

BYLAW C-8020-2020

A Bylaw of Rocky View County to amend Bylaw C-7418-2014, known as the Janet Area Structure Plan, pursuant to Section 191 of the *Municipal Government Act*.

The Council of Rocky View County enacts as follows:

Title

1 This bylaw may be cited as *Bylaw C-8020-2020*.

Definitions

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

- (1) **“Council”** means the duly elected Council of Rocky View County;
- (2) **“Land Use Bylaw”** means Rocky View County Bylaw C-8000-2020, being the *Land Use Bylaw*, as amended or replaced from time to time;
- (3) **“Municipal Government Act”** means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
- (4) **“Rocky View County”** means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

Effect

3 THAT Bylaw C-7418-2014 be amended as detailed in the attached Schedule 'A' forming part of this Bylaw.

Effective Date

4 Bylaw C-8020-2020 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.

READ A FIRST TIME this

21st day of February, 2023

READ A SECOND TIME this

21st day of February, 2023

READ A THIRD AND FINAL TIME this

_____ day of _____, 20__

Mayor

Chief Administrative Officer

Date Bylaw Signed

SCHEDULE 'A'

FORMING PART OF BYLAW C-8020-2020

Schedule of textual amendments to Bylaw C-7418-2014, known as the Janet Area Structure Plan:

Amendment #1:

Within whole document delete reference to:

Town of Chestermere

And replace with:

City of Chestermere

Amendment #2:

Within Executive Summary, paragraph 3, delete sentence, which reads:

An area structure plan amendment will be required prior to development of the long-term growth area with final business uses to be determined at the time of Plan amendment.

And replace with the following:

In 2023 an area structure plan amendment was approved to enable development to proceed in the east of the canal. The applicable amendments have been embedded into the Plan to guide development.

Amendment #3:

Within Executive Summary, paragraph 4, add text, which reads:

subject to policy and technical requirements,

Amendment #4:

Within section 1. PLAN PURPOSE – What Is An Area Structure Plan? delete text which reads:

sequence of development

And add a bullet with the following:

the proposed sequence of development;

Amendment #5:

Within section 2. PLAN ORGANIZATION, paragraph 2, delete text which reads:

19

And replace with the following:

18

Amendment #6:

Within section 2. PLAN ORGANIZATION, paragraph 3, add text, which reads:

and

Amendment #7:

Within section 2. PLAN ORGANIZATION, paragraph 4, add text, which reads:

Appendix D outlines the key intermunicipal engagements 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 the Interim Growth Plan Corridors mapping.

Amendment #8:

Within section 3. PLAN AREA, delete text, which reads:

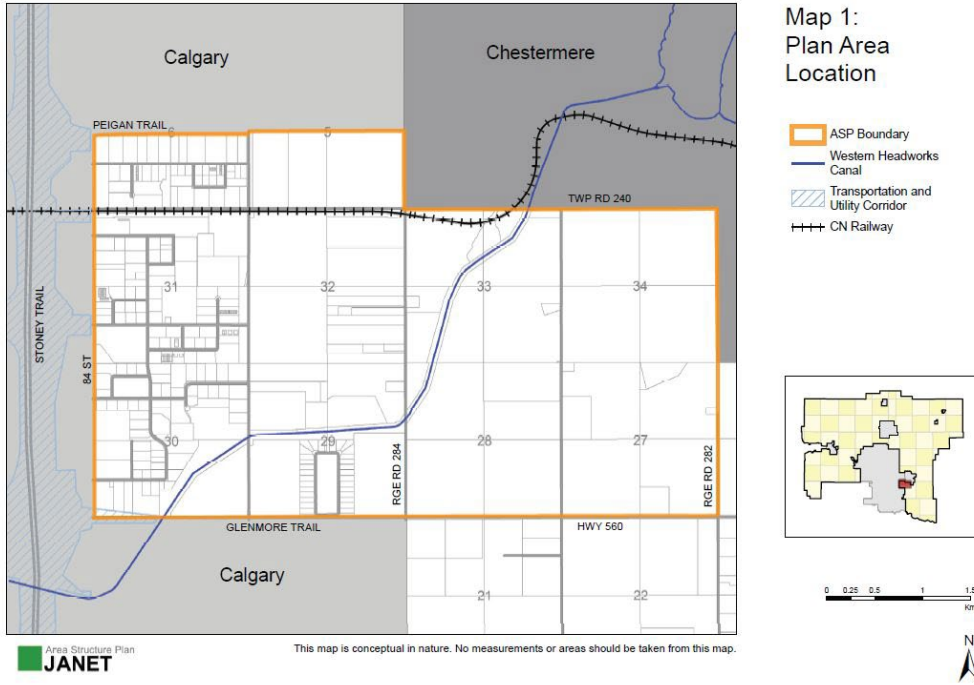
June 2012

And replace with the following:

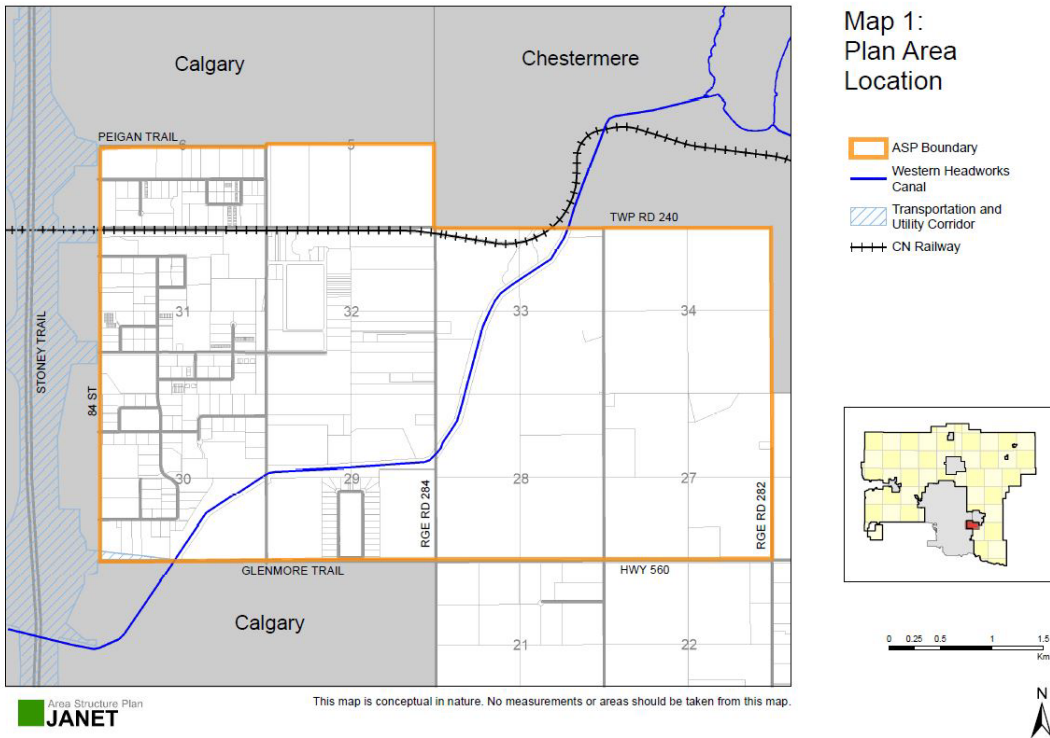
spring 2020

Amendment #9:

Delete Map 1: Plan Area Location:

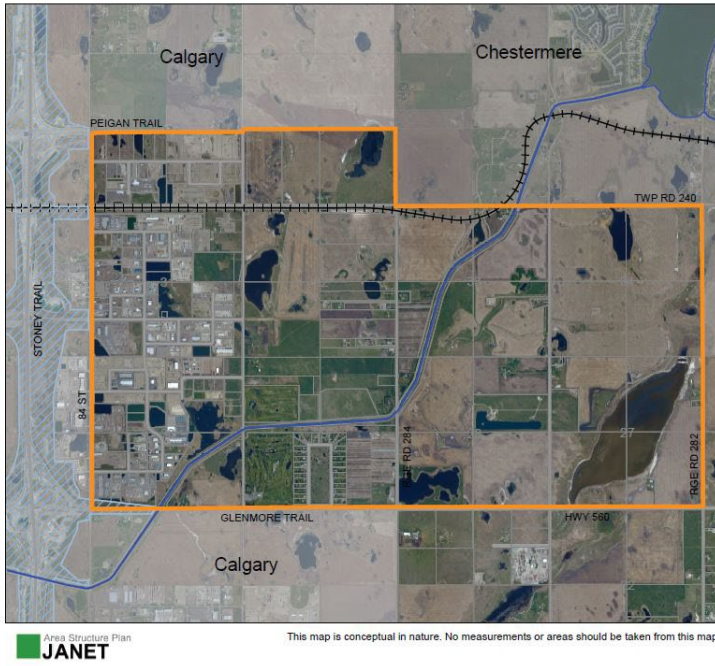


And replace with the following:

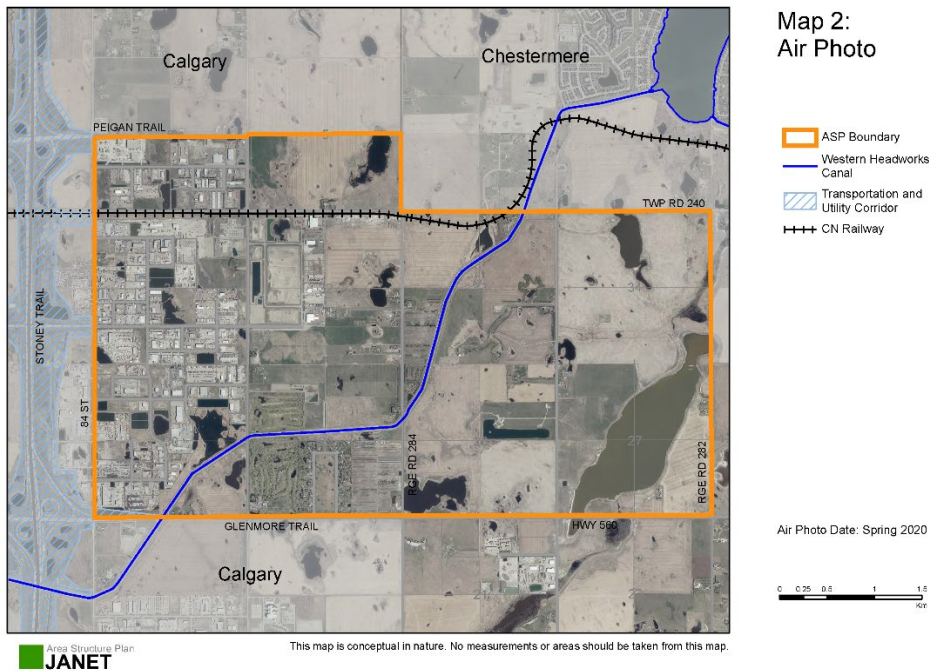


Amendment #10:

Delete Map 2: Air Photo:



And replace with the following:



Amendment #11:

Within section 4. JANET TODAY, History, add the following sentence after the last paragraph:

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

Amendment #12:

Within section 4. JANET TODAY, Surrounding Context, paragraphs 2, 3, 6, and 7, delete text, which reads:

This

And replace with the following:

That

Amendment #13:

Within section 4. JANET TODAY, Surrounding Context, paragraph 7, delete text, which reads:

town

And replace with the following:

commercial

Amendment #14:

Within section 4. JANET TODAY, Surrounding Context, paragraph 5, delete text, which reads:

The Town City of Chestermere identifies lands north of the Janet area as General Urban (predominantly residential) in its Municipal Development Plan (2009).

And replace with the following:

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.

Amendment #15:

Within section 4. JANET TODAY, Surrounding Context, add the following text as paragraphs 8 and 9, respectively:

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.

Amendment #16:

Within section 4. JANET TODAY, Surrounding Context, paragraph 10, delete text, which reads:

Business Park / Employment in the Chestermere Municipal Development Plan

And replace with the following:

Employment Lands in the Chestermere Municipal Development Plan. Employment lands emphasize single uses, such as corporate or multi-use office, industrial, and power centres.

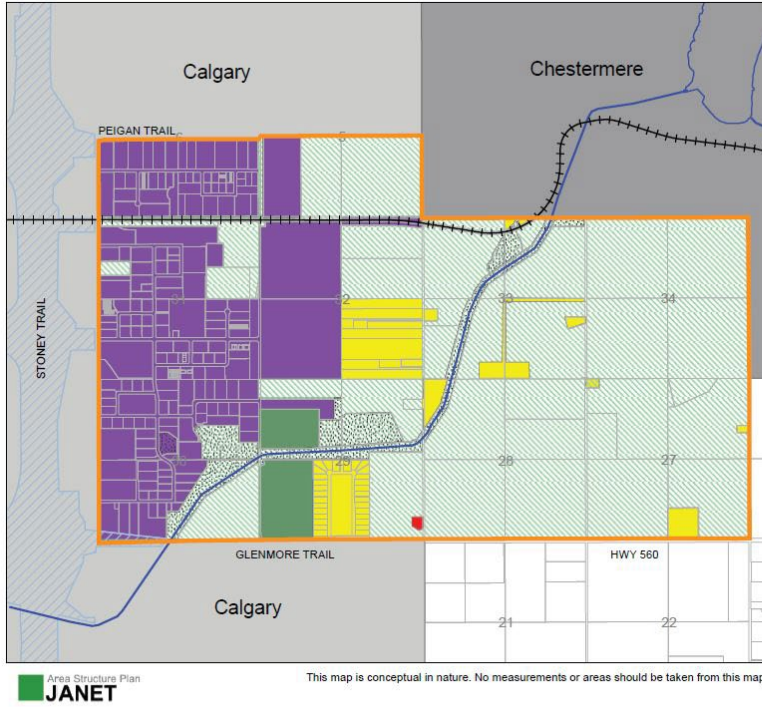
Amendment #17:

Within section 4. JANET TODAY, Surrounding Context, add paragraph 11, which reads:

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.

Amendment #18:

Delete Map 3: Existing Land Use:

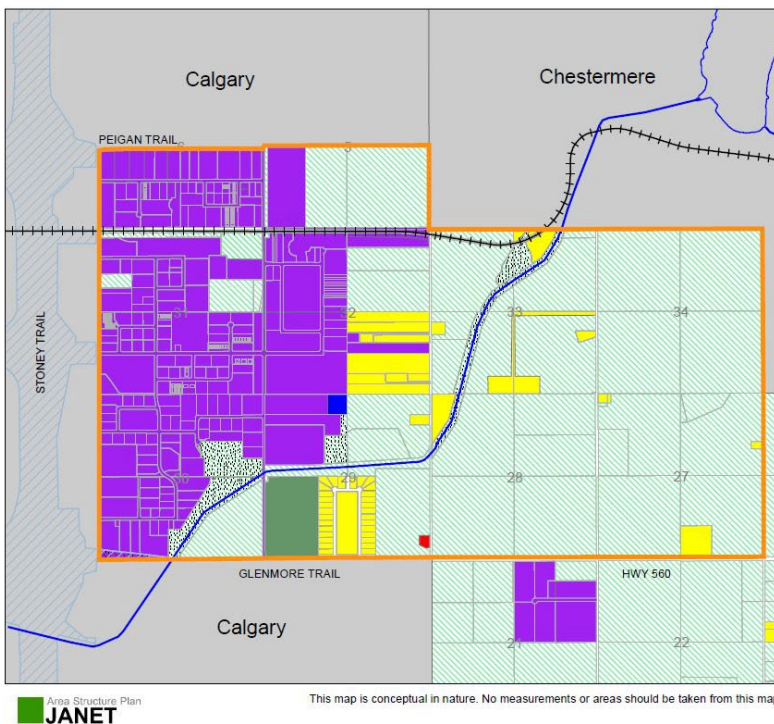


Map 3:
Existing
Land Use

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



And replace with the following:



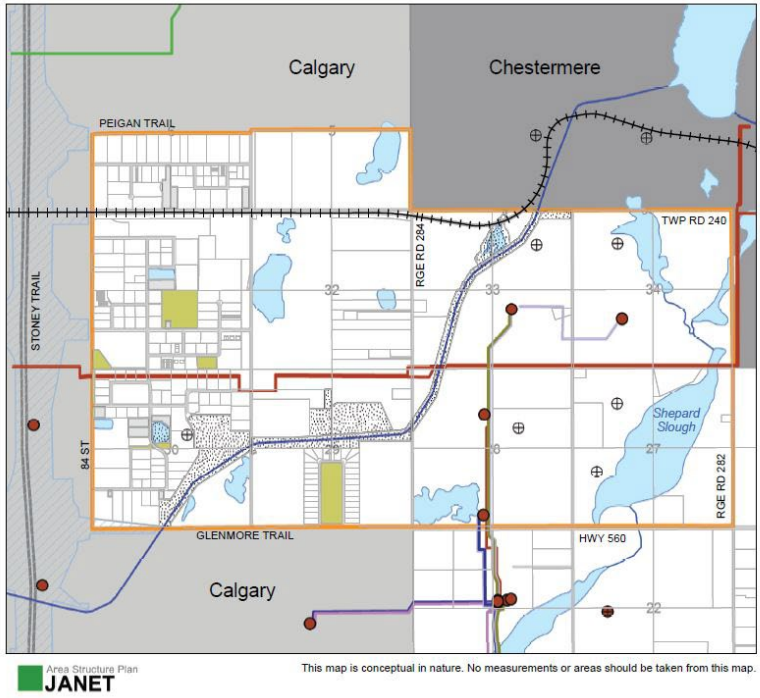
Map 3:
Existing
Land Use

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



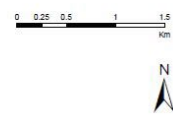
Amendment #19:

Delete Map 4: Existing Conditions:

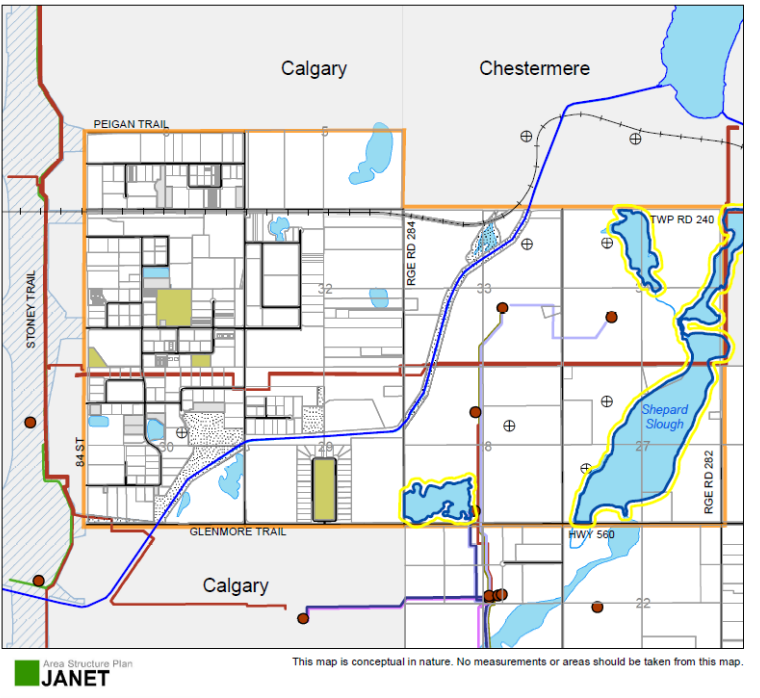


Map 4:
Existing
Conditions

- ASP Boundary
- Municipal Reserve
- Public Utility Lot
- Crown Land
- Water Bodies
- Transportation and Utility Corridor
- CN Railway
- Western Headworks Canal
- Oil/Gas Well
- Abandoned Well
- Fuel Gas
- LVP Products
- Natural Gas
- Oil Well Effluent
- Salt Water
- Sour Natural Gas

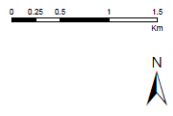


And replace with the following:



Map 4:
Existing
Conditions

- ASP Boundary
- Municipal Reserve
- Public Utility Lot
- Crown Land
- Water
- Transportation and Utility Corridor
- Railway Lines
- Western Headworks Canal
- Oil/Gas Well
- Abandoned Well
- Fuel Gas
- LVP Products
- Natural Gas
- Oil Well Effluent Salt
- Water
- Sour Natural Gas
- Environmentally Sensitive Areas



Amendment #20:

Within section 4. JANET TODAY, Existing Conditions, paragraph 3, add text, which reads:

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.

Amendment #21:

Within section 5. PLANNING FOR TOMORROW, Overview, delete text, which reads:

has been

And replace with the following:

was

Amendment #22:

Within section 5. PLANNING FOR TOMORROW, Overview, delete text, which reads:

recently adopted

Amendment #23:

Add the following header within section 5. PLANNING FOR TOMORROW, Policy Direction from Other Plans:

CALGARY METROPOLITAN REGION GROWTH PLAN

Amendment #24:

Within section 5. PLANNING FOR TOMORROW, Policy Direction from Other Plans, add text, which reads:

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, 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.

Amendment #25:

Add the following header within section 5. PLANNING FOR TOMORROW, Policy Direction from Other Plans:

MUNICIPAL DEVELOPMENT PLAN (COUNTY PLAN)

Amendment #26:

Add the following header within section 5. PLANNING FOR TOMORROW, Policy Direction from Other Plans:

ROCKY VIEW/CALGARY INTERMUNICIPAL DEVELOPMENT PLAN

Amendment #27:

Add the following header within section 5. PLANNING FOR TOMORROW, Policy Direction from Other Plans:

CITY OF CHESTERMERE

Amendment #28:

Within section 5. PLANNING FOR TOMORROW, Physical Constraints and Attributes, f), delete text, which reads:

Alternative methods of stormwater management need to be explored given that the natural drainage flow is severed.

And replace with the following:

The Cooperative Stormwater Management Initiative (CSMI) is the County's post-development stormwater solution for the Plan area and the region.

Amendment #29:

Within section 5. PLANNING FOR TOMORROW, Public Engagement Process, add the following text, which reads:

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.

Amendment #30:

Within section 6. JANET VISION AND GOALS, Janet Vision, paragraph 2, delete text, which reads:

which

And replace with the following:

that

Amendment #31:

Within section 7. JANET LAND USE STRATEGY, Purpose, delete text, which reads:

6

And replace with the following:

7

Amendment #32:

Within section 7. JANET LAND USE STRATEGY, Strategy, paragraph 2, delete paragraph, which reads:

Immediate industrial growth will focus on the area west and north of the Western Headworks Canal, where there is an existing transportation system and a potential regional stormwater conveyance solution. Development of the approximately 240 gross hectares (600 acres) of land, combined with existing designated but undeveloped industrial land, will satisfy the County's short-to-medium term industrial development needs in the Janet area. The area east and south of the Western Headworks canal is designated as a Long Term Development area and will retain its agricultural character until a transition to other business uses is deemed appropriate.

Amendment #33:

Within section 7. JANET LAND USE STRATEGY, Strategy, paragraph 3, bullet 1, delete text, which reads:

The majority of the Janet area lying west of the Western Headworks Canal will develop as a limited-service industrial business area. Development is dependent upon the approval of comprehensive *local plans* and land use.

And replace with the following:

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.

Amendment #34:

Within section 7. JANET LAND USE STRATEGY, Strategy, paragraph 3, delete bullet 2, which reads:

The area lying east of the Western Headworks Canal is part of the Long Term Development area and will develop as a limited-service Regional Business Centre. Development of land within the Long Term Development area requires an operational regional stormwater conveyance system.

Amendment #35:

Within section 7. JANET LAND USE STRATEGY, Strategy, paragraph 3, delete bullet 4, which reads:

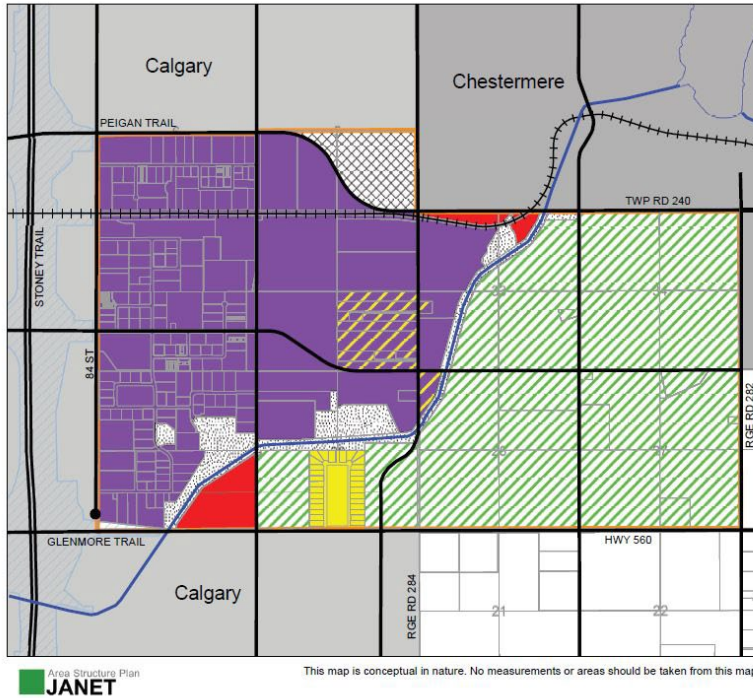
Commercial and industrial development will be permitted along the Glenmore Trail and Peigan Trail corridors. Ensuring high quality design of commercial development will contribute to creating attractive complementary development along these routes, which are adjacent to the City of Calgary and Town of Chestermere.

And replace with the following:

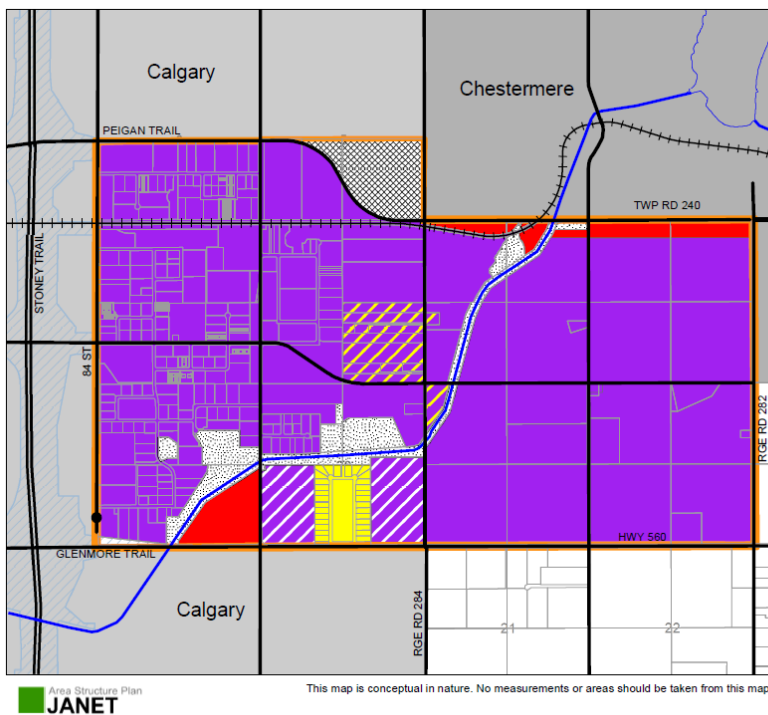
Commercial development will be permitted along the Glenmore Trail and Township Road 240 corridors. Ensuring high quality design of commercial development will contribute to creating attractive complementary development along these routes, which are adjacent to the cities of Calgary and Chestermere.

Amendment #36:

Delete Map 5: Land Use Strategy:



And replace with the following:



Amendment #37:

Within section 8. COUNTRY RESIDENTIAL, policy 8.4, delete text, which reads:

13

And replace with the following:

12

Amendment #38:

Within section 9. COMMERCIAL, paragraph 2, sentence 1, delete text, which reads:

has the potential to

And replace with the following:

will

Amendment #39:

Within section 9. COMMERCIAL, paragraph 2, delete the last sentence, which reads:

The final form of development (commercial or industrial) along Glenmore Trail area will be determined at the time of amending the Long Term Growth area and by market demand.

Amendment #40:

Within section 9. COMMERCIAL, policy 9.5, delete text, which reads:

or future

Amendment #41:

Within section 9. COMMERCIAL, policy 9.5, delete text, which reads:

(Section 13)

And replace with the following:

(Section 12)

Amendment #42:

Within section 9. COMMERCIAL, policy 9.9, delete text, which reads:

26.1

And replace with the following:

25.1

Amendment #43:

Within section 9. COMMERCIAL, policy 9.9, d), delete text, which reads:

and

And replace after policy 9.9, e), which reads:

and

Amendment #44:

Within section 9. COMMERCIAL, policy 9.9, add f), which reads:

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

Amendment #45:

Within section 10. INDUSTRIAL, delete policy 10.3, which reads:

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

And replace with the following:

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.

Amendment #46:

Within section 10. INDUSTRIAL, delete policy 10.4, which reads:

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

And replace with the following:

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.

Amendment #47:

Within section 10. INDUSTRIAL, policy 10.5, delete text, which reads:

26.1

And replace with the following:

25.1

Amendment #48:

Within section 10. INDUSTRIAL, policy 10.5, d), delete text, which reads:

and

And replace after policy 10.5, e), which reads:

and

Amendment #49:

Within section 10. INDUSTRIAL, policy 10.5, add f), which reads:

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

Amendment #50:

Within section 10. INDUSTRIAL, add policy 10.11, which reads:

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 Country Residential area.

Amendment #51:

Within section 10. INDUSTRIAL, add the following section after policy 10.11, d):

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 market demand warrants it and 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 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 areas of activity and roadways away from the existing Country Residential area.

Amendment #52:

Delete section 12. LONG TERM DEVELOPMENT, which reads:

The Long Term Development area is identified for the future expansion of the Regional Business Centre. The area includes all of the land within the Plan area to the east and south of the Western Headworks Canal, with the exception of the Prairie Schooner Estates subdivision. Development of this area should be allowed once the area north of the irrigation canal approaches build out, suitable transportation infrastructure is in place, and a regional stormwater conveyance system is functional. In the interim, existing uses will be allowed to remain and limited development for agricultural purposes including farmsteads and first parcels out will be permitted in the Long Term Development area.

The Long Term Development area is envisioned to be developed with both commercial and industrial uses. Areas on the north side of Glenmore Trail and south side of Peigan Trail (Township Road 240) may be more suitable for commercial uses. The development of commercial uses along Glenmore Trail is consistent with the land use strategy identified by the City of Calgary which calls for commercial development on adjacent lands on the south side of Glenmore Trail. Also, commercial development on the south side of Peigan Trail (Township Road 240) would provide a more desirable interface with the residential communities proposed to the north in the Town of Chestermere. All other land in the Long Term Development area is envisioned for future industrial expansion; however, the final distribution of commercial and industrial uses will be determined at the time of Plan amendment.

OBJECTIVES

Protect lands for future business expansion by limiting development to agriculture and other existing uses until alternative forms of development are determined to be appropriate.

Provide for the appropriate agriculture development that is consistent with the direction of the County Plan.

POLICIES

12.1 Redesignation or subdivision of land within the Long Term Development area (Map 5) to any new use, other than a Farmstead, first parcel out or an agricultural use requires an amendment to this Plan.

Development of new business land uses in the Long Term Development area shall not be supported until approximately 70 per cent of the developable land within the Plan area that is not designated as a Long Term Development area has an adopted *local plan* and land use.

Prior to amending this Plan to allow for the development of new business land uses in the Long Term Development area:

- a) a public engagement process involving area stakeholders shall be undertaken and an overall Land Use Strategy and supporting policies for the Long Term Development area shall be developed;

- b) mechanisms to implement the construction of the transportation network shall be identified;
- c) a regional stormwater conveyance system and mechanisms to finance and implement the construction shall be identified, to the County's satisfaction; and
- d) it shall be demonstrated that the development is a logical and efficient extension of existing infrastructure.

Amendment #53:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, paragraph 1, add text, which reads:

parcels supported for

Amendment #54:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, add policy 13.2, which reads:

13.2. 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.

Amendment #55:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, policy 13.4, add c), which reads:

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.

Amendment #56:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, policy 13.7, delete text, which reads:

b) surface parking where the parking is hidden from view by berms and / or landscaping.

Amendment #57:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, policy 13.8, add a), which reads:

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,

Amendment #58:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, policy 13.9, delete text, which reads:

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

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

And replace with the following:

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

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

Amendment #59:

Within section 13. BUSINESS-RESIDENTIAL INTERFACE, policy 13.9, add b), which reads:

b) should incorporate berms constructed to a height of not less than 2.00 m (6.56 ft.) in height, should not be overbearing on the residential properties and should be appropriately positioned to maximize privacy and screening for residents; and,

Amendment #60:

Within section 14. AGRICULTURAL INTERFACE, delete paragraph 2, which reads:

In accordance with the policies and actions of the County Plan, a set of Agricultural Boundary Design Guidelines are being developed. When completed, the Guidelines will 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.

And replace with the following:

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.

Amendment #61:

Within section 14. AGRICULTURAL INTERFACE, delete policy 14.1, which reads:

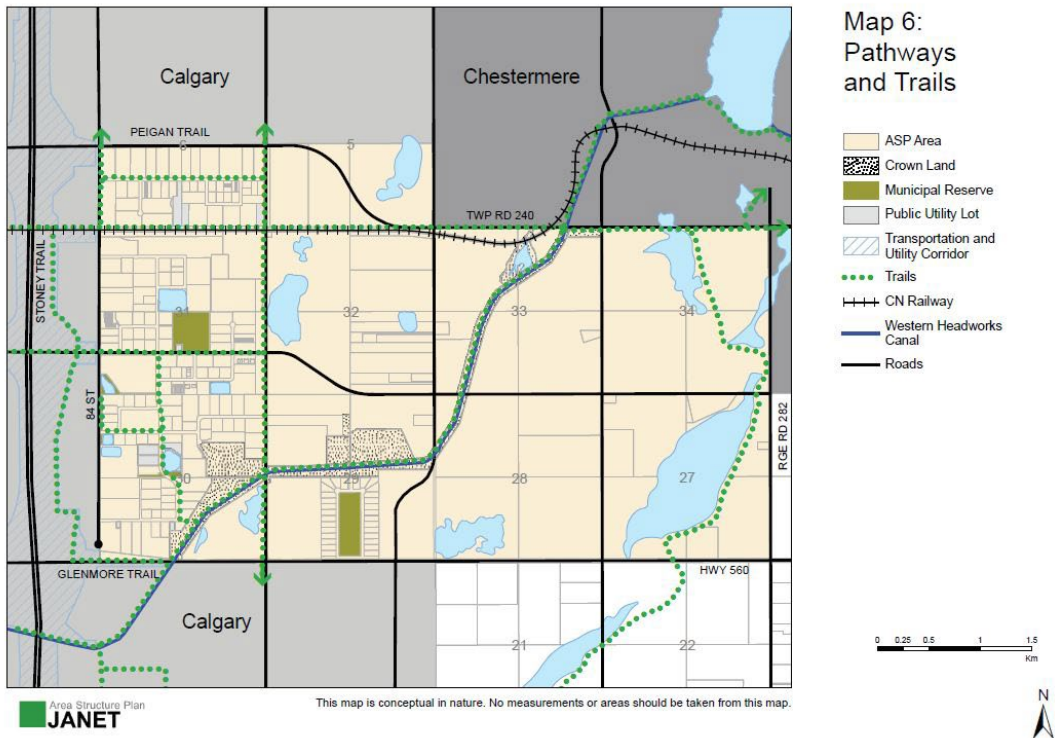
Until such time as the Agricultural Boundary Design Guidelines are adopted, the policies of this Plan shall guide the design of developments bordering agricultural lands.

And replace with the following:

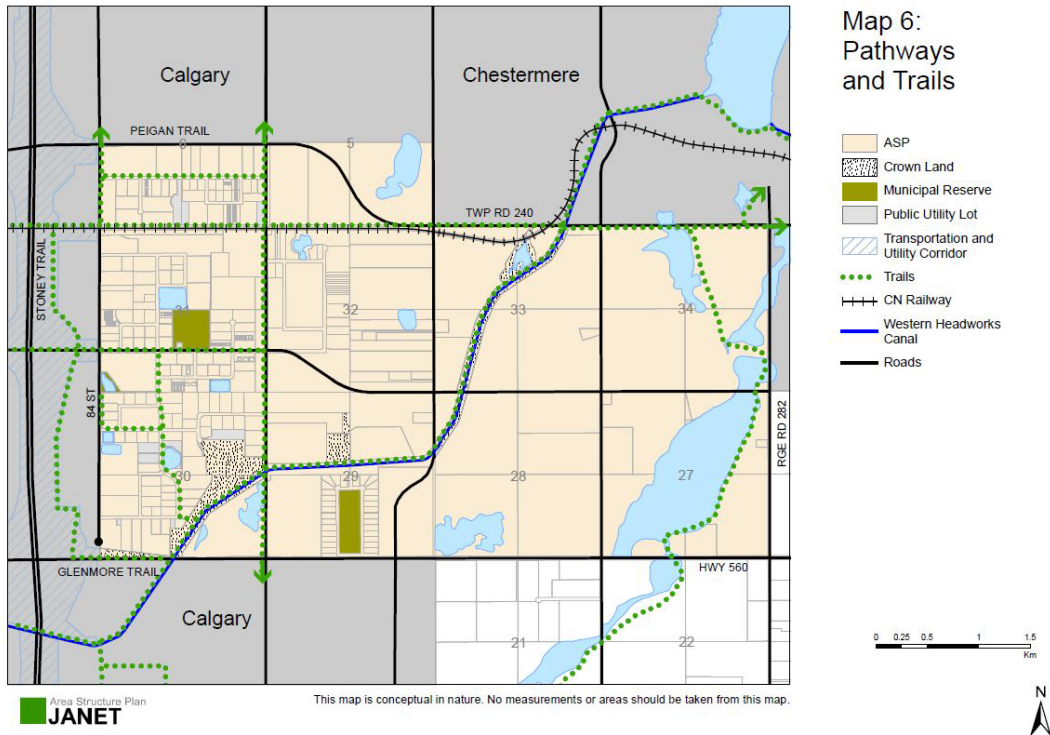
Applications for non-agricultural development adjacent to agricultural lands should adhere to the County's Agricultural Boundary Design Guidelines.

Amendment #62:

Delete Map 6: Pathways and Trails:



And replace with the following:



Amendment #63:

Within section 15. GATEWAYS, policy 15.3, delete text, which reads:

are discouraged to

And replace with the following:

shall not

Amendment #64:

Within section 15. GATEWAYS, policy 15.4, add text, which reads:

to promote a consistence architectural theme with planned and existing development within the gateway area.

Amendment #65:

Within section 15. GATEWAYS, policy 15.6, delete text, which reads:

will

And replace with the following:

shall

Amendment #66:

Within section 16. SPECIAL POLICY, add policy 16.5, which reads:

16.5. 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.

Amendment #67:

Within section 17. OPEN SPACE, PARKS, AND PATHWAYS, at the end of sentence 1, add text, which reads:

and environmental protection.

Amendment #68:

Within section 17. OPEN SPACE, PARKS, AND PATHWAYS, add policy 17.5, which reads:

17.5. *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:

Amendment #69:

Within section 17. OPEN SPACE, PARKS, AND PATHWAYS, policy 17.5, c), delete text, which reads:

required

And replace with the following:

possible,

Amendment #70:

Within section 18. NATURAL ENVIRONMENT, policy 18.9., delete text, which reads:

which

And replace with the following:

that

Amendment #71:

Within section 19. RESERVES, policy 19.2., add text, which reads:

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.

Amendment #72:

Within section 19. RESERVES, policy 19.9, add text, which reads:

the Recreation and Parks Master Plan

Amendment #73:

Within section 21. TRANSPORTATION, Objectives, add a bullet, which reads:

Provide opportunities for alternative modes of transportation, such as transit.

Amendment #74:

Within section 21. TRANSPORTATION, policy 21.2, add text, which reads:

and the City of Calgary

Amendment #75:

Within section 21. TRANSPORTATION, policy 21.3., delete text, which reads:

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

And replace with the following:

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.

Amendment #76:

Within section 21. TRANSPORTATION, policy 21.4, delete text, which reads:

must

And replace with the following:

shall

Amendment #77:

Within section 21. TRANSPORTATION, delete policy 21.6, which reads:

The County encourages and supports opportunities to connect to a regional public/private transportation system. Development of such a system shall consider design standards, costs associated with upgrading the road network, and long term operation and maintenance requirements.

Amendment #78:

Within section 21. TRANSPORTATION, Regional Transportation Network, add policy 21.9, which reads:

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.

Amendment #79:

Within section 21. TRANSPORTATION, Regional Transportation Network, add policy 21.10, which reads:

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

Amendment #80:

Within section 21. TRANSPORTATION, General, policy 21.16, delete text, which reads:

are

And replace with the following:

shall be

Amendment #81:

Within section 21. TRANSPORTATION, General, policy 21.18, delete text, which reads:

must

And replace with the following:

shall

Amendment #82:

Within section 21. TRANSPORTATION, Peigan Trail Alignment, policy 21.20, delete text, which reads:

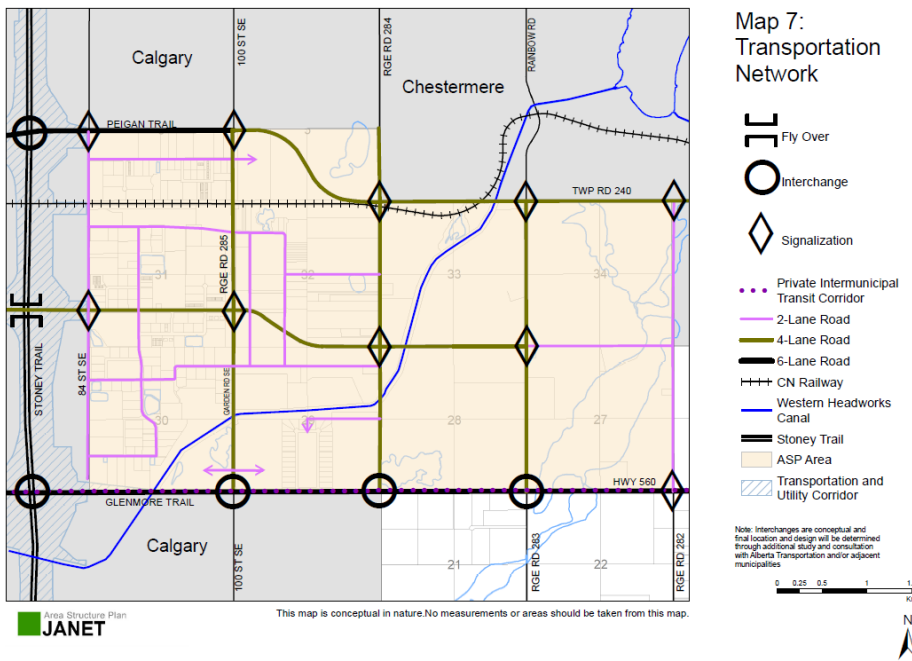
should

And replace with the following:

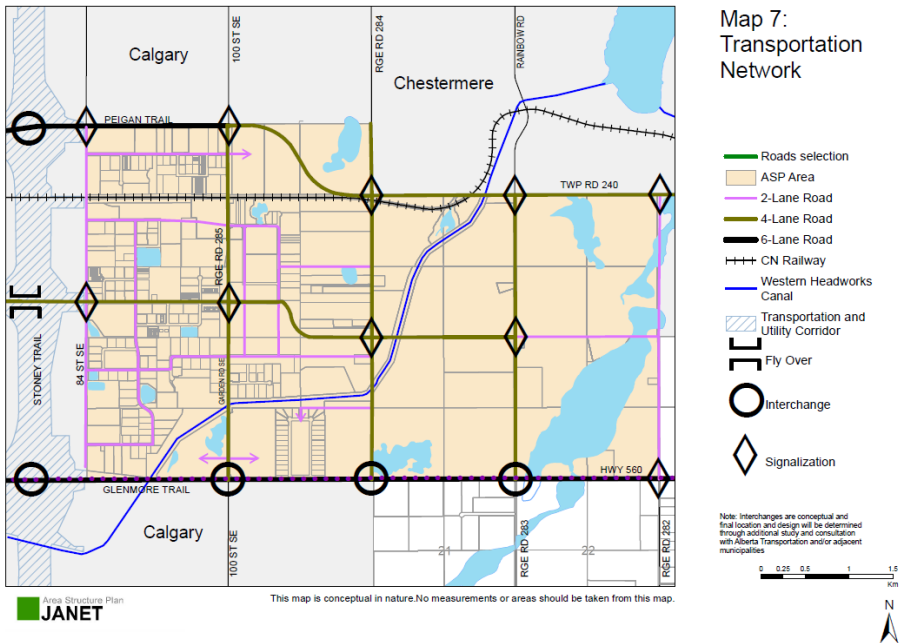
shall

Amendment #83:

Delete Map 7: Transportation Network:



And replace with:



Amendment #84:

Within section 22. UTILITY SERVICES, Utility Service Development, add policy 22.3, which reads:

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.

Amendment #85:

Within section 22. UTILITY SERVICES, Utility Service Development, policy 22.5, delete the following text, which reads:

are

And replace with the following:

shall be

Amendment #86:

Within section 22. UTILITY SERVICES, add policy 22.6, which reads:

22.6. The County should explore and implement measures to require landowners to connect to regional servicing at a future time, when not feasible at the time of development.

Amendment #87:

Within section 22. UTILITY SERVICES, Water, delete policy 22.9, which reads:

The County encourages the reduction and reuse of water in accordance with Provincial laws and regulations.

And replace with the following:

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

Amendment #88:

Within section 22. UTILITY SERVICES, Wastewater, policy 22.11., delete the following text, which reads:

22.8

And replace with the following:

22.9

Amendment #89:

Within section 22. UTILITY SERVICES, Shallow Utilities, add policy 22.15, which reads:

22.15. 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.

Amendment #90:

Within section 23. STORMWATER, delete text, which reads:

The Janet Area Structure Plan is located in the Shepard Regional Drainage Basin. Historically, stormwater movement in the drainage basin was from north to the south, eventually discharging into the Bow River. 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.

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

- Shepard Regional Drainage Plan, which proposes to take water south to the Bow River; and

- the Cooperative Stormwater Management Initiative, which proposes to take water east and north to the Red Deer River drainage basin.

The Shepard Regional Drainage Plan proposes to treat and move water south of the Western Irrigation Headworks Canal southward through a series of naturalized and constructed conveyance systems. This solution is long term and costly, particularly for upstream development areas such as Janet. At the time of writing this Plan, stormwater south of the Irrigation Canal is intended to be conveyed to the Shepard Drainage System.

The Cooperative Stormwater Management Initiative (CSMI) proposes the uses of the Western Irrigation District (WID) canal system and right-of-way as a medium term conveyance solution. The ultimate CSMI option is for 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. This initiative may result in a stormwater management system that complements the Shepard Regional Drainage Plan system or, alternatively, replaces the Shepard Regional Drainage Plan. At the time of writing this Plan, stormwater north of the Western Headworks Canal is intended to be conveyed to the CSMI System.

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.

And replace with the following:

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.

Amendment #91:

Within section 23. STORMWATER, Master Drainage, delete policy 23.1, which reads:

Prior to *local plan* and / or subdivision approval, a Master Drainage Plan for the Plan area is required to be completed.

And replace with the following:

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

Amendment #92:

Within section 23. STORMWATER, Regional Stormwater Management, delete policy 23.2, which reads:

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

And replace with the following:

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.

Amendment #93:

Within section 23. STORMWATER, policy 23.3, delete text, which reads:

applicable *and* (Shepard Regional Drainage Plan).

Amendment #94:

Within section 23. STORMWATER, delete the following section, which reads:

Shepard Regional Drainage Plan

23.5. Stormwater shall be discharged to the south into the Shepard ditch once it becomes operational in accordance with the Shepard Regional Drainage Plan, or other plans that amend, replace, or add to that plan.

23.6. The County shall protect and acquire conveyance routes that are necessary to discharge into the Shepard regional drainage system.

23.7. The volume and rate of stormwater discharge to the City of Calgary shall be in accordance with the Shepard Regional Drainage Plan and the Janet Master Drainage Plan or other plans that amend, replace or add to those plans.

Amendment #95:

Within section 23. STORMWATER, policy 23.8, delete text, which reads:

to the east

Amendment #96:

Within section 23. STORMWATER, policy 23.8, delete text, which reads:

Weed Lake

And replace it with the following:

Rosebud River

Amendment #97:

Within whole document delete reference to:

Alberta Environment and Resource Development

And replace with:

Alberta Environment and Parks

Amendment #98:

Within section 23. STORMWATER, Interim Drainage Solutions, policy 23.11, b), delete text, which reads:

system

And replace with the following:

outfall

Amendment #99:

Within section 23. STORMWATER, Utility costs, policy 23.25, add text, which reads:

based on proximity to the CSMI connection or to address gaps in the local conveyance system.

Amendment #100:

Within section 23. STORMWATER, policy 23.27, delete text, which reads:

are

And replace with the following:

shall be

Amendment #101:

Within section 24. SOLID WASTE, policy 24.2, delete text, which reads:

are

And replace with the following:

should be

Amendment #102:

Within section 25. OIL AND GAS, policy 25.16, delete text, which reads:

which

And replace with the following:

that

Amendment #103:

Within section 25. OIL AND GAS, policy 25.16, delete text, which reads:

is

And replace with the following:

shall be

Amendment #104:

Within section 26. IMPLEMENTATION AND MONITORING, policy 26.1, add text, which reads:

shall

Amendment #105:

Within section 26. IMPLEMENTATION AND MONITORING, policy 26.2, delete text, which reads:

26.1

And replace with the following:

25.1

Amendment #106:

Within section 26. IMPLEMENTATION AND MONITORING, policy 26.2, delete text, which reads:

do

And replace with the following:

shall

Amendment #107:

Within section 26. IMPLEMENTATION AND MONITORING, policy 26.5, delete text, which reads:

will

And replace with the following:

shall

Amendment #108:

Within section 26. IMPLEMENTATION AND MONITORING, Local Plan Boundaries, add text, which reads:

as well as public infrastructure considerations.

Amendment #109:

With section 26. IMPLEMENTATION AND MONITORING, policy 26.10, delete text, which reads:

and the identification of a regional stormwater conveyance system, and mechanisms to implement its construction.

Amendment #110:

Within section 26. IMPLEMENTATION AND MONITORING, Phasing, delete text, which reads:

Long Term Development

The Long Term Development area is for future expansion of the Regional Business Centre and will likely not be needed for commercial and industrial growth over the next ten to 15 years. Nevertheless, the protection of this area from interim uses and land fragmentation is deemed important in order to facilitate a future efficient land use and development pattern.

26.11 Development in the Long Term Development area shall be in accordance with Section 12 of this Plan.

26.12 An amendment to this Plan will be required to facilitate expansion of the Regional Business Centre into the Long Term Development area in accordance with Section 12.

And replace with the following:

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.

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

Amendment #111:

Within section 26. IMPLEMENTATION AND MONITORING, Technical Requirements and Submissions, add policy 26.16, which reads:

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

Amendment #112:

Within section 26. IMPLEMENTATION AND MONITORING, Monitoring, policy 26.17, delete text, which reads:

the a

Amendment #113:

Within section 26. IMPLEMENTATION AND MONITORING, Plan Review and Amendment, paragraph 1, add sentence at the end, which reads:

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.

Amendment #114:

Within section 26. IMPLEMENTATION AND MONITORING, Plan Review and Amendment, paragraph 2, add the following text, which reads:

or if relevant regional planning considerations change,

Amendment #115:

Within section 26. IMPLEMENTATION AND MONITORING, Plan Review and Amendment, policy 26.18, add the following text, which reads:

and the Calgary Regional Growth Plan.

Amendment #116:

Within section 26. IMPLEMENTATION AND MONITORING, Plan Review and Amendment, policy 26.19, add the following text, which reads:

subject to Administration recommendations and Council direction.

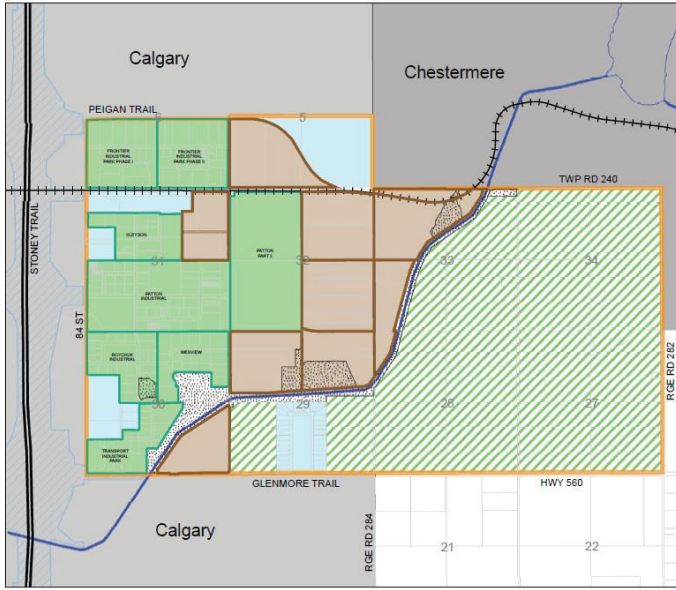
Amendment #117:

Within section 26. IMPLEMENTATION AND MONITORING, Plan Review and Amendment, add policy 26.20, which reads:

Context Study outcomes may inform strategies for more efficient and cost-effective servicing of the Plan area with regard to potable water and sanitary, in which case the County shall consider appropriate review of the ASP to incorporate regional servicing opportunities.

Amendment #118:

Delete Map 9: Local Plans:



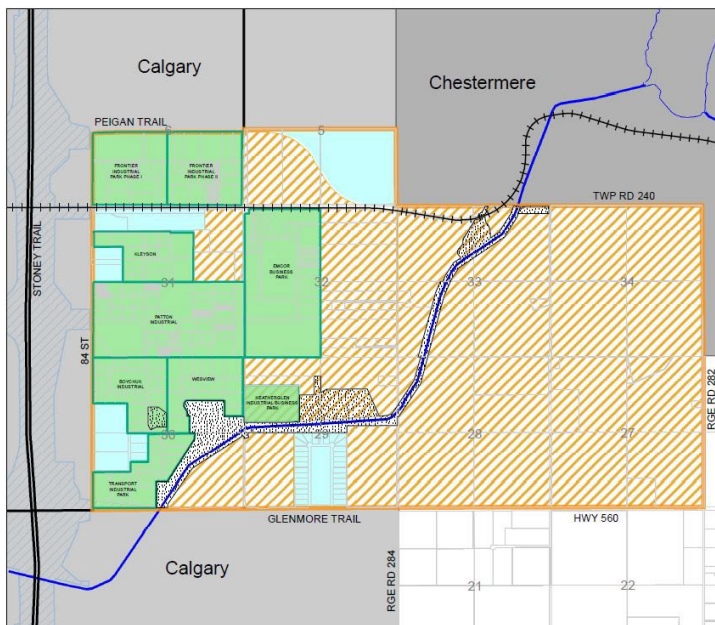
**Map 9:
Local Plans**

- ASP Boundary
- Areas Requiring Local Plan
- Long Term Development
- Local Plan not required
- Adopted Local Plan
- Crown Land
- Transportation and Utility Corridor
- Western Headworks Canal
- CN Railway



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

And replace with the following:



**Map 9:
Local Plans**

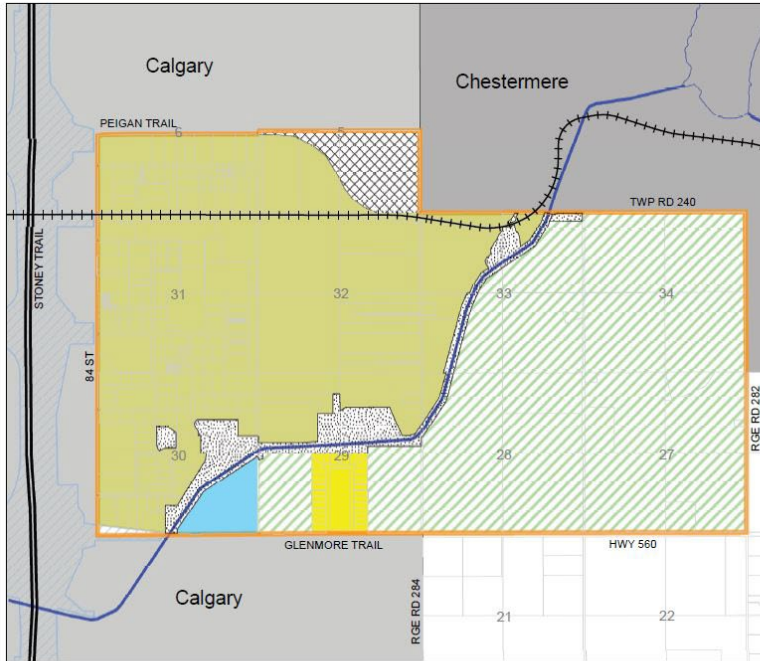
- ASP Boundary
- Local Plan Required
- Local Plan Not Required
- Adopted Local Plan
- Crown Land
- Transportation and Utility Corridor
- Western Headworks Canal
- CN Railway



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

Amendment #119:

Delete Map 10: Phasing



Map 10:
Phasing

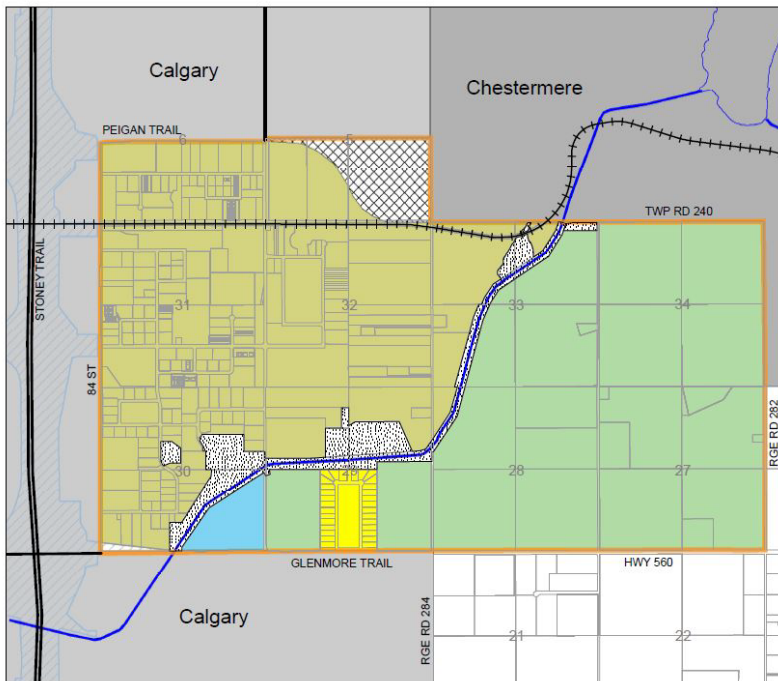
- ASP Boundary
- Phase 1
- Phase 2
- Long Term Development
- Country Residential
- Special Policy
- Crown Land
- Transportation and Utility Corridor
- Western Headworks Canal
- CN Railway



Area Structure Plan
JANET

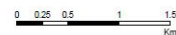
This map is conceptual in nature. No measurements or areas should be taken from this map.

And replace with the following:



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



Area Structure Plan
JANET

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

Amendment #120:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, paragraph 2, delete sentence, which reads:

The County is currently engaged with the Town of Chestermere to develop a separate Intermunicipal Development Plan that will also provide direction on areas of interest, cooperation, and consultation.

Amendment #121:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, add the following text as paragraph 3, which reads:

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.

Amendment #122:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, policy 27.3, delete text, which reads:

Calgary

And replace with the following:

County

Amendment #123:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, policy 27.3., delete text, which reads:

any other agreement(s)

And replace with the following:

the interim circulation protocol identified in the Rocky View County and City of Chestermere Intermunicipal Development Plan Terms of Reference,

Amendment #124:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, add policy 27.4, which reads:

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.

Amendment #125:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, policy 27.5, delete text, which reads:

or as otherwise required by any future Intermunicipal Development Plan.

Amendment #126:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, Rocky View County – City of Calgary, policy 27.6 delete:

will

And replace with:

shall

Amendment #127:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, Rocky View County – City of Calgary, add policy 27.8, which reads:

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.

Amendment #128:

Within section 27. INTERMUNICIPAL COORDINATION AND COOPERATION, Local Plans, Redesignation and Subdivision, policy 27.9, add c), which reads:

c) gateway and interface policies;

Amendment #129:

Within Appendix A: Definitions, add text as paragraph 1, which reads:

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.

Amendment #130:

Within Appendix B: Landscaping and Design Guidelines, delete text, which reads:

2. Where buildings are located adjacent to a residential area, the emphasis should be on those building elevations that are facing the residential area.

And replace with the following:

2. Where buildings are located adjacent to a residential area, building design shall be carefully considered to ensure compatibility.

Amendment #131:

Within Appendix B: Landscaping and Design Guidelines, number 5, delete text, which reads:

which

And replace with the following:

that

Amendment #132:

Within Appendix B: Landscaping and Design Guidelines, number 11, add g), which reads:

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

Amendment #133:

Add Appendix D: Key Intermunicipal Engagement Events

Appendix D: Key Intermunicipal Engagement Events

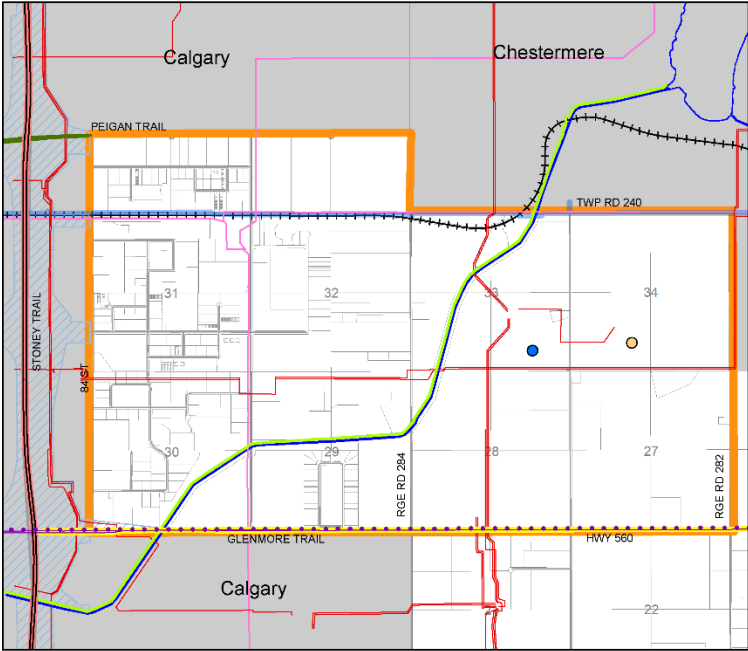
The County worked with the City of Calgary and City of Chestermere at key milestones for the area east of the canal amendment. The following table includes information from the engagement undertaken for both the City of Calgary and City of Chestermere. Engagement was adapted according to the differing 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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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 – 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. The City of Calgary and the City of Chestermere were circulated

	December, 2020	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	<p>Meetings were held with the City of Calgary to discuss the comments and potential revisions to address concerns. Further policy revisions made.</p> <p>Meetings were held with the City of Chestermere to discuss the project and provide updates with respect to process.</p> <p>Chestermere confirmed no outstanding concerns.</p>

Amendment #134:

Add Appendix E: Intergovernmental Growth Plan Mapping:



**Appendix E:
Interim Growth
Plan Corridors**

- ASP Boundary
 - Western Headworks Canal
 - Transportation and Utility Corridor
 - CN Railway
- Transportation & Trade Corridors
- Arterial
 - Expressway / Highway
 - Existing 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



Area Structure Plan
JANET

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

Amendment #135:

Minor administrative amendments for formatting and editing throughout.

Amendment #136: (previously Amendment #51)

THAT new policy 10.14 be added to read:

10.14. An application for industrial or commercial uses adjacent to the existing nursery 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 on the nursery.

Amendment #137: (previously Amendment #56)

That new policy 13.7 be added to read:

13.7 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.

Amendment #138: (previously Amendments #54 and #55)

THAT policy 13.9 be amended to read:

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.