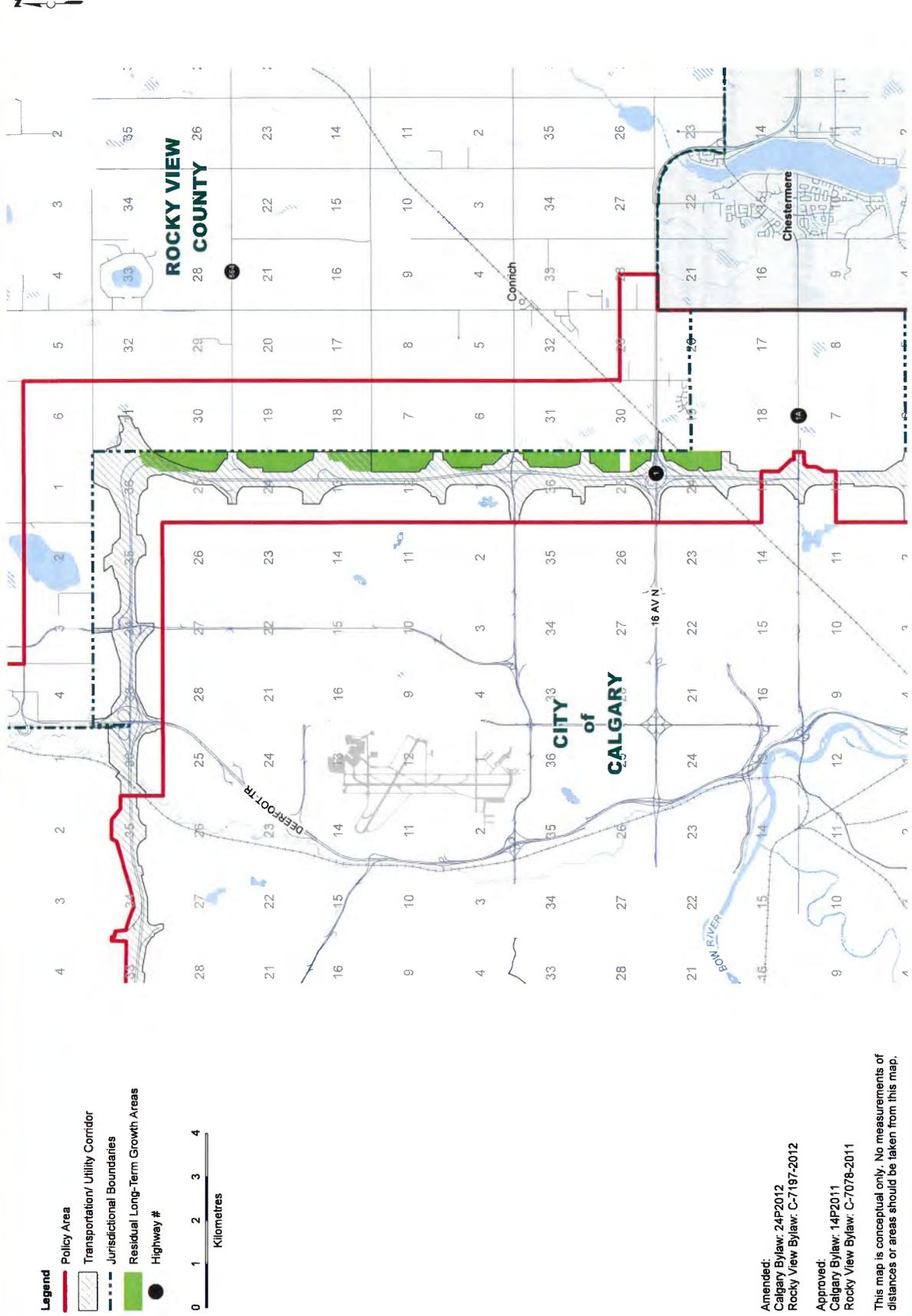
- 7.1.1 Residual Long-Term Growth Areas, as identified in Map 3, should be planned comprehensively through an Area Structure Plan (ASP) and/or Regional Context Study with adjacent lands within Rocky View County.
- 7.1.2 The Residual Long-Term Growth Area shall be deemed removed from Map 3: Residual Long Term Growth Areas, once included within an ASP.
- 7.1.3 Prior to the approval of an ASP, approval of Temporary Uses such as agriculture, open space and recreational uses may be considered.
- 7.1.4 Additional Temporary Uses may be considered on a discretionary basis based on their merits and the degree to which they comply with this plan.
- 7.1.5 Limited service industrial development should not be allowed as a permanent or Temporary Use within residual long term growth areas. Examples of development that should not be considered include salvage yards, pipe storage, and auto wrecking.
- 7.1.6 A high quality form of development is required. Visual screening, including berming, fencing, and/or landscaping, should be used to minimize the impact on adjacent areas to the satisfaction of the Development Authority.
- 7.1.7 Temporary development should incorporate design elements that address the interface with Stoney Trail.

- 7.1.8 Subdivision of land to facilitate development should be strongly discouraged until full servicing is available, and area structure planning, or equivalent, is complete.
- 7.1.9 Fully serviced non-residential development that is located immediately adjacent to Stoney Trail should:
- ◆ be oriented to take advantage of the visibility from Stoney Trail, and
 - ◆ incorporate design requirements that ensure a high quality form of development.
- 7.1.10 Applications for redesignation, subdivision, or development should be subject to The City of Calgary guidelines and procedures regarding Transportation Impact Assessments. These will establish the required City of Calgary and/or Rocky View County transportation improvements.
- 7.1.11 Applications for redesignation, subdivision or development should consider the Shepard Regional Drainage Plan, which is currently underway.



MAP 3

RESIDUAL LONG-TERM GROWTH AREAS



- Legend**
- Policy Area
 - Transportation/Utility Corridor
 - Jurisdictional Boundaries
 - Residual Long-Term Growth Areas
 - Highway #
- 0 1 2 3 4
Kilometres

Amended:
 Calgary Bylaw: 24P-2012
 Rocky View Bylaw: C-7197-2012

Approved:
 Calgary Bylaw: 14P-2011
 Rocky View Bylaw: C-7078-2011

This map is conceptual only. No measurements of distances or areas should be taken from this map.



Goal

To establish growth corridors/areas for Rocky View County and The City of Calgary.

8.0 Growth Corridors/Areas and Annexation

Objectives

1. Recognize growth corridors/areas for both municipalities.
2. Identify lands for possible future annexation from Rocky View County to The City of Calgary.

8.1.4 Rocky View County Council and Administration should evaluate applications within identified City of Calgary Growth Areas against this Plan, the Rocky View County Municipal Development Plan and the Rocky View County Land Use Bylaw.

8.1.5 Land use redesignation applications in identified City of Calgary Growth Areas shall be referred to the Intermunicipal Cooperation Team for discussion to gain a greater understanding of the long term intermunicipal interests in the area.

8.1.6 When planning in identified City of Calgary Residential Growth Areas allows Municipal Reserve to be taken Rocky View County should take all comments from school boards, Rocky View County Municipal Lands and Rocky View County Recreation Boards regarding the Municipal Reserve owing into consideration.

8.1.7 Should The City of Calgary wish to identify additional Growth Areas beyond those identified in Map 4: Growth Corridors/Areas, the following process shall be pursued to allow for mutually beneficial discussions:

- (a) Preliminary administrative discussions;

8.1 Policies

8.1.1 Map 4, Growth Corridors/Areas, identifies Growth Corridors for Rocky View County and Growth Areas for The City of Calgary. These are adapted from the 2006 Annexation Agreement and represent areas for potential future development of the municipalities within the Plan Area.

8.1.2 Rocky View County Growth Corridors should be developed in accordance with Rocky View 2060 Growth Management Plan and other Rocky View County statutory and local area plans, as they may be updated from time to time.

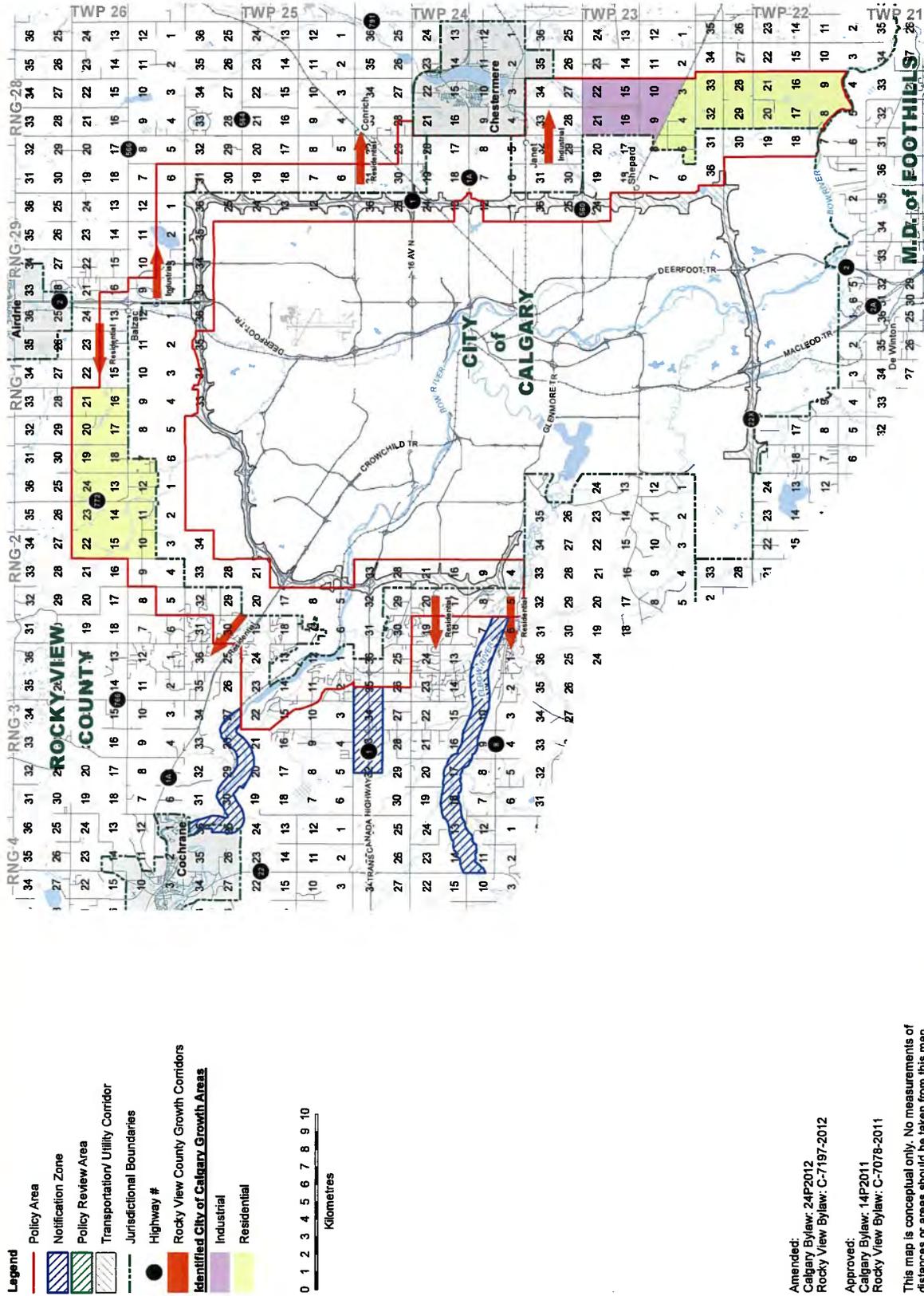
8.1.3 Identified City of Calgary Growth Areas should continue to be governed in accordance with existing Rocky View County policy documents, which may be updated. Should the lands be annexed by The City of Calgary, planning will be conducted as directed by its Municipal Council at that time.

- (b) Intermunicipal Committee discussions and recommendations to both Municipal Councils;
 - (c) Direction from both Municipal Councils to begin negotiations;
 - (d) Best efforts towards mutually beneficial negotiation process;
 - (e) Negotiated recommendation brought forward to both Municipal Councils for consideration; and
 - (f) Intermunicipal Development Plan amendment, if necessary.
- 8.1.8 Future annexation proposals shall proceed in accordance with the process for annexation in the *Municipal Government Act*.



MAP 4

GROWTH CORRIDORS/AREAS



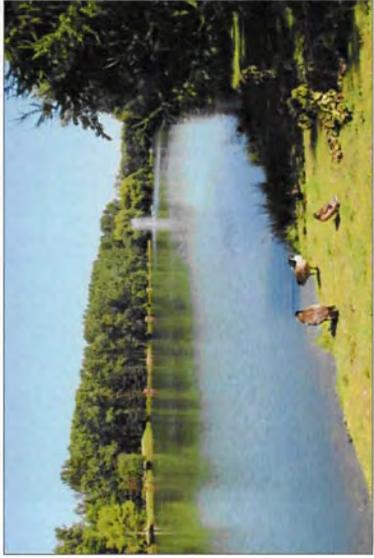
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- 9.0 Parks, Open Space and Recreation
- 10.0 Flood Hazard Area Management
- 11.0 Watershed Protection
- 12.0 Aggregate Extraction



9.0 Parks, Open Space and Recreation

Objectives

1. To facilitate appropriate and logical intermunicipal connections between existing and future parks for active and passive recreation purposes.
2. To coordinate a contiguous intermunicipal open space system for ecosystem viability and sustainability.
3. To promote coordination of recreational amenities and services between municipalities.

Goal

To coordinate and promote intermunicipal cooperation in the protection, enhancement and development of parks, open space, and recreational facilities.

9.1 Policy

- 9.1.1 While recognizing different municipal approaches and priorities with respect to parks, open space and recreation, both municipalities should work together to:
- (a) Identify potential connections and planning between existing and future park sites across municipal boundaries;
 - (b) Work together on an intermunicipal pathway inventory to identify opportunities for cross boundary connections;

- (c) Work together on an intermunicipal open space and natural area inventory (including environmentally significant areas) to identify opportunities for cross-boundary connections and intermunicipal open space preservation and enhancement;
- (d) Explore the feasibility of developing an overall intermunicipal recreation master plan;
- (e) Explore the feasibility of entering into joint maintenance agreements for municipal reserve lands in the Policy Area; and
- (f) Cooperate in the exploration of cost-effective ways of delivering recreational services that benefit both municipalities.



Goal

To appropriately manage lands in flood hazard areas.

10.0 Flood Hazard Area Management

Objectives

1. Ensure that municipal processes support safety, economic, and environmental stewardship within flood hazard areas.
2. Establish communication processes with respect to emergency planning and management of flood hazard areas.
3. Promote planning aligned with provincial policy for flood hazard areas.

the Intermunicipal Cooperation Team (ICT) for discussion at an early stage in the application review process. Any technical documents available should be exchanged between municipalities.

10.1.4

Through the ICT, both municipalities shall share information regarding:

- (a) Flood response and flood protection planning elements for lands that may be subject to flooding particularly with respect to utility design and operation, transportation/egress routes and interim flood protection measures; and
- (b) Tools to mitigate the risks of river flooding, including but not limited to utility design, storage restrictions, building setbacks, and flood-proof building design.

10.1.5

Both municipalities should utilize management approaches to retain natural morphology of streams where possible.

10.1.6

Potential impacts (such as structural, hydrologic, and water quality aspects) on groundwater interactions in flood hazard areas should be addressed as part of planning processes prior to development.

10.1 Policies

- 10.1.1 Land use and development in the flood hazard areas of the Intermunicipal Development Plan should align with policies, guidelines, requirements or controls adopted by the municipality for their jurisdiction, while having regard for those set out by the Province of Alberta and the Government of Canada.
- 10.1.2 Both municipalities should refer to, and have regard for, flood hazard mapping and flood risk area definitions as endorsed by Alberta Environment.
- 10.1.3 Potential flood hazard mapping revisions should be brought forward to



11.0 Watershed Management

Objectives

1. While recognizing development will occur in both municipalities, both will manage watersheds for water quality and quantity as they are important for a safe drinking water supply, healthy ecosystems, and the operation of agricultural systems.
2. Work collaboratively to mitigate negative impacts on watersheds within the Policy Area.

11.1.3 The most up-to-date Watershed Management Plans shall be used as guidance documents and decision making tools for activities occurring within watersheds, including recommendations on cumulative effects management and water quality objectives.

11.1.4 Both municipalities should cooperate and support Alberta Health Services and Alberta Environment to mitigate the adverse impact of water quality contaminants.

11.1 Policies

11.1.1 Both municipalities should manage for the long-term quality and quantity of municipal drinking water supplies including:

- (a) Protection and enhancement of surface water sources, watersheds, and waterways; and
- (b) Protection of groundwater including groundwater recharge areas.

11.1.2 Both municipalities should manage watersheds to support healthy, functional ecosystems.

Goal

To responsibly manage watersheds within the Policy Area.

11.1.5 All development proposed in proximity to water bodies should be carefully evaluated for impacts on water quality of surface water, groundwater, and alluvial aquifers. Negative impacts should be mitigated.

11.1.6 Both municipalities should implement environmental setback guidelines to protect riparian areas and water quality.



12.0 Aggregate Extraction

Objective

1. Aggregate resources are important to our municipalities. Both municipalities wish to facilitate intermunicipal communication regarding aggregate extraction operations, and planning and development proposals in the vicinity.

12.1.2

When processing applications for new sand and gravel pit operations, each municipality should give consideration to the:

- (a) possible impacts that approval of such applications may have on existing and planned uses in the adjacent municipality; and
- (b) comments received from the adjacent municipality.

12.1 Policies

12.1.1

In accordance with policy 13.1.1, both municipalities should seek to coordinate the planning of major aggregate haul routes within the Policy Area. In doing this, both the short- and long-term needs of residents and the industry should be taken into consideration.

Goal

To provide for intermunicipal cooperation with respect to aggregate extraction.

12.1.3

In the event that existing aggregate extraction operations begin to create negative impacts such as noise, dust and truck traffic on the adjacent municipality, both municipalities should discuss impacts. The host municipality may coordinate enforcement of existing approvals and/or discuss standards of abatement with the applicant and adjacent municipality at the time of development permit renewal.



13.0 Transportation

14.0 Utilities and Servicing



13.0 Transportation

Objectives

1. Facilitate the coordination and collaboration of current and long term transportation plans of The City of Calgary and Rocky View County.
2. Establish a process for evaluation of intermunicipal transportation infrastructure impacts.

13.1.4 Both municipalities should communicate regularly on transportation matters through the City of Calgary/Rocky View County Intermunicipal Cooperation Team and Intermunicipal Committee.

13.1.5 The host municipality should consider the impact that a proposed development may have on the transportation infrastructure of the adjacent municipality through the development of a Transportation Impact Assessment (TIA) to the standard of the host municipality.

Goal

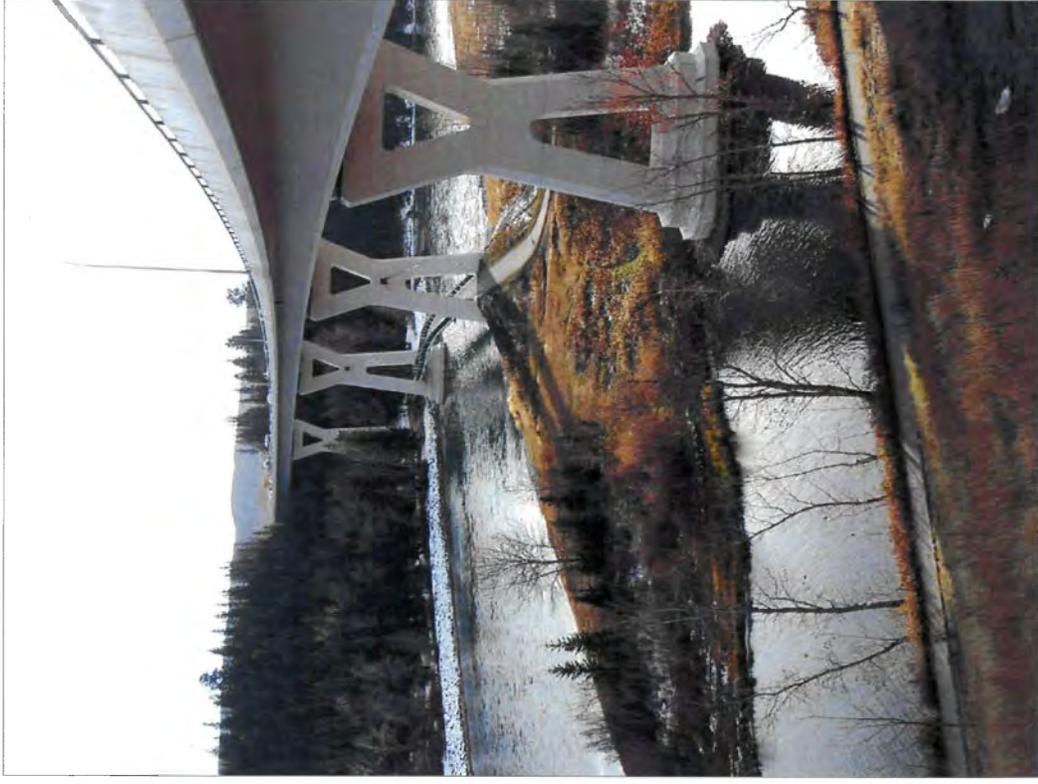
To facilitate the coordination of transportation infrastructure between municipalities.

13.1 Policies

- 13.1.1 In order to provide for efficient development and reasonable access between the two municipalities, The City of Calgary and Rocky View County should coordinate the planning of major transportation links for all modes of transportation.
- 13.1.2 Both municipalities should jointly consult with Alberta Transportation to coordinate planning and development along provincially administered transportation links.
- 13.1.3 Multi-modal transportation connections between municipalities should be coordinated where appropriate.

13.1.6 If the impact of development exceeds the capacity of the existing transportation infrastructure, upgrades should be coordinated through the following process:

- (a) Circulation of the proposal, in accordance with this Plan;
- (b) The adjacent municipality detailing required upgrades as a result of the proposed development, in accordance with the TIA; and
- (c) The host municipality should require appropriate upgrades as conditions of subdivision or development approval.



- 13.1.7 Transportation connections should be compatible across municipal boundaries.
- 13.1.8 Both municipalities should coordinate access from boundary roads.
- 13.1.9 Where the road jurisdiction is discontinuous on a boundary road or a road standard is most efficiently maintained by the adjacent municipality, maintenance agreements should be pursued in accordance with Section 3: Joint Studies.
- 13.1.10 Both municipalities should jointly pursue development of a process for early notification of road bans and closures.



14.0 Utilities and Servicing

Objectives

1. Establish a process for cross-boundary utility planning and right-of-way acquisition.
2. Facilitate the coordination of joint stormwater planning on an intermunicipal and regional basis.

Goal

To address sanitary, water and stormwater on an intermunicipal scale.

14.1 Policies

- 14.1.1 The process for acquiring easements and rights-of-way within the adjacent municipality involves the following steps:
- (a) Identification of the need for sanitary, water and stormwater easements and rights-of-way,
 - (b) Discussion between the municipalities through the Intermunicipal Cooperation Team (ICT) and other municipal bodies, as deemed necessary,
 - (c) Negotiation of intermunicipal agreements for sanitary, water and stormwater easements and rights-of-way, and

- (d) Execution of legal utility easement and rights-of-way agreements between the municipalities to allow for sanitary, water and stormwater infrastructure.
- 14.1.2 Either municipality may extend sanitary, water and stormwater services to the adjacent municipality according to its applicable policies.
- 14.1.3 Where communal sewage treatment systems are being considered, the proposals shall be brought to the ICT for information.
- 14.1.4 Where appropriate, Master Drainage Plans/Staged Master Drainage Plans should be brought to the ICT for information.
- 14.1.5 Both municipalities should collaborate in the development of Master Drainage Plans/Regional Drainage Plans within the Policy Area, on a drainage basin scale where feasible.
- 14.1.6 Recommendation of present and future Master Drainage Plans/Regional Drainage Plans, approved by both municipalities, within the Policy Area should be followed.

- 14.1.7 Low Impact Development practices and technologies should be implemented wherever feasible to meet stormwater management objectives set out in the Water Management Plans for the Bow Basin, Elbow River, and Nose Creek watersheds, and applicable policies for The City of Calgary and Rocky View County.
- 14.1.8 Best management practices shall be applied to new developments to mitigate adverse impacts on water courses including impacts on water quality, natural hydrology, riparian areas and habitat within the Policy Area.

Intermunicipal
Development
Plan

Plan Implementation





15.0 Plan Implementation

Objectives

1. Establish an intermunicipal referral process.
2. Establish a process for administration and repeal of this Plan.
3. Allow for resolution of intermunicipal issues.
4. Establish the relationship between this Plan and other statutory and non-statutory plans.

- (b) Applications for land use redesignation and subdivision;
- (c) All applications for development permits, including renewals;
- (d) Disposition of environmental, municipal and/or school reserves, environmental easements, public utility lots and/or road allowances;
- (e) Emergency response plans for natural resource extraction activities; and

15.1 Circulation and Referral Processes

Goal
To identify intermunicipal processes and describe the relationship between plans.

The mutual referral of planning applications, policy plans, studies and other information is essential to the proper administration of the Intermunicipal Development Plan (IDP) and for effective coordination of planning across municipal boundaries.

- 15.1.1 The following that occur partially or wholly within the Plan Area (Map 1) shall be circulated to both municipalities:
 - (a) Statutory and non-statutory plans within the Plan Area and proposed amendments to such plans;
- 15.1.2 Subject to written intermunicipal agreement, items may be added to or deleted from the preceding circulation list without the need for an amendment to this Plan.
- 15.1.3 Applications shall be referred to the adjacent municipality prior to consideration by the Development Authority/Subdivision Authority, Calgary Planning Commission or either Municipal Council as applicable.
- 15.1.4 When creating Area Structure Plans (ASPs), or equivalent, for new development areas within the Policy Area, the adjacent municipality and their residents should be included in

- the planning process. This consultation process should include:
- (a) Municipal Administration as a stakeholder in the ASP, or equivalent, preparation and inclusion in stakeholder meetings as appropriate;
 - (b) Invitation to public consultation meetings sponsored by the host municipality to the adjacent municipality and their residents who own property adjacent to the ASP, or equivalent;
 - (c) A mechanism for the adjacent municipality and its residents to provide feedback regarding the draft ASP, or equivalent; and
 - (d) Collaboration between municipal administrations (through the Intermunicipal Cooperation Team, where appropriate) on planning, transportation and servicing matters which are intermunicipal in nature.

- 15.1.7 In the event that either municipality does not reply within, or request an extension to, the maximum response time for intermunicipal circulations, it will be assumed that the responding municipality has no comment or objection to the referred planning document.

- 15.2.4 After a comprehensive annexation or when deemed required by both municipalities a review of the content of the IDP should take place.
- 15.2.5 The IDP may be amended from time to time subject to the agreement of both Municipal Councils. Amendments could include changes to policy (textual amendments), boundaries, or such other matters as may be determined.

15.2 Administration, repeal and amendment processes

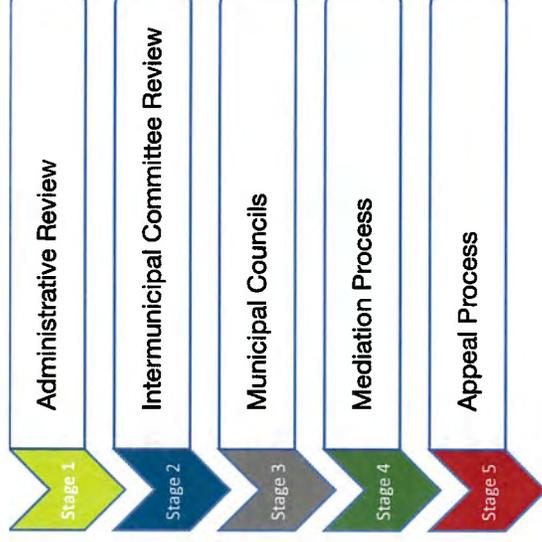
- 15.2.1 Each municipality shall administer provisions of this IDP for lands within its municipal jurisdiction using its own staff resources and will determine what authority should be delegated to the Intermunicipal Committee (IMC) and to staff.
- 15.2.2 The City of Calgary and Rocky View County agree to a minimum five-year period from the date of final approval of this IDP during which the policies will be in effect. During the five-year period, the IDP may be amended as mutually agreed to by both municipalities.

- 15.2.3 After the expiration of five years from the date of final approval of this IDP, either municipality may serve written notice of termination. One year after the service of such notice of termination each Municipal Council shall be at liberty to repeal its bylaw adopting this Plan.

- 15.1.5 Municipal processes and timelines shall leave sufficient time for intermunicipal discussion outlined in Section 15.3.
- 15.1.6 Unless otherwise agreed to by both municipalities, the responding municipality shall have twenty (20) days to review development permits and thirty (30) days from date of receipt to reply to all other intermunicipal circulations.

15.3 Resolution of Intermunicipal Matters

15.3.1 If there are matters in this Plan on which the two municipalities disagree, they shall be addressed and may be resolved at any of the following stages:



Stage 1: Administrative Review

- 15.3.2 The host municipality shall ensure that complete information addressing the application, as outlined in the IDP, is provided to the responding municipality.
- 15.3.3 Upon circulation of a proposal, the Administration of the responding municipality should undertake a technical evaluation of the proposal and provide comments to the Administration of the host municipality.
- 15.3.4 The Administrations of both municipalities shall determine, based on the provisions of the IDP, whether proposals should be referred to the IMC.
- 15.3.5 Notwithstanding 15.3.4 above, either municipality may refer a proposal to the IMC for review.
- 15.3.6 Referrals to the IMC should occur prior to consideration by the Calgary Planning Commission, or first reading of any relevant bylaws and it is recognized that multiple IMC meetings may be required.

Stage 2: Intermunicipal Committee Review

- 15.3.7 Where a proposal is referred to the IMC, the perspectives of both municipalities will be presented to the Committee.
- 15.3.8 After consideration of the matter, the IMC may:
- (a) Provide suggestions with respect to desired courses of action and/or revisions to a proposal to make it more acceptable to both municipalities;
 - (b) Seek additional information and alternate options for consideration at a future meeting of the Committee;
 - (c) Agree on a consensus position relative to conformity with the IDP to assist both Administrations;
 - (d) Conclude that no initial agreement can be reached; or
 - (e) Schedule such further meetings as may be necessary and consult with such technical or other sources as the Committee deems necessary to identify compromises and solutions.

- 15.3.9 Where considered necessary and useful by the IMC and where necessary authorization has been received, a facilitator may be engaged to help the IMC work toward a consensus position.
- 15.3.10 If a consensus cannot be reached following IMC review, then the proposal may be referred to both Municipal Councils.

Stage 3: Municipal Councils

- 15.3.11 After receiving direction from the IMC and the respective Administrations with respect to a particular proposal, each Municipal Council may establish its position on the proposal.
- 15.3.12 If neither Municipal Council supports the proposal, then no further action shall be required.
- 15.3.13 If the two Municipal Councils cannot agree on a proposal, then both Municipal Councils should consider referring the matter to a mediation process so that a mutually beneficial solution can be found.
- 15.3.14 In the event that the two municipalities agree to mediation, the initiating municipality should not give approval in the form of second or third readings to appropriate bylaws until mediation has been pursued.
- 15.3.15 In the event a Municipal Council gives three readings to the bylaw prior to a mediated solution being reached, the other municipality may appeal to the Municipal Government Board to reserve the right of appeal.

Stage 4: Mediation Process

15.3.16 The following should be required before a mediation process can be established:

- (a) Agreement by both Municipal Councils that mediation is necessary;
- (b) Appointment by both Municipal Councils of an equal number of representatives to participate in a mediation process;
- (c) Engagement, at equal cost to both municipalities, of an impartial and independent mediator agreed to by both municipalities; and
- (d) Approval by both municipalities of a mediation schedule, including the times and locations of meetings and a deadline by which the mediation process is to be completed.

15.3.17 If agreed to by both municipalities, members of the IMC or administrative staff from either municipality who are not participating directly in the mediation process may act as information resources either inside or outside the mediation room.

15.3.18 All participants in the mediation process should be required to keep the details of the mediation confidential until the conclusion of the mediation.

15.3.19 At the conclusion of the mediation, the mediator should submit a report to both municipalities.

15.3.20 If a mediated agreement is reached, then it shall be provided to both Municipal Councils for consideration. Any mediated agreement shall not be binding on either municipality and shall be subject to the approval of both Municipal Councils.

15.3.21 If no mediated agreement can be reached or if a mediated agreement is not approved by both Municipal Councils, then the appeal process may be initiated.

Stage 5: Appeal Process

15.3.22 In the event that the mediation process fails, the initiating municipality may give second and third reading to a bylaw to implement the proposal (i.e., a land use bylaw amendment, an Area Structure Plan (ASP) or equivalent, or ASP amendment).

15.3.23 If the initiating municipality passes a bylaw to implement the proposal, then the responding municipality may appeal that action to the Municipal Government Board under the provisions of Section 690 of the *Municipal Government Act*.

15.4 Relationship to Provincial Plans

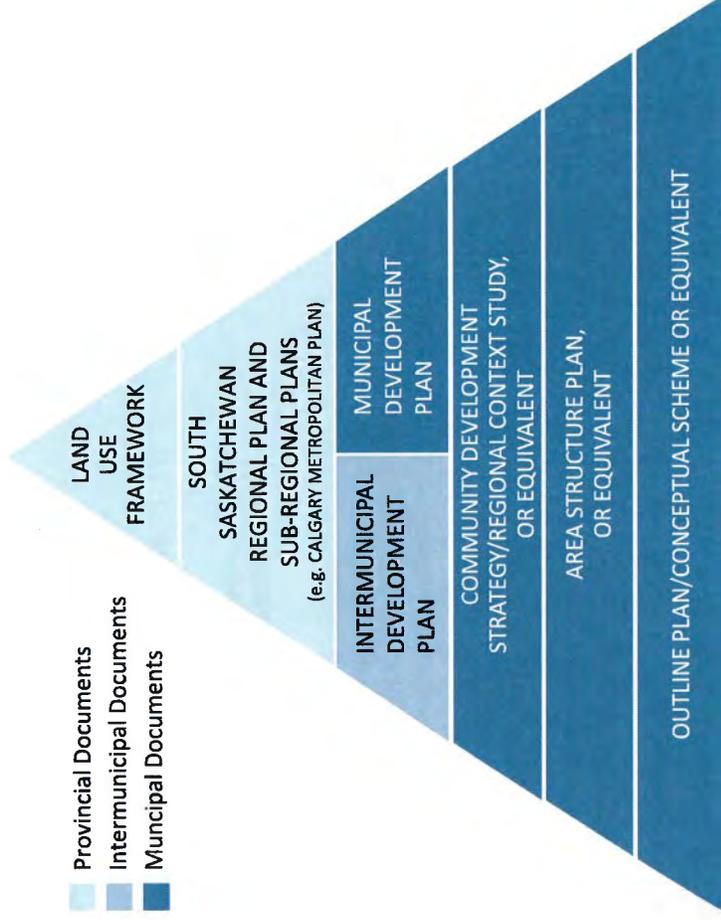
15.4.1 This Plan should be in alignment with all provincial-level plans. Any amendments necessary to bring this Plan into alignment with a provincial-level plan or document should be brought forward to both Municipal Councils for consideration.

15.5 Relationship to the Calgary Metropolitan Plan

15.5.1 Where a municipality is a member of the Calgary Regional Partnership, this Plan shall be used in conjunction with the Calgary Metropolitan Plan when evaluating development and planning proposals within that municipality.

15.6 Relationship to Other Municipal Plans

- 15.6.1 To ensure ongoing relevancy, this Plan shall be used in conjunction with statutory and non-statutory plans to provide direction for intermunicipal collaboration.
- 15.6.2 Existing plans that pre-date the adoption of this Plan shall prevail where discrepancies occur.
- 15.6.3 Existing plans within the 2007 annexation territory shall be amended to be in conformity with this Plan if discrepancies exist.
- 15.6.4 Statutory and non-statutory plans adopted by either municipality after this IDP's adoption date shall be in alignment with this Plan.
- 15.6.5 Amendments adopted by either municipality after this IDP's adoption date to statutory and non-statutory plans (including plans adopted prior to this Plan) shall be in conformity with this Plan.



15.7 Relationship to The Town of Chestermere

15.7.1 The City of Calgary and Rocky View County share common borders and common intermunicipal interests with The Town of Chestermere. Issues of intermunicipal interest include principles of communication, local planning initiatives, policy implementation tools, intermunicipal connectivity, regional drainage, transportation, and any other matters as Rocky View and Calgary deem appropriate.

15.7.2 To help address these intermunicipal interests, Calgary and Rocky View should:

- (a) ensure The Town of Chestermere is identified as a stakeholder in statutory planning processes for lands within any Key Focus Area adjacent the shared municipal boundary;
- (b) ensure there is a process requiring the circulation of planning applications to The Town of Chestermere for comments; and
- (c) provide a forum for intermunicipal discussion through the establishment or maintenance of intermunicipal committees.

15.7.3 Should either Rocky View or Calgary undertake an intermunicipal development plan with The Town of Chestermere, this Plan may require amendments or removal of lands to ensure alignment of statutory documents. **BYLAW 24P2012 C-7197-2012**

Appendices

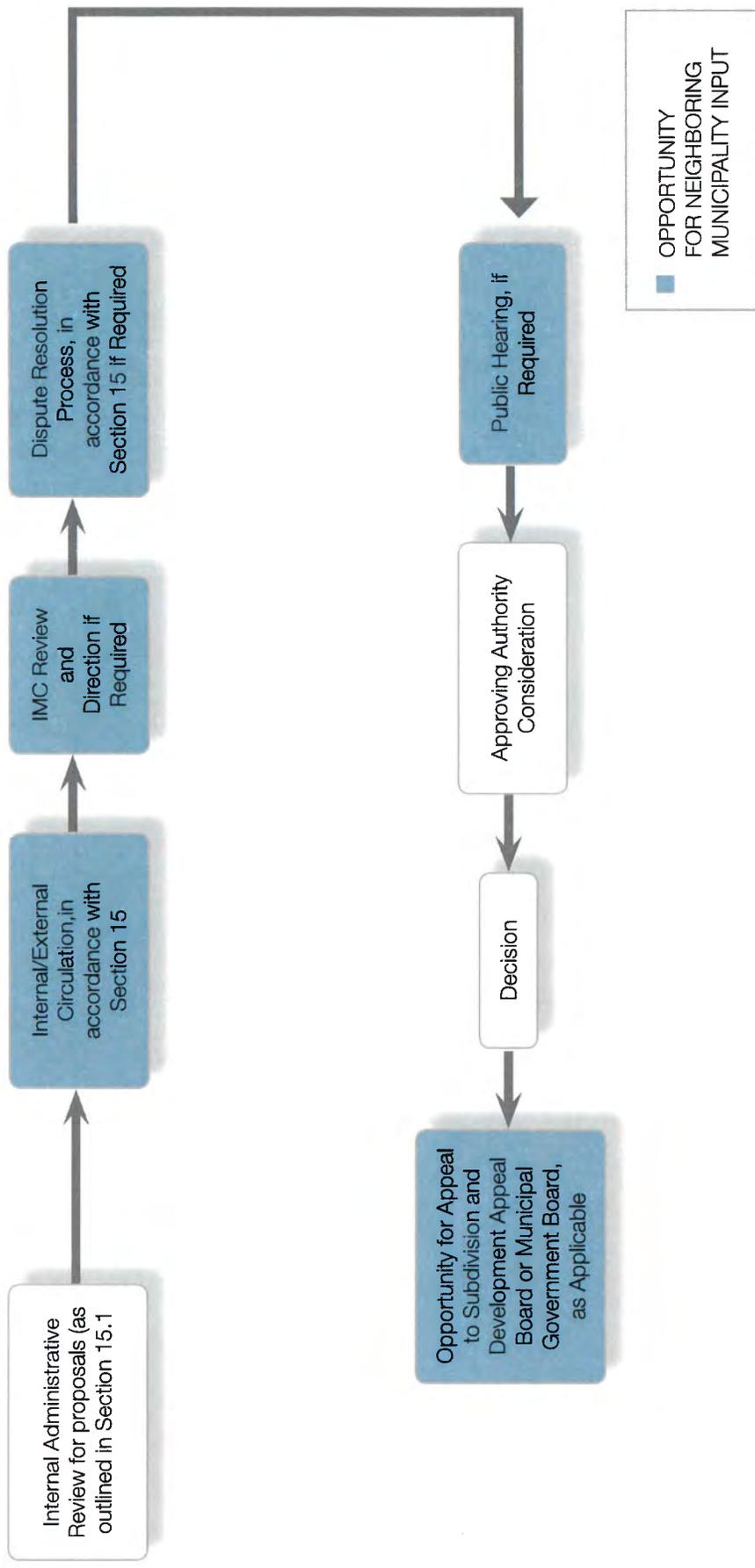


- A. Action Items Identified in the Intermunicipal Development Plan
- B. General Application Process
- C. Flood Hazard Areas Map
- D. Existing Transportation Systems
- E. Glossary

A. Action items identified in the Intermunicipal Development Plan

IDP Action Items	
Policy/Section	Action Item
Section 2	Formation of an Intermunicipal Cooperation Team and delineation of roles and responsibilities.
4.4.6	Once a functional alignment has been established for the Highway 2 and Highway 566 interchange, explore the possibility of annexing residual land south of the interchange from Rocky View County to The City of Calgary.
4.6.3	Once a function alignment has been established for Peigan Trail, The City of Calgary should initiate the annexation process for lands lying north of Peigan Trail.
9.1.1 (c)	A pathway inventory and identification of cross-boundary connection opportunities.
9.1.1 (d)	Explore the validity of an overall recreation master plan for the IDP Policy Area.
9.1.1 (e)	Exploring the feasibility of entering into joint maintenance agreements for the IDP Policy Area.
13.1.10	Development of a process for early notification of road bans and closures.
15.6.3	Review of existing plans within the 2007 annexation territory to identify possible discrepancies and amendments.

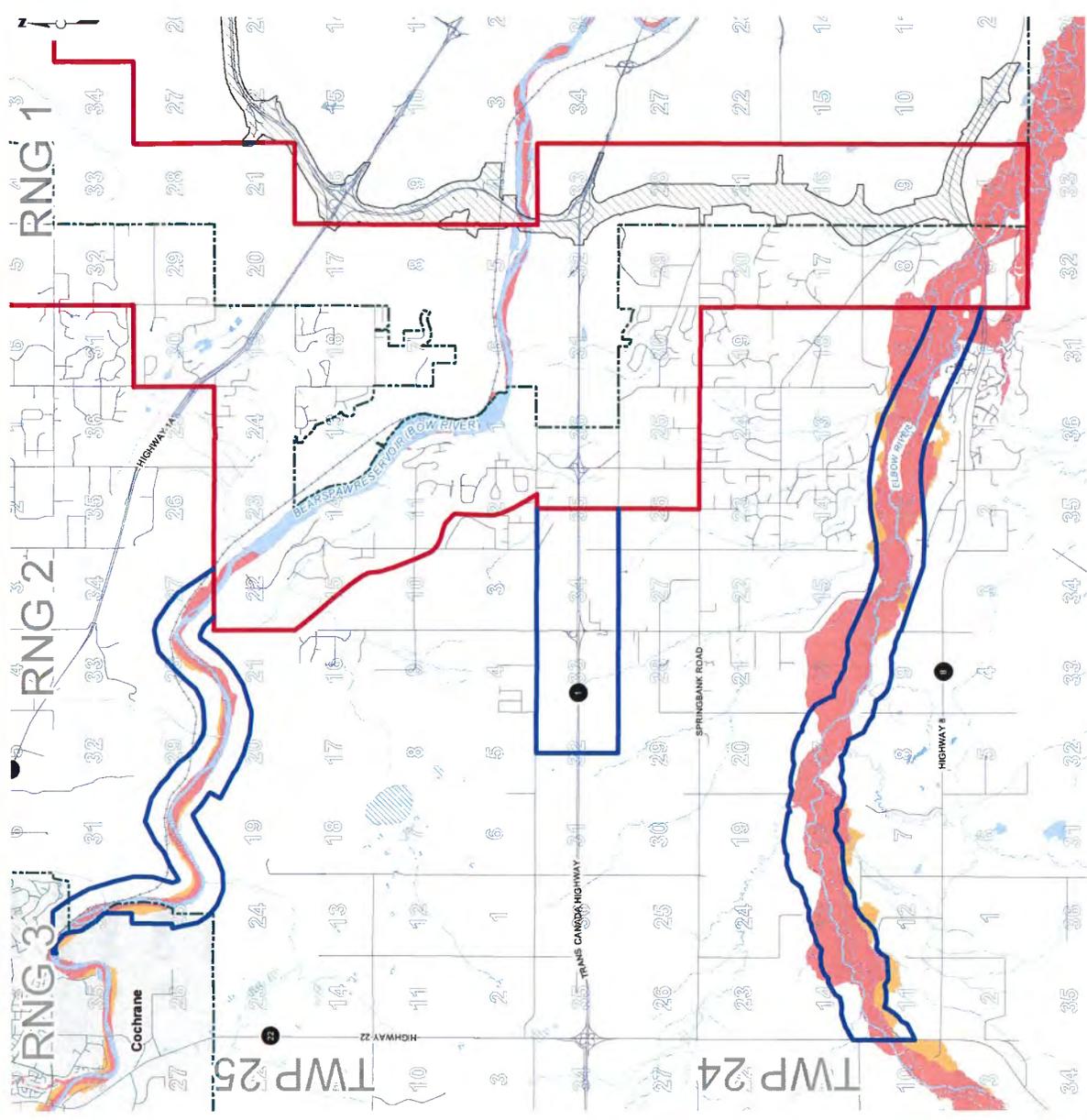
B. General Application Process



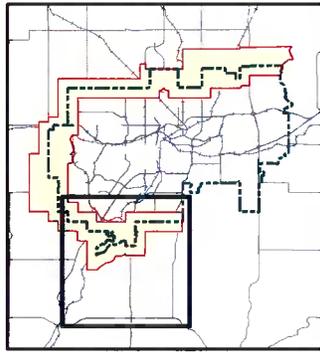
C. Flood Hazard Areas Map

MAP 5

FLOOD HAZARD AREAS



Map for reference only. The City of Calgary currently also applies flood hazard management policies to the West Nose Creek and Nose Creek. This map should be further amended to reflect any approved Provincial flood hazard mapping.



Approved:
 Calgary Bylaw: 14P2011
 Rocky View Bylaw: C-7078-2011
 This map is conceptual only. No measurements of distances or areas should be taken from this map.

D. Existing Transportation Systems

Provincial Highway System

The major elements of the existing transportation system can be classified according to the following four major categories (Map 6).

Key components of the Provincial Highway System include:

- ◆ Highway 22X;
- ◆ Highway 1 East and West;
- ◆ Highway 1A East and West;
- ◆ Deerfoot Trail/Highway 2 North; and
- ◆ Highway 8.

Intermunicipal Road System

In addition to the Provincial Highway System, there are a number of roads which act as key links between Rocky View County and the City of Calgary. These include:

- ◆ 114 Avenue S.E./Township Road 232;
- ◆ Glenmore Trail East/Secondary Highway 560;
- ◆ McKnight Boulevard/Conrich Road/Township Road 250;
- ◆ 80 Avenue N.E./Township Road 252;
- ◆ Country Hills Boulevard/Delacour Road/Secondary Highway 564;
- ◆ Centre Street North/Secondary Highway 782;
- ◆ Symons Valley Road/Secondary Highway 772;
- ◆ 85 Street N.W.;
- ◆ Old Banff Coach Road/Secondary Highway 563;

- ◆ Lower Springbank Road;
- ◆ Bow Trail/Old Banff Coach Road; and
- ◆ 17 Ave S.W./ Township Road 242

A number of boundary roads exist between The City of Calgary and the Rocky View County:

Boundary Roads

- ◆ Range Road 285
- ◆ Peigan Trail S.E.
- ◆ 146 Avenue S.E.
- ◆ 84/88 Street East;
- ◆ 100 Street East;
- ◆ 116 Street East;
- ◆ 144 Avenue North/Burma Road;
- ◆ 85 Street West;
- ◆ Rocky Ridge Road N.W.;
- ◆ 112 Avenue N.W.;
- ◆ 12 Mile Coulee Road/117 Street N.W.;
- ◆ Highway 2 North;
- ◆ Highway 566; and
- ◆ 101 Street S.W.

These roads are unique in that they are within one jurisdiction but are also significant roads for the neighbouring jurisdiction.

Dangerous Goods Routes and Truck Routes

The City of Calgary requires that vehicles transporting certain quantities of dangerous goods travel on designated dangerous goods routes. When it becomes necessary for such vehicles to leave dangerous goods routes for the purpose of making deliveries or supplying services, carriers must proceed on dangerous goods routes to truck routes that provide the most direct access to and from their destinations.

Refer to Map 6 for details of dangerous goods, high load, and truck routes. (Note: This list may be amended from time to time. See The City of Calgary Transportation of Dangerous Goods Bylaw for the most up-to-date list.)

Dangerous Goods Routes

The following list identifies designated dangerous goods routes within the Intermunicipal Development Plan area:

- ◆ Glenmore Trail S.E.;
- ◆ 17 Avenue S.E.;
- ◆ 16 Avenue/Highway 1 N.E.;
- ◆ 16 Avenue/Highway 1 N.W.;
- ◆ Glenmore Trail/Highway 8 S.W.;
- ◆ Stoney Trail N.W./N.E.;
- ◆ Stoney Trail S.E. (Future); and
- ◆ Deerfoot Trail/Queen Elizabeth II Highway.

Truck Routes

In addition to dangerous goods routes, The City of Calgary has designated certain roads or areas for use by trucks and has also restricted certain truck routes by the times of day or by the number of axles. The following list identifies designated truck routes within the Intermunicipal Development Plan area (Note: This list may be amended from time to time. See The City of Calgary Truck Route Bylaw for the most up-to-date list):

- ◆ Marquis of Lorne Trail;
- ◆ Country Hills Boulevard;
- ◆ Old Banff Coach Road;
- ◆ Centre Street North;
- ◆ 114 Avenue S.E.;
- ◆ 100 Street East/Garden Road S.E.;
- ◆ 116 Street S.E.;
- ◆ 84/88 Street East/88 Street S.E.;
- ◆ 68 Street between 17 Avenue S.E. and McKnight Boulevard N.E.;
- ◆ Métis Trail N.E.;
- ◆ Airport Trail N.E.;
- ◆ McKnight Boulevard N.E.;
- ◆ Symons Valley Road N.W.;
- ◆ 85 Street N.W.;
- ◆ 112 Avenue N.W., between 85 Street N.W. and Sarcee Trail;
- ◆ Crowchild Trail/Highway 1A N.W.;and
- ◆ 17 Avenue S.W.

- ◆ Truck Routes identified in the West Regional Context Study (RCS)
 - ◆ Nose Hill Drive N.W.
- ◆ Truck Routes identified in the North Regional Context Study (RCS)
 - ◆ 128 Avenue N.W.;
 - ◆ 144 Avenue;
 - ◆ 160 Avenue;
 - ◆ Sarcee Trail N.W.;
 - ◆ Shaganappi Trail N.W.;
 - ◆ Panorama Road N.W.;
 - ◆ 14 Street N.W.;
 - ◆ 6 Street N.E.;
 - ◆ 15 Street N.E.;
 - ◆ 69 Street N.W.;
 - ◆ 101 Street N.W.; and
 - ◆ 12 Mile Coulee Road.

High Load Corridor

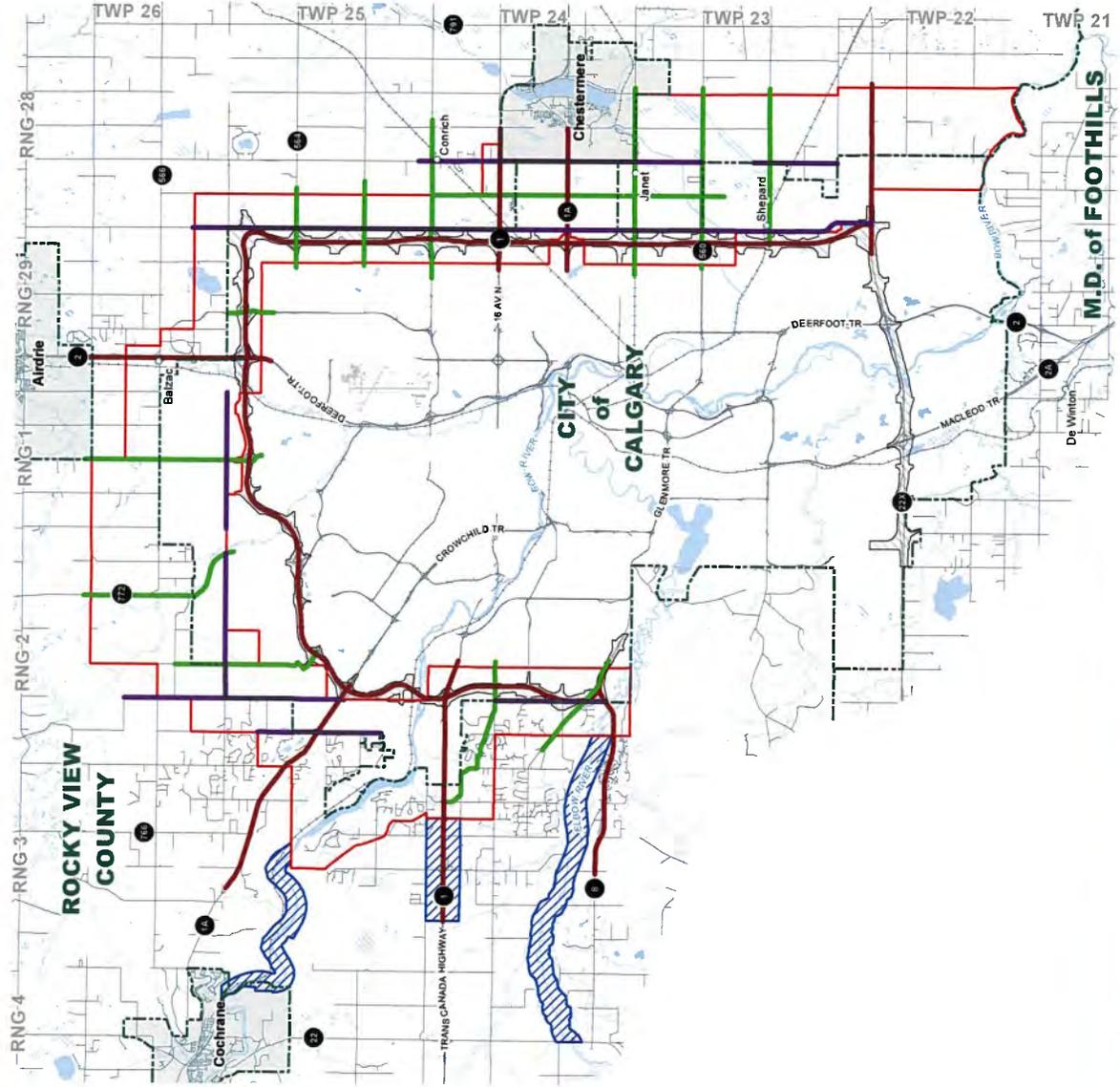
In addition to Truck Routes and Dangerous Goods Routes, The City of Calgary designates certain roads as High Load Corridors. A permit is required for overdimensional loads to travel within the city. The following list identifies designated high load corridors within the IDP area (Note: This list may be amended from time to time. See The City of Calgary Truck Route Bylaw for the most up-to-date list):

- ◆ Marquis of Lorne Trail S.E.;
- ◆ 84 Street/88 Street S.E.;
- ◆ 100 Street (Garden Road) (Recommended High Load Corridor)*;
- ◆ 114 Avenue S.E.;
- ◆ Glenmore Trail S.E.;
- ◆ 17 Avenue S.E.;
- ◆ McKnight Boulevard N.E.;
- ◆ Country Hills Boulevard;
- ◆ Symons Valley Road N.W.;
- ◆ Crowchild Trail N.W.; and
- ◆ Glenmore Trail S.W.

MAP 6

EXISTING TRANSPORTATION SYSTEMS

- Legend**
-  Policy Area
 -  Notification Zone
 -  Transportation/Utility Corridor
 -  Jurisdictional Boundaries
 - Transportation Systems**
 -  Boundary Roads
 -  Intermunicipal Road System
 -  Provincial Highway System
- 0 1 2 3 4 5 6 7 8 9 10
Kilometres



Amended:
Rocky View Bylaw: C-7187-2012

Approved:
Calgary Bylaw: 14F2011
Rocky View Bylaw: C-7078-2011

This map is conceptual only. No measurements of distances or areas should be taken from this map.

E. Glossary

Annexation	The transfer of land from the jurisdiction of one municipal government to another municipal government. The process through which annexation occurs is defined by the <i>Municipal Government Act</i> .
Area Structure Plan	A statutory plan that provides the framework for subdivision and development of an area of undeveloped land. Area structure plans are further outlined in the <i>Municipal Government Act</i> .
Calgary Metropolitan Plan	Sub-regional plan developed by the Calgary Regional Partnership.
Flood Hazard Area	The area affected by the design flood under encroachment conditions. The flood hazard area is typically divided into floodway and flood fringe zones, and may also include areas of overland flow. (Source: <i>Alberta Environment</i>)
Flood Fringe	The portion of the flood hazard area outside of the floodway. Water in the flood fringe is generally shallower and flows more slowly than in the floodway. New development in the flood fringe may be permitted in some communities and should be floodproofed. (Source: <i>Alberta Environment</i>)
Floodway	The portion of the flood hazard area where flows are deepest, fastest and most destructive. The floodway typically includes the main channel of a stream and a portion of the adjacent overbank area. The floodway is required to convey the 1:100 year flood. New development is discouraged in the floodway and may not be permitted in some communities. (Source: <i>Alberta Environment</i>)
Interface	Location where different land uses meet and interact across the municipal boundary.
Intermunicipal Development Plan	A statutory plan that is jointly prepared by neighbouring municipalities which includes areas of land lying within the boundaries of the municipalities as they consider necessary. Intermunicipal Development Plans are further defined in the <i>Municipal Government Act</i> .
Intermunicipal Entranceways	Major transportation corridors that create a sense of entry and exit from one municipality to the other.

Key Focus Areas

Those areas of mutual interest to both the Rocky View County and The City of Calgary that are specifically identified in this Plan as “Key Focus Areas”.

- (1) Common highway entrances to both municipalities;
- (2) Areas that Rocky View County and The City of Calgary have determined that the integration of land use policies is desirable; and
- (3) Areas for interface planning between The City of Calgary and Rocky View County.

Land Use Bylaw

A bylaw made under Division 5 of the *Municipal Government Act*.

Land Use District

A district in a Land Use Bylaw which details regulations established by Council for control over the use and development of an area pursuant to the provisions of the *Municipal Government Act*.

Low Impact Development (LID)

A stormwater management approach that uses a variety of practical techniques to manage stormwater runoff close to its source, where rain falls. LID includes design techniques that attempt to maintain or mimic natural (pre-development) hydrologic functions in a watershed. Design practices include green roofs, stormwater capture and re-use and landscape designs that increase the absorption and filtering of rainwater.

Master Drainage Plan

A stormwater drainage plan prepared for a large drainage area serviced by one or more outfalls. The plan evaluates existing drainage conditions and provides recommendations for potential location of stormwater ponds, trunk sizes, servicing routes and water quality requirements. The information provided in the plan is used to guide stormwater decisions as the area develops.

Municipal Development Plan

A statutory plan under the *Municipal Government Act*. The requirements of a municipal development plan are further defined under the *Municipal Government Act*.

Notification Zone

As shown on Map 1, this contains lands which are not immediately adjacent to the shared boundary but is an important area for intermunicipal communication. The notification Zone provides the City of Calgary with the opportunity to comment on land use policies and applications circulated from Rocky View County. Although the policies of this Plan do not apply to the Notification Zone, The City of Calgary is encouraged to provide comment with respect to issues affecting the Notification Zone.

Non-statutory plans	A guiding document regarding future development that does not meet the definition of Statutory Plan under the <i>Municipal Government Act</i> .
Open Space	All land and water areas, either publically owned or offering public access, that are not covered by structures. Open space includes current and potential future parks, pathways, roadway greens, land for parks and recreation facilities, golf courses, cemeteries and other types of alternative open space.
Pathways	Constructed linear paths typically with a surface constructed of asphalt or aggregate materials and may be located on developed open space or more naturalized areas.
Plan Area	The area covered by this Intermunicipal Development Plan as shown on Map 1
Policy Area	As shown on Map 1, this contains areas immediately adjacent to the shared border. The policies contained in this plan apply in this area, including the circulation and referral processes as described in Section 15.1.2.
Public Park	Public land specifically designed or reserved for the general public for active or passive recreational use and includes all natural and manmade landscaping, facilities, playing fields, buildings, and other structures that are consistent with the general purpose of public park land.
Recreation	Means an array of pursuits such as sports, arts and culture, and physical and leisure activities.
Redesignation	The reclassification of a land use designation in the Land Use Bylaw as applied to a specific area.
Right-of-Way	Land occupied or intended to be occupied by a street, crosswalk, railroad, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, landscaping, open space, or other special use.
Staged Master Drainage Plan	A stormwater drainage plan that covers a portion of the area included in a Master Drainage Plan which may or may not be serviced by an outfall. The plan evaluates alternatives to provide an acceptable level of service while meeting the objectives of the Master Drainage Plan. Preliminary designs of major ponds are usually included in the plan. This plan may not be required if the Master Drainage Plan contains enough detail.
Subdivision	The process of dividing land into smaller parcels. The Subdivision Authority, as defined in the <i>Municipal Government Act</i> (Section 623), is authorized to make subdivision decisions on behalf of a municipality.

Statutory plans	An Intermunicipal Development Plan, a Municipal Development Plan, an Area Structure Plan, or an Area Redevelopment Plan adopted by a municipality and as defined by the <i>Municipal Government Act</i> .
Temporary Uses	A temporary use is considered to be one that can be removed within a short period of time (e.g. six months), has no permanent structures, and does not require urban utility services. Development Permits for temporary uses should only be approved for a maximum period of 10 years in duration, with the potential for renewal upon expiration.
Water Management Plans	Water Management Plans provide broad guidance for water management, set out clear and strategic directions regarding how water should be managed or result in specific actions as defined by the Alberta <i>Water Act</i> .
Watershed	A system of water bodies and water courses ultimately draining into one common area (e.g., lake or river).
Watershed Management Plan	A comprehensive guidance document that may address many issues in a watershed including water quality, water quantity, point and non-point source pollution and source protection. It may also look at ways to better integrate land/resource management within a watershed.

TAB C-1(2)



Area Structure Plan
OMNI

APPROVED SEPTEMBER 26, 2017

BYLAW C-7700-2017

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EXECUTIVE SUMMARY

The Omni Area Structure Plan is a long-term planning document that provides a land use and servicing strategy to guide redesignation, subdivision, and development of approximately ± 518 hectares (± 1,280 acres) of land. The Plan area is situated in a portion of central east Rocky View County (the County) adjacent to the city of Calgary (Calgary). This is a statutory policy document that has been adopted pursuant to the Alberta *Municipal Government Act* for the purpose of implementing the County Plan's vision for the development of a Highway Business Area in this location.

The Area Structure Plan provides the framework and the policies for the more detailed planning stages, which occur through the preparation of *local plans* and subsequent applications for redesignation, subdivision, and development. The requirements for *local plan* preparation are found in the policies of this Area Structure Plan and the County Plan. *Local plans* will further address the detailed requirements of submitting redesignation, subdivision, and development applications.

The Area Structure Plan also provides the framework for providing an appropriate interface that minimizes impacts with adjacent non-business land uses and adjacent municipalities, and an attractive gateway along key transportation corridors including those shared with Calgary.

The Area Structure Plan is supported by the development of technical documents that provide the framework and guidance for more detailed technical analysis as development proceeds within the Area Structure Plan boundaries. Technical studies completed include:

- OMNI ASP Master Drainage Plan (stormwater);
- OMNI ASP Servicing Strategy (water and wastewater); and the
- OMNI ASP Network Study (transportation).

PART I: INTRODUCTION

1. PLAN PURPOSE

What Is An Area Structure Plan?

An Area Structure Plan is a statutory document approved by Council and adopted by bylaw. The Area Structure Plan outlines a vision for the future physical development of an area, with regard to such things as land use, transportation, protection of the natural environment, emergency services, general design, and utility service requirements.

An Area Structure Plan provides Council with a roadmap with which to consider land use changes, subdivision, and development. When making decisions regarding development in the Plan area, Council must consider the Area Structure Plan, and a wide range of other factors such as the economic goals of the County, County-wide growth, and the ability to provide servicing.

An Area Structure Plan does not predict the rate of development within the Plan area; ultimately, growth is determined by market demand, which reflects the overall economic climate of the region.

The Alberta Municipal Government Act states that an Area Structure Plan must describe:

- proposed land uses;
- density of population and sequence of development;
- general location of major transportation routes and public utilities; and
- any other matters Council considers necessary.

The policies in an Area Structure Plan form a bridge between the general planning policies contained in the County Plan and the more detailed planning and design direction contained in a conceptual scheme or a master site development plan. Area Structure Plan policies must align with the County Plan and applicable County policies. The Area Structure Plan must be based on sound planning principles, and must respond to the particular natural and built form of the Area Structure Plan area.

Local Plans

For brevity, this document uses the term *local plan* to refer to a conceptual scheme or master site development plan. The County anticipates the majority of *local plans* within the Omni Area Structure Plan boundary will be submitted as conceptual schemes.

Local plans are developed within the framework provided by an Area Structure Plan. Based on this framework, the *local plan* must demonstrate how development in the local area will retain the integrity of the overall Area Structure Plan concept, and how development will be connected and integrated with adjacent areas. Policy sections in the Area Structure Plan identify the unique requirements that must be addressed in the *local plan* due to the location and specific development conditions of the area. The standard technical requirements of a conceptual scheme or a master site development plan are identified in Section 29 and Appendix C of the County Plan.

Local plan is a term that refers to a conceptual scheme or a master site development plan (County Plan - Section 4). A *local plan* will have unique planning requirements based on the planning direction provided in the ASP. *Local plans* must also address the general requirements for preparing a conceptual scheme or a master site development plan identified in Section 29 and Appendix C of the County Plan.

Conceptual Scheme is a non-statutory plan, subordinate to an area structure plan. It may be adopted either by bylaw or by a resolution of Council. A *conceptual scheme* is prepared for a smaller area within an area structure plan boundary and must conform to the policies of the area structure plan. *Conceptual schemes* provide detailed land use direction, subdivision design, and development guidance to Council, administration, and the public.

If a *conceptual scheme* area is of sufficient size that further detail is required for specific areas and phases, the *conceptual scheme* may identify smaller sub-areas and provide detailed guidance at that level. These smaller sub-areas are referred to as 'development cells'.

Master Site Development Plan is a non-statutory plan that is adopted by Council resolution. A *master site development plan* accompanies a land use redesignation application and provides design guidance for the development of a large area of land with little or no anticipated subdivision. A *master site development plan* addresses building placement, landscaping, lighting, parking, and architectural treatment. The plan emphasis is on site design with the intent to provide Council and the public with a clear idea of the final appearance of the development.

Plan Interpretation

The meanings of some of the key words that are contained in a policy are described below:

Shall: a directive term, indicating the actions outlined are mandatory; therefore, Administration, the Developer, the Development Authority, and Subdivision Authority must be in compliance, without discretion.

Should: a directive term, indicating a strongly preferred course of action by Council, Administration, and/or the Developer; but one that is not mandatory.

May: a discretionary term, meaning the policy in question can be enforced by the County if it chooses to do so, dependent on the particular circumstances of the site and/or application.

2. PLAN ORGANIZATION

The Omni Area Structure Plan is organized into three parts, followed by three appendices.

Part I: Introduction: This Part outlines the Plan's purpose, boundaries, policy terminology, relationship to other plans, public engagement process, as well as key issues and opportunities that informed the Plan preparation process. It also contains a description of the development found in the Omni Plan area, presents a vision of what Omni could be like 20+ years into the future, and provides 10 broad goals that will guide the development of the Plan area over this period.

Part II: Plan Policies: This Part is the core of the Area Structure Plan, containing the policy direction to guide development in the Plan area. Part II contains 14 sections, each of which addresses specific land use, servicing, or infrastructure policies. Each of these sections contains an overall purpose statement, a list of objectives, introductory paragraphs, and a series of policies addressing the subject area. Where a purpose statement or introductory paragraph introduces a series of policies, it is provided for information to enhance the understanding of the policies.

Part III: Implementation and Monitoring: This part presents the Area Structure Plan implementation process, provides information on *local plan* areas, discusses phasing, specifies requirements to ensure the Area Structure Plan policies and strategies are adhered to, and provides direction regarding the process for the review and amendment of the Area Structure Plan. This Part also addresses the need and method for intermunicipal coordination and cooperation.

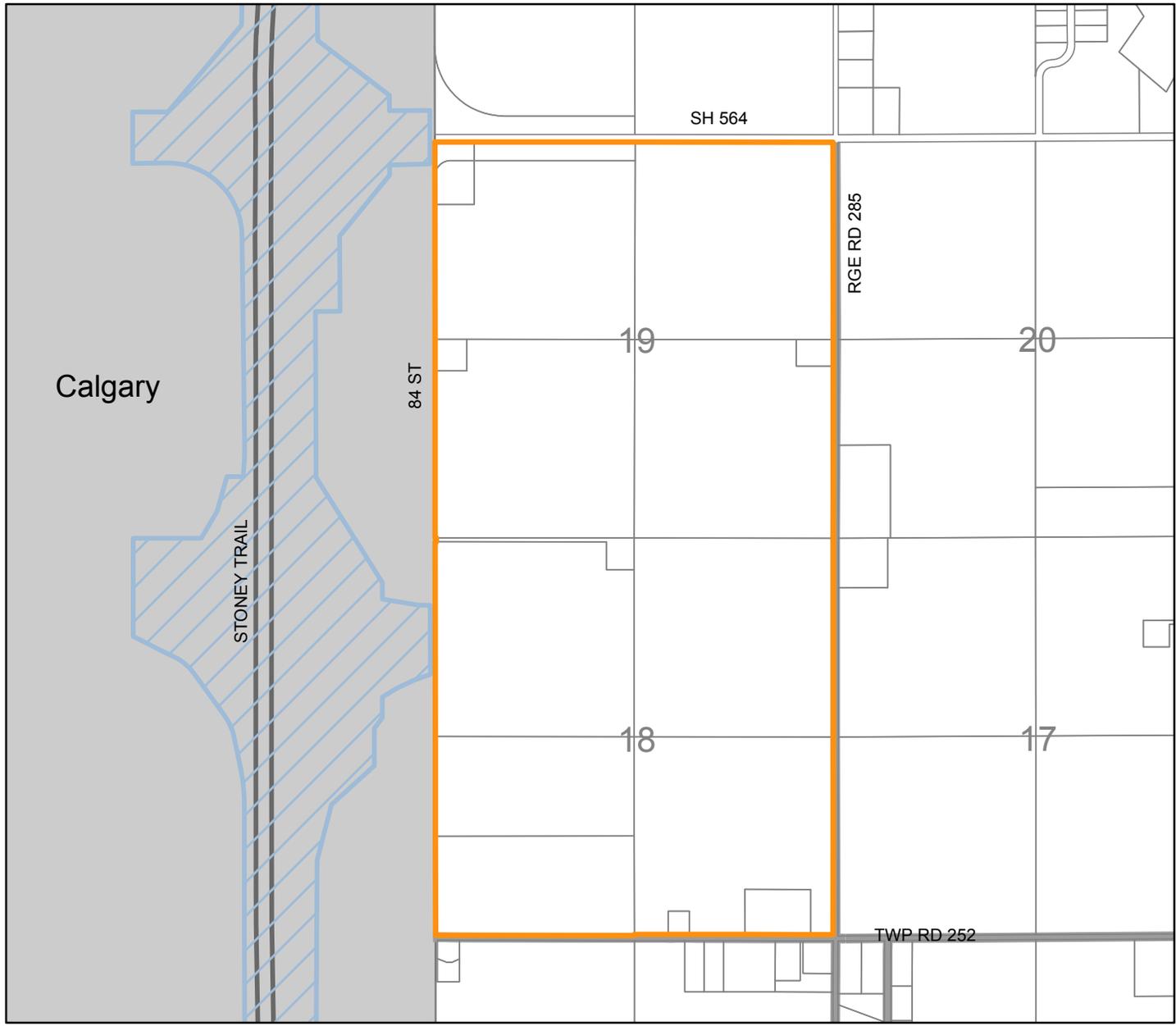
Appendices: Appendix A contains definitions of technical terms used in the Area Structure Plan. Appendix B provides a list of key Alberta Energy Regulator documents to which Applicants should refer when developing near oil and gas infrastructure.

3. PLAN AREA

The Omni Area Structure Plan encompasses approximately 518 hectares (1,280 acres), or two sections of land. The Plan area is bound by Highway 564 to the north, Township Road 252 to the south, 84th street and the city of Calgary to the west, and Range Road 285 to the east. Map 1: Plan Area Location identifies the Plan area, while Map 2: Aerial provides a photographic view as of June 2016.

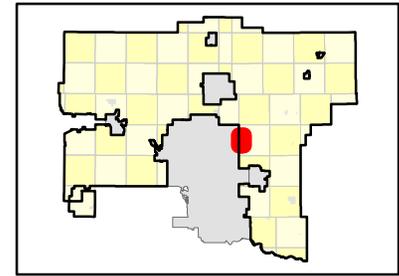
Plan Area Maps

The Omni Area Structure Plan applies to the area within the defined boundary as shown on Maps 1 and 2. The boundaries and locations of areas shown on the maps within the Area Structure Plan are not intended to define exact areas except where they coincide with clearly recognizable features or fixed boundaries, such as municipal boundaries, property lines, or road or utility rights-of-way. Furthermore, the locations of symbols depicting specific features on the maps are approximate only, not absolute, and should be interpreted as such. The precise location of these boundaries and areas will be determined by the County at the time of *local plan* consideration and approval.



Map 1: Plan Area

-  ASP Boundary
-  Transportation and Utility Corridor



This map is conceptual in nature. No measurements or area calculations should be taken from this map.



Map 2: Aerial Photo

-  ASP Boundary
-  Transportation and Utility Corridor

2016 Aerial



This map is conceptual in nature. No measurements or area calculations should be taken from this map.



4. POLICY DIRECTION AND ENGAGEMENT

The Omni Area Structure Plan area was identified in the County Plan as a highway business area.

The preparation of the Omni Area Structure Plan considered a number of elements, including the:

- requirements of the Alberta Land Stewardship Act;
- direction of the South Saskatchewan Regional Plan;
- strategic directions and policies of the County Plan and other relevant County policy including the Rocky View / Calgary Intermunicipal Development Plan;
- key issues and opportunities identified by Administration, residents, landowners, stakeholders, and municipal neighbours; and
- physical constraints and attributes of the area.

An overview of the above mentioned key factors, which informed the preparation of the Omni ASP, is outlined below.

Guiding Documents

South Saskatchewan Regional Plan

The South Saskatchewan Regional Plan (SSRP) was adopted by the Province of Alberta (the Province) in 2014. The SSRP states that economic growth is key to future prosperity in the region, and that economic development will need to take into account environmental sustainability and social outcomes (Purpose, Pg. 2). This Area Structure Plan process meets the objectives of the SSRP.

The County Plan

The County Plan (Bylaw C-7280-2013 – October 1, 2013) promotes business development to serve the County and regional residents, and to support the financial sustainability of the County's operations. Figure 1 (Map 1 – Managing Growth) from the County Plan identifies the Plan area as a highway business area.

The purpose of a highway business area is to contribute to the County's fiscal goals, provide destination commercial and business services, provide services to the traveling public, and offer local employment opportunities. Highway business areas take advantage of the Provincial highway system, are of limited size, and should be located in proximity to highway intersections and interchanges. The Omni Area Structure Plan's strategic location between Highway 564, Township Road 252, and the future extension of Airport Trail bisecting the area, will provide visibility to those travelling in the area.

Policy 14.4 of the County Plan outlines that a business area will be required to have an adopted Area Structure Plan prior to development.

The County Plan identifies Omni as a Highway Business Area having the following characteristics:

- a. located along intersections or interchanges with the provincial highway network;
- b. land uses consistent with the purpose of a highway business area;
- c. limited development area close to one or all of the quadrants of the intersection or interchange;
- d. planned in a comprehensive manner and not subject to incremental expansion;
- e. meet the environmental, infrastructure, and financial goals and policies of the County Plan;
- f. minimize adverse impacts on existing agriculture or residential development;
- g. developed in consultation with Alberta Transportation; and
- h. consistent with the provincial freeway and access location plans.

Rocky View/Calgary Intermunicipal Development Plan

The Rocky View County/City of Calgary Intermunicipal Development Plan (Rocky View County Bylaw C-7078-2011 - 2012 February 28; City of Calgary Bylaw 14P2011 - 2012 January 9) establishes an area of mutual interest that includes the Plan area. The intent of the Intermunicipal Development Plan is to minimize land use conflicts across municipal borders, provide opportunities for collaboration and communication, and outline processes for the resolution of issues that may arise.

The Area Structure Plan lands about the east side of Calgary along 84th St., are covered by the policies of the Intermunicipal Development Plan, and are identified as County lands. The Intermunicipal Development Plan's policies were incorporated into the Area Structure Plan, most notably Section 22, Intermunicipal Coordination.

East Stoney Area Structure Plan (The City of Calgary)

The City of Calgary (The City) recently approved the East Stoney Area Structure Plan. The East Stoney Area Structure Plan lands are immediately west of 84th Street and southwest of the Omni Area Structure Plan lands. Lands adjacent to the Omni ASP area are classified as future Neighbourhood Lands, which will be comprised of residential and non-residential uses, and Future Study Area.

Coordination between the two municipalities to ensure appropriate connections and land use transitioning will be necessary through the development of *outline plans* and *local plans*.

Public Engagement Process

The County's commitment to an open, transparent, and inclusive process included the implementation of a communications and engagement strategy to engage stakeholders throughout the Area Structure Plan preparation process. This strategy provided opportunities for landowners, stakeholders, adjacent municipalities, and the general public to provide input and to inform the outcome of the Area Structure Plan. A summary of this process is found below:

Phase 1 – Awareness, Issues, and Goals

This was the public start-up phase that extended from December 2016 to March 2017. In this phase, the County held an open house to inform residents of the Area Structure Plan process and direction, as well as to offer residents the opportunity to provide feedback.

Phase 2 – Evaluating Options, and Setting Direction

This phase extended from March to May 2017, and is when the majority of Area Structure Plan writing took place. In this phase, the public was informed of the Area Structure Plan progress through the County's website and by email correspondence.

Phase 3 – Draft Policies and Actions

In this phase, from June to September 2017, the first draft underwent a formal public and agency circulation. This circulation process was supported with an open house that presented the draft, allowed for dialogue, and provided opportunity for questions regarding the draft to be answered.

Phase 4 – Plan Completion and Adoption

In this phase, extending from September 2017 to the adoption date, the draft Area Structure Plan was refined based on public comment, agency circulation, and technical review. The proposed Area Structure Plan was brought forward to a Public Hearing in September, 2017.

Intermunicipal Engagement

Administration engaged with The City of Calgary throughout the development of the ASP. Engagement included the preparation of an intermunicipal engagement strategy, which was approved by City administration, and regular touch points with administration through the process. The goal in this approach was to resolve matters of concern at an early stage.

Administration met with representatives from the City of Calgary five times over the course of the ASP's preparation to discuss the plan. Correspondence included a formal circulation of the draft ASP. Finally, the ASP was discussed at the Intermunicipal Committee meeting on June 16, 2017.

The ASP was revised to address the City's concerns and recognizes the continued need to engage with The City as more detailed *local plans* are submitted.

Key Issues and Opportunities

A number of key issues and opportunities were identified during the preparation of this Area Structure Plan, through research and analysis by County administration, public input, and communication with a variety of stakeholders. The key issues and opportunities are summarized below:

1. Land Use: There is direction in the County Plan for the Omni Plan area to be developed as a highway business area. The development of attractive business corridors and entranceways has been identified as a key opportunity.
2. Phasing: Growth will occur based on development proposals. Initial developer interest will result in the extension of services to the western boundary of the Omni Plan area. From this point growth will logically continue to the east following major transportation routes, and logical extension of services and infrastructure.
3. Environmental Protection and Stormwater Management: The area is generally flat and contains numerous wetlands. Developing a strategy to protect important environmental features, while addressing an appropriate stormwater management solution, is identified as a key priority.
4. Transportation: Provincial highways and arterial roads provide access to and from the area. The Omni ASP Network Study completed in support of the Area Structure Plan outline any upgrades that are necessary to accommodate development.
5. Infrastructure Servicing: Confirmation and allocation of adequate sewer services through the East Rocky View Wastewater line and water services through the East Rocky View water system should be ensured prior to development.

Physical Constraints and Attributes

An evaluation of the Plan area's physical constraints and attributes was undertaken to help understand the opportunities for growth. These are discussed below:

1. Transportation Utility Corridor and Stoney Trail: The Transportation Utility Corridor is a provincially owned utility corridor located along the western boundary of the Plan area that contains Stoney Trail (also known as the Ring Road). Stoney Trail functions as a freeway bypass for Deerfoot Trail (Highway 2) and provides access to the Plan area by way of Highway 564.
2. Grid Arterial Road Network: The Plan area is divided by a grid network of arterial roads running north-south and east-west. This grid network is spaced at intervals of approximately one mile, and provides an excellent arterial network for connection into the Provincial highway system.
3. Sour Gas Well: One gas well, located within NW-19-25-28-W4M, is present on the site. Any required setbacks from this well will be respected.
4. Waterbodies: Several wetlands exist in the Plan area. These natural systems provide a source for water storage, groundwater recharge, particle retention, and water quality protection. Lands adjacent to these wetlands can also be integrated into a regional *open space* system, providing connectivity to the surrounding area.

5. **Stormwater Drainage:** The Plan area is fairly flat, with portions that currently drain to the northeast and to the southeast. The lands are a part of the Rosebud River drainage basin, and are included in the boundary of both the Cooperative Stormwater Management Initiative (CSMI) and the Shepard Regional Drainage Plan regional systems. The Area Structure Plan's drainage concept will see interim and ultimate conditions that leverage Low Impact Development (LID) and stormwater re-use technologies, as well as accommodate an outfall for the Plan area to the CSMI system.
6. **Servicing:** County piped services will be provided through the East Rocky View Water and Wastewater systems. The extension of services will be required prior to the development taking place, and are detailed in the servicing strategy that was prepared in support of the Area Structure Plan.
7. **Intermunicipal Interface:** The Plan area abuts Calgary along 84th St NE. The City recently approved an Area Structure Plan for residential uses on the lands west of 84th St and east of the Transportation Utility Corridor. Intermunicipal planning co-ordination will be required in this area.

5. OMNI HISTORY

History

The Omni Area Structure Plan area is located on mainly agricultural lands. Since 1986, subdivision to accommodate five farmsteads, one Ranch and Farm Two parcel, and one Agricultural Holdings parcel has occurred. The most recent subdivision in the area was a Ranch and Farm Two District parcel in 2009.

Existing Land Use

The main land use in the Plan area is agricultural, with much of the land being used for crop production. The strategic location of the area between Highway 564 and Township Road 252 makes the area appropriate for development as a highway business area, which includes development of commercial and light industrial uses that will benefit from visibility and access to major thoroughfares.

Surrounding lands contain a variety of uses. Lands to the east and north are agricultural. To the northeast is a country residential subdivision. To the south is a mix of country residential uses and agricultural uses. Further to the south and south east are lands within the Conrich Area Structure Plan, which contemplates industrial uses and identifies an area of long-term development that currently has no assigned future land use. To the west is Calgary, where the East Stoney Area Structure Plan contemplates residential uses, and the transportation utility corridor, which contains Stoney Trail.

In 2016, County Council approved the Terms of Reference that directed the preparation of the Omni Area Structure Plan to provide for the development of a Highway Business Area.

Existing Conditions

The Omni Area Structure Plan area is part of the Central East Rocky View region, as described in the County Plan (Section 26.0). It is predominantly characterized by prairie grasslands, a flat to slightly rolling topography, and major wetlands that support bird migration, a high water table, and groundwater recharge. The existing conditions are shown on Map 4: Existing Conditions, and are discussed below.

Drainage and Wetlands

Numerous wetlands are found within the Plan area, including some Class IV wetlands. The Plan area is part of the Rosebud River drainage basin and is a tributary of the Red Deer River. The land is relatively flat and is not connected to many creeks or tributaries that can convey post-development stormwater. As in most parts of the County, much of the existing development has adopted rural stormwater management practices, incorporating culverts, ditches, and natural conveyance systems. Successful future development in the Plan area requires a comprehensive and regional solution to stormwater development.

Transportation

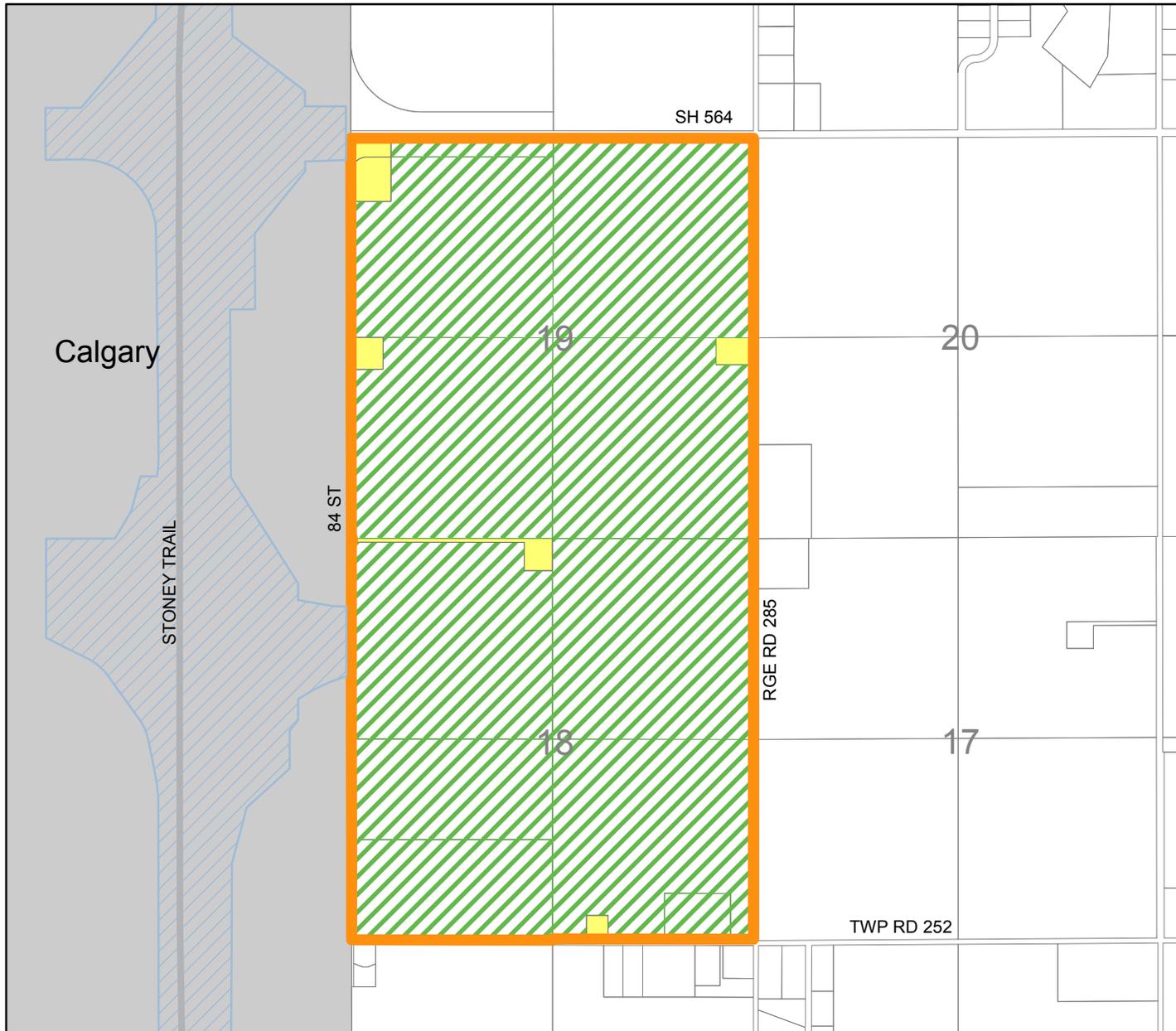
The existing transportation system comprises a grid network of arterial roads, consisting of township and range roads. This network connects into the Provincial highway system at Highway 564 on the northern boundary of the Plan area. Network improvements, interchange /

intersection upgrades, and development of internal collector road and local roads will be required to accommodate new commercial and industrial growth in the Plan area over time. Ongoing discussions with Alberta Transportation and the City of Calgary will finalize the location and funding upgrades.

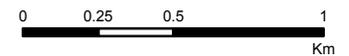
Oil and gas

There is one gas well located in the Plan area on NW-19-25-28-W4M. The well is licensed to Nexen Inc. and is currently suspended. Setbacks in accordance with the Alberta Energy Regulator requirements will be enforced around the gas wells and associated pipeline rights-of-way.

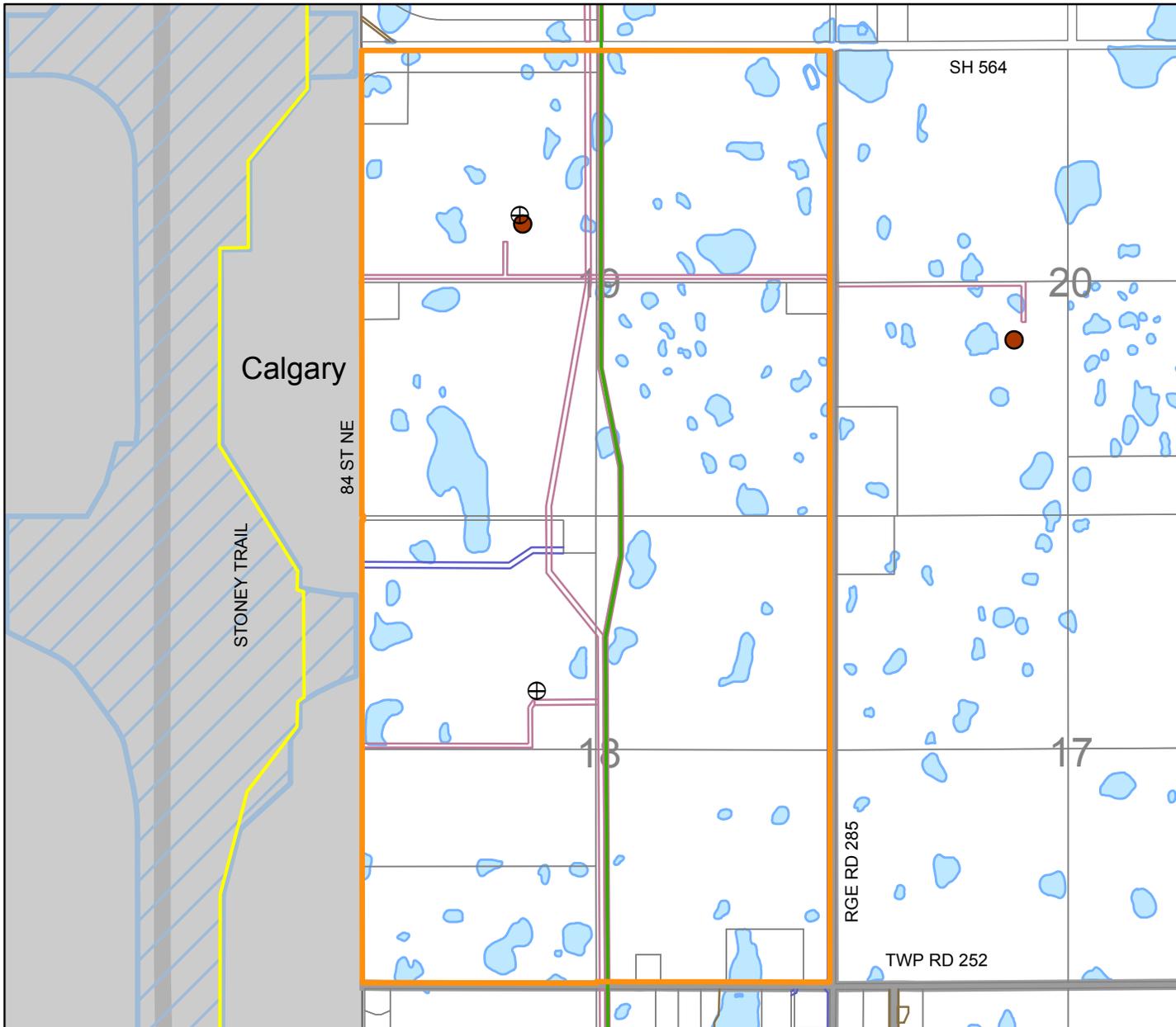
Map 3: Existing Land Use



-  ASP Boundary
-  Transportation and Utility Corridor
-  Agriculture
-  Residential



This map is conceptual in nature. No measurements or area calculations should be taken from this map.



Map 4: Existing Conditions

- ASP Boundary
- Transportation and Utility Corridor
- Wetlands*
- Oil/Gas Well
- ⊕ Abandoned
- LVP Products
- Natural Gas
- Right of Way Plans**
- Access
- General Utility
- Pipeline

Source: Alberta Merged
Wetland Inventory



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

6. PLANNING FOR TOMORROW

OMNI VISION

The following vision statement provides an idea of what the Omni Area Structure Plan area could look like 20 to 25 years into the future:

The Omni area has developed into an attractive location for medium- to large-sized commercial and light industrial uses. The area benefits from its geographic location, a regional labour force, and its proximity to Highway 564 and Township Road 252. The development complements the city of Calgary and the Conrich area, and transitions well to agricultural lands to the east. It has an efficient transportation network and municipally owned water and wastewater systems.

While developing as a successful commercial and business area, special attention was paid to conserving the natural environment, ensuring that wetlands and riparian areas were protected, and ensuring an effective stormwater management system was built.

From the County's perspective, the highway business area supports the County's financial goals of increasing the business assessment base and providing employment for the region.

GOALS

There are 10 goals that guided the formation of the Omni Area Structure Plan. These goals are based on policy direction from the County Plan, the existing physical characteristics of the area, and the key issues, constraints, and opportunities identified during the planning process. The goals are as follows:

1. Facilitate the development of the Omni Plan area as a highway business area, by providing opportunities for well-designed commercial and light industrial development, and taking advantage of the existing and future road network.
2. Support the continuation of existing agricultural operations until development of those lands to another use is deemed desirable.
3. Ensure that the majority of the area adjacent to 84th Street NE, Highway 564, Township Road 252, Range Road 285, and along the Airport Trail extension is composed of commercial uses that take advantage of visibility and access from the roadways.
4. Provide for attractive and high quality development along Highway 564, Township Road 252, and Range Road 285 that meets high standards of building design, siting, landscape design, and architectural treatment.
5. Create a well-designed, safe, and interconnected transportation network that addresses the needs of motorists, pedestrians, and cyclists.
6. Successfully manage stormwater through the development of a regional stormwater conveyance system and innovative stormwater management solutions, including source control methods, bio-swales, re-use of rain water for various end uses including irrigation, and other LID measures.

7. Protect wetlands through their integration as part of a sustainable stormwater solution.
8. Preserve major wetland systems as sustainable natural areas to provide passive recreational opportunities for employees and the public.
9. Provide for potable water, wastewater, and stormwater systems in a safe, cost effective, and fiscally sustainable manner.
10. Phase development generally from west to east, in a manner that makes efficient use of infrastructure.

PART II: PLAN POLICIES

A. LAND USE

7. OMNI LAND USE STRATEGY

Purpose

The Omni Land Use Strategy provides the framework for implementing the vision for the Omni Area Structure Plan by detailing the physical organization of land uses in the Area Structure Plan area. The Strategy identifies general land uses in line with the characteristics of a Highway Business Area, the approximate boundaries of the land use areas, and the policies that inform the development in each area. The Strategy for the Omni Area Structure Plan is shown on Map 5: Land Use Scenario. The policies related to the Strategy are found in Sections 8 to 22.

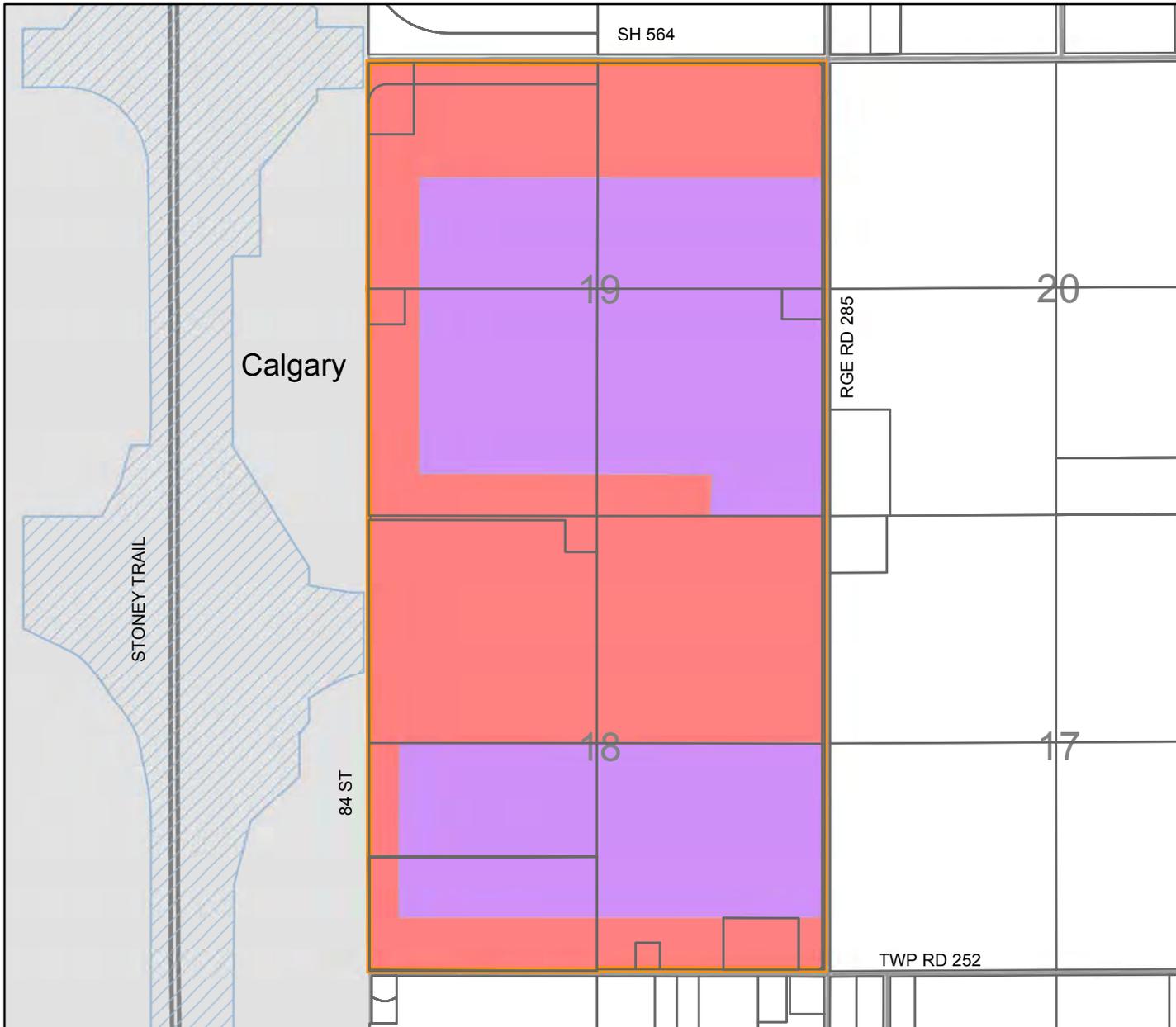
Strategy

The Omni Land Use Strategy provides for the development of a highway business area with commercial and light industrial land uses. Commercial development of approximately 267.1 hectares (660.0 acres) will take advantage of the existing and future transportation network, and has been strategically placed within the Plan area and along Highway 564, Township Road 252, Range Road 285, and 84th Street NE. Light industrial development of approximately 250.9 hectares (620.0 acres) will complement the commercial development and offer additional employment opportunities. The Omni Area Structure Plan will satisfy the County's development needs and fiscal goals.

The sub-components of the Land Use Strategy are listed below.

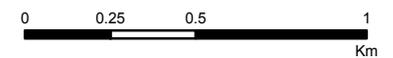
1. The existing agricultural lands will remain an agricultural use until such time as a change is deemed desirable.
2. To take advantage of visibility to the travelling public, commercial development will generally be permitted along Highway 564, Township Road 252, Range Road 285, and 84th Street NE. High-quality design along these routes will be important in creating attractive, complementary gateways to Rocky View and the Plan area.
3. The future Airport Trail alignment east of Stoney Trail will provide additional opportunities for attractive and accessible commercial development.
4. Light industrial development will allow for the development of businesses that serve Rocky View and the region, and benefit from a location close to Stoney Trail. Industries in the Plan area will have no off-site impacts and no outdoor storage so as to not detract from the attractiveness of the area.
5. The County's East Rocky View Water and Waste Water systems will be expanded to service development within the Plan area. The area will benefit from a looped water distribution system that will provide fire-fighting capabilities. Waste water will be collected locally and conveyed to the existing Conrich lift station. These urban services will enable a higher density and quality of development.
6. Once developed, the Plan area will connect to the Co-operative Stormwater Management Initiative's (CSMI) regional stormwater infrastructure. The ultimate

drainage system will leverage water re-use techniques and opportunities locally, with an outlet to the CSMI system. This will enable the development of sustainable land uses protected from the effects of flooding or other drainage challenges.



Map 5: Land Use Scenario

-  ASP Boundary
-  Commercial
-  Light Industrial
-  Transportation and Utility Corridor



This map is conceptual in nature. No measurements or area calculations should be taken from this map.



8. COMMERCIAL

Commercial development across the County provides a wide range of services to residents and the region, while contributing to the fiscal sustainability of the County. Over the next 10 years, the Omni Area Structure Plan area is expected to continue its development as a Highway Business Area, primarily catering to destination commercial and business services, servicing the needs of the greater County population. Uses may include a combination of large format retail stores, entertainment, services, offices, office parks, personal service businesses and tourist facilities. Destination commercial should be centrally located within the plan area taking advantage of its proximity to Airport Trail extension, Range Road 285, and 84th Street NE while highway business commercial should be located along Highway 564 and Township Road 252 to take advantage of the opportunity provided by travelling public.

The commercial policies support the development of a highway business area that provides local and County-wide employment opportunities, increases the County's business assessment base, and contributes to the long-term financial sustainability of the County.

OBJECTIVES

- Support the development of a highway commercial area along the major transportation routes, and the development of destination commercial and associated retail, entertainment, services, and offices within the ASP area.
- Support the development of a well-designed, highway business area.
- Provide for the growth of regional employment opportunities.
- Promote financial sustainability by increasing the County's business assessment base.
- Ensure that commercial uses will be compatible with existing and future land uses.

POLICIES

General

- 8.1 Commercial development shall be located in the commercial areas identified on Map 5: Land Use Scenario.
- 8.2 Development within commercial areas should proceed in an orderly manner, supported by cost-effective improvements and upgrades to the County's infrastructure and transportation networks.

Land Use

- 8.3 The primary commercial land uses adjacent to Airport Trail extension and along 84th Street NE should be large-format retail centres, shopping centres, outlet malls, entertainment, personal services, office parks, and institutional uses
- 8.4 The primary commercial land uses adjacent to Highway 564 and Township Road 252 should be highway commercial uses such as banks, restaurants, service stations, truck

stops, automotive and recreational vehicle sales, and tourist accommodations that benefit from access to major transportation routes.

- 8.5 Commercial areas shall be designed and situated in such a way that ensures safe and efficient access and egress from adjacent roadways.

Large-format retail uses are large floor area, single use buildings that locate on individual sites, or are grouped together on larger sites. These large sites, with many businesses grouped together, are sometimes referred to as “regional shopping centres” or “power centres”.

- 8.6 Commercial uses located adjacent to existing agriculture areas shall address the Agriculture policies (Section 10) of this Area Structure Plan.
- 8.7 Outdoor storage as a primary use should not be permitted in the commercial areas of the Area Structure Plan. Outside storage incidental to the primary use of the site shall be screened and located to the side or rear of the primary building.
- 8.8 Outside display areas are permitted, provided they are limited to examples of equipment, products, or items related to the site’s commercial use.
- 8.9 Seniors housing is considered a compatible use and may be permitted within the commercial area and shall:
- a. not be adjacent to light industrial; and
 - b. provide sidewalk or pathway connections to transit stops.

Seniors housing can be independent living, supportive housing/assisted living, and long-term care. The location of seniors housing near commercial development enables seniors to be independent and walk to the various amenities. The Omni Area Structure Plan is supportive of seniors housing proposals, provided the development is located near local shops and services to provide ease of access for this demographic.

Local Plans

- 8.10 A *local plan* shall be required to support applications for commercial development (Section 21). The *local plan* shall:
- a. provide detailed planning policies and guidelines for commercial development;
 - b. address the policies of this Area Structure Plan under the sections entitled Agricultural (Section 10) and Gateways (Section 11) where required;
 - c. address the policies of this Area Structure Plan regarding open space, parks, and pathways;
 - d. comply with the County’s Commercial, Office, and Industrial Design Guidelines, and document how the *local plan* meets those guidelines;
 - e. provide for high quality architectural and site development through landscaping, lot, and building design;

- f. provide architectural and site guidelines in order to provide a consistent thematic design to the commercial area;
 - g. provide an efficient and functional internal transportation system with connections to adjacent development areas and the regional network; and
 - h. consider and evaluate options for regional transit services to the Plan area, and ensure vehicular and pedestrian connections between *local plan* areas.
- 8.11 Where appropriate and feasible, a *local plan* should incorporate policies that provide for green building techniques and energy efficient building design.

Design

- 8.12 Commercial development shall be attractively designed, fit with existing development, and comply with the County's Commercial, Office, and Industrial Design Guidelines.
- 8.13 Commercial development shall provide for convenient, attractive, and efficient pedestrian and bicycle linkages between building entrances, sites, and where applicable, adjacent areas.
- 8.14 All private lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' policies, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.
- 8.15 The use of fencing should not be permitted, other than for screening of outside storage and garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

9. LIGHT INDUSTRIAL

Over the next several decades, the County will accommodate a growing portion of the region's industrial development due to regional demand, its proximity to a growing market and labour force, competitive land values, and good transportation access.

The Omni Plan area is identified in the County Plan (Map 1: Managing Growth) as a highway business area. The area will develop over time into an attractive location for light industrial uses with no significant off-site impacts. The development will benefit from its geographic location; in particular, its proximity to Highway 564, Township Road 252, Range Road 285, and 84th Street NE. This area is expected to be especially attractive for small- to medium-sized industries within the construction, warehousing, and indoor manufacturing sectors.

The industrial policies support the development of a highway business area that provides regional employment opportunities, increases the County's business assessment base, and contributes to the long-term financial sustainability of the County.

OBJECTIVES

- Support light industrial development and associated services.
- Support the development of a well-designed highway business area.
- Provide for the growth of regional employment opportunities.
- Provide for an efficient pattern of development and phasing.
- Support an orderly transition from existing agricultural uses to light industrial uses.
- Promote financial sustainability by increasing the County's business assessment base.

The County Plan states that the purpose of a **highway business area** is to take advantage of the Provincial highway system. They are limited in size, and should be located in proximity to highway intersections and interchanges. The purpose of a highway business area is to contribute to the County's fiscal goals, provide destination commercial and business services, provide services to the traveling public, and to offer local employment opportunities.

POLICIES

General

- 9.1 Light industrial development shall be located in the areas identified as Light Industrial on Map 5: Land Use Scenario.
- 9.2 Development of light industrial uses shall proceed in an orderly manner, and be supported by cost effective and efficient upgrades to the County's infrastructure and transportation networks.

Land Use

- 9.3 Light industrial uses such as office, warehousing, services, and manufacturing that do not have a significant off-site nuisance impact are appropriate within the light industrial area.

- 9.4 Light industrial areas shall be designed in such a way, and situated in a location that ensures safe and efficient access and egress from adjacent roadways.
- 9.5 Light industrial uses located adjacent to existing agriculture areas shall address the Agriculture policies (Section 10) of this Area Structure Plan.
- 9.6 Outdoor storage as a primary use shall not be permitted in the light industrial areas of the Area Structure Plan. Outside storage incidental to the primary use of the site shall be screened, and located to the side or rear of the primary building.
- 9.7 Outside display areas are permitted, provided they are limited to examples of equipment, products, or items related to the site's light industrial use.
- 9.8 Small scale commercial development, such as restaurants and coffee shops, that provides a service to the light industrial area may be permitted if a demand can be demonstrated.

Light Industrial development in the Plan area should meet the following criteria:

- small size lot development; each site should be 2 acres or less in size;
- no significant off-site impacts from business operation;
- little or no outdoor storage; any outdoor storage that is present must be attractively screened; and
- target business market would focus on the region.

Local Plans

- 9.9 A *local plan* shall be required to support applications for light industrial development (Section 21). The *local plan* shall:
 - a. provide detailed planning and design policies and guidelines for light industrial development;
 - b. address the policies of this Area Structure Plan under the sections entitled Agricultural (Section 10) and Gateways (Section 11) where required;
 - c. address the policies of this Area Structure Plan regarding open space, parks, and pathways (Section 12);
 - d. comply with the County's Commercial, Office, and Industrial Design Guidelines, and document how the local plan meets those guidelines;
 - e. provide for high-quality development through landscaping, lot, and building design;
 - f. provide architectural and site guidelines in order to provide a consistent thematic design to the light industrial area;
 - g. provide an efficient and functional internal transportation system with connections to adjacent development areas and the regional network;
 - h. consider and evaluate options for regional transit services to the Plan area; and
 - i. ensure vehicle and pedestrian connections between local plan areas.

- 9.10 Where appropriate and feasible, a *local plan* should incorporate policies that provide for green building techniques and energy efficient building design.

Design

- 9.11 Light industrial development shall be attractively designed, fit with existing development, and comply with the County's Commercial, Office, and Industrial Design Guidelines.
- 9.12 Light industrial development shall provide for convenient, attractive and efficient pedestrian and bicycle linkages between building entrances, sites, and where applicable, adjacent areas.
- 9.13 All private lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' policies, conserve energy, reduce glare and minimize light trespass onto surrounding properties.
- 9.14 The use of fencing should not be permitted, other than for screening of outside storage and garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

10. AGRICULTURAL

Agriculture is a significant land use within the Omni Area Structure Plan area and is expected to continue until lands transition to the envisioned land use. The Agricultural Interface is the area where agricultural uses abut non-agricultural uses. The goal of this interface area is to minimize the direct impact of commercial, and industrial development on agricultural areas.

All non-agricultural development adjacent to existing agricultural operations will be designed to provide an appropriate interface with the agricultural lands in accordance with the Agricultural Boundary Design Guidelines.

OBJECTIVES

- Support agricultural uses until alternative forms of development are determined to be appropriate.
- Provide for appropriate development of agriculture, farmsteads, and first parcels out in accordance with the County Plan.
- Ensure an appropriate interface between non-agricultural uses and agricultural land or operations in order to avoid negative impacts on agriculture operations.

POLICIES

General

- 10.1 Existing agricultural operations within the Area Structure Plan boundary 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 and land use strategies of this Area Structure Plan.
- 10.2 The creation of a single lot from an un-subdivided quarter section for the purposes of a farmstead or first parcel out subdivision, or other agriculture development should be supported without the requirement of a *local plan* when it is in accordance with the relevant policies of this Plan and the *County Plan*.
- 10.3 Farmstead lot size shall meet the minimum and maximum size requirements of the *County Plan*, and shall be no larger than is necessary to encompass the existing residence, associated buildings, landscape improvements, and access.
- 10.4 Residential first parcels out shall be situated in a manner that minimizes the impact on future development of the site. Residential first parcels out:
 - a. shall meet the minimum site requirements of the *County Plan*;
 - b. shall meet the County's access management standards; and
 - c. should be located on the corners of the quarter section.
- 10.5 Applications for Confined Feeding Operations shall not be supported.
- 10.6 Commercial and industrial developments located adjacent to existing agricultural operations shall address the Agricultural Boundary Design Guidelines within any *local plan*, redesignation, subdivision or development application.

11. GATEWAYS

Highway 564 and Township Road 252 form the northern and southern boundary of the Area Structure Plan area, and are significant entry and exit points for the County. Further, the future extension of Airport Trail will be a prominent access point to the Plan area. These gateways provide first and last impressions for area residents and the traveling public; therefore, it is important that these gateways be visually attractive and well maintained. Alberta Transportation and The City of Calgary (The City) will be consulted through the development processes to ensure gateways are designed in a functional and aesthetically pleasing manner.

OBJECTIVES

- Create attractive, orderly, and well maintained gateways through high-quality development and landscaping.
- Ensure gateway development is coordinated with Alberta Transportation and The City.

POLICIES

- 11.1 Lands adjacent to Highway 564, Township Road 252, and Airport Trail are gateway areas and shall be subject to the Gateways policies of this Area Structure Plan.
- 11.2 Consideration shall be given to travelers' and adjacent landowners' impressions when determining appropriate land use, siting, building design, and landscaping.
- 11.3 *Local plan* design should consider such factors as sight lines, noise attenuation, setbacks, berms, constructed barriers, natural land features, and innovative building design. Landscaping and signage should be of high quality.
- 11.4 Gateways should be developed in accordance with the County's Commercial, Office and Industrial Guidelines.
- 11.5 Where necessary, Rocky View County will collaborate with Alberta Transportation and The City of Calgary to coordinate attractive gateways along Highway 564, Township Road 252, and Airport Trail.

B. SERVICES

12. OPEN SPACE, PARKS, AND PATHWAYS

Open space, parks, pathways, and trails contribute to place-making by preserving rural landscapes, and providing opportunities for passive and active recreation. Communities need a wide range of accessible, connected, inviting, and safe parks and *open spaces*. Since the Omni Plan area will be a predominantly non-residential area, a creative approach will be required to provide for its unique needs. It is anticipated that the majority of reserves will be taken to facilitate pathway and trail development within the Plan area, or taken as cash-in-lieu of reserves. Pathways that connect neighbouring municipalities are also important to provide regional connections to other areas and amenities.

Open space means all land and water areas, either publicly owned or offering public access, that are not covered by structures. *Open space* may include parks, environmentally significant areas and other natural areas, pathways and trails, greenways, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

OBJECTIVES

- Promote, conserve, and enhance an interconnected *open space* system that is geared to the needs of a highway business area.
- Ensure that *open space* and parks have an ecological, social, cultural, recreational, and/or aesthetic function, and that each space operates in a sustainable manner.
- Provide for an interconnected regional and local network of pathway and trail connections.
- Provide opportunities for passive recreation and alternative transportation modes within the ASP area.

POLICIES

Open Space

- 12.1 An interconnected system of open space shall be provided in the Plan area that is in general accordance with Map 6: Open Space, Pathways, and Trails.
- 12.2 Open space shall be provided in the Plan area through such means as:
- a. the dedication of reserve lands, environmental reserves, and public utility lots;
 - b. the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;
 - c. government lands for public use;
 - d. privately owned land that is accessible to the public;
 - e. publicly owned naturalized stormwater storage and conveyance systems;
 - f. land purchases, endowment funds, land swaps, and donations; and/or
 - g. other mechanism as may be approved by the County.

12.3 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, cultural, ecological, aesthetic, and/or recreational function that is sustainable.

Pathways, Trails and Sidewalks

12.4 The network of pathways, trails, and sidewalks should promote walking and cycling, and provide connections within the ASP area and adjacent to the ASP area.

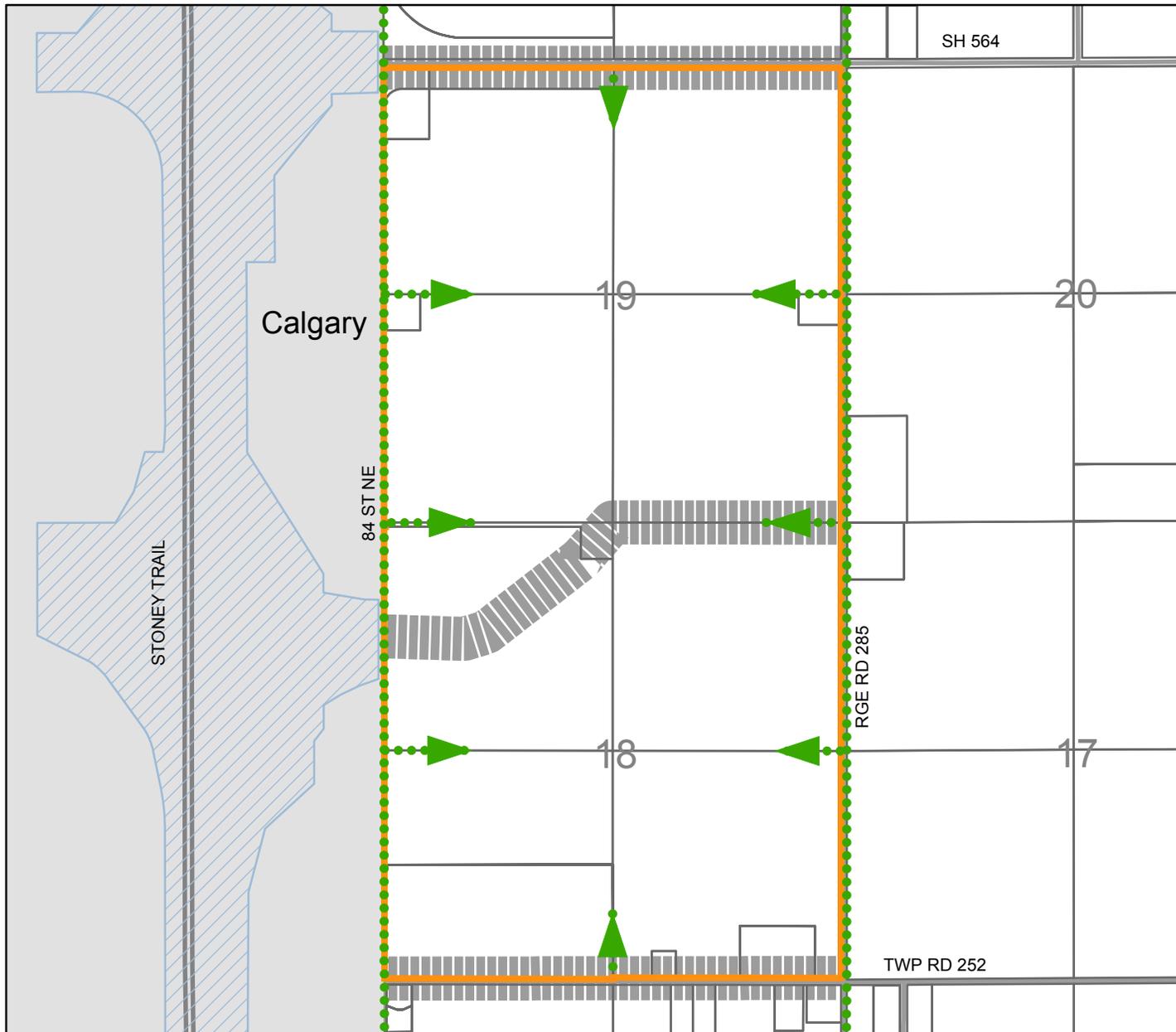
12.5 The design and construction of parks, pathways, trails, and associated amenities shall be of high-quality, and shall adhere to the County’s Servicing Standards and the Parks and Open Space Master Plan and the Parks and Pathways: Planning, Development and Operational Guidelines.

12.6 *Local plans* prepared for the Omni ASP area should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map 6, and should:

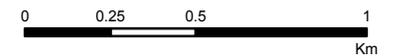
- a. provide connections within, and external to, the *local plan* area;
- b. provide efficient connections to potential transit stop locations;
- c. provide pedestrian connections that lead to safe street crossing locations;
- d. wherever possible, be located within, or align with, a park, naturalized stormwater management facility, wetland, natural water course and riparian area, other natural area, and / or the stormwater management conveyance system;
- e. incorporate Crime Prevention Through Environmental Design (CPTED) features; and
- f. contribute to the regional trail and pathway system, and where possible, connect with other municipalities’ trail and/or pedestrian/trail network.

12.7 Where the regional pathway, trail, and sidewalk network cannot be located within a park, stormwater management conveyance system, natural water course, riparian area, or natural area, it may be located within a road right-of-way in accordance with applicable County standards or in municipal reserve land adjacent to roads.

Map 6: Open Space Pathways and Trails



-  ASP Boundary
-  Transportation and Utility Corridor
-  Pathways
-  Gateways



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

13. NATURAL ENVIRONMENT

The central eastern region of the County is characterized by cultivated agricultural land and small areas of native grasslands. Scattered throughout the Omni Area Structure Plan area are numerous wetlands and wetland complexes with a series of high value wetlands. The Plan area is located within a non-contributing area of the Rosebud River drainage basin, and is included in the Cooperative Stormwater Management Initiative (CSMI) service area. The purpose of these policies is to provide for the long-term conservation of valued wetlands and adjacent riparian areas.

A **wetland** is land saturated with water long enough to promote wetland aquatic processes, as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activity that are adapted to a wet environment.

A **wetland complex** is two or more permanent or intermittent wetlands, connected by natural vegetation and drainage. Riparian areas surround wetlands with a distinct vegetative community that is a result of increased soil moisture and different soil types.

Riparian land is the vegetated (green zone) area adjacent to rivers, creeks, lakes, and wetlands. These areas have a distinct vegetative community that is a result of increased soil moisture and different soil types.

Wetlands and riparian areas connect ground water to surface water, provide important wildlife and waterfowl habitat, clean and purify water, and provide recreational opportunities.

OBJECTIVES

- Provide for the protection of wetlands.
- Assess wetlands in detail during the preparation of *local plans*.
- Provide for the protection of riparian areas adjacent to wetlands and watercourses.
- Provide guidance regarding building and development in and through riparian areas.

Wetland value is based on the function of the wetland (e.g. abundance and biodiversity) and the benefits it provides to society (e.g. water quality improvement and flood protection).

POLICIES

Wetlands

- 13.1 Wetland protection shall be guided by County and Provincial policy and legislation.
- 13.2 The County shall require the use of the Provincial system to determine wetland classification and relative wetland value.
- 13.3 *Local plans* shall identify wetlands within the *local plan* area using the Provincial system to determine wetland classification and relative wetland value.

13.4 *Local plans* shall determine, through consultation with the Province of Alberta (the Province), whether wetlands are Crown owned land.

The Province has published a “**Guide for Assessing Permanence of Wetland Basins**” as a tool to assist in the identification of Crown owned land.

13.5 Wetlands not claimed by the Crown that have a high relative value should be dedicated as Environmental Reserves or Environmental Reserve Easement.

13.6 Wetlands that form part of a stormwater drainage conveyance system shall be retained.

13.7 Where wetlands are not retained, developers shall provide for appropriate replacement, in accordance with Provincial policy.

Riparian Areas

13.8 Riparian area protection shall be guided by County and Provincial policy.

13.9 The riparian setback area shall be protected as Environmental Reserve, Environmental Reserve Easement, Municipal Reserve, or by other means satisfactory to the County.

13.10 Building and development in the riparian setback area shall be in accordance with the County’s Land Use Bylaw and the County’s Riparian Setback policy.

13.11 Riparian setback area uses may include linear infrastructure, parks, pathways, and trails where designed to minimize impact on the riparian area.

13.12 Public roads and private access roads may be allowed in the riparian setback area but should be located, designed, and constructed so as to minimize disturbance to the riparian area.

13.13 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. RESERVES

Reserves and environmental reserves are lands dedicated to the County as public land during the subdivision process. Reserves enhance the community by providing land for parks, schools, and recreational amenities. Environmental Reserves protect the community and the natural environment by preventing development in hazardous areas such as ravines and floodways. It is likely that the reserves taken within the Plan area will be for pathway connections, or taken as cash-in-lieu of reserves; however, further consultation with the school board(s) will be required at the *local plan* stage.

Reserves are lands dedicated to the community by the developer through the subdivision process as defined in the Municipal Government Act. Reserves may include:

- municipal reserve;
- community services reserve;
- school and municipal reserve, and
- school reserves.

Instead of a land dedication, the County may accept the equivalent value of the land as money. This cash-in-lieu is shared between the school boards and the recreation districts.

Community services reserves are defined in the Municipal Government Act as lands declared surplus by the school boards. Community services reserve land may be used for:

- a public library;
- a police station, a fire station, or an ambulance services facility;
- a non-profit day care facility, senior citizens' facility, or special needs facility;
- a municipal facility providing service directly to the public; and
- affordable housing.

Environmental Reserves are defined in the Municipal Government Act as lands dedicated to prevent development in hazard areas (e.g. floodways or escarpments), reduce water pollution, and provide access to lakes and rivers. Environmental Reserves are dedicated as public land.

OBJECTIVES

- Provide for the dedication of reserves in order to meet the educational, recreational, cultural, social, and other community service needs of the County.
- Provide for the taking of money in place of land for municipal reserve, school reserve, or municipal school reserve.
- Provide direction on the timing of reserve dedication.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of Environmental Reserves or Environmental Reserve Easements in a manner consistent with the *Municipal Government Act*.

POLICIES

- 14.1 Reserves owing on a parcel of land shall be provided as:
 - a. municipal reserve, school reserve, or municipal and school reserve;
 - b. money in place of reserve land; or
 - c. a combination of land and money.
- 14.2 At the *local plan* stage, consultation shall occur with the school board(s) and other relevant partners to confirm if a high school site is required, and if required, to determine an appropriate location.
- 14.3 Municipal reserve, school reserve or municipal and school reserve, and/or money in the place of reserve shall be provided through the subdivision process to the maximum amount allowed by the Municipal Government Act, and shall be determined at the time of subdivision by the Subdivision Approving Authority.
- 14.4 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 community and/or conservation objectives, and will result in no additional acquisition costs to the County.
- 14.5 All or a portion of reserve land may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision.
- 14.6 The acquisition, deferral, and disposal of reserve land, and 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*.
- 14.7 The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.
- 14.8 Where an identified park, trail, pathway system (Map 6: Open Space, Pathways, and Trails) or land for recreational or cultural amenities cannot be provided through the dedication of municipal reserves or private easement, consideration should be given to acquiring land through the use of:
 - a. money in place of reserve land;
 - b. money from the sale of surplus reserve land; or
 - c. other sources of identified funding.

Environmental Reserves

- 14.9 Lands that qualify as environmental reserve should be dedicated as environmental reserve or environmental reserve easement through the subdivision process, as per the *Municipal Government Act*.
- 14.10 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.

14.11 Environmental reserves should be determined by conducting:

- a. a Biophysical Impact Analysis report;
- b. a Geotechnical Analysis; and / or
- c. other assessments acceptable to the County.

Reserve Analysis

14.12 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.

14.13 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 shown on a map; and
- e. the amount of residual reserves to be taken as money in place of land.

15. EMERGENCY SERVICES

Emergency services within the Omni Area Structure Plan area are focused on fire and protective service needs.

OBJECTIVES

- Ensure an appropriate and efficient level of fire and protective services is made available in order to provide for a safe business and industrial development.
- Ensure business and industrial complexes are designed and constructed to optimize the delivery of fire and protective services.

An **Emergency Services Facility** is a site and building(s) containing the staff, equipment, and other apparatus required to deliver fire and/or protective services within the County and may include facilities and space for other related services.

POLICIES

- 15.1 In association with County Fire Services, the RCMP and other emergency service providers, an adequate level of service shall be provided to meet current as well as future needs with respect to the Plan area.
- 15.2 Fire services in the Plan area will be provided from existing and/or proposed County emergency service facilities, and where appropriate, by contract from adjacent municipalities.
- 15.3 Policing in the Plan area 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.
- 15.4 In preparing *local plans*, development proponents shall work with the County to identify any potential land requirements for fire and protective services.
- 15.5 *Local plans* shall address fire and protection response measures, and on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, and fire control measures.
- 15.6 Crime Prevention Through Environmental Design (CPTED) features shall be considered and incorporated into the design and construction of all new development wherever possible.

Emergency Service Infrastructure

- 15.7 All industrial and commercial buildings shall provide fire suppression systems, which shall be in compliance with the Alberta Building Code and County's Fire Suppression Bylaw
- 15.8 *Local plans* shall address fire suppression requirements and ensure water and necessary infrastructure is available to all development. The fire suppression plan should consider opportunities and locations that allow for shared infrastructure between *local plan* areas.

C. INFRASTRUCTURE

16. TRANSPORTATION

The transportation network for the Omni Area Structure Plan area must be planned and constructed in order to be a safe, functional, and efficient system. The network should minimize impacts on the natural environment and key wetlands, integrate development within the Plan area, and provide regional opportunities for walking, cycling, and public transportation. Map 7: Transportation and Map 7A: East Stoney Trail Transportation Infrastructure shows the regional transportation network in the Plan area, which includes key Provincial highways as well as interface with the adjacent City of Calgary network, and provides information on road classifications, special study areas, highway interchanges, and fly-overs.

OBJECTIVES

- Support a regional road network, based on the township and grid system that efficiently accesses and aligns with the Provincial and regional highway networks.
- Provide for an internal road network that contributes to a high quality built environment and efficiently and safely aligns to the regional road network.
- Provide opportunities for alternative modes of transportation, such as transit.
- Provide for connections to a regional pathway and trail system.

POLICIES

General

- 16.1 A Transportation Impact Assessment shall be required as part of the *local plan* preparation or subdivision application processes.
- 16.2 Any costs associated with transportation improvements identified through a Transportation Impact Assessment shall be the developer's responsibility.
- 16.3 Development proponents shall be required to pay the County Transportation Offsite Levy as per the bylaw requirements, and/or oversize infrastructure capacity contributions in accordance with County policy.
- 16.4 All subordinate transportation analyses must respect and conform to the Omni Area Structure Plan Network Analysis.

Regional Transportation Network

- 16.5 The Omni regional transportation network should be developed generally in accordance with Map 7: Transportation. The classifications of the grid road network may be refined through further transportation analysis and/or at the *local plan* stage.
- 16.6 The County shall collaborate with the Government of Alberta and the City of Calgary regarding regional road connections and the design of interchanges with respect to

Stoney Trail, Airport Trail and Highway 564 as shown on Map 7A: East Stoney Trail Transportation Infrastructure.

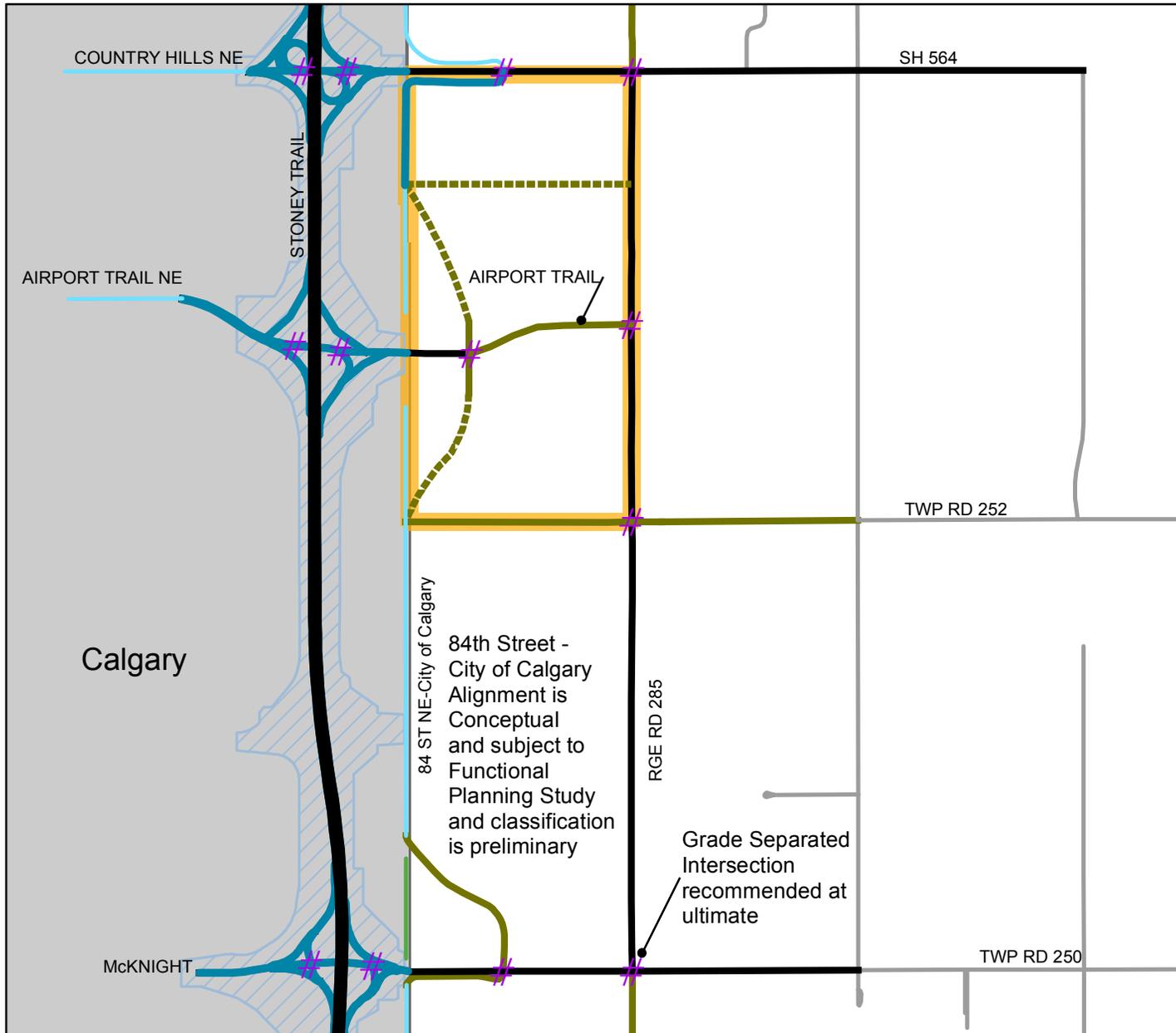
- 16.7 *Local plans* must be designed to accommodate approved and/or potential changes in access to the Provincial transportation network, as identified on Map 7: Transportation.
- 16.8 Land required for future regional road network improvements or interchanges/intersections shall be identified as part of *local plan* preparation and subdivision application processes.
- 16.9 Opportunities to connect to a regional public/private transit system should be supported. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long term operation and maintenance requirements.
- 16.10 Inclusion of a pedestrian and bicycle network as part of the Provincial highway interchange design and construction should be supported, subject to approval by the Government of Alberta.
- 16.11 The County should collaborate with the Government of Alberta and The City to ensure connections of streets, as well as pedestrian and bicycle networks, align and transition smoothly across municipal boundaries and through the Transportation and Utility Corridor.
- 16.12 The County shall work collaboratively with The City to identify transportation infrastructure needs along East Stoney Trail, as identified in Map 7A: Stoney Trail Transportation Infrastructure, and develop recommendations for transportation priorities and County cost contribution based upon impact and/or benefit related to the development of the Omni Area Structure Plan.
- 16.13 Impacts on the East Stoney Trail transportation infrastructure resulting from development within the Omni Area Structure Plan area shall be evaluated in accordance with the policies of this Plan and Policy 13 of the Rocky View County/Calgary Intermunicipal Development Plan.

The City of Calgary

The Omni Area Structure Plan area is adjacent to the city of Calgary, and as such, requires coordinated transportation planning. The west boundary of the Plan area is formed by 84th Street, which is under the jurisdiction of The City of Calgary (The City). Collaboration will be required with respect to plans regarding this roadway.

- 16.14 The classification, right-of-way, alignment, and access management for 84th Street will be determined through a co-operative study between the County and The City. *Local plans/land use applications* may be considered prior to the completion of the study, to the satisfaction of the County in consultation with The City.
- 16.15 Access management and road design requirements for 84th Street shall be in accordance with The City's requirements, and assessed at the *local plan* stage through the preparation of Traffic Impact Assessments.

Map 7: Transportation



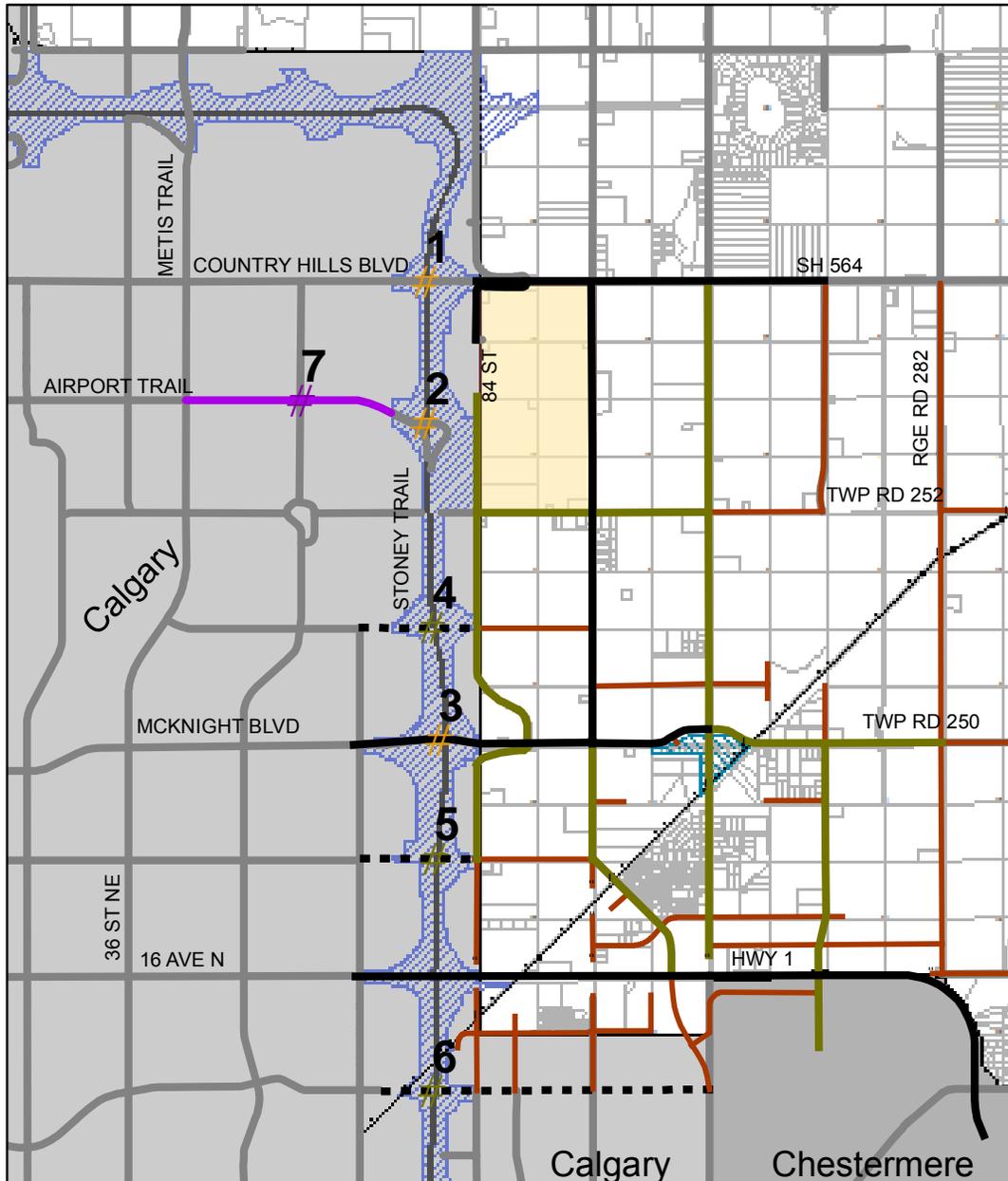
- Signalized
 - Transportation and Utility Corridor
 - ASP Boundary
 - Collector-2 Lanes
 - Major-4 Lanes
 - Future major road connection
 - Expressway-6 Lanes
- City of Calgary Roads**
- Collector-2 Lanes
 - Major-4 Lanes
 - Expressway-6 Lanes



This map is conceptual in nature. No measurements or area calculations should be taken from this map.



Map 7A: East Stoney Trail Transportation Infrastructure



- ASP Area
- Transportation and Utility Corridor
- ! At Grade Railroad Crossing
- " Termination
- Expressway-6 Lanes
- Major-4 Lanes
- Collector-2 Lanes
- - - Classification to be determined
- CN Railway
- # Stoney Trail Interchange Upgrades:
 - 1) Country Hills Blvd
 - 2) Airport Trail
 - 3) McKnight Blvd
- # Stoney Trail Flyovers:
 - 4) 64th Avenue
 - 5) 32nd Avenue
 - 6) Memorial Drive
- Construct link and interchange:
 - 7) Airport Trail between Stoney Trail and Metis Trail

National Roads Network used for the Non-Rocky View segments.



This map is conceptual in nature. No measurements or area calculations should be taken from this map.



17. UTILITY SERVICES

Well-designed and effective utility services are the foundation of a well-designed and competitive business area. The County's East Rocky View Water and Wastewater Utility has been planned to service the Omni Area Structure Plan lands since 2013. The County's utility systems will be expanded to support development with potable water storage, transmission facilities, and the associated facilities to dispose of wastewater. Private companies provide shallow utility services such as gas, electricity, and telecommunications to the Plan area.

Map 8: Water Servicing shows the alignment of existing and proposed potable water infrastructure in the Omni area. Map 9: Wastewater Servicing shows the existing and proposed sewage collection lines, lift station, sanitary catchment areas, and regional transmission main.

OBJECTIVES

- Ensure potable water and wastewater systems are provided to the ASP area in a safe, cost-effective and fiscally sustainable manner.
- Identify and protect utility service routes.
- Support water conservation and water re-use.
- Ensure shallow private utility services are provided to new development.
- Ensure fire suppression and water supply infrastructure is provided to deliver the appropriate level of fire protection to the Plan area.

POLICIES

System Capacity

- 17.1 Land use applications relying on County utility services shall not be supported until the developer enters into a Capacity Allocation Agreement with the County. Costs associated with extension and expansion of services shall be the responsibility of the developer.
- 17.2 The County shall determine servicing capacity requirements and allocations within, and external to, the ASP area.
- 17.3 Development requiring high water volumes may not be supported.

Utility Location

- 17.4 Utility service development should support an orderly, logical, and sequential pattern of development.
- 17.5 The provision, alignment, and capacity of the water distribution system shall be in general accordance with Map 8: Water Servicing.
- 17.6 The provision, alignment, and capacity of the sanitary sewer system shall be in general accordance with Map 9: Wastewater Servicing.

- 17.7 The specific 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 private utility companies.
- 17.8 Utility rights-of-way and easements shall be provided to accommodate County utilities and shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.

Water

- 17.9 All new development shall connect to the County's East Rocky View Potable Water system.
- 17.10 A water use assessment conforming to the Omni Area Structure Plan Servicing Strategy shall be required with *local plan* preparation, subdivision applications, and/or development permit applications to determine expected water demand and the infrastructure required to meet that demand.
- 17.11 Potable water provided by the County utility system shall not be used for the irrigation of non-residential development areas, with the exception of new landscaped areas for a period of two years from occupancy.
- 17.12 Development and buildings relying on potable water provided by the County utility system shall use low flow fixtures and appliances.
- 17.13 The County encourages the reduction and re-use of water in accordance with Provincial laws and regulations.

Wastewater

- 17.14 All new development shall be required to connect to the County East Rocky View Waste Water system.
- 17.15 A wastewater servicing study conforming to the Omni Area Structure Plan Servicing Strategy shall be required with *local plan* preparation, subdivision applications, and/or development applications to determine wastewater demand and the infrastructure required to meet that demand.
- 17.16 Sump pumps and stormwater drainage systems shall not be connected to the wastewater systems.

Shallow Utilities

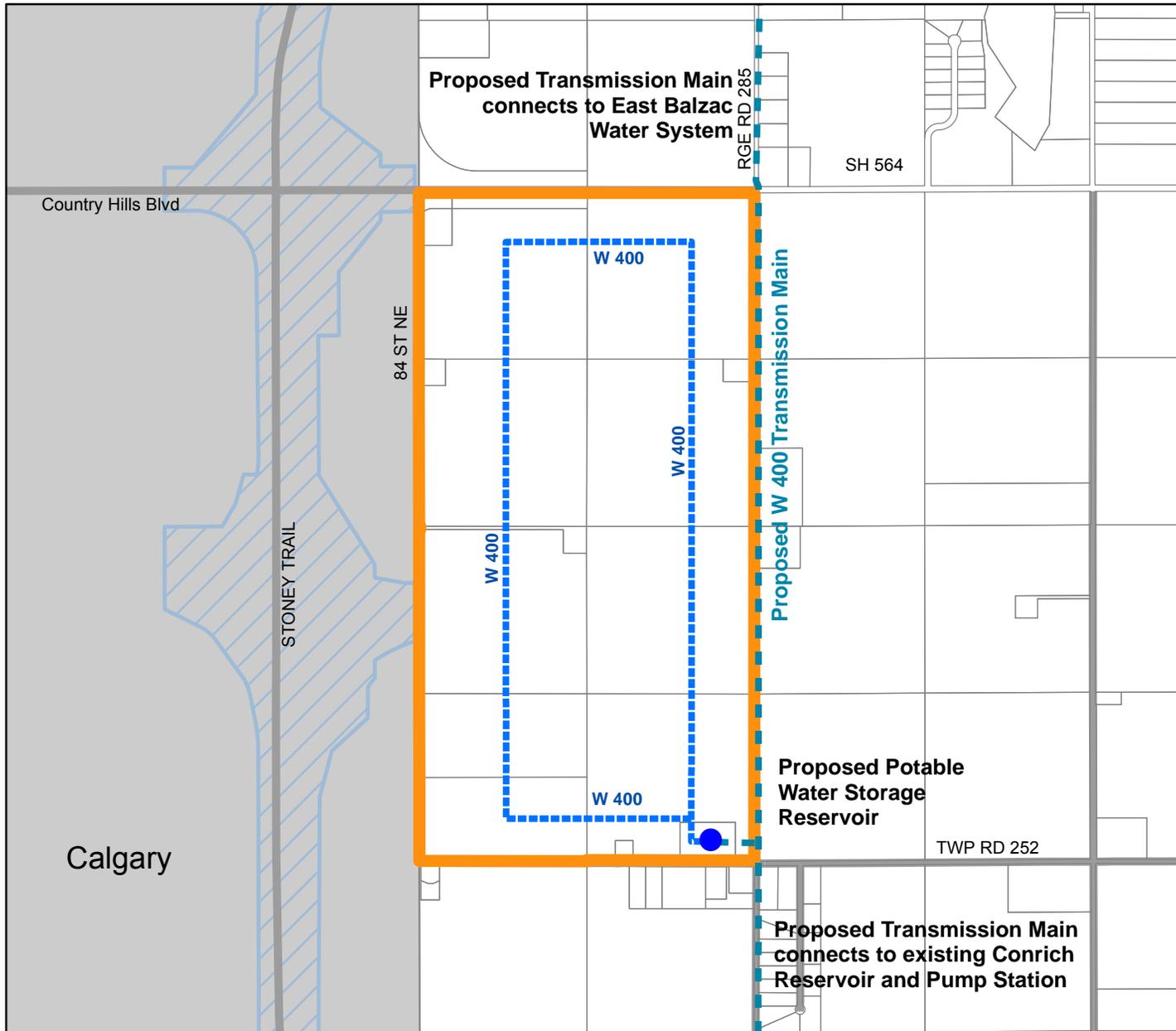
- 17.17 All new development shall be serviced with shallow utilities.
- 17.18 Costs associated with the provision of shallow utilities shall be the developer's responsibility.
- 17.19 Commercial Communications Facilities should be located in accordance with County policy.

Emergency Service Infrastructure

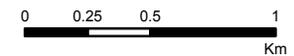
- 17.20 All industrial and commercial buildings are required to provide fire suppression systems and shall be in compliance with the County's Fire Suppression Bylaw.

17.21 All water systems serving development within the Omni area shall be designed to provide fire flow.

Map 8: Water Servicing



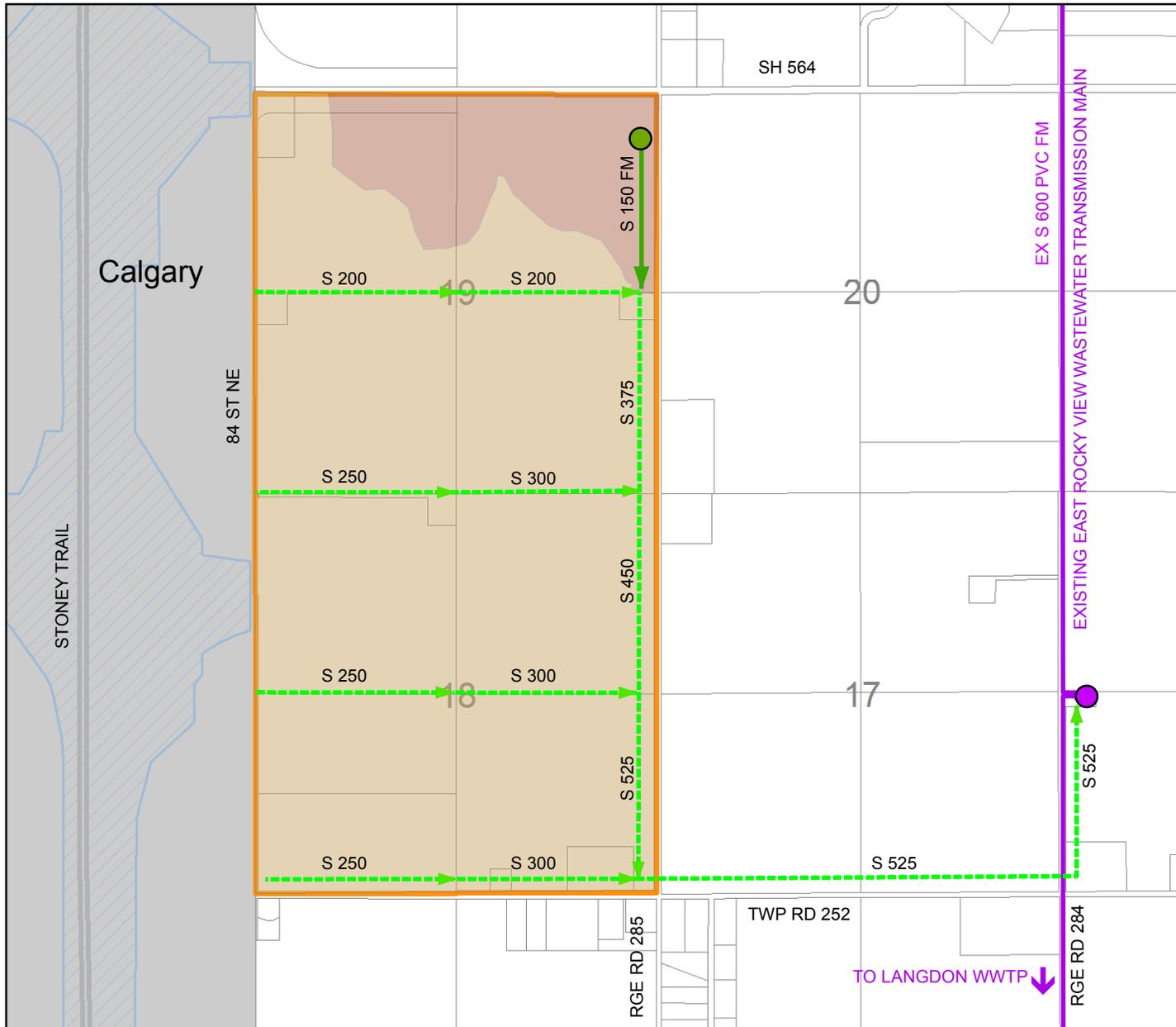
-  ASP Boundary
-  Proposed Water Main
-  Proposed Transmission Main
-  Proposed Water Reservoir and Pump Station



This map is conceptual in nature. No measurements or area calculations should be taken from this map. Actual Facility locations subject to change at more detailed planning stages.



Map 9: Wastewater Servicing



- ASP Boundary
- Transportation and Utility Corridor
- Ex Conrich (Regional) Lift Station
- Proposed Lift Station
- Proposed Sanitary Gravity Main
- Proposed Sanitary Forcemain
- Existing Wastewater Transmission Main

Sanitary Catchment Area

- Area 1
- Area 2



This map is conceptual in nature. No measurements or area calculations should be taken from this map. Actual Facility locations subject to change at more detailed planning stages.

18. STORMWATER

The Omni Area Structure Plan lands are characterized by numerous localized depressions and wetlands with grades to the southeast towards Conrich. Over time, the movement of stormwater to the Bow River has been impeded by roadways, land use, and irrigation canals. Significant development requires the identification and construction of a regional conveyance and treatment system involving multi-jurisdictional partners.

Map 10 shows the main wetland areas and the proposed stormwater conveyance routes to the Conrich system.

Two regional stormwater conveyance and treatment systems were investigated at the time this Area Structure Plan was prepared. They are:

1. Cooperative Stormwater Management Initiative (CSMI), which proposes to take water south and east.
2. The Shepard Regional Drainage Plan, which proposes to take water south.

The CSMI proposes the use of Western Irrigation District (WID) canal system and rights-of-way as a medium-term solution. This initiative is supported by the County as the preferred option, and infrastructure planning is well underway.

The Shepard Regional Drainage Plan proposes to treat and move water south through a series of natural and constructed conveyance systems. This solution is long-term and costly, particularly for upstream development areas such as Omni.

The Omni Master Drainage Plan was prepared in support of this Area Structure Plan and provides guidance for interim and ultimate conditions. It is anticipated that the Omni Area Structure Plan lands will ultimately be serviced by the CSMI system.

OBJECTIVES

- Ensure effective, sustainable, and responsible stormwater management service to the ASP area.
- Provide and protect stormwater storage areas and conveyance routes.
- Maximize the use of natural stormwater drainage conveyance systems.
- Investigate and provide for stormwater reuse and recycling opportunities.
- Support innovative conservation methods and Best Management Practices with respect to stormwater management.
- Preserve high value wetlands within and beyond the ASP area.

POLICIES

Regional Stormwater Management

- 18.1 The County shall continue to work collaboratively with The City of Calgary, the Western Irrigation District, Alberta Environment and Parks, and other stakeholders to develop a comprehensive and regional approach to stormwater management.

Design

- 18.2 The stormwater drainage system (conveyance and storage areas) for the Plan area shall be designed to comply with the Omni Area Structure Plan Master Drainage Plan. Interim solutions should will be determined at the *local plan* stage and shall align with and compliment the ultimate drainage system.

A **Master Drainage Plan** is a plan that determines the rate and volume of stormwater flow and addresses the methods and infrastructure requirements for stormwater treatment and conveyance.

- 18.3 Stormwater management systems, including re-use or irrigation, should be designed at a scale that services the *local plan* area. The County discourages stormwater ponds or volume control measures designed for individual lots.

Cooperative Stormwater Management Initiative

- 18.4 The County shall protect and require the acquisition of conveyance routes that are necessary to discharge into the CSMI system, as generally shown on Map 10.
- 18.5 The volume and rate of stormwater discharge to the CSMI system shall be in accordance with the CSMI Plan and the Omni Area Structure Plan Master Drainage Plan.

Interim Drainage Solutions

The ultimate outlet and drainage system intended to service the Plan area relies upon the off-site CSMI conveyance system that will be constructed as development proceeds in the region. The Omni Master Drainage Plan accounts for interim conditions where off-season release is provided to accommodate post-development flows. All interim solutions require stormwater volumes to be controlled to a greater degree than the ultimate development scenario. This requires stormwater ponds to be oversized and/or enhanced with volume control methods, such as regional re-use or irrigation systems. Interim solutions shall be determined at *local plan* stage and should align with and compliment the CSMI drainage system.

- 18.6 Until such time as a permanent stormwater management system is constructed, interim solutions may be allowed as per the Omni ASP Master Drainage Plan, the options for which include:
- a. an interim stormwater facility designed to contain the accumulation of stormwater on-site on a continuing basis during the Western Irrigation District's irrigation season. Discharge to the canal system may be allowed at the end of the irrigation season, in accordance with the Western Irrigation District's requirements and the CSMI Plan; and
 - b. a stormwater re-use or irrigation system that operates under zero discharge conditions may be permitted if the Western Irrigation District system is not available for use.

- 18.7 Where an interim stormwater solution is permitted, those portions of stormwater ponds identified for the interim storage may remain as privately owned land if the land is designed to a district that is limited to utility and other complimentary uses.
- 18.8 Where a private interim storage pond is approved:
 - a. access to the stormwater pond shall be provided to the County’s satisfaction;
 - b. a management and operational plan for the interim stormwater pond and local drainage system shall be provided;
 - c. management and operation of the interim stormwater pond and local stormwater system shall be the responsibility of the private landowner; and
 - d. a transition plan that addresses the transfer of the stormwater infrastructure to the County when an interim solution is no longer required shall be provided.
- 18.9 All costs, including public utility costs, associated with repurposing of a privately owned interim storage pond that is no longer needed shall be the developer’s responsibility.

Local Stormwater Management

- 18.10 Stormwater conveyance systems should develop in an orderly, logical, and sequential pattern of development.
- 18.11 The location of the stormwater drainage conveyance system shall be protected and acquired as part of the development process, in general accordance with Map 10 and the Omni Area Structure Plan Master Drainage Plan.
- 18.12 Where required, proponents of new development shall identify and secure, in consultation with the County, the downstream stormwater conveyance system.
- 18.13 Stormwater conveyance systems must provide a right-of-way of sufficient width to accommodate upstream stormwater flow.
- 18.14 Stormwater conveyance systems shall be designed to accommodate upstream stormwater flows to the satisfaction of the County.

Stormwater Ponds, Constructed Wetlands, and Wetlands

A stormwater pond is an artificial pond that is designed to collect and treat stormwater to an acceptable County and provincial standard. The stormwater pond disposes of stormwater through controlled release, absorption into the ground, and/or evaporation.

A constructed wetland is an artificial wetland created as a new or restored habitat for native vegetation and wildlife; it provides the same function as a stormwater pond.

A wetland is land saturated with water long enough to promote wetland aquatic processes as indicated by poorly drained soils, hydrophytic vegetation, and various kinds of biological activities that are adapted to a wet environment.

- 18.15 Proposed stormwater ponds should be enhanced with bio-engineering techniques wherever possible to promote volume control and water quality within the Plan area.
- 18.16 Natural wetlands and/or natural drainage courses that are retained should receive treated stormwater through direct or indirect flow in order to maintain the value of the wetland and the drainage course.
- 18.17 Where possible, stormwater storage facilities designed to service future development should be naturalized to compliment open space and the native wetlands in the Plan area.

Reduce, Recycle, and Reuse

- 18.18 The County should explore and support the collection of stormwater at the sub-regional catchment level in order to filter and reclaim stormwater, bringing it to a quality consistent with the proposed end use.

Purple pipe refers to the colour of pipe used to transport water that has been recycled from a stormwater retention area or municipal waste system. Reclaimed water is filtered and processed to a required provincial standard.

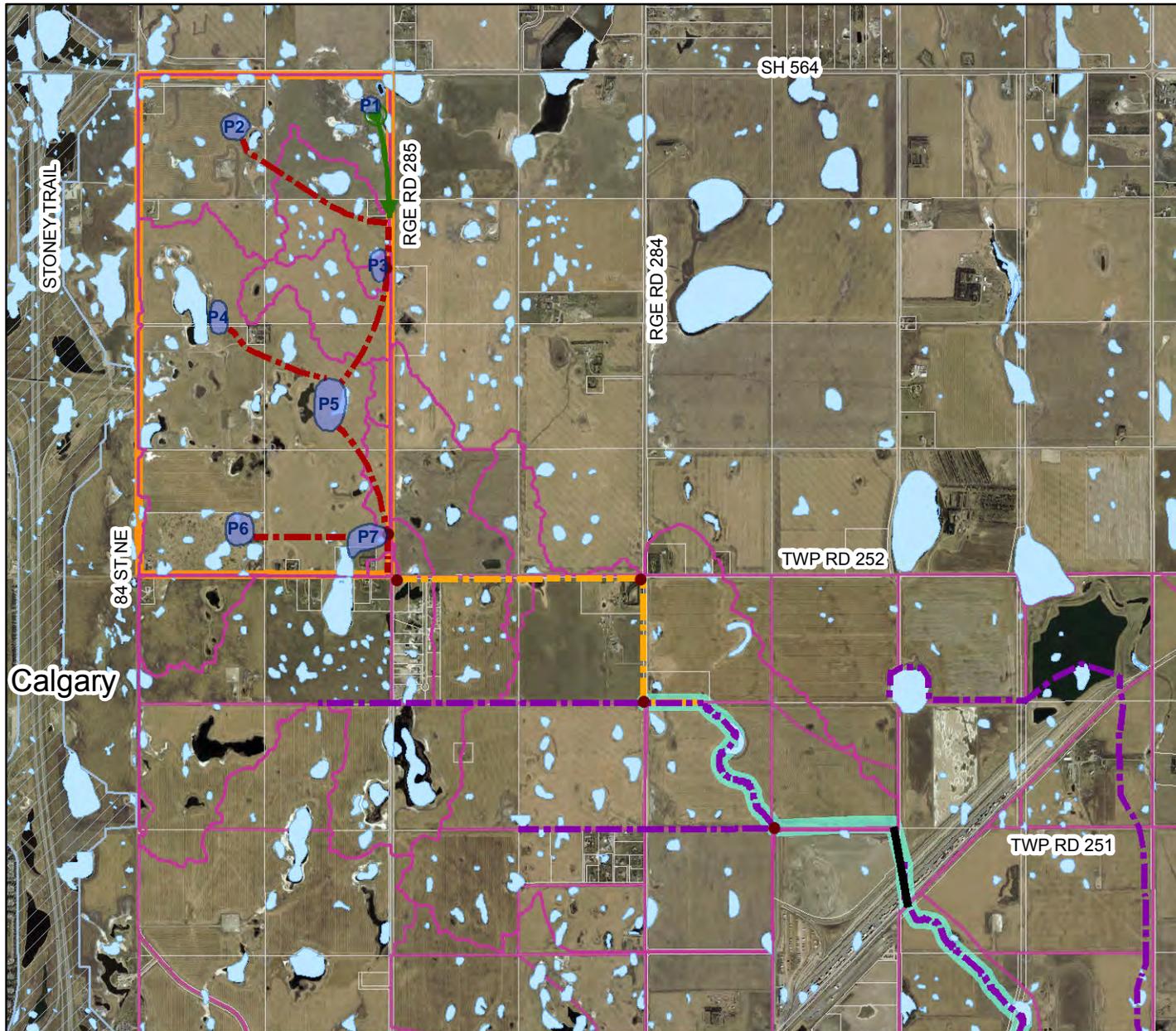
- 18.19 As part of preparation of a *local plan* and supporting Sub-Catchment Master Drainage Plan, Best Management Practices, and alternative solutions for the improvement of stormwater quality and reduction of stormwater quantity are required. Solutions may include:
- a. design of stormwater facilities to incorporate source controls in order to reduce the amount of water moving down stream and the need for end-of-pipe stormwater treatment solutions;
 - b. use of Low Impact Development (LID) methods, such as constructed wetlands and bio-swales;
 - c. reduction of impermeable surface runoff;
 - d. re-use of stormwater; and
 - e. consideration of stormwater ponds at the sub-regional level to support the reuse of stormwater.

Standards and Design

- 18.20 Stormwater conveyance alignments and ponds are shown conceptually on Map 10. Alternative and more cost effective alignments may be considered at the *local plan* stage if it can be shown that the impact on wetlands within the identified conveyance system is reduced through the use of an alternative alignment.
- 18.21 As part of a *local plan* preparation process, the Applicant shall submit a Sub-Catchment Master Drainage Plan that is consistent with the approved Master Drainage Plan and the policies of this Area Structure Plan.

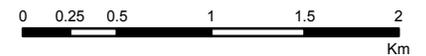
18.22 A Sub-Catchment Master Drainage Plan for a *local plan* area shall comply with any new stormwater plans, management policies, and interim servicing policies that may be introduced after the adoption of this Area Structure Plan.

Map 10: Proposed Offsite Drainage



- ASP Boundary
- Proposed Pond
- Wetland*
- DrainPoints
- Proposed Storm Lift Station
- CSMI
- CN Culvert
- Proposed Conrich Local Conveyance
- Proposed OMNI Local Conveyance
- OMNI Outfall
- Proposed Forcemain
- Catchments
- Transportation and Utility Corridor
- OMNI and Conrich Shared Infrastructure

*Source: Alberta Merged Wetland Inventory



This map is conceptual in nature. No measurements or area calculations should be taken from this map. Actual Facility locations subject to change at more detailed planning stages.



19. SOLID WASTE

Solid waste policies address the management of solid waste through all stages of development, from construction and demolition to full build out. The policies emphasize the reduction and diversion of waste through the recycling and re-use of materials. Each development stage has different solid waste requirements, and the policies below provide guidance to developers on managing solid waste effectively.

OBJECTIVES

- Ensure *local plans* are in alignment with the County's Solid Waste Master Plan, and address solid waste management during all stages of development.
- Promote proper disposal and recycling of solid waste material from construction sites.
- Provide direction on the expected level of post-construction waste management service to be provided by the County.

POLICIES

General

- 19.1 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction.
- 19.2 Waste minimization and waste diversion practices are encouraged in the ASP area.
- 19.3 A local plan shall:
- a. address solid waste management through all stages of development, including occupancy;
 - b. conform to the policies of the County's Solid Waste Master Plan; and
 - c. set a solid waste diversion target to inform the subdivision construction management plan.
- 19.4 Industrial and commercial business owners shall be responsible for providing their own solid waste services.

The Province of Alberta has developed a Provincial waste strategy document titled “**Too Good to Waste: Making Conservation a Priority**” in order to promote the diversion of waste from landfills through re-using and recycling materials.

20. OIL AND GAS

Oil and gas facilities, their associated infrastructure, and their operations are industrial land uses that have the potential to affect public safety, quality of life, and the natural environment. The co-existence of these oil and gas activities with other forms of development in the Omni Plan area is an important consideration in the area's development.

OBJECTIVES

- Ensure appropriate and safe land development in relationship to petroleum facilities and wells.
- Allow for the continued safe operation of petroleum facilities and wells.

Petroleum facilities are plants, pipelines, and batteries used to process and transport oil and gas. **Petroleum wells** are producing, suspended, and abandoned oil and gas wells.

POLICIES

20.1 Applicants proposing to develop land in the vicinity of petroleum facilities and wells shall adhere to the setback requirements and policies of this Area Structure Plan, subdivision and development regulations, and the Directives and Bulletins of the Alberta Energy Regulator.

Directives are documents that set out Alberta Energy Regulator requirements or processes for implementation. Licensees, permittees, and other approval holders under the jurisdiction of the Alberta Energy Regulator are required to obey all directives.

Bulletins inform the energy industry and the public of an Alberta Energy Regulator activity, such as a consultation, new regulatory requirement, new program, or electronic submission of data.

20.2 At the time of subdivision or development, the developer shall register a restrictive covenant that prevents the construction of any building within the setback area of an active, suspended, or abandoned well.

20.3 As part of a *local plan* preparation, Applicants shall obtain a Land Development Information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines, both 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.

20.4 Prior to the preparation of a *local plan* to develop lands within 1.5 km of a petroleum facility with an Emergency Planning Zone, the development proponent shall consult with the County and the operator of the facility to determine how an Emergency Response Plan will be prepared, updated, or replaced.

20.5 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 for petroleum facilities.

Abandoned Oil & Gas Wells

Within the Plan area, there are two known abandoned well sites (see Map 4: Existing Conditions). The following policies apply for land located in proximity to abandoned well sites.

- 20.6 All buildings located in proximity to an abandoned well site shall comply with the Alberta Energy Regulator setback requirements, or be a minimum of 20 meters, whichever is greater. Setbacks shall be confirmed at *local plan* stage, in consultation with the abandoned well licensee.
- 20.7 Vehicular access to an abandoned well site shall:
- a. be determined through discussion with the abandoned well licensee;
 - b. be identified in the *local plan*; and
 - c. be protected by easements in favour of the County at the time of subdivision or development approval.
- 20.8 In conjunction with a *local plan*, subdivision, or development permit application for any parcel containing an abandoned well, the Applicant shall provide:
- a. surveyed locations of abandoned wells and pipelines, and confirmation of the setback requirements;
 - b. a Phase I Environmental Site Assessment specific to the abandoned well or pipeline; or
 - c. a Phase II Environmental Site Assessment specific to the abandoned well or pipeline as deemed necessary by the County.
- 20.9 Public roads should not be located over an abandoned well.
- 20.10 During land development, all abandoned well sites shall be marked with temporary signage, identifying the location of the abandoned well and the 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.

Pipelines

- 20.11 All setbacks from a pipeline shall be in accordance with Provincial regulations.
- 20.12 All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operation of the pipeline.
- 20.13 Crossing and access agreements shall be in place prior to the conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.
- 20.14 Pathways and other recreational uses may be allowed on pipeline rights-of-way with the consent of the easement holder and at the discretion of the Approving Authority.

Discontinued / Abandoned Pipeline Policies

- 20.15 A discontinued pipeline is a temporarily deactivated pipeline that may go back into service in the future; therefore, the setback requirements shall remain as if the pipeline was operating and shall be in accordance with Provincial regulations.
- 20.16 An abandoned pipeline is one that will not be reactivated for service; therefore, the minimum setback for an abandoned pipeline is the edge of the pipeline right-of-way unless the pipeline has been removed and no setback exists.
- 20.17 The Applicant of a development proposal within the vicinity of a pipeline right-of-way shall notify the pipeline operator as to the status of the development proposal at the *local plan*, redesignation, and subdivision stage.

PART III: IMPLEMENTATION AND MONITORING

21. IMPLEMENTATION AND MONITORING

The Omni Area Structure Plan outlines the vision for the future physical development of the Omni highway business area and provides guidance with regard to infrastructure, land use, subdivision, and development.

The purpose of this section is to describe the processes involved in implementing the ASP, to explain the proposed phasing of development, and to specify requirements that will ensure the Area Structure Plan policies and strategies are adhered to.

OBJECTIVES

- Implement the Land Use Strategy and policies of the Omni Area Structure Plan.
- Ensure the cost of infrastructure development is identified.
- Provide for the logical phasing of development.
- Implement key actions to facilitate development, provide guidance to local plans, and ensure a coordinated planning and implementation approach.
- Ensure *local plans* adhere to the vision and policies of the Area Structure Plan.
- Provide for the review and amendment of the Area Structure Plan as required.

POLICIES

Local Plans, Redesignation, Subdivision, and Development Applications

Local plans are to be prepared as per the policies of this Area Structure Plan. Policy sections may identify unique requirements that must be addressed in *local plans* due to the location and specific conditions of the proposed development area. The standard technical requirements of a conceptual scheme or master site development plan are identified in the County Plan (Section 29 and Appendix C).

- 21.1 Applications for redesignation, subdivision, and/or development require the concurrent or prior adoption of a *local plan*, unless otherwise directed by the policies of this Area Structure Plan.
- 21.2 Notwithstanding 21.1, applications for a Development Permit on a parcel of land where land use has been approved prior to the adoption of this Area Structure Plan do not require a *local plan*.
- 21.3 *Local plans* shall address and adhere to the requirements of this Area Structure Plan. In support of *local plans* and redesignation applications, the Applicant shall submit a rationale addressing how their proposal is consistent with the vision and policies of the Omni Area Structure Plan.
- 21.4 Subdivision and development applications shall address and adhere to the requirements of the *local plan* and the policies of the Omni Area Structure Plan.

21.5 Where a *local plan* does not exist or is silent on a subject, the policies of the Omni ASP shall apply.

Local Plan Boundaries

The boundaries of a *local plan*'s area should be based on the natural and physical conditions in the Omni area.

21.6 All *local plan* boundaries shall be determined in consultation with the County at the time of application. The preferred minimum planning area is one quarter section (160 acres) in size.

Infrastructure Costs and Levies

The Omni Area Structure Plan recognizes that development implementation will require infrastructure improvements within and external to the Area Structure Plan area. Anticipated 'hard' infrastructure improvements include upgrades/construction of intersections/interchanges, roads, water, wastewater, and stormwater. 'Soft' infrastructure improvements may include police facilities, fire station improvements, and recreational facilities. Development costs will be covered through a variety of revenue sources, including developer funded and implemented improvements, off-site levies, County improvements, and Provincial contributions.

The need, cost, and timing of infrastructure vary with the type of infrastructure improvement. Off-site levies for transportation, water, wastewater, and stormwater servicing have or will be developed for the Plan area. All levies are subject to periodic review, and include development costs associated with internal and external improvements to service the Plan area. Non-levy costs and improvements will be determined through periodic review of the master servicing documents, and at the *local plan* preparation stage.

It is important to note that infrastructure costs do not represent the full costs to service the Plan area. Costs associated with program and service delivery to business owners (e.g. parks, fire and property protection, parks maintenance, waste and recycling operations, etc.), which serve the needs of a development need to be considered as well.

21.7 As part of the *local plan* approval process, the identification, timing, and funding of any required off-site improvements relating to hard and soft infrastructure shall be required.

21.8 Off-site improvements that are:

- a. internal to the Plan area will be determined to the satisfaction of the County; or
- b. external to the Plan area, including Provincial or The City of Calgary infrastructure, will be determined by the County, in consultation with the relevant municipality and / or Provincial department.

21.9 Developers relying on regional County utility services (water, wastewater, and/or stormwater) shall be required to front-end the costs of regional utility upgrades where deemed necessary by the County.

21.10 Costs associated with transportation and/or utility service improvements are the developer's responsibility.

- 21.11 Developers relying on transportation and/or utility infrastructure improvements (water, wastewater, and/or stormwater) provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreement.
- 21.12 To the extent permitted by the *Municipal Government Act*, development proponents shall be required to pay the County's:
- a. Water and Wastewater Off-Site Levy;
 - b. Stormwater Off-Site Levy;
 - c. Transportation Off-Site Levy; and
 - d. Soft Infrastructure Off-Site Levies.

Phasing

The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. Map 11: Phasing identifies two development phases for the growth of the Plan area (Phase 1 and Phase 2).

- 21.13 Phasing of development in the Plan area should be done in a logical and cost effective manner, and shall be guided by the phasing strategy of this Area Structure Plan, as shown on Map 11: Phasing.

Phase 1

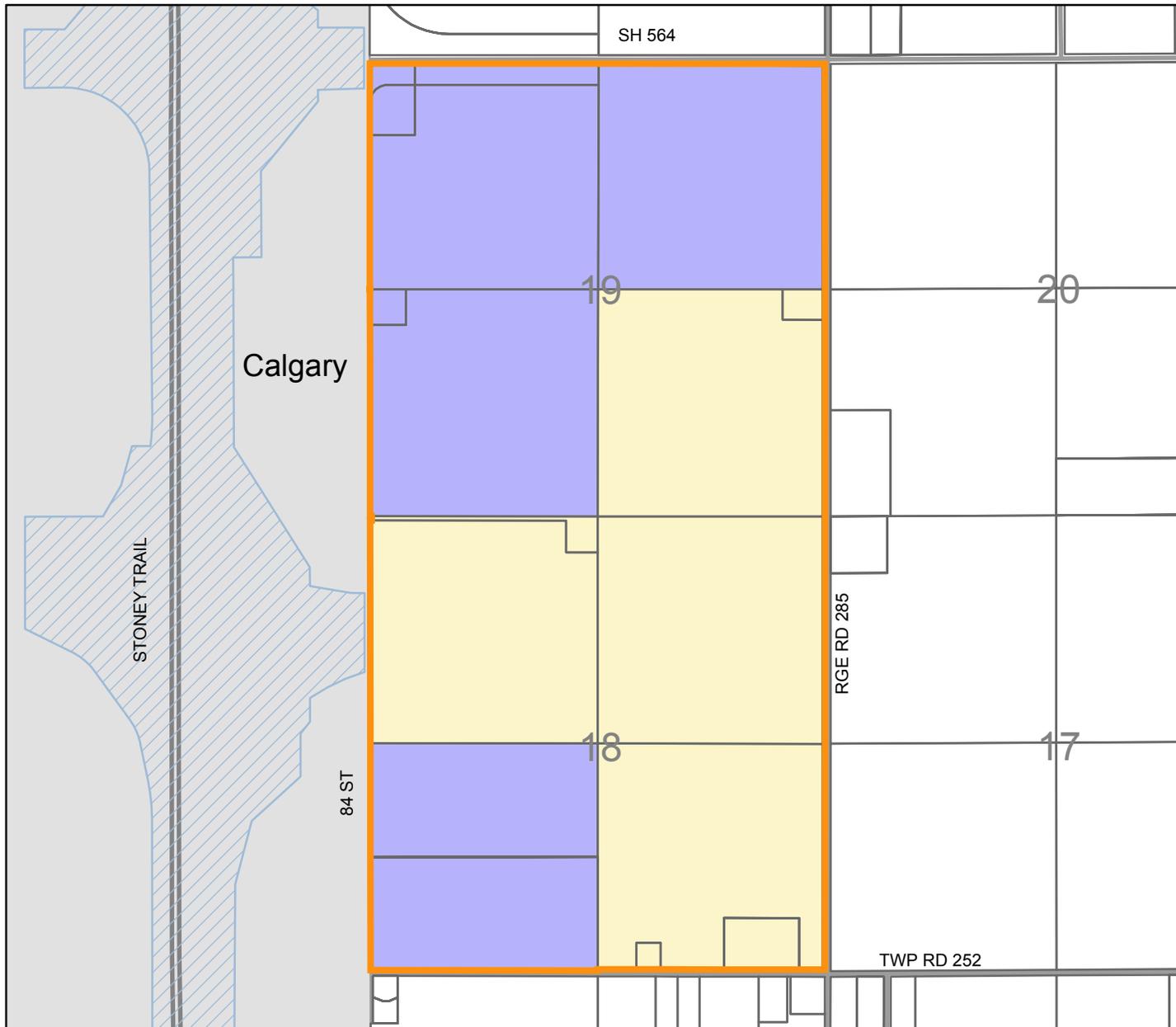
- 21.14 Phase 1 lands are lands that may proceed with development. The identification of Phase 1 lands is based on:
- a. lands where developer interest currently exists; and
 - b. the availability of existing and/or future stormwater servicing, transportation infrastructure, capacity of water and wastewater services, which must be confirmed by the County.
- 21.15 Phase 1 lands may proceed with development subject to the policies of this Area Structure Plan.

Phase 2

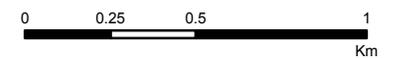
Phase 2 lands are portions of the Plan where commercial, light industrial, or office-use land may be required for development during the life of this Area Structure Plan.

- 21.16 Phase 2 lands may proceed with development subject to the policies of this Area Structure Plan and when:
- a. necessary infrastructure for development, including, transportation, water and wastewater, and stormwater capacity has been confirmed by the County.

Map 11: Phasing



-  ASP Boundary
-  Transportation and Utility Corridor
-  Phase 1
-  Phase 2



This map is conceptual in nature. No measurements or area calculations should be taken from this map.

Technical Requirements and Submissions

The various policy sections in the Omni Area Structure Plan identify specific requirements of a *local plan* for the Plan area. All other standard technical requirements of a *local plan* are identified in the County Plan.

21.17 *Local plans* shall address the requirements set out in the policies of this Area Structure Plan and Section 29 and Appendix C of the County Plan.

21.18 All planning or development applications, and any associated infrastructure construction, should meet the technical requirements of the County Plan, County Land Use Bylaw, Omni Area Structure Plan, relevant *local plans*, County Servicing Standards, County policy, and Provincial and Federal requirements.

Plan Review and Amendment

The future development outlined in the Omni Area Structure Plan will occur in accordance with market demand. While the Area Structure Plan is sufficiently flexible to account for change, periodic review and occasional amendment of the Area Structure Plan may be required.

Under normal circumstances, the County will undertake an Area Structure Plan assessment every 10 years to determine if a full review is required, as per the County Plan. However, if the rate and extent of development were to change dramatically, the County may initiate a review earlier than 10 years.

21.19 The Omni Area Structure Plan shall be subject to an assessment and possible review every 10 years in accordance with the County Plan, County Policy, and the Municipal Government Act.

Actions:

1. Existing off-site levies to be updated to reflect the land use direction of this Area Structure Plan.

22. INTERMUNICIPAL COORDINATION AND COOPERATION

The Omni Area Structure Plan area is bordered by Calgary to the west. The Area Structure Plan acknowledges the land use intent of The City and provides for appropriate, compatible land use transitions at the interface area. In addition to the policies listed below, the Area Structure Plan contains other policies that promote a coordinated and cooperative approach to planning.

Specific planning objectives, which identify the need for coordinated planning, are outlined in the 2007 annexation agreement between the County and The City. The coordinated approach to Intermunicipal planning was later refined and formalized through the 2011 Rocky View County / City of Calgary Intermunicipal Development Plan (IDP).

OBJECTIVES

- Ensure ongoing, meaningful consultation occurs between the County and The City on matters related to the implementation of the Omni Area Structure Plan.
- Ensure a coordinated and cooperative approach to planning with The City.

POLICIES

- 22.1 The County shall consult with The City on planning processes within the Omni Area Structure Plan area that affect bordering land, and/or on other matters identified through the Rocky View / Calgary Intermunicipal Development Plan as areas requiring planning coordination.
- 22.2 Development adjacent to Calgary shall be coordinated between the County and The City, as required by the Rocky View / Calgary Intermunicipal Development Plan.
- 22.3 Intermunicipal circulation of planning proposals within the Omni Area Structure Plan area shall comply with the Municipal Government Act and the Rocky View County / City of Calgary IDP.
- 22.4 The County will collaborate with Calgary to develop a joint study to determine the classification, right-of-way, alignment, and access management for 84th Street NE.

Local Plans, Redesignation and Subdivision

- 22.5 The County shall ensure that *local plans* and applications for redesignation and subdivision of lands in areas adjacent to Calgary shall address:
- a. regional drainage and stormwater quality;
 - b. alignment and connectivity of pathways, roadways, and utilities with the adjacent municipality;
 - c. land use compatibility with adjacent municipal land uses and the residual land created from the development of Stoney Trail (ring road), including the use of buffering, integration, and transitional considerations where necessary;
 - d. Impacts on 84th Street and East Stoney infrastructure; and
 - e. other appropriate policies of this Area Structure Plan and/or the Rocky View County/City of Calgary IDP.

APPENDICES

APPENDIX A: Definitions

Local plan is a term that refers to a conceptual scheme or master site development plan. A *local plan* will have unique planning requirements, based on the planning direction provided in the Area Structure Plan. *Local plans* must also address the general requirements for preparing a conceptual scheme or master site development plan identified in the County Plan (Section 29 and Appendix C).

Open space means all land and water areas, either publicly owned or offering public access that are not covered by structures. *Open space* may include current and future parks, environmentally significant areas and other natural areas, pathways and trails, greenways, parks, land for schools and recreation facilities, utility corridors, golf courses, and cemeteries.

APPENDIX B: Key Alberta Energy Regulator Information

AER Bulletin 2013-03	Mandated Subdivision and Development Application Referrals, Setback Relaxations, Land Development Information Package, and Abandoned Well Information
Interim Directive ID 81-3	Minimum Distance Requirements Separating New Sour Gas Facilities from Residential and Other Developments
Directive 026	Setback Requirements for Oil Effluent Pipelines
Directive 079	Surface Development in Proximity to Abandoned Wells
Directive 056	Energy Development Applications and Schedules
EnerFAQs: Explaining AER Setbacks	This EnerFAQs explains setbacks in the energy industry, how they are determined, and how they may affect Alberta citizens and their communities

TAB C-1(3)

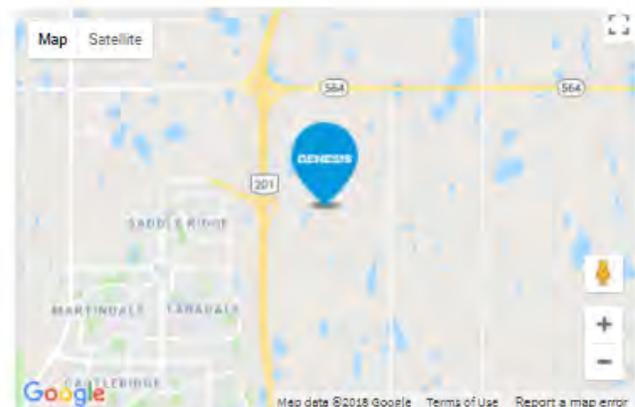
OMNI – COMMERCIAL

A master-planned commercial development of a minimum of 180 acres, located immediately east of 84 St NE with direct access to Stoney Trail via Airport Trail.

OMNI will be the commercial hub for Northeast Calgary, drawing patronage from both the rapidly developing Northeast Calgary residential. The development will create a range of merchandise zones, with a vision to provide an outlet centre, a home design and furnishing precinct (Designopolis), general retail (convenience/services), entertainment opportunities integrated with hospitality services and office space over approximately 740,000 square feet in close proximity to residential development.

FOR MORE INFORMATION

<http://theomnicalgary.com/>



TAB C-2

Resume not available to public

TAB C-3

Resume not available to public