

As per section 690(1) of the *Municipal Government Act (Act)*, a municipality that

1. is of the opinion that a statutory plan (or amendment) or a land use bylaw (or amendment) adopted by an adjacent municipality has or may have a detrimental effect on it,
2. has given written notice of its concerns to the adjacent municipality prior to second reading of the bylaw, and
3. is attempting or has attempted to use mediation to resolve the matter

may appeal the matter to the Municipal Government Board. A statutory declaration indicating the status of mediation must accompany this Notice of Appeal. The Notice of Appeal and Statutory Declaration must be filed with the MGB within 30 days after the passing of the bylaw to adopt or amend the statutory plan or land use bylaw.

Part 1 – General Information – Please Print

APPELLANT MUNICIPALITY

Name of Municipality The City of Calgary		Telephone Number (403) 268-3243	
Designated Contact Neil M. Younger		Position (e.g. C.A.O.) Senior Planner	
Address (Street, PO Box, RR) P.O. Box 2100, Stn. M. #8117	(Town/City/Village) Calgary	(Province) AB	(Postal Code) T2P 2M5
E-mail Address neil.younger@calgary.ca		Fax Number (403) 268-3542	

AGENT INFORMATION AND CERTIFICATION (if Appellant is Represented by a Lawyer/Agent)

Name of Firm The City of Calgary Law Department			
Designated Contact Mercer, David/Senek, Melissa		Telephone Number (daytime) 403-268-2453/403-268-2404	
Address (Street, PO Box, RR) Calgary Municipal Building, 12th Floor (#8053) 800 Macleod Trail SE Calgary,	(Suite, Apartment) AB T2G 2M3	(Province) AB	(Postal Code) T2G 2M3
E-mail Address david.mercer@calgary.ca/melissa.senek@calgary.ca		Fax Number 403-268-4634	

ADJACENT MUNICIPALITY

Name of Municipality Rocky View County		Telephone Number (403) 230-1401	
Designated Contact (e.g. C.A.O.) Kevin Greig, County Manager			
Address (Street, PO Box, RR) 911 32 Ave N.E.	(Town/City/Village) Calgary	(Province) Alberta	(Postal Code) T2E 6X6
E-mail Address KGreig@rockyview.ca		Fax Number (403) 277-5977	

Part 2 – Owner(s) of Land that is the Subject of the Appeal

(If more than one owner, please attach list of the names and addresses of each landowner of any land that will be directly affected by this appeal)

Name (Last)	(First)	Telephone Number (daytime)
All lands within Plan area are affected - please see map attached as Schedule "A"		
Address (Street, PO Box, RR)	(Suite, Apartment)	(Town/City/Village)
	(Province)	(Postal Code)
E-mail Address	Fax Number	

Part 3 – Bylaw Information *(all to be completed)*

Please indicate which bylaw is under appeal	
Rocky View County Bylaw C-7468-2015, the Conrich Area Structure Plan	
Date bylaw received second reading	Date bylaw passed
December 8, 2015	December 8, 2015

Please attach a copy of the notice sent to the municipality prior to the second reading.
Please see exhibits to Statutory Declaration attached as Schedule "B"

Part 4 – Reasons for Appeal

Indicate the specific provisions appealed and the reasons you think they are detrimental (attach more pages as necessary).

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Please see attached Schedule "C"

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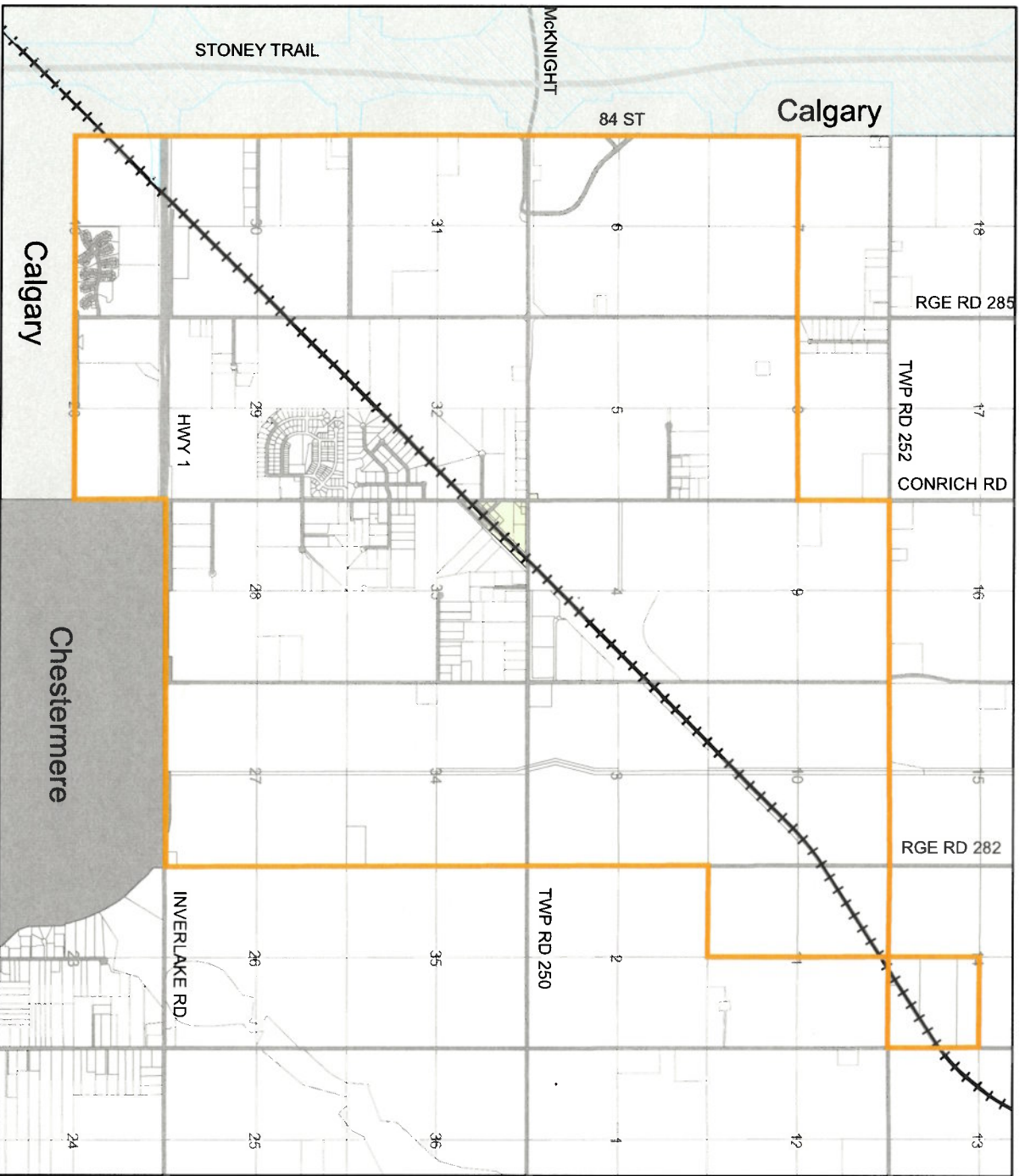
 Signature of Appellant OR
 Person Authorized to Act on Behalf of Appellant

January 6, 2016





 Date

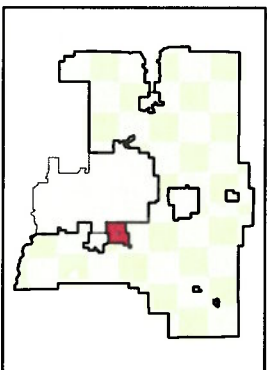
This information is being collected for the purposes of setting up appeal hearings in accordance with Section 33(c) of the Freedom of Information and Protection of Privacy Act. The contact information you provide may also be used to conduct follow-up surveys designed to measure satisfaction with the appeal process. Questions about the collection of this information can be directed to Alberta Municipal Affairs, Municipal Government Board, 15th Floor, Commerce Place, Edmonton, Alberta T5J 4L4 780-427-4864. (Outside of Edmonton call 310-0000 to be connected toll free)

SCHEDULE "A"



**Map 1:
Plan Area
Location**

-  ASP Boundary
-  Hamlet
-  Transportation and Utility Corridor
-  CN Railway



Area Structure Plan
CONRICH

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

SCHEDULE "B"

SCHEDULE "B" TO NOTICE OF APPEAL



RETURN TO:
Municipal Government Board
15th Floor Commerce Place 10155 – 102 Street
Edmonton AB T5J 4L4
Telephone: 780-427-4864 Fax: 780-427-0986
Email: mgbmail@gov.ab.ca
Web URL: <http://www.mgb.alberta.ca>

**Statutory
Declaration**
**(Intermunicipal Dispute
Appeal)**

I, **BRAD STEVENS**, of the City of Calgary in the Province of Alberta, **DO SOLEMNLY DECLARE THAT:**

1. The City of Calgary wishes to file an Appeal with the Municipal Government Board concerning Rocky View County Bylaw C-7463-2015, the Conrich Area Structure Plan (the "Bylaw");
2. I am the Deputy City Manager of The City of Calgary;
3. Mediation with Rocky View County was not undertaken for the following reasons:
 - a) City of Calgary Administration first expressed its concerns with the Conrich Area Structure Plan in a letter dated September 24, 2014 from Natalia Zoldak, Planner at the City of Calgary, to Richard Barss and Meghan Norman, Planners at Rocky View County, attached hereto as **Exhibit "A"**. While no formal mediation was requested at that time, City of Calgary Administration invited Rocky View County Administration to engage in informal discussions surrounding The City of Calgary's concerns.
 - b) The City of Calgary formally requested mediation with Rocky View County before first reading of the Bylaw by way of an April 28, 2015 letter from City of Calgary Mayor Naheed Nenshi to Rocky View County Reeve Margaret Bahcheli attached hereto as **Exhibit "B"**;
 - c) the request for mediation contained in that letter was included in Rocky View County's Development Services report to Rocky View County Council dated May 12, 2015, attached hereto as **Exhibit "C"**;
 - d) after amendments were made to the first reading version of the Bylaw, City of Calgary Administration again requested mediation to resolve outstanding issues prior to approval of the Bylaw by way of a November 27, 2015 letter from Neil Younger, Senior Planner at the City of Calgary, to Amy Zaluski, Acting Policy Supervisor at Rocky View County, attached hereto as **Exhibit "D"**;
 - e) Rocky View County did not respond to any of The City of Calgary's mediation requests, and Rocky View County Council proceeded to give second and third reading to the Bylaw. In the circumstances, it was not possible for The City of Calgary to engage in mediation;

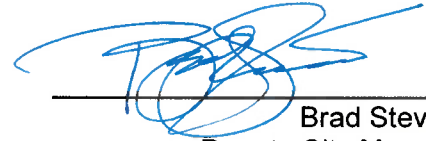
4. The City of Calgary has filed an Appeal concerning the Bylaw in order to preserve its right to appeal, but remains willing to engage in mediation with Rocky View County prior to a hearing on the merits of the Appeal.

AND I MAKE THIS SOLEMN DECLARATION CONCIENTIOUSLY BELEIVING IT TO BE TRUE AND KNOWING THAT IT IS OF THE SAME FORCE AND EFFECT AS IF MADE UNDER OATH.

DECLARED BEFORE ME AT the City of Calgary
in the Province of Alberta, this 6th day of
January, 2016



Melissa Senek
Barrister & Solicitor
A Commissioner for Oaths in and for the
Province of Alberta



Brad Stevens
Deputy City Manager
City of Calgary



THE CITY OF
CALGARY
CITY WIDE POLICY
& INTEGRATION

THIS IS EXHIBIT " A "
referred to in the Statutory Declaration of

Mr. Brad Stevens
Declared
Sworn before me this 6th
day of January A.D. 2016
M. Senek
A COMMISSIONER FOR OATHS
IN AND FOR THE PROVINCE OF ALBERTA

Melissa Senek, Barrister & Solicitor

September 24, 2014

City File: RV14-25
MD File: PL20140129

Department of Planning and Development
Rocky View County
911 – 32nd Avenue NE
Calgary, Alberta T2E 6X6

Attention: Richard Barss and Meghan Norman

SUBJECT: To adopt an Area Structure Plan for the Conrich area in accordance with Section 633 of the Municipal Government Act.

Dear Mr. Barss and Ms. Norman,

Thank you for the opportunity to participate as a stakeholder in the Draft Conrich Area Structure Plan (ASP). City of Calgary Administration has reviewed the ASP in reference to the Rocky View County-Calgary Intermunicipal Development Plan (IDP) and other applicable policies and request that the recommendations below be considered in the planning process.

The City of Calgary Water Resources Department has the following comments:

Stormwater Management

- Section 24. "The CSMI proposes to use the Western Irrigation District (WID) canal system and right-of-way as a conveyance solution". The description of the CSMI initiative is not quite correct as the ultimate CSMI solution is an out-of-canal solution.
- Section 24.2. "The County shall work collaboratively with adjoining municipalities... to develop a comprehensive and regional approach to stormwater management", is very positive and will ensure regional collaboration.

Water and Wastewater

- No specific concerns or comments are noted.

The City of Calgary Transportation Planning Department has the following comments regarding the Conrich Area Network Study – Transportation Network Study May 29, 2013 in conjunction with the ASP.

Conrich Area Network Study

The study does not fully evaluate impacts on City infrastructure for the period between anticipated build-out of the plan area and funding and construction of major road infrastructure to accommodate traffic demands between the City and the plan area. ***Therefore we request evaluation of additional scenarios to evaluate the impact on City infrastructure and identify required mitigating measures during this interim period.***

Further, the land uses that are the basis of the traffic forecasts in the transportation study are located differently within the plan area than in the ASP (Map 5). In particular there are some commercial land uses that are in different areas of the plan and will have different impacts on the street network. I understand that an update to the transportation study may be underway and Calgary Transportation is interested in looking at any Transportation Study update in conjunction with final comments on the ASP.

Details explaining the need for additional road network scenarios:

- The ASP indicates build out of the area over the period 10-20 years in the future. The transportation analysis of built out conditions assumes a number of large construction projects related to crossing Stoney Trail to travel between Rocky View County and Calgary.

These projects are:

- Stoney Trail flyover along 64 Avenue NE
- Stoney Trail flyover along 32nd Avenue NE
- Stoney Trail flyover along Memorial Drive
- Upgrade of 96 Avenue (Airport Trail) interchange with Stoney Trail from a partial interchange (northbound to westbound and eastbound to southbound movements only) to a full interchange
- Widening of the bridge over Stoney Trail at the McKnight Boulevard interchange from 4 through traffic lanes on McKnight to 6 lanes
- Widening of the bridge over Stoney Trail at the Country Hills Boulevard from 2 through traffic lanes on Country Hills to 4 lanes

These projects do not currently have funding by the City of Calgary or Alberta Transportation and are not envisioned in the 10 year plan (Investing in Mobility). The flyover projects are currently envisioned by the City to be constructed well beyond the expected build out year for the Conrich plan area, between the years 2039 and 2076.

The forecast traffic demand for full build out of the Conrich Plan area includes high volumes of east-west traffic between the City and the plan area. The Transportation Network Study indicates that the unfunded infrastructure improvements will accommodate significant traffic volumes. Without these projects constructed, significant operating problems for City roads including 16 Avenue NE (TransCanada), McKnight Boulevard and 96 Avenue NE (Airport Trail) may occur.

- Other comments on the Conrich Area Network Study – Transportation Network Study as it informs that ASP and identifies potential impacts on City streets
 - Figure 3: PM Peak Hour and Daily Traffic Volumes – does not show volumes assigned to Memorial Drive; these volumes are of interest to the City
 - In general, there appears to be an imbalance of traffic forecasts for east-west routes west of Range Road 285 compared to the same routes east of Range Road 285 with higher volumes on the west side. The imbalance does not seem to be explained by movements to and from Range Road 285 based upon the north-south volumes shown. An explanation of what is happening with the model in this case would be informative for both the City and the County.

Transportation comments on the ASP

- Page 63 – INFRASTRUCTURE ... POLICIES ... Regional Transportation Network – suggest adding reference to collaboration with the City of Calgary Transportation and Parks Departments regarding connections to City streets and pedestrian and bike networks, and design of transitions where road standards vary, similar to point 22.3 regarding collaboration with the Province.
- Page 65 – Map 9: Transportation Network – incorrect classification of short section of street in the City of Calgary – extension of Range Road 285 south from the plan area is shown as a 4 lane arterial street, however in the Belvedere ASP this street is defined as a collector
- Page 66 – South of Highway 1
 - point 22.17 – excellent point
 - point 22.18 – suggest changing “should work collaboratively with the City of Calgary...” to “shall work collaboratively...”; excellent point to include in ASP
- Page 66 – 84th Street – point 22.20 – excellent point to include in ASP
- Page 67 – General – point 22.26 – excellent point to include in ASP

The following comments are provided by City Parks:

- Section 19.7. *“All Class IV wetlands and above not claimed by the Crown shall be dedicated as environmental reserve or environmental reserve easement.”* – this policy is appreciated.

In addition, the following comments are provided from a planning perspective from City Wide and Regional Strategy:

The ASP signifies that both municipalities have planned adjacent policy areas. Key Focus Area policies of the *Rocky View-Calgary Intermunicipal Development Plan* apply to the *Highway 1 East Corridor* area, so we appreciate that creating attractive entranceways is acknowledged. In addition, the following IDP policy should be considered in the planning process for lands located south of HWY 1 (16 Ave NE) and north of the Belvedere ASP area:

- Section 4.5.2. *“Coordination of land use policy and transportation should be carefully considered as future development will be contiguous across the boundary.”*

In light of the north/south roadways between our municipalities, this policy can guide future planning efforts in Conrich, especially with land uses identified on Map 5 as *Residential-form to be determined* and *Commercial*.

Draft Conrich ASP - Map 8: Open Space, Pathways and Trails (p55)

The map identifies two pathways connecting south to the Belvedere Area Structure Plan; however a third one along the west side of the Prince of Peace development should also be indicated to show integration of our pathway systems.

This connection is supported by the *Intermunicipal Pathways and Trails Study*, which has been endorsed by Rocky View County and the City of Calgary and is intended to coordinate our efforts to reinforce connections and link recreation destinations between our municipalities.

- Page 76 proposes *“Regional and local pathway connections through the Belvedere Area Structure Plan to Chestermere and Conrich.”* Figure 4.25 illustrates a local pathway trail to connect to destinations in both municipalities.

Thank you for involving City of Calgary Administration and please feel free to contact me at the number below if you have any questions or concerns regarding the comments presented.

Sincerely,

Natalia Zoldak

Planner 2, City Wide Strategy

City Wide Policy & Integration

Planning, Development and Assessment

T: 403.268.2711 | F: 403.268.3542 | E: Natalia.Zoldak@calgary.ca

Location: MU4-D11-5 | Mail Code: 8117



To: Reeve Margaret Bahcheli
Rocky View County Municipal Building
911 32 Ave. NE
Calgary, Alberta
T2E 6X6

THIS IS EXHIBIT " B " referred to in the Statutory Declaration of Brad Stevens Sworn before me this 6th day of January A.D. 2016
A COMMISSIONER FOR OATHS IN AND FOR THE PROVINCE OF ALBERTA
Melissa Senek, Barrister = Solicitor

2015 April 28

RE: Notice of Concern and request to enter mediation regarding the draft Conrich Area Structure Plan (April 2, 2015)

Dear Reeve Margaret Bahcheli,

The City of Calgary ("The City") has reviewed the final draft of the proposed Conrich Area Structure Plan dated April 2, 2015 (the "Conrich ASP" or "The Plan"), and Calgary City Council has determined that the Conrich ASP fails to adequately address issues that are of significant concern to The City and would be detrimental to Calgary. Accordingly, The City cannot support your approval of the Conrich ASP in its current form.

As a result, Calgary City Council is requesting that the plan be referred back to Administration for further work to address our outstanding concerns as identified below, and any other issues that may emerge:


1. Development in The Plan area will detrimentally affect the City of Calgary transportation network. The Conrich ASP failed to address the completion of necessary Stoney Trail flyovers (located inside Calgary) into the plan phasing and implementation strategy. These flyovers are needed to facilitate full development of The Plan area. Without completion of the flyovers, potential detriment to City of Calgary transportation network will result. There is no strategy in The Plan to address phasing and funding of this infrastructure or to ensure that required infrastructure is funded and programmed prior to approval of land use and development permit applications within the plan area. Development proceeding before there is a strategy to implement these flyovers is not acceptable to The City.
2. Our joint IDP identified land areas inside Calgary as Residual Long Term Growth Areas (IDP Section 7.1.1). Portions of the identified Residual Long Term Growth Areas are located immediately to the west of the Conrich ASP area and form a natural development cell with lands in the Conrich ASP. Our joint IDP provides specific direction that these lands should be integrated with planning within Rocky View County (Section 7.0, Objective 2). The failure of the Conrich ASP to adequately include these lands in the planning framework is not acceptable and will detrimentally impact The City and City planning approvals

Historic City Hall, 700 Macleod Trail South, #8069, Calgary, AB, Canada T2P 2M5
T 403.268.5622 F 403.268.8130 E themayor@calgary.ca

3. Our joint IDP includes policy direction for lands contained inside the Conrich ASP identified as the Highway 1 East Corridor Key Focus Area (Policy 4.5). This Key Focus Area is identified as an important gateway where land use and transportation should be carefully considered. The Conrich ASP fails to adequately address this IDP policy and is therefore not acceptable to The City.

In conclusion, The City of Calgary does not support the planning framework established in the Conrich ASP due to the above-noted concerns, and therefore cannot support its adoption by Rocky View Council. If Rocky View County does not refer the Conrich ASP back to Administration for further work to address our outstanding concerns, or if Administration cannot agree on a resolution, please consider this letter to be The City's formal request for mediation, in accordance with our joint IDP and with s. 690 of the Municipal Government Act.

Sincerely,


Naheed K. Nenshi
MAYOR

Thank you for your attention to this.

cc: Hon. Jim Prentice, MLA, Premier of Alberta
Hon. Diane McQueen, MLA, Minister of Municipal Affairs
Earl Solberg, Councillor Division 5, Rocky View County
Calgary City Council
Patricia Matthews, Mayor of Chestermere
Peter Brown, Mayor of Airdrie
Bill Robertson, Mayor of Okotoks & Chair of the Calgary Regional Partnership

Brad Stevens
Sworn before me this 6th
January A.D. 2016

DEVELOPMENT SERVICES

TO:	Council	<i>M. Senek</i>	
DATE:	May 12, 2015	A COMMISSIONER FOR OATHS	DIVISION: 4 and 5
TIME:	Morning Appointment	<i>Melissa Senek</i>	FILE: 1015-250
SUBJECT:	Adoption of the Conrich Area Structure Plan	<i>Barrister & solicitor</i>	

ADMINISTRATION RECOMMENDATIONS:

*Administration recommends the adoption of the Conrich Area Structure Plan in accordance with **Option # 1.**

Motion #1 THAT Bylaw C-7468-2015 be given First Reading.

EXECUTIVE SUMMARY:

The purpose of this item is to consider adoption of the Conrich Area Structure Plan (ASP). The writing of the Conrich ASP required recognition of landowner and residents input and balancing land use desires with the existing situation such as approved plans (County, Provincial and adjacent municipalities), built form, and development impacts. In doing so the Plan has the overall goal of providing for:

- (i) The development of the Hamlet of Conrich as a complete residential community;
- (ii) The development of the Conrich area as a Regional Business Centre; and
- (iii) The integration of residential and business uses in a manner that provides for the transition of land uses, promotes land use compatibility, and mitigates impacts of development.

The Plan as presented provides a comprehensive planning and technical framework for a development area identified in the County Plan as a Full Service Hamlet and Regional Business Centre. Therefore, Administration recommends approval of the Conrich Area Structure Plan in accordance with Option #1.

Shortly before the Public Hearing scheduled for January 2015 both the City of Calgary and City of Chestermere requested a delay in proceedings so further discussion on their respective concerns could occur. In keeping with the intent of the adopted (Calgary) and draft (Chestermere) Intermunicipal Development Plans, the County agreed to this delay and entered into separate discussions with both Administrations. Based on these discussions the ASP was modified.

However, both municipalities continued to express concerns and Calgary City Council advised that if the identified concerns cannot be addressed at the Administrative level they would request mediation, in accordance with our joint Intermunicipal Development Plan and with Section 690 of the Municipal Government Act.

Administration believes the Conrich ASP, as written, addresses the City of Calgary's concerns. However in respect of the Intermunicipal Development Plan, Administration recommends the County spend a limited amount of additional time to determine if Calgary's concerns can be resolved. Therefore, Administration is recommending Second and Third reading be postponed until June 9th. At which time Administration will report back with a recommendation on changes to the ASP, the need to mediate, and/or to proceed with Second and Third Reading.

***Administration Resources**

Richard Barss, Planning & Development Services
Vince Diot, Infrastructure & Operations



HISTORY:

- 1910** Hamlet of Conrich was surveyed and settlement began.
- 2004** Calgary Chestermere Corridor ASP was adopted.
- 2006 - 2011** Buffalo Hills Concept Scheme, South Conrich Concept Scheme, Calgary Logistics Park Master Site Development Plan, and Prince of Peace Master Site Development Plan were adopted. Conrich Community Development Strategy and technical assessment reports started.
- 2013 March** Plan preparation is launched with approval of the Terms of Reference
- 2013 Oct-Dec** ASP public process was launched with two landowner/resident workshops. Subsequent engagement report was released, noting a public mail out of 617 residents and 120 attendees at the workshop 1 and 70 at workshop 2.
- 2014 April** Open house release of a tentative vision and goals, land use strategy and policy. Event planning included 608 person mail out and e-mail notification (126). Over 70 attendees.
- 2014 July** Release of the draft Plan for the public and agency comment.
- 2014 Dec.** Public hearing canceled at the request of the Cities of Calgary and Chestermere. County administration worked separately with both administrations to resolve concerns.
- 2015 April** Final open house was attended by 101 interested parties.

SUBMISSIONS

In response to the request for online comment and notice of circulation (Attachment 2) the County received 40 letters. In general, the letters requested clarification, expressed concerns with certain aspects of the Plan, or requested inclusion in the Plan.

BACKGROUND:

In October 2013 the process to develop the Conrich Area Structure Plan (ASP) was launched. The need for a new ASP was based on:

- the direction set in the County Plan for the development of "a full service rural community" and a Regional Business Centre;
- the relocation of the CN Intermodal Facility to the Conrich area; and
- the need to update the Calgary – Chestermere Corridor Area Structure Plan due to annexation and a changing land use and servicing scenario.

The Municipal Government Act provides the legislative framework to prepare an area structure plan. Under the MGA, Council may by bylaw adopt an area structure plan that describes the:

- a) sequence of development proposed for the area,
- b) land uses proposed for the area, either generally or with respect to specific parts of the area,
- c) density of population proposed for the area either generally or with respect to specific parts of the area, and
- d) general location of major transportation routes and public utilities.



If adopted, the Conrich ASP will set the policy framework for more detailed planning through the preparation of local plans (conceptual schemes and master site development plans) and subsequent applications for redesignation, subdivision, and development.

PLAN PREPARATION:

(i) Planning Process

The Plan was developed in four phases over the course of approximately one year. Phase 1 (October), focused on raising awareness about the planning process, identifying issues, and setting priorities. In Phase 2 (December), design options were evaluated and initial vision and goals were presented. In Phase 3 (April), a land use strategy and broad policy direction were presented and feedback requested. In Phase 4, the Plan was completed, circulated to agencies and the public (August), and modified for Public Hearing and adoption (January).

(ii) Public and Stakeholder Engagement

Rocky View County implemented a communication and engagement strategy to engage stakeholders and the public in discussion throughout all phases of the planning process. This strategy provided opportunities for participants to provide input and to inform the outcome of the Plan. There were five public events, with a total attendance of over 400 participants.

(iii) Agency Input and Intermunicipal Engagement

Input from provincial and regional agencies, local boards, and intermunicipal neighbours was a key component of Plan development. The proposed Plan was presented to Intermunicipal Committees and adjacent municipalities' Administrations in a series of three meetings. Finally, the draft plan was circulated to all referral groups for official review and comment. Appendix A contains agency responses received during the circulation period. The County has reviewed all agencies comments on the Plan and responded within the Plan to their suggestions where warranted.

The Cities of Calgary and Chestermere provided a number of comments that were addressed, where warranted, by revisions to the first draft of the Plan. These comments and responses are shown in Appendix B and D.

Subsequent to these revisions both Cities expressed further reservations about the Plan and requested the County postpone the public hearing scheduled for January 13 to allow further discussion. The County agreed to the requests and independently met with both Administrations (see below).

(iv) Policy Direction from other Plans

The County Plan played a key role setting direction for the Plan by providing policies and identifying the Conrich area as containing a Full Service Hamlet, Regional Business Centre and Highway Business Area. Other key planning documents that helped shape the Plan included adopted concept schemes (2), master site development plans (2), adopted and draft Intermunicipal Development Plans (2), and other statutory and non-statutory plans adopted by the Cities of Calgary and Chestermere.

(v) Technical Input

The initial technical assessment was conducted as part of the 2011 Community Development Strategy which included a Master Drainage Plan with wetland identification, Potable Water Plan, Wastewater Plan, and a Transportation Study. All of these studies and plans were updated once a draft land use scenario was completed. Other significant technical documents include the:

- Alberta Transportation design for Highway 1 interchanges,
- Cooperative Stormwater Management Initiative, and



- Shepard Regional Drainage Plan.

PLAN ORGANIZATION:

The Conrich ASP is divided into three main parts: Introduction, Plan Policies and Implementation. Each part is divided into sub-components that address key topic areas. Maps are used to describe key features and policies in the Plan and the appendices at the back of the Plan contain definitions, landscape and design guidelines, and key Alberta Energy Regulator information.

PLAN CONTENT:

The writing of the Conrich ASP and Land Use Strategy required recognition of the existing situation and balancing divergent land use desires. In determining the Plan's boundary, land uses, and policy Administration was required to consider:

- County Plan direction,
- Calgary Chestermere Corridor ASP boundary,
- Terms of Reference study area,
- existing approved plans and land uses,
- existing conditions including a community of 442 homes, a school, church and commercial development,
- future provincial transportation plans,
- proper stormwater management,
- industrial demand,
- good planning principles,
- impact of the CN intermodal facility,
- adjacent municipalities, and
- land owner and residents input.

The Strategy has four major components:

1. The expansion of the Hamlet of Conrich and its evolution as a diverse, vital residential community.
2. The development of the Conrich area as a Regional Business Centre with more than half of the Plan area devoted to industrial and commercial uses.
3. The integration of residential and business uses in a manner that provides for the transition of land uses, promotes land use compatibility, and mitigates impacts on adjacent lands.
4. The implementation the ASP requires further County work to build a complete community.

HAMLET OF CONRICH

The Hamlet of Conrich's formal boundaries were set in 1910. Since that time approximately 207 homes have been built south of Twp. Rd. 250. Residential development has been adhoc or by local plan but there has been no overarching direction to guide community development. To achieve a connected, complete community with a distinct identity the Plan has the following key components:

- Supporting the Hamlet's identity through signage, identifiable boundaries, the development of a main street (Crossroads) and recommendation to broaden the defined area of the Hamlet beyond the historical area surveyed in 1910.

- Development of a pedestrian oriented community core (Crossroads) along Twp. Road 250. This will be achieved through the movement of the intersection of Township Road 250 and Conrich Road to the north (for transportation reasons). The Crossroads will be limited to local traffic, which provides the opportunity for schools, parks, trails, seniors' residences, places of worship, and local commercial services.

In support of the Crossroads, the ASP proposes the County develop design guidelines to facilitate the re-development of this area. This future work is identified as an Action item in Section 28 (Implementation) and on Map 13 of the ASP.

- Provide the opportunity for residential development that respects existing approved residential plans, provides a distinct western and eastern boundary to the Hamlet, is consistent with the overall County Plan direction for a population in the range of 5,000 - 10,000 residents, and provide a variety of housing choices within three different residential forms including:
 - Hamlet Residential areas that will provide a majority of the housing as single detached dwellings interspersed with multi-family units;
 - Compact Country Residential areas to the west of the Hamlet. This land use integrates open land with residential development in a manner that increases residential density from what would normally be found in a rural setting. The area will be a prominent western gateway to the Hamlet and provide an attractive transition from industrial uses; and
 - Country Residential areas. This is an existing development form not normally associated with a hamlet and typically consists of 2.0 or 4.0 acre lots. This Plan encourages the retention and infill of existing Country Residential areas.

REGIONAL BUSINESS CENTRE

The Strategy supports the development of the Conrich area as a Regional Business Centre with commercial and industrial land uses that take advantage of the regional transportation network and the development of the CN rail facility.

The majority of industrial uses are located to the north and west of the Hamlet. Expected uses are those that will not have significant offsite impacts such as noise, odour, and dust. An area to the north-east of the Hamlet may be used for development that results in offsite impacts. It is estimated that the amount of land dedicated to industrial uses will provide sufficient opportunities for industrial demand for 30 plus years.

The strategy identifies two Highway Business zones intended to serve the regional market. These are located along Highway 1 and at the intersection of Stoney Trail and Township Road 250. Potential uses include regional retail stores, offices, business parks, entertainment, and accommodation.

RESIDENTIAL AND BUSINESS INTEGRATION

The emergence of Conrich as a Regional Business Centre provides a significant challenge to addressing the impacts of the CN intermodal facility on existing residents and developing an attractive community as new development occurs. The Strategy addresses this challenge in a variety of ways:

- Buffering of existing residential development with new residential development adjacent to a residential area that wishes to remain viable (Pleasant Place).
- Requiring the implementation of Non-residential / Residential Interface policies to mitigate the impact of commercial / industrial development through land use, building height, design, and landscaping.



- Allowing for a change in residential to industrial or commercial uses at i) Township Road 244A, (ii) McKervey Place and (iii) Township Road 250 east of the rail line.

Transition of residential areas along Township Road 250 is a more immediate necessity because of the impact of adjacent truck traffic. It is also particularly difficult because of multiple lot ownership and the inability of any single land owner to undertake the development of a concept scheme. In support of this area, the ASP proposes the County undertake the financing of a concept scheme to facilitate re-development of this area. This future work is identified as an Action item in Section 28 (Implementation) and on Map 13 of the ASP.

- Expanding the boundaries of the ASP in the north-east to allow lands with a dwelling within 500 metres of the Intermodal Facility to transition to industrial use.

The strategy of allowing a transition from residential to industrial/commercial use as a short to medium term response to industrial impacts may not be effective because of a lack of market interest in properties with an existing residence. In addition, it does not help residents who may be impacted by development but are outside of the Plan area. The Plan proposes the exploration of a 'work / live' land use district that would allow a business to operate on the same property as a private residence. This is an Action item as part of the Plan implementation program and would require Council approval of changes to the Land Use Bylaw.

IMPLEMENTATION

As noted above the ASP recommends a number of Action items to mitigate the impact of new development. In addition, the Plan lays out a Phasing strategy for Plan build-out.

Phase 1 focuses on industrial development along Twp. RD. 250 in order to take advantage of upgrades to this road and existing servicing infrastructure. In addition, it includes land within the Hamlet boundary much of which has existing land use and/or conceptual scheme planning.

Phase 2 requires a demonstrated market demand, a logical and efficient extension of existing infrastructure; and agreed to mechanism to implement a regional stormwater conveyance system such as a Stormwater Levy and governance model for the CSMI.

Long Term Development areas are portions of the Plan area where industrial, commercial, or residential land uses are not required for the life of this Plan. Nevertheless, the protection of these areas from interim uses or fragmentation is deemed important in order to facilitate a future efficient development pattern. Development in this area requires full construction of a regional stormwater conveyance system.

Highway Business area as part of the phasing plan is discussed in the following section – The City of Chestermere.

ADJACENT MUNICIPAL CONCERNS

Shortly before the Public Hearing (January 13, 2015) both the City of Calgary and City of Chestermere expressed further reservations about the Conrich Plan based on their original circulation comments and the County's response (Appendix B and D). It was requested the County postpone the Public Hearing to allow further discussion. In keeping with the intent of the adopted (Calgary) and draft (Chestermere) Intermunicipal Development Plans the County agreed to delay the Public Hearing and enter into separate discussions with both Administrations.

The City of Calgary

Administration met with Calgary's Administration twice, provided additional transportation analysis, and exchanged a variety of e-mails. City Administration appears to be satisfied with the County's response to its initial comments of August 8th and September 24th, 2014 (Appendix B) but remained



concerned as to the “impacts on City infrastructure for the period between anticipated build-out of the plan area and funding and construction of major road infrastructure to accommodate traffic demands between the City and the Plan area”, which are not funded by the City of Calgary or Alberta Transportation. Identified infrastructure included the:

- Stoney Trail flyovers, and
- Widening of the bridge over Stoney Trail at the McKnight Boulevard and the City approaches to the bridge.

Based on the County’s transportation analysis the County believes industrial and commercial development within Conrich will not result in the need for the proposed Stoney Trail flyovers and that upgrades to the bridge at McKnight are a provincial responsibility. In addition, it was noted that the County has built into its Levy Bylaw the collection of funds for certain provincial infrastructure improvements notably the approaches to McKnight Blvd and Highway 1 interchanges. Nevertheless, the County provided additional text (Section 28 Implementation - Costs and Levies) that clarifies:

- Required off-site improvements external to the Plan area, including provincial or adjacent municipal infrastructure that will be determined to the satisfaction of the County, in consultation with the relevant municipality and / or provincial department, and
- Identifying that costs associated with transportation and / or utility service improvements are the developer’s responsibility.

City Administration was unable to confirm if these changes are sufficient to satisfy their concerns and advised a letter from City of Calgary Council stating their position would be provided.

Calgary City Council advised on April 29, 2015 (Appendix C) that they have two additional concerns with the Conrich ASP in addition to the one identified by City Administration. Calgary City Council advised that if the identified concerns cannot be addressed at the Administrative level they would request mediation, in accordance with our Intermunicipal Development Plan and with Section 690 of the Municipal Government Act.

The City of Chestermere

Administration met with Chestermere’s Administration four times over a 4 month period and exchanged a variety of e-mails. Chestermere’s Administration appears to be satisfied with the County’s response to its initial comments of October 7, 2014 (Appendix C) but remained concerned as to the amount of commercial development along Highway 1. The October 7th comments stated:

“There is no justification for such a large commercial area along the Trans-Canada highway. The population prediction in Conrich is very small and therefore can’t provide a viable base for this commercial area. This commercial area appears to be in direct competition with the commercial areas in Chestermere.”

The County’s rationale for commercial development in this area is:

1. Location - As a result of the existing residential development, the area adjacent to Highway 1 is becoming a difficult area to farm; therefore, this area was viewed as a transition area. Commercial development was deemed a better land use than:
 - residential for aesthetic (noise) reasons, historical development (Hamlet development is to the north) and County Plan population direction of approximately 10,000 residents, and
 - industrial because of the separation of the area from the CN Intermodal facility.
2. Infrastructure - Commercial traffic benefits from good visibility and access; therefore, locations along Highway 1 were considered desirable.



3. Planning History - Successive County planning documents and approvals have indicated the County's interest in developing this area for business uses. Various plans and strategies leading up to the ASP process identified the majority of this area for some type of business development including:
- Calgary Chestermere Corridor ASP (2004),
 - Buffalo Hills Conceptual Scheme (2006), and
 - County Plan (2013).

Nevertheless the County worked with Chestermere's Administration to develop acceptable Plan modifications. These are primarily found in Section 28 (Implementation) polices 28.19 and 28.20. These policy changes require a map amendment to the ASP prior to local plan approval and an opportunity to review market analyses. The County also proposed a Memorandum of Understanding that would see future Chestermere ASP adopt the same provisions as the Conrich ASP and that both Municipalities engage in a joint commercial market analysis to determine regional demand in the area.

The County understands that these proposals were presented by Chestermere's Administration to Chestermere City Council on March 16. City Administration replied to the County on April 24 (Appendix E) indicating they were still concerned with the Plan moving forward but provide no further suggestions to resolve concerns.

Rocky View County / City of Calgary Intermunicipal Development Plan

Rocky View County has entered into an Intermunicipal Development Plan with the City of Calgary, which provides guidance on dispute resolution. Section 15.3.14 reads

In the event that the two municipalities agree to mediation, the initiating municipality should not give approval in the form of second or third readings to appropriate bylaws until mediation has been pursued.

Administration believes the Conrich ASP, as written, addresses the City of Calgary's concerns. However in respect of the City of Calgary Council's position and our joint Intermunicipal Development Plan, Administration recommends the County spend a limited amount of additional time to determine if the concerns can be resolved at the Administrative level. Therefore, assuming Council support for the ASP, Administration is recommending Second and Third reading be postponed until June 9th. At which time Administration will report back with a recommendation on changes to the ASP, the need to mediate, and/or to proceed with Second and Third Reading.

In making a June 9th recommendation, Administration will also take into account any further expression of concern by the City of Chestermere. If mediation is recommended with the City of Calgary it is important to have a concurrent mediation process with the City of Chestermere. The reason for this is: if the County and Calgary reach successful resolution through mediation and the ASP is adopted, the City of Chestermere could still appeal the Conrich ASP. The appeal process would require mediation as per the MGA (s. 690), resulting in further delays to Plan adoption.

PLAN REVISIONS:

There has been three minor revisions to the Plan since the April 8th open house release: Changes include:

- (i) the addition of municipal reserves at the CN Logistics Park to Map 3 and Map 8;
- (ii) re-numbering so Policy 28.10 and 28.11 read 28.9 a) and 28.9 b); and
- (iii) a text revision change to stormwater Policy 25.5 regarding the acquisition of stormwater conveyance routes.



CONCLUSION:

The writing of the Conrich ASP required recognition of the existing situation and the balancing divergent land use desires. In determining the Plan's boundary, land uses and policy, Administration was required to consider a variety of inputs including:

- County Plan direction,
- existing ASP and other approved plans and technical documents,
- existing built form,
- land owner and residents input.
- provincial transportation plans,
- industrial demand,
- good planning principles,
- impact of the CN intermodal facility, and
- adjacent municipal plans and agreements.

In doing so the Plan has the overall goal of providing for:

- (i) The development of the Hamlet of Conrich and as a diverse and complete residential community;
- (ii) The development of the Conrich area as a Regional Business Centre; and
- (iii) The integration of residential and business uses in a manner that provides for the transition of land uses, promotes land use compatibility, and mitigates impacts of development.

In conclusion, the Conrich Area Structure Plan provides a comprehensive planning and technical framework for a development area identified in the County Plan as a Full Service Hamlet and Regional Business Centre. Therefore, Administration recommends approval of the Conrich Area Structure Plan in accordance with Option #1.

Note - Final Reading of the Bylaw will result in the rescinding of the Calgary Chestermere Corridor Area Structure Plan.

OPTIONS:

OPTION # 1: Motion #1 Bylaw C-7468-2015 be given first reading.

OPTION # 2: That Council provide alternative direction.

Respectfully submitted,

Concurrence,

Chris O'Hara
General Manager, Development Services

Kevin Greig
County Manager

RB



Appendix A: Referrals

AGENCY	COMMENTS	NOTES
<i>School Authority</i>		
Rocky View Schools	<p>9000-12000 residents yields 1920 - 2560 school age residents (1440 - 1640 RVS plus 480 to 640 other (Catholic, Francophone, private).</p> <p>Depending on build out rate RVS could be managed on the two sites and maybe 3 since the 10-12 students wouldn't fit into any of the other high schools. A really slow build out rate helps this, but anything less than 10 years gives these types of numbers.</p> <p>Calgary Catholic may need a site based on their numbers too.</p> <p>It is generally not practical to expect a distinct and cohesive community when it is planned for both sides of a major obstruction. In this case the rail line presents potential interruptions to traffic and pedestrian paths. The issues related to bridging this obstruction need to be addressed.</p> <p>We feel the document would benefit from a more detailed discussion of the CN rail facility and Logistics Park including the nature of activity (intermodal transport centre, marshalling rail yard, types of cargo, etc.), traffic generated (trucks, frequency or trains, length of trains, speed), duration of disruption of road traffic, etc..</p> <p>Even though train traffic may be planned for the track NE of the yard there would be no guarantee of this over time and the regulations governing rail transport do not make municipal intervention easy. If the train traffic is significant and involves 'shunting cars' from track to track (i.e. slow and back and forth) there could be unacceptable delays and safety concerns for school pedestrian and bus traffic. It may also affect the efficacy of emergency services</p> <p>This discussion should include a comment on the nature of the railway crossings (vehicular, pedestrian, at grade, grade separated, etc.)</p> <p>We feel the document would benefit from a more detailed discussion on the timing of major transportation upgrades that are outside the scope/control of this document (e.g. extension of 32nd Avenue, interchange construction at highway 1,</p>	<p>RVC met with Rocky View Schools and Catholic School District to determine school requirements.</p> <p>Additional comments are more general in nature.</p>

AGENCY	COMMENTS	NOTES
	<p>etc.)</p> <p>8.7 (d) mentions an option for sidewalks on at least one side of a road. Walkable routes are required on both sides of roads in the low density residential development areas</p> <p>The discussion of municipal services and traffic infrastructure needs to ensure that all traffic generated by the community, including the future schools is considered in the design of future stages</p> <p>The water services for the community need to be able to support a fully sprinklered assembly occupancy building up to 10,000sm in building area.</p> <p>The intent of storm water management is unclear from the discussion. The school site sizes may be insufficient to accommodate significant onsite storm water management (zero discharge systems) rather than a piped storm water system. Surface drainage through road side ditches (as indicated on some of the cross section sketches) is not sympathetic to pedestrian friendly routes.</p>	
Calgary Catholic School District	<p>Thank you for the opportunity to review this plan. Based on the expected populations outlined, and the analysis ... this population would indeed warrant, minimally, a K-6 school for Calgary Catholic. At this early date of the planning process, we should be planning for such a site and its dedication out of the 10% reserve.</p>	
Public Francophone Education	No comment.	
Catholic Francophone Education	No comment.	
<i>Province of Alberta</i>		
Alberta Energy Regulator	<p>For general information and other land-use purposes, ... where no permanent dwellings or public facilities are proposed ..., the AER can provide a land development information package ... to assist ... with future planning.</p>	<p>RVC met with AER on several occasions to review and modify policy.</p>
Alberta Environment and	<p>Thank you for the opportunity to provide comments and suggestions in advance. We</p>	<p>RVC met with and provided AESRD draft policy for</p>

AGENCY	COMMENTS	NOTES
Sustainable Resource Development	also appreciate the opportunity to work with municipalities in implementing the Alberta Wetland Policy.	review. Policies reflect this discussion. Policy conforms to the new Alberta Wetland policies.
Alberta Health Services	<p>AHS is supportive of the Conrich area being serviced by County water and wastewater services wherever possible (9.4(h))</p> <p>For Conrich Country Residential development, there is a suggestion that water be provided by well or a local water co-op. Please be aware that in general AHS supports the regionalization of water and wastewater utilities and in particular supports connection to Alberta ESRD approved municipal or regional drinking water and wastewater systems</p> <p>AHS notes that section 23.16 prohibits use of potable water for irrigation of non-residential development areas. AHS points out that in areas where human contact is a possibility i.e. parks, schools, playgrounds, some determination should be made as to the appropriate quality standard of the irrigation water being used.</p> <p>AHS also notes that section 23.18 encourages reuse of water in accordance with provincial laws and regulations, however where reuse of water is concerned, depending on source or intended use, some of those regulations have yet to be determined.</p> <p>AHS notes that the draft ASP Section 24.19 commits the County to exploring and supporting the collection of stormwater for the purpose of reclamation or bringing it to a purple pipe or potable water standard ... AHS is of the position that reuse or recycling of stormwater or rainwater should take into consideration the microbiological or chemical quality of that water if human contact is a possibility.</p> <p>AHS would like the opportunity to review and comment on details of the water recycling/rainwater collection and end use concepts, as well as the proposed design of such systems, as this information becomes available...</p> <p>AHS recommends that industrial-residential</p>	No revisions were made based on these comments.



AGENCY	COMMENTS	NOTES
	<p>interfaces be minimized wherever possible in an attempt to mitigate land use conflicts that may arise in the future. AHS has been providing this advice to prevent any future health impacts that may arise...</p> <p>AHS is supportive of the ASP's recommendations to take into consideration impacts of commercial and industrial development on existing residential development ..., AHS suggests that in certain circumstances, dependent on activity that this setback may need to be increased and the appropriate setbacks should be determined based on the use proposed.</p> <p>AHS would like an opportunity to review and comment on building permit applications to construct public facilities on the subject lands ...</p>	
Alberta Historical Resources	No comment	
Alberta Transportation	<p>Further to Alberta Transportations previous correspondence and our subsequent discussions, I am able to advise that the department has no further concerns or requirements regarding the proposed Conrich Area Structure Plan. Subsequent applications for subdivision and development will be evaluated based on the potential impacts to the existing at-grade intersections on Highway 1.</p> <p>The department would consider endorsement of the Area Structure Plan if requested by Rocky View County, which would ensure future subdivision applications would comply with Section 14(e) of the Subdivision and Development Regulation, within the plan area.</p>	RVC met with and corresponded with AT on several occasions to review and modify policy.
<i>Public Utility</i>		
ATCO Gas	No comment.	
ATCO Pipelines	<p>Existing right(s)-of way, board orders, or other land rights shall be carried forward in kind; and registered on any newly created lots, public utility lots, or other properties</p> <p>ATCO Pipelines' right(s)-of way, is/are not to be</p>	ATCO Pipelines' had a number of requests and/or requirements that are addressed at the subdivision stage of development.

AGENCY	COMMENTS	NOTES
<p>AltaLink Management</p>	<p>absorbed into residential/industrial/commercial subdivision lots but it is to be on a separate utility lot created for ATCO Pipelines' sole use.</p> <p>There is an existing ATCO Pipelines' pipeline in this area. If it should be necessary to lower, relocate, or make any alterations to our existing pipeline ... due to this subdivision, all costs will be borne by the developer/owner...</p> <p>No comment.</p>	
<p>CN Rail</p>	<p>Map 12 shows NW Sec 10 draining on a Regional Conveyance System thru NE Sec 10. Today the NE Sec 10 is a private CN system designed specifically for the Calgary Logistics Park development; it should be noted as a Private Regional Storm Detention Storage facility. Any additional drainage through or utilizing the CN stormwater management pond would be at CN's prior approval and at costs by others.</p> <p>Agree that the "County shall protect and acquire conveyance routes" for the CSMI; this should have a timeline and budget associated with it, as we assume Levies will be introduced to deal with this new infrastructure, to ensure it proceeds and that the County actually does acquire the lands required.</p> <p>It would appear there is a "gap" in the policy between the County acquiring the rights of way for the CSMI (24.4) and the "proponents of new development shall identify and secure the downstream stormwater conveyance system" (24.15). Developer has no ability to force other land owners to donate lands. Relying on dedications through development to build the CSMI system is flawed as it will be disjointed and will take years to develop if it relies solely on the development community.</p> <p>"CN does not support the creation of additional incompatible developments such as the proposed Compact Country and Low Density Residential development adjacent to the rail line. This will require residents to cross the rail line to get to their homes if they travel from the south. As the north is primarily an Industrial</p>	<p>Clarified in the Public hearing version of the Conrich ASP (policy 25.5)</p>



AGENCY	COMMENTS	NOTES
	<p>zone, it is very likely residents will be traveling from the south.</p> <p>We are working diligently with RVC to deal with existing mixed uses and to plan for these compatibilities to exist in the future is not supported."</p>	
Encana	No comment.	
Enmax	No comment.	
Fortis Alberta	No objections.	<p>Requests and/or requirements that are addressed at the subdivision stage of development.</p>
Telus Communications	<p>TELUS has reviewed the above noted circulation ... and have no objections...</p>	<p>Requests and/or requirements that are addressed at the subdivision stage of development.</p>
TransAlta Utilities Ltd.	No comment.	
Western Irrigation District	<p>Please note that if any stormwater from this area is intended to enter the WID irrigation works prior to the CSMI adoption, the Stormwater Guidelines still apply.</p>	
<i>Adjacent Municipalities</i>		
City of Calgary	See Appendix B & C	
City of Chestermere	See Appendix D & E	
<i>Other External Agencies</i>		
Calgary Airport Authority	No comment.	
Canada Post Corporation	No comment.	
Ducks Unlimited	No comment.	



AGENCY	COMMENTS	NOTES
EnCana Corporation	No comment.	
Nav Canada	No comment.	
Nexen	No comment.	
<i>Rocky View County Boards and Committees</i>		
ASB Farm Members and Agricultural Fieldman	Retaining a broad range of agricultural uses within the ASP is supported, as well as incorporation of the Agricultural Boundary Design Guidelines (now under development). Wetland and riparian buffering policies are also supported.	
Recreation Boards	No changes or concerns.	
<i>Internal Departments</i>		
Municipal Lands	Municipal Lands supports the ASP.	
Development Authority	No objections or comments.	
Emergency Services	No concerns.	
Infrastructure and Operations – Engineering Services	Engineering Services supports the ASP.	
Infrastructure and Operations - Maintenance	No concerns.	
Infrastructure and Operations - Operations	No concerns.	

Circulation Period: July 24, 2014 to August 26, 2014.



Appendix B: City of Calgary - Comments and Response

City of Calgary - Comments	Rocky View County Response
<p>1. Section 24. "The CSMI proposes to use the Western Irrigation District (WID) canal system and right-of-way as a conveyance solution". The description of the CSMI initiative is not quite correct as the ultimate CSMI solution is an out-of-canal solution.</p>	<p><i>New addition to preamble of Section 24.</i></p> <p>The Cooperative Stormwater Management Initiative (CSMI) proposes the use of the Western Irrigation District (WID) canal system and right-of-way as a medium term conveyance solution. The CSMI option is for an out-of-canal solution whereby all stormwater runoff is diverted away from the WID irrigation canal by utilizing WID rights-of-way to build a separate conveyance system that discharges to Weed Lake.</p>
<p>2. Page 63 – INFRASTRUCTURE ... POLICIES ... Regional Transportation Network – suggest adding reference to collaboration with the City of Calgary Transportation and Parks Departments regarding connections to City streets and pedestrian and bike networks, and design of transitions where road standards vary, similar to point 22.3 regarding collaboration with the Province.</p>	<p><i>New Policy 23.9</i> - The County should collaborate with adjacent municipalities to ensure connections of streets, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries.</p>
<p>3. Page 66 – South of Highway 1: point 22.17 – excellent point, point 22.18 – suggest changing "should work collaboratively with the City of Calgary..." to "shall work collaboratively..."; excellent point to include in ASP, Page 66 – 84th Street – point 22.20 – excellent point to include in ASP, Page 67 – General – point 22.26 – excellent point to include in ASP</p>	<p><i>Policy 23.22. Should was changed to shall.</i> Rocky View County shall work collaboratively with The City of Calgary, the City of Chestermere, and Alberta Transportation to:</p> <ul style="list-style-type: none"> a) resolve transportation requirements within the 'Intermunicipal Transportation Study Area'; and b) develop access that is safe, efficient, and consistent with the Conrich Land Use Strategy (Map 5).
<p>4. The ASP signifies that both municipalities have planned adjacent policy areas. Key Focus Area policies of the Rocky View-Calgary Intermunicipal Development Plan apply to the Highway 1 East Corridor area, so we appreciate that creating attractive entranceways is acknowledged. In addition, the following IDP policy should be considered in the planning process for lands located south of HWY 1 (16 Ave NE) and north of the Belvedere ASP area: Section 4.5.2. "Coordination of land use policy and transportation should be carefully considered as future development will be contiguous across the boundary." In light of the</p>	<p><i>Point d was added to Policy 11.19</i> - A local plan shall be required to support applications (see Section 28) for regional commercial and hamlet commercial development. The local plan should:</p> <ul style="list-style-type: none"> d) where applicable, coordinate with the adjacent Municipality to ensure effective transition across municipal boundaries.



<p>north/south roadways between our municipalities, this policy can guide future planning efforts in Conrich, especially with land uses identified on Map 5 as Residential-form to be determined and Commercial.</p>	
<p>5. Draft Conrich ASP - Map 8: Open Space, Pathways and Trails (p55). The map identifies two pathways connecting south to the Belvedere Area Structure Plan; however a third one along the west side of the Prince of Peace development should also be indicated to show integration of our pathway systems. This connection is supported by the Intermunicipal Pathways and Trails Study, which has been endorsed by Rocky View County and the City of Calgary and is intended to coordinate our efforts to reinforce connections and link recreation destinations ...</p>	<p><i>Map was updated.</i></p>
<p>6. Page 65 – Map 9: Transportation Network – incorrect classification of short section of street in the City of Calgary – extension of Range Road 285 south from the plan area is shown as a 4 lane arterial street, however in the Belvedere ASP this street is defined as a collector</p>	<p><i>Map was updated.</i> <i>Note there is an arrow added through City lands to show the general need for infrastructure connection.</i></p>
<p>7. The study (transportation) does not fully evaluate impacts on City infrastructure for the period between anticipated build-out of the plan area and funding and construction of major road infrastructure to accommodate traffic demands between the City and the plan area.</p> <p>Therefore we request evaluation of additional scenarios to evaluate the impact on City infrastructure and identify required mitigating measures during this interim period.</p>	<p><i>The Conrich Area Network Study is not intended to evaluate City infrastructure and the County does not believe it is the County's role to do so. Rather it is a tool to plan for network requirements under the jurisdiction of Rocky View County (RVC). The report presents the ultimate network configuration to ensure that RVC Administration protects the right-of-ways and plans development within the ASP area based on the ASP's land uses.</i></p> <p><i>The County cannot model the City's network or additional scenarios through our model. We could provide details on boundary volumes for "selected links", to produce the information which could be used in the City's traffic forecasting model to evaluate operational challenges on City roads if desired at cost.</i></p>
<p>8. Further, the land uses that are the basis of the traffic forecasts in the transportation study are located differently within the plan area than in the ASP (Map 5). In particular there are some commercial land uses that are in different areas of the plan and will have different impacts on the street network. I understand that an update to</p>	<p><i>Please find attached the updated draft report that includes evaluation of the final ASP land use scenario. This analysis should resolve any inconsistency between the final ASP land use plan and the prior scenarios evaluated. As a planning tool, the Transportation Network Study evaluated many options before arriving</i></p>



<p>the transportation study may be underway and Calgary Transportation is interested in looking at any Transportation Study update in conjunction with final comments on the ASP.</p>	<p><i>at the final land use scenario.</i></p>
<p>9. The ASP indicates build out of the area over the period 10-20 years in the future.</p>	<p><i>The Conrich ASP is a 30 year plus land use strategy. The ASP has been updated to reflect this timing.</i></p> <p><i>The transportation study references a 2035 horizon which has been revised to read "build out" conditions.</i></p>
<p>10. The transportation analysis of built out conditions assumes a number of large construction projects related to crossing Stoney Trail to travel between Rocky View County and Calgary. These projects are:</p> <ul style="list-style-type: none"> • Stoney Trail flyover along 64 Avenue NE, • Stoney Trail flyover along 32nd Avenue NE, • Stoney Trail flyover along Memorial Drive, Upgrade of 96 Avenue (Airport Trail) interchange with Stoney Trail from a partial interchange (northbound to westbound and eastbound to southbound movements only) to a full interchange, • Widening of the bridge over Stoney Trail at the McKnight Boulevard interchange from 4 through traffic lanes on McKnight to 6 lanes, • Widening of the bridge over Stoney Trail at the Country Hills Boulevard from 2 through traffic lanes on Country Hills to 4 lanes. <p>These projects do not currently have funding by the City of Calgary or Alberta Transportation and are not envisioned in the 10 year plan (Investing in Mobility). The flyover projects are currently envisioned by the City to be constructed well beyond the expected build out year for the Conrich plan area, between the years 2039 and 2076.</p> <p>The forecast traffic demand for full build out of the Conrich Plan area includes high volumes of east-west traffic between the City and the plan area. The Transportation Network Study indicates that the unfunded infrastructure improvements will accommodate significant traffic volumes. Without these projects constructed, significant operating problems for City roads including 16 Avenue NE (TransCanada), McKnight Boulevard and 96 Avenue NE (Airport Trail) may occur.</p>	<p><i>The purpose of the transportation study is to prepare and plan for the ultimate conditions. The report is not intended to establish timing for regional infrastructure improvements which will be evaluated in detail as development proceeds.</i></p> <p><i>Build out assumptions, market conditions and actual development timing will determine the network improvements and their timing. Should the City believe timing analysis is critical at this stage in the development process we can offer the services of our consulting team at their cost. Details of the scenarios, horizons and assumptions need to be identified by the City and then estimated fees can be provided to complete the analysis. RVC's transportation model does not include the City's internal road network.</i></p> <p><i>The list of projects included in the built out conditions are based on current plans and supporting documents by Alberta Transportation. Funding and/or the timing thereof are out of scope of this exercise. The City's timing of flyover construction is consistent with the County's 30+ year build out estimate.</i></p> <p><i>The County notes that our Transportation Levy for this area collects money to fund a portion of the provincial infrastructure on Highway 1 and connections to the provincial system at McKnight Boulevard.</i></p>

<p>11. Figure 3: PM Peak Hour and Daily Traffic Volumes – does not show volumes assigned to Memorial Drive; these volumes are of interest to the City</p>	<p><i>Traffic volumes on Memorial Drive are not included as that road is outside of RVC's jurisdiction. Such information would have to come from the City's model. RVC's can provide the City with boundary conditions for inclusion in the City's evaluation at cost.</i></p>
<p>12. In general, there appears to be an imbalance of traffic forecasts for east-west routes west of Range Road 285 compared to the same routes east of Range Road 285 with higher volumes on the west side. The imbalance does not seem to be explained by movements to and from Range Road 285 based upon the north south volumes shown. An explanation of what is happening with the model in this case would be informative for both the City and the County.</p>	<p><i>Model includes development of CN Yards as well as other industrial, commercial and residential areas between RR 285 and Stoney Trail. The traffic generated in this area will be destined in the largest percentage to Calgary and to the free flow provincial routes (Stoney Trail) and will follow the shortest and fastest links. All east-west connectors in this area provide such connections resulting in higher volumes on those connectors as they will be improved to accommodate the expected additional traffic. Connections to Hwy 1 are longer and less desirable and destination points located east and south of the area do not create such a strong draw as those to the north and west.</i></p>



Appendix C: City of Calgary – Council Response April 28, 2015



NAHIED K. NENSHI MAYOR

To: Reeve Margaret Bahcheli
Rocky View County Municipal Building
911 32 Ave. NE
Calgary, Alberta
T2E 6X6

2015 April 28

RE: Notice of Concern and request to enter mediation regarding the draft Conrich Area Structure Plan (April 2, 2015)

Dear Reeve Bahcheli

Margaret:

The City of Calgary ("The City") has reviewed the final draft of the proposed Conrich Area Structure Plan dated April 2, 2015 (the "Conrich ASP" or "The Plan"), and Calgary City Council has determined that the Conrich ASP fails to adequately address issues that are of significant concern to The City and would be detrimental to Calgary. Accordingly, The City cannot support your approval of the Conrich ASP in its current form.

As a result, Calgary City Council is requesting that the plan be referred back to Administration for further work to address our outstanding concerns as identified below, and any other issues that may emerge:

1. Development in The Plan area will detrimentally affect the City of Calgary transportation network. The Conrich ASP failed to address the completion of necessary Stoney Trail flyovers (located inside Calgary) into the plan phasing and implementation strategy. These flyovers are needed to facilitate full development of The Plan area. Without completion of the flyovers, potential detriment to City of Calgary transportation network will result. There is no strategy in The Plan to address phasing and funding of this infrastructure or to ensure that required infrastructure is funded and programmed prior to approval of land use and development permit applications within the plan area. Development proceeding before there is a strategy to implement these flyovers is not acceptable to The City.
2. Our joint IDP identified land areas inside Calgary as Residual Long Term Growth Areas (IDP Section 7.1.1). Portions of the identified Residual Long Term Growth Areas are located immediately to the west of the Conrich ASP area and form a natural development cell with lands in the Conrich ASP. Our joint IDP provides specific direction that these lands should be integrated with planning within Rocky View County (Section 7.0, Objective 2). The failure of the Conrich ASP to adequately include these lands in the planning framework is not acceptable and will detrimentally impact The City and City planning approvals

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3. Our joint IDP includes policy direction for lands contained inside the Conrich ASP identified as the Highway 1 East Corridor Key Focus Area (Policy 4.5). This Key Focus Area is identified as an important gateway where land use and transportation should be carefully considered. The Conrich ASP fails to adequately address this IDP policy and is therefore not acceptable to The City.

In conclusion, The City of Calgary does not support the planning framework established in the Conrich ASP due to the above-noted concerns, and therefore cannot support its adoption by Rocky View Council. If Rocky View County does not refer the Conrich ASP back to Administration for further work to address our outstanding concerns, or if Administration cannot agree on a resolution, please consider this letter to be The City's formal request for mediation, in accordance with our joint IDP and with s. 690 of the Municipal Government Act.

Sincerely,

Naheed K. Nenshi
MAYOR

Thank you for your attention to this.

cc: Hon. Jim Prentice, MLA, Premier of Alberta
Hon. Diane McQueen, MIA, Minister of Municipal Affairs
Earl Solberg, Councillor Division 5, Rocky View County
Calgary City Council
Patricia Matthews, Mayor of Chestermere
Peter Brown, Mayor of Airdrie
Bill Robertson, Mayor of Okotoks & Chair of the Calgary Regional Partnership



APPENDIX D: City of Chestermere - Comments and Response

City of Chestermere - Comments	Rocky View County Response
<p>As you are aware, we are undertaking a collaborative effort with RVC in preparing an Intermunicipal Development Plan. We respectfully request the addition of a policy or section on the framework for inter-municipal coordination, especially in the current absence of an Intermunicipal Development Plan. We recognize an IDP is substantially complete and believe it has been a constructive exercise to date.</p>	<p>The Conrich Area Structure Plan addresses intermunicipal planning with the City in nine policies including an Intermunicipal section (see below).</p> <p>We have also added two polices in response to the City suggestion's (see below).</p> <p>The County believes in cooperative and collaborative planning and would consider additional specific wording changes the City might propose.</p>
	<p>Existing Policies and Objectives</p> <p>Policy 15.5 - Gateways</p> <ul style="list-style-type: none"> • Policy 22.17 to 22.19 Transportation – identifies a study area south of Highway 1 that requires further collaborative work. • Policy 24.2 Stormwater address intermunicipal collaboration <p>Intermunicipal Policies</p> <ul style="list-style-type: none"> • Policies 28.1 to 28.2 and 28.7 <p>The Plan also recognizes that a new Intermunicipal Development Plan may be adopted in the near future. Policy 28.3:</p> <ul style="list-style-type: none"> • Intermunicipal circulation of planning proposals shall comply with the Rocky View / Calgary Intermunicipal Development Plan and any other agreement(s) or new intermunicipal development plan(s) jointly approved by adjacent Municipal Councils
	<p>New policies</p> <ul style="list-style-type: none"> • Policy 22.4 – was added to address pathways: <ul style="list-style-type: none"> ○ The County should collaborate with adjacent municipalities to ensure connections of streets, pedestrian, and bicycle networks align and transition smoothly across municipal boundaries. • Policy 24.11 was added to address the City's concern about stormwater flow (see below).

There are no indications of the transportation impact on Chestermere. Heavy trucks will use Conrich and Rainbow roads at the expense of Chestermere residents. Heavy truck traffic in to Chestermere will lower the value of residential developments and will probably not be consistent with Chestermere's standards. As well, this amount of commercial and industrial land will increase commuter traffic through Chestermere.

The County is upgrading Twp. Rd. 250 (McKnight Blvd). This will be the major truck route and will provide a direct connection to Stoney Trail, which will convey the majority of the related industrial truck traffic.

The County forwarded the City's comment to our Transportation Consultant (D.A. Watt) who is updating the Conrich transportation Study. They provided the following observations:

- Looking at functionality and operational preferences of traffic routing, the connection to Stoney Trail provides more opportunities for truck drivers to reduce their travel time than the connection south to Highway 1 on the local road system.
- One should also consider the destination of the trucks; Stoney Trail provides for faster access to destinations north, south and west of Calgary.
- Although there are industrial areas [Janet] located south of Highway 1, their accessibility using Conrich and Rainbow roads will be longer than using Stoney Trail and its interchanges as access routes.
- Consequently we would not expect truck traffic to increase substantially south of Highway 1 unless new destinations for the truck traffic are developed.
- The other aspect is linked to the fact that AT plans suggest two interchanges in the area. These interchanges will act as access points to the area south of Highway 1 and consequently concentrate truck traffic at those points independent of the Conrich development.

The County suggests that the design of Rainbow Rd. and Conrich Rd. south of Highway 1 will influence the degree to which trucks may 'shortcut' though this area.



THIS IS EXHIBIT " D " referred to in the Statutory Declaration of

Brad Stevens

Sworn before me this 6th

day of January A.D. 2016

M. Keul
A COMMISSIONER FOR OATHS

IN AND FOR THE PROVINCE OF ALBERTA
Melissa Senek, Barrister & Solicitor

November 27, 2015

City File: RV14-25
MD File: PL20140129

Department of Planning and Development
Rocky View County
911 – 32nd Avenue NE
Calgary, Alberta T2E 6X6

Attention: Amy Zaluski

SUBJECT: To adopt an Area Structure Plan for the Conrich area in accordance with Section 633 of the Municipal Government Act.

Dear Ms. Zaluski,

The City of Calgary Administration has reviewed the Conrich ASP Draft with Amendments as posted on the Rocky View County website.

The proposed amendments would not satisfy the City of Calgary’s concerns with the proposed Conrich ASP. Our concerns were outlined in the Administrative circulation response letter of September 24, 2014 and the Mayor’s letter to the Reeve of April 28, 2015. In addition to stating our concerns the letter requested Rocky View County enter into voluntary mediation as provided for in our mutually adopted Intermunicipal Development Plan. As of this date, we have not had a response to that request. As a result, The City does not support the proposed area structure plan and continues to request mediation to resolve our outstanding issues prior to approval of the bylaw.

Please feel free to contact me should any additional information be requested.

Sincerely,

Neil M. Younger, RPP, MCIP
Senior Planner, City Wide and Regional Strategies
City of Calgary | Mail Code 8117
Land Use Planning and Policy
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Floor 4 800 Macleod Trail SE
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SCHEDULE "C"

SCHEDULE "C" TO NOTICE OF APPEAL
REASONS FOR APPEAL

Pursuant to section 690 of the *Municipal Government Act*, RSA 2000, c M-26 (the "MGA"), The City of Calgary appeals the approval of Rocky View County Bylaw C-7468-2015, the Conrich Area Structure Plan, that was given third and final reading on December 8, 2015. While discussions did occur, Rocky View County did not satisfy the concerns of the neighbouring impacted municipalities, including The City of Calgary, when drafting the Plan, even though mediation was suggested.

Detrimental impacts as listed in items 1-4 below may have been resolved via a mediation process as set out in the MGA and the Rocky View/Calgary Intermunicipal Development Plan Bylaw 14P2011/C-707802011 (the "IDP"). Both Rocky View County and The City of Calgary are required to comply with the IDP. Once developed, the Conrich Area Structure Plan (the "Plan") will have a detrimental effect on The City of Calgary for the following reasons:

1. Development in the Plan area will detrimentally affect The City of Calgary transportation network. The Plan fails to address the completion of a number of transportation infrastructure projects within The City of Calgary which are required in order to accommodate the significant traffic volumes associated with full build-out of the Plan area. These projects include:

- Construction of the 64th Avenue flyover of Stoney Trail
- Construction of the 32nd Avenue flyover of Stoney Trail
- Construction of the Memorial Drive flyover of Stoney Trail
- McKnight/Stoney Trail interchange improvements and McKnight widening
- 16 Avenue (Highway 1)/Stoney Trail interchange upgrades
- Country Hills Boulevard/Stoney Trail interchange upgrades

These projects are not in The City of Calgary's ten year plan for transportation infrastructure investment, "Investing in Mobility: Transportation Infrastructure Investment Plan", and the Plan as written does not clearly identify the importance of these projects to support the Plan, sources of funding for these projects, or the possibility of deferring development approvals until funding is secured or upgrades are completed, as required in the IDP. While there are references to the City of Calgary reviewing and having the ability to comment on applications, there is no explicit requirement that approvals be contingent on the transportation issues being resolved to the satisfaction of Rocky View County, The City of Calgary, and, where necessary, the province. Although the improvements involve provincial infrastructure, the province would not contribute to their funding, so it is crucial that The City of Calgary have input into when these essential projects can move forward.

Without these projects constructed, the resulting impact of significant additional traffic as a result of development within the Plan area will overburden existing roads within The City of Calgary, including 16th Avenue, McKnight Boulevard, and Airport Trail, causing detriment to

The City of Calgary in the form of increased operation and maintenance costs, increased congestion and delays for travel on these routes, and pressure from City of Calgary users to reprioritize increased construction of the three flyovers and other interchange improvements to relieve congestion, diverting capital costs from other projects that may have higher priority for The City of Calgary.

- Conrich Area Structure Plan Policies 23.11, 23.29, 28.9, 29.1, 29.2, 29.3, 29.7
- IDP Policies 13.1.5, 13.1.6, 13.1.7, 13.1.8, 13.1.9, 13.1.10
- Calgary Transportation Plan, adopted by Calgary City Council September 2009
- Government of Alberta Policy TCE-TS-509 – "Who Pays for Highway Improvements Caused by Single Developments, Multiple Developments, or in Support of New Developments Identified by the Department as Future Work"

2. The IDP has identified lands inside The City of Calgary as Residual Long Term Growth Areas (the "Growth Areas"). Portions of the Growth Areas are located immediately to the west of the Plan area and form a natural development cell with lands in the Plan area. Contrary to the IDP, which requires that the Growth Areas be integrated with planning within Rocky View County, the Plan fails to adequately address or include the Growth Areas in its planning framework. This omission will detrimentally affect The City of Calgary and landowners through the creation of small, isolated development cells within The City of Calgary that are difficult to plan and develop as part of a complete community. By creating isolated cells that are not contemplated in the Plan as specified by the IDP, The City of Calgary will need to undertake additional planning studies to consider how to effectively service, develop, and integrate these residual lands in the future.

Further, the IDP states that prior to the Growth Areas being included in an ASP, temporary uses such as agriculture, open space, recreational uses and other discretionary uses may be considered. The failure of the Plan to address Growth Areas within The City of Calgary results in a severely restricted range of long-term uses for these lands, leaving them subject only to temporary uses for the foreseeable future. This creates detriment to both The City of Calgary and to area landowners inside The City of Calgary. The opportunity for long-term planning and enhanced certainty for these lands, as contemplated in the IDP, was not addressed in the Conrich Area Structure Plan.

- Conrich Area Structure Plan, Section 16 and Map 5
- IDP Section 7 and Policies 7.1.1, 7.1.3 and 7.1.4

3. The IDP contains policy direction for lands in the Plan area identified in the IDP as the Highway 1 East Corridor Key Focus Area (the "Key Focus Area"). This Key Focus Area is identified as an important gateway where land use and transportation should be carefully considered. The Plan fails to adequately address this IDP policy. In particular, Policy 16.5 of the Plan does not address Policies 4.1.2, 4.1.3, and 4.1.3(c)(iii) of the IDP, which contemplate specific intermunicipal coordination in establishing policy guidance for the Key Focus Area. As a result, The City of Calgary does not have a clear understanding of how the

municipal interface will be developed. Uncoordinated development along the Highway 1 East Corridor will have a detrimental impact on The City of Calgary due to an increased possibility of land use incompatibility and transportation inefficiencies. Land in the Key Focus Area must be carefully considered as future development will be contiguous across the municipal boundary between Rocky View County and The City of Calgary.

- Conrich Area Structure Plan, Section 16 and Map 5
 - IDP Policies 4.1.2, 4.1.3, 4.1.3(c)(iii), 4.5.1, 4.5.2
4. While the Plan acknowledges that significant further development in the Plan area requires the identification and construction of a regional conveyance and treatment system to address stormwater, and that the establishment of such system will involve multi-jurisdictional partners, it presumes the resolution of still-ongoing discussions regarding regional drainage solutions without recognizing the necessity of The City of Calgary's and other stakeholders' support for the final solution. It is unclear in the Plan whether, when and how the policies related to the Cooperative Stormwater Management Initiative ("CSMI") and the Shepard Regional Drainage Plan will be finalized, yet the Plan specifies that Phase 1 lands may proceed with development without the confirmation of a final regional stormwater conveyance system. The development of Phase 1 lands prior to such confirmation will be detrimental to The City of Calgary for the following reasons:
- a. The City of Calgary has contractual obligations with the Western Irrigation District ("WID") and Alberta Environment and Parks ("AEP") regarding stormwater quality and quantity thresholds and use of infrastructure for discharge into the Western Headworks Canal (the "Canal"). Before a drainage solution for the Phase 1 lands involving discharge into and conveyance along the Canal is developed or approved, the impact on The City of Calgary's obligations under the Western Headworks Stormwater Management Agreement dated July 1, 2013 between the WID, AEP, and The City of Calgary (the "Stormwater Management Agreement") must be understood.
 - b. The City of Calgary has obligations to the Province of Alberta regarding discharges into the Bow River, including obligations related to total loading, outfall structures, and cumulative effects pursuant to the *Water Act*, RSA 2000 c W-3, the *Alberta Land Stewardship Act*, SA 2009, c A-26.8 (and the related South Saskatchewan Regional Plan), and the *Environmental Protection and Enhancement Act*, RSA 2000, c E-12. Discharges into the Bow River that are routed through The City of Calgary or City of Calgary infrastructure could put The City of Calgary in violation of these regulatory requirements and could cause The City of Calgary to be liable for same.

It is essential that a regional drainage solution that is acceptable to The City of Calgary, Rocky View County, and other regional stakeholders is firmly in place prior to any development in the Plan area.

- Conrich Area Structure Plan, Policies 25.1-25.11, 28.15
- IDP Policies 14.1.4, 14.1.5, 14.1.6, 14.1.7, 14.1.8

It is The City of Calgary's view that all of the above grounds of appeal must be addressed, through mediation or otherwise, to ensure both that there is no detriment to The City of Calgary and also that the Plan area can be sustainably developed.