

Conceptual Scheme

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Supporting Technical Studies

The following technical studies have been submitted under separate cover.

Phase 1 Environmental Site Assessment, April 2019	Tetra Tech
Biophysical Impact Assessment, December 2019	Urban Systems
Transportation Impact Assessment, July 2023	Watt Consulting Group
Utility Servicing Strategy, July 2023	Urban Systems
Sub-Catchment Master Drainage Plan, Stormwater Concept, September 2024	Urban Systems
Preliminary Geotechnical Investigation, May 2019	Englobe
Market Demand Analysis, December 2019	Global Retail Strategies

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Executive Summary





The OMNI Conceptual Scheme (CS) provides a vision and framework for the future development of approximately ± 185 acres of land on the border of the City of Calgary and Rocky View County. Given its proximity to Stoney Trail NE, County Hills Boulevard NE, Airport Trail NE, the Calgary International Airport, the CN Logistics Park, and regional transportation and utility servicing corridors, the OMNI is ideally situated to accommodate business and commercial development.

The OMNI master planned development will provide approximately 986,000 sq. ft. of retail/commercial space, 178,000 sq. ft. of retail/office space, and 540,000 sq. ft. of hotels, seniors living, and supporting commercial space. The development will incorporate a variety of amenities that are walkable for visitors and adjacent residents. Pedestrian connections, integration with future public transportation opportunities, and cycling facilities will provide access to parks, employment, retail, and leisure destinations. Conservation of natural environments, such as the wetlands on site, will enable residents, workers, and visitors to the area to enjoy a healthy, active lifestyle while protecting biodiversity within Rocky View County.

The project will be fully serviced by the County's regional water and sanitary infrastructure. Stormwater drainage will be managed locally. Improvements to the Region's transportation infrastructure will enhance access to and from the project area (i.e., Airport Trail Interchange upgrade).

The OMNI CS's policy framework implements the strategic objectives of higher-level plans including the South Saskatchewan Regional Plan, the County Plan, and the OMNI Area Structure Plan.

The overall vision of the OMNI CS has been informed by engineering, transportation, and ecological studies that have assessed and evaluated attributes and constraints of within the subject lands and surrounding area. The CS has evolved through consultation with landowners, County administration, the Province, the City of Calgary, and other stakeholders.

The OMNI CS contains policies and guidelines intended to direct future decision making regarding land use, subdivision, and development permit applications that will collectively shape the development of this commercial area.



1.0

Introduction



1.1 Purpose of this Conceptual Scheme

This Conceptual Scheme (CS) provides a comprehensive planning framework to guide future development within the Plan area in a manner consistent with the Municipal Government Board (MGB) approved OMNI Area Structure Plan (ASP) (MGB Order 068/18) and the County Plan. The development of the OMNI CS fulfils stated goals of the County Plan through the creation of a dynamic new highway business area that will promote economic and financial sustainability for the County and Region, promote and enhance the environment through wetland preservation, and strategically facilitate the cost-effective use of existing and new infrastructure and community services. A CS is defined as a 'Local Plan' and must address the requirements listed in Section 29 and Appendix C of the County Plan as well as Sections 8.10 and 9.9 of the OMNI ASP. This CS also addresses the County's Land Use Bylaw, the Commercial, Office and Industrial Design Guidelines, and the Agricultural Boundary Design Guidelines.

POLICY 1.1.1

The Developer shall obtain all required permits and approvals related to municipal, provincial and federal legislation and regulation as it pertains to the development of the Conceptual Scheme.

1.2 Motivation & Market Rationale

The mixed-use, master planned community proposed by the OMNI CS leverages the unique opportunities afforded by proximity to significant population growth centres, connection to municipal, provincial and federal infrastructure, and the natural and environmental assets of the site.

Proximity To Growth Centres

- ✦ As population growth continues within County, the City of Calgary and the Calgary Metropolitan Region, a new demographic of people will require housing, amenities, jobs and services.
- ✦ By strategically promoting the development of services in proximity to where regional growth is expected to continue, the evolution of the OMNI CS will enable the County and region to develop in a more sustainable manner. The existing Hamlets of Conrich and Balzac, the rapidly building-out communities within the City of Calgary's NE (including the new community of Homestead) will benefit from and provide support to the OMNI development.

Transportation Connection

The developer has played a key role in advancing and sourcing funding for the Stoney Trail NE / Airport Trail NE interchange upgrade. This regional transportation improvement will establish a direct transportation linkage between the CS area and the Calgary International Airport, the Region's main aviation hub.

Environmental Assets

The Crown-claimed wetlands within the CS area provided design inspiration for the planned development which are featured as the natural focal point for the OMNI project. The continued function of the wetlands within the CS will enhance stormwater management as well as providing aesthetic benefits for all users. The pathway system, integrated with the wetlands will provide opportunities for interaction between users at the OMNI and the natural environment.

1.3 Conceptual Scheme Objectives

The OMNI Conceptual Scheme (CS) will:

- ✦ Detail a comprehensive baseline review of current conditions within the CS area to identify significant environmental areas or development constraints which require appropriate mitigation strategies.
- ✦ Describe a development rationale to support implementation of a comprehensive land use, subdivision, and development framework within the CS area.
- ✦ Determine appropriate transportation and utility service infrastructure improvements required to facilitate development within the CS area, evaluated within the context of infrastructure capacities.
- ✦ Determine the configuration of pedestrian and open space infrastructure within the CS area.
- ✦ Establish expectations for community infrastructure within the CS area.
- ✦ Establish criteria for a logical phasing strategy to facilitate orderly progression of development within the CS.
- ✦ Summarize the conclusions of community consultation program to inform, educate, listen and respond to affected stakeholders and to ensure the CS's development framework responds to concerns.
- ✦ Rationalize the proposed development in accordance with the County's adopted statutory and non-statutory policy framework as well as intermunicipal and regional considerations.
- ✦ Implement the decisions outlined in Municipal Government Board Order 068/18.

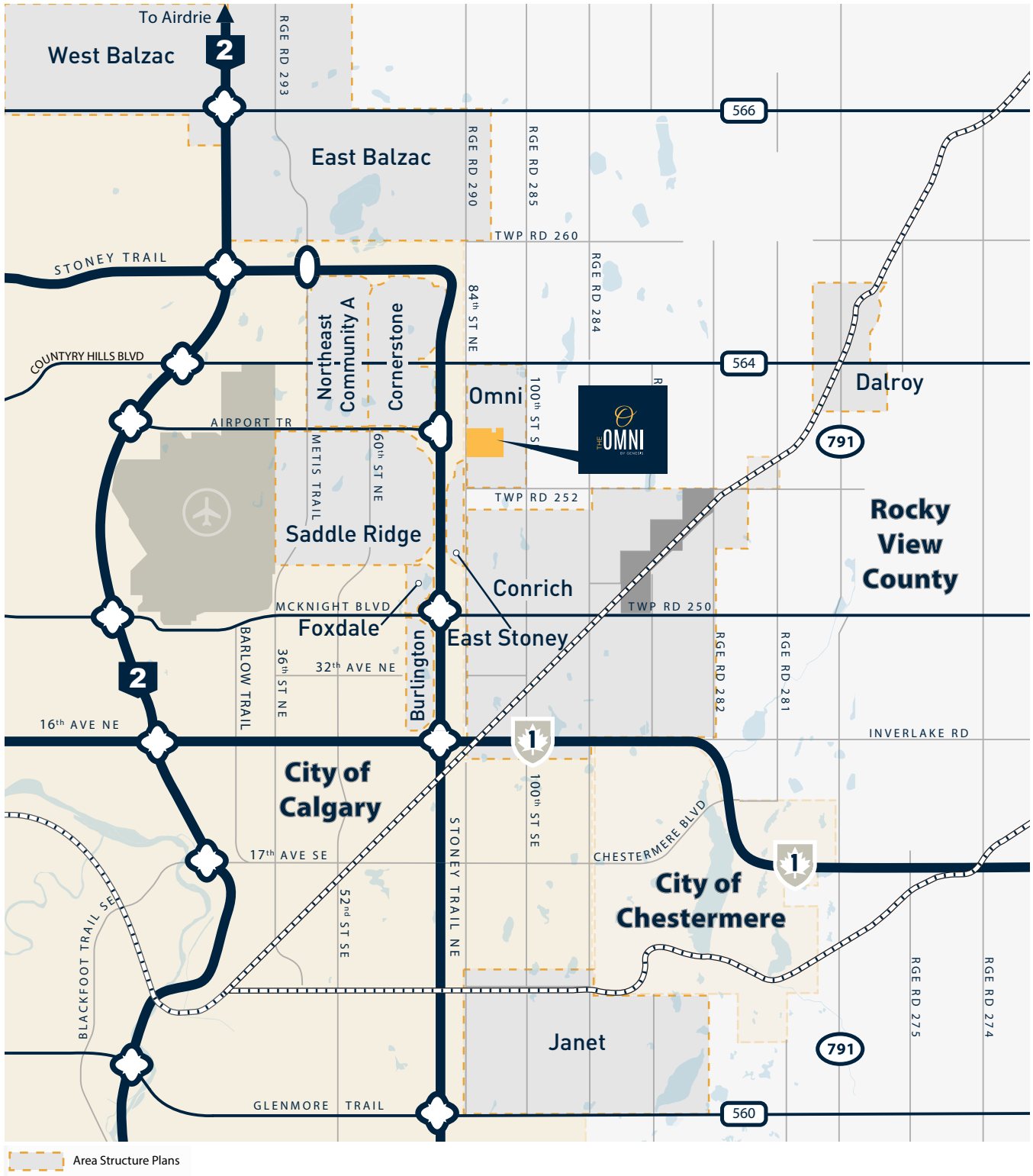
1.4 Municipal Government Board Order MGB 068/18

In 2018, the OMNI ASP was reviewed by the Municipal Government Board (MGB) due to concerns raised by the City of Calgary about potential negative impacts to the City resulting from the proposed development in Rocky View County. These concerns focused on transportation impacts and uncertainty regarding the timing and funding of infrastructure upgrades.

In rendering Board Order No. 068/18, the MGB concluded the proposed development within the ± 185 ac OMNI CS area could proceed without harming Calgary, as all parties involved, including the landowner and both municipalities, demonstrated a willingness to address potential issues and collaborate during the development of local plans and redesignation applications for the OMNI lands. The remaining lands within the OMNI ASP were designated as "Special Study Area" requiring further detailed planning and intermunicipal/regional collaboration prior to further development proceeding therein.

Following the requirements of MGB Order No. 068/18, the OMNI CS and accompanying technical studies have been prepared to establish appropriate plans for necessary infrastructure upgrades, cost-sharing agreements, and off-site levy bylaws to ensure proper development and funding for the NE Stoney Trail area.

FIGURE 1 Regional Context



THE OMNI
BY GENESIS

2.0 Plan Area



2.1 Location and Context

The CS area is situated directly east of the City of Calgary within Rocky View County's northeast sector, approximately 5 km northwest of the Hamlet of Conrich, 4 km southeast of the Balzac Regional Business Centre, and less than 1 km east of the Calgary community of Saddle Ridge.

The CS area is bounded by 84th Street NE and Stoney Trail NE to the west and spans almost the entirety of NW 18-25-28 W4M and portion of NE 19-25-28 W4M. The total CS area is approximately 74.87 ha (185 acres).

2.2 Legal Descriptions

The CS boundary is illustrated on **Figure 2: Legal Description** totalling approximately ± 185 ac owned by Genesis Land Development Corp.

2.3 Existing Land Use

The Plan area is currently designated Agricultural General District (A-GEN), as illustrated on **Figure 3: Existing Land Use** in accordance with the County's Land Use Bylaw C-8000-2020.

Lot 1 Plan 871 0551 is within the same quarter section as the CS (NW18-25-28 W4M) but not included within the CS Plan area. This lot is designated as A-GEN. The majority of parcels in proximity to the CS area are designated A-GEN except for a few smaller lots designated as Residential, Rural District (R-RUR), Agricultural, Small District (A-SML), and Special, Future Urban Development (S-FUD).



FIGURE 2 Legal Description

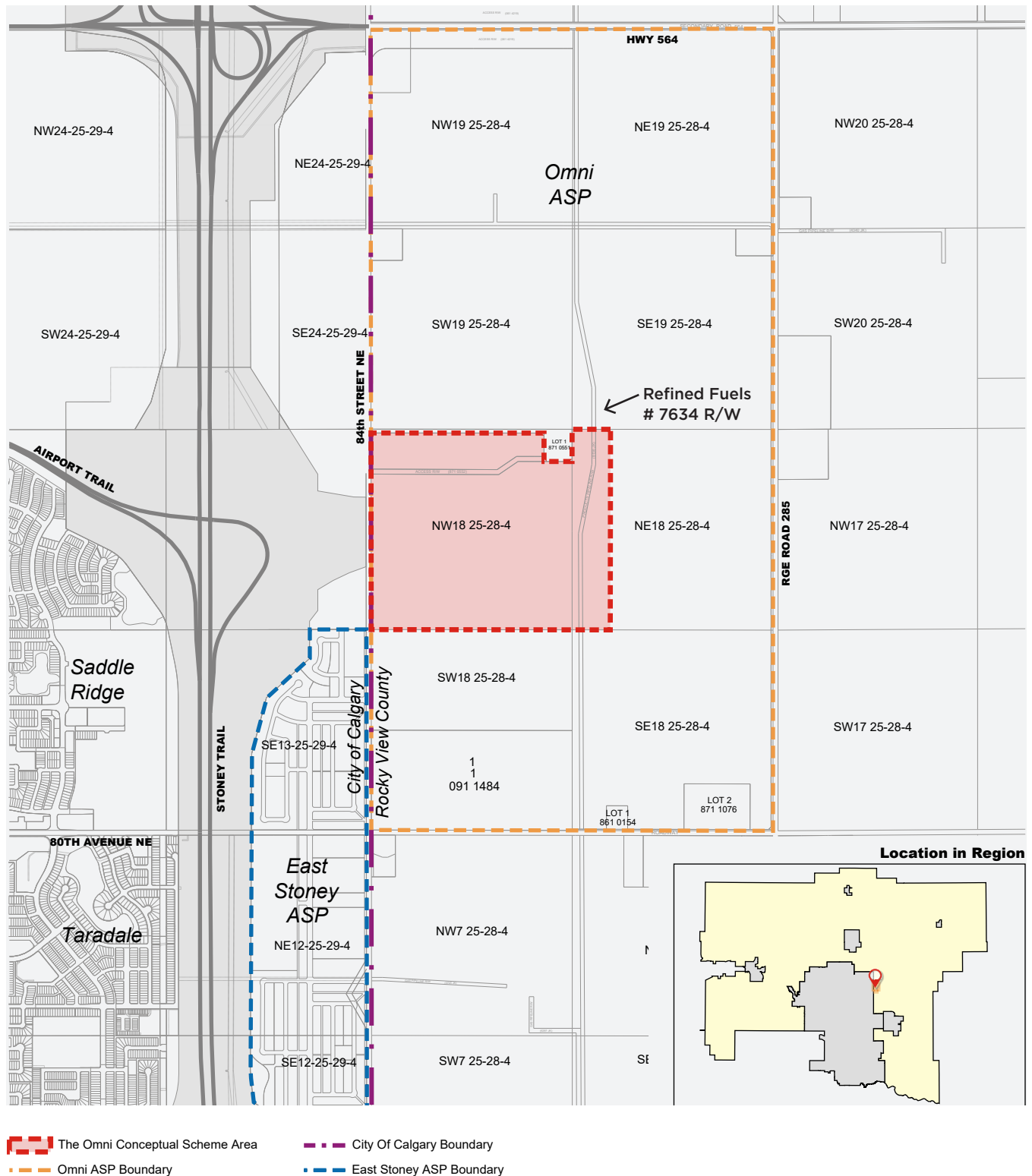
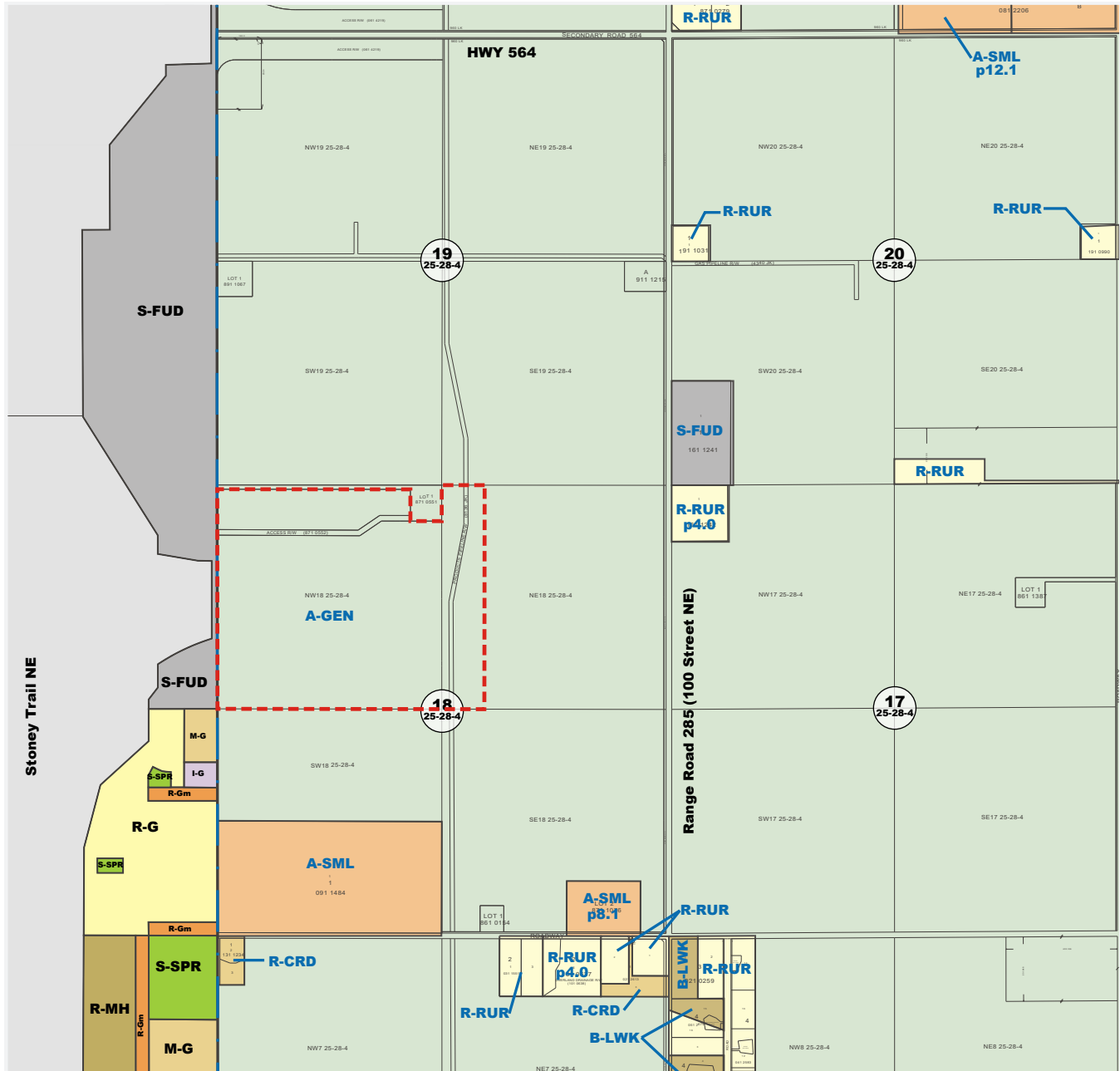


FIGURE 3 Existing Land Use



- Conceptual Scheme Boundary
- - - City Of Calgary Boundary

Rocky View County LU

- A-SML** A-SML (Agricultural, Small Parcel District)
 - R-RUR** R-RUR (Residential, Rural District)
 - R-CRD** R-CRD (Residential, Country Residential District)
 - R-MID** R-MID (Residential, Mid-Density Urban District)
 - B-LWK** B-LWK (Business, Live-Work District)
 - A-GEN** A-GEN (Agricultural, General District)
- *All lands are designated A-GEN unless noted otherwise*

Calgary LU

- S-FUD** S-FUD (Future Urban Development)
- M-G** M-G (Commercial - Community District)
- R-G** R-G (Low Density Mixed Housing)
- R-Gm** R-Gm (Low Density Mixed Housing)
- R-MH** R-MH (Residential - Manufactured Home District)
- M-G** M-G (At Grade Housing)
- S-SPR** S-SPR (Special Purpose - School, Park and Community Reserve District)
- I-G** I-G (Industrial - General District)

2.4 Current Site Conditions

As shown on **Figure 4: Existing Site Conditions**, the CS area includes predominantly agricultural lands under cultivation. The CS area includes several wetlands and water bodies, oil and gas infrastructure, and a driveway that providing access to an adjacent property.

2.5 Pipeline/Oil & Gas Infrastructure

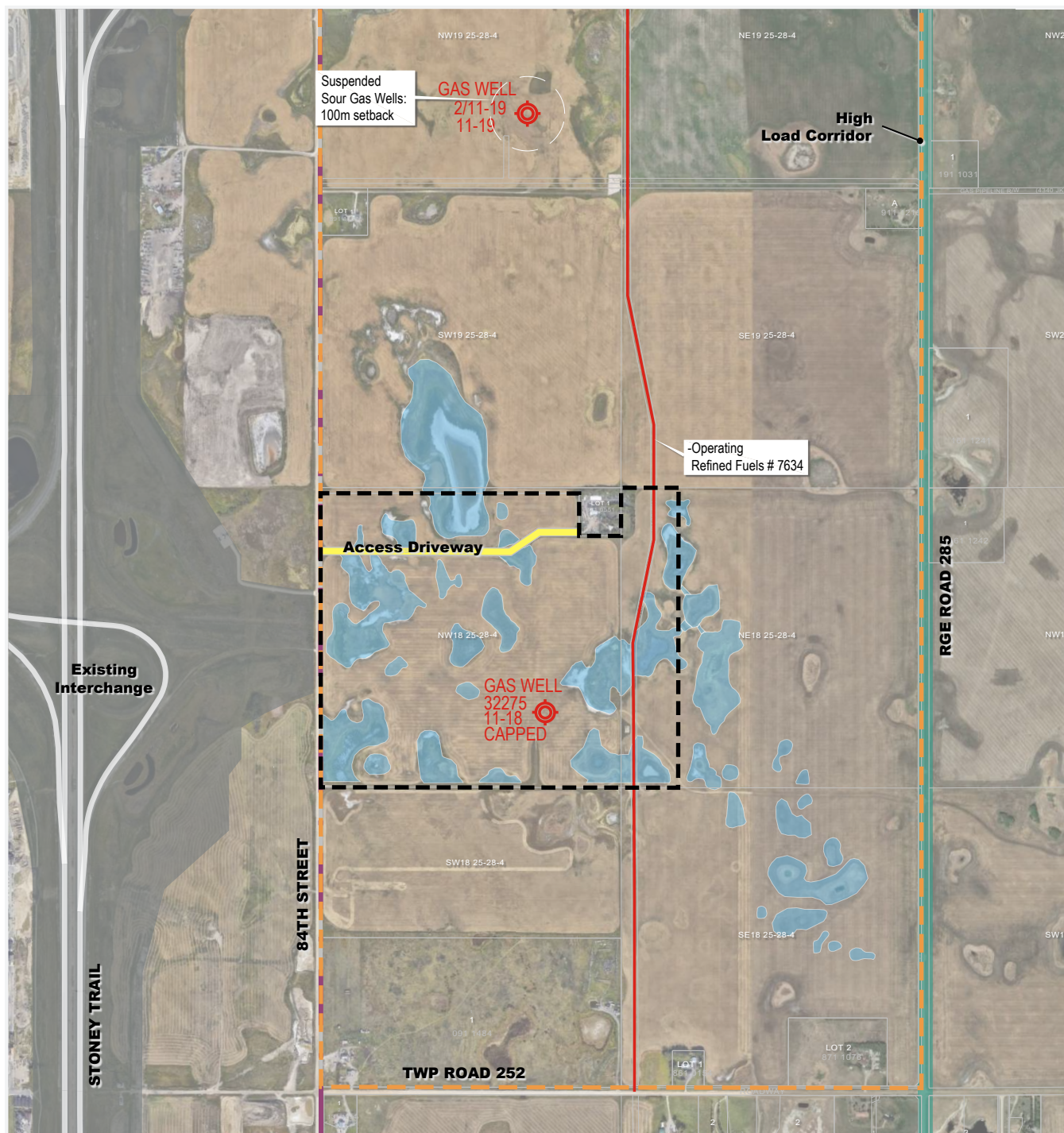
As shown on **Figure 4: Existing Site Conditions**, the CS area includes a capped oil and gas well and an operating refined fuels pipeline. Abadata and online provincial databases were used to verify the locations of all petroleum wells and pipelines in the CS area. The oil and gas facilities and rights-of-way found in the CS area are listed in **Table 1: Pipeline and Well Status**.

Table 1: Pipeline and Well Status		
AER License/Line #	Status	Substance
32275	Abandoned	Sour gas well: lease area & working setback
7634-44	Discontinued	Refined Fuels Pipeline

POLICY 2.5.1	Vehicular access to the abandoned well site shall remain as per Alberta Energy Regulator policies, an 8m access to the abandoned well shall be maintained and registered on title as an access easement.
POLICY 2.5.2	In accordance with the Alberta Pipeline Act, a 30m controlled area inclusive of the pipeline Right-of-Way and the pipeline itself will be maintained. Written consent from the pipeline operator must be received prior to any development or ground disturbance and will be a requirement of any development or building permits.
POLICY 2.5.3	Abandoned well sites shall be marked with temporary signage during construction and development with contact information for the Alberta Energy Regulator. During construction and development near the abandoned well, as shown in Figure 4: Existing Site Conditions , temporary signage shall mark the location of the abandoned well and shall include contact information for the Alberta Energy Regulator.
POLICY 2.5.4	No public roads, or portions of a public road shall be located over an abandoned well.
POLICY 2.5.5	Prior to the conditional subdivision approval, crossing agreements and access agreements must be in place between the developer and the pipeline operator for lands encumbered by a pipeline right-of-way.
POLICY 2.5.6	Landscaping within the pipeline right-of-way shall be limited to light landscaping such as shrubs or small bushes with approval from the pipeline operator.



FIGURE 4 Existing Site Conditions



-  The Omni Conceptual Scheme Area
  Omni ASP Boundary
  City Of Calgary Boundary
  Existing Wetlands
  Existing Access ROW
  Oil & Gas Well
  Operating Gas Line
  High Load Corridor

2.6 Topography & Surface Drainage

As shown on **Figure 5: Topography & Surface Drainage**, the CS area contains relatively flat terrain generally sloping from north to south. Various local wetland areas are present. Technical studies have found the majority of surface runoff from the existing ground conditions are fully or partially retained within the wetland areas. The north and west side of the subject lands currently drain generally towards east.

2.7 Geotechnical Considerations

A preliminary Geotechnical Investigation was completed in support of this CS. Bedrock underlying the Plan area varies from 0.9 to 6.7 m below surface grades. Topsoil within the site is approximately 0.2 to 0.6 m in depth. Groundwater levels within the CS measured in piezometers installed in the boreholes vary from 0.9 to 4.6 m below existing ground surface. The preliminary Geotechnical Investigation indicates the CS area contains subsurface soils that will provide good foundation support for structures and pavement and are suitable for the use of standard shallow strip and pad footing foundations or cast-in-place concrete piles. It is recommended that frost protection be provided for all foundations and positive surface drainage must be maintained to direct water away from all structures and foundation areas. The investigation concluded that, based on field and office assessments, site conditions within the CS area are not expected to present significant development restrictions. More detailed investigations will be provided at the subdivision stage.

POLICY 2.7.1

The Developer shall submit a geotechnical analysis at the subdivision stage, to be prepared by a qualified Geotechnical Engineer. The purpose of the evaluation is to assess onsite subsurface conditions to develop appropriate geotechnical recommendations for the design and construction of the proposed development including the internal road structure and recommendations for the pond liner thickness.

2.8 Historical Resource Considerations

Alberta's Listing of Historical Resources identifies the CS area within an HRV 5 listing - which indicated the site may contain provincially significant historic resources. A request for Historical Resource Impact Assessment (HRIA) clearance was submitted to Alberta Culture in support of this Conceptual Scheme. The Province evaluated the application pursuant to the requirements of the Historical Resources Act and subsequently provided clearance for the proposed development to proceed within the Plan area on March 29, 2012. As such, the preparation of a Historical Resource Impact Assessment is not required in support of this project.

2.9 Environmental Considerations

A Phase I Environmental Site Assessment was prepared in support of this CS. The conclusions of this report identified two potential sources of environmental impairment on the site, resulting from historical and/or current land uses. The potential on-site sources of contamination include the gas well site and pipelines (gas, sour gas, fuel gas, and light volatile products). There is an inherent risk with all pipelines; however, based upon a review of available records, there was no indication of releases or incidents within 200 m of the OMNI site. The Phase I ESA concluded that there is a low potential for environmental impairment associated with pipelines. The Phase I ESA recommends that a Phase II ESA be conducted at the subdivision stage to determine whether the site has been impacted from previous land use at site, primarily the former wellsite.

POLICY 2.9.1

The Developer shall complete a Phase II ESA for the former wellsite at the subdivision stage.

FIGURE 5 Topography & Surface Drainage



2.10 Biophysical Considerations

A Biophysical Impact Assessment was prepared in support of this CS. The subject lands are in the northwestern portion of the Foothills Fescue Natural Subregion of Alberta characterized by cultivated plains, with native habitats mainly restricted to relatively small areas, often in the vicinity of wetlands. Key features of this subregion include black chernozemic soils on average sites, and mountain rough fescue as a dominant grass species within native habitats. The OMNI CS area and adjacent lands have been previously disturbed by agricultural activities for several decades, and consequently native vegetation is largely only present within the less disturbed wetland areas.

A database search was completed using the Alberta Conservation Information Management System (ACIMS) and the Fish and Wildlife Information Management System (FWIMS) to consider a list of potential species of management concern that may occur within the CS area. During site visits wildlife species and wildlife uses, such as dens and rests, were recorded. Three (3) species listed as “sensitive” in Alberta under the Alberta Wildlife Act were observed on site, including common yellowthroat, sora, and northern harrier. Efforts to mitigate any potential impact to these species will be carried out during the construction phase of development and are included in the Public Land Act and Water Act approvals for the disturbed and retained wetlands.

The OMNI CS area contains a total of 21 wetlands and water bodies, as illustrated on **Figure 6: Existing Wetlands**. Three (3) wetlands are classified as shallow open water and eighteen (18) wetlands are classified as graminoid marsh wetlands. The identified wetlands have been determined to have a functional value ranging from C to D.

The three (3) shallow open water wetlands on the site have been claimed by the Provincial Crown under the Public Lands Act. All three Crown-claimed wetlands will be incorporated into the overall design of the OMNI Plan. Further information is provided in Section 7.3 Crown Claimed Wetlands and ER Disposition.

Table 2: Wetland Classification

Wetland Reference	±Area (ha)
Class III Wetlands	
7	0.808
11	0.212
12	0.706
13	0.18
14	0.115
15	0.644
16	0.627
20	0.56
21	0.179
29	0.381
103	0.285
Class IV Wetlands	
2	0.612
8-Crown Claimed	3.455
10-Crown Claimed	2.379
17	4.16
22-Crown Claimed	1.69

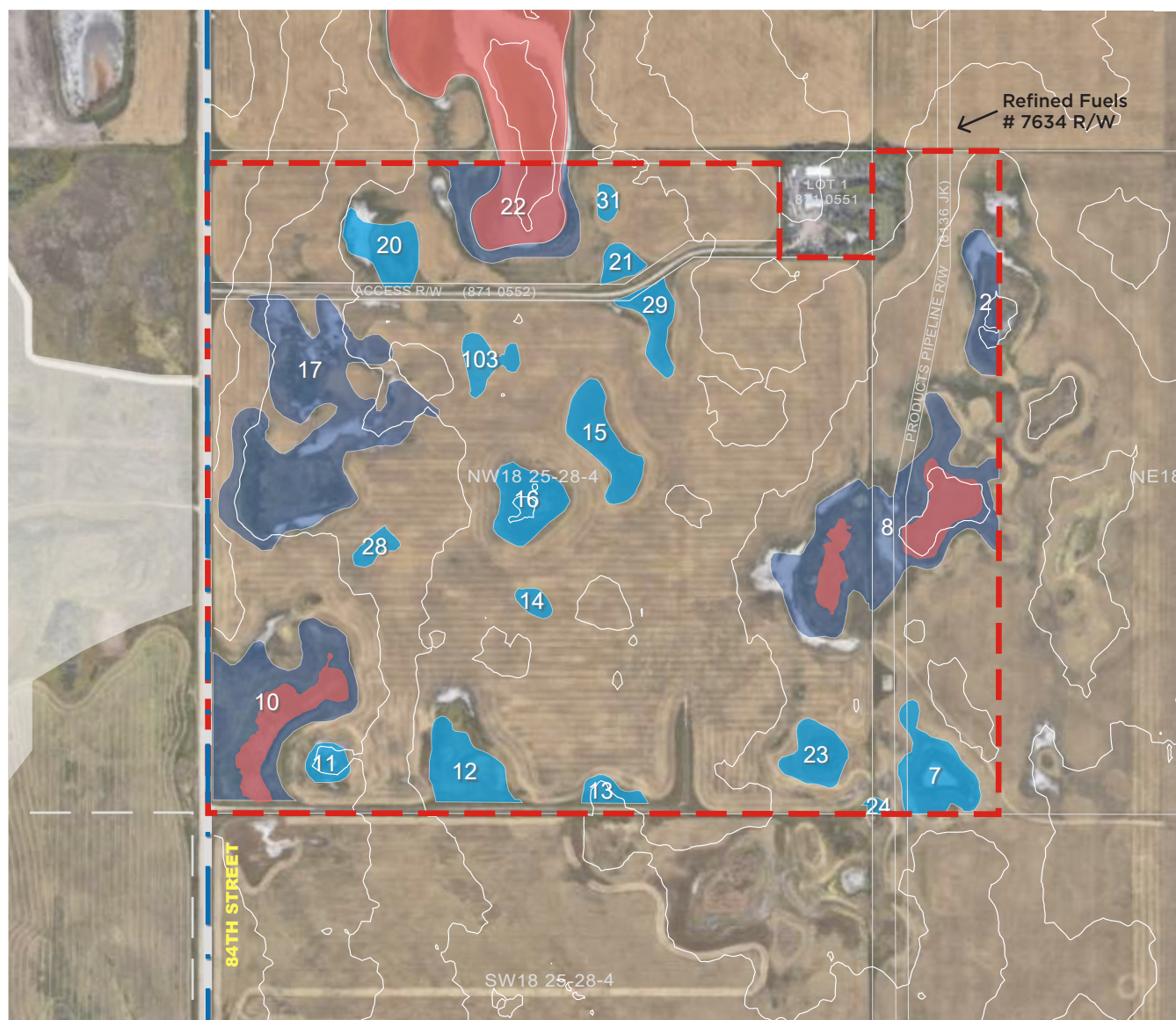
POLICY 2.10.1

The Developer shall implement the best practices recommended within the Biophysical Impact Assessment (BIA) at the subdivision stage to mitigate potential loss or damage to vegetation, wetlands, water bodies, wildlife, wildlife habitat, and landscaped connectivity.

POLICY 2.10.2

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

FIGURE 6 Existing Wetlands



- | | | | |
|--|----------------------------|--|--------------------|
| | Conceptual Scheme Boundary | | Class III Wetlands |
| | City Of Calgary Boundary | | Class IV Wetlands |
| | Crown Claimed Bed & Shore | | |



3.0

The OMNI Development Concept



3.1 A Master-Planned Mixed-Use Destination

The OMNI is a master-planned mixed-use destination with excellent transportation links, proximity to a growing regional population centres, and significant natural features. This carefully and thoughtfully designed development balances environmental protection with best practices in place-making and contemporary urban design.

As illustrated in **Figure 7: OMNI Precincts**, The OMNI is envisioned as a seven (7) precinct development with each character area targeting a specific complementary market sector in the areas of commercial, retail, entertainment, hospitality, seniors' housing, office, and business.

The configuration of retail, entertainment, and food and beverage uses within The OMNI are supported by proximity to the business and office areas, hospitality amenities, and an independent and assisted living seniors' campus - the sum total of which will diversify the market sectors within The OMNI. Designed to adapt to changes in retail markets that will occur over time, The OMNI will continue to be a key hub for commercial and entertainment activities through the creation of a central event festival plaza and outdoor gathering nodes.

The alignment of local and regional pathways within The OMNI is designed to connect larger open spaces with leisure and commercial areas inside the CS area. The wetlands and storm ponds will work together to provide functional stormwater management solutions and a natural aesthetic and recreational amenity which preserves and enhances the site's existing biodiversity.

Roadway improvements within The OMNI will complement and enhance the existing regional transportation network - particularly the anticipated Stoney Tr NE / Airport Trail NE interchange upgrade and extension as well as the proposed OMNI Regional Transit Court. The multi-modal connections will leverage the proximity of the site to Calgary International Airport, Stoney Trail, the CN Calgary Logistics Centre, and the East Balzac Business Centre. It offers an opportunity for Rocky View County to diversify its tax assessment base and to create employment opportunities for its residents.



FIGURE 7 OMNI Precincts



3.2 Precincts

1 Precinct 1: OMNI Showcase

OMNI Showcase is proposed as a “House/Home & Eco District” that function as a ‘destination’ retail centre offering the types of products and experiences not readily available within the Region. This area will include a large-format signature anchor user with smaller scale buildings designed around a central parking field.

2 Precinct 2: OMNI Everyday

OMNI Everyday will provide daily and weekly convenience retail and services for the residents of the existing and planned nearby communities. This area will likely include a small automotive services section providing a car wash, e-vehicle charging station and auto service, commercial / retail services with mini anchors to preserve and protect a large natural wetland.

3 Precinct 3: OMNI Shops

OMNI Shops will complement the OMNI Showcase by accommodating “mini-anchors” intended to provide a variety of retail users. The design of this area will be sensitive to the natural wetland and architectural facades along the Airport Tr NE extension will be coordinated to present high quality.

4 Precinct 4: OMNI Village and Festival Plaza

OMNI Village & Festival Plaza will provide an outdoor, pedestrian retail, entertainment and restaurant area and will serve as the hub for all activity within The OMNI. The key gathering place will feature specialty retail, cinemas, brewery plaza, leisure and restaurants overlooking a constructed wetland. The pedestrian main street provides easy access to the potential transit court to the northeast. Secondary service road access is also provided adjacent to Airport Trail to maintain a pedestrian friendly environment.

5 Precinct 5: OMNI Work

OMNI Work will accommodate an office complex set in close proximity to the recreational areas, restaurants, shopping and entertainment facilities facing the stormpond, constructed wetland and linear park.

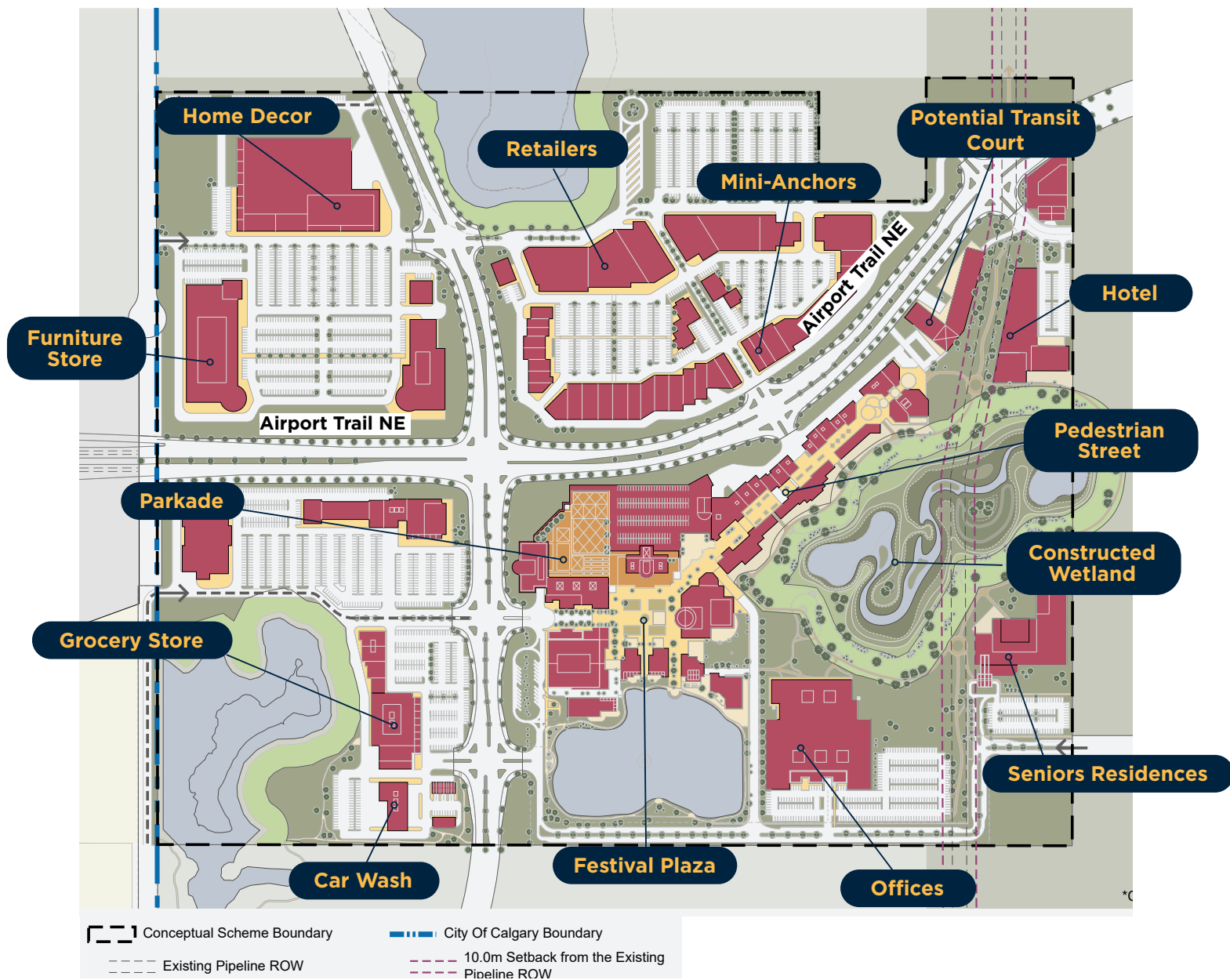
6 Precinct 6: OMNI Leisure & Connection

OMNI Leisure & Connection will feature hotel accommodations and a potential Regional Transit Court to attract visitors from across the Region to enjoy the unique retail, food & beverage, and entertainment amenities within the OMNI Village. Users of the OMNI Work and OMNI Living will find it convenient to stay at OMNI.

7 Precinct 7: OMNI Living

OMNI Living will provide independent and assisted living residences with an assortment of complimentary functions as well as proximity to a variety of recreation options, dining and retail. Visiting families and residents will take advantage of the commercial offerings.

FIGURE 8 Development Concept



*Map is conceptual only and subject to change

3.3 Design Objectives

Capitalizing upon strategic location

- ✦ The OMNI has a strategic location close to the Calgary International Airport, the CN Calgary Logistics Park, and the East Balzac Regional Business Centre and plays an important synergistic role within the greater region by supporting and enhancing non-residential uses within the NE sector of the Calgary Metropolitan Region.
- ✦ As illustrated on **Figure 8: Development Concept**, The OMNI accommodates mobility connections with existing and planned community developments within the surrounding areas - including the Hamlet of Conrich. It will provide a strong impetus to continued growth in these areas and, over time, will become a regional activity hub.

Providing an Integrated Open Space System

The OMNI offers unique recreational and aesthetic benefits to employees and users of the commercial, office, hospitality, residential (seniors) and business functions with its integrated system of wetlands, storm ponds, and associated pathways, parks and open spaces.

Implementing Innovative and Cost-Effective Infrastructure Systems

- ✦ Expansion of existing municipal potable water and sanitary sewer systems within the CS area strengthens the capacity of the County and Region the regional utility systems to provide sustainable servicing.
- ✦ Implementation of an innovative stormwater management strategy including a complex of integrated engineered facilities specifically will capture, treat and retain surface drainage within the CS area in an environmentally friendly and cost effective manner.

Integrating Sustainable Building and Design Practices

- ✦ Future development within The OMNI will integrate sustainable energy sources and energy efficient building practices.
- ✦ The OMNI's transportation plan offers multiple options for mobility that do not rely on access by single occupant vehicle (i.e. pedestrian network and potential transit court).

3.4 Development Statistics

Table 3: Conceptual Scheme Statistics			
	+/- ha	+/- ac	% CS Area
Conceptual Scheme Area	74.87	185	100
Non Developable Area: Environmental Reserve (ER) - Wetlands & 6 m setback	9.19	22.71	14
Net Developable Area (NDA)	65.68	162.29	87.7
	+/- ha	+/- ha	% NDA
OMNI Everyday	7.94	19.62	10.6
OMNI Showcase	10.52	25.99	14.04
OMNI Shops	12.20	30.15	16.3
OMNI Work	4.01	9.90	5.35
OMNI Village & Boardwalk	11.17	27.60	14.92
OMNI Leisure & Connection	1.73	4.27	2.3
OMNI Living	3.24	8	4.32
Municipal Reserve Dedication (MR)	4.97	12.28	6.64
Public Utility Lot (PUL)	2.07	5.12	2.77
Public Road Rights-of-Way (ROW)	7.83	19.35	10.46
TOTALS	65.68	162.29	100%



THE OMNI

BY GENESIS



4.0

Transportation



4.1 Transportation Concept

A key objective of the Conceptual Scheme (CS) is to develop a transportation network that is safe, functional, efficient, and integrates well with the surrounding regional network.

Proposed network improvements aim to minimize environmental impacts, support pedestrian mobility, cycling, and public transportation, and are based on the OMNI Area Structure Plan (ASP) Traffic Impact Assessment (TIA) and the 84th Street Functional Planning Study.

The internal road network will be built out in stages, aligning with the phases of development, and will require updates to the OMNI ASP TIA to verify transportation infrastructure improvements for each phase.

Local and on-site access will be provided mainly through the Airport Trail NE / Stoney Trail NE interchange and 84th Street NE, with internal roads expected to be privately owned and maintained. The OMNI transportation network will establish a connected grid system for users within the CS area.

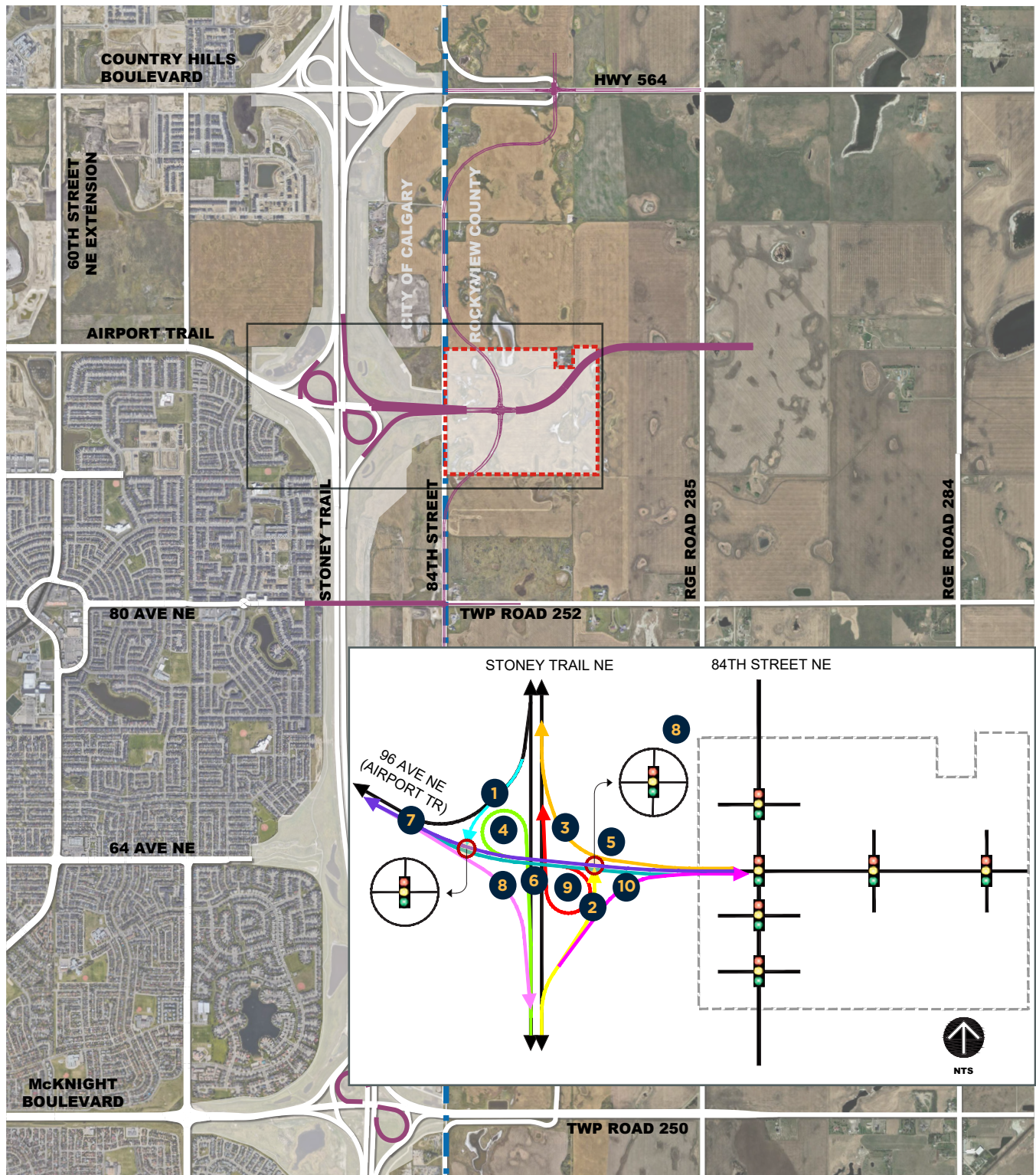
4.2 Regional Access

The proposed transportation network improvements within the OMNI CS will function within the larger surrounding Regional Transportation Network. As such, ongoing coordination will be required throughout each development phase within the CS area to ensure appropriate transportation planning occurs between Rocky View County, the Province of Alberta and the City of Calgary. The proposed OMNI CS development concept contemplates a regional road network featuring an expanded interchange at Stoney Tr NE / Airport Tr NE, the extension of Airport Tr NE through the CS area to Range Road 285, and realignment of portions of 84 Street NE as illustrated on **Figure 9: Regional Transportation Network**.

Integration with the Regional Road Network

A Transportation Impact Assessment (TIA) has been prepared by WATT Consulting Group in support of this Conceptual Scheme. The TIA has been based upon an agreed scope of work between WATT, Rocky View County and Alberta Transportation with consideration of City of Calgary methodology. The TIA determines the anticipated road network necessary to accommodate anticipated stages of the proposed development concept, including a final stage showing the complete build-out of the 185 ac OMNI commercial development. Details of the anticipated phases and traffic generation for each phase can be found in the supporting TIA.

FIGURE 9 Regional Transportation Network



The Omni Conceptual Scheme Area City Of Calgary Boundary Future Road

Stoney Trail NE / Airport Trail NE Interchange

The key regional infrastructure necessary to facilitate development within the OMNI CS are the modifications proposed to the existing interchange at Stoney Trail NE and Airport Trail NE.

As detailed in the 2006 ring road design report 'Report No. R847, Calgary Ring Road – East Freeway, Deerfoot Trail/Stoney Trail to Deerfoot Trail/Marquis of Lorne Trail SE', the existing configuration of the interchange at Airport Trail NE and Stoney Trail NE is the initial 'Stage 1' of an ultimate configuration, providing limited movements to and from the lands south and west of the interchange only. As part of the Stage 1 construction, a single narrow overpass structure was constructed, intended for the ultimate single-lane WB to SB traffic movement, and currently serving as a single lane crossing for the NB to WB movement. This configuration was originally constructed and opened to traffic when Stoney Trail NE was completed in 2009. The City and the Province designed and constructed the SB to WB directional ramp to enable southbound traffic to exit Stoney Trail NE and access westbound Airport Trail NE. The ultimate configuration of this interchange would see the construction of all remaining movements and ramps, and a six-lane cross-section for Airport trail through the Transportation Utility Corridor (TUC).

Upgrades are required to the existing interchange to implement a viable and economic 'Stage 2' functional level design solution to accommodate the OMNI CS area and surrounding lands with traffic volume capacity to the 2040 forecast volume horizon. The timing of construction of the OMNI CS's internal road network will align each phase of development. Modifications to the interchange will enable full internal road network build out.

The key defining features of the anticipated improvements to the conceptual design of the Stoney Trail NE and Airport Trail NE are as follows:

- 1 Construct the SB-EB left turn at the West intersection terminal
- 2 Construct the NB-WB directional ramp and left turn at the East intersection terminal
- 3 Construct the WB-NB directional ramp
- 4 Use the existing single lane structure and construct the separated (by-pass) WB-SB movement and the associated loop ramp
- 5 Signalized intersections at East and West terminals
- 6 Construct the north half of the ultimate structure using a four-lane divided roadway (two WB lanes / two EB lanes)
- 7 Construct a divided four lane cross-section for Airport Trail NE within the TUC
- 8 Reconfigure the existing EB-SB ramp from a two-lane ramp to a single lane ramp
- 9 Construct the EB-NB loop ramp
- 10 Construct the new NB-EB directional ramp

These modifications are shown schematically on **Figure 9: Regional Transportation Network.**

The TIA analysis is based upon a staged build-out of the road network within the CS, as boundary roads for each phase are completed with development. The TIA also notes a future, long-term 2040 scenario, that indicates the full build-out of the Airport Trail NE and Stoney Trail NE interchange is needed; however, this is due to background growth within the area over the 20-year timeframe.

84th Street NE Alignment

The configuration of the expanded interchange will alter the alignment of 84th Street NE within the CS area, shifting the intersection of Airport Trail and 84th Street NE easterly so as to maintain a minimum required distance from the Stoney Trail interchange (as per the approved Functional Study). It also introduces additional roadways and access points to the proposed phases, and anticipates the construction of portions of 84th Street NE and Airport Trail to their ultimate cross-section. The anticipated road network within the CS area is illustrated on **Figure 10: Proposed Transportation Network**.

POLICY 4.2.1	Access to the CS area from the surrounding regional transportation network shall be provided by extension of Airport Trail NE, across Stoney Trail NE, to connect with Range Road 285 (Garden Road), as generally illustrated on Figure 9: Regional Transportation Network .
POLICY 4.2.2	All regional transportation infrastructure necessary to provide access to the Plan area shall be provided by the developer, to the satisfaction of the County, Alberta Transportation, and the City of Calgary.
POLICY 4.2.3	A Funding Mechanism to accommodate the Stoney Trail NE / Airport Trail NE interchange upgrade shall be determined at the subdivision stage, to the satisfaction of the County, Alberta Transportation, and the City of Calgary.
POLICY 4.2.4	An Implementation Strategy to confirm the sequencing of upgrades required to the Stoney Trail NE / Airport Trail NE interchange shall be established at the subdivision stage, to the satisfaction of the County, Alberta Transportation, and the City of Calgary.
POLICY 4.2.5	An update to the Traffic Impact Assessment (TIA) may be provided by the developer at each subdivision and/or development permit stage to establish regional transportation infrastructure requirements.
POLICY 4.2.6	Dedication of additional rights-of-way may be required at the subdivision stage for road widening purposes to accommodate the regional transportation network improvements.
POLICY 4.2.7	The Developer will be eligible for cost recovery in accordance with Infrastructure Cost Recovery Policy C-406 for regional transportation infrastructure that benefits lands outside the CS area.
POLICY 4.2.8	The Developer shall provide payment of the applicable Regional Transportation Off-Site Levies at the subdivision and/or development permit stage.
POLICY 4.2.9	Future road connections between the Plan area and 84 Street NE are expected to be established (by others) as generally illustrated on Figure 9: Regional Transportation Network .
POLICY 4.2.10	Consultation between the developer(s), the County, and the City of Calgary will occur in support of subsequent planning processes to ensure appropriate alignments and rights-of-way / cross sections are provided to maintain connectivity between local roads within the CS area and 84 Street NE.

4.3 Local Access

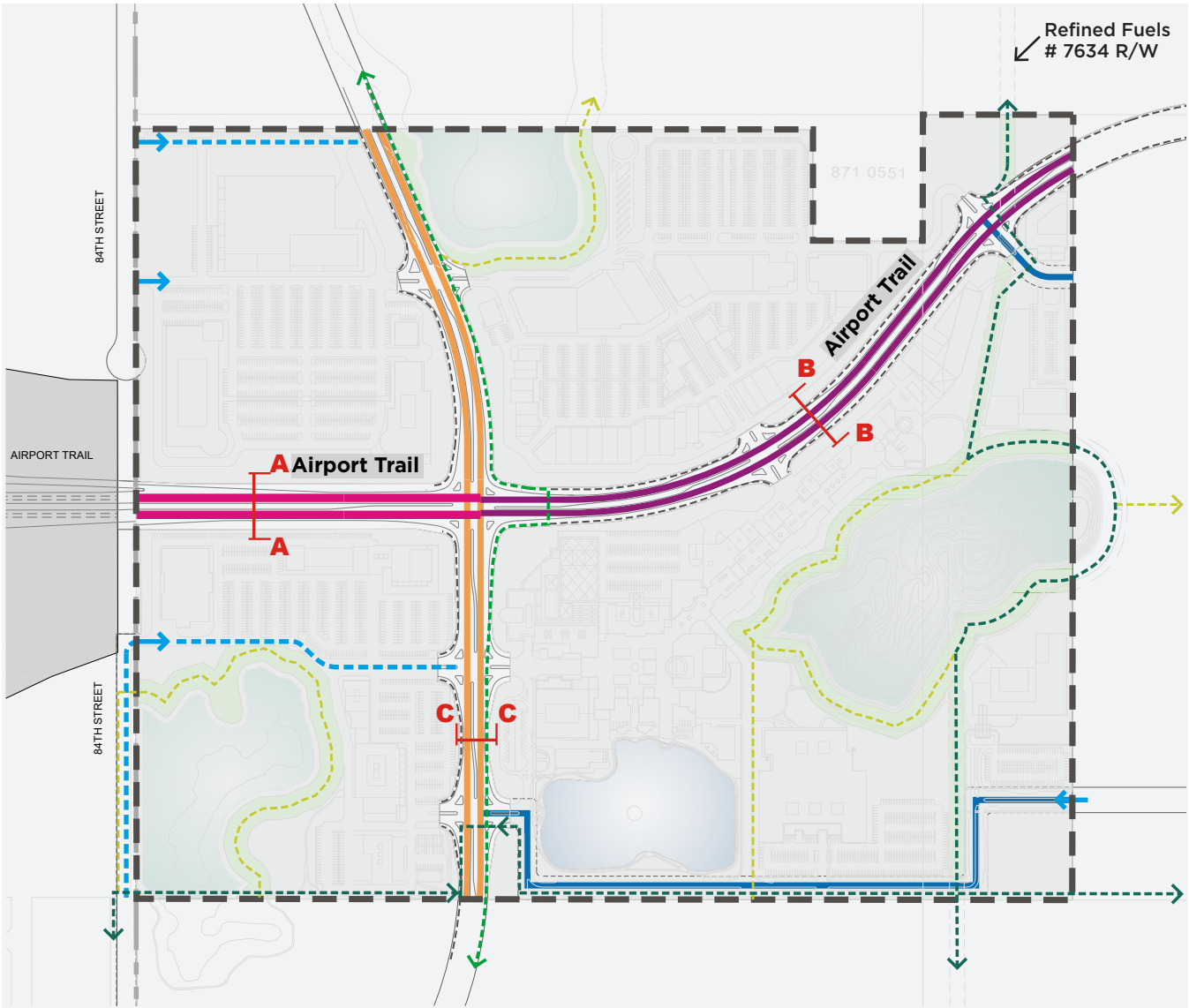
The anticipated roadway system within the CS area is illustrated in **Figure 10: Local Transportation Network**. Two main arterial roadways provide direct access to the proposed phases of development, Airport Trail and 84th Street NE.












While primary access will be accommodated by the Stoney Trail NE / Airport Trail NE interchange, the CS area will also be accessed from 84th Street NE and Range Road 285 (Garden Road). Direct access from individual parcels within the CS area onto the surrounding roadways will be carefully controlled to ensure appropriate access management considerations are respected, and that appropriate intersection controls are maintained to ensure adequate performance of the transportation network. Internal roads within the CS are anticipated to be privately owned and maintained, but will create a robust, connected grid system offering multiple access points and travel options for users of the CS area.

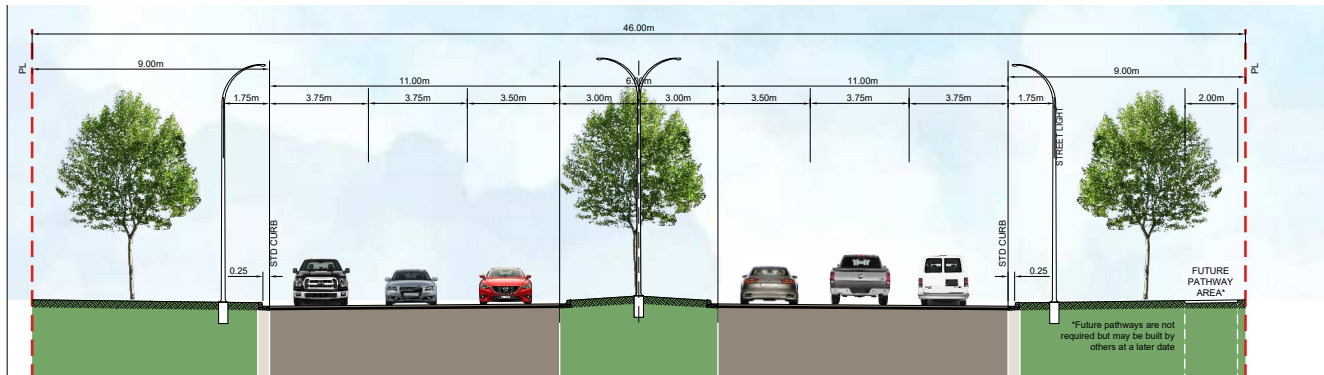
POLICY 4.3.1	The local transportation infrastructure within the Plan area will be developed as generally illustrated on Figure 10: Local Transportation Network .
POLICY 4.3.2	Anticipated road right-of-way cross-sections within the Plan area will be developed as generally illustrated on Figure 10: Local Transportation Network .
POLICY 4.3.3	All internal roads and associated intersections with regional transportation infrastructure, shall be constructed by the developer in accordance with the County Servicing Standards.
POLICY 4.3.4	An update to the Traffic Impact Assessment (TIA) may be required by the developer at each subdivision and/or development permit stage to establish local transportation infrastructure requirements.
POLICY 4.3.5	The Developer shall construct private road connections as illustrated on Figure 10: Local Transportation Network , to facilitate the interim continuation of 84 Street NE until such time as the permanent deflections are constructed.



FIGURE 10 Local Transportation Network

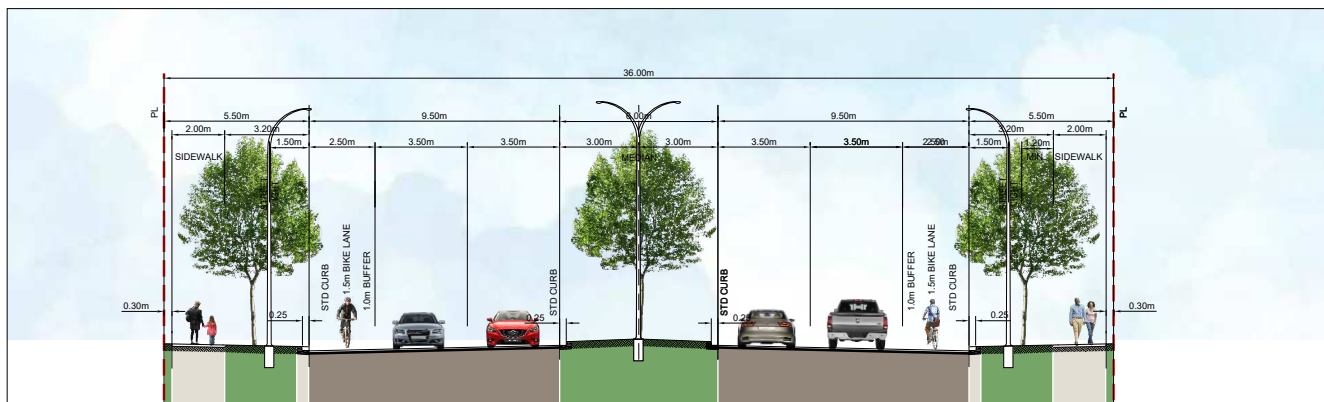


- | | | | |
|---|----------------------------|---|--------------------------------|
|  | Conceptual Scheme Boundary |  | Arterial 46.9m |
|  | City Of Calgary Boundary |  | Arterial Major 36m |
|  | Regional Pathway |  | Modified Local Arterial 30m |
|  | Community Pathway |  | Proposed Private Road |
|  | Local Pathway Connection |  | Interim 84th Street Deflection |
|  | 2.0m Separate Sidewalk | | |



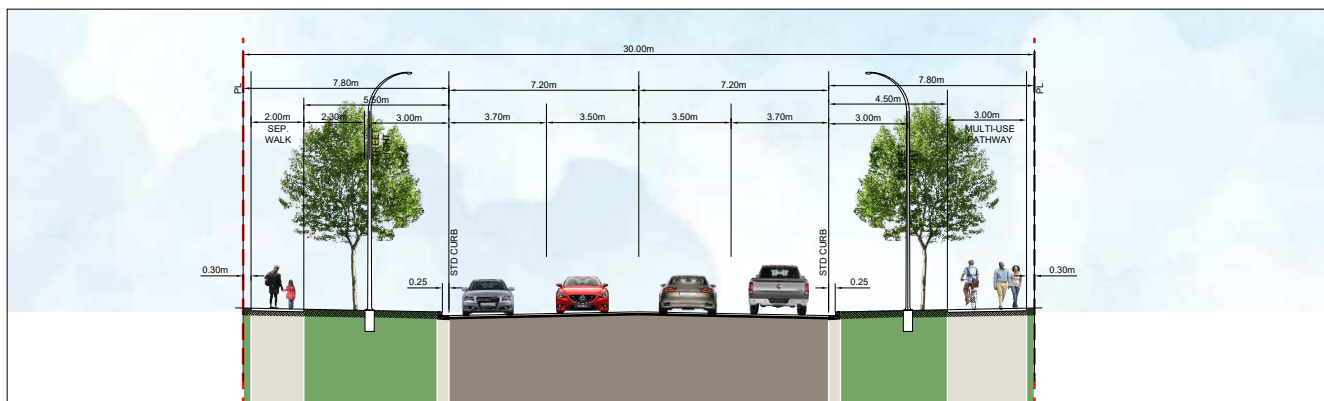
Section AA'

AIRPORT TRAIL ARTERIAL 46.9m



Section BB'

AIRPORT TRAIL ARTERIAL 36.0m



Section CC'

MODIFIED LOCAL ARTERIAL 30.0m

4.4 Potential Regional Transit Court

The OMNI development concept accommodates opportunity for a potential Regional Transit Court within the northeast portion of the CS area as generally illustrated on **Figure 11: Potential Transit Court**.

The prominent location along the extension of Airport Tr NE, immediately adjacent to the OMNI Leisure & Connection Precinct, could provide an ideal location for a potential regional transit way-point relative to the commercial, retail, and recreational amenities within The OMNI. While the County does not presently provide transit service within their jurisdiction, it is strategic and forward thinking to provide an opportunity for a potential Regional Transit Court within the CS area - which is consistent with many regional growth management objectives.

Funding and cost-sharing for the potential Regional Transit Court, and associated local transit operations, are essential considerations that will need to be addressed at subsequent planning stages. Future collaboration between the developer, Rocky View County, the City of Calgary is expected to confirm the required funding and operational mechanisms necessary to implement the potential Regional Transit Court.

The design of the local transportation network shall consider opportunities for future transit infrastructure such as bus stop laybys, bus shelters, and integration with local/regional pathways which will provide a direct connection to the seniors residences in the southeast of the plan area. Proposed local/ regional pathway connections are illustrated on **Figure 15: Open Space Concept** and show the active modes connections from the potential transit court to the seniors residences.

POLICY 4.4.1

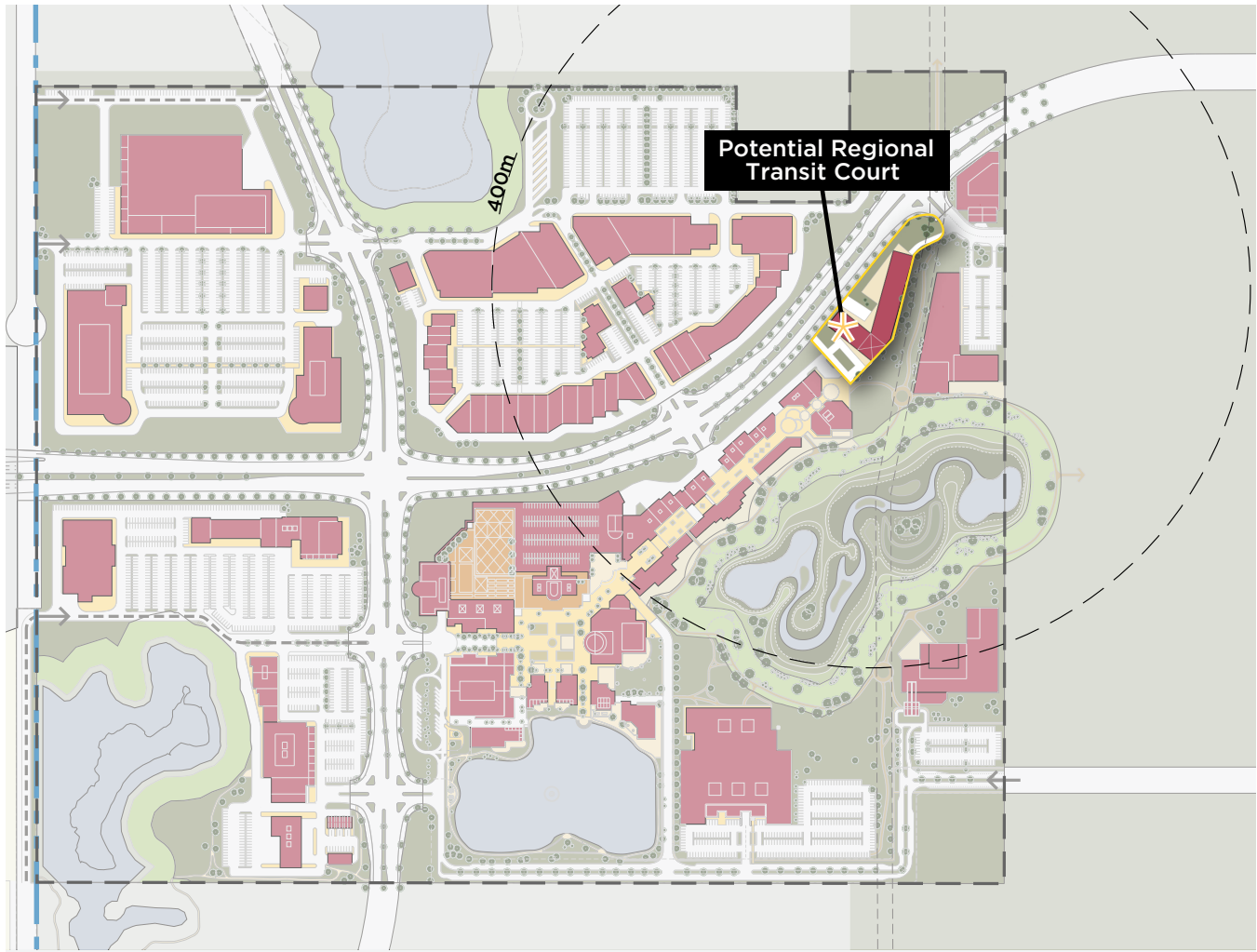
Roads within the CS shall be designed with a well connected street network that avoids dead-ends to accommodate the opportunity for the extension of efficient transit operations through the site from the City into other portions of the County and the Region.



POLICY 4.4.2

At the subdivision stage, the Developer, Rocky View County, and the City of Calgary shall review options to provide transit service within the OMNI CS area and if the parties agree to pursue this, mechanisms such as Cost Recovery Agreements and/or Intermunicipal Levies/User Fees shall be investigated to contribute to the implementation and maintenance of this service.



FIGURE 11 Potential Transit Court



-  Transit Station with Turn Around
-  400m Walkshed



5.0

Utility Servicing



5.1 Utility Servicing Concept

The Omni Conceptual Scheme (CS) area will be serviced by the East Rocky View Water and Wastewater systems.

POLICY 5.1.1.

At the time of subdivision, the developer and the County shall enter into a Capacity Allocation Agreement for County utility services. Costs associated with extension and expansion of services shall be the responsibility of the developer.

5.2 Potable Water

5.2.1 Regional Water Network Policies

The OMNI CS will be serviced by Rocky View County's East Rocky View Water System. Extensions of the existing regional infrastructure will provide water to the OMNI CS. Existing and proposed improvements to the regional water distribution system are shown on **Figure 12: Water Servicing**. A 400mm transmission main will extend north from the CN Calgary Logistics Park in Conrich to the OMNI CS. A new OMNI water reservoir and distribution network will be constructed within the CS area. This reservoir will be designed to ultimately service the entire OMNI ASP area. Water service within the CS will be staged to accommodate a staged development build out. The existing East RV Water System will be enhanced via integration with the OMNI reservoir and distribution infrastructure to improve the sustainability and resiliency of the regional utility network.

POLICY 5.2.1.1

Water service within the Plan area shall be provided by the East Rocky View Water System, as generally illustrated on **Figure 12: Water Servicing**.

POLICY 5.2.1.2

Infrastructure required to extend the East Rocky View Water System shall be constructed by the developer to the satisfaction of the County and Alberta Environment and Protected Areas.

POLICY 5.2.1.3

The specific size, alignment and configuration of the potable water distribution infrastructure shall be determined at the subdivision stage in accordance with the County Servicing Standards.

POLICY 5.2.1.4

The Developer will be eligible for cost recovery in accordance with Infrastructure Cost Recovery Policy C-406 for water distribution infrastructure that benefits lands outside the CS area.

POLICY 5.2.1.5

The Developer shall provide payment of the applicable Regional Water and Wastewater Off-Site Levy Bylaw at the subdivision stage.

POLICY 5.2.1.6

The Developer shall seek authorization from Utility Operation for future connections to existing water mains and lines at the subdivision and/or Development Permit stages.

POLICY 5.2.1.7

Development and buildings connected to the County's potable water network shall use low flow fixtures and appliances when possible to be confirmed through future Building Permit applications.

POLICY 5.2.1.8

The detailed design for the water distribution system, on a per phase basis, shall be completed in accordance with the current Rocky View County Servicing Standards, and all applicable Provincial guidelines.

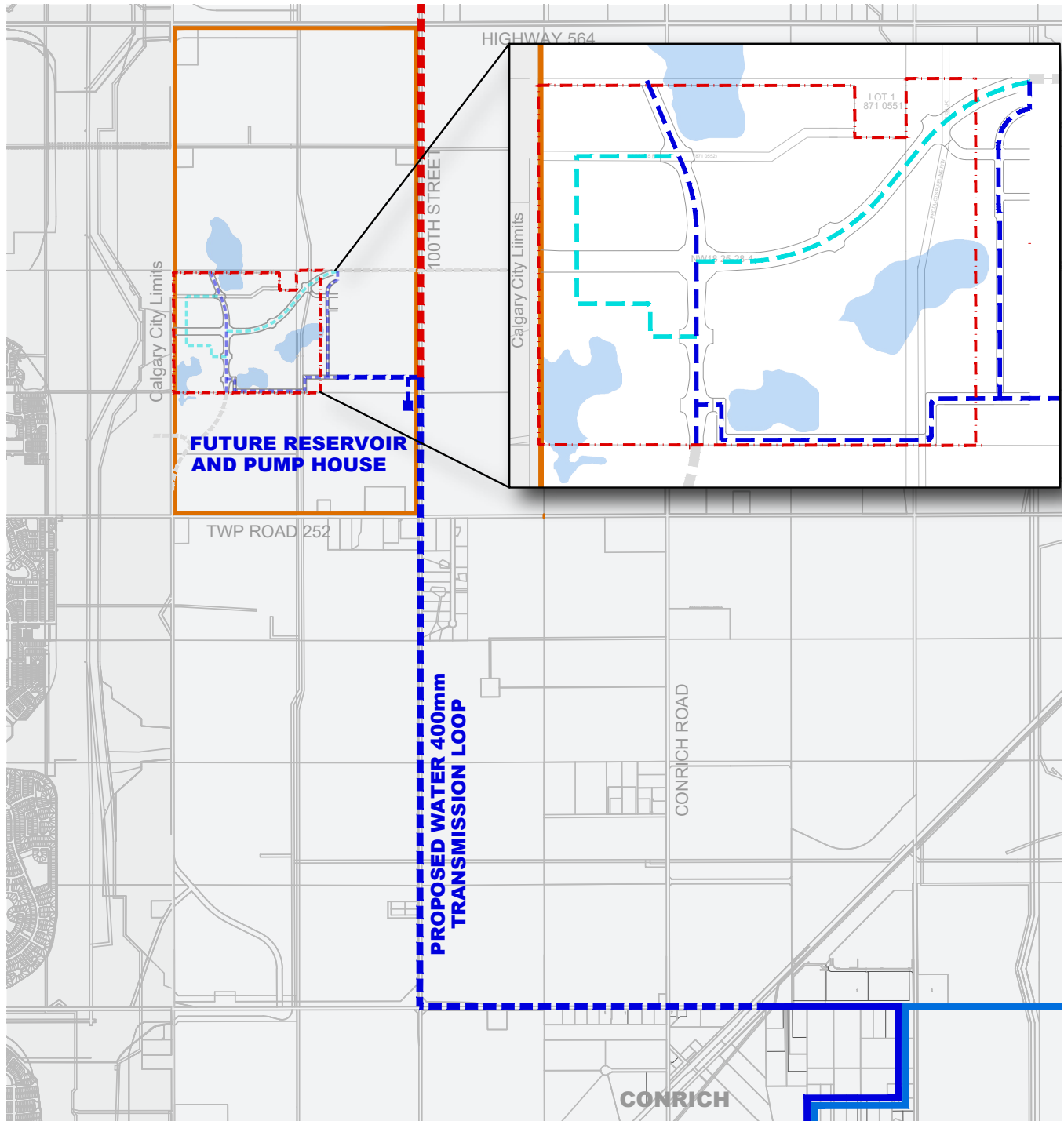
POLICY 5.2.1.9

All costs to facilitate extension of required water infrastructure to the Plan Area, including any off-site upgrades and construction of water reservoir and distribution network shall be the responsibility of the developer.

POLICY 5.2.1.10

The water reservoir and pump station will be placed on PULs and appropriate Utility Right of Ways will be provided for watermain extension within private properties.

FIGURE 12 Water Servicing



- | | |
|---|--|
| — OMNI Area Structure Plan Boundary | - - - Proposed Offsite Watermain |
| - - - OMNI Conceptual Scheme Boundary | — Existing 600mm Watermain |
| — Proposed Road Network | - - - Future Watermain |
| - - - Proposed Onsite 400mm Watermain Servicing | — Existing 300mm Watermain |
| - - - Proposed Onsite 300mm Watermain Servicing | |

5.2.2 Local Water Network Policies

The on-site distribution system is illustrated on **Figure 12: Water Servicing**. Water servicing for OMNI will use the existing Rocky View County water supply and distribution system. The water distribution system will be designed according to Rocky View County's Servicing and Alberta Environment and Protected Areas Standards and Guidelines. The water distribution network will be designed to provide the fire flows and potable water demands for OMNI. Stormwater reuse for irrigation, rainwater harvesting, and enhanced evaporation purposes is being contemplated as part of this development and is discussed in more detail in Section 6 Stormwater Management. All water distribution infrastructure shall be constructed by the developer in accordance with the County and the Provincial development requirements.

POLICY 5.2.2.1	The alignments of water distribution infrastructure within the Plan area is generally illustrated on Figure 12: Water Servicing .
POLICY 5.2.2.2	All water distribution infrastructure within the Plan area shall be constructed by the developer to the satisfaction of the County and Alberta Environment and Protected Areas.
POLICY 5.2.2.3	The specific design, size, alignment and configuration of water distribution infrastructure within the Plan area shall be determined at the subdivision stage in accordance with the County Servicing Standards.
POLICY 5.2.2.4	The Developer shall engage a qualified professional to prepare a detailed estimation of water demand at each major subdivision and/or development permit stage.
POLICY 5.2.2.5	The design of water distribution infrastructure within the Plan area shall accommodate fire suppression in accordance with the County Servicing Standards and the Fire Suppression Bylaw.
POLICY 5.2.2.6	The use of water supplied by the East Rocky View Water System for irrigation purposes is discouraged within the Plan area.



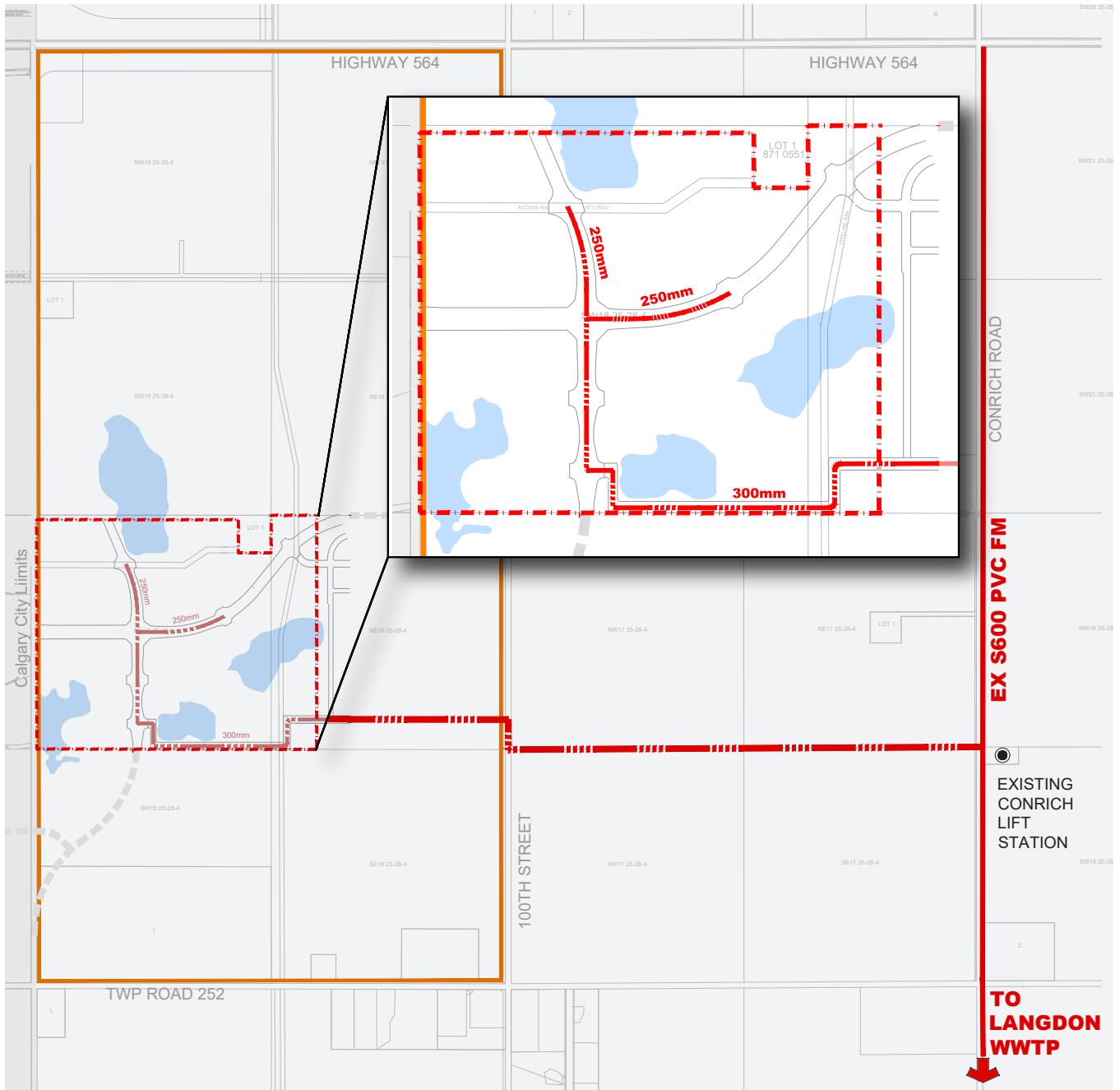
5.3 Wastewater

5.3.1 Regional Wastewater Network

The OMNI CS will be serviced by the East Rocky View County Wastewater system. Existing and proposed improvements to the regional sanitary sewer system are illustrated on **Figure 13: Wastewater Servicing**. The development of the site requires connection of proposed on-site sanitary system into the existing Rocky View Conrich Lift Station. Capacity exists within the current system, with upgrades required only at the Langdon Wastewater Treatment Plant.

POLICY 5.3.1.1	The Plan area shall be serviced by the County's East Rocky View Wastewater Transmission Line as generally illustrated on Figure 13: Wastewater Servicing .
POLICY 5.3.1.2	All infrastructure required to connect the Plan area to the East Rocky View Wastewater Transmission Line shall be constructed by the developer to the satisfaction of the County.
POLICY 5.3.1.3	The specific size, alignment and configuration of regional wastewater infrastructure shall be determined at the subdivision stage in accordance with the County Servicing Standards.
POLICY 5.3.1.4	The Developer shall provide the applicable Regional Water and Wastewater Off-Site Levy Bylaw at the subdivision stage.
POLICY 5.3.1.5	The Developer will be eligible for cost recovery in accordance with Infrastructure Cost Recovery Policy C-406 for regional wastewater infrastructure that benefits lands outside the CS area.
POLICY 5.3.1.6	The detailed design of the wastewater collection system, on a per phase basis, shall be completed in accordance with the current Rocky View County Servicing Standards, and all applicable Provincial guidelines.
POLICY 5.3.1.7	All costs to facilitate extension of required sanitary infrastructure to the Plan Area, including any off-site upgrades shall be the responsibility of the developer.
POLICY 5.3.1.8	The Developer shall ensure the appropriate utility right-of-ways will be provided for sanitary infrastructure extension within private properties.

FIGURE 13 Wastewater Servicing



- OMNI Area Structure Plan Boundary
- - - OMNI Conceptual Scheme Boundary
- - - Proposed Road Network
- Existing Wastewater Servicing
- - - Onsite Wastewater Servicing
- Offsite Wastewater

5.3.2 Local Wastewater Network

Figure 13: Wastewater Servicing illustrates on-site gravity sanitary sewer collection system. The configuration and alignments of the proposed mains is conceptual and will be finalized at the subdivision stage in accordance with the County's Servicing Standards and Alberta Environment and Protected Areas standards and guidelines. A Sanitary Servicing Study will be completed at each phase of development to determine the sanitary sewer catchment area to be serviced and the detailed flows.

POLICY 5.3.2.1	The alignments of wastewater infrastructure within the Plan area is generally illustrated on Figure 13: Wastewater Servicing .
POLICY 5.3.2.2	All wastewater infrastructure within the Plan area shall be constructed by the developer to the satisfaction of the County.
POLICY 5.3.2.3	The specific design, size, alignment and configuration of wastewater infrastructure within the Plan area shall be determined at the subdivision stage in accordance with the County Servicing Standards
POLICY 5.3.2.4	The Developer shall engage a qualified professional to prepare a detailed estimation of wastewater generation at each major subdivision and/or development permit stage.

5.4 Franchise Utilities

Shallow utility services within the CS area, including power supply, natural gas, and telecommunications, will be provided by private utility companies. It is anticipated that a mix of underground utilities and overhead utility lines will be located within the road rights-of-way and private easements as required to serve all new lots. Where overhead utilities are contemplated, the height of this infrastructure will respect safe clearances for vehicle and equipment access for each titled lot. A summary of the various franchised utility services expected to provide service in the CS area is as follows:

Electrical Power

The OMNI CS is within the ENMAX service area jurisdiction. The closest three-phase power available is located at the northeast corner of the development along Range Road 285. The site will be serviced by the extension of overhead lines and running laterals to underground feeders. Specific details of the provision of electrical power infrastructure will be confirmed at the subdivision stage.

Natural Gas

Natural gas will be provided by ATCO Gas. The closest high-pressure gas line is located to the north at the intersection of 144th Avenue at 84th Street NE. A regulating station will be installed south of the intersection and a five km feeder main constructed to service the development. Specific details regarding the provision of natural gas infrastructure will be confirmed at the subdivision stage.

Telecommunications

Telus has existing communications facilities available in the vicinity of the development. Fibre is available at a manhole located on 80th Avenue NE that is west of the southwest corner of the OMNI. Specific details regarding the provision of telephone and broadband/fibre optic internet infrastructure will be confirmed at the subdivision stage.

Cable

Shaw does not have any cable services in the area currently. Shaw is planning to provide cable services to the area and would consider services to the OMNI at the subdivision stage. Specific details regarding the provision of cable infrastructure will be confirmed at the subdivision stage.

POLICY 5.4.1

Shallow utilities shall be provided within the CS area at the sole expense of the developer within appropriate rights-of-way established at the detailed subdivision design stage.





6.0

Stormwater Management



6.1 Stormwater Concept

A Sub Catchment Master Drainage Plan was prepared in support of this CS to establish that the overall stormwater management system within the Plan area will employ an integrated model of water capture, treatment, evaporation, transpiration, and reuse within the site. The OMNI drainage plan will consist of an interconnected system of storm ponds, constructed wetlands, retained natural wetlands, and other infrastructure that function together to ensure that no net off-site drainage is generated by the development, and that no drainage from adjacent lots is received onto the site itself. The integrated water management plan will also plan for the long-term sustainability of wetlands within a developed context. As illustrated on **Figure 14: Stormwater Management**, the main stormwater facilities have been integrated into the site design.

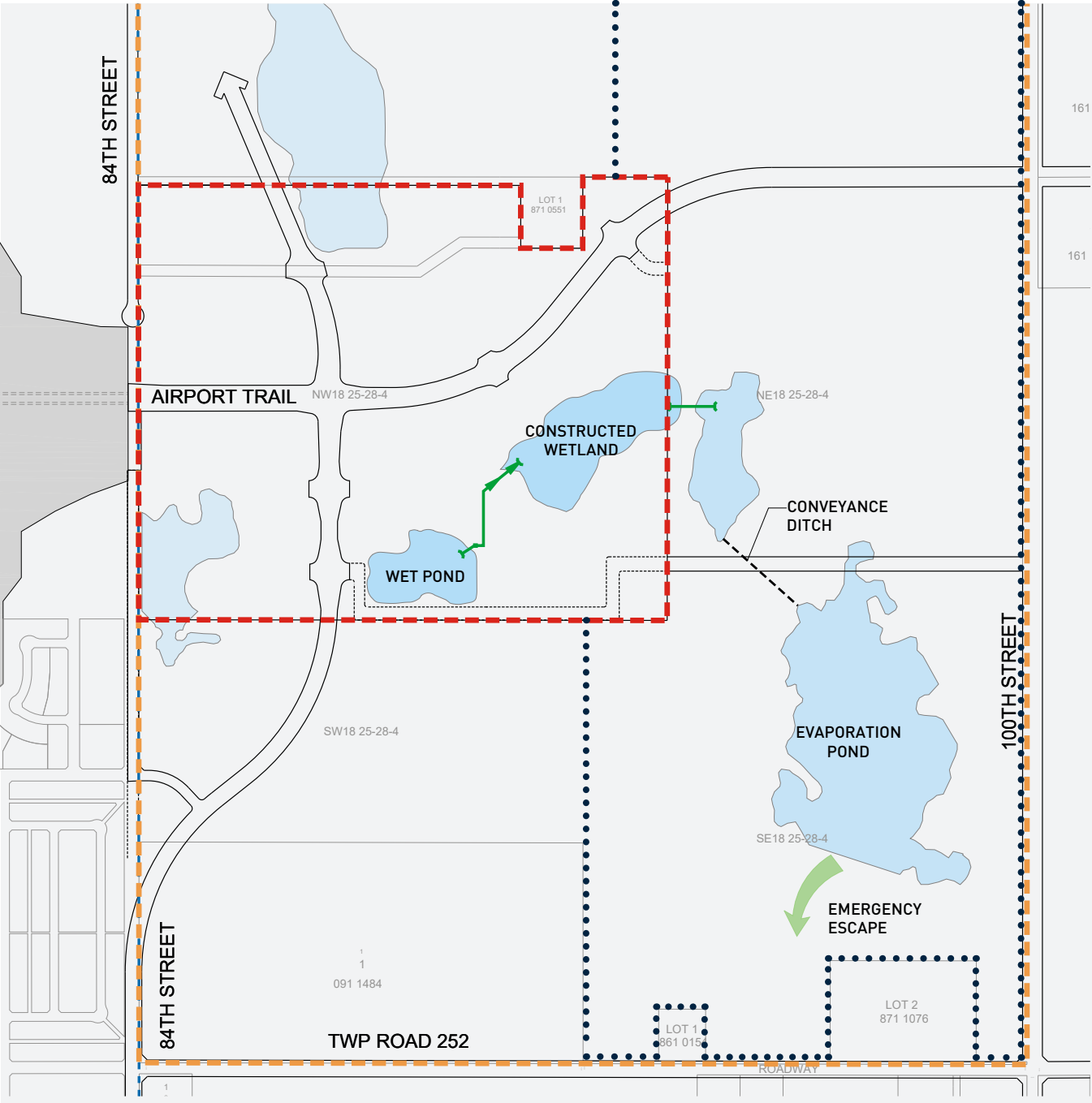
POLICY 6.1.1	The Plan area shall be serviced with stormwater management infrastructure as generally illustrated on Figure 14: Stormwater Management .
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

6.2 On-site Stormwater Management

At present, there is no operational regional stormwater infrastructure connecting the OMNI CS area with a downstream discharge. Until such time as a regional conveyance system is constructed, an interim “zero-release” stormwater concept is contemplated within the CS area. This system will uses natural and constructed wetlands, overland drainage system and conventional stormwater management facilities. In addition to two retained natural wetlands, one wetland will be constructed in the central portion of the plan area. The constructed wetland will have a primary biophysical and secondary stormwater management function, becoming an essential component of the overall stormwater management plan for the site. It is anticipated that stormwater runoff on the site will be conveyed to the stormwater facilities through a combination of piped and overland drainage systems. In addition to the storm sewer network, vegetated swales and ditches will be utilized where feasible. Individual lots will convey stormwater runoff through a private drainage system directed toward a conveyance route within the road rights-of-way. The stormwater system will be designed to safely manage peak flows for up to the 1:100-year precipitation event, as per the current municipal and provincial stormwater guidelines.

POLICY 6.2.1	All stormwater management infrastructure within the Plan area shall be constructed by the developer to the satisfaction of the County as per the recommendations of the Stormwater Management Report for each major stage of subdivision.
POLICY 6.2.2	A central stormwater management facility shall be constructed within a Public Utility Lot (PUL) in the south-central portion of the Plan area, as generally illustrated on Figure 14: Stormwater Management .
POLICY 6.2.3	A constructed wetland shall be developed within a Public Utility Lot (PUL), to be integrated with the central stormwater management facility, as generally illustrated on Figure 14: Stormwater Management .
POLICY 6.2.4	Notwithstanding Policy 6.2.3, the constructed wetland may be dedicated within an Environmental Reserve (ER) or on a parcel with an Environmental Reserve Easement (ERE) to ensure compliance with Provincial Water Act and Public Lands Act approval requirements and conditions, to be verified at the subdivision stage. Constructed wetlands shall be designed in accordance with the Provincial Constructed Wetland Directive.

FIGURE 14 Stormwater Management



-  Genesis Owned Land
-  Omni Area Structure Plan Boundary
-  Omni Conceptual Scheme Boundary
-  City Of Calgary Boundary
-  Pond/ Wetland Storm Lines
-  Natural Wetlands



POLICY 6.2.5	A Stormwater Management Report will be required at each major subdivision stage to implement the conclusions of the Sub-Catchment Master Drainage Plan, to the satisfaction of the County and Alberta Environment and Protected Areas.
POLICY 6.2.6	Until such time a connection is provided to the Cooperative Stormwater Management Initiative (CSMI) regional stormwater conveyance system, the design of drainage system within the Plan area will assume a 'zero release'.
POLICY 6.2.7	Sump pumps and stormwater drainage systems shall not be connected to the wastewater systems.
POLICY 6.2.8	An overland drainage/utility right-of-way will be registered on the zero-release evaporation pond, conveyance system and associated infrastructure that fall outside of the CS area.
POLICY 6.2.9	The Lot Owner's Association will be responsible for the operation and regular maintenance of the irrigation system and associated pump station.

6.3 Regional Conveyance

The County is pursuing the Cooperative Stormwater Management Initiative (CSMI) which is intended to establish a regional stormwater conveyance and treatment system within the OMNI ASP involving the Western Irrigation District (WID) and multiple jurisdictional partners. Pending eventual connection with the CSMI's regional stormwater conveyance system, the design of the OMNI stormwater servicing strategy will include both an interim "zero-release" concept and an ultimate concept based on the release rate of 0.8 L/s/ha and average annual discharge volume target of 40mm. This release rate and volume target is stipulated in the CSMI plan, and it is also indicative of a pre-development hydrology of the study area. The servicing concept will incorporate design considerations to ensure that the interim system can be in place for a long time, and that it can tie to the future regional system without the need for infrastructure retrofits.

POLICY 6.3.1	The developer shall provide a conveyance route from the Plan area's stormwater facilities to a series of evaporation ponds (on lands owned by the developer) situated directly east of the Plan area, as generally illustrated on Figure 14: Stormwater Management .
POLICY 6.3.2	The developer shall encumber these lands with an overland drainage right-of-way and easement (or other suitable encumbrances) to ensure the evaporation ponds are maintained.
POLICY 6.3.3	Once a connection to the Cooperative Stormwater Management Initiative (CSMI) regional stormwater conveyance system is provided, the developer may remove the evaporation ponds and establish a downstream discharge with a maximum unit area release rate of 0.8 L/sec/ha with an average annual discharge volume target of 40 mm.
POLICY 6.3.4	The developer shall register overland drainage rights-of-way, easements, and/or restrictive covenants against each affected title at the subdivision stage to authorize the County to remedy any situation which negatively impacts the positive operation and maintenance of the stormwater management infrastructure within the Plan area.
POLICY 6.3.5	The developer will be eligible for cost recovery in accordance with Infrastructure Cost Recovery Policy C-406 for stormwater management infrastructure that benefits lands outside the CS area.



7.0

Open Space & Natural Areas



7.1 Open Space Concept

The OMNI open spaces and pathway network will be provided in the CS areas as generally shown on **Figure 15: Open Space Concept**. Open spaces will be varied in character from linear parks featuring unique light and sculpture installations, ‘green’ landscaped areas separating the OMNI Precincts, and pedestrian oriented hardscaped streets, plazas and passages connecting to an extensive paths system linking with the regional trails. Two (2) natural wetlands with buffered open space and one (1) constructed wetland with an associated storm pond are the key open space features in the OMNI CS area. The significant open space features are spread around the site and connected by a pathway system, providing businesses and future developments nearby access and visual benefit while sustaining functional wildlife habitat.

7.2 Municipal Reserve (MR)

Public open spaces will be established within the CS area by dedication of Municipal Reserve (MR) in accordance with the provisions of the Municipal Government Act. MR will be established surrounding natural wetland areas and to accommodate pronounced pedestrian connections within the site. Infrastructure improvements within the MR areas will be provided by the developer at the subdivision stage.

The anticipated dedication of MR within the CS area will be confirmed at the subdivision stage as generally illustrated on **Figure 15: Open Space Concept** and detailed in **Table 4: Municipal Reserve Disposition**.

Table 4: Municipal Reserve Disposition		
	+/- ha	+/- ac
Conceptual Scheme Area	74.87	185
Non-Developable Area (ER)	9.19	22.71
Net Developable Area	65.68	162.28
Amount of MR Outstanding (10% of NDA)	6.57	16.23
Proposed MR Dedication (land)	4.97	12.28
Proposed MR Dedication (cash-in-lieu)	1.6	3.95

POLICY 7.2.1	The configuration of Municipal Reserve (MR) dedication within the CS Area is as generally illustrated on Figure 15: Open Space Concept .
POLICY 7.2.2	Outstanding Municipal Reserve (MR) disposition will be provided through dedication of land and payment of cash-in-lieu of land as generally described in Table 4: Municipal Reserve Disposition .
POLICY 7.2.3	The valuation of MR to be disposed of as cash-in lieu of land shall be determined by a land appraisal to be submitted at the subdivision stage in accordance with the requirements of the Municipal Government Act.

FIGURE 15 Open Space Concept



- | | |
|--|---|
|  Conceptual Scheme Boundary |  Public Utility Lot (PUL) |
|  City Of Calgary Boundary |  Natural Wetlands |
|  Multi-Use Regional Pathway |  6m Environmental Reserve Setback |
|  Local Pathway |  Municipal Reserve |
|  Internal Pathway |  Existing Wetlands out of Subject Boundary |
|  2.0m Separate Sidewalk | |

POLICY 7.2.4	Pedestrian pathways within the CS area shall be provided by the developer as generally illustrated on Figure 15: Open Space Concept Plan.
POLICY 7.2.5	The specific type and alignment of pathway shall be determined at each major subdivision and/or development permit stage in accordance with the County's Parks and Pathways Operational Guidelines.
POLICY 7.2.6	The developer shall prepare a Landscaping Plan at each major subdivision and/or development permit stage to detail proposed landscaping treatments and public amenities to be provided within the MR areas.
POLICY 7.2.7	The developer shall construct all improvements within the MR as determined by the Landscaping Plan in accordance with the County Servicing Standards.
POLICY 7.2.8	The Lot Owner's Association shall assume operation and maintenance of all MR areas and shall enter into an agreement with the County detailing the maintenance and operation requirements.
POLICY 7.2.9	The design and construction of all MR spaces including areas surrounding natural wetlands, and linear pathways shall be of high-quality and shall adhere to the County's Servicing Standards, the Parks and Open Space Master Plan and the Parks and Pathways: Planning, Development and Operational Guidelines as applicable.
POLICY 7.2.10	MR spaces included in the CS should be designed with Crime Prevention Through Environmental Design (CPTED) principles that will be provided in more detail at the MSDP stage and through subsequent Landscaping Plans.

7.3 Environmental Reserve (ER)

Biophysical studies and consultation with the province have identified forty (40) wetlands and water bodies that will be impacted by the footprint of the OMNI development, and by the construction of stormwater management facilities. Twenty-one (21) wetlands are located within the boundary of the OMNI plan area. Three (3) of these wetlands have been claimed by the Crown under the Public Lands Act.

A Biophysical Impact Assessment (BIA) was completed in support of this CS including a description of all wetlands on site with their functional values. Any wetland proposed to be disturbed by development within the CS area must occur in accordance with the Water Act and the Provincial Wetland Policy.

Water Act Application

The presence of wetlands within the Project Site triggers the provincial regulatory application and approval process under the Water Act. An application is required whenever development is proposed that overlaps or is adjacent to identified wetlands.

As part of the Water Act approval process, the application will need to be submitted and reviewed concurrently with the Environmental Protection and Enhancement Act (EPEA) application.

Public Lands Act Application

Three (3) wetlands within the Project Site have been claimed by the Provincial Crown. Impacts to the hydrology of these wetlands, or the physical boundary of the water bodies, will require approval under the Public Lands Act. Application under the Public Lands Act will be triggered by the Water Act application and will be reviewed in tandem by Alberta Environment and Protected Areas (AEPA). The County will be included in the application review as part of the provincial referral process to ensure that Provincial approvals reflect municipal policy and site design intent. Crown-claimed wetlands that are retained or constructed on site will be designated as Environmental Reserve (ER).

POLICY 7.3.1	The three (3) Crown-claimed wetlands shall be dedicated as Environmental Reserve (ER) at the subdivision stage and left undisturbed in their natural state, as generally as shown on Figure 15: Open Space Concept Plan .
POLICY 7.3.2	A minimum 6 m ER setback shall be dedicated surrounding the retained and/or constructed wetlands within the Plan area in accordance with Section 664(1) of the Municipal Government Act.
POLICY 7.3.3	Wetland mitigation and management shall be determined by the province, as outlined within the Alberta Wetland Policy, and associated directives, in addition to applicable County policies.
POLICY 7.3.4	Erosion and Sediment Control (ESC) measures will be identified and implemented at each major subdivision and/or development permit stage in accordance with the County Servicing Standards. Site-specific measures will be designed and implemented prior to, during, and following the completion of each phase of the proposed development.
POLICY 7.3.5	Wetland loss will be mitigated by the developer through replacement strategies outlined within the Alberta Wetland Policy and associated directives. Wetlands shall be classified using the Alberta Wetland Classification System (AWCS) to the satisfaction of Alberta Environment and Parks.
POLICY 7.3.6	A Wetland Compensation/Mitigation Proposal shall be based on the Alberta Wetland Mitigation Directive to the satisfaction of Alberta Environment and Parks.
POLICY 7.3.7	Water Act approvals shall be required from Alberta Environment and Protected Areas prior to construction and/or disturbance of wetlands and their catchments.
POLICY 7.3.8	Public Lands approvals shall be required from Alberta Environment and Protected Areas prior to disturbance of Crown claimed wetlands and their catchments.
POLICY 7.3.9	All environmental mitigation recommendations outlined within the Biophysical Impact Assessment dated December 16, 2019, shall be implemented at each major subdivision and/or development permit stage.



7.4 OMNI Gathering Areas

Gathering areas within the OMNI CS will play a vital role as hubs of social connection and activity within the OMNI Conceptual Scheme (CS) area. These spaces will be designed as part of the overall open space concept, featuring hardscaped plazas and patios that complement and coexist with the naturalized areas present in the CS. The OMNI gathering spaces will not be designated as Municipal Reserve (MR), instead remaining privately owned and maintained by the developer and/or property manager. This arrangement ensures that retail and commercial spaces can seamlessly extend into common areas, creating a vibrant and engaging environment for visitors and workers. By incorporating well-designed public spaces into the OMNI CS area, the development concept fosters a sense of community and promotes social interaction.

POLICY 7.4.1

Gathering spaces, excluding those areas identified as MR, shall be privately owned by the developer and/or property manager.

POLICY 7.4.2

Maintenance of non-MR public gathering areas shall be the responsibility of Developer and/ or the LOA.

7.5 Regional Pedestrian Connectivity

Implementation of a pedestrian/active-modes network is anticipated within the CS area as generally illustrated on **Figure 16: Regional Pedestrian Connections**. The specific mechanisms and details required to implement this network will be determined at the subdivision stage.

The primary pedestrian/active connection within the OMNI CS will feature a regional pathway to be constructed along the proposed 84th St NE realignment. This alignment will be designed to ultimately connect to the Calgary Greenway via a pathway connection along 80th Ave NE.

Pathway connections within the CS area will facilitate pedestrian and active modes between the primary regional and local pathway systems, in addition to accommodating pedestrian connectivity between the various OMNI precinct areas within the site. These internal pathway connections may be provided within MR dedications and/or within other private rights-of-way or easements. Sidewalks included in most of the road ROW cross sections within the CS area will provide additional opportunity to accommodate pedestrian movements.

POLICY 7.5.1

The OMNI CS area shall accommodate potential regional pedestrian connections as generally shown on **Figure 16: Regional Pedestrian Connections**.

POLICY 7.5.2

The Developer shall be responsible for the design and construction of regional pedestrian connections and pathways in the CS area as identified in Figure 16: Regional Pedestrian Connections.

POLICY 7.5.3

The specific alignments and design mechanisms required to implement pedestrian connections within the CS shall be determined at the subdivision stage in accordance with the County Servicing Standards, the Parks & Open Space Master Plan, and Parks and Pathways Operational Guidelines.

7.6 Gateway Signage

A gateway signage feature may be constructed at the intersection of 84th Street NE and Airport Trail NE to establish an appealing ‘way finder’ designed to provide a visual cue to signal the arrival at OMNI. The specific architectural design of the gateway signage will ensure it complements the surrounding landscape and does not negatively impact the safety and function of the regional transportation network.

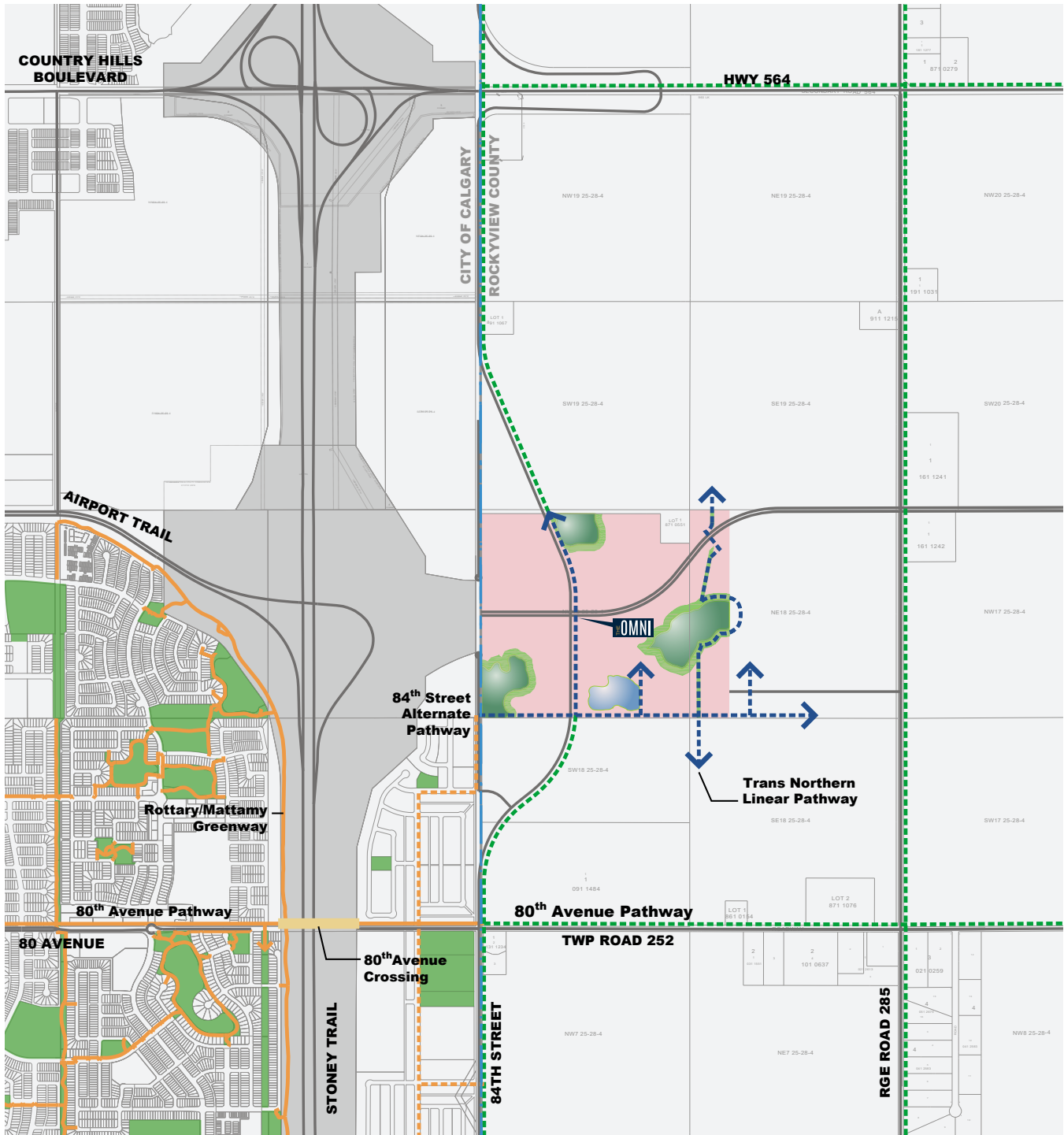
The OMNI seeks to provide high quality signage, coordinated with the overall aesthetic of the development, while recognizing a variety of signage types and specific tenant requirements. Signage will be coordinated on all scales within the development, from entry feature and project identity signs to pedestrian and way-finding.

POLICY 7.6.1	Gateway signage shall be located within the CS area as generally illustrated on Figure 16: Regional Pedestrian Connections.
POLICY 7.6.2	The design and configuration of gateway signage shall be established at the development permit stage.
POLICY 7.6.3	Implementation of the gateway signage may require a variance to the County’s Land Use Bylaw C-8000-2020 to accommodate a design with a more significant size and height given the intention to establish a regional way-finder when viewed from the regional transportation network.
POLICY 7.6.4	Gateway signage should be located on private lands. Where signage is located on public lands, the developer shall enter into an Agreement with the County for the care, maintenance, and future decommissioning of the signage structure.





FIGURE 16 Regional Pedestrian Connections



THE OMNI Gateway Signage Feature



8.0

Municipal Policy Framework

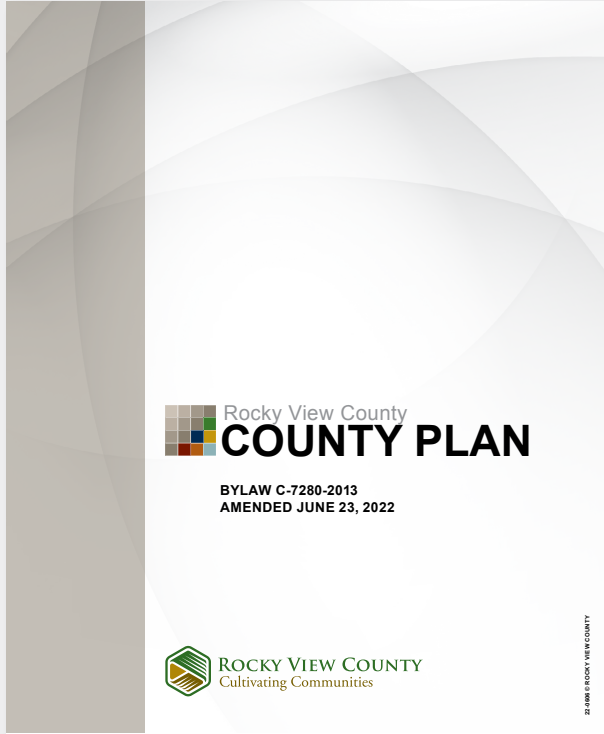


8.1 Calgary / Rocky View Intermunicipal Development Plan, 2012

The general intent of the Intermunicipal Development Plan (IDP) is to minimize land use conflicts across municipal borders. The Plan Area is divided up into two parts: 1) the Policy Area, and 2) the Notification Zone. The subject lands for the OMNI CS are contained in the Policy Area of the IDP, which means that policies contained within the IDP apply in this area, including the circulation and referral process. Recognizing the subject lands have potential to influence land uses within the City, the County will refer the Conceptual Scheme application to the City of Calgary for comment.

Policies in the IDP address the provision of commercial developments within the Plan Area to ensure the installation of their supporting transportation and utility servicing does not compromise regional infrastructure and the Stoney Trail Transportation Utility Corridor (TUC).





8.2 County Plan, 2013 (Municipal Development Plan)

Rocky View County adopted a Municipal Development Plan (The County Plan) in October 2013. The County Plan establishes a series of 'planning principles' which all future developments within the municipality are expected to consider including:

- + Growth & Fiscal Sustainability
- + The Environment
- + Agriculture
- + Rural Communities
- + Rural Service
- + Partnerships

The County Plan identifies OMNI as a 'Highway Business Area'. The Plan states that a Highway Business Area should have the following characteristics:

- + Located along intersections or interchanges with the provincial highway network
- + Land uses consistent with that of a highway business area
- + Limited development area close to one or all of the quadrants of the intersection or interchange
- + Planned in a comprehensive manner and not subject to incremental expansion
- + Meet the environmental, infrastructure, and financial goals and policies of the County Plan
- + Minimize adverse impacts on existing agriculture or residential development
- + Developed in consultation with Alberta Transportation
- + Consistent with the provincial freeway and access location plans

By classifying the OMNI area as a Highway Business Area, it means the County strongly supports the growth of the Plan area as a Highway Business area. A Highway Business Area provides local and regional employment opportunities. OMNI will serve as a commercial and business 'hub' for the surrounding area and create spin-off economic opportunities. OMNI will help meet the County's fiscal objectives of broadening the non-residential assessment base and creating local and regional commercial development opportunities.



8.3 Omni Area Structure Plan, 2018

The OMNI ASP was amended by MGB Order 068/18, which resulted due to an appeal by the City of Calgary. The MGB Order changed the overall land use scenario for the ASP by identifying a reduced “OMNI Project” area noted as Phase 1 in the ASP, which aligns with this Conceptual Scheme area, and designated the remaining ASP lands as a Phase 2 ‘Special Study’ area. The Special Study area essentially freezes any near-term development on those lands until an ASP amendment occurs and further transportation studies are complete.

The OMNI ASP identifies future directions for transportation, pathways, gateways and other development features which have been included, where appropriate in the OMNI CS and concept plan. The OMNI CS’s development strategy is consistent with the development objectives of the amended OMNI Area Structure Plan.

8.4 RVC Agricultural Boundary Design Guidelines

Agriculture is a significant land use adjacent to the OMNI development. The Agricultural Interface is the area where agriculture uses abut non-agricultural uses. The goal of the Agricultural Interface is to minimize the direct impact of commercial and industrial development on agriculture. Notwithstanding the land use policies of the OMNI ASP which contemplates the eventual transition of these agricultural parcels to commercial and light industrial land use, the timing of this potential transition is not known. As such, proposed development within the OMNI Conceptual Scheme must consider the County’s Agricultural Boundary Design Guidelines. The following strategies are proposed to minimize the impact of non-agricultural uses on agricultural lands within the Conceptual Scheme boundary:

- + A naturalized setback area around each wetland will provide additional separation between development and adjacent properties.
- + Landscaping and screening along roads as well as strategic road alignment on the south of the site will also contribute to an appealing interface agricultural interface.

POLICY 8.6.1

Existing agriculture uses within the Local Plan are encouraged to continue until development of those lands occurs.

POLICY 8.6.2

Commercial development located adjacent to existing agricultural operations shall address the Agricultural Boundary Design Guidelines within MSDP, subdivision or development permit applications, whichever occurs first.



9.0

Implementation Framework



9.1 Proposed Land Use

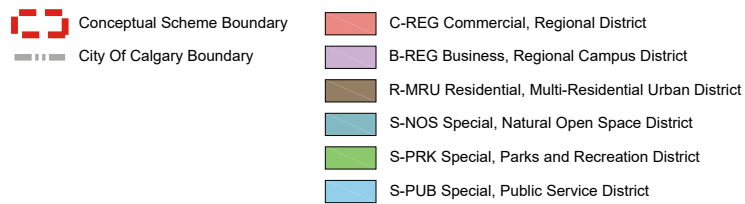
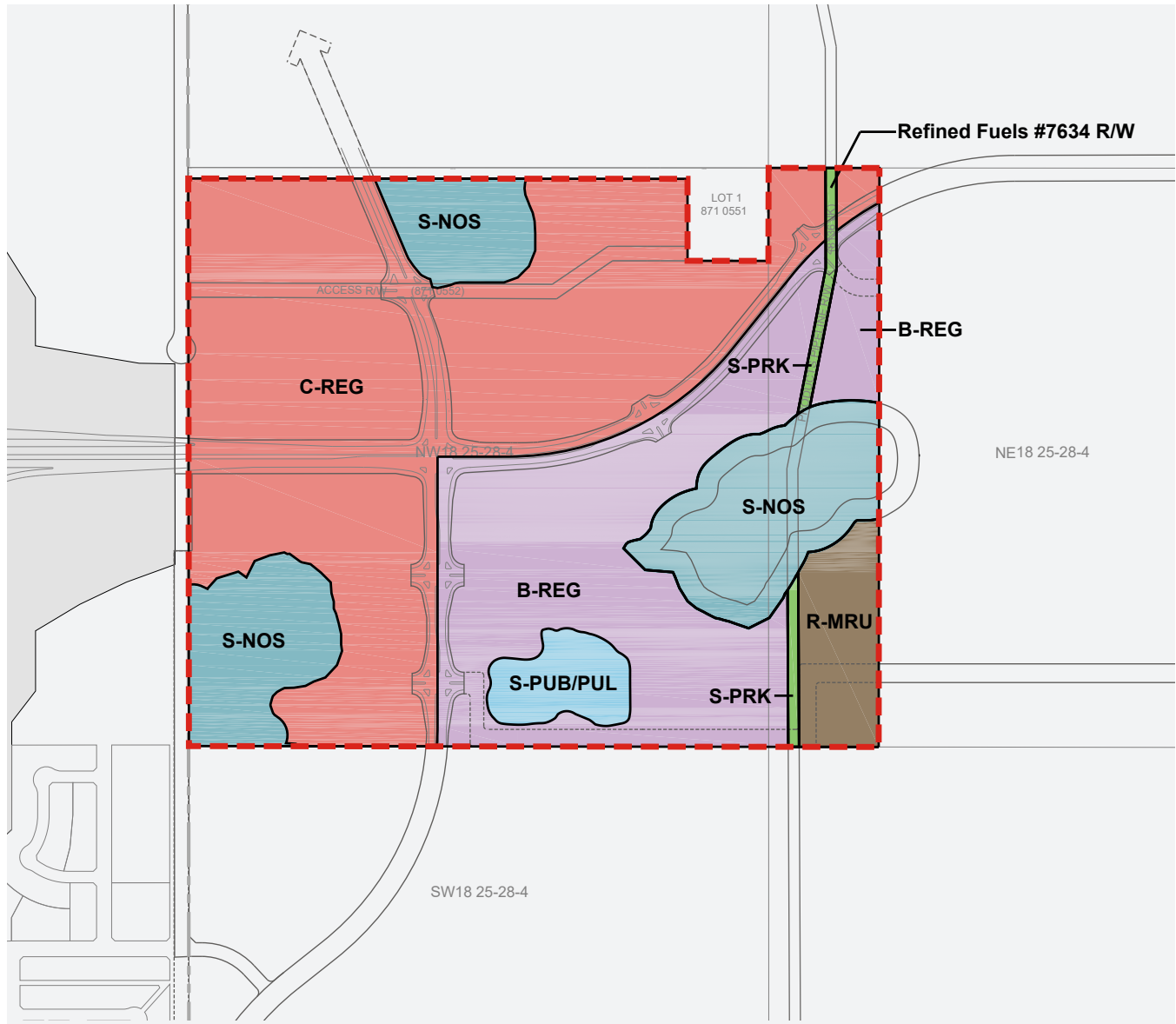
The location of anticipated land uses within the CS area is illustrated by **Figure 17: Proposed Land Use**. The site will accommodate commercial uses with a retail-oriented nature that cater primarily to the population residing and/or working in northeast Calgary and the areas surrounding OMNI. This area is envisioned to contain such uses as hotels, restaurants, retail, services, entertainment, etc. Implementation of development with design criteria will establish and maintain an attractive and cohesive built form within the CS area. Industrial uses with the potential to negatively impact surrounding parcels with considerations such as noise, odours and emissions will not be permitted in this area.

A public open space and constructed wetland will form a component of the stormwater management facility. The stormwater pond will be dedicated as a Public Utility Lot (PUL) surrounded by Municipal Reserve (MR) where logical. The constructed wetland will be dedicated as Environmental Reserve (ER), with a naturalized buffer where practicable. An iconic landscape, lighting and signage arrival feature will be built at the intersection of Airport Trail extension and 84th Street NE to provide a major orientation point and defined gateway.

POLICY 9.1.1	Land Use will be subject to a land use redesignation but is generally expected to follow the proposed land uses illustrated in Figure 17: Proposed Land Use .
POLICY 9.1.2	The identified Residential-Multi Residential Urban (R-MRU) land use district within the Plan Area is intended to support seniors' residences. The Dwelling, Multiple Unit use within the R-MRU district shall not be permitted within the Plan Area.

Table 5: Land Use Statistics		
	+/- ha	+/- ac
From RF to S-NOS	13.42	33.17
From RF to S-PRK	0.86	2.12
From RF to S-PUB	2.07	5.12
From RF to C-REG	36.07	89.13
From RF to B-REG	19.21	47.46
From RF to R-MRU	3.24	8.00
TOTAL REDESIGNATION LAND USES	74.87	185.00

FIGURE 17 Proposed Land Use





9.2 Proposed Subdivision

The OMNI anticipated subdivision configuration will implement the general land uses as shown on **Figure 17: Proposed Land Use** with predominantly retail uses in the western and northern portion of the CS area, transitioning into a more comprehensively planned pedestrian village mixed use commercial, hospitality and campus style office-commercial development.

The general block layout anticipated within the OMNI is generally shown on **Figure 9: Development Concept**. Detailed parcel configurations will be established through subsequent phasing of development and subject to approvals via Master Site Development Plan. The vision will help guide the development of specific design criteria at later stages in development. In general, the site is to be planned comprehensively in a campus style with parking towards the rear and buildings oriented towards the frontage. Lots will generally be fronting onto the Airport Trail extension, with access and parking along the rear.

9.3 Lot Owners Association

A Lot Owners Association (LOA) will be formed by the developer and all lots within the OMNI CS area will fall under the purview of the LOA through encumbrances added to the Certificate of Title. The LOA is responsible for the provision of amenities, enhancements and other responsibilities to the lots and their owners relating to the enforcement of architectural controls, and other obligations to Rocky View County required upon the subdivision of lots.

POLICY 9.3.1

An encumbrance shall be added to each new titled lot outlining the agreement between each new lot and the Lot Owners Association at the subdivision stage

POLICY 9.3.2

Responsibilities of the LOA include but are not limited to, enforcement of architectural control on lots, solid waste management, maintenance and irrigation of common greenspaces, MR areas, fertilization and weed control, and security.

9.4 Development Phasing

Redesignation, subdivision and development is generally anticipated to proceed in seven (7) phases as shown on **Figure 18: Development Phasing**. The general direction of the phasing is from west to east beginning in the southwest with Phase 1. The phasing is aligned with the need for key infrastructure components to be completed as the development proceeds.

POLICY 9.4.1

Development staging and phasing is expected to proceed within the Plan area in accordance with **Figure 18: Development Phasing**. Alternate phasing may proceed without amendment to this Conceptual Scheme provided there is infrastructure available and evidence of market demand.

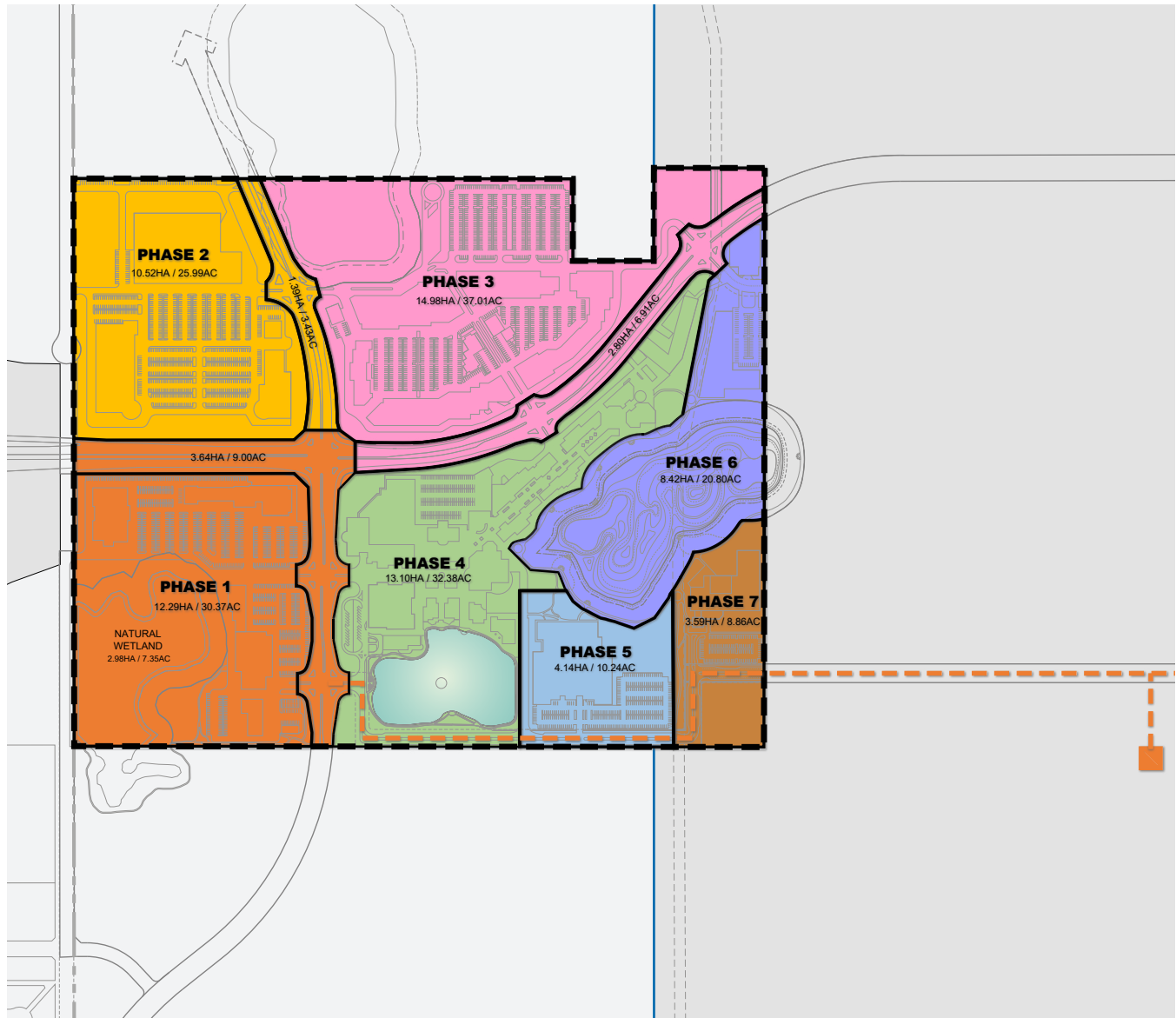
POLICY 9.4.2













Development will be phased in a manner that makes efficient use of road and utility infrastructure while providing sufficient land to meet market demand.

Policy 9.4.3

At each phase of development, a MSDP shall be submitted to the satisfaction of the County.

FIGURE 18 Development Phasing



- | | |
|--|---|
|  Conceptual Scheme Boundary |  Phase 1 |
|  City Of Calgary Boundary |  Phase 2 |
|  Genesis Ownership Boundary |  Phase 3 |
|  Proposed Watermain |  Phase 4 |
|  Proposed Future Pump House and Water Reservoir |  Phase 5 |
| |  Phase 6 |
| |  Phase 7 |

9.5 Architectural Design Considerations

The OMNI CS envisions a master planned mixed use development with high standards for urban and architectural design that provides an attractive interface area between the City of Calgary's urban landscape and Rocky View County's blend of commercial and business areas and rural development. Development within the Plan area will respect and be guided by the County's Commercial, Office and Industrial Guidelines with the intention of ensuring compatibility between new and existing development.

The specific type and scale of business development anticipated within the plan area is expected to include business developments of varying types, scales and intensities with a focus on retail and retail outlets, services, food and beverage, entertainment, office, hospitality and senior's residential campus. As part of the subdivision application for each phase of development, the developer must prepare specific architectural guidelines to ensure the form of development within each phase maintains an attractive built-form and integrates well with the architectural vision

The architectural vision for the OMNI CS should prioritize a sleek, modern aesthetic. The design should seamlessly integrate with the surrounding environment, drawing inspiration from native prairie grasses and natural features to create a blend of landscape and development. Emphasis should be placed on the use of sustainable, natural materials and textures with consideration given to green building technologies and sustainable building designs. These elements should be incorporated in a way that enhances the overall design without overpowering the natural surroundings, ensuring a light, sustainable touch throughout.

The architectural guidelines to be prepared as part of each phase and subdivision will establish specific design criteria expectations to be implemented at each development phase such as:

- ✦ Consistency of public realm design elements.
- ✦ Location of landmarks, recognizable iconic elements of buildings and landscape.
- ✦ Alignment of major view vistas.
- ✦ Continuity and legibility of the mobility network.
- ✦ Requirements for landscaping, design of fencing and screening elements (public and private).
- ✦ Requirements for consistent entrance features.
- ✦ Generalized building form and character as per the architectural vision.
- ✦ Anticipated massing of buildings.
- ✦ Consistency with other phases in the Conceptual Scheme but ensuring sufficient uniqueness.
- ✦ Variety in surface materials (colour & texture) and roof line articulation.
- ✦ Location & design of off-street parking, loading, and outside storage areas.
- ✦ Location & design of shared vehicular circulation areas (between individual lots).
- ✦ Location & design of lighting elements (dark sky friendly lighting).
- ✦ Green building techniques and energy efficient design where feasible and appropriate.
- ✦ Location & design of signage elements.

POLICY 9.5.1	Site design and architectural controls will be established and registered on title at the subdivision stage for each OMNI Precinct Area in accordance with the provisions of the County's Commercial, Office, and Industrial Design Guidelines.
POLICY 9.5.2	Sustainable building practices and techniques and energy efficient building design is encouraged throughout the Plan area, where practical and feasible.
POLICY 9.5.3	Convenient, attractive, and efficient active modes linkages shall be provided between building entrances, sites and, where applicable, adjacent areas.
POLICY 9.5.4	All private lighting, including security and parking area lighting, shall be designed to conserve energy, reduce glare, and minimize light trespass onto adjacent properties in accordance with the Outdoor Lighting Regulations in the County's Land Use Bylaw.
POLICY 9.5.5	The use of fencing is not permitted except for screening of storage and garbage bins or for security purposes adjacent to the side or rear of a primary building.
POLICY 9.5.6	The use of buffering should be considered between any residential development and future industrial land uses. Buffering and screening measures where such a transition occurs will be required at the Development Permit stage.

9.6 Gateway Design Principles

Highway 564, Township Road 252, and Airport Trail NE are significant entry and exit points into and out of Rocky View County and have been identified as gateways in the OMNI ASP. These gateways provide first and last impressions for area residents and the travelling public. Implementation of gateway design principles will be provided through future Master Site Development Plan stages, and will be coordinated with the County, Alberta Transportation, and the City of Calgary.

POLICY 9.6.1	Implementation of gateway design principles will be considered at future MSDP stages in accordance with the provisions of the OMNI ASP, to consider design elements such as sight lines, noise attenuation, berms, constructed barriers, natural land features, and innovative building design. Landscaping and signage shall be of high quality.
POLICY 9.6.2	Gateway design principles shall be coordinated with Rocky View County, Alberta Transportation, and the City of Calgary.

9.7 Police Response

Police service within the CS area will be provided by the RCMP Police Detachments situated in the City of Airdrie and/or the Town of Chestermere (to be supported by service provided by Rocky View County Community Peace Officers).

POLICY 9.7.1	The developer will work with the County to determine the optimal police response for the CS area at the subdivision stage.
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9.8 Fire Response

Fire protection will be provided from the existing Fire Station located in East Balzac. A secondary response will be provided from the City of Calgary and the City of Chestermere. Fire suppression will be provided by the water supply system with design that considers appropriate hydrant spacing.

POLICY 9.8.1	The developer will work with the County to determine the optimal fire response for the CS area at the MSDP stage.
POLICY 9.8.2	All industrial and commercial buildings shall provide fire suppression systems, which shall be designed and installed in compliance with the Alberta Building Code and Rocky View County's Fire Suppression Bylaw.
POLICY 9.8.3	Each subdivision shall address fire suppression requirements and ensure water and necessary infrastructure is available to the development.
POLICY 9.8.4	The developer shall address fire and protection measures, and on-site firefighting requirements, through consideration of such factors as road design, safe access for emergency vehicles, and fire control measures.
POLICY 9.8.5	A revised and expanded service agreement must be in place between Rocky View County and Calgary Fire Services, prior to development occurring, excluding stripping and grading approvals.

9.9 EMS Response

OMNI will be serviced by 911 Emergency Services. EMS response is anticipated from EMS facilities situated in the City of Chestermere and/or the City of Calgary.

POLICY 9.9.1	The developer will work with the County to determine the optimal EMS response for the CS area.
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9.10 Solid Waste Management

The developer will address solid waste management through all stages of development, including occupancy. Solid waste management will be the responsibility of each property owner. The Lot Owners Association will contract with a qualified waste management service provider to accommodate waste management within the Plan area.

POLICY 9.10.1	The Lot Owners Association shall be responsible for solid waste management within the CS area.
POLICY 9.10.2	Solid waste management shall conform to the County's Solid Waste Management Plan.



10.0

Intermunicipal Collaboration



10.1 The OMNI: A Strategic Regional Location

The OMNI CS area is situated within Rocky View County, immediately adjacent to the City of Calgary, alongside the Stoney Trail NE regional transportation corridor, and directly east of the present terminus of Airport Tr NE. As such, the opportunity to establish a master-planned, mixed-use highway business offering a broad range of retail, entertainment, recreation and employment services has the potential to bring economic, environmental, and social enhancements to the County, the travelling public, and the residents within the northeast communities of the City of Calgary. As such, development within the OMNI CS should be planned in a manner that best enables both the County and the City to receive proportional benefits.

10.2 Collaboration regarding Regional Transportation Infrastructure Improvements

The anticipated improvement to the existing Stoney Trail NE / Airport Trail NE interchange will provide an improved level of service for regional transportation movements in the NE portion of the Calgary Metropolitan Region - which will benefit both Rocky View County and the City of Calgary. Providing an efficient regional transportation network will maintain reliable access to employment and enhance access to markets that support commerce and competitiveness.

As described previously in this CS, Genesis Development Corporation has secured a commitment from the Province of Alberta to fund the majority investment required for the regional roadway improvement. The balance of the required funding is anticipated to be provided by both the County and the developer.

Rocky View County and the City of Calgary should continue to collaborate on potential mechanisms to equitably share the costs (and benefits) required for regional transportation improvements subject to a 'Shared Investment / Shared Benefits' philosophy.

10.3 Collaboration regarding Regional Transit

The sharing of services and regional infrastructure is a core goal of comprehensive regional planning. The delivery of border-less and efficient transit service is a mechanism to implement this goal and provide an affordable and accessible regional transit option.

The master-planned OMNI development contemplates the County (and Region) leveraging the knowledge of previous regional transit strategies to deliver, over time, a potential transit service that is funded equitably, operated efficiently, and provides accessible service within the CS area.

Rocky View County and the City of Calgary should continue to collaborate on potential mechanisms to equitably share the costs (and benefits) required to deliver regional transit service subject to a 'Shared Investment / Shared Benefits' philosophy.

10.4 Collaboration regarding Regional Recreation

Recreation services provided by municipalities leads to residents and visitors being more physically active, which typically promotes a healthier constituency. Recreation amenities bring people together to positively contribute to desired outcomes for societal needs including public education and positive mental health.

A wide range of recreation and cultural activities are important to the quality of life enjoyed by Rocky View residents. Rocky View County Council encourages recreation, leisure and cultural participation that is affordable and accessible to all. The City of Calgary has a similar mandate and provides funding for recreation and community infrastructure through their Off-Site Levy Bylaw in accordance with the Municipal Government Act. The County has initiated a process to develop a similar off-site levy bylaw program to support recreation services within Rocky View.

Wherever possible, municipalities should coordinate efforts in high growth areas to optimize service levels in a manner that promotes the proportional sharing of initial capital costs for new infrastructure and providing for ongoing maintenance and life-cycle replacement costs.

The OMNI CS development vision contemplates the development of a master-planned, mixed-use regional destination that is intended to accommodate opportunities for regional recreation. Genesis Development Corporation has a proven track record of building new communities in concert with regional recreation facilities - and they have similar intention to do the same within The OMNI CS.

Rocky View County and the City of Calgary should continue to collaborate on potential mechanisms to equitably share the costs (and benefits) required to deliver regional recreation services subject to a 'Shared Investment / Shared Benefits' philosophy.

POLICY 10.4.1

At the subdivision stage, Rocky View County and the developer, in collaboration with the City of Calgary, shall review the impacts to The City of Calgary's and Rocky View County's recreation and community services to the satisfaction of both parties. If demonstrable impacts are found, the applicant shall enter into a cost contribution agreement with Rocky View County in coordination with the City of Calgary, providing a financial contribution to offset the development's impacts. This contribution shall be in addition to any recreation and/or community services levy imposed by Rocky View County.



THE OMNI

BY GENESIS



11.0

Public Consultation



11.1 Summary Of Public Consultation

The Conceptual Scheme has evolved through consultation with landowners, County administration, the Province, and other stakeholders over several years. This report summarizes the projects public engagement efforts and the feedback received during public engagement.

Public engagement for the OMNI Conceptual Scheme started in Spring 2022. The goal for public engagement was to inform the community and adjacent neighbours about the OMNI project and respond to stakeholder feedback.



Outreach was supported by the following tactics:



Project Website

genesisland.com/commercial/omni/

The OMNI project website shares information on the OMNI Master Plan, links to the OMNI ASP and details on the Conceptual Scheme including timeline and engagement resources. The website allows stakeholders the opportunity to provide feedback on the project.



Letter to Adjacent Neighbours

Spring 2022

A letter was mailed to 60 landowners within a 2-mile radius of site. The letter introduced the project, shared the website details, and invited stakeholders to the public open house. Area landowners were invited to attend a private meeting ahead of the public open house event. One area landowner reached out to coordinate a private meeting.



Public Open House

May 2022

Genesis Land hosted a public open house on May 12, 2022, to share information about the OMNI Conceptual Scheme and Land Use Redesignation applications. Over 25 people attended the event, including many adjacent neighbours. Private meeting times ahead of the public event were for adjacent landowners to meet with project team. The event was promoted through:

- + Rocky View Weekly ads – April 26 and May 3rd, 2022
- + Mailed letter to 60 landowners within a 2-mile radius of site
- + Project website



Letter to Adjacent Neighbours

Summer 2023

A letter will be mailed to 60 landowners within a 2-mile radius of site to provide a project update, including information about the resubmission of the OMNI Conceptual Scheme

What We Heard

There were 25 attendees at the open house, most of whom were local landowners and adjacent neighbours. Feedback was collected through face-to-face discussions at the event. No feedback forms were completed by attendees. Attendees were interested to learn more about the proposed development and reacted positively to the information shared by the project team. Many had questions about the project generally and how decisions around servicing and transportation will impact their lands in the area. There was one attendee who expressed disappointment that development will occur, stating their preference for the lands to remain as farmland. The most frequent discussion topics are outlined below.

What is the plan for the site? Can you explain what the proposed master plan includes?

The OMNI master planned development will provide approximately 986,000 sq. ft. of retail/commercial space, 178,000 sq. ft. of retail/office space, and 540,000 sq. ft. of hotels, seniors living, and supporting commercial space. The development will incorporate a variety of amenities that are walkable for visitors and adjacent residents. Pedestrian connections, integration with future public transportation opportunities, and cycling facilities will provide access to parks, employment, retail, and leisure destinations. Conservation of natural environments, such as the wetlands on site, will enable adjacent residents, workers, and visitors to the area to enjoy a healthy, active lifestyle while protecting biodiversity within Rocky View County.

How will the OMNI development impact area transportation and what upgrades are required to support the development?

An objective of the Conceptual Scheme (CS) is to develop a transportation network that is safe, functional, efficient, and integrates well with the developing regional network.

The key regional infrastructure necessary to facilitate access to and from the development are the modifications required to the existing interchange at Stoney Trail NE and Airport Trail. Funding is required for the interchange, which will open a direct connection between Rocky View County and the Calgary International Airport, the region's main aviation hub.

The internal road network will be built out in stages, aligning with the phases of development, and will

require updates to the TIA to verify transportation infrastructure improvements for each phase.

Proposed network improvements aim to minimize environmental impacts, support walking, cycling, and public transportation, and are based on the Omni Area Structure Plan Network Analysis and the 84th Street Functional Planning Study.

How will the site be serviced? How will stormwater be managed at the site?

Some adjacent landowners had questions about the site servicing, specifically management of stormwater and runoff from the site. The project will be fully serviced via connections with the County's regional water and sanitary infrastructure.

Stormwater management will be handled onsite. The subject lands contain relatively flat terrain generally sloping from north to south. A Sub Catchment Master Drainage Plan was prepared in support of the conceptual scheme. It notes that the overall stormwater management system will employ an integrated model of water capture, treatment, evaporation, transpiration, and reuse within the site.



When will development start? What is the timeline for the project?

The Conceptual Scheme and Land Use Redesignation are for the Commercial Centre which is the first portion of Genesis-owned land to proceed the land use redesignation phase. Development timing is dependent on funding commitments for the upgrades to the Airport Trail interchange as well as general market conditions. The earliest construction activities, such as grading, may start in 2024 following approval of the Conceptual Scheme.

When will the remaining lands in the OMNI ASP be developed?

Some attendees were curious about the timeline for ASP lands outside of the Conceptual Scheme area. The remaining lands within the OMNI ASP are designated as “Special Study Area” requiring further research. The remainder of the Genesis-owned land with the ASP will require further collaboration and joint planning between the City of Calgary and Rocky View County.



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