Area Structure Plan
JANET

APPROVED November 11, 2014
BYLAW C-7418-2014

OFFICE CONSOLIDATION

This document has been consolidated for convenience only. A copy of the original Bylaw and all amending Bylaws can be obtained from Rocky View County. This office consolidation comprises the following Bylaws:

Bylaw	Amendment Type	Date of Approval
C-7418-2014	Original Bylaw	November 11, 2014
C-8020-2020	Amend name of municipality; Amend executive summary; Amend Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13,14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27; Amend Map 1, 2, 3, 4, 5, 6, 7, 9, 10; Amend Appendix A, B, D, E; Add new policies	January 7, 2025
C-8695-2025	Amend Map 5, 6, 7, and amend Section 20	December 9, 2025

BYLAW C-7418-2014

A Bylaw of Rocky View County to adopt the Janet Area Structure Plan, pursuant to Section 633 of the Municipal Government Act

The Council of Rocky View County enacts as follows:

PART I - TITLE

1. This bylaw shall be known as the "Janet Area Structure Plan".

PART II – EFFECT OF BYLAW

THAT Schedule 'A' to Bylaw C-7418-2014 is adopted as the "Janet Area Structure Plan" to provide a policy framework for land use, subdivision and development in a portion of central east Rocky View County.

THAT Bylaw C-5330-2001, known as the "Shepard Plan" is amended to remove all lands within the Shepard Plan (Bylaw C-5330-2001) with the exception of SE-08-23-28-W4M and a portion of NE-08-23-28-W4M.

PART III – TRANSITIONAL

1. Bylaw C-7418-2014 is passed when it receives third and final reading, and is signed by the Reeve/Deputy Reeve and the CAO or Designate, as per the Municipal Government Act.
2. Bylaw C-5330-2001 is hereby repealed.

Division: 5

File: 1015-250

PUBLIC HEARING WAS HELD IN COUNCIL this	28th *day of October , 2014*
READ A FIRST TIME IN COUNCIL this	28th day of October , 2014
READ A SECOND TIME IN COUNCIL this	28th day of October , 2014
READ A THIRD TIME IN COUNCIL this	12th day of November , 2014

Reeve

CAO or Designate

November 12, 2014
Date Bylaw Signed

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EXECUTIVE SUMMARY

The Janet Area Structure Plan (ASP or Plan) is a long-term planning document that provides a land use and servicing strategy to guide redesignation, subdivision, and development of approximately 2,330 hectares (5,758 acres) of land. The Plan area is situated in a portion of central east Rock View County adjacent to the city of Calgary and city of Chestermere. This is a statutory policy document that has been adopted pursuant to the Alberta Municipal Government Act for the purpose of implementing the Municipal Development Plan vision for the development of a Regional Business Centre in this location. It also replaces the out-dated Shepard Area Structure Plan and a portion of the Calgary-Chestermere Corridor Area Structure Plan.

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

This area structure plan addresses land planning and development in a staged manner. The area west of the Western Irrigation Canal and Range Road 285 was intended for immediate business growth, while the area east of the canal was for long-term growth to allow for development of stormwater infrastructure and Plan build-out to the west. In 2023, an area structure plan amendment was approved to enable development to proceed in the area east of the canal. The applicable amendments have been embedded into the Plan to guide development.

The Plan also provides for the protection of non-business uses within the Plan area such as the existing agriculture operations, Prairie Schooner Estates subdivision, existing country residential areas, and the Heather Glen Golf Course. With the exception of the Prairie Schooner Estates subdivision, the eventual transition to business uses will be permitted, subject to policy and technical requirements, for the agriculture, country residential, and golf course areas.

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

PART I: INTRODUCTION

1. PLAN PURPOSE

What Is An Area Structure Plan?

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

An area structure plan provides Council with a 10 to 15 year roadmap when considering land use changes, subdivision, and development. When making decisions regarding development in the Plan area, Council must consider the Plan and a wide range of other factors such as the economic goals of the County, County-wide growth, and the ability to provide servicing.

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

Through the process of preparing an area structure plan, citizens are provided with opportunities, at various stages in the process, to have input into the development of policy. It is important that the vision, goals, and policies contained in the Plan address the interests of residents and stakeholders in the Plan area, as well as the interests of those in other parts of the County.

The Alberta Municipal Government Act states an area structure plan must describe:

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

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

Local Plans

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

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

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

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

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

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

Plan Interpretation

Where "shall" is used in a policy, the policy is considered mandatory. Where "should" is used in a policy, it is intended to be complied with. However, the acceptable response to a policy may vary in a specific situation where the variance is necessary to address unique circumstances. Such a variance may be appropriate given special circumstances that would otherwise render compliance impractical or impossible. Where "may" is used in a policy it is a discretionary term, meaning the policy in question can be enforced by the County if it chooses to do so, dependent on the particular circumstances of the site and / or application.

2. PLAN ORGANIZATION

The Janet Area Structure Plan is organized in three parts followed by three appendices.

Part I: Introduction: This part outlines the Plan purpose, boundaries, policy terminology, relationship to other plans, public engagement process, key issues, and opportunities that informed the plan preparation process. It also contains a description of the development of the Janet area, presents a vision of what Janet could be like 20 – 25 years, and provides 11 broad goals that will guide the development of the area over this period.

Part II: Plan Policies: This part is the core of the Plan, containing the policy direction to guide development in the Janet area. Part II contains 18 sections, with each section addressing specific land use, servicing, or infrastructure policies. Each of these sections contains an overall purpose statement, a list of objectives, introductory paragraphs, and a series of policies addressing the subject area. Where a purpose statement or introductory paragraph introduces a series of policies, it is provided for information to enhance the understanding of the policies.

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

Appendix A contains definitions of technical terms used in the Plan. Appendix B provides a list of design guidelines for commercial and industrial development. Appendix C provides a list of key Alberta Energy Regulator documents that applicants should refer to when developing near oil and gas infrastructure. Appendix D outlines the key intermunicipal collaboration that occurred with the city of Calgary and city of Chestermere in preparing the plan amendments for the area east of the canal. Appendix E contains mapping relating to regionally significant corridors and areas identified within the Calgary Metropolitan Region Growth Plan.

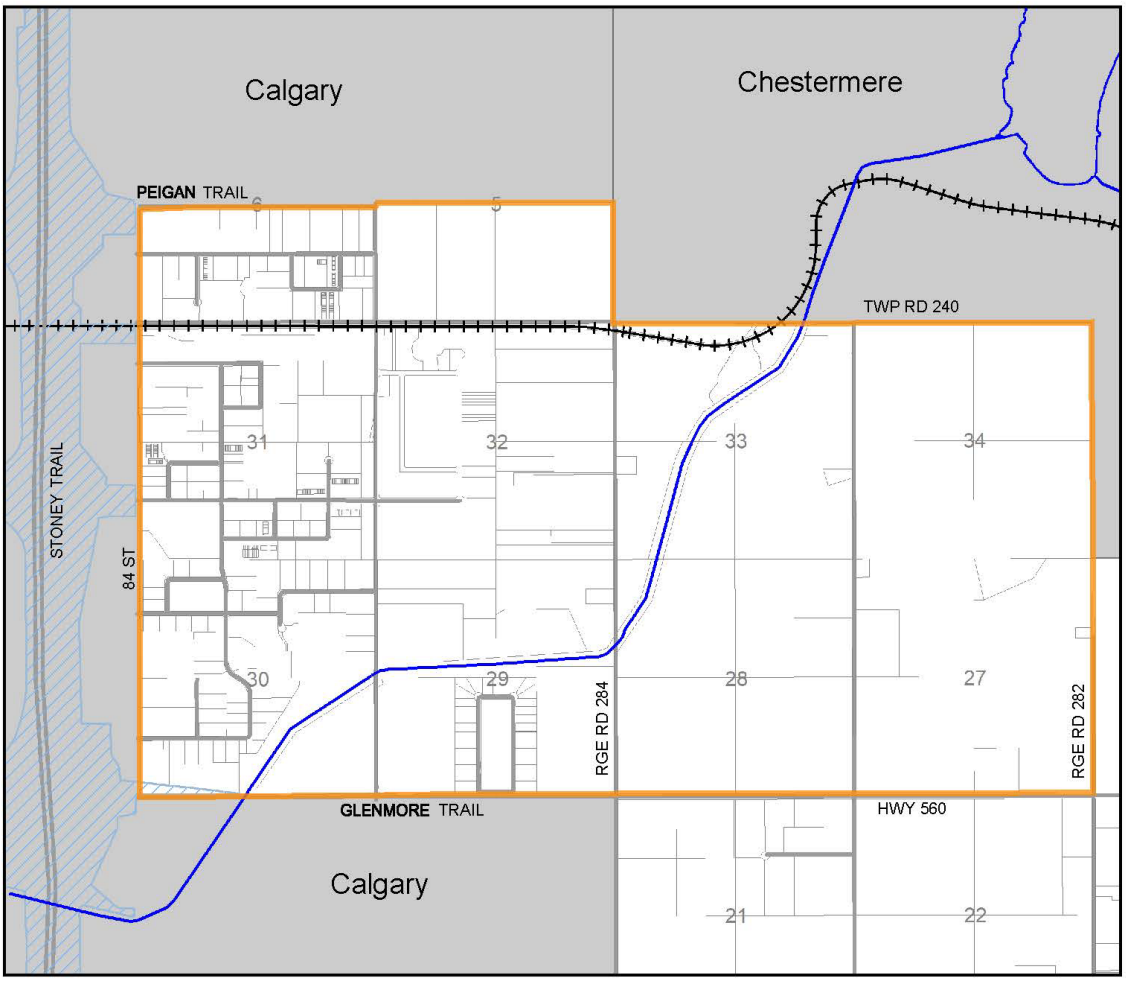
3. PLAN AREA

The Janet Area Structure Plan encompasses approximately 2,330 hectares (5,758 acres) or nine (9) sections of land. The Plan area is bounded by Glenmore Trail (Highway 560) and the city of Calgary to the south, the city of Calgary to the west, the city of Calgary and city of Chestermere to the north, and Range Road 282 on the east. Map 1: Plan Area Location identifies the Plan area, while Map 2: Aerial Photo provides a photo as of spring 2020.

Plan Area Maps

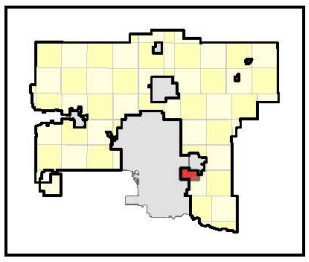
The Janet Area Structure Plan applies to the area within the defined boundary as shown on Map 1. The boundaries and locations of areas shown on the maps within the Area Structure Plan are not intended to define exact areas except where they coincide with clearly recognizable features or fixed boundaries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

Map 1: Plan Area Location



Map 1: Plan Area Location

- ASP Boundary
- Western Headworks Canal
- Transportation and Utility Corridor
- CN Railway



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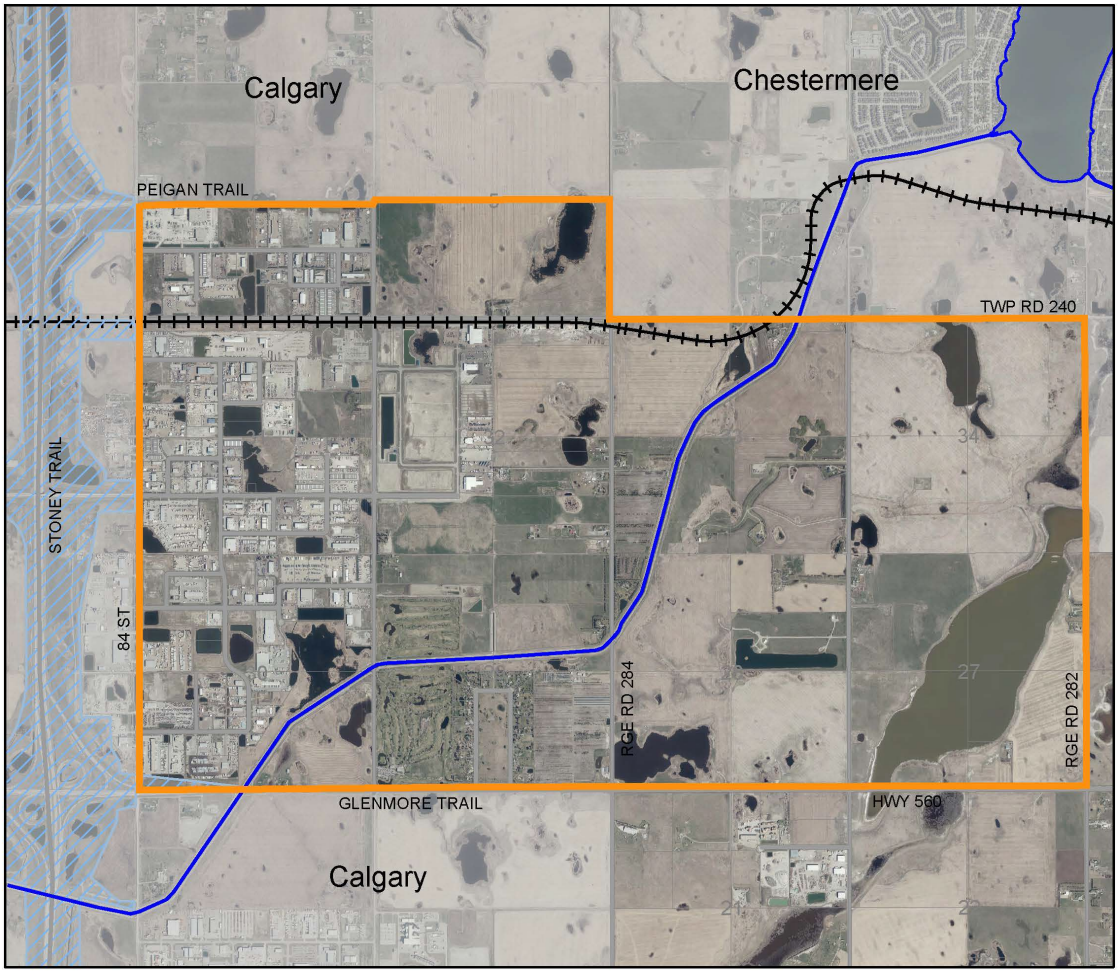
Area Structure Plan
JANET

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

Map 2: Air Photo



Map 2: Air Photo

ASP Boundary
Western Headworks Canal
Transportation and Utility Corridor
CN Railway

Air Photo Date: Spring 2020

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Area Structure Plan
JANET

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4. JANET TODAY

History

Janet began as a small hamlet and railway flag station in 1912. Located on the Canadian National railway line, passengers waited to board the train by flagging it down. With the exception of nearby Prairie Schooner Estates subdivision (1973), no significant residential development has emerged in the area despite the existence of the Hamlet of Janet.

Today the area is considered to be primarily suitable for industrial development. This notion of Janet developing as an industrial area emerged during the preparation of the Shepard Area Structure Plan. This Plan was a joint Area Structure Plan adopted by Rocky View County and the City of Calgary in 2001. In 2007, the City of Calgary annexed the Rocky View County lands south of Glenmore Trail that were contained in the Shepard Area Structure Plan. The remaining County lands in the Shepard Area Structure Plan area have largely been developed with industrial uses.

In 2013, County Council approved the Terms of Reference directing the preparation of a new area structure plan to replace the Shepard Area Structure Plan and a portion of the Calgary-Chestermere Corridor Area Structure Plan to provide for the development of a Regional Business Centre.

In 2019, County Council approved the Terms of Reference directing the preparation of an amendment to the Plan to facilitate development of lands east of the canal.

Surrounding Context

The Janet area shares borders with the city of Calgary on the west, north, and south sides. It also shares borders with the city of Chestermere on the north and east sides (Map 1).

In 2009, the City of Calgary approved the Shepard Industrial Area Structure Plan for lands west and south of the Janet area. That area structure plan provides for the development of industrial land uses in the city of Calgary. It also provides for a linear strip of commercial lands on the south side of Glenmore Trail.

The City of Calgary approved the East Regional Context Study in 2009 for the lands north of the Janet area. That study provides a framework for the staging and preparation of area structure plans and identifies these lands as a future residential growth corridor.

The Rocky View County / City of Calgary Intermunicipal Development Plan (2012) identifies joint planning interests between the City of Calgary and Rocky View County, specifically with respect to key geographical areas and interface planning.

The City of Chestermere updated its Municipal Development Plan in 2016 and identified the lands north of Janet generally as Residential Neighbourhood with pockets of Mixed-Use Neighbourhood Commercial; this is intended to create complete communities with distinct characteristics, boundaries, and elements that form livable, vibrant neighbourhoods with local identities.

The Edgewater Crossing Area Structure Plan, approved in 2013 by the City of Chestermere, provides a planning framework for the development of a residential community, north of the Janet area and east of the Western Headworks Canal. That community will provide a mix of residential uses together with a commercial / mixed-use node on the north side of Township Road 240.

The Waterbridge Master Area Structure Plan, approved by the City of Chestermere in 2014, establishes a land use framework for lands north of Janet and west of the Western Headworks Canal. That Plan provides for the development of a series of residential communities including a commercial core.

The Waterford Area Structure Plan, approved by the City of Chestermere in 2016, provides a planning framework to guide future development for the “South Community” as identified in the Waterbridge Master

Area Structure Plan. The community will mainly consist of a mix of residential densities, with minor pockets of commercial located at key entrances to the community.

In addition to the Waterford Area Structure Plan, the existing large lot rural residential community of Paradise Meadows lies directly west of the Western Headworks Canal.

Lands adjacent to the east boundary of Janet in the city of Chestermere are identified as Employment Lands in the Chestermere Municipal Development Plan. Employment lands emphasize single uses, such as corporate or multi-use office, industrial, and power centres.

The City of Calgary and City of Chestermere adopted an Interface Intermunicipal Development Plan in 2020 for the lands adjacent to Range Road 284, north of the Janet area. The Interface Intermunicipal Plan provides for a residential corridor with mixed-use nodes.

The lands east and south of the Janet area in Rocky View County are agricultural and are governed by the agricultural policies of the Municipal Development Plan. They comprise mainly of un-fragmented quarter sections and farmstead parcels. The area to the south is also identified as a City of Calgary Industrial Growth Area in the Intermunicipal Development Plan.

Existing Land Use

A variety of activities occur within the Janet area with land use designations allowing for industrial, agricultural, country residential, commercial, and recreational uses (Map 3: Existing Land Use). The majority of industrial development is located in the western portion of the Plan area. The Hamlet of Janet, located southwest of the intersection of Township Road 240 and Range Road 284 encompasses only a small portion of the Janet Plan area. Located along Glenmore Trail, is the Heather Glen Golf Course, a 27 hole public course built in 1987.

There are a few existing country residential areas with large lots (ranging in size from 2 to 40 acres) in the Plan area. As well there is the 30 lot residential subdivision of Prairie Schooner Estates which has smaller parcel sizes (two acres). The majority of the eastern portion of the Janet Plan area includes large agricultural parcels and the Shepard Slough.

Existing Conditions

The Janet area is part of the Central East Rocky View region as described in the Municipal Development Plan (Section 25.0). It is predominantly characterized by prairie grasslands, a flat to slightly rolling topography, and major wetlands (Shepard Slough) that support bird migration, a high water table, and groundwater discharge. The existing conditions are shown on Map 4: Existing Conditions and are discussed below.

Drainage and Wetlands: The Janet area is part of the Shepard sub-basin which contains water courses that flow south to the Bow River. The topography is fairly flat with few defined drainage courses. As in most parts of the County, much of the existing development has adopted rural stormwater management practices, incorporating culverts, ditches, and natural conveyance systems. Lack of comprehensive regional stormwater management has contributed to stormwater flooding and conveyance problems. Successful future development in the Plan area requires a comprehensive and regional solution to stormwater development.

Transportation: The transportation system comprises a grid network of arterial roads consisting of township and range roads. This network connects into the provincial highway system at Glenmore Trail (Highway 560) at the southerly boundary of the Plan area and Stoney Trail to the west. The westerly portion of the Plan area has been developed with an internal system of collector and local roads to facilitate existing development previously approved under the Shepard Area Structure Plan. Network improvements will be required to facilitate new industrial and commercial growth together with interchange / intersection upgrades and

development of internal collector and local roads. Policies in this Plan ensure that the required network improvements will be confirmed at subsequent planning stages (local plan and subdivision) in consultation with the adjacent municipalities.

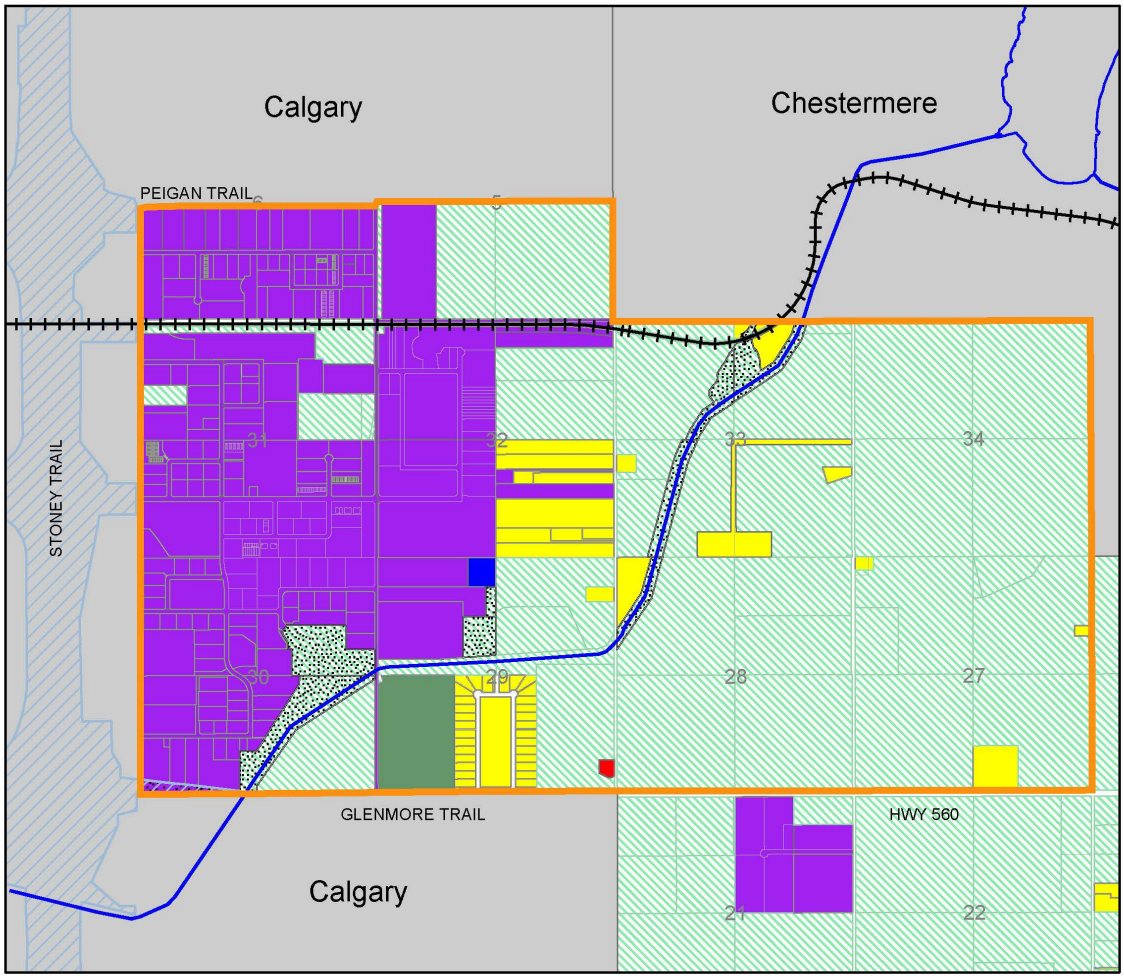
Industrial Development: The westerly portion of the Plan area was for the most part developed under the Shepard Area Structure Plan. The Shepard Area Structure Plan provided a policy framework for limited service industrial development through the preparation of *local plans*. A total of eight existing *local plans* make up this area (Map 9).

Country Residential Development: Two key areas of country residential development exist in the Plan area. One is situated in the central Plan area occupying approximately a quarter section of land, with parcels ranging from 2 to 40 acres in size. The other is the Prairie Schooner Estates community on the north side of Glenmore Trail, flanked by Heather Glen Golf Course on the west, and Crown Land (Western Headworks Canal) on the north.

Canadian National Railway: The Canadian National Railway has a line running through the northerly portion of the Plan area in an east-west direction. This line provides rail service to the existing industrial area with the potential to serve additional industrial lands.

Crown Land and Western Headworks Canal: The Western Headworks Canal, located on a linear strip of Crown Land, bisects the Plan area. This canal system is used to facilitate the irrigation requirements of local agricultural operations. The land also contains a regional pathway and trail system that provides recreational opportunities for the regional population.

Map 3: Existing Land Use



Map 3: Existing Land Use

- ASP Boundary
- Agriculture
- Recreational
- Business
- Industrial
- Residential
- Public Service
- Crown Land
- Transportation and Utility Corridor
- Western Headworks Canal
- CN Railway

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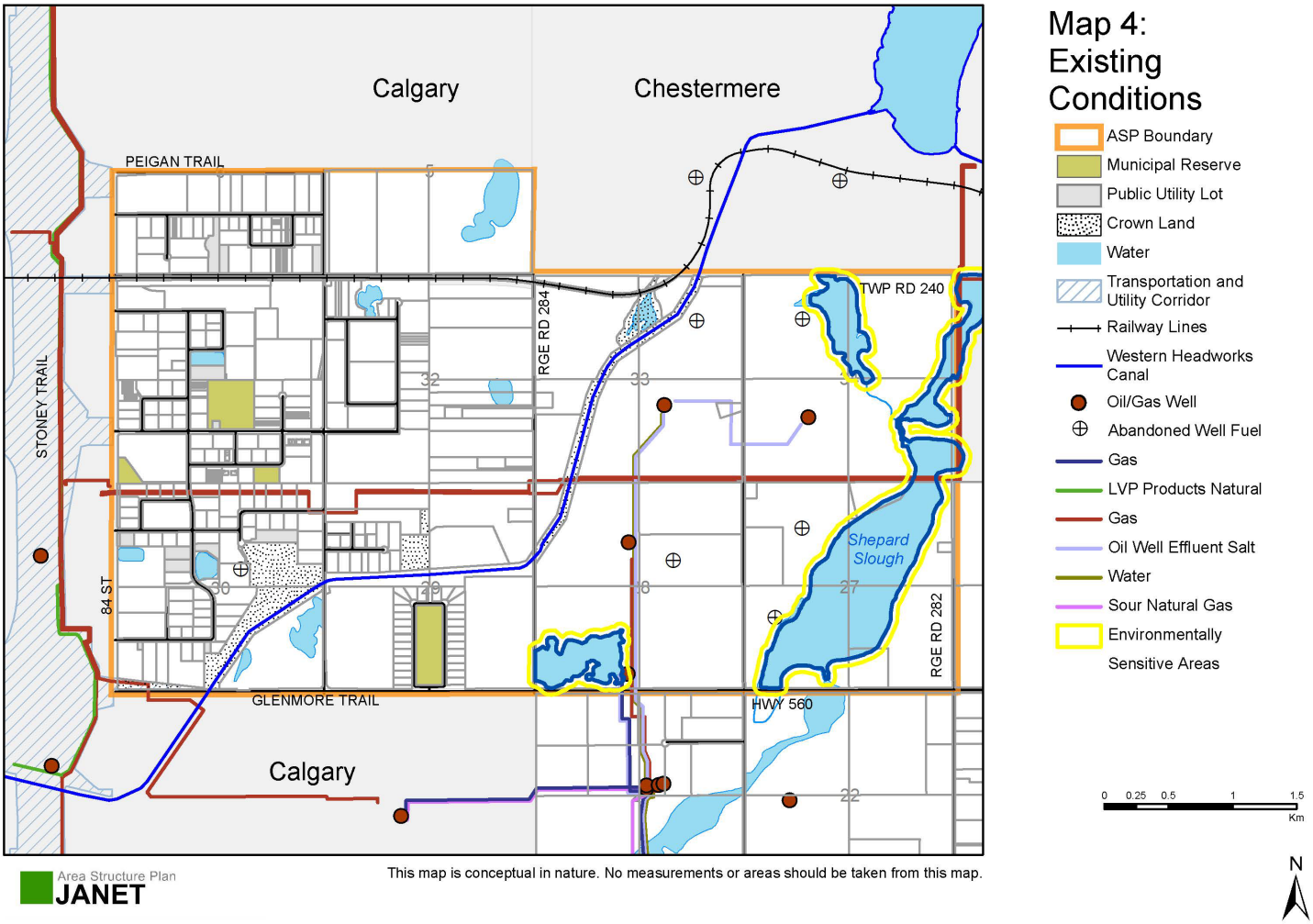
Area Structure Plan
JANET

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

Map 4: Existing Conditions



5. PLANNING FOR TOMORROW

Overview

The need for a new Janet Area Structure Plan was determined based on a number of factors including development pressure, public concern, changing landscape conditions, and the need for land use policy in the Janet area to align with the Municipal Development Plan and other County policies.

The preparation of the Janet Area Structure Plan has been a multi-faceted process that considered a number of elements, including the:

- strategic directions and policies of the Municipal Development Plan and other relevant County policy;
- key issues and opportunities identified by administration, residents, landowners, stakeholders, and municipal neighbours;
- physical constraints and attributes of the area; and
- ideas and input gathered throughout the public and stakeholder engagement process.

An overview of the above mentioned key factors informing the preparation of the Janet Area Structure Plan is outlined below.

Policy Direction from Other Plans

CALGARY METROPOLITAN REGION GROWTH PLAN

The Regional Growth Plan, Servicing Plan and Regional Evaluation Framework (REF) came into effect on August 15, 2022.

The Regional Growth Plan provides a policy framework for managing growth and implementing a long-term vision for the Calgary Metropolitan Region. The Servicing Plan is intended to support the Growth Plan and outlines how the planning and coordination of regional servicing will facilitate the implementation of the Growth Plan. The Regional Evaluation Framework provides member municipalities with criteria to determine when new municipal Statutory Plans and amendments to existing Statutory Plans shall be submitted to the Calgary Metropolitan Region Board for approval, and procedures for submission.

The Janet Area Structure Plan is identified as an existing statutory plan and as a Preferred Growth Area within Joint Planning Area 2. While the County is required to prepare a Context Study for JPA2 jointly with The City of Calgary and the City of Chestermere, Growth Plan policies state that ASP amendments in Joint Planning Areas may continue to be approved.

The Janet Area Structure Plan amendments for the area east of the canal, implement the vision and land uses defined by the existing Plan (adopted in 2014) and were developed in accordance with the Growth Plan, Servicing Plan and REF.

MUNICIPAL DEVELOPMENT PLAN (COUNTY PLAN)

The Janet area is identified in the Municipal Development Plan as a Regional Business Centre in order to increase the County's non-residential assessment base and in recognition of the changing development scenario on adjacent lands. The County Plan directed that the future plan for Janet be reviewed to ensure consistency with the County Plan and other municipal documents. Historically, detailed planning in the Janet area was directed by the Shepard Area Structure Plan. Replacement of the Shepard Area Structure Plan was required due to annexation and the successful build-out of the Shepard area.

The Shepard Area Structure Plan identified the Janet area as a 'limited service' area, meaning County water and wastewater services were not provided. As there has been no County direction to connect this area to

County utility services, and since servicing is unavailable from the City of Calgary, the Janet area will continue to be a limited service industrial area, accommodating industrial, commercial, recreational, and country residential uses.

ROCKY VIEW/CALGARY INTERMUNICIPAL DEVELOPMENT PLAN

Portions of the Janet Area Structure Plan are affected by the Rocky View County / City of Calgary Intermunicipal Development Plan. Specifically, this Intermunicipal Plan identifies Key Focus Areas including the Peigan Trail extension, the Glenmore Trail (Highway 560) industrial growth corridor, entranceways and interface planning, and the Shepard Drainage Plan, all of which require intermunicipal coordination.

CITY OF CHESTERMERE

Also, a portion of the Plan area borders the city of Chestermere. Intermunicipal coordination with the City of Chestermere, in the absence of an Intermunicipal Development Plan will address issues related to interface planning, land use compatibility, and joint infrastructure requirements affecting both municipalities.

Key Issues and Opportunities

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

a) Land Use: There was strong support for the Janet area being developed primarily for industrial uses, with a limited focus on commercial development. Key land use issues were identified related to interface treatment of lands adjacent to existing country residential and non-industrial areas, and the eventual transition of some of these areas to industrial and commercial uses. The development of attractive business corridors and entranceways in the Janet area was identified as a key opportunity.

b) Phasing: There was support for industrial growth to logically continue from west to east. A key issue identified was that a market study should be prepared to determine the short term and longer term phasing strategy for industrial growth.

c) Environmental Protection and Stormwater Management: The area is generally flat and contains substantial wetlands (e.g. Shepard Slough) and the Western Headworks Canal which bisects the area. Developing a strategy to protect these and other important environmental features, while addressing an appropriate stormwater management solution was identified as a key issue.

d) Transportation: Major provincial highways and arterial roads provide access to and from the area. One of the key issues was the required road upgrades and new road construction to accommodate growth.

e) Infrastructure Servicing: The development of effective stormwater management and wastewater systems was regarded as important for the area. Key issues included ensuring that developers / businesses would be responsible to pay for the cost of servicing infrastructure and that better ways to recycle and reuse water would be explored to reduce the volume of on-site stormwater management.

Physical Constraints and Attributes

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

a) Transportation Utility Corridor and Stoney Trail: The Transportation Utility Corridor is a provincially owned utility corridor located along the western boundary of the Plan area that contains Stoney Trail (also known as the Ring Road). It functions as a freeway bypass for Deerfoot Trail (Highway 2) and provides access to the Plan area by way of Glenmore Trail and the future Peigan Trail extension.

b) Grid Arterial Road Network: The Plan area is divided by a grid network of arterial roads running north-south and east-west. This grid network is spaced at intervals of approximately one mile apart and provides an excellent arterial network for connection into the provincial highway system (Glenmore Trail and Stoney Trail).

c) Canadian National Railway: The Canadian National Railway runs through the Janet area in an east-west direction. An opportunity to service industrial lands may be possible through the development of spur lines.

d) Crown Land and Western Headworks Canal: A linear corridor of Crown Land containing the Western Headworks Canal bisects the Plan area, providing an *open space* link connecting the city of Calgary and city of Chestermere. These lands contain a regional pedestrian pathway / trail system that could connect with other *open spaces* and local pathways / trails in the Plan area.

e) Waterbodies: Several wetlands exist in the Plan area, with the largest being the Shepard Slough. The Slough is part of a larger system (the Shepard Wetland Complex) that extends southward into the city of Calgary. These natural systems provide a source for water storage, groundwater recharge, particle retention, and water quality protection. Lands adjacent to these wetlands can also be integrated into a regional *open space* system providing regional and local connectivity to the surrounding area.

f) Stormwater Drainage: The Plan area generally drains from north to south to the Bow River. The Western Headworks Canal bisects the area in two and, while it has many positive attributes as mentioned above, it is a barrier for natural drainage through the Plan area. The Cooperative Stormwater Management Initiative (CSMI) is the County's post-development stormwater solution for the Plan area and the region.

g) Servicing: County piped services (water and sewer) will not be provided in this area. The Plan area has been planned and developed around the provision of limited services (pump-out tanks, private communal water and sewage systems, and water cisterns). Although comprehensive water and wastewater servicing is not planned for the area in the near-term, this Plan commits to the future provision of such servicing through several policies.

h) Intermunicipal Interface: The Plan area abuts the city of Calgary along the Peigan Trail and Glenmore Trail (Highway 560) corridors. It also abuts the city of Chestermere along Peigan Trail and Range Road 282. Intermunicipal planning co-ordination will be required adjacent to these corridors.

Public Engagement Process

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

Phase 1 – Awareness, Issues, and Goals: This was the initial start-up phase of stakeholder engagement that extended from July to November, 2013. In this phase, the County led an engagement process with a workshop to help define the vision and goals for the Janet area. Engagement focused on raising awareness about the planning process, identifying issues, and setting priorities for the Plan area.

Phase 2 – Evaluating Options, and Setting Direction: This phase extended from December, 2013 to February, 2014. In this phase, public engagement activities through a workshop and on-line survey helped confirm the vision for the Plan and explore areas where policy direction was still unclear.

Phase 3 – Draft Policies and Actions: In this phase, extending from March to June, 2014, the vision and directions for the Plan were confirmed through the development of draft policies and actions, and preparation of a first draft of the Plan. This first draft was introduced to stakeholders at an open house at the end of June.

Phase 4 – Plan Completion and Adoption: In this phase, extending from July to October, 2014, the draft Plan was refined based on public comment, agency circulation, and technical review. An open house for the proposed Plan was held in early October and a Public Hearing held later in October.

Lands east of the canal: To facilitate development within the area east of the canal, further public engagement occurred between September 2019 and October 2022. Engagement included open houses, online surveys and virtual engagement. The intent of the engagement was to develop the land use strategy for this area.

6. JANET VISION AND GOALS

Janet Vision

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

> *The Janet area has developed into an attractive location for small-to-medium sized industrial businesses within the transportation, construction, and manufacturing sectors. The area benefits from its geographic location, a strong urban market, a nearby labour force, and its proximity to Glenmore and Stoney Trails. The development blends in well with adjacent industrial and commercial areas, complementing development in the city of Calgary and city of Chestermere. The area is served by an efficient transportation network, effective water and wastewater systems, and well-managed stormwater infrastructure.*
>
> *Within the Plan area, the Prairie Schooner Estates remains an attractive country residential community with sensitively designed commercial development on adjacent lands. Regional recreational opportunities are provided through a network of open spaces, and pathways. A continuous greenway runs parallel to the major wetlands to the east and the irrigation canal that bisects the Plan area. While developing as a successful business centre, special attention was paid to conserving the natural environment, ensuring that wetlands, riparian areas, and water courses were protected, and an effective stormwater management system was put in place.*
>
> *The success of the Janet Regional Business Centre was anticipated based on the area's proximity to regional demand, a growing urban market and labour force, competitive land values, and good transportation access. From the County's perspective, the Regional Business Centre supports the County's financial goals of increasing the business assessment base and providing employment for the local community and region.*

Goals

There are 11 goals that have guided the formation of the Janet Area Structure Plan. These goals are based on policy direction from the Municipal Development Plan; the existing physical characteristics of the area; and the key issues, constraints, and opportunities identified during the planning process. The goals are as follows:

1. Facilitate the development of the Janet area as a Regional Business Centre.
2. Support the continuation of existing agricultural operations until development of those lands to another use is deemed desirable.
3. Establish an attractive industrial area for small to medium industries in sectors such as manufacturing, transportation, and construction; and provide for limited-service industrial development with some supporting commercial uses.

> **Limited-service industrial development** refers to development that can be achieved without the availability of full municipal services through the provision of private or communal sewage and water treatment systems, on-site water and on-site stormwater management or a combination thereof that is consistent with relevant County policy.

4. Ensure that the majority of the area adjacent to Peigan Trail and Glenmore Trail is comprised of business and commercial uses that are compatible to adjacent uses in the City of Calgary and City of Chestermere.

5. Provide for attractive and high quality development along Peigan Trail and Glenmore Trail that meets high standards of building design, siting, landscape design, and architectural treatment.
6. Protect existing non-industrial uses with appropriate land use and interface treatment measures.
7. Successfully manage stormwater through the development of a regional stormwater conveyance system and innovative stormwater management solutions including source control methods, bio-swales, re-use of rain water for irrigation, and other Low Impact Development measures.
8. Protect wetlands through the integration of wetlands as part of a sustainable stormwater solution.
9. Create a well-designed, safe, and interconnected transportation network that addresses the needs of motorists, pedestrians, and cyclists.
10. Preserve major wetland systems as sustainable natural areas to provide passive recreational opportunities for employees, residents, and the public.
11. Prioritize future development along existing road, infrastructure, and servicing routes, with development being phased in from west to east.

PART II: PLAN POLICIES

A. LAND USE

7. JANET LAND USE STRATEGY

Purpose

The Janet Land Use Strategy provides the framework for implementing the vision for the Janet Area Structure Plan by detailing the physical organization of land uses in the Plan area. The Strategy identifies general land uses, the approximate boundaries of the land use areas, and the policies that inform the development in each area. The Strategy for the Janet Area Structure Plan is shown on Map 5: Land Use Strategy. The policies related to the Strategy are found in Sections 7 to 24.

Preparation

The Janet Land Use Strategy was developed through a multi-faceted process that considered:

- Municipal Development Plan direction
- Public input through the Janet Area Structure Plan engagement process
- Existing physical characteristics and development
- Market demand
- Technical review and analysis of the infrastructure capacity (transportation, utilities, and stormwater management)
- Intermunicipal and interagency discussion
- Council approved policies and the terms of reference for the preparation of the Janet Area Structure Plan

These components were woven together to formulate the Plan's Land Use Strategy, maps, and policies.

Strategy

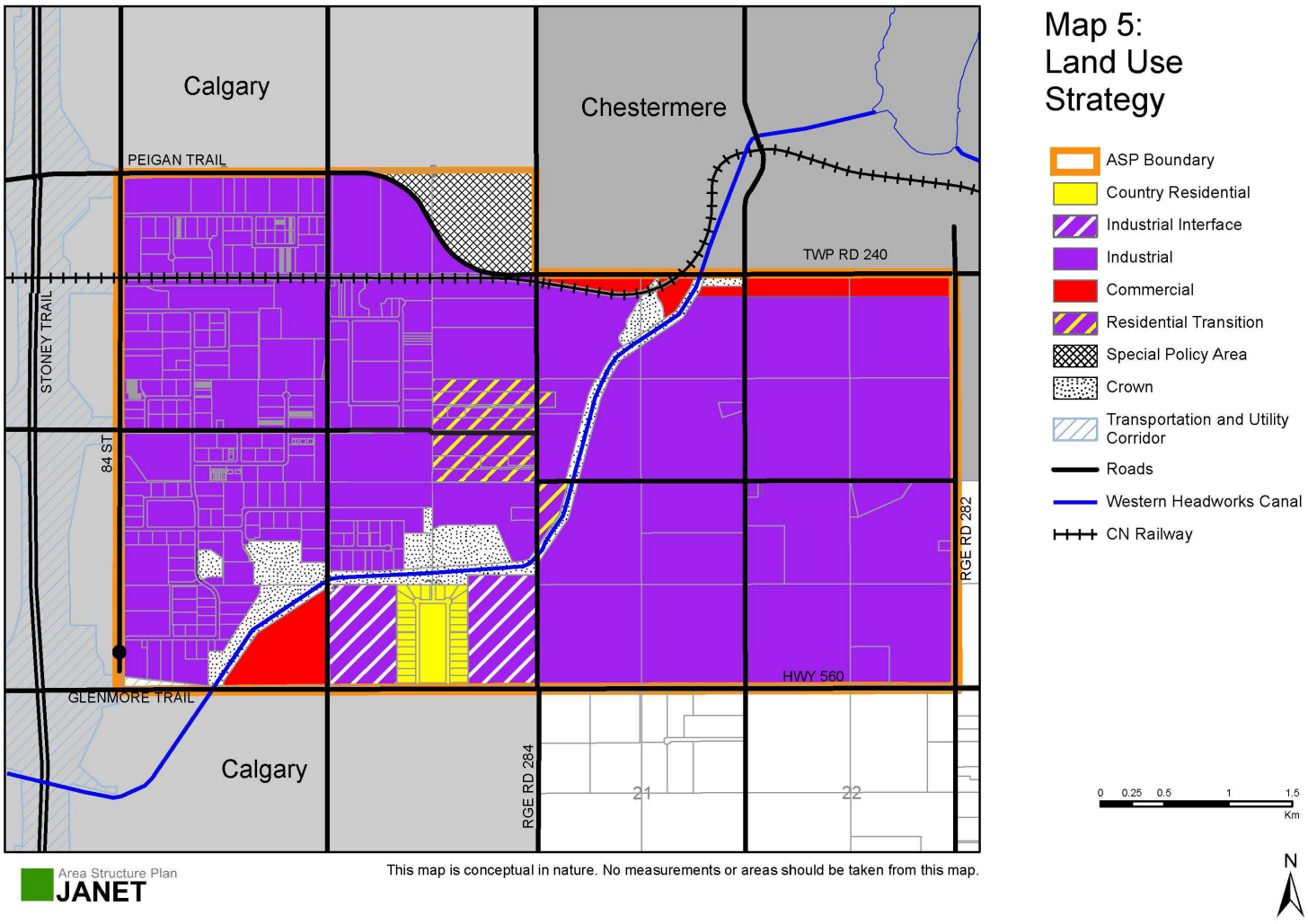
The Janet Land Use Strategy provides for the development of a Regional Business Centre through an expansion of the existing industrial area developed under the Shepard Area Structure Plan. Development will proceed in an easterly direction, building on the existing industrial development.

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

- The Janet area will develop as a limited-service industrial and commercial business area. Development is dependent upon the approval of comprehensive *local plans* and land use.
- The existing agricultural lands, which take up more than 50 per cent of the area within the Janet Area Structure Plan, will remain in agricultural use until such time as a change is deemed desirable.
- Commercial development will be permitted along the Glenmore Trail and Township Road 240 corridors. Ensuring high quality design of commercial development will contribute to creating attractive complementary development along these routes, which are adjacent to the cities of Calgary and Chestermere.

- The Prairie Schooner Estates community is expected to remain as a permanent country residential area. The Business-Residential Interface area policies will be applied to business development on adjacent lands to ensure adequate buffering is provided for this residential area.
- The Residential Transition Area (Map 5) will continue as a residential area until such time as transition to business uses is deemed appropriate. The Business-Residential Interface area polices must be addressed for industrial development adjacent to these lands.
- The Heather Glen Golf Course is expected to be converted to business uses over the long term, but it is considered to be an asset to the area and will be encouraged to remain in its present use for the short to medium term.
- The future Peigan Trail alignment east of Range Road 285 will separate a small portion of the Plan area on the north side of Peigan Trail from the industrial area to the south. This area has special policies that recognize its eventual transition to future urban residential uses, in accordance with the policy direction contained in the Rocky View County / City of Calgary Intermunicipal Development Plan.
- A limited servicing strategy, which includes the use of cisterns, pump-out tanks or, communal systems will provide the water and wastewater solutions for business development.

Map 5: Land Use Strategy



Note: This map has been amended for ASP amendment application purposes

8. COUNTRY RESIDENTIAL

Country residential land uses have existed within the Plan area since 1978 and are identified on Map 3. The Land Use Strategy identifies a Residential Transition area and Country Residential area that provides a different land use strategy for each area.

OBJECTIVES

- Support the retention of existing country residential development identified as Residential Transition area until change to industrial development is deemed desirable.
- Support Prairie Schooner Estates to remain as a viable country residential community.
- Ensure that the impact of commercial and industrial development on existing country residential development is minimized through the implementation of appropriate interface design elements.

POLICIES

Residential Transition

The Residential Transition areas are near or adjacent to future industrial development areas. This Plan recognizes these existing residential areas, and will allow for their continuation until such time as transition to business uses is deemed appropriate.

8.1. Residential uses on lands identified as Residential Transition area (Map 5) will be allowed to continue until such time as a transition to industrial use is deemed appropriate, a *local plan* has been prepared, and the proposals for new land uses address the policies of this Plan.

8.2. Applications for industrial and commercial uses adjacent to a Residential Transition area shall:

a) demonstrate how the proposed land use is compatible with the adjacent residential use by considering the Business-Residential Interface area policies and the requirements of Section 10 of this Plan; and

b) include screening, buffering, and landscaping measures to mitigate the impact on the Residential Transition area.

Prairie Schooner Estates

The existing Prairie Schooner Estates, approved for subdivision in 1978, is located between Glenmore Trail and the Western Headworks Canal. The Plan recognizes the presence and desire of this community to remain as a viable country residential development and therefore, the need to sensitively integrate commercial and industrial development on adjacent lands.

8.3. Country residential development shall be supported in the Country Residential areas shown on Map 5.

8.4. Commercial and industrial development on land adjacent to the Country Residential areas shall be subject to the Business-Residential Interface area policies of this Plan (Section 12).

9. COMMERCIAL

Commercial development across the County provides a wide range of services to residents and the region, while contributing to the fiscal sustainability of the County. Over the next ten to 20 years, the Janet Plan area is expected to continue its development as a Regional Business Centre primarily catering to small-to-medium sized industrial businesses within the transportation, construction and manufacturing sectors.

In addition to the expected development in the industrial sector, the Plan area will develop as a high quality commercial area along Glenmore Trail. Commercial development in this area is envisioned as being moderate to large in size, primarily serving the needs of the regional population. Uses may include a combination of large format retail stores, services, offices, office parks, and personal service businesses.

OBJECTIVES

- Provide for attractive and high quality commercial development.
- Allow for the development of high quality commercial land uses on Glenmore Trail (Highway 560) and Peigan Trail (Township Road 240), which provide safe access and egress from adjacent highways and roads.
- Provide guidance on the types and design of commercial development appropriate for the Janet area.
- Ensure that commercial uses will be compatible with existing and future land uses.

POLICIES

General

9.1. Commercial development shall be located in the Commercial areas identified on Map 5.

9.2. Development within commercial areas should proceed in an orderly manner, supported by cost effective improvements and upgrades to the County's infrastructure and transportation networks.

Land Use

9.3. The primary commercial land uses should be large-format retail centres, shopping centres, outlet malls, office buildings, personal services, office parks, institutional uses, and tourist facilities that benefit from access to Glenmore Trail (Highway 560) or Peigan Trail (Township Road 240).

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

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

9.5. Commercial uses located adjacent to existing residential or agriculture areas shall address the Business-Residential Interface (Section 12) or Agriculture Interface (Section 14) policies of this Plan.

9.6. Acceptable commercial uses are those activities primarily carried on within an enclosed building, where the operation does not generate any significant nuisance or environmental impact such as noise, appearance, or odour outside of the enclosed building.

9.7. Outdoor storage as a primary use should not be permitted in the commercial areas of the plan. Outside storage incidental to the primary use of the site shall be screened and located to the side or rear of the primary building.

9.8. Outside display areas are permitted, provided they are limited to examples of equipment, products or items related to the site's commercial use.

Local Plans

9.9. A *local plan* shall be required to support applications for commercial development (see Policy 25.1). The *local plan* shall:

a) provide detailed planning and design policies and guidelines for commercial development;

b) address the County's Commercial, Office and Industrial Design Guidelines and document how the *local plan* meets those guidelines;

c) provide architectural and site guidelines in order to provide a consistent thematic design to the commercial area;

d) where necessary, provide for current and future access requirements to Glenmore Trail (Highway 560) and Peigan Trail (Township Road 240);

e) ensure vehicle and pedestrian connections between *local plan* areas; and

f) evaluate options for regional transit services to the Plan area, and where feasible, incorporate design elements to accommodate future transit service.

Design

9.10. Commercial development shall be attractively designed, fit with existing development, and address the County's Commercial, Office and Industrial Design Guidelines and the design requirements of Appendix B.

9.11. Commercial development shall provide for convenient, attractive and efficient pedestrian and bicycle linkages between building entrances, sites and, where applicable, adjacent areas.

9.12. All private lighting including security and parking area lighting shall be designed to respect the County's 'dark sky' policies, conserve energy, reduce glare and minimize light trespass onto surrounding properties.

9.13. The use of fencing should not be permitted, other than for screening of outside storage, garbage bins, or for security purposes, provided the security area is adjacent to the side or rear of the primary building.

10. INDUSTRIAL

Over the next several decades, Rocky View County is expected to capture a greater share of the region's industrial development due to regional demand, its proximity to a growing market and labour force, competitive land values, and good transportation access.

The Janet area is identified in the Municipal Development Plan (Map 1: Managing Growth), as a Regional Business Centre. The area will develop over time into an attractive location for more general industrial development catering to uses that do not require municipal-owned utility servicing. The development will benefit from its geographic location; in particular, its proximity to Stoney and Glenmore Trails. This area is expected to be especially attractive for small-to-medium sized industries within the transportation, construction, and manufacturing sectors.

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

OBJECTIVES

- Support the development of industries associated with the provincial and regional economic base such as construction, manufacturing, transportation, warehousing, distribution logistics, and oil and gas services.
- Support the development of a well-designed, industrial based, Regional Business Centre.
- Provide for the growth of local and regional employment opportunities.
- Provide for an efficient pattern of development and phasing.
- Support an orderly transition from existing agricultural, residential, and recreational uses to industrial uses.
- Promote financial sustainability by increasing the County's business assessment base.

The Municipal Development Plan states the purpose of a **Regional Business Centre** is to provide regional and national business services, and local and regional employment opportunities. Regional Business Centres make a significant contribution towards achieving the County's fiscal goals. Regional Business Centres have the following characteristics:

- a concentration of commercial and / or industrial businesses;
- an efficient road connection to the provincial highway network;
- significant scale and scope of operations; and
- infrastructure with the potential to service the proposed development.

POLICIES

General

10.1. Industrial development shall be located in the areas identified as Industrial on Map 5.

10.2. Development of industrial uses should proceed in an orderly manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.

Land Use

10.3. Industrial uses such as distribution logistics, warehousing, transportation, services, construction, and manufacturing that do not have a significant offsite nuisance impact shall be deemed appropriate within the industrial area.

Distribution logistics refers to the business and activities associated with the management, handling and movement of goods and finished products from their point of origin and manufacture to their point of consumption.

10.4. Commercial, institutional, recreational, and other business uses that are compatible with industrial uses and have minimal impact on the local infrastructure, and do not generate large traffic volumes may be appropriate within the industrial area.

The following broad land use sectors have been identified as emerging areas of growth potential for the Janet area:

- transportation, warehousing and distribution / wholesale trade, particularly rail and trucking transportation and support industries, as well as logistics services such as freight or packaging / value-added services and distribution;
- professional, scientific and technical services, particularly engineering, consulting, and business services; and
- oil and gas servicing industries.

Local Plans

10.5. A *local plan* shall be required to support applications for industrial development (see Policy 25.1). The *local plan* shall:

a) ensure that the type of uses for the industrial area are consistent with those identified in policies 10.3 and 10.4;

b) where necessary, provide a strategy to mitigate offsite impacts;

c) address the policies of this Plan regarding the Business-Residential Interface and Agricultural Interface, where required;

d) address the County's Commercial, Office and Industrial Design Guidelines and document how the *local plan* meets those guidelines;

e) provide for high quality development through landscaping, lot, and building design; and

f) evaluate options for regional transit services to the Plan area, and where feasible, incorporate design elements to accommodate future transit service.

10.6. All private lighting including security and parking area lighting shall be designed to respect the County's 'dark sky' Land Use Bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.

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

Heather Glen Golf Course

The Heather Glen Golf Course was approved for recreational use in the mid-1980s. The 27 hole golf course is located on a 160 acre parcel adjacent to Glenmore Trail, east of Range Road 285. This Plan recognizes and supports continued recreational use of the property, but allows for conversion to commercial and industrial use if market demand warrants it and the policies of this Plan are addressed.

10.8. Recreational use of lands occupied by the Heather Glen Golf Course will be allowed to continue until such time as a transition to industrial or commercial use is desired and the proposal for the new land use addresses the policies of this Plan.

10.9. A change from recreational use to industrial or commercial use on the lands currently occupied by the Heather Glen Golf Course will be supported subject to the policies of this Plan.

10.10. An application for industrial or commercial uses adjacent to the existing golf course shall:

a) demonstrate how the proposal is compatible with the adjacent golf course; and

b) include screening, buffering, and landscaping measures to mitigate the visual impact on the golf course.

10.11. An application for industrial or commercial uses on the lands shall:

a) demonstrate how proposed land uses are compatible with the Country Residential area through preparation of a local plan; and,

b) demonstrate thoughtful subdivision design to orient more intensive uses, roadways, and areas of activity away from the existing County Residential area.

Foothills Nursery

The Foothills Nursery was established in the early 1970s and expanded to the Janet area in 2011. The 114 acre parcel is located adjacent to Glenmore Trail, west of Range Road 284. This Plan recognizes and supports continued agricultural use of the property but allows for conversion to commercial and industrial use if the policies of this Plan are addressed.

10.12. Agricultural use of lands occupied by the Nursery will be allowed to continue until such time as a transition to industrial or commercial use is desired and the proposal for the new land use addresses the policies of this Plan.

10.13. A change from agricultural use to industrial or commercial use on the lands currently occupied by the Foothills Nursery will be supported subject to the policies of this Plan.

10.14. An application for industrial or commercial uses on the lands shall:

a) demonstrate how the proposal is compatible with the adjacent nursery; and

b) include screening, buffering, and landscaping measures to mitigate the visual impact of the nursery.

11. AGRICULTURE

The continued use of land for agriculture purposes in the Plan area is appropriate and desirable until such time as the land is developed for other uses. The Policies support the retention and development of agriculture uses as per the direction of the Municipal Development Plan while Section 14 provides direction on developing adjacent to agriculture operations in a manner that minimizes land use conflict.

OBJECTIVES

- Support agricultural uses until alternative forms of development are determined to be appropriate.
- Provide for appropriate development of agriculture, farmsteads and first parcels out in accordance with the Municipal Development Plan.
- Minimize the impacts of subdivision on existing and future development.

POLICIES

General

11.1. Agricultural lands within the Plan boundary shall develop in accordance with the policies of the Municipal Development Plan.

11.2. Existing agricultural operations within the Plan boundary are encouraged to continue until development of those lands to another use is deemed desirable and that use is determined to be in accordance with the policies and land use strategy of this Plan.

11.3. The creation of a single lot from an un-subdivided quarter section for the purposes of a farmstead or first parcel out subdivision, or other agriculture development should be supported without the requirement of a *local plan* when it is in accordance with the relevant policies of this Plan and the Municipal Development Plan.

11.4. Farmstead lot size shall meet the minimum and maximum size requirements of the Municipal Development Plan and shall be no larger than is necessary to encompass the existing residence, associated buildings, landscape improvements, and access.

11.5. Residential first parcels out shall be situated in a manner that minimizes the impact on future development of the site. Residential first parcels out:

a) shall meet the site requirements of the Municipal Development Plan;

b) shall meet the County's access management standards; and

c) should be located on the corners of the quarter section.

11.6. Applications for Confined Feeding Operations shall not be supported in the Plan area.

12. BUSINESS-RESIDENTIAL INTERFACE

Business-Residential Interface areas are those parcels supported for industrial or commercial that are adjacent to existing or proposed residential land use areas. Minimizing the direct impact of commercial and industrial development on existing and future residential areas is accomplished by giving careful consideration to land use, spatial separation, roadway design, landscaping and the design and layout of buildings. The policies to achieve a compatible interface are located in this section. These policies will be applied to those areas adjacent to the Country Residential area identified on Map 5 and should be considered for those areas adjacent to the Residential Transition areas.

OBJECTIVES

- Minimize the impact of commercial and industrial development on residential development.
- Provide edge conditions in Business-Residential Interface areas that are complementary to adjacent residential areas.

> The term business is used in its broadest meaning to encompass commercial and industrial activities.

POLICIES

General

12.1. *Local plans* for business uses adjacent to the Country Residential area and the Residential Transition areas on Map 5 shall include an interface strategy that addresses the policies of this section.

12.2. The interface strategy should mitigate impacts to adjacent Country Residential areas with particular emphasis on protecting residents from noise, light, visual, and privacy intrusions, alongside other forms of nuisance.

12.3. The local road network within the Business-Residential Interface area should be separated and / or buffered from adjacent residential areas.

Business Uses

12.4. Business uses located adjacent to the Country Residential area on Map 5 shall comply with the following requirements.

a) Acceptable uses are those business activities primarily carried on within an enclosed building that generate no significant nuisance impact outside of the enclosed building. Business uses that interfere with the use and enjoyment of adjacent residential development because of the nature of the business use should not be permitted, even where the business activities may be fully enclosed within a building.

b) Outside storage is not an acceptable use in the Business-Residential Interface area.

c) Overnight trucking or automotive-related activities, in accordance with the defined nighttime hours in the County's Noise Bylaw, as amended, including parking, loading, storage, or delivery are not desirable uses in the Business-Residential Interface Area and should be located within the areas where off-site impacts can be appropriately mitigated.

Setback Area

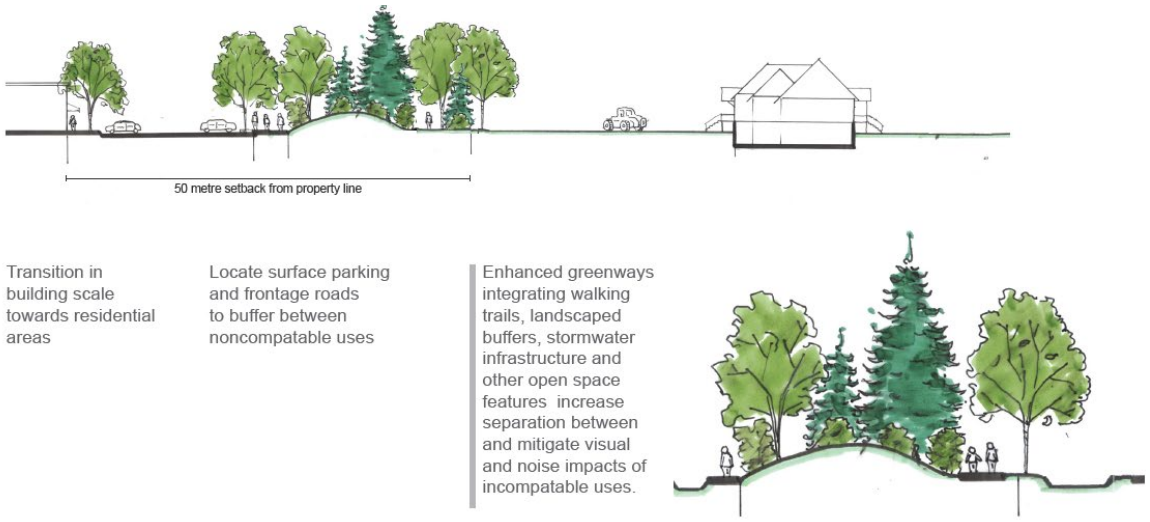
Spatial separation between business and residential uses is achieved by providing setbacks for the industrial or commercial buildings within the interface areas.

12.5. Where commercial or industrial buildings are on lands adjacent to the Country Residential area, the commercial or industrial building shall be set back a minimum of 50 metres from the commercial or industrial property line.

12.6. Where a trail or pathway is located within or adjacent to a Business-Residential Interface area, the pathway and associated *open space* may be counted as part of the 50 metre building setback.

Figure 1

Business Residential Interface area includes building design, setbacks, landscaping, and use considerations.



Setback Area Use and Landscaping

12.7. Within the setback area adjacent to Prairie Schooner Estates, pathway connections shall be provided connecting business development with the residential community to provide recreational opportunities for residents within the area. Public access to pathways shall be secured and maintained through public access easements, restrictive covenants and/or other instruments.

12.8. Uses within the setback area in a Business-Residential Interface area may include:

a) landscaping, berms, landscaped stormwater ponds, natural wetlands, trails, and linear parks; and

12.9. High quality landscaping should be emphasized in the setback area. A landscape plan shall be prepared for the setback area as part of a *local plan that* addresses the County's Land Use Bylaw, and Appendix B guidelines. The landscape plan should:

a) demonstrate berm plantings including mature coniferous trees (minimum 4.60 m (15.00 ft.) with a maximum spacing of 2.50 m (8.00 ft.), with preference for plantings adjacent to the residential interface; and,

12.10. Mass plantings and landscaped berms are required to minimize the visual impact of the commercial / industrial uses buildings within an interface area. These plantings and berms:

a) shall incorporate natural contours and variations in height, in order to achieve a natural landscaped appearance;

b) should incorporate berms constructed to a height of not less than 4.00 m (13.13 ft.) in height, should not be overbearing on the residential properties and should be appropriately positioned to maximize privacy and screening for residents; and,

c) may be located in either the Business-Residential Interface area or municipal reserve, if provided.

Building Quality and Appearance

12.11. High quality building appearance should be emphasized where industrial / commercial buildings face residential areas. Building design shall address the requirements of Appendix B of this Plan.

12.12. The maximum height of buildings on lots adjacent to a residential area shall be 12.5 metres or lower where required by the County's Land Use Bylaw.

12.13. The lot coverage of buildings on lots adjacent to a residential area shall be a maximum of 25 per cent.

12.14. Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots adjacent to a residential area should not face the residential area.

13. AGRICULTURAL INTERFACE

Agriculture is a significant land use within the Janet Plan area and will continue in many parts of the Plan area until the envisioned development occurs. It is important that agricultural uses are allowed to continue unimpeded until the land transitions to an alternate land use.

In accordance with the policies and actions of the Municipal Development Plan, a set of Agricultural Boundary Design Guidelines have been adopted by Council. The Guidelines provide recommendations for a variety of buffering, siting, and design techniques to minimize impacts of non-agricultural development on agricultural operations and to reduce potential land use conflicts.

OBJECTIVE

- Ensure an appropriate interface between non-agricultural uses and agricultural land or operations, in order to avoid negative impacts on agriculture operations.

POLICIES

13.1. Applications for non-agricultural development adjacent to agricultural lands should adhere to the County's Agricultural Boundary Design Guidelines.

13.2. Proposals for non-agricultural development adjacent to agricultural lands located either within or outside of the Plan boundary shall incorporate buffering, siting, and design techniques to minimize negative impacts on agricultural lands.

13.3. Agricultural buffering techniques may include a combination of the following:

a) barrier fencing to prevent access;

b) vegetated berms;

c) community agriculture plots;

d) stormwater management facilities;

e) ecological / vegetative buffers;

f) use of topographic barriers such as slopes, roads, watercourses or wetlands; and

g) increased setbacks for housing and other buildings.

13.4. Public access such as trails, pathways, and parks should be discouraged adjacent to agricultural lands unless supported by the open space and pathway plan (Map 6).

14. GATEWAYS

The northern edge of the Plan area along the Peigan Trail (Township Road 240) forms a gateway between Rocky View County, the city of Calgary and the city of Chestermere. The southern edge of the Plan area along Glenmore Trail (Highway 560) forms a gateway between Rocky View County and the city of Calgary. As these gateways provide first and last impressions for area residents and the traveling public, it is important for them to be visually attractive and well maintained.

OBJECTIVES

- Create attractive, orderly and well maintained gateways through high quality development and landscaping.
- Ensure gateway development is coordinated with adjacent municipalities.

POLICIES

14.1. Lands adjacent to Glenmore Trail (Highway 560) and Peigan Trail (Township Road 240) are gateway areas and shall be subject to the Gateways policies of this Plan.

14.2. Consideration shall be given to travelers' and adjacent landowners' impressions when determining appropriate land use, siting, building design, and landscaping.

14.3. Heavy industrial uses and outdoor storage uses shall not be located immediately adjacent to the entranceway roads and the existing residential areas.

14.4. *Local plan* design should consider such factors as sight lines, noise attenuation, setbacks, berms, constructed barriers, natural land features, and innovative building design to promote a consistent architectural theme with planned and existing development within the gateway area. Landscaping and signage should be of high quality.

14.5. Gateways should be developed in accordance with the County's Commercial, Office and Industrial Guidelines.

14.6. Where a gateway along Glenmore Trail (Highway 560) and Peigan Trail (Township Road 240) is shared by Rocky View County, the City of Calgary or the City of Chestermere, Rocky View County shall collaborate with the respective municipalities and / or Alberta Transportation to create an attractive gateway.

15. SPECIAL POLICY

The alignment and construction of Peigan Trail within the S ½ 5-24-28-W4M will result in the lands within the Plan area on the north side of this alignment being isolated from the industrial lands to the south. The Rocky View County / City of Calgary Intermunicipal Development Plan (Policy 4.6.3) states that once the Peigan Trail functional alignment has been established, the City of Calgary should initiate the annexation of the lands on the north side of this alignment for future urban residential purposes. The Janet Plan recognizes this area as a Special Policy area where existing agricultural uses are encouraged to remain until development of those lands for residential use is deemed appropriate.

OBJECTIVES

- Support the long term protection of land on the north side of the Peigan Trail alignment for future urban residential development by the City of Calgary.
- Prohibit development on these lands that would compromise the future transition of this area into an urban residential form.

POLICIES

15.1. The County recognizes the policy direction established through the Rocky View County / City of Calgary Intermunicipal Development Plan for the County's lands within S ½ 5-24-28-W4M, north of the Peigan Trail alignment. The County supports the policy to have the City of Calgary annex those lands for future residential use once the alignment of Peigan Trail has been established in the area. Those lands are designated as a Special Policy area in this Plan (see Map 5).

15.2. Existing agricultural operations within the Special Policy area are encouraged to continue until development of those lands to another use is deemed desirable.

15.3. Any changes to agricultural uses within the Special Policy area shall be subject to the regulations of the Rocky View County Land Use Bylaw, and the policies of this Plan respecting agricultural lands (Section 11).

15.4. Annexation of the Special Policy area (identified on Map 5) by the City of Calgary shall require an amendment to this Plan.

15.5. Once the Peigan Trail functional alignment has been established, the policies in Section 13 (Business-Residential Interface) shall apply to lands adjacent to the Special Policy Area.

B. SERVICES

16. OPEN SPACE, PARKS, AND PATHWAYS

Open space, parks, pathways, and trails contribute to community building by preserving rural landscapes and providing a variety of opportunities for passive and active recreation and environmental protection. Communities need to have a wide range of accessible, connected, inviting, *open spaces*. Since the Janet area will be a predominantly industrial and commercial area, a creative approach will be required to provide for the unique needs of the area. Pathways that connect neighbouring municipalities are also important to provide regional connections to other adjoining areas and amenities.

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

OBJECTIVES

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

POLICIES

Open Space

16.1. An interconnected system of *open space* shall be provided in the Plan area that is in general accordance with Map 6: Pathways and Trails.

16.2. *Open space* shall be provided in the Plan area through such means as:

a) the dedication of reserve lands, environmental reserves, and public utility lots;

b) the provision of environmental reserve easements, conservation easements, or other easements and rights-of-way;

c) government lands for public use;

d) privately owned land that is accessible to the public;

e) publicly owned stormwater conveyance systems;

f) land purchases, endowment funds, land swaps, and donations; and / or

g) such other mechanism as may be approved by the County.

16.3. *Open space* shall be planned and integrated into the Plan area so that each space will provide a positive and safe social, cultural, ecological, aesthetic, and / or recreational function.

Pathways, Trails and Sidewalks

16.4. The network of pathways, trails, and sidewalks should promote walking and cycling, and provide connections between commercial and industrial areas.

16.5. *Local plans* prepared for the Plan area should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map 6: Pathways and Trails, and appropriately incorporate the goals and policies of the Parks and Open Space Master Plan, the Active Transportation Plan: South County, and the Calgary – Chestermere Interface Intermunicipal Development Plan. Local Plans should:

a) Provide connections within and external to the *local plan* area;

b) wherever possible be located within, or align with, a park, wetland, natural water course and riparian area, other natural area, and / or the stormwater management conveyance system;

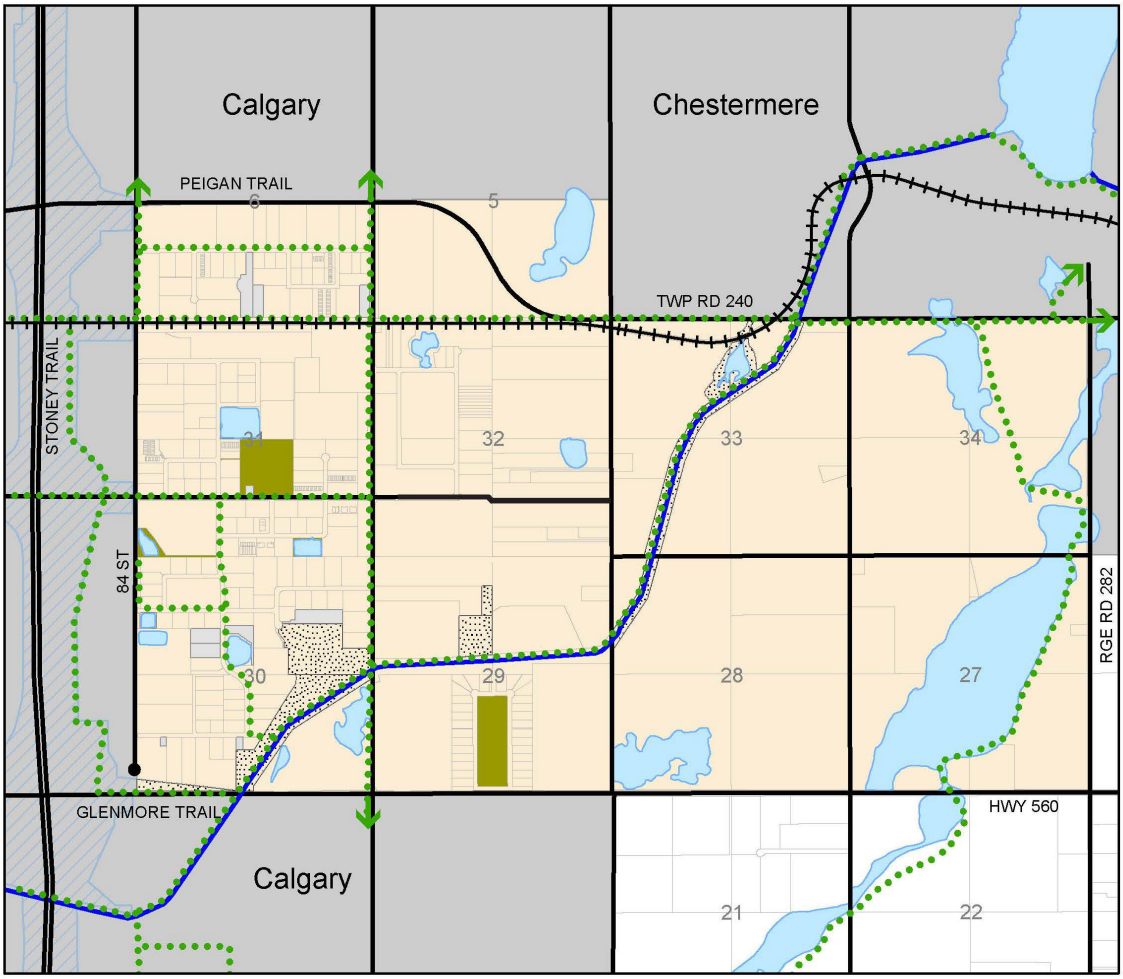
c) contribute to the regional trail and pathway system and where possible, connect with other municipalities' pedestrian network; and

d) incorporate Crime Prevention Through Environmental Design (CPTED) features.

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

16.7. The design and construction of parks, pathways, trails, and associated amenities shall be of high quality and shall adhere to County's Servicing Standards and the Parks and Open Space Master Plan design criteria.

Map 6: Pathways and Trails



Map 6: Pathways and Trails

- ASP
- Crown Land
- Municipal Reserve
- Public Utility Lot
- Transportation and Utility Corridor
- Trails
- CN Railway
- Western Headworks Canal
- Roads

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Area Structure Plan
JANET

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

Note: This map has been amended for ASP amendment application purposes

17. NATURAL ENVIRONMENT

The central eastern region of Rocky View County is characterized by cultivated agricultural land and small areas of native grasslands. Scattered throughout the Janet Plan area are a number of wetland complexes with a series of permanent wetlands located in the easterly portion of the Plan area. Natural drainage from the Janet area occurs with surface water flowing southward to the Shepard Wetland complex. The purpose of these policies is to provide for the long term conservation of valued wetlands and adjacent riparian areas.

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

A **wetland complex** is comprised of two or more permanent or intermittent wetlands, connected by natural vegetation and drainage courses.

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

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

OBJECTIVES

- Provide for the protection and enhancement of wetlands and wetland values.
- Provide for the protection and enhancement of riparian areas adjacent to wetlands and watercourses.
- Ensure wetlands are assessed in detail through the *local plan* preparation process.
- Provide guidance regarding building and development in and through riparian areas.

POLICIES

Wetlands

17.1. Wetland protection shall be guided by County and Provincial policy.

17.2. The County shall require the use of the Provincial system to determine wetland classification and relative wetland value.

17.3. *Local plans* shall identify the classification of wetlands within the Plan area boundary. This shall be done as part of a wetland assessment, to be provided at the *local plan* preparation stage.

17.4. *Local plans* shall determine, through consultation with the Province, whether wetlands are Crown owned land.

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

17.5. Wetlands, not claimed by the Crown, that have a high relative value should be dedicated as environmental reserve or environmental reserve easement.

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

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

Riparian Areas

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

17.9. The riparian setback area from a protected watercourse shall be determined using the province’s “Stepping Back from the Water: A Beneficial Management Practices Guide for New Development Near Water Bodies in Alberta’s Settled Region”, or a similar provincial document that may replace this document.

17.10. The riparian setback area shall be protected by designation as environmental reserve, environmental reserve easement, municipal reserve, or by other means satisfactory to the County.

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

17.12. The riparian setback area uses may include parks, pathways, and trails.

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

17.14. The riparian protection area shall remain vegetated and development proponents are strongly encouraged to maintain the natural riparian function through the use of native plant species.

18. RESERVES

Reserves and environmental reserves are lands dedicated to the community as public land during the subdivision process. Reserves enhance the community by providing land for *open space*, parks, schools, and recreational amenities. Environmental reserves protect the community and the natural environment by preventing development in hazardous areas such as ravines and floodways.

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

- Municipal reserve
- Community services reserve
- Municipal and school reserve
- School reserve

Instead of a land dedication, the County may accept the equivalent value of the land as money. Money in place of reserves is shared between the school boards and the recreation districts.

OBJECTIVES

- Provide for the dedication of reserves in order to meet the educational, recreational, cultural, and social needs of the community.
- Provide for the taking of money in place of land for municipal reserve, school reserve, or municipal school reserve.
- Provide direction on the timing of reserve dedication.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve or environmental reserve easements.

POLICIES

18.1. Reserves owing on a parcel of land shall be provided as:

a) municipal reserve, school reserve, or municipal and school reserve;

b) money in place of reserve land; or

c) a combination of land and money.

18.2. As development proceeds, consultation shall occur with the school board(s) and other relevant partners to confirm if a high school site is required, and if required, to determine an appropriate location.

18.3. Municipal reserve, school reserve or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the Municipal Government Act.

18.4. Prior to the disposition of municipal or school reserve land declared surplus by the school board, the County will determine if the land is required for community services reserve land as provided for in the Municipal Government Act.

Community services reserves are reserve lands declared surplus by the school boards. Community services reserve land may be used for:

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

18.5. Voluntary dedication of reserve land beyond the maximum amount allowed by the Municipal Government Act may be considered if it is demonstrated that the additional reserve will benefit the community and result in no additional acquisition costs to the County.

18.6. All or a portion of reserve land may be deferred by registering a deferred reserve caveat if it is determined that the reserve could be provided through future subdivision.

18.7. The acquisition, deferral, and disposal of reserve land and use of money in place of reserve land shall adhere to County policy, agreements with local school boards, and the requirements of the Municipal Government Act.

18.8. Provision and allocation of reserves shall be determined at the time of subdivision by the Subdivision Approving Authority.

18.9. The dedication of reserves should meet the present or future needs of the Plan area by considering the recommendations of this Area Structure Plan, the County's Parks and Open Space Master Plan, the Recreation and Parks Master Plan, a *local plan*, school boards, and / or recreation boards.

18.10. The amount, type, location, and shape of reserve land shall be suitable for public use and readily accessible to the public.

18.11. Where development of private land does not allow for a component of the parks, trail, and pathway system (Map 6), consideration should be given to providing park space, trails, pathways or amenities through the use of:

a) money in place of reserve land,

b) money from the sale of surplus reserve land; or

c) other sources of identified funding.

Environmental Reserves

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

18.13. Lands that are determined to be of environmental significance but do not qualify as environmental reserve should be protected in their natural state through alternative means as determined by the County.

18.14. Environmental reserves should be determined by conducting:

a) a Biophysical Impact Analysis report;

b) a Geotechnical Analysis; and / or

c) other assessments acceptable to the County.

Reserve Analysis

18.15. A reserve analysis shall be required with the preparation of a *local plan* to determine the amount, type, and use of reserves owing within the *local plan* area.

18.16. The reserve analysis shall include a determination of:

a) the total gross area of the *local plan*;

b) the type and use of reserves to be provided within the *local plan* area;

c) other reserves owing on an ownership basis;

d) the location of the reserve types and amounts in relation to the *local plan* area's overall *open space* system, with this information to be shown on a map; and

e) the amount of residual reserves to be taken as money in place of land.

19. EMERGENCY SERVICES

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

OBJECTIVES

- Ensure an appropriate and efficient level of fire and protective services is made available in order to provide for a safe and liveable community.
- Ensure communities are designed and constructed to optimize the delivery of fire and protective services.
- Ensure infrastructure provides the appropriate level of emergency services.

POLICIES

19.1. In association with County Fire Services, the RCMP and other emergency service providers, an adequate level of service shall be provided to meet current and future needs with respect to the Plan area.

19.2. Fire services in the Plan area will be provided from existing County emergency service facilities and where appropriate, by contract from adjacent municipalities.

19.3. Policing in the Plan area will be provided by the RCMP as per the Provincial Police Service Agreement until such time as another policing solution is required or sought out.

19.4. In preparing *local plans*, development proponents shall work with the County to identify any potential land requirements for fire and protective services.

19.5. *Local plans* shall address fire and protection response measures as well as on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, and fire control measures.

19.6. Crime Prevention Through Environmental Design (CPTED) features should be considered and incorporated into the design and construction of all new development wherever possible.

Emergency Service Infrastructure

19.7. All industrial and commercial buildings should provide fire suppression systems and they shall be in compliance with the County's Fire Suppression Bylaw.

19.8. *Local plans* shall address fire suppression requirements and ensure water and necessary infrastructure is available to all development. The fire suppression plan should consider opportunities and locations that allow for shared infrastructure between *local plan* areas.

C. INFRASTRUCTURE

20. TRANSPORTATION

The transportation network for the Plan area must be planned and constructed in order to be a safe, functional, and efficient system. The network should integrate development within the Janet area, minimize impacts on major wetlands and natural features, and provide regional opportunities for walking, cycling, and public transportation.

OBJECTIVES

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

POLICIES

Regional Transportation Network

20.1. The Janet transportation network should be developed in accordance with Map 7: Transportation Network. The classifications of the grid road network may be refined through further transportation analysis and / or at the *local plan* stage.

20.2. The County shall collaborate with the Province and the City of Calgary regarding regional road connections and the design of interchanges with respect to Glenmore Trail (Highway 560) and Stoney Trail.

20.3. The County shall collaborate with adjacent municipalities to ensure connections of streets, access points, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries.

20.4. *Local plans* shall be designed to accommodate approved and / or potential changes in access to the provincial transportation network, as identified on Map 7.

20.5. Land required for future interchanges shall be identified as part of *local plan* preparation and subdivision application processes.

20.6. The County encourages and supports the inclusion of a pedestrian and bicycle network as part of the provincial highway interchange design and construction subject to Alberta Transportation approval.

20.7. Regional network roads should be designed in accordance with the cross section requirements established by the County.

20.8. Opportunities to connect to a regional transit system should be supported in consultation with the City of Calgary and City of Chestermere. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long-term operation and maintenance requirements.

20.9. If a regional transit system is provided, services should connect via Peigan Trail, 61st Avenue SE, and/or Glenmore Trail.

Local Transportation Network

20.10. Access to the regional transportation network shall utilize sound access management principles and be in accordance with County servicing standards and policy.

20.11. The designation and design of local roads within the transportation network, including classification, street sizing, and intersection / access spacing shall be determined at the time of *local plan* preparation.

20.12. The type of industrial road cross section (urban or rural) located within a *local plan* area shall be determined at the time of *local plan* preparation.

20.13. Industrial areas should provide internal pathways and pathway connections to the regional trail network.

20.14. The alignment and configuration of local roads depicted in Map 5 (Land use Strategy), Map 6 (Pathways and Trails), and Map 7 (Transportation Network) are conceptual in nature. The final road network should be determined at the time of local plan, taking into account public consultation and feedback, without requiring an amendment to the Janet Area Structure Plan.

General

20.15. A Transportation Impact Assessment shall be required as part of the *local plan* preparation and / or subdivision application process to determine if potential off-site road improvements are required to support the proposed development.

20.16. Any costs associated with transportation improvements identified through a Transportation Impact Assessment shall be the developer's responsibility.

20.17. Development proponents shall be required to pay the County Transportation Offsite Levy as per the levy requirements or oversize infrastructure capacity contributions in accordance with County policy, as the County deems appropriate.

20.18. All subordinate transportation analysis shall respect and conform to the County's master transportation plan.

Peigan Trail Alignment

Peigan Trail will be adjacent to the city of Calgary and the city of Chestermere. Collaborative transportation planning is required for the Peigan Trail alignment, design, and construction.

20.19. Further transportation planning analysis and design shall be required for the development of Peigan Trail.

20.20. Rocky View County shall work collaboratively with the City of Calgary, and the City of Chestermere to resolve transportation requirements for Peigan Trail.

20.21. Amendments to the proposed alignment of Peigan Trail may require an amendment to this plan.

84th Street

84th Street forms the western boundary of the Janet Area Structure Plan. The roadway is under the jurisdiction of the City of Calgary.

20.22. Access management and road design requirements for 84th Street shall be in accordance with the City of Calgary's transportation requirements.

20.23. Rocky View County shall work collaboratively with the City of Calgary and Alberta Transportation on the transportation requirements and connections to Stoney Trail within the Plan area.

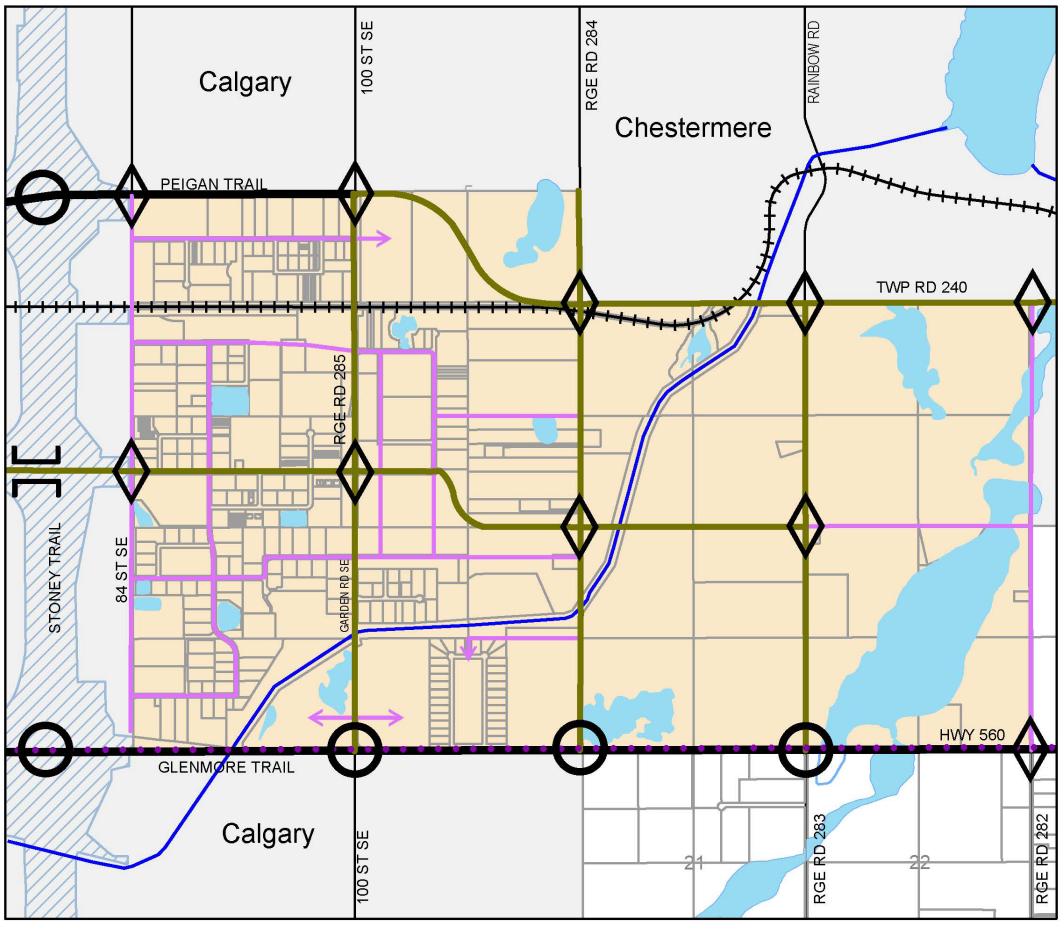
Development Adjacent to the Railway Line

20.24. Land uses which may be adversely affected by the safety and nuisance impacts of passing trains should not locate immediately adjacent to the railway.

20.25. Appropriate safety measures and methods to provide noise and vibration attenuation for development adjacent to the railway should include setbacks, berming, and landscaped screening.

20.26. Where a development site is located adjacent to the railway, the distance from the railway right-of-way to the closest part of any building should be in accordance with Canadian National Railway guidelines.

Map 7: Transportation Network



Area Structure Plan
JANET

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

Map 7: Transportation Network

- Roads selection
- ASP Area
- 2-Lane Road
- 4-Lane Road
- 6-Lane Road
- CN Railway
- Western Headworks Canal
- Transportation and Utility Corridor
- Fly Over
- Interchange
- Signalization

Note: Interchanges are conceptual and final location and design will be determined through additional study and consultation with Alberta Transportation and/or adjacent municipalities

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21. UTILITY SERVICES

Well-designed and effective utility services are the foundation of a competitive business area. Utility systems must be designed and constructed in a manner that is safe and reliable. Development in the Janet area has relied on stand-alone utility systems, such as cisterns, pump out tanks, groundwater wells, septic fields, and passive stormwater evaporation. It is expected that the majority of the Janet area will rely on these methods in the absence of municipal-owned services.

OBJECTIVES

- Ensure potable water and wastewater systems provide services in a safe and cost effective manner.
- Identify and protect utility service routes.
- Support water conservation.
- Ensure that shallow private utility systems are provided to new development.

POLICIES

Utility Service Development

21.1. Utility service development should support an orderly, logical, and sequential pattern of development.

21.2. The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the *local plan* stage to the mutual satisfaction of the County, the developer, and the utility companies.

21.3. Underground utilities locations and line assignments should be coordinated with the City of Calgary and/or the City of Chestermere where the utilities tie into, or impact infrastructure.

21.4. Utility rights-of-way and easements shall be provided to accommodate shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.

21.5. Costs associated with utility service improvements shall be the developer's responsibility.

21.6 The County shall explore and implement measures to require landowners to connect to regional water and wastewater servicing when warranted by the intensity of new development proposed within the Janet ASP area or a local plan area. Such measures shall be supported by a County-led servicing study which considers the feasibility providing available municipal or other piped water and wastewater servicing to the ASP area. Where appropriate, the cost of the servicing study shall be paid for by the applicant proposing the higher intensity use.

a) In considering whether to support a use that requires municipal or piped servicing, the County shall consider the impacts of this on the vision and goals of the Janet ASP, and land availability for limited-service development in the ASP area and wider County.

21.7 Local Plans and subdivision approvals shall ensure the integrity of any existing or potential water or wastewater utility corridors, as identified by available servicing studies or other utility plans, through the provision of policy commitments and registration of instruments on applicable titles.

21.8 Local plans shall provide an assessment if the proposed development's intensity relating to water and wastewater servicing requirements and the ability of the proposed servicing solution to accommodate the servicing needs of the development.

Water

21.8 Development in the Plan area should be serviced by water cisterns or alternative systems consistent with County policy. Water wells located on individual subdivision lots should not be supported.

21.9 Notwithstanding Policy 22.6, country residential development, recreational development, and agriculture development may provide potable water by water wells in accordance with County and Provincial requirements.

21.10 The County should encourage the reduction and reuse of water in accordance with Provincial laws and regulations.

Wastewater

The Janet area generally has a high water table and constrained stormwater management systems that affect the potential of land to absorb treated wastewater.

21.11 New business development should provide wastewater treatment by the use of pump out tanks or other acceptable methods, in accordance with County policy and Provincial regulation.

21.12 Notwithstanding Policy 22.9, country residential development, recreational development, and agriculture development may provide wastewater treatment by a private sewage treatment system in accordance with County policy and Provincial regulation.

Shallow Utilities

Shallow utilities include gas, electricity, and telecommunications.

21.13 All new residential and non-residential development shall be serviced with shallow utilities.

21.14 Costs associated with the provision of shallow utilities shall be the developer's responsibility.

21.15 Commercial Communications Facilities should locate on land identified for industrial, commercial, or agriculture use and in accordance with County policy.

21.16 The location of regional and local transmission corridors, utility rights-of-way and easements, and related line assignments shall be identified and protected at the local plan stage to the mutual satisfaction of the County, the developer, and the utility companies.

22 STORMWATER

The Janet Area Structure Plan is located in the Bow River Drainage Basin. Historically, stormwater movement in the drainage basin was from north to the south, eventually discharging into the Bow River through a series of wetlands and naturally occurring conveyance routes. Over time, the movement of stormwater has been impeded by different forms of development, buildings, new roadways, and irrigation canals. Significant, further development requires the identification and implementation of a regional conveyance and treatment system involving multi-jurisdictional partners.

The Cooperative Stormwater Management Initiative (CSMI) is the County's post-development stormwater solution for the Plan area and the region. CSMI uses the Western Irrigation District (WID) canal system and right-of-way as a medium term conveyance solution. Ultimately, CSMI uses an out-of-canal solution whereby all stormwater runoff is diverted away from the WID irrigation system by utilizing existing and proposed conveyance systems that discharge to Weed Lake.

Portions of the Plan area south of the Western Headworks Canal may continue to drain into the existing Shepard Slough complex at pre-development rates and volumes, to ensure natural flows are maintained with water quality controls as required to sustain the existing wetlands.

The majority of stormwater treatment is expected to happen at or near the source, with limited reliance on the conveyance system as a treatment option.

OBJECTIVES

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

POLICIES

Master Drainage Plan

22.1 *Local plan* and / or subdivision approvals shall be in accordance with the Janet Master Drainage Plan for the Plan.

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

Regional Stormwater Management

22.2 The County shall continue to work collaboratively with adjoining municipalities, the Western Irrigation District, Alberta Environment and Protected Areas, and Ducks Unlimited to develop a comprehensive and regional approach to stormwater management for the Janet Plan area and the larger region.

Design

22.3 The stormwater drainage system (conveyance and storage areas) for the Janet Plan area shall be designed to comply with the regional conveyance system (CSMI) in accordance with the Janet Master Drainage Plan.

22.4 Stormwater management systems should be designed at a scale that services the *local plan* area. The County discourages stormwater ponds designed for individual lots.

Cooperative Stormwater Management Initiative (CSMI)

22.5 Stormwater shall be discharged into the CSMI system, which will take water to Rosebud River once it becomes operational in accordance with the CSMI Plan, or other plans that amend, replace or add to that plan.

22.6 The County shall:

a) protect and acquire conveyance routes that are necessary to discharge into the CSMI system; and

b) investigate and, if necessary, implement stormwater treatment standards necessary for discharge into the CSMI system.

22.7 The volume and rate of stormwater discharge to the CSMI system shall be in accordance with the CSMI plan and the Janet Master Drainage Plan or other plans that amend, replace or add to those plans.

Interim Drainage Solutions

On-site zero discharge is a potential interim method of stormwater management; however, it is the least preferred method. On-site treatment and retention of stormwater requires extensive dedication of land for stormwater ponds, active management of stormwater systems, and designated emergency downstream discharge routes.

22.8 Until such time as a regional stormwater management system is constructed to service the Janet Plan area, interim solutions may be allowed, including the following:

a) an interim stormwater facility designed to contain the accumulation of stormwater onsite on a continuing basis during the Western Irrigation District's irrigation season. Discharge to the Western Headwork's Canal may be allowed at the end of the irrigation season, in accordance with Alberta Environment and Parks requirements, Western Irrigation District's requirements and the CSMI Plan; and/or

b) an irrigation or evaporation system that operates under zero discharge conditions may be allowed, if the Western Irrigation District outfall is not available for use.

Rocky View County **Servicing Standards** require zero discharge systems to provide a ratio of 1 m^2 of land dedicated to evaporation surface area for every 1 m^2 of impervious land area.

22.9 Where an interim stormwater solution is permitted in the Janet Plan area, those portions of stormwater ponds identified for interim storage may remain as privately owned land if the land is designated as a district that is limited to utility and other complimentary uses.

22.10 Where a private interim storage pond is approved:

a) Access to the stormwater pond shall be provided to the County;

b) A management and operation plan for the interim stormwater pond and local stormwater system shall be provided;

c) Management and operation of the interim stormwater pond and local stormwater system is the responsibility of the private land owner; and

d) A transition plan that addresses the transfer of the stormwater infrastructure to the County, when an interim solution is no longer required is provided.

22.11 All costs, including public utility costs associated with the repurposing of a privately owned interim storage pond that is no longer needed shall be the developer's responsibility.

22.12 Stormwater flows generated from an interim drainage system as described above:

a) shall not be allowed to discharge into the Western Headwork's canal unless the Western Irrigation District and Alberta Environment and Parks approve the discharge; and

b) shall be treated to the Western Irrigation District stormwater quality standards.

Local Stormwater Management

22.13 The location of the stormwater conveyance systems shall be protected and acquired as part of the subdivision and development process, ~~in~~ in accordance with the Janet Master Drainage Plan.

22.14 Stormwater conveyance systems in the Janet Plan area should develop in an orderly, logical, and sequential pattern in support of development.

22.15 Where required, proponents of new development shall identify and secure the downstream stormwater conveyance system.

22.16 Stormwater shall be conveyed downstream in a manner that protects downstream properties.

22.17 Stormwater conveyance systems must provide rights-of-ways of sufficient width to accommodate existing and future upstream stormwater flow.

Stormwater Ponds, Constructed Wetlands and Wetlands

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

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

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

22.18 Stormwater ponds or constructed wetlands, subject to appropriate licenses, approvals, and best practices, should be located:

a) in general accordance with the locations identified in the Janet Master Drainage Plan;

b) on an accessible public utility lot; and

c) outside of the riparian setback area.

22.19 Natural wetlands should receive treated stormwater through direct or indirect flow in order to maintain the function of the wetland.

Reduce, Recycle and Reuse

22.20 The County shall explore and support the collection of stormwater at the sub-regional catchment level in order to repurpose stormwater to a purple pipe or potable water standard.

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

22.21 As part of the preparation of a *local plan* and supporting Sub-Catchment Master Drainage Plan, Best Management Practices and alternative solutions for the improvement of stormwater quality and reduction of stormwater quantity are required. Solutions may include:

a) design of stormwater facilities to incorporate source controls in order to reduce end-of-pipe solutions;

b) use of Low Impact Development methods, such as constructed wetlands and bio-swales;

c) reduction of impermeable surface runoff;

d) reuse of stormwater for irrigation; and

e) the consideration of stormwater ponds at the sub-regional level that support the reuse of stormwater.

Utility Costs

22.22 Developers relying on regional County stormwater services shall be required to front-end the costs of service upgrades where deemed necessary by the County.

22.23 Developers relying on stormwater infrastructure improvements provided by other developments shall be required to pay cost recovery as per the requirements of the applicable cost contribution agreement.

22.24 Costs associated with local stormwater service improvements shall be the developer's responsibility.

22.25 Developers relying on County stormwater services shall be required to pay the Rocky View County Stormwater Offsite Levy.

Standards and Design

22.26 Stormwater infrastructure shall be constructed and maintained in accordance with the County Servicing Standards, County policy, and Provincial regulations. The stormwater management system should be designed to:

a) operate on a gravity basis;

b) accommodate stormwater flows from the adjacent public transportation network;

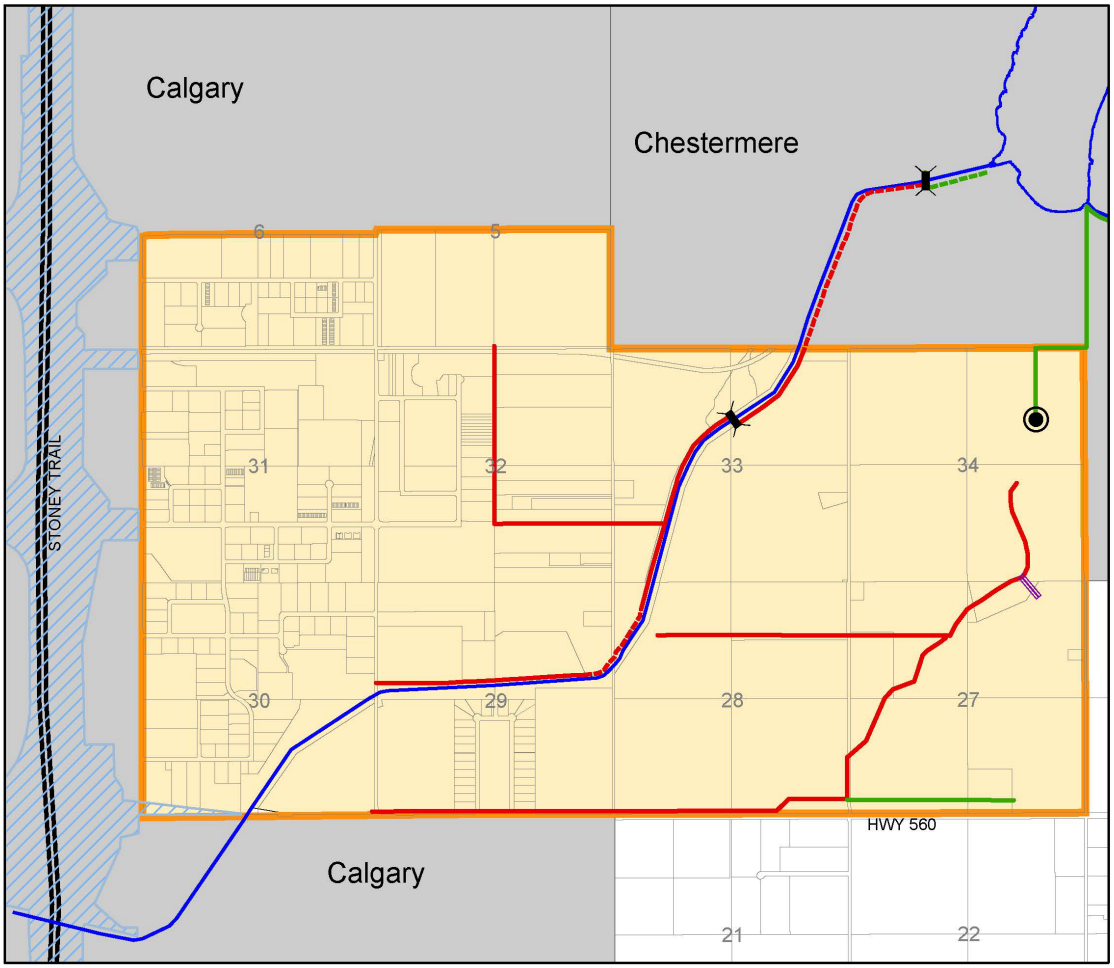
c) preserve the function of existing wetlands; and

d) conform to an urban standard where a curb and gutter transportation system is provided.

22.27 As part of a *local plan* preparation process, the applicant shall submit a Sub-Catchment Master Drainage Plan that is consistent with the approved Master Drainage Plan and the policies of this Plan.

22.28 The Sub-Catchment Master Drainage Plan shall comply with any new stormwater plans, management policies and interim servicing policies that may be in place after the adoption of this Area Structure Plan.

Map 8: Stormwater



Map 8: Stormwater

- ASP Boundary
- Proposed Alignment-Pipe
- Proposed Alignment-Ditch
- Proposed Forcemain
- Existing Rainbow Falls Underdrain
- CSMI
- Proposed Lift Station
- Proposed Inlet
- Proposed Underdrain
- Western Headworks Canal
- Transportation and Utility Corridor
- CN Railway

CSMI=Cooperative Stormwater Management Initiative

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Area Structure Plan
JANET

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

23 SOLID WASTE

Solid waste policies address the management of solid waste through all stages of development, from construction and demolition to full build out. The policies emphasize the reduction and diversion of waste through the recycling and reuse of materials. Each development stage has different solid waste requirements and the policies below provide guidance to developers and residents on managing solid waste effectively. These policies are in alignment with Rocky View County's Solid Waste Master Plan.

OBJECTIVES

- Ensure the *local plan* addresses solid waste management during all stages of development.
- Promote proper disposal and recycling of solid waste material from construction sites.
- Encourage solid waste management plans to have a diversion target of 50%.
- Provide direction on the expected level of post-construction waste management service to be provided by Rocky View County.

POLICIES

General

23.1 The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction.

23.2 Waste minimization and waste diversion practices should be encouraged in the Plan area. A diversion target of 50 per cent is recommended.

23.3 A local plan shall:

a) address solid waste management through all stages of development including occupancy;

b) identify the appropriate waste collection stations that will serve the *local plan* area;

c) conform to the policies of the County's Solid Waste Master Plan; and

d) set a solid waste diversion target to inform the subdivision construction management plan.

The Province of Alberta has developed a provincial waste strategy document titled **"Too Good to Waste: Making Conservation a Priority"** in order to promote the diversion of waste from landfills through reusing and recycling materials.

Commercial and Industrial

23.4 Industrial and commercial business owners shall be responsible for providing their own solid waste services.

Country Residential and Agriculture

23.5 Solid waste management shall be the responsibility of property owners in country residential and agriculture areas.

23.6 Waste collection stations should be used for the disposal of solid waste and recyclable materials.

24 OIL AND GAS

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

OBJECTIVES

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

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

POLICIES

24.1 Applicants proposing to develop land in the vicinity of petroleum facilities and wells shall adhere to the setback requirements and policies of this Plan and the Directives and Bulletins of the Alberta Energy Regulator (Appendix C).

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

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

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

24.3 As part of a *local plan* preparation, applicants shall obtain a Land Development Information package from the Alberta Energy Regulator and identify the locations of all petroleum wells and pipelines (abandoned and operating) in the *local plan* area. In addition, the applicant must determine if an Emergency Planning Zone has been established around a sour gas facility or well.

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

24.5 The location, development setbacks, emergency planning zones, and emergency response planning regarding all petroleum facilities shall be identified in the *local plan* and included in any marketing information and other public communication materials for petroleum facilities.

Abandoned Oil & Gas Wells

Within the Plan area there are six (6) known abandoned well sites (Map 4). The following policies apply for land located in proximity to abandoned well sites.

24.6 All buildings located in proximity to an abandoned well site shall comply with the Alberta Energy Regulator setback requirements or provide a minimum building setback of 40 metres for residential development and 20 metres for all other development, whichever is the greater.

24.7 Vehicular access to an abandoned well site shall:

a) be determined through discussion with the abandoned well licensee;

b) be identified in the *local plan*; and

c) be protected by easements in favour of the County at the time of subdivision or development approval.

24.8 In conjunction with a *local plan*, subdivision or development permit application for any parcel containing an abandoned well, the Applicant shall provide:

a) surveyed locations of abandoned wells and pipelines and confirmation of the setback requirements;

b) a Phase I Environmental Site Assessment specific to the abandoned well or pipeline; and

c) a Phase II Environmental Site Assessment specific to the abandoned well or pipeline as deemed necessary by the County.

24.9 Public roads should not be located over an abandoned well.

24.10 During land development, all abandoned well sites shall be marked with temporary signage identifying the location of the abandoned well and contact information for the Alberta Energy Regulator. Such signage, as well as adequate fencing, and any other necessary protective measures, shall be in place during the development process to prevent damage to the abandoned well bore.

Pipelines

24.11 All setbacks from a pipeline shall be in accordance with Provincial regulations.

24.12 All land uses on pipeline rights-of-way shall have regard for the safe, ongoing operation of the pipeline.

24.13 Crossing and access agreements shall be in place prior to conditional subdivision plan approval for lands encumbered by a pipeline right-of-way.

24.14 Pathways and other recreational uses may be allowed on pipeline rights-of-way with the consent of the easement holder and at the discretion of the Approving Authority.

Discontinued / Abandoned Pipeline Policies

24.15 A discontinued pipeline is a temporarily deactivated pipeline that may go back into service in the future, and therefore, the setback requirements shall remain as if the pipeline was operating and be in accordance with provincial regulations.

24.16 An abandoned pipeline is one that will not be reactivated for service; therefore, the minimum setback for an abandoned pipeline shall be the edge of the pipeline right-of-way unless the pipeline has been removed and no setback exists.

24.17 The applicant of a development proposal within the vicinity of a pipeline right-of-way shall notify the pipeline operator as to the status of the development proposal at the *local plan*, redesignation and subdivision stage.

PART III: IMPLEMENTATION AND MONITORING

25 IMPLEMENTATION AND MONITORING

The Janet Area Structure Plan outlines the vision for the future physical development of the Janet area and provides guidance with regard to infrastructure, land use, subdivision, and development. The purpose of this section is to describe the processes involved in implementing the Plan, to explain the proposed phasing of development, and to specify requirements to ensure the Area Structure Plan policies and strategies are adhered to.

OBJECTIVES

- Implement the Land Use Strategy and policies of the Janet Area Structure Plan.
- Provide for the logical phasing of development.
- Ensure *local plans* adhere to the vision and policies of the Plan.
- Provide for the review and amendment of the Plan as required.

POLICIES

Local Plans, Redesignation, Subdivision, and Development Applications

Local plans are to be developed within the framework provided by this Area Structure Plan. Policy sections in the Area Structure Plan identify the unique requirements that must be addressed in the *local plan* due to the location and specific conditions of the proposed development area. The standard technical requirements of a conceptual scheme or master site development plan are identified in the Municipal Development Plan (Section 29 and Appendix C).

25.1 Applications for redesignation, subdivision, and / or development shall require the concurrent or prior adoption of a *local plan*, unless otherwise directed by the policies of this Plan or determined by the County not to be required.

25.2 Notwithstanding 25.1, applications for a Development Permit with a land use approved prior to the adoption of this Plan shall not require a *local plan*.

25.3 *Local plans* shall address and adhere to the requirements of the Janet Area Structure Plan. In support of *local plans* and redesignation applications, the developer will be required to submit a rationale detailing how their proposal is consistent with the vision and policies of the Area Structure Plan.

25.4 Subdivision and development applications shall address and adhere to the requirements of the *local plan* and the policies of the Janet Area Structure Plan.

25.5 The identification and implementation timing of any required off-site improvements and / or community services shall be determined to the satisfaction of the County in conjunction with the *local plan* approval process.

25.6 Where a *local plan* does not exist or is silent on a subject, the policies of the Janet Area Structure Plan shall apply.

Local Plan Boundaries

The boundaries of the *local plan* area should consider the natural and physical conditions in the Janet area as well as public infrastructure considerations.

25.7 Map 9: Local Plans, identifies ten (10) specific *local plan* boundaries. All *local plan* boundaries shall be determined in consultation with the County at the time of application. The preferred minimum planning area is one quarter section (160 acres) in size.

Phasing

Map 10: Phasing identifies the phasing strategy for the Plan area. The purpose of the phasing strategy is to provide for the logical and cost effective progression of development. Phasing of development will be driven by the availability of stormwater servicing, transportation infrastructure, market demand, and landowner timing. The phasing strategy is based on:

- Existing planning approvals;
- Proximity to existing and / or future transportation and / or utility infrastructure;
- Industrial and commercial land demand; and
- Facilitating development of the Regional Business area in a logical and cost effective manner.

25.8 Phasing of development in the Janet Area Structure Plan area shall be done in a logical and cost effective manner and shall be guided by the phasing strategy of this Plan, as shown on Map 10.

Phase 1

Phase 1 lands are lands that may proceed with development, subject to the policies of this Plan.

25.9 Phase 1 lands may proceed with development subject to the policies of this Plan.

Phase 2

Phase 2 lands are lands that may proceed with development, subject to the policies of this Plan and provision of a final regional stormwater conveyance system solution for the area.

25.10 Phase 2 lands may proceed with development subject to the policies of this Plan.

Phase 3

Phase 3 lands were previously identified as a long term development area and may now proceed with development, subject to the policies of this Plan.

25.11 Phase 3 lands may proceed with development subject to the policies of this Plan.

Technical Requirements and Submissions

The various policy sections in the Janet Area Structure Plan identify specific requirements of a *local plan* (concept scheme or master site development plan) for the Janet area. All other standard technical requirements of a *local plan* are identified in the Municipal Development Plan.

25.12 *Local plans* (concept schemes or master site development plans) shall address the requirements as set out in the policies of this Plan and section 29 and Appendix C of the Municipal Development Plan.

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

25.14 Local Plans should utilize, and align with, the outcomes of joint studies that arise from the Calgary Metropolitan Region Growth Plan.

Monitoring

The progress in implementing the Janet Area Structure Plan will be monitored from time to time, based on a number of performance measures, including development activity and infrastructure expansion. Where necessary, County administration will make recommendations as to how to manage growth in Janet or how the Plan may be updated to meet changing circumstances.

25.15 County administration will report to Council on implementation of the Janet Area Structure Plan as part of Administration's yearly reporting on overall implementation of the Municipal Development Plan.

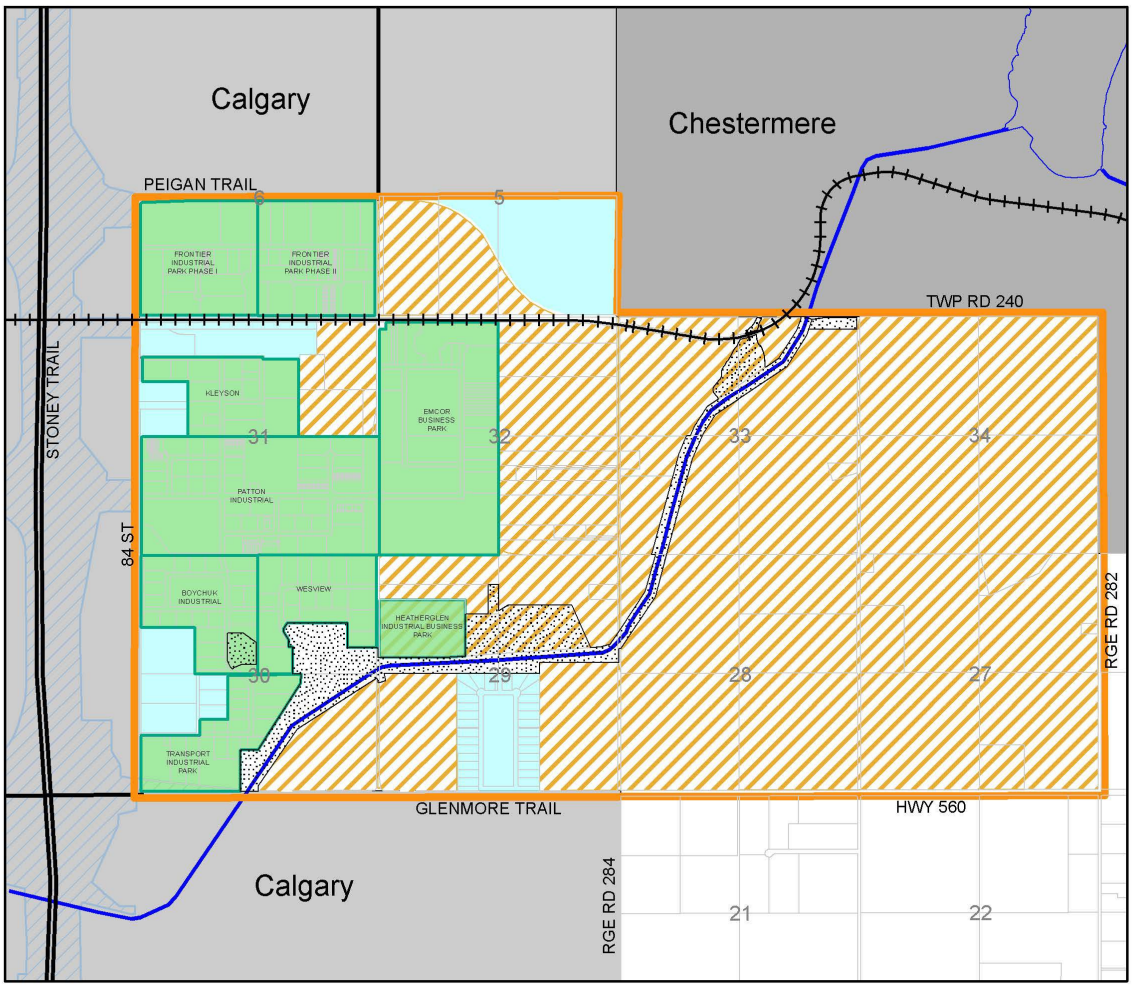
Plan Review and Amendment

The future land use and development outlined in the Janet Area Structure Plan is intended to address a twenty year plus build out. While the Area Structure Plan is sufficiently flexible to account for change, periodic review and occasional amendment of the Area Structure Plan may be required. The Janet Area Structure Plan is located within a Joint Planning Area under the Calgary Metropolitan Region Growth Plan, and outcomes from joint planning endeavors may provide further guidance on development within the Janet area. Under normal circumstances, the County will undertake a Plan assessment every ten years to determine if a full review is required, as per the Municipal Development Plan. However, if the rate and extent of development were to change dramatically, or if relevant regional planning considerations change, the County may initiate a review earlier than ten years.

25.16 The County may consider periodic review and occasional amendment of the Janet Area Structure Plan in accordance with the Municipal Development Plan, County policy, the Municipal Government Act, and the Calgary Regional Growth Plan.

25.17 The Janet Area Structure Plan shall be subject to assessment and possible review every ten years subject to Administration recommendations and Council direction.

25.18 The County shall collaborate with the City of Calgary and City of Chestermere during preparation of the Joint Planning Area 2 Context Study to explore strategies for more efficient and cost-effective water and wastewater servicing of the Janet ASP area. Subject to the outcomes of the Context Study, the County shall consider further review of the ASP to incorporate regional servicing opportunities.



Map 9: Local Plans

- ASP Boundary
- Local Plan Required
- Local Plan Not Required
- Adopted Local Plan
- Crown Land
- Transportation and Utility Corridor
- Western Headworks Canal
- CN Railway

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Area Structure Plan
JANET

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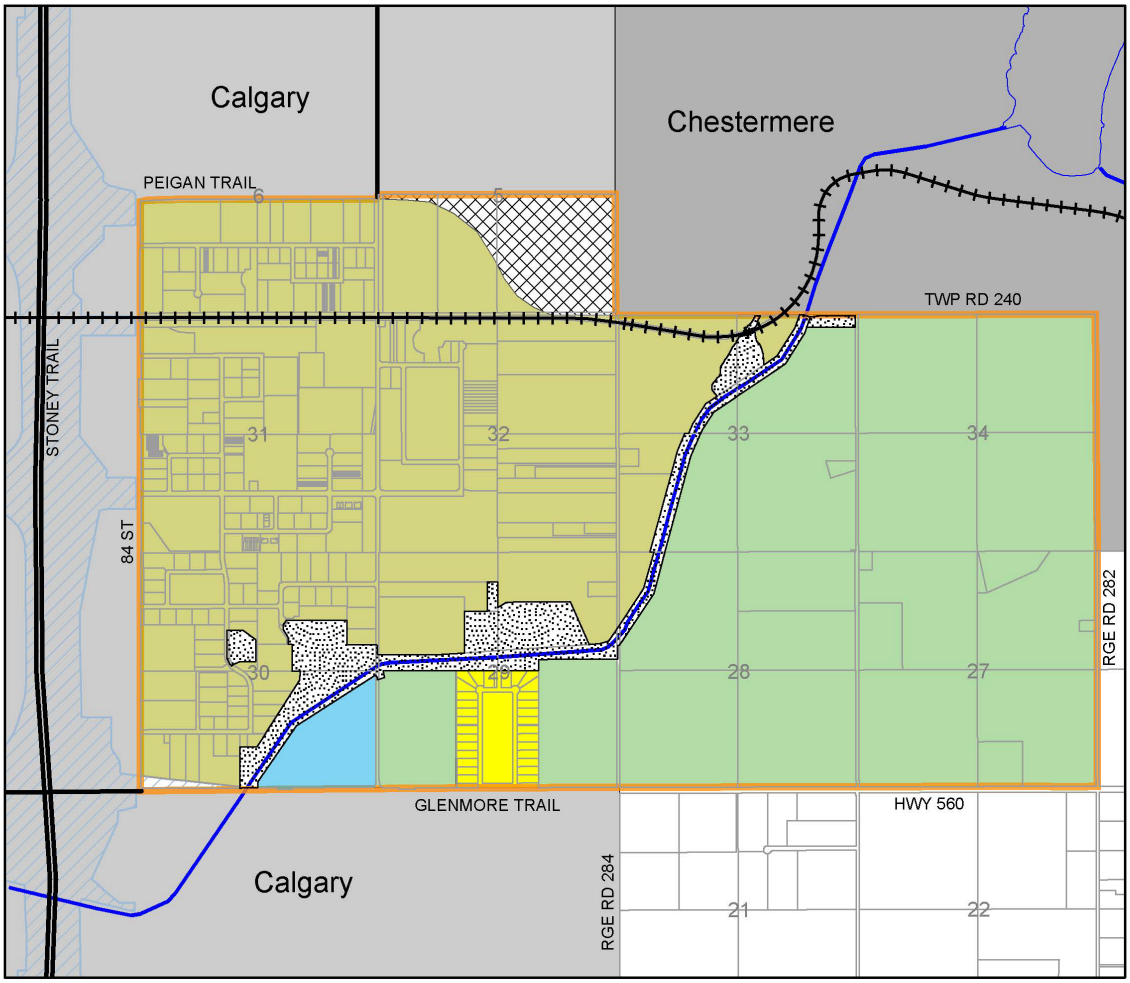

Map 10: Phasing

- ASP Boundary
- Phase 1
- Phase 2
- Phase 3
- Country Residential
- Special Policy
- Crown Land
- Transportation and Utility Corridor
- Western Headworks Canal
- CN Railway

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Area Structure Plan
JANET

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26 INTERMUNICIPAL COORDINATION AND COOPERATION

The Janet Plan area is bordered by the city of Calgary to the north, west, and south, and the city of Chestermere to the north and east. The Plan acknowledges the land use policies of these adjacent municipalities and provides for appropriate, compatible land use transitions at the interface areas. In addition to the polices listed below, the Plan contains other policies that promote a coordinated and cooperative approach to planning in the Janet area, in areas such as stormwater management, transportation planning, and the provision of emergency services.

Specific planning objectives were identified in the 2007 annexation agreement between Rocky View County and the City of Calgary in terms of the need for coordinated planning; follow up consultation led to the identification of Key Focus Areas (geographic) and planning principles for future planning endeavours. The coordinated approach to intermunicipal planning was later refined and formalized through the 2011 Rocky View County / City of Calgary Intermunicipal Development Plan.

In preparing amendments to the Janet Area Structure Plan for the area east of the canal, the County worked collaboratively with the City of Calgary and City of Chestermere to identify shared issues and opportunities. An outline of the key intermunicipal engagements is identified in Appendix D.

OBJECTIVES

- Ensure ongoing, meaningful consultation occurs between Rocky View County, the City of Calgary, and the City of Chestermere on matters related to the implementation of the Janet Area Structure Plan.
- Ensure a coordinated and cooperative approach to planning with adjacent municipalities.

POLICIES

26.1 The County shall consult with the City of Calgary and City of Chestermere on planning processes within the Janet Plan area affecting land that borders the adjacent municipality and / or on other matters identified through an Intermunicipal Development Plan as areas requiring planning coordination.

26.2 The County shall work with the City of Calgary and City of Chestermere to deliver a coordinated planning process and ensure continued meaningful communication between the three municipalities as subsequent *local plans* within the Janet Plan area are prepared.

26.3 Intermunicipal circulation of planning proposals within the Janet Plan area shall comply with the Rocky View County / City of Calgary Intermunicipal Development Plan and the interim circulation protocol identified in the Rocky View County and City of Chestermere Intermunicipal Development Plan Terms of Reference, or new intermunicipal development plan(s) jointly approved by adjacent municipal councils.

26.4 Prior to local plan and land use applications adjacent to another municipality, the County should consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County.

Rocky View County – City of Chestermere

26.5 Development within the Janet Plan area adjacent to the city of Chestermere shall be coordinated between Rocky View County and the City of Chestermere.

Rocky View County – City of Calgary

26.6 The County shall implement the policies of this Plan that apply to the interface areas adjacent to the city of Calgary as identified in the Rocky View County / City of Calgary Intermunicipal Development Plan.

26.7 Development within the Key Focus Areas within the Plan area identified in the Rocky View County / City of Calgary Intermunicipal Development Plan shall be subject to the policies of the Intermunicipal Development Plan as well as the policies of this Plan.

26.8 Applications within the Plan area together with all relevant supporting technical documents, shall be circulated in accordance with the Rocky View/City of Calgary Intermunicipal Development Plan; collaboration on such applications shall begin at an early stage to allow sufficient time to identify and address potential impacts on The City.

Local Plans, Redesignation and Subdivision

26.9 Rocky View County shall ensure that *local plans* and applications for redesignation and subdivision for lands in areas adjacent to the city of Calgary and city of Chestermere address:

a) regional drainage to ensure the protection of required drainage corridors;

b) alignment and connectivity of pathways, roadways, and utilities with the adjacent municipality;

c) gateway and interface policies;

d) land use compatibility with adjacent municipal land uses; and

e) other appropriate policies of this Plan.

APPENDICIES

Appendix A: Definitions

Co-operative Stormwater Management Initiative (CSMI) is a group of five partner municipalities working together with the Western Irrigation District (WID) to develop a regional stormwater solution for lands east of the City of Calgary.

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

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

Appendix B: Landscaping and Design Guidelines

The following Design Guidelines are intended to promote and ensure a coordinated and pleasant visual presence of commercial or industrial development in the Janet Plan area.

1. Local plans shall address the County's Land Use Bylaw landscaping and screening requirements and the County's Commercial, Office and Industrial Design Guidelines and document how the *local plan* meets those requirements and guidelines.
2. Where buildings are located adjacent to a residential area, building design shall be carefully considered to ensure combability.
3. Within any single parcel, the colours, materials and finishes of all buildings shall be coordinated to achieve a reasonable continuity of appearance.
4. All buildings shall be permanent structures with good quality exterior finishing materials which may include quality metal panel products, pre-cast concrete, architectural site-cast concrete, architectural tile, and commercial grade stucco, brick or stone masonry. Wood, unfinished concrete and concrete block may be used as a secondary material only.
5. Facades of buildings that exceed 30 metres measured horizontally, and facing residential areas or roadways, shall incorporate wall plane projections or recesses having a depth of at least 3 per cent of the length of the façade and extending at least 20 per cent of the length of the façade.
6. Facades of buildings facing adjacent residential areas shall include at least three of the following architectural elements:
    a) colour change;
    b) texture change;
    c) material module change; and
    d) expression of an architectural or structural bay through a change in plane such as an offset, reveal, or projecting rib.
7. Rooftop apparatus should be located and concealed to reduce or eliminate public view from adjacent roads or homes.
8. Roofs should have at least two of the following features:
    a) Parapets concealing flat roofs and / or rooftop mechanical and electrical equipment;
    b) Overhanging eaves extending past the supporting wall;
    c) Sloping or pitched roofs with two or more roof slope planes; and
    d) Roof-top gardens that support ecological functions such as stormwater retention, building insulation, bird habitat, outdoor green space, etc.
9. Each primary building shall have a clearly defined main entrance featuring at least two of the following:
    a) Canopy or portico;
    b) Overhang or arcade;
    c) Raised corniced parapet over the door;
    d) Outdoor amenity area;
    e) Upgraded window glazing areas; or
    f) Integrated planters or landscaped sitting areas.

10. A minimum 3.0 metre landscaped area shall be provided between the front of any primary building and any adjoining parking or lot area.

11. Landscape plans shall:

    a) promote the use of native plant material and plant proven for the climate of the region;

    b) not rely on potable water for irrigation once the landscaped areas are established;

    c) avoid species monoculture over large areas;

    d) provide for massing of plantings;

    e) ensure retaining walls and front yard fencing is decorative as well as functional;

    f) provide attractive landscape designs at key public intersections and entryways; and,

    g) demonstrate mitigation of impacts in Residential-Business Interface areas in accordance with Section 13.0.

Appendix C: Key Alberta Energy Regulator Information

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

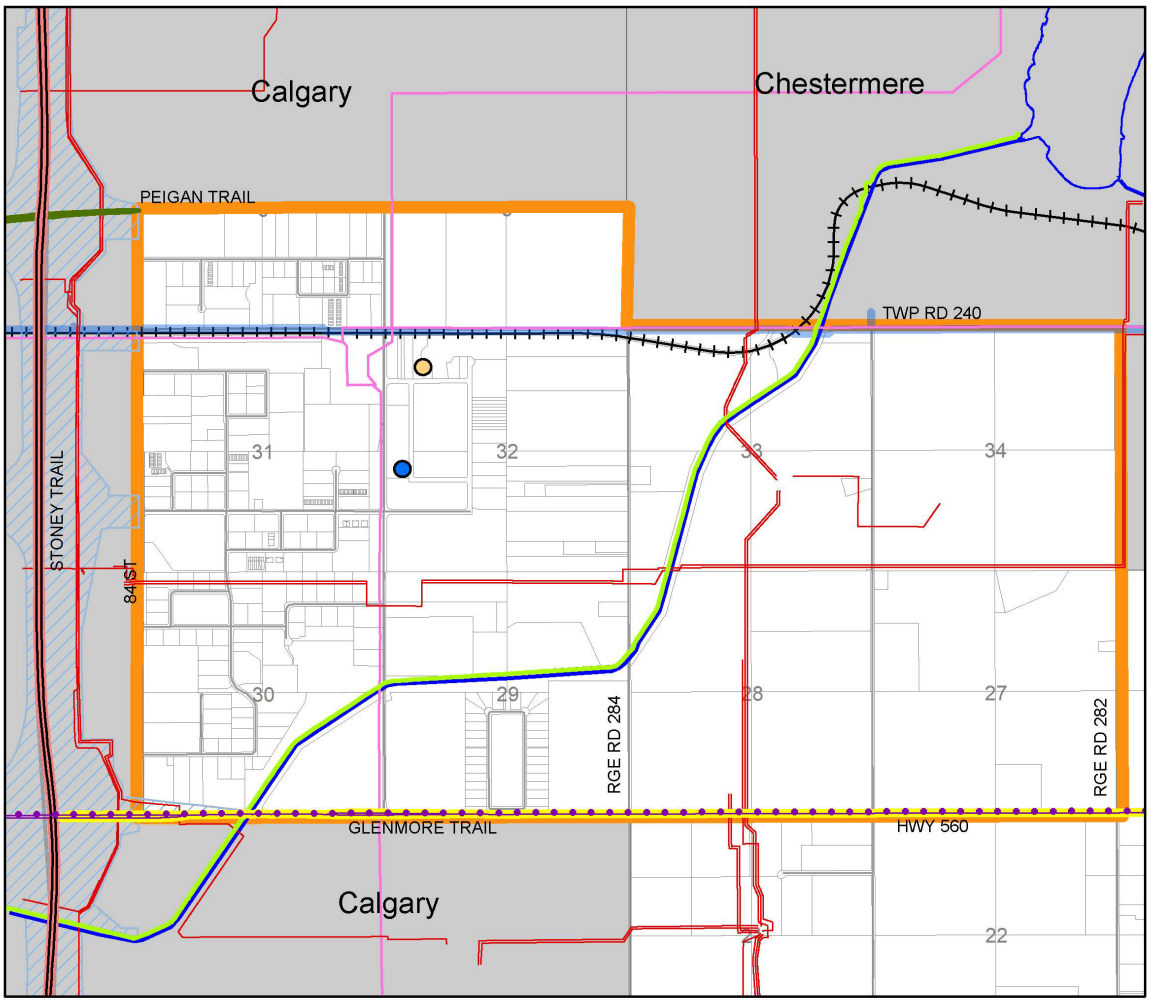
Appendix D: Key Intermunicipal Engagements

The County worked with the City of Calgary and City of Chestermere at key milestones for area east of the canal amendment. The following table includes information from the engagement undertaken for both the City of Calgary and City of Chestermere. Engagement was adapted according to the differing issues presented by each municipality on the amendments.

Phase	Date	Engagement
Phase 1 – Project Launch	July - September, 2019	The County prepared a bespoke intermunicipal engagement plan for each neighbouring municipality. The plans identified how the County would engage with the neighbouring municipalities at key milestones of the projects. The plans were revised at the request of neighbouring municipalities to reflect the level of engagement each sought for the project.
	September, 2019	The City of Calgary and City of Chestermere were notified of the County's public engagement event that was held to gather feedback from affected stakeholders. Representatives from the City of Chestermere attended the event.
Phase 2 – Engagement and Plan Writing	September, 2019	The County met with the City of Chestermere for a technical workshop to examine issues and opportunities with respect to the proposed plan amendments. Discussions were held on the following topics: • Planning; • Transportation; and • Servicing and Stormwater.
	October, 2019	The County met with the City of Calgary for a technical workshop to examine issues and opportunities with respect to the proposed plan amendments. Discussions were held on the following topics: • Planning; • Transportation; • Servicing and Stormwater; and • Fire Service provision.
	January, 2020	The County shared the draft land use scenario with the City of Calgary and the City of Chestermere for review and comment.
Phase 3 – Pre-Draft Plan Release	February, 2020	The pre-circulation draft plan was circulated to the City of Calgary and the City of Chestermere for a preliminary review and comment.
	May, 2020	The County met with the City of Calgary and the City of Chestermere to discuss the comments provided on the pre-circulation draft plan and to discuss the outcomes of the transportation network analysis.

Phase 4 – Draft Plan Release	June, 2020	The first reading draft plan and draft transportation network analysis was circulated to the City of Calgary and City of Chestermere for review and comment.
	September, 2020	Meetings were held with the City of Calgary to discuss the comments and potential revisions to address concerns.
	December, 2020	The City of Calgary and the City of Chestermere were circulated the revised draft plan and network analysis that incorporated feedback from the previous circulations and meetings. This draft is intended to be the public hearing draft for Rocky View County's consideration.
	July, 2022	Revisions to draft plan proposed to address City of Calgary comments. Draft plan circulated for final review and preparation of next steps.
	September – October, 2022	Meetings were held with the City of Calgary to discuss the comments and potential revisions to address concerns. Further policy revisions made. Meetings were held with the City of Chestermere to discuss the project and provide updates with respect to process. Chestermere confirmed no outstanding concerns.

Appendix E: Regional Growth Plan Mapping



Area Structure Plan
JANET

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Appendix E: Growth Plan Corridors

- ASP Boundary
- Western Headworks Canal
- Transportation and Utility Corridor
- CN Railway

Transportation & Trade Corridors
- Arterial
- Expressway / Highway
- Exiisting High Load Corridors
- CANAMEX
- Goods Movement

Transit & Active Transportation Corridors
- Regional Pathway
- Private Intermunicipal Transit Corridor

Water Corridors
- Water Lines
- Private Water Treatment Plants
- Private Wastewater Treatment Plants

Energy Corridors
- Powerline Transmission Line
- Pipelines

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