

# Northeast Residual Area Policy Plan

June 2005





# Northeast Residual Area Policy Plan

.....▶ June 2005



**NOTE:** This office consolidation includes the following “Adopt by Resolution” items:

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## PART 1 - THE PLAN

### NORTHEAST RESIDUAL AREA POLICY PLAN

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# Part 1

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## THE PLAN





# NORTHEAST RESIDUAL AREA POLICY PLAN

## PREFACE

The Northeast Residual Area Policy Plan area comprises approximately 283 hectares (700 ac.) of land located within the northeast sector of the Calgary, adjacent the City's corporate boundaries. The area is bounded to the south by the Transportation and Utility Corridor containing the future extension of Stoney Trail, to the west by Deerfoot Trail, to the north by the City of Calgary municipal boundary/ 144 Ave. NE, and to the east by the Transportation and Utility Corridor containing the future East Freeway.

With the exception of some industrial use, including the Calpine Energy Plant, the area is relatively undeveloped and unserved. The area has, however, faced recent development pressures and this situation has led to the desire for a Policy Plan for the area to guide the review of future development proposals.

The planning process for this Plan commenced in late 2004 and involved meetings among landowners, stakeholders, community representatives and Municipal District of Rocky View and City of Calgary administration. Public input took the form of an open house as well as a formal public hearing before City Council.

The foundation of the Plan is embodied in the following guiding principles:

- Industrial development based on available infrastructure capacity.
- Compatible development.
- Conservation of environmentally significant areas.
- Effective growth management.

These guiding principles are reflected in the policies of the Plan.

Unlike an Area Structure Plan, the Northeast Residual Area Policy plan does not imply that municipal utilities or roadways will be extended to the area. Rather, the Plan provides a framework for future growth, with the timing of such growth to be determined through an evaluation of land use, transportation, servicing, financial and other factors.

## **1.0 INTRODUCTION**

### **1.1 Purpose of the Plan**

The purpose of the Northeast Residual Area Policy Plan is twofold. Firstly, it refines and implements The City's broader planning objectives as contained in its strategic planning documents (i.e., The Calgary Plan, Calgary Transportation Plan etc.) by promoting development that is logical, compatible and sustainable. Secondly, the Plan guides and directs specific land use, subdivision, development decisions and development application review criteria that collectively determine the form the Plan area will take.

### **1.2 Authority of the Plan**

The Plan has been approved through a resolution passed by Council, rather than by bylaw, and represents a non-statutory planning document. Part 1 comprises the approved Plan. Part 2, Supporting Information, does not form part of the approved Plan, and thus has no legal status, but contains additional information in understanding the Plan.

### **1.3 Timeframe of the Plan**

The Plan is future-oriented and depicts a broad land use and transportation pattern for the Northeast Residual Area Policy Plan area, based on known information at the time of approval by City Council. In this regard, no specific timeframe is applied to the Plan.

Unlike an Area Structure Plan, the Northeast Residual Area Policy plan does not imply that municipal utilities or roadways will be extended to the area. Rather, the Plan provides a framework for future growth with the timing of such growth to be determined through an evaluation of land use, transportation, servicing, financial and other factors.

### **1.4 Interpretation of the Plan**

#### **1.4.1 Map Interpretation**

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features, or fixed boundaries, such as property lines or road and utility rights-of-way.

### **1.5 Policy Interpretation**

Where text accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the text and a policy, the policy will take precedence.

Where “shall” is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where “should” is used in a policy, the policy is intended to be complied with in the majority of situations, but with some discretion allowed. Specifically, the policy may be varied in a specific situation where the variance is necessary to address unique circumstances that would otherwise render compliance impractical or impossible or to allow for an acceptable alternate means to achieve the general intent of the policy to be introduced.

Where a policy requires the submission of studies, analysis or information, that requirement shall not be considered to be all inclusive, and the form and content of the studies, analysis or information required may be readdressed in any manner notwithstanding the provisions of the policy.

## **1.6 Amendment to the Plan**

While the Plan has no legal status, it is intended that, in practice, amending the Plan would follow a similar process to that of an Area Structure Plan. The amendment would be approved by a resolution of Council.

Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary to evaluate and justify the amendment.

## **1.7 Monitoring of the Plan**

The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary, the policies shall be updated through the Plan amendment process either generally or in response to a specific issue.

## **1.8 Background to the Plan**

Additional supportive information pertaining to the Plan is contained in Part 2, Supporting Information. This information will be revised and updated from time to time to ensure that it remains current and accurate without requiring a Plan amendment.

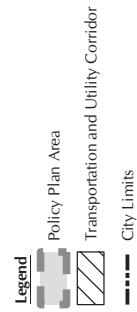
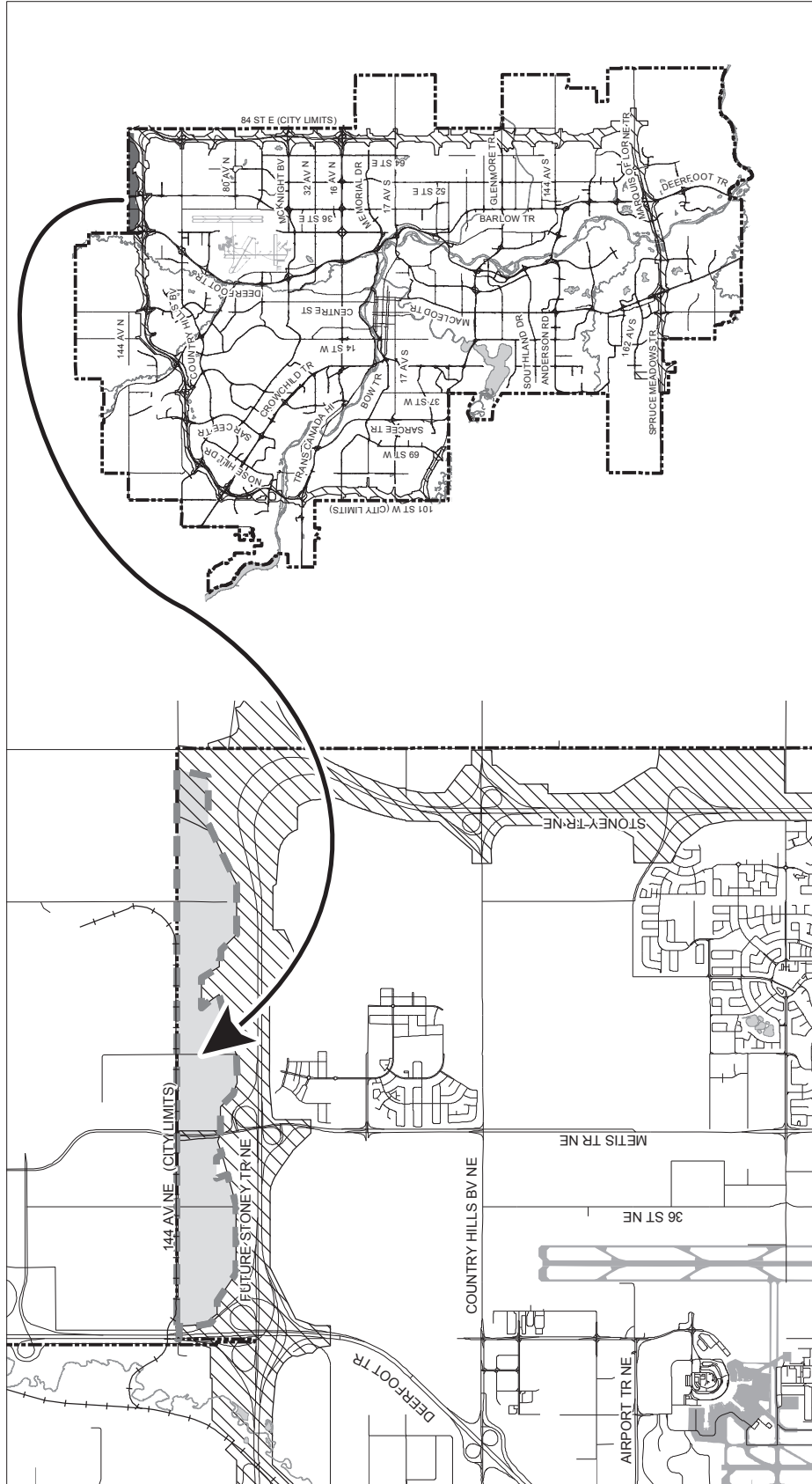
## **2.0 PLAN AREA**

### **2.1 Application**

The Plan applies to those lands shown on the Plan Area map. These lands are located within the northeast sector of the city and encompass approximately 283 hectares (700 ac.) of land. The area is bounded to the south by the Transportation and Utility Corridor containing the future extension of Stoney Trail, to the west by Deerfoot Trail, to the north by the City of Calgary municipal boundary/144 Ave. NE, and to the east by the Transportation and Utility Corridor containing the future East Freeway.

### **2.2 Ownership Pattern**

There are a number of landowners in the Plan area with no one single major property owner. The majority of the parcels are large in size with only a few parcels previously subdivided for agricultural or residential lots.



## Northeast Residual Area Policy Plan

Map 1

Plan Area

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

## 3.0 STRATEGY

### 3.1 Guiding Principles

The planning strategy forms the basis for the policy approach taken within the Plan. This strategy is embodied in the following guiding principles:

- Industrial development based on available infrastructure capacity.
- Compatible development.
- Conservation of environmentally significant areas.
- Effective growth management.

### 3.2 Vision of the Future

*By the year 2035, the NE Residual Area Policy Plan Area has been transformed into a successful industrial and business area that generates employment opportunities, provides goods and services for the surrounding communities and creates a gateway for the City.*

*The future Stoney Trail extension, an east-west freeway, bounds the area to the south, Deerfoot Trail bounds the area to the west, 144 Ave. NE and the jurisdictional boundary between the City of Calgary and the Municipal District of Rocky View bounds the area to the north and the future East Freeway bounds the area to the east. The future 44 St. NE, a north-south Major Road (Arterial Street), and the future 60th St. NE, a north-south major road, intersect the area. In addition to 144 Ave. NE, the future 44th St. NE and 60th St. NE will serve as the transportation routes into the area and are aligned with the industrial road network to the north, in the M.D. of Rocky View.*

**M-2013-007**

*The Plan area will function predominantly as an industrial area, initially as a limited serviced area until full urban services are extended to the area. Land in the western portion of the area will consist of limited industrial uses while land in the eastern portion of the area, constrained by sour gas setbacks, will include general industrial uses. The area will attract development which can co-exist with both sour gas protection setbacks, and airport noise setbacks, while providing the required services for the development. The eventual provision of full urban services to the area will facilitate higher density development.*

*Industrial development in the area will need to be compatible with:*

- *Existing industrial development and policies within the Municipal District of Rocky View to the north.*
- *Future development south of the future extension of Stoney Trail, including residential areas.*
- *Noise protection setbacks from the airport, and setbacks from nearby sour gas facilities and plants.*
- *With the entranceway areas into the City.*

*Environmentally sensitive wetlands, and associated habitat within the area shall be protected and enhanced for the benefit of surrounding areas and the local workforce. These lands shall be acquired and protected wherever possible through means including municipal or environmental reserve, the application of development controls or other innovative means.*

*The design of the area reflects the function of the area as an entranceway into the City, integration and co-ordination with the industrial character and policies of land to the north in the M.D. of Rocky View, future development south of Stoney Trail, including residential areas and the environmentally sensitive lands within the area.*

## 4.0 PLANNING CELLS

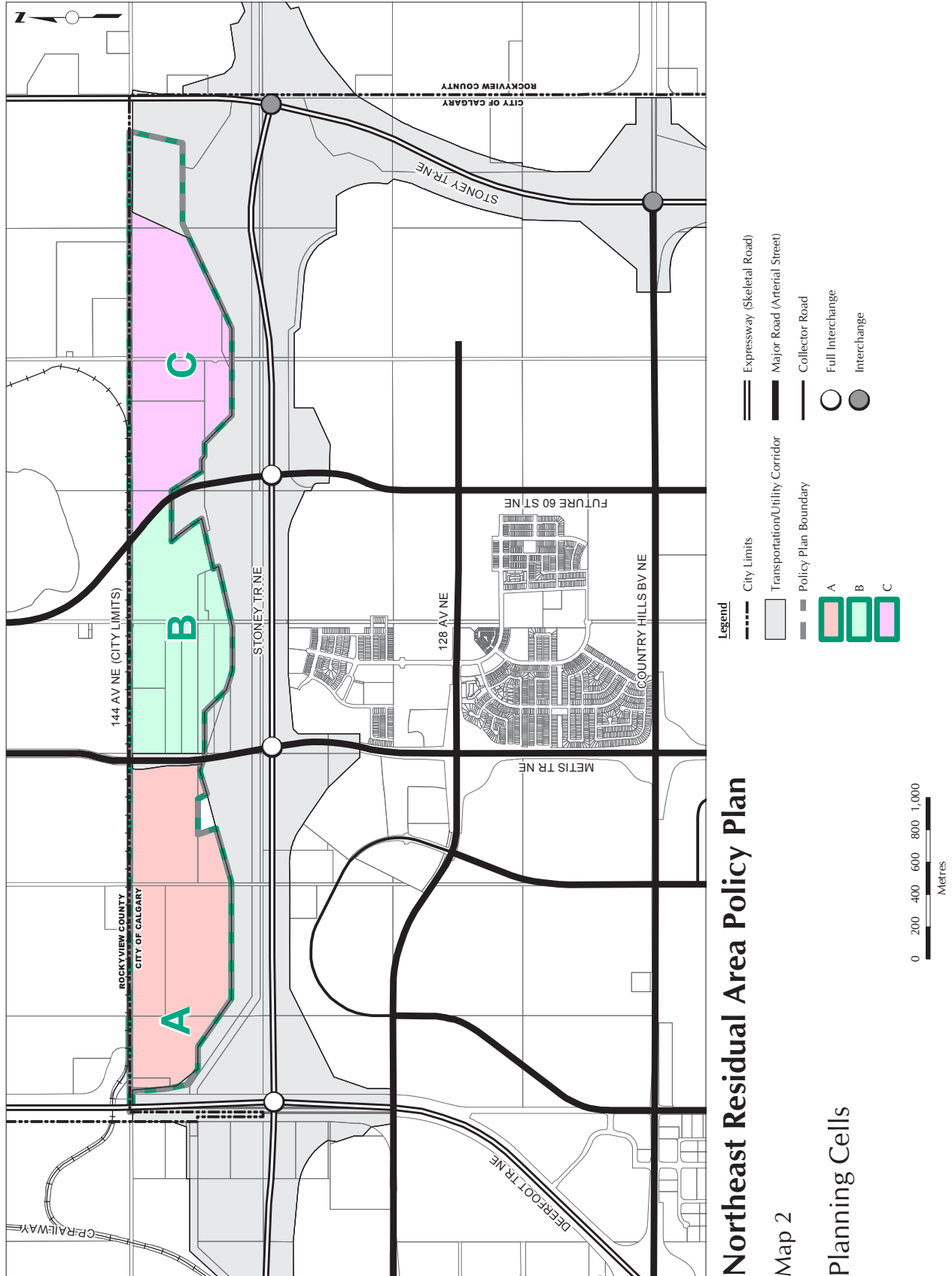
### 4.1 Planning Cell Map

The Plan area is divided into three planning cells. The proposed road network, including the future Stoney Trail extension, future East Freeway, future 44th St. NE, and future 60th St NE, create the planning cells as the road rights-of-way are natural edges for planning purposes. The planning cells represent the basic unit of planning, servicing and development with the NE Residual Area Policy Plan area. The size of each cell is identified in the following table and the cells are described in more detail in Part 2, Supporting Information.

Planning Cell	Area*	Area*
Cell A	107 Hectares	263 Acres
Cell B	84 Hectares	206 Acres
Cell C	110 Hectares	273 Acres

*\*All planning cell areas are approximate and subject to refinement at a more detailed planning stage.*





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

## 5.0 PLANNING CELL POLICIES

### 5.1 Function of Cells

#### 5.1.1 Purpose

The purpose of these policies is to provide for the comprehensive and co-ordinated development of land on a planning cell basis within the NE Residual Area Policy Plan Area. The planning cells will function as the basic unit of analysis within the area and provide for comprehensive and co-ordinated development of land. Accordingly, land use, servicing and financial studies should apply to an entire cell and not an individual site. In addition, landowners will be encouraged to co-operate in terms of their individual development initiatives within a cell, and should be provided an opportunity to review the various development proposals within a cell that may impact their lands.

#### 5.1.2 Policies

##### (1) Development Co-ordination

In order to ensure comprehensive and co-ordinated planning, a planning cell shall serve as the basic unit for planning and development within the Northeast Residual Area Policy Plan Area.

##### (2) Landowner Co-operation

Landowners within the same planning cell shall be encouraged to co-operate in the comprehensive formulation of studies or the submission of development proposals within the cell.

##### (3) Comprehensive Review

Landowners within a planning cell should be provided an opportunity to review and comment on studies and development proposals by another developer in the cell that may impact their lands. At the time of Outline Plan/Land Use application, the application, including any supporting information and background studies submitted, shall be circulated for review to all landowners within the same planning cell.

### 5.2 Design of Cells

#### 5.2.1 Purpose

The purpose of these policies is to provide for the comprehensive design of each planning cell. This will be achieved through the submission of a concept plan, servicing plan and financial plan in conjunction with an Outline Plan/Land Use Amendment application for the balance of the lands within a planning cell but outside of the application area. The concept plan will show a schematic land use pattern and road network that provides a context for the proposal. The servicing plan will demonstrate how the cell will be serviced and detail any required public utility lots, easements or

rights-of-way. The financial plan will address if a development agreement or deferred services agreement is required, detailing how services will be financed as part of either the proposed or future development. The submitted plans will need to demonstrate that the entire cell can be developed in a co-ordinated manner and that reasonable development options are retained for the various landholdings within the cell.

## 5.2.2 Policies

### (1) Comprehensive Plans

- (a) In conjunction with an Outline Plan/Land Use application,
  - (i) a concept plan shall be submitted for any residual lands within the planning cell but outside of the application area showing a schematic roadway and land use pattern for the residual lands,
  - (ii) a servicing plan shall be submitted for the planning cell showing how the planning cell will be serviced, and the rationale, how the services will be staged over time to an eventual fully serviced area, any required public utility lots, easements or rights-of-way, and
  - (iii) a financing plan shall be submitted for any residual lands within the planning cell but outside of the application area addressing what servicing agreements are required and detailing how services will be financed over time, to an eventual fully serviced area, as part of either the proposed or future development.
- (b) The concept plan required under (i) above,
  - (i) shall demonstrate that reasonable and viable design options are retained for the entire cell and each parcel of land within the cell,
  - (ii) shall not have any formal or legal status but rather be used for information purposed only to assist in making a decision on an Outline Plan/Land Use application,
  - (iii) may be revised as necessary through the submission of a subsequent Outline Plan/Land Use application within the planning cell.
- (c) The subdivision of land within a planning cell shall not be allowed without the submittal of the required plans as identified under (a) above.

## **6.0 LAND USE CONCEPT**

### **6.1 Land Use Concept Map**

The Land Use Concept map provides for a future land use pattern within the Northeast Residual Area Policy Plan area comprised of the following land use areas:

- Limited Industrial Area
- General Industrial Area

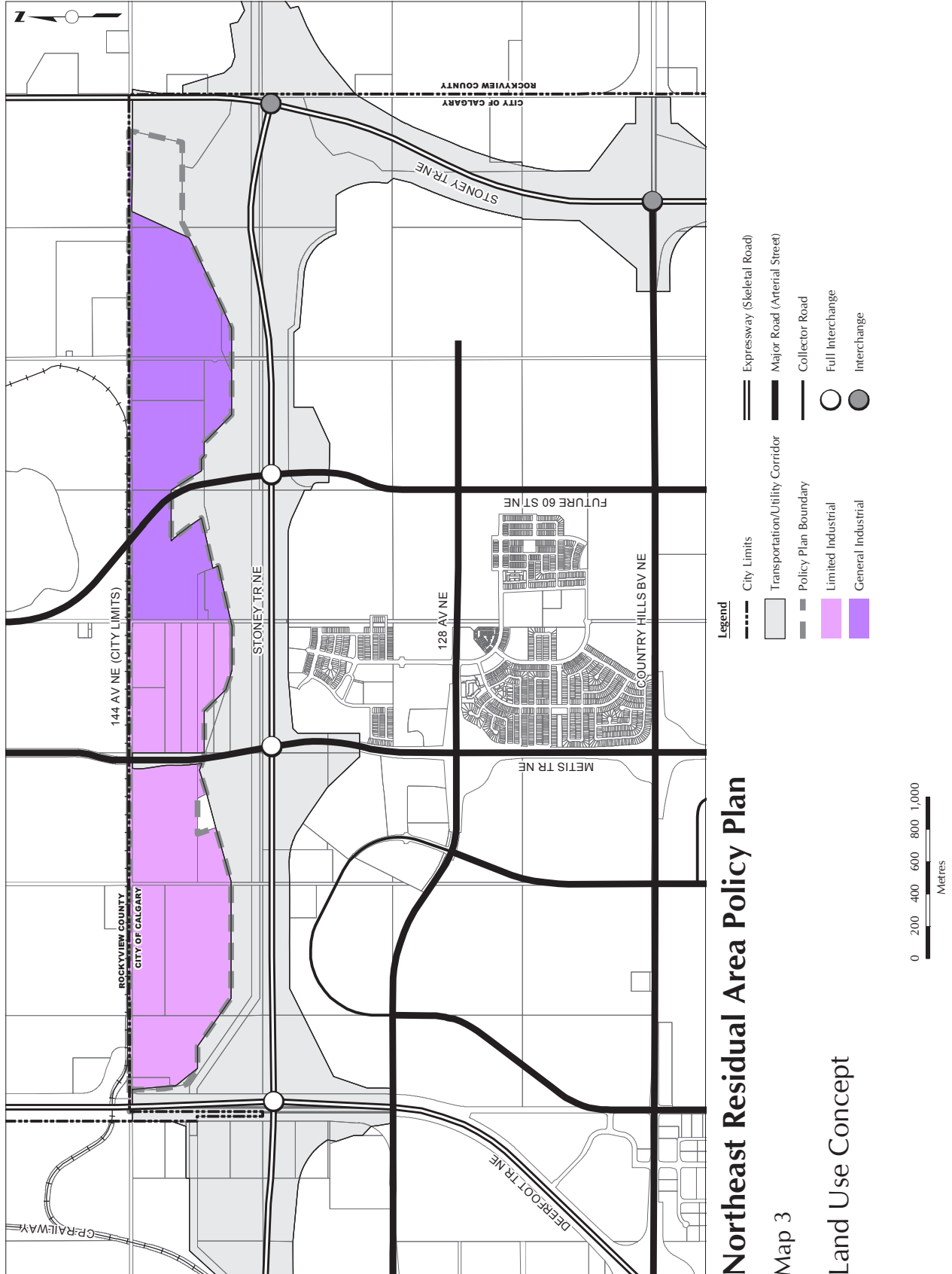
### **6.2 Policy Approach**

Section 7.0 of the Plan contains the policies that apply to the Land Use Areas shown on the Land Use Concept Map. The policies apply to both being an existing limited serviced area and in the future when municipal infrastructure services area extended to the Plan area.

The remaining sections of the Plan include policies addressing transportation, servicing, conservation, growth management and implementation. These policies are to be applied to land use amendment, outline plan, subdivision and development proposals with the Plan area as determined appropriate.

### **6.3 Amending The Map**

The Land Use Concept Map and policies detail the intended development in the Plan area. Development proposals not in keeping with the Land Use Concept map will require an amendment to the map in the context of a land use amendment application for the specific proposal. The proposal will be required to undergo a comprehensive evaluation in accordance with the policies of the Plan, and will require submission of the appropriate transportation, servicing and planning studies.



## **7.0 LAND USE AREAS**

### **7.1 Limited Industrial Area**

#### **7.1.1 Purpose**

The purpose of this area is to provide for the development of light industrial uses in the western portion of the Plan area in the context of being a limited serviced industrial area with light industrial and business park use proposed directly adjacent, to the north, in the M.D. of Rocky View. In addition, public, recreational, ancillary office uses, and other land uses considered to be compatible and appropriate may be allowed. The design of this area will be determined through the Outline Plan/Land Use Amendment process.

#### **7.1.2 Policies**

- (1) Composition of the Limited Industrial Area
  - (a) Subject to the policies of this plan,
    - (i) limited industrial uses shall be the predominant use of land within the Limited Industrial Area, and
    - (ii) recreational uses, institutional uses, public uses and ancillary office uses, and similar and accessory uses to the above, may be allowed within the Limited Industrial Area were determined to be compatible and appropriate.
  - (b) The general categories of uses identified under (i) above shall be refined through the land use districts applied within the Industrial Area.

### **7.2 General Industrial Area**

#### **7.2.1 Purpose**

The purpose of this area is to provide for the development of general industrial uses, providing for a variety of industrial uses in the eastern portion of the Plan area, in the context of being a limited serviced industrial area, constrained by sour gas setbacks, and an existing heavy industrial use operating in this area. Medium and heavy industrial uses exist, and are designated, directly adjacent to the north, in the M.D. of Rocky View and form the adjacent character of the area. In addition, public, recreational, institutional, ancillary office uses, and other land uses considered to be compatible and appropriate may be allowed. The design of this area will be determined through the Outline Plan/Land Use Amendment process.

### 7.2.2 Policies

- (1) Composition of the General Industrial Area
  - (a) Subject to the policies of this plan,
    - (i) general industrial uses shall be the predominant use of land within the General Industrial Area, and
    - (ii) recreational uses, institutional uses, public uses, ancillary office uses and similar and accessory uses to the above may be allowed within the General Industrial Area where determined to be compatible and appropriate.
  - (b) The general categories of uses identified under (i) above shall be refined through the land use districts applied within the Industrial Area.

## 8.0 LAND USE COMPATIBILITY POLICIES

### 8.1 Development Impacts

#### 8.1.1 Purpose

The purpose of these policies is to ensure development occurs in a compatible and appropriate manner. Development within the Plan area shall be compatible with adjacent land uses and reflect the character of development in the surrounding area, including future residential areas south of the extension of Stoney Trail NE. In the western portion of the Plan area land use will be comprised of light industrial uses, reflecting the proposed development pattern in the adjacent M.D. of Rocky View. In the eastern portion of the Plan area land use will comprise a greater variety of industrial uses, reflecting the existing land uses and character of this area along with the uses and land use policies in the M.D. of Rocky View and sour gas setbacks.

#### 8.1.2 Policies

##### (1) Impacts of Development

- (a) Subject to the policies of this Plan,
  - (i) development within the Plan area shall be compatible with adjacent existing or future planned land uses, including residential areas to the south.
  - (ii) where it is determined that a proposed development will have significant adverse impacts on adjacent land uses, the proposed development may be allowed only if it can be demonstrated that the impacts can be mitigated, and
  - (iii) where determined necessary, mitigation measures shall be required to be applied, at the time of Outline Plan/Land Use Amendment application, to address any impacts of a proposed development.

##### (2) Analysis of Impacts

- (a) Impacts of a proposed development shall be comprehensively analyzed at the Outline Plan/Land Use Amendment application stage.
- (b) An analysis of impacts shall be undertaken to the satisfaction of the Approving Authority, and may include, but is not limited to, the submittal of the following studies
  - (i) noise study;
  - (ii) odour study;
  - (iii) dust study;
  - (iv) traffic study;
  - (v) airborne emissions study.



- (c) Proposed mitigation measures shall be comprehensively analyzed at the Outline Plan/Land Use Amendment application stage to the satisfaction of the Approving Authority.
- (d) Notwithstanding the above, (a), required studies may be submitted by the applicant at the Development Permit stage at the discretion of the City.

## **8.2 Development Constraints**

### **8.2.1 Purpose**

The purpose of these policies is to ensure that land use in the area is compatible with any development constraints and any applicable regulations affecting allowed land uses, operation or location of uses. Land use constraints in the Plan area include, but are not limited to, existing and future oil and gas operations, Calgary International Airport Noise Exposure Forecast Areas and potential environmentally sensitive areas (Maps D and E, Part 2 of the Plan).

### **8.2.2 Policies**

#### **(1) Land Use Constraints**

- (a) In conjunction with an Outline Plan/Land Use Amendment application a Constraint Analysis shall be submitted demonstrating compliance with the following restrictions,
  - (i) any oil and/or gas setbacks, or land use restrictions, as required by the Province of Alberta Energy and Utilities Board,
  - (ii) any setbacks, or land use restrictions, as required by the Calgary International Airport Vicinity Protection Area Regulation,
  - (iii) any setbacks, or land use restrictions, from environmentally sensitive areas as required by the City, and
  - (iv) any requirements from the Province of Alberta in regards to provincial roadways or the Transportation and Utility Corridor.

## 9.0 TRANSPORTATION POLICIES

### 9.1 Road Network

The purpose of these policies is to recognize the existing and known future regional and local road network which will service the Plan area in a functional, safe and efficient manner. The road network consists of regional roads (expressways, majors) which provide critical links for traffic to and through the area, and internal roads (majors, industrial standard roads). Additionally, the majority of vehicular traffic accesses the Plan area utilizing the road network to the north, within the M.D. of Rocky View. The general alignment of the regional and internal roads is shown on the Land Use Concept map.

#### 9.1.2 Policies

##### (1) Transportation and Utility Corridor

- (a) The Transportation and Utility Corridor (TUC), which will include the future Stoney Trail extension and future East Freeway, shown on the Land Use Concept Map, may be subject to refinement by the Province of Alberta. Any surplus lands should, where possible, be incorporated into the design of the adjacent lands.
- (b) No development, including berming, grading or other land disturbance shall be allowed within the TUC without the permission of the Province of Alberta.

##### (2) Deerfoot Trail

No development, including berming, grading or other land disturbance shall be allowed within the Deerfoot Trail NE right-of-way without the permission of the appropriate authority.

##### (3) Regional Roads

- (a) The regional road rights of-way, and the related interchanges shall be generally located as shown on the Land Use Concept.
- (b) The final alignment of major roads, including the future 44th St. NE, and the future 60th St NE, 144 Ave. NE, and associated interchanges and intersections, shall be determined through a design study when required.

##### (4) Internal Roads

144 Ave. NE shall be built to a major industrial road standard. It is anticipated that upon build out of the Plan area that 144 Ave. NE will provide for the majority of vehicular access to the Plan area.

##### (5) Municipal District of Rocky View

The alignment of the future 44th St. NE, and future 60th St. NE, and associated interchanges and intersections, where those roadways cross jurisdictional boundaries, shall be co-ordinated with the Municipal District of Rocky View.

## 9.2 Purpose

The purpose of these policies is to provide for convenient pedestrian circulation within the NE Residual Area Policy Plan area by means of pathways, sidewalks, walkways and other features. The pedestrian circulation will provide pedestrian access and connection through the area, to employment areas, to reserve land and be transit supportive.

### 9.2.1 Policies

#### (1) Regional Pathways

- (a) The alignment of the regional pathway should be determined at the Outline Plan/Land Use Amendment stage.
- (b) The alignment of the regional pathway shall connect with the alignment of the regional pathway detailed in the Northeast Regional Policy Plan.
- (c) The regional pathway shall be located within reserve land wherever possible.
- (d) Where (c), above, is determined by the City to not be feasible, the regional pathway shall be located within the road right-of-way.
- (e) The pre-dedication of land for, and the construction of the regional pathway on an entire site, shall be encouraged and supported in order to achieve the completion of the pathway in a timely and comprehensive manner.
- (f) Where practical and possible, the regional pathway should connect with a Municipal District of Rocky View pathway system.

#### (2) Sidewalks and Walkways

- (a) The alignment of sidewalks and walkways should be determined at the Outline Plan/Land Use Amendment stage.
- (b) Sidewalks and walkways should be located to
  - (i) accommodate short, convenient and direct pedestrian connections to reserve land, regional pathway or transit,
  - (ii) promote walking, cycling and transit use, and
  - (iii) create direct and efficient pedestrian routes with commercial, office and other higher intensity development areas, including those areas within the Municipal District of Rocky View.

#### (3) Building and Site Design

- (a) Sites should be situated and designed to provide direct pedestrian and cycle connections to building entrances from regional pathways, walkways and transit.
- (b) Developers should be encouraged to provide locker rooms and shower facilities within buildings for their employees using regional pathways and walkways to commute to work.

## 10.0 SERVICING POLICIES

### 10.1 Utility Services

#### 10.1.2 Purpose

The purpose of these policies is to provide the level of utility servicing based on the planned and intended servicing for the Plan area. Development in the area is currently serviced with limited municipal utilities (water) as well as shallow utilities (gas, electrical, telecommunications). Rights of-way and easements will need to be acquired to accommodate the extension of utilities through a site. Required utility alignments for interim and ultimate servicing will be identified at the Outline Plan/Land Use Approval stage.

#### 10.1.3 Policies

##### (1) Municipal Utilities

- (a) Until such time as determined appropriate by The City, development within the Plan area will be serviced through the extension and connection to existing limited municipal utilities.
- (b) In conjunction with an Outline Plan/Land Use Amendment approval, a developer shall submit studies and information, as determined necessary by the City, to identify the location and alignment requirements for interim and ultimate municipal utilities within a site (water, sanitary and stormwater utilities).
- (c) Utility rights-of-way and easements shall be required to accommodate interim and ultimate municipal utilities within a site as determined necessary.
- (d) A developer may be required to provide, or enter into an agreement to provide when required, utility rights-of-ways or easements to accommodate the extension of a municipal utility(s) through a site in advance of development to allow the provision of the service to an adjacent site.

##### (2) Water Distribution

- (a) Ultimate development within the Plan area will be serviced by extensions and connection to the existing municipal water infrastructure as outlined on Map G in Part 2 - Supporting Information.
- (b) It shall be the responsibility of each landowner or developer to extend, if required, and connect to the municipal water infrastructure, to the satisfaction of the City.

##### (3) Sanitary Distribution

- (a) Municipal sanitary infrastructure is not presently provided within the Plan area.
- (b) Sanitary distribution is required to be accommodated individually, on each

site, at the responsibility of the developer, to the satisfaction of the City.

**(4) Stormwater Distribution**

- (a) Municipal stormwater infrastructure is not presently provided to the Plan area.
- (b) Stormwater distribution is required to be accommodated individually, on each site, at the responsibility of the developer, to the satisfaction of the City.
- (c) Where a stormwater facility is required to serve a catchment area under multiple land ownership, the various landowners involved shall be encouraged to co-operate in the location, design, timing and financing of the facility with the resolution of these matters to the satisfaction of the Approving Authority.
- (d) Where the landowners can not reach a consensus on those matters identified under (c) above, the Approving Authority should identify the location of, and mechanism for land acquisition for the stormwater facility prior to Outline Plan/Land Use approval within the stormwater catchment area.

**(5) Shallow Utilities**

- (a) Development within the Plan area shall be serviced with shallow utilities.
- (b) The location of shallow utilities, and the provision of related line assignments, easements and rights-of-way, should be addressed to the satisfaction of the utility companies and the City.
- (c) Utility rights-of-way and easements shall be provided to accommodate shallow utilities within a site as determined necessary.

## **10.2 Calpine Calgary Energy Centre**

### **10.2.1 Purpose**

The purpose of these policies is to encourage the re-use of thermal energy generated by the Calpine Calgary Energy Centre, located in the eastern portion of the Plan area. The Calpine Calgary Energy Centre is a power generation facility which has the capacity to supply thermal energy to industrial uses locating adjacent or nearby to the Centre. Use of this thermal energy by adjacent development will result in energy re-use, increased energy efficiencies and water conservation.

### **10.2.2 Policies**

- (a) The City encourages the development of those industrial uses adjacent the Calpine Calgary Energy Centre which can use the thermal energy generated by the Centre.
- (b) Notwithstanding the above (a), a proposed industrial development shall be subject to the policies and requirements of this Plan.

## 11.0 RESERVE POLICIES

### 11.1 Environmental Reserve

#### 11.1.1 Purpose

The purpose of these policies is to provide for the dedication of environmentally significant features, such as natural wetlands, that qualify as Environmental Reserve (ER) in accordance with the provisions of the Municipal Government Act. These lands will be required to be dedicated as ER through the subdivision application process. In the case of a wetlands, the evaluation, acquisition and mitigation of that wetland will also be subject to the policies of the City of Calgary Wetland Conservation Plan.

Where environmentally significant lands can not be required to be dedicated as ER other methods of acquiring or protecting these lands will be introduced as determined appropriate.

#### 11.1.2 Policies

##### (1) Dedication of Environmental Reserve

Those lands comprising environmentally significant areas, that qualify as ER under the Municipal Government Act, shall be dedicated as ER through the subdivision process.

##### (2) Alternatives to Dedication of Environmental Reserve

- (a) Where determined practical and feasible, lands comprising environmentally significant areas that do not qualify as ER under the *Municipal Government Act* may be protected in their natural state through alternative means as determined appropriate by Council or an Approving Authority including, but not limited to
  - (i) purchase of the lands,
  - (ii) application of development controls to achieve mandatory protection of the lands, or
  - (iii) introduction of development incentives to encourage voluntary protection of the lands.
- (b) Development controls and incentives under (ii) and (iii) may include, but are not restricted to
  - (i) density bonus system,
  - (ii) building setback limits,
  - (iii) grading restrictions, and
  - (iv) enhanced site rehabilitation requirements.

**(3) Analysis of Environmental Reserve**

In conjunction with an Outline Plan/Land Use approval, where lands are to be dedicated as ER, the developer shall be required to submit

- (a) a field surveyed boundary of the ER lands, with the boundary to be shown on the Outline Plan,
- (b) a hydrological, geotechnical or other study considered necessary to define the nature and extent of the ER lands,
- (c) a biophysical impact assessment for the ER lands,
- (d) a preliminary grading plan showing the extent of any grading or disturbance proposed on the ER lands, including grading for roads, pathways and stormwater facilities, and
- (e) a landscape concept plan showing the proposed landscape and method of restoration for the ER lands that have been or are to be graded or disturbed.

**(4) Voluntary Dedication of Environmental Reserve**

A developer may be allowed to dedicate ER lands in excess of the requirements of the Municipal Government Act on a voluntary basis through the subdivision process subject to a site specific evaluation of the proposal by the Subdivision Authority.

**11.2 Municipal Reserve****11.2.1 Purpose**

The purpose of these policies is to provide for the dedication of Municipal Reserve (MR) land in accordance with the provisions of the Municipal Government Act. In recognition of the individual use of lands within the Plan area, MR will be required to be paid as money-in-lieu of land at the time of subdivision. The exception to the payment of money-in-lieu will be situations where MR land is determined appropriate to protect or enhance environmentally significant lands that do not qualify as ER.

**11.2.2 Policies****(1) Dedication of Municipal Reserve**

- (a) Municipal reserve owing on a parcel of land should be provided as money-in-lieu at the time of subdivision, in the entire amount owing on the parcel, in accordance with the Municipal Government Act.
- (b) Notwithstanding (a) above, municipal reserve land may be required to be dedicated at the time of subdivision in accordance with the Municipal Government Act to protect or enhance environmentally significant lands that do not qualify as ER or can not be acquired or protected in some other manner.

**(2) Analysis of Municipal Reserve**

In conjunction with approval of an Outline Plan/Land Use Amendment application, a developer shall submit a reserve analysis identifying the amount of municipal reserve

- (i) owing on the lands that are subject of the application
- (ii) dedicated as land, paid as money-in-lieu of land or deferred by caveat pending future subdivision.

**(3) Deferral of Municipal Reserve**

In accordance with the Municipal Government Act, the Subdivision Authority may register a deferred reserve caveat on a parcel of land owing municipal reserve in order to defer a decision on reserve pending the future subdivision of the parcel provided that the parcel will retain its potential for further subdivision.

**(4) Voluntary Dedication of Municipal Reserve**

A developer may be allowed to dedicate MR lands in excess of the requirements of the Municipal Government Act on a voluntary basis through the subdivision process subject to a site specific evaluation of the proposal by the Subdivision Authority.



## 12.0 GROWTH MANAGEMENT POLICIES

### 12.1 Development Staging

#### 12.1.1 Purpose

The Plan area is serviced by limited municipal utilities which includes existing water services from the City within portions of the Plan area, limited vehicular access and no existing stormwater or sanitary services. The purpose of these policies is to provide for co-ordination between the density of development and the limited availability of municipal utilities to the Plan area. This includes facilitating the evolution of the Plan area from a limited serviced industrial area over time to an area that receives full municipal utilities and the corresponding ultimate industrial development form and densities.

#### 12.1.2 Policies

##### (1) Timing of Service Extensions

The extension of full municipal utility services to the Plan area shall only occur

- (i) in conjunction with the substantial build-out of existing industrial areas within northeast Calgary including, but not limited to
  - (a) the Regional Policy Plan area to the south, and
  - (b) the Stoney Industrial Area to the south,
- or
- (ii) in response to a proposed industrial development determined to generate unique economic benefits to the City.

##### (2) Timing of Development

A proposed development shall not be allowed within the Plan area unless it can be demonstrated that the required level of services can be provided to serve the development including

- (i) transportation network capacity,
- (ii) water service capacity,
- (iii) sanitary service capacity, and
- (iv) stormwater service capacity.

##### (3) Temporary Uses

- (a) A temporary use, such as outside storage, may be allowed on a site provided that the use does not compromise the future subdivision or development of the site.

- (b) A temporary use shall
  - (i) be subject to a time limit imposed through the development permit process,
  - (ii) involve minimal capital investment in the development of the site,
  - (iii) not include permanent buildings or structures,
  - (iv) be compatible and visually attractive in relation to the surrounding area,
  - (v) not require the extension of municipal utilities to the site,
  - (vi) be screened when viewed from an entranceway road into Calgary including
    - (i) Future Stoney Trail NE,
    - (ii) Future East Freeway,
    - (iii) 144 Ave NE, and
    - (iv) Deerfoot Trail NE.
- (c) Required studies to be submitted for a temporary use shall be determined at the time of Outline Plan/Land Use Amendment application, at the discretion of the City.

**(4) Development With Limited Infrastructure Services**

- (a) A limited serviced use may be allowed on a site provided that the use does not compromise the eventual transition of the site, and planning cell, to a fully serviced industrial area in the future in terms of the
  - (i) retrofit and upgrading of municipal services,
  - (ii) provision of roadways, and
  - (iii) design
- (b) A proposed limited serviced use shall demonstrate that the following infrastructure capacity is in place, or available, to support the proposed development
  - (i) road network capacity, both within the City and the M.D. of Rocky View,
  - (ii) water servicing capacity, and any required additional service connections,
  - (iii) sanitary servicing capacity, and
  - (iv) stormwater servicing capacity,
- (c) A limited serviced use shall be required to demonstrate
  - (i) the eventual staging of utility and roadway improvements required to service the planning cell,

- (ii) the financial mechanisms to be applied to address the staging and
- (iii) the design of the planning cell and the site in relation to the ultimate development of the cell.
- (d) Any required infrastructure improvements to service the individual site, for the proposed development, shall be the responsibility of the developer.

**(5) Development With Full Municipal Utility Services**

- (a) A fully serviced use may be allowed on a site once the commitment to, and the method of extending utilities and roadways to the site has been determined, subject to
  - (i) at the time of an Outline Plan/Land Use Amendment application, submissions of all required studies, to the satisfaction of the City,
  - (ii) where applicable, any infrastructure improvements to service the site being co-ordinated with the M.D. of Rocky View, and
  - (iii) any required infrastructure improvements to service the individual site being the responsibility of the landowner.

## **12.2 Financing of Growth**

### **12.2.1 Purpose**

The purpose of these policies is to address the timing of urban growth in the Plan area as determined through the Land Use Approval process in relation to the financing of transportation and utility infrastructure improvements or facilities necessary to serve such growth. The Plan area is presently serviced by limited municipal services, restricting the Plan area to limited serviced industrial development. The City's financing requirements for infrastructure improvements are subject to the municipal budgeting process with no planned substantial investment in municipal services in the Plan area for the foreseeable future. Additionally, full urban development and infrastructure services will follow after the development of existing industrial areas in the NE, development within the NE Regional Plan area to the south, or if the Plan area provides a form of industrial development not available elsewhere within the City.

### **12.2.2 Policies**

#### **(1) Financing of Development**

- (a) Unless otherwise provided through a policy within this Plan, any expenditure for facilities or improvements proposed within the Plan shall be funded in accordance with the standard practice for land development in effect at the time the facilities or improvements are being considered.

**(2) Financing by the City**

- (a) Any public expenditures for improvements or municipal programs within the Plan area, to be funded by the City, shall be
  - (i) subject to the City's capital budgeting priorities and approval process, and
  - (ii) evaluated in relation to the needs of other areas and city-wide sending priorities

**(3) Financing by Developer**

- (a) A developer, as and when subdivision and development proceeds on a parcel of land, and in accordance with the Standard Development Agreement in place at the time, shall pay an appropriate share of the costs of infrastructure required to service a site.
- (b) Where a developer finances the cost of extending infrastructure that would normally be financed by an adjacent developer, an endeavour to assist from the benefiting developer will be provided for in accordance with the Standard Development Agreement.
- (c) Where a developer finances the cost of extending infrastructure that would normally be financed by the City, The City shall enter into a servicing and financing agreement with the developer that details the facilities to be constructed and the method and timing of cost-recovery to the developer.
- (d) Each developer shall pay applicable acreage assessments.

**12.3 Evaluation of Growth****12.3.1 Purpose**

The purpose of these policies is to provide a decision-making process to resolve any major growth management issues, and conformity with the growth management policies of this Plan, in advance of an Outline Plan/Land Use application proceeding to the Calgary Planning Commission or Council. The process will involve identifying any major issues at the pre-application stage, and where required, referring these issues to the Growth Management Steering Committee, and, if necessary, Calgary Planning Commission and Council for a decision. The intent of the process is to address fundamental infrastructure financing issues early on in the process, recognizing that such issues significantly affect a decision on an Outline Plan/Land Use application.

### 12.3.2 Policies

#### (1) Resolution of Growth Management Issues

- (a) Prior to submission of an Outline Plan/Land Use application, a developer should meet with Administration to review the proposal with respect to its conformity with policies of this section.
- (b) Where issues are identified through the Outline Plan/Land Use application process concerning policies contained in this section, a developer should be encouraged and given the opportunity to address and resolve those issues at the pre-application stage recognizing that such issues may be fundamental to the support and approval of an application.

#### (2) Growth Management Steering Committee Review

Where determined necessary, a pending or outstanding Outline Plan/Land Use application that presents issues relative to the funding of municipal capital projects necessary to support the proposal, the application may be referred to the Growth Management Steering Committee for a recommendation.

## 13.0 IMPLEMENTATION POLICIES

### 13.1 Approval Process

#### 13.1.1 Purpose

The purpose of these policies is to provide for the implementation of the policies within the Plan through the Outline Plan/Land Use Amendment process. The principle means of implementation will occur through the Outline Plan/Land Use Amendment process. Prior to this process, lands are retained within a holding land use district. Once it is determined appropriate for urban growth to proceed, Council will redesignate lands to the applicable industrial or other districts deemed appropriate. Prior to redesignation, an Outline Plan will need to be approved in order to resolve any design, transportation, and servicing issues, and any proposed redesignation should comply with the policies of this Plan.

#### 13.2.1 Policies

##### (1) Land Use Approval

- (a) The timing, direction, and extent of urban growth within the Northeast Residual Area Policy Plan area shall be determined primarily through the Outline Plan/Land Use Amendment process, which establishes the design and land use pattern for the subject site and enables subdivision and development to proceed.
- (b) Until urban level services are available to the area, development in the area will largely be limited serviced industrial development.
- (c) The land use designations in effect at the time of approval of this Plan shall
  - (i) continue to apply in accordance with the provisions of the Municipal Government Act,
  - (ii) remain in effect until it is determined appropriate to redesignate the lands to appropriate districts in accordance with the policies of this Plan.

## 13.2 Outline Plan/Land Use Amendment Review

### 13.2.1 Purpose

The purpose of these policies is to require the submission of supporting information by a developer in order to assist Council, the Subdivision Authority and the Development Authority in evaluating a proposal in terms of its conformity with this Plan. While the implementation of the Plan will be achieved through a variety of planning initiatives (subdivision plan, development permits, development agreements etc.), the principle means of implementation will occur through the Outline Plan/Land Use Amendment process. As such, comprehensive planning, servicing and transportation studies and analysis may be requested in conjunction with the Outline Plan/Land Use Amendment application.

### 13.2.2 Policies

#### (1) Comprehensive Studies

- (a) Prior to Outline Plan/Land Use Amendment approval, supporting information, above the normal application requirements, may be required by a developer in order to assist Council and the Calgary Planning Commission in evaluating a proposal in terms of its conformity with this Plan.
- (b) When required supporting information is not provided in a satisfactory manner, the Outline Plan/Land Use Amendment application shall not be approved.

#### (2) Studies and Plans

- (a) Prior to Outline Plan/Land Use Amendment approval, and as determined necessary and applicable, a developer shall be required to submit the following studies and Plans, in order to assist Council or the Calgary Planning Commission in evaluating a development proposal in terms of its conformity with this Plan, which include
  - (i) Biophysical Inventory and Environmentally Significant Areas Assessment
  - (ii) Sour Gas Analysis,
  - (iii) Emergency Response Plan,
  - (iv) Noise Exposure Forecast (Calgary International Airport Vicinity Protection Area Regulation),
  - (v) Biophysical Impact Assessments,
  - (vi) Transportation Impact Assessment,
  - (vii) Sanitary Servicing Report and Stormwater Management Report

- (viii) Financial Review,
  - (ix) Noise Study,
  - (x) Dust Study,
  - (xi) Odour Study,
  - (xii) Site Plan,
  - (xiii) Phase 1 Environmental Site Assessment,
  - (xiv) Airborne Emission Study
  - (xv) Geotechnical Evaluation Report
- (b) The studies required under (a) shall be submitted to the satisfaction of the City.
- (c) The list of required studies under (a) above can be amended as determined applicable and appropriate, at the time of application, to satisfaction of the City.

### 13.3 Design Review Process

#### 13.3.1 Purpose

The purpose of these policies is to provide for a process for reviewing the design of development projects located adjacent to an entranceway road or future development south of the TUC. This development will need to be evaluated in the context of the design guidelines contained in the Appendices. The guidelines are to be incorporated into the land use controls and outline plan conditions applied to the site or introduced directly through the subdivision and development permit approval process. Unlike policies, the guidelines can be varied or revised, where determined appropriate, provided that it can be demonstrated that the resulting alternative design solution will create a suitable and compatible interface treatment. Where a variance or revision to a guideline is requested, plans and other information showing the alternative design solution are required to be submitted.

#### 13.3.2 Policies

##### (1) Application of Guidelines

The design guidelines contained within the Appendices shall apply to any site adjacent to an entranceway road

##### (2) Compliance with Guidelines

- (a) A Land Use application, subdivision application and development permit application should comply with the design guidelines contained within the Appendices.



- (b) Compliance to the design guidelines contained within Appendix 1 shall not be interpreted as having an exemption from
  - (i) compliance with any other design related policies, standards or requirements applicable to the proposal, and
  - (ii) application of additional design guidelines or standards to the site.

**(3) Implementation of Guidelines**

- (a) As determined appropriate, the design guidelines shall be
  - (i) incorporated into the land use controls or outline plan conditions applied to a site at the time of Outline Plan/Land Use approval, or
  - (ii) applied directly by the Approving Authority at the subdivision or development permit approval stage.
- (b) In order to implement the design guidelines, the principle uses within a land use district applied to a site visible from an entranceway road should be discretionary.

## **13.4 Compliance With Applicable Legislation**

### **13.4.1 Purpose**

The purpose of these policies is to ensure that Outline Plan/Land Use, subdivision and development permit applications within the Plan area are reviewed in terms of conformity with the applicable Federal and Provincial regulations, and municipal bylaw, particularly as they relate to the Calgary International Airport and the Energy and Utilities Board. The Calgary International Airport Vicinity Protection Area (AVPA) Regulations identifies land uses that are restricted within the various Noise Exposure Forecast (NEF) contours that surround the airport. In addition, the Regulation places restrictions on both building height, development permit applications that might result in the accumulation of materials attractive to birds, and, in turn, pose a danger to aircraft. The restrictions could have a bearing on the feasibility of constructing stormwater retention (wet) ponds in certain areas. The Energy and Utilities Board regulates gas and oil extraction in Alberta, including land use and setbacks from wells, pipelines, plants or other related extraction of processing activities. Applications within the Northeast Residual Area Policy Plan area will be circulated, where applicable, to the Calgary Airport Authority and/or the Energy and Utilities Board for their respective review where their legislation and jurisdiction apply.

### **13.4.2 Policies**

#### **(1) Compliance with Other Legislation and Bylaws**

Nothing in this Plan shall be construed to allow a planning approval to be granted on a site that does not comply with applicable Federal, or Provincial legislation, or Municipal bylaws, in effect.

#### **(2) Airport Vicinity Special Regulations**

Outline Plan/Land Use applications, subdivision applications and development permit applications with the Northeast Residual Area Policy Plan Area shall be subject to

- (a) Calgary International Airport Vicinity Protection Area Regulation.

#### **(3) Airport Review**

An Outline Plan/Land Use application, and, where determined necessary, a subdivision application or development permit application, shall be referred for review and comments to

- (a) the Calgary Airport Authority.

#### **(4) Energy and Utilities Board Review**

An Outline Plan/Land Use application, and, where determined necessary, a subdivision application or development permit application, shall be referred for review and comments to

- (a) the Energy and Utilities Board.

#### **(5) Supporting Information**

An Outline Plan/Land Use application, and, where determined necessary, a subdivision application or development permit application, shall include information submitted by a developer addressing the conformity of the proposal to the regulations identified under (2) above.

## **13.5 Intermunicipal Referral Process**

### **13.5.1 Purpose**

The purpose of these policies is to provide for the circulation and evaluation of Outline Plan/Land Use Amendment applications to the Municipal District of Rocky View in relation to the provisions of the Intermunicipal Development Plan (IDP). This plan, approved by the Councils of the Municipal District and The City, identifies an area of mutual interest within both municipalities and establishes policies and processes for dealing with issues that may arise within the area. This area currently extends into the Northeast Residual Area Policy Plan area.

### 13.5.2 Policies

#### (1) Intermunicipal Review

- (a) An Outline Plan/Land Use Amendment application comprising any lands within the Intermunicipal Development Plan area, and a Subdivision application and Development Permit application as referenced in the plan, shall be referred to the Municipal District of Rocky View for review and evaluation in relation to the policies of the IDP.
- (b) The referral of an Outline Plan/Land Use Amendment application to the Municipal District of Rocky View shall be subject to the provisions of the IDP.

#### (2) Intermunicipal Consultation

The City shall endeavour to consult and co-operate with the Municipal District of Rocky View on planning, transportation and servicing matters that may arise with the area that are intermunicipal in nature in order to achieve a co-operative and co-ordinated outcome.

## 13.6 Previous Planning Approvals

### 13.6.1 Purpose

The purpose of these policies is to recognize land use and development permit decisions that have previously occurred within the Plan area. Accordingly, approved legal uses that exist at the time of approval of this Plan shall be considered to comply with the policies contained within the Plan. Similarly, legally permitted uses allowed under the Urban Reserve District, or any other district in effect at the time of approval of this Plan, will be considered to comply with the Plan. As determined appropriate, temporary uses that do not compromise the ultimate land use pattern identified for a site may be allowed.

### 13.6.2 Policies

#### (1) Existing Development

- (a) An approved use that existed on a site at the time of adoption of this Plan
  - (i) shall be considered to be in compliance with the policies of this Plan, and
  - (ii) may be allowed to undergo improvements or compatible, minor expansion subject to a specific evaluation of the proposal.
- (b) Allowed uses under the Urban Reserve District, or any other district in effect at the time of approval of this Plan, shall be considered to be in compliance with the policies with this Plan.

## 14.0 INTERPRETATION

### 14.1 General Definitions

The following general definitions shall apply:

- (1) **Approving Authority** means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the case may be;
- (2) **Calgary Planning Commission** means the Calgary Municipal Planning Commission constituted following the Municipal Planning Commission Bylaw;
- (3) **Council** means the Council of The City of Calgary;
- (4) **Creditable Reserve Land** means the reserve owing on a parcel of land that is to be dedicated as municipal reserve (MR), or municipal and school reserve (MSR) through the Subdivision Approval process in accordance with the Municipal Government Act;
- (5) **Entranceway Road** means a major, expressway or freeway standard that provides access and egress to and from the NE Residual Area Policy Plan Area, and the City of Calgary, and includes future extension of Stoney Trail NE, Deerfoot Trail NE, future East Freeway, 144 Ave. NE.;
- (6) **Environmentally Significant Area** means a natural area which, because of its features or characteristics, is significant from an environmental perspective in the City, and has the potential to remain viable within an urban context;
- (7) **Gross Area** means the total area of land contained within the property lines of a site;
- (8) **Gross Developable Area**, means the gross area of a site that is being proposed for subdivision, excluding environmental reserve, expressways, freeways and interchanges, commercial and private recreational sites greater than 2.4 hectares in size and any land purchased by The City or the Joint Use Co-ordinating Committee;
- (9) **Holding District** means the Urban Reserve District within the Land use Bylaw, or an equivalent district, that retains land at a low intensity of development pending redesignation to a land use district that accommodates urban level subdivision and development;
- (10) **Net Developable Area** means the gross area of a site that is being proposed for development, excluding public road rights-of-way, reserve land or public utility lots.

## 14.2 Land Use Definitions

The following land use definitions shall apply:

- (1) **Accessory Use** means the use of land, buildings or structures for a purpose that is incidental or subordinate to the principle use of the site;
- (2) **Extensive Agricultural Use** means the use of land, buildings or structures for the purpose of the raising of crops or rearing of livestock either separately or in conjunction with one another in a unified operation but does not include an intensive agricultural use;
- (3) **General Industrial Use** means the use of land, buildings or structures for the purpose of manufacturing, processing, fabricating, assembly, warehousing, storage or distribution of goods or materials that may create moderate impacts beyond the boundaries of the site by way of noise, odours, airborne emissions, outdoor lighting or vibration, conduct specific activities outside of an enclosed building or requires outdoor storage of goods and materials and may include, but is not limited to cleaning, servicing, testing, and repairing operations, manufacturing plants and processing plants;
- (4) **Institutional Use** means the use of land, buildings or structures for the purpose of religious, charitable, educational, health, welfare or correctional activities and may include, but is not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities, medical clinics, cemeteries, and daycare centres;
- (5) **Limited Industrial Use** means the use of land, buildings or structures for the purpose of manufacturing, processing, fabricating, assembly, warehousing, storage and distribution of goods or materials that does not create conditions that are determined to have a significant adverse impact or are dangerous beyond the boundaries of the site by way of noise, odours, airborne emissions, outdoor lighting or vibration, conducts its operation primarily within an enclosed building and is not dependant to a significant extent upon outdoor storage of goods or materials as part of its operation, and may include, but is not limited to, indoor storage depots, warehouses, distribution centres and laboratories;
- (6) **Limited Serviced Industrial Use** means the low intensity and interim use of land, buildings or structures, until full urban services are provided to a site, whereby the servicing of the site is provided by limited, or no municipal services, with the provision of services being the responsibility of the landowner(s) and includes on-site septic, on-site water provision and on-site stormwater management;
- (7) **Local Commercial Use** means the use of land, buildings or structures for the purpose of providing retail goods and service on a limited scale to primarily employees or residents in the area and may include, but is not limited to, restaurants, convenience stores, service stations and gas bars, and financial institutions;
- (8) **Office Use** means the use of land, buildings or structures for the purpose of conducting executive, professional, research, administrative or similar affairs of business including ancillary services for office workers, and may include but is not limited to, administrative offices, consultations offices and research offices;

- (9) **Public Use** means the use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities and public facilities;
- (10) **Recreational Use** means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds;
- (11) **Similar Use** means the use of land, buildings or structures for a purpose that is similar in form or function to a use identified within a land use area within the plan but does not meet the definition of that use in all respects;
- (12) **Temporary Use** means a use of land that involves low capital investment in buildings or structures, can be readily removed once urban development is imminent, can be regulated through pre-established timelines under the land use controls in effect and will not, in anyway, compromise the ultimate planned use for the site.

# APPENDICES

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# APPENDIX A

## DESIGN GUIDELINES

### A.1 APPLICATION

The Design Guidelines address development with regard to its interface treatment, design and visual impact. The guidelines are to be incorporated into the land use controls and/or outline plan conditions applied to the site; or, applied by the Approving Authority through the subdivision and/or development permit approval processes. Inherent in the guidelines is the recognition that alternative design solutions are possible. As such, the guidelines are intended to be applied in a flexible manner, and may be varied or revised as determined appropriate provided that it can be demonstrated that the proposed design is equivalent to or an improvement over what would be achieved if the guidelines were followed. In an effort to reach the optimal design solution, it is anticipated that negotiation, trade-offs and innovation will occur in relation to the guidelines.

### A.2 INTERFACE TREATMENT

#### A.2.1 Purpose

The purpose of these policies is to provide for a compatible interface between the Plan area and entranceway roads, including the Transportation and Utility Corridor (TUC) and future development south of the TUC, including residential areas. Specifically, these policies will ensure an appropriate interface between private development adjacent to:

- Future Stoney Trail NE extension;
- Future East Freeway;
- 144 Ave. NE;
- Deerfoot Trail NE;
- Future development south of the TUC, including residential areas

#### A.2.2 Entranceway Roads Guidelines

##### (1) Setbacks

- (a) Building setbacks from entranceway roads should be in accordance with the yard requirements of (2), below.

##### (2) Yards

- (a) Any yard adjacent to an entranceway road (including a service road along

an entranceway road) should

- (i) be considered to be a front yard,
  - (ii) in the case of an expressway, be a minimum of 15.0 metres in depth, and
  - (iii) in all other cases be a minimum of 6.0 metres in depth.
- (b) The yard requirement adjacent to an entranceway road may be reduced to a minimum of 6.0 metres where
- (i) the appearance of a building when viewed from the entranceway road will be visually attractive and promotes a strong and positive image of The City, and
  - (ii) the interface between the site and the entranceway road is determined to be compatible and appropriate in terms of screening, fencing, storage and landscaping.
- (c) Unless a side yard is used for vehicular circulation or is relaxed to less than 10 metres in accordance with (b) above, a minimum side yard of 5 metres in width should be provided within 20 metres of an expressway.
- (d) Only one side yard should be used for vehicular circulation.
- (e) Outdoor storage of goods or materials should not be allowed in a front yard visible from an entranceway road.

### **(3) Screening**

- (a) All parking, loading areas service areas (including outdoor sales lots), mechanical equipment and areas with high levels of vehicular activity should be suitably screened.
- (b) Screening should comprise of a solid fence, wall, berm or landscaping, or a combination, that limits visibility into a site when viewed from reserve land or a public road.
- (c) All roof top mechanical equipment should be recessed from the roof edge or screened with architectural elements so that they are not visible from reserve land or a road.
- (d) Where landscaping or tree planting is used to provide screening, its composition should ensure adequate screening year-round.

### **(4) Fencing**

- (a) The fencing between privately owned land and an entranceway road, or a service road adjacent to an entranceway road, should be compatible and appropriate in terms of its quality and design.
- (b) Fences and walls should be constructed of durable materials complementary to the exterior building materials.
- (c) Fences and walls that are greater than 15.0 metres in length should be varied in their design and provide for landscaping to create visual interest.

- (d) Fences and walls that are greater than 2.0 metres in height should be varied in their design and provide for landscaping to create visual interest.
- (e) Fences and walls should not be located within any required landscape area except as decorative landscape elements.
- (f) The maximum height of fences and walls should be 3.0 metres.
- (g) Barbed wire should not be allowed in conjunction with any fence.

**(5) Storage**

- (a) Outside storage of goods or materials should not be allowed on a required yard adjacent to an entranceway road.
- (b) Materials and sales inventory stored outdoors should be fully screened from entranceway roads.
- (c) Service and outdoor storage enclosures should be constructed of materials that match and complement building materials.
- (d) Outdoor display areas should be located to the front or side yard of a building and not within any required yard along an entranceway road, or service road adjacent to an entranceway road.
- (e) Outside displays should be limited to a sample of items provided, processed or sold by the development of the site.

**(6) Landscaping**

- (a) All minimum side yards adjacent an entranceway roads should contain continuous landscaping, except for access ways from public thoroughfares.
- (b) Landscaping should be provided to enhance the visual appearance of
  - (i) pedestrian areas,
  - (ii) building walls,
  - (iii) parking areas, and
  - (iv) vehicular access ways.

**(7) Architecture**

- (a) Building materials visible from an entranceway road should
  - (i) be durable and permanent in quality and composition, and
  - (ii) require low maintenance.
- (b) Building facades visible from an entranceway road should contain architectural elements that provide visual interest and reduce the massing of larger structures.

- (c) Architectural elements under (b) may include
  - (i) facade modulation (e.g. building intervals that are stepped forward or back 0.5 to 1.5 metres),
  - (ii) facade enhancement (e.g. distinctive roof forms, arcades, reveals, cornices), and
  - (iii) facade articulation (e.g. horizontal articulation of buildings greater than 7.0 metres in height to reduce visual massing).

**(8) Private Maintenance Obligations**

- (a) In conjunction with an Outline Plan/Land Use Amendment application, information shall be submitted that identifies the method to be introduced to address the private maintenance and replacement of amenities that interface with entranceway roads.

# Part 2

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## SUPPORTING INFORMATION



## Part 2 - Supporting Information

### Northeast Residual Area Policy Plan

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## **PREFACE**

Part 2 contains supporting information for the Northeast Residual Area Policy Plan. This information addresses the physical, policy, servicing and social context for the Plan area. The information does not form part of the adopted Plan and may be updated as determined necessary without requiring an amendment to the Plan.

## 1.0 PLANNING AREA

### 1.1 Location

The Northeast Residual Area Policy Plan area comprises approximately 283 hectares (700 ac.) of land are located within the northeast sector of Calgary, adjacent the City limits. The area is bounded to the south by the Transportation and Utility Corridor containing the future extension of Stoney Trail, to the west by Deerfoot Trail NE, to the north by the City of Calgary City limits/144 Ave. NE, and to the east by the Transportation and Utility Corridor containing the future East Freeway (Map A).

### 1.2 Historical Context

The Plan area was annexed to The City from the Municipal District of Rocky View in 1989. With the exception of the Calpine Energy Plant, the majority of the area has remained undeveloped. With recent interest in development in the area it was determined that additional planning was required to evaluate development applications and ensure that municipal goals and responsibilities would be realized.

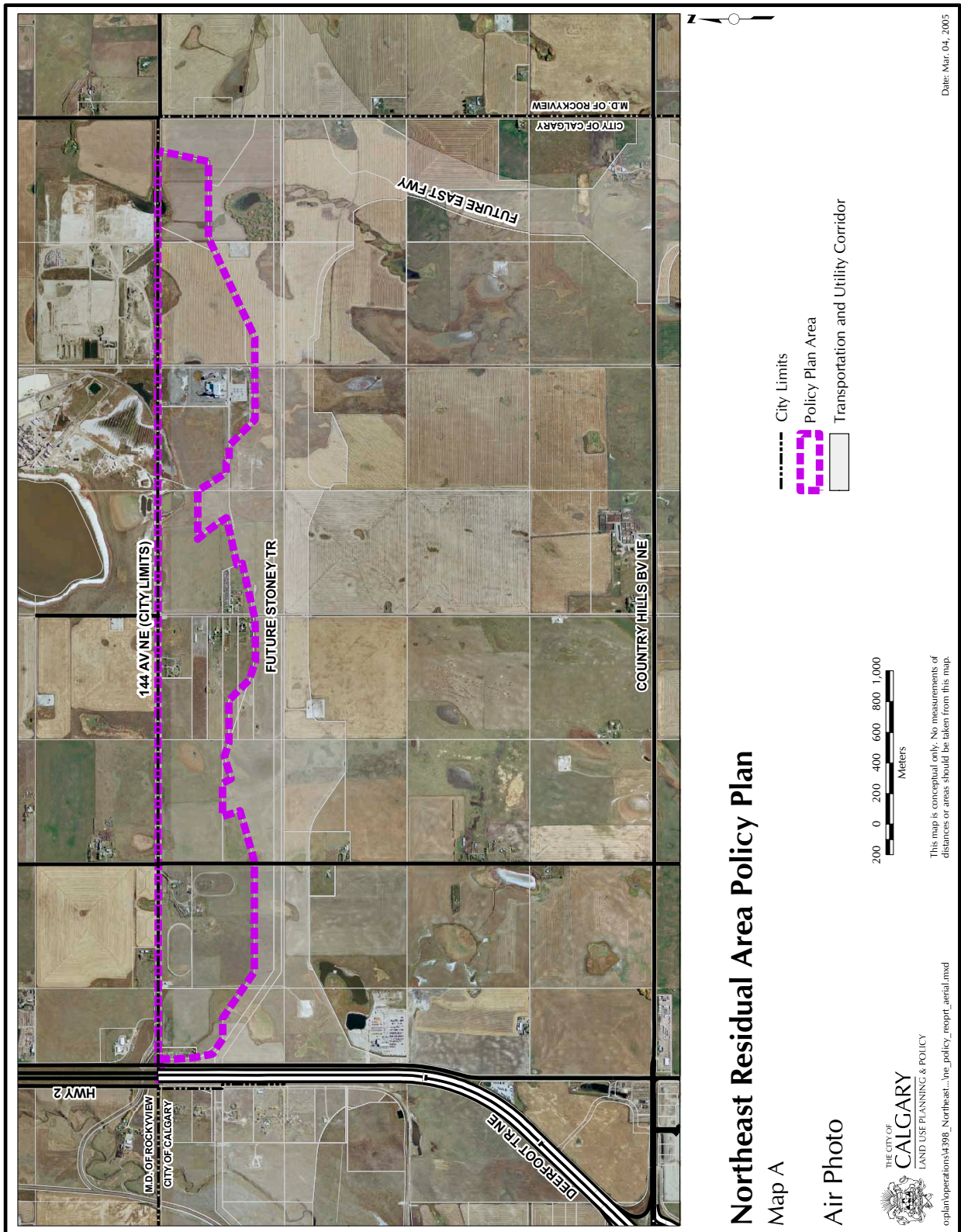
### 1.3 Policy Framework

The Plan has been approved through a resolution passed by Council, rather than by bylaw, and represents a non-statutory planning document.

The Plan must be consistent with other policy plans of the City. Existing Land Use Policy Plans that incorporate lands within the Plan area include The City of Calgary Municipal Development Plan (The Calgary Plan), the M.D. of Rocky View/City of Calgary Intermunicipal Development Plan (IDP) and the Policy for Residual Long Term Urban Growth Areas. The City has adopted policies that guide development in Calgary, including the Plan area, which include The Transportation Plan, The Calgary Entranceway Study, and Sustainable Suburbs.

#### 1.3.1 Municipal Development Plan (Calgary Plan)

The Calgary Plan provides an overall vision for the City and identifies the Plan area as “Industrial” on the Future Conceptual Urban Structure map. As indicated within the Plan, the map: *“presents a generalized picture of Calgary’s major land uses and their locations. As such, it portrays future land use will be developed over time through the preparation of more detailed plans such as growth area management plans, area structure plans, community plans, area redevelopment plans, etc.”*



**1.3.2 M.D. of Rockyview / City of Calgary Intermunicipal Development Plan (IDP)**

The M.D. of Rockyview / City of Calgary Intermunicipal Development Plan is a statutory plan under the Municipal Government Act and includes lands that are of mutual interest to both jurisdictions and includes the lands within the Plan area.

The lands within the Plan area fall within “Area A” of the IDP. Policies within the IDP stress the avoidance of premature conversion of agricultural lands to other uses, and identify the need for an area structure plan prior to development.

**1.3.3 Policy for Residual Long Term Urban Growth Areas**

The Policy for Residual Long Term Urban Growth Areas provides policies for the outlying areas of Calgary and includes the land within the Plan area. These policies should augment the broader IDP policies when evaluating applications for development in residual long term urban growth areas. The intent of the Policy for Residual Long Term Urban Growth Areas is to protect these areas from development, whether permanent or temporary, which could pre-determine the future use and character of a site, and surrounding area, prior to comprehensive land use planning and development occurring.

## 2.0 LAND USE

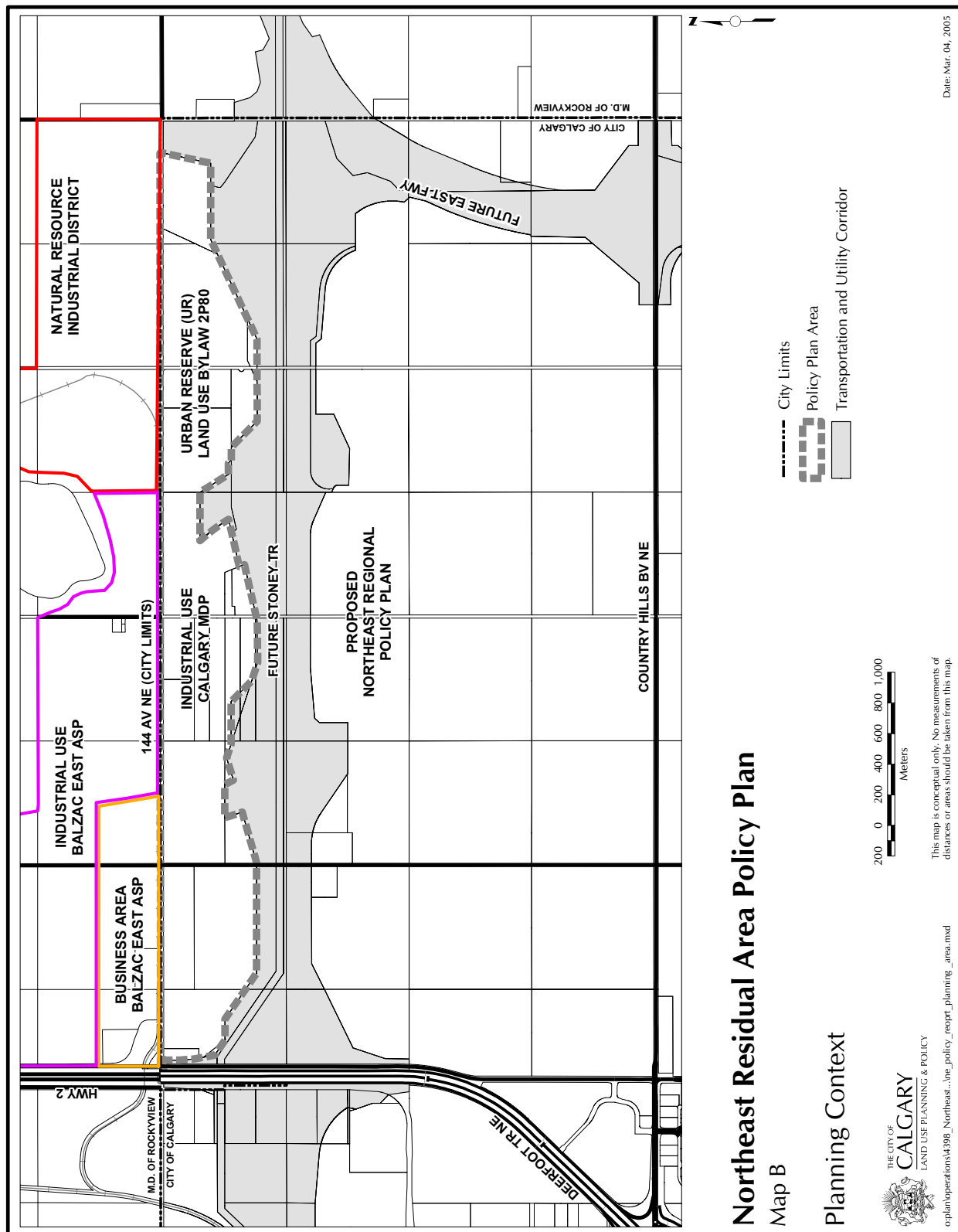
### 2.1 Existing Land Uses

The predominant land use in the NE Residual Area Policy Plan area is agriculture. Other uses include residential and the Calpine Energy Plant industrial use. Land within the Plan area is designated as Urban Reserve (UR) under Land Use Bylaw No. 2P80 (Map B).

### 2.2 Adjacent Land Uses

Land north of the city limits/144 Ave NE is within the M.D. of Rocky View. Land uses directly adjacent in the M.D. are industrial or are designated for future industrial uses. Land in the M.D., adjacent the western and central portions of the Plan area, is under the M.D. of Rocky View Balzac East Area Structure Plan which permits both industrial and business uses. Land in the M.D., adjacent the eastern portion of the Plan area, is designated by the M.D. of Rocky View as "Natural Resource District" which permits heavier industrial uses and includes the existing Nexen Inc. Balzac Gas Plant, a planned meat processing plant and the previous Turbo Gas Oil refinery (Map B).

Land south of the Plan area is separated by the Transportation and Utility Corridor (future Stoney Trail). The land south of the TUC is designated as Urban Reserve (UR) under City of Calgary Land Use Bylaw No. 2P80. Upon completion and adoption by City Council, the policies of the future Northeast Regional Policy Plan will guide land use and development in this area which will include residential development.





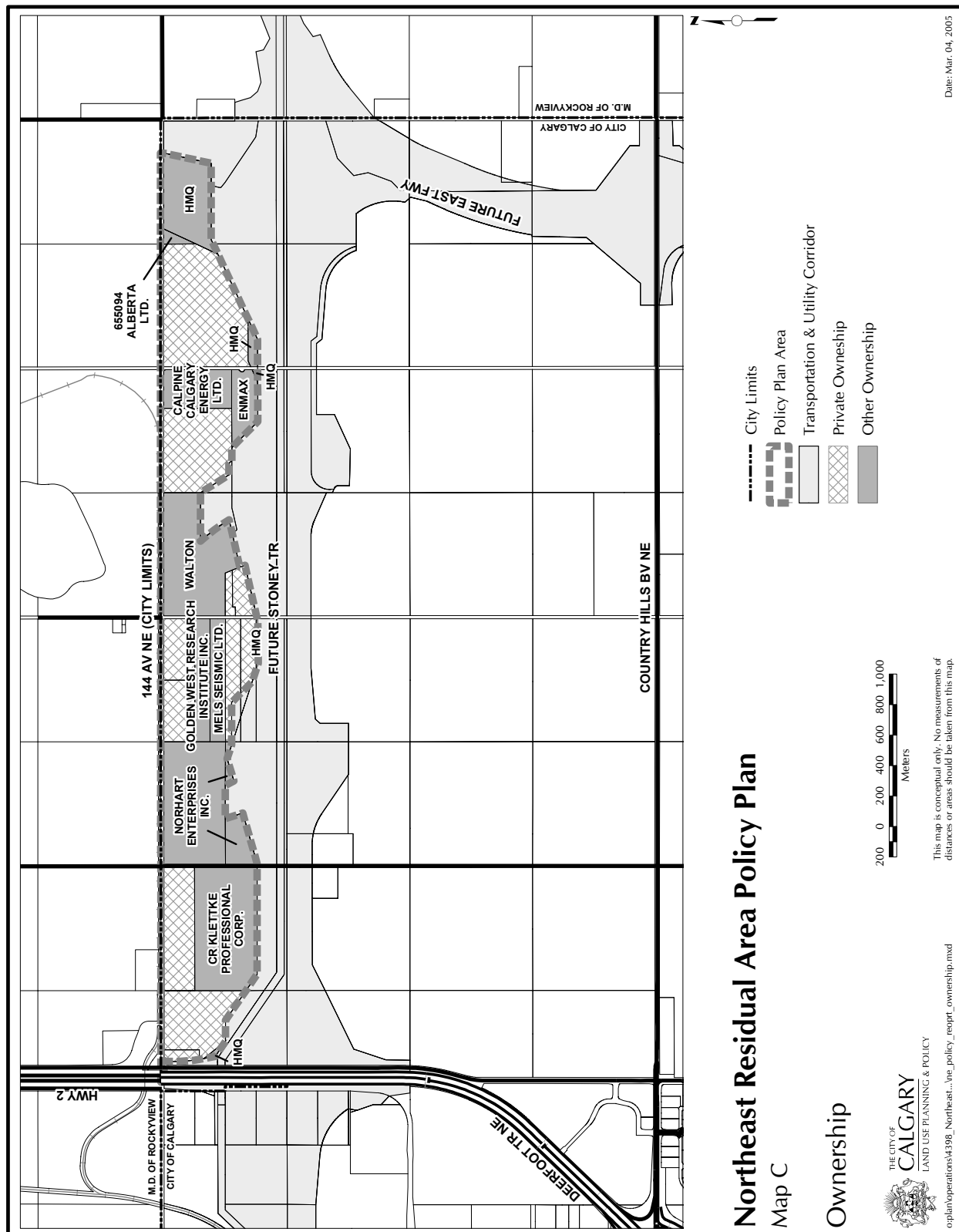
### 3.0 LAND OWNERSHIP

#### 3.1 Ownership Pattern

The land ownership pattern within the Plan area (Map C) is described within the following table.

**Table 1: Ownership By Area**

Owner	Area (Ha*)	Area (Ac*)
Private	90.3	222.9
655094 Alberta Ltd.	39.5	97.5
Norhart Enterprises Inc.	38.5	95.1
CR Klettke Professional Corp.	32.5	80.2
Walton International Inc.	30.3	74.9
Her Majesty The Queen	19.1	47.2
Calpine Energy Ltd.	11.2	27.6
Mels Seismic Ltd.	8.1	19.9
Golden West Seed Ltd.	8.0	19.9
Enmax	7.0	17.3
<b>Total</b>	<b>284.5</b>	<b>702.5</b>
<i>Source: Land Use Planning &amp; Policy - March 2005</i> <i>*areas are approximate only</i>		





## 4.0 ENVIRONMENTALLY SIGNIFICANT AREAS

### 4.1 Identification of Environmentally Significant Areas

An Environmentally Significant Area (ESA) is a natural area which, due to its features or characteristics, is significant from an environmental perspective to The City of Calgary and has the potential to remain viable within an urban environment.

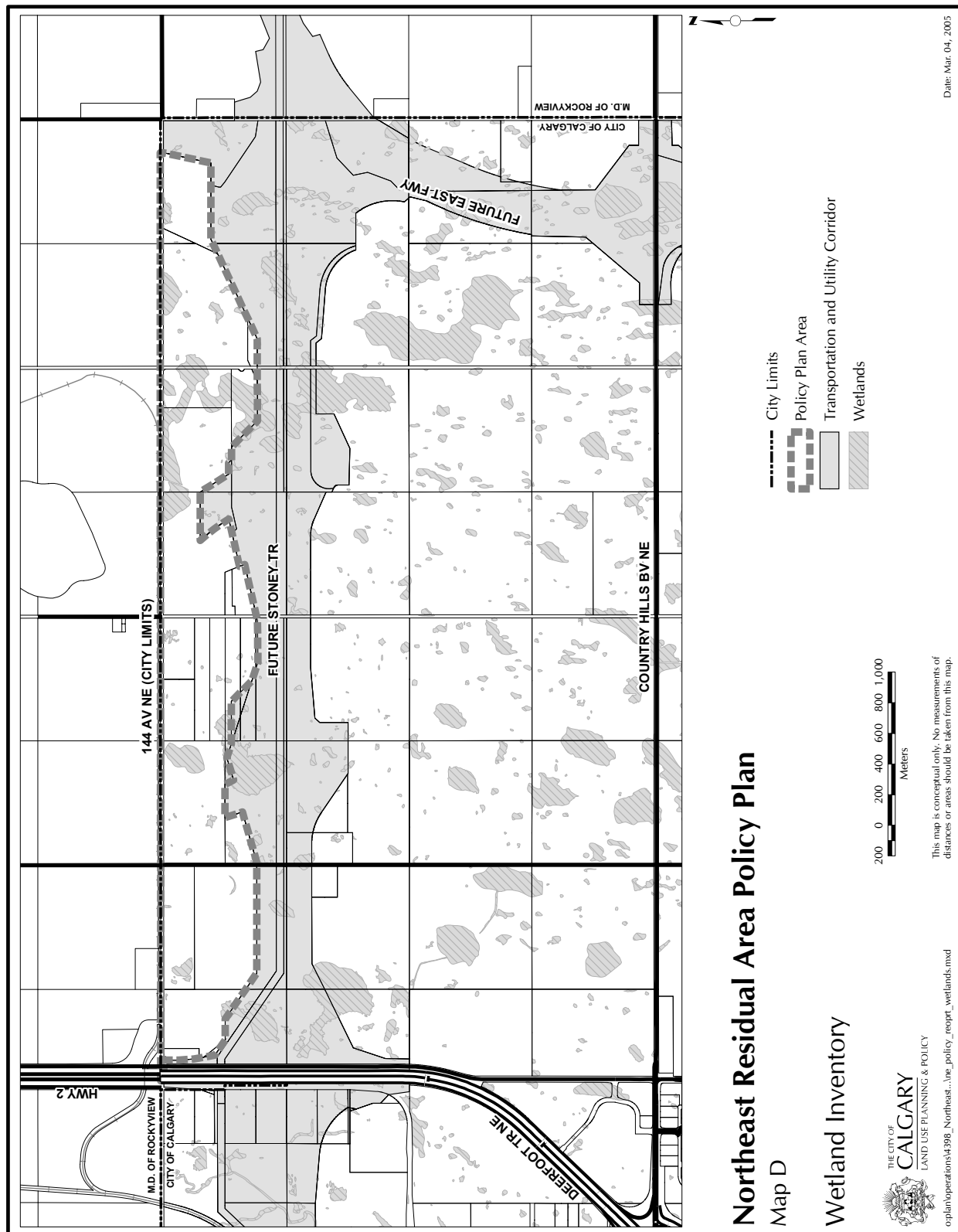
The significance of a natural area is determined by a combination of the following:

- quality of biotic habitat;
- level of importance to the healthy maintenance of the human system;
- level of importance to the healthy maintenance of the natural system;
- presence of distinctive and/or unusual landform;
- limited representation within the area or city.

Environmentally Significant Areas will be identified and reviewed at the Outline Plan/Land Use amendment stage. Those ESA areas determined necessary to protect can occur through the dedication of Environmental Reserve (ER) or Municipal Reserve (MR) or by purchase.

### 4.2 Wetlands

Wetlands exist in the Plan area (Map D). Refinement and review of the wetlands mapping for the Plan area will occur at the Outline Plan/Land Use Amendment stage.



## 5.0 DEVELOPMENT CONSIDERATIONS

### 5.1 Sour Gas

Lands within the Northeast Residual Area Policy Plan area influenced by their proximity to sour gas facilities. Lands located in the eastern portion of the Plan area are within sour gas setbacks, governed by the Province, through the Energy and Utility Board (EUB). The EUB does not permit residential land uses for those areas in the Plan area located within sour gas setbacks (Map E). Additionally, at the Outline Plan/Land Use stage, other land uses may be reviewed by the EUB for compliance with the sour gas setback and/or emergency response zone regulations.

### 5.2 Airport

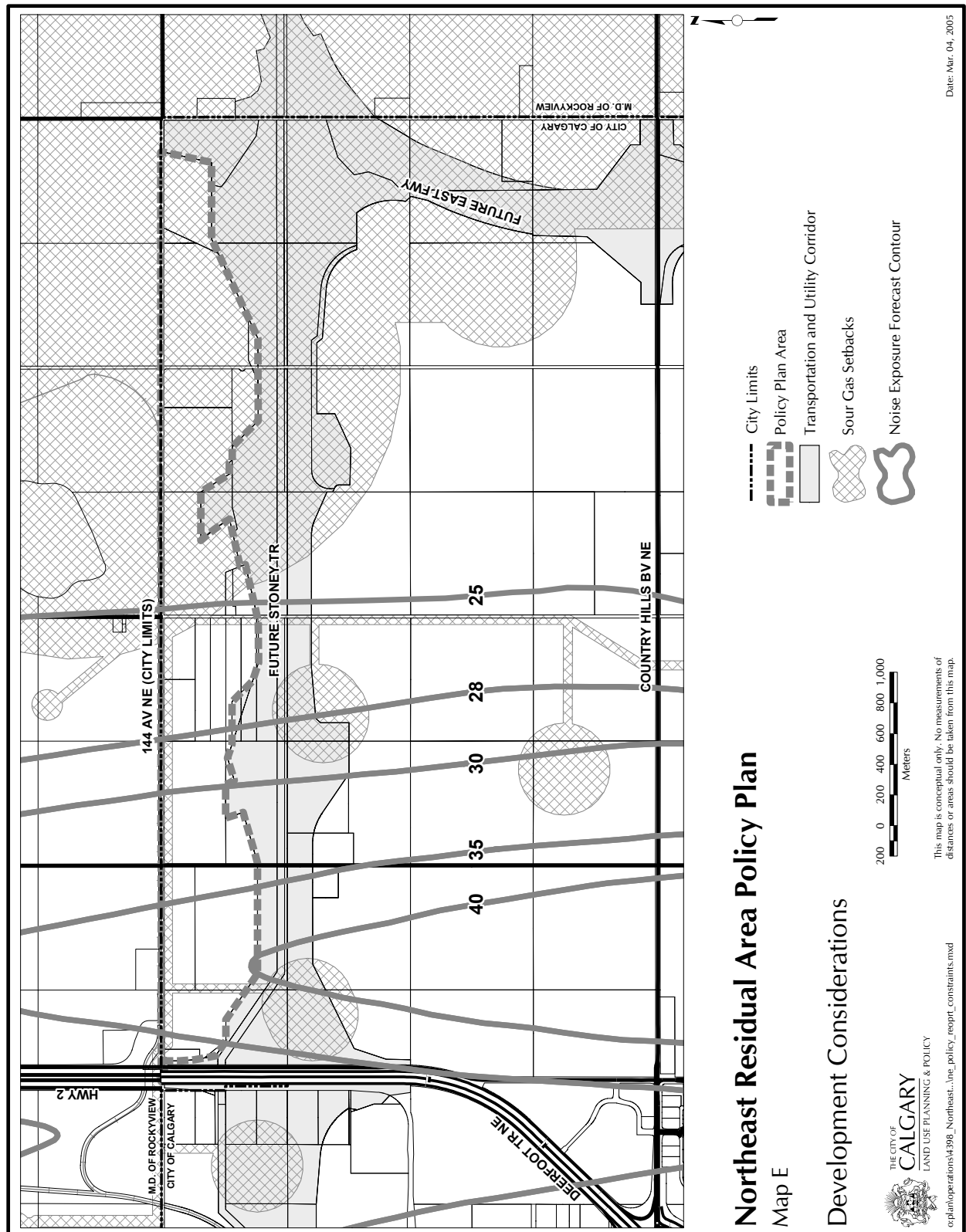
#### 5.2.1 Airport Vicinity Protection Act Regulation

Lands within Plan area are influenced by their proximity to the Calgary International Airport. The airport both impacts and is impacted by activities on adjacent lands. To ensure compatible land uses and the safe operation of the airport, lands within the vicinity of the airport require review.

Noise associated with aircraft movements is the most evident issue in relation to airports. In determining the noise impacts that an airport has beyond its operations, a study may be conducted that forecasts noise exposure in concentric contours radiating from the runways. Such contours are known as Noise Exposure Forecast (NEF) lines. The greater the NEF number the greater the amount of noise experienced at the location. Accordingly, NEF contour lines closest to the airport have the highest contour numbers and this number decreases at each contour interval that radiates out.

The Calgary International Airport has an Airport Vicinity Protection Area Regulation (AVPA) that places restrictions on lands within areas around the airport. Generally, the AVPA Regulations impose development limitations on specified lands and are registered by caveat against the land titles. The boundaries of the AVPA for the Calgary International Airport have been defined by the NEF contour lines. With the intent of limiting future land use conflict between the airport and adjacent uses, the AVPA Regulation imposes limits on development with the most restrictions on lands within the highest NEF contour areas.

The western portion of the Northeast Residual Policy Plan Area are impacted by the AVPA (Map E). Portions of the Plan area are within the 40, 35, 30, 28, and 25 NEF contours and are subject to the specific land use restrictions defined in the Regulations for that NEF. Under the Regulations, residential development is precluded in land within an NEF 30 contour or greater. The AVPA Regulations are amended from time to time therefore this document should be referenced directly when reviewing applications.



### 5.2.2 Aeronautics Act

The Calgary International Airport Zoning Regulations, as defined in the federal Aeronautics Act, also places restrictions on lands within the Northeast Residual Area Policy Plan area. These restrictions are based upon the glide-path of planes and their use of radar and other electronic equipment for the departure and arrival of planes. No building or object is permitted to proceed in these areas without Transport Canada approval.

## 6.0 TRANSPORTATION

### 6.1 Transportation Analysis

The Plan area is bounded by the Transportation and Utility Corridor (TUC) to the south and east, Deerfoot Trail the west and 144 Ave NE to the north. Additionally, the future 44th St NE and the future 60th St NE will bisect the Plan area and provide connections to the north in the M.D. of Rocky View (Map F). The existing and future road network supports the land use concept contained in this Plan. Through the development review process the transportation network will be reviewed in further detail at the time of Outline Plan/Land Use amendment. This review may require the applicant responsible for transportation network improvements to support the proposed development.

### 6.2 Transportation and Utility Corridor

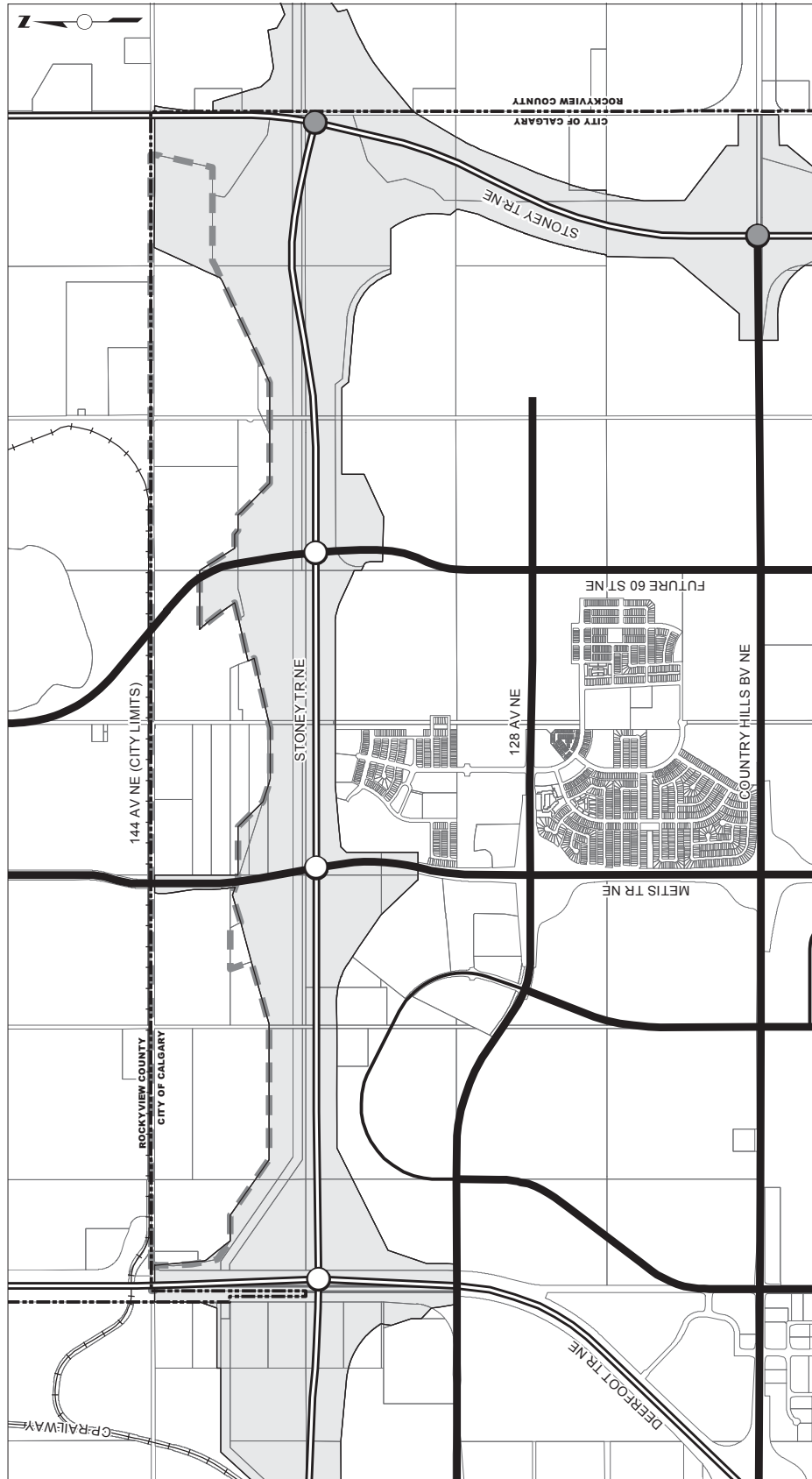
The Transportation and Utility Corridor (TUC) is provincially owned and borders the Plan area to the south and east. Within the Plan area the TUC includes the future extension of Stoney Trail along the southern boundary of the Plan area and includes the future East Freeway along the eastern boundary of the Plan area. These sections of roadway within the TUC comprise sections of the larger TUC ring road around Calgary. Primary uses within the TUC are linear transportation and utility facilities including ring roads, petroleum pipelines, powerlines and municipal services. Other uses permitted within the TUC are secondary or interim uses and include a variety of agricultural, commercial, recreational and storage activities.

Some lands within the TUC may become residual or surplus upon completion of the East Freeway Study. Once the Restricted Development Area is discharged by Order-In-Council, these lands will be subject to all provisions of the City. Ministerial Consent is required prior to any development related surface disturbance occurring within the TUC in order to ensure that proposed activities are consistent with TUC program needs. Additionally, Alberta Infrastructure and Transportation will require to be involved with the further consideration of development matters related to fencing, screening and/or noise attenuation, access, utility crossings and drainage affecting the TUC.

### 6.3 Regional Road Network

#### 6.3.1 Deerfoot Trail NE

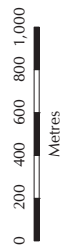
Deerfoot Trail NE is provincially owned, is categorized as a freeway, is the major north-south transportation link in The City and is the western boundary of the Plan area. Access to Deerfoot Trail is restricted with no interchanges planned for access to the Plan area.



## Northeast Residual Area Policy Plan

Map F

### Transportation



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

**6.3.2 144th Avenue NE**

144th Ave. NE is categorized as a major road, is the northern boundary of the Plan area and provides an east-west transportation link through the Plan area between Deerfoot Trail NE to the west and the future East Freeway to the east. 144th Ave. NE also represents the City limits between The City and the M.D. of Rocky View to the north. Interchanges or access are not planned with either Deerfoot Trail NE or the future East Freeway.

**6.3.3 Future 44th Street NE**

The future 44th St. NE is categorized as a major road, is a north-south transportation link through the Plan area and connects with the road network within the M.D. of Rocky View to the north. The future 44th St. NE bisects the eastern portion of the Plan area with an interchange planned where 44th St. NE crosses the future Stoney Trail extension.

**6.3.4 Future 60th Street NE major**

The future 60th St. NE is categorized as a major road, is a north-south transportation link through the Plan area and connects with the road network within the M.D. of Rocky View to the north. The future 60th St. NE bisects the western portion of the Plan area with an interchange planned where 60th St. NE crosses the future Stoney Trail extension.



## 7.0 SERVICING

### 7.1 Waterworks

Portions of planning cell B and cell C are adjacent to existing City water infrastructure which was installed with the installation of the NE TUC Feedermain Phase 1 in 2002 (Map G). This feedermain is currently operating as a dead-end feed supplying water service to both the Nexen Inc. gas plant and the Calpine Energy Plant. Future plans include the extension of municipal water infrastructure from the south from Saddleridge to create a looped service to the Plan area. The Plan area is entirely within the North Hill water pressure zone.

### 7.2 Sanitary Sewer

The Plan area does not have municipal sanitary sewer infrastructure in place. The landowner may be responsible for all, or a portion of the costs associated with the extension of the ultimate infrastructure, as determined appropriate by the City at the time of development. The City is responsible for the costs associated with the installation of sanitary sewer trunk lines. The landowner may be required to front-end the costs associated with the installation of the sanitary sewer trunk lines if ultimate development, if permitted by the City, proceeds prior to funds becoming available in the Wastewater and Drainage Capital Fund.

Onsite sanitary sewer treatment is required for all proposed interim development within the Plan area. The landowner will be responsible for all costs associated with onsite sanitary sewer treatment.

### 7.3 Storm Sewer

The Plan area does not have municipal stormwater infrastructure in place thus the landowner is required to provide on-site stormwater detention. The nearest stormwater discharge watercourse is Nose Creek, located west of the Plan area. The Provincial Ministry of Environment, and the Nose Creek Watershed Partnership, have initiated the Nose Creek Water Management Plan. As a result, the landowner will require a Master Drainage Plan (MDP) to address stormwater treatment.

The landowner will be responsible for all, or a portion of the costs associated with the extension of the ultimate infrastructure, as determined appropriate by the City at the time of development. The City is responsible for the costs associated with the installation of stormwater trunk lines. If ultimate development is permitted to proceed by the City, the landowner may be required to front-end the costs associated with the installation of the sanitary sewer trunk lines until such time as funds become available from the Wastewater and Drainage Capital Fund.

Onsite stormwater treatment is required for all proposed interim development within the Plan area. The landowner will be responsible for all costs associated with onsite stormwater treatment.

