

**ATTACHMENT E: POLICY REVIEW**

<b>Definitions</b>		
Consistent	Generally Consistent	Inconsistent
Clearly meets the relevant requirements and intent of the policy.	Meets the overall intent of the policy and any areas of inconsistency are not critical to the delivery of appropriate development.	Clear misalignment with the relevant requirements of the policy that may create planning, technical or other challenges.

<b>Calgary Metropolitan Region Growth Plan</b>	
<b>Chapter 5: Glossary of Terms</b>	
Preferred Growth Areas	<i>Areas within the Growth Plan designated as Urban Municipality, Joint Planning Areas, or Hamlet Growth Areas. These areas are appropriate for various levels of infill and new growth because of their location in the path of development, capacity for efficient infrastructure and services, and potential for mixed-use community development. These are the areas intended to meet growth demands with the minimum environmental, economic, and servicing costs while providing a range of lifestyles and community environments</i>
Joint Planning Area	<i>Areas where significant intermunicipal servicing and related growth pressures either currently exist or are anticipated in the near future. To ensure efficient use of servicing and land a higher level of cooperation is required to guide future development in these Joint Planning Areas.</i>
Consistent	The proposed Conceptual Scheme is located within Joint Planning Area #2 as per Schedule 1 (Regional Growth Structure) of the Growth Plan, and is therefore considered to be within a Preferred Growth Area.
<b>Chapter 3: Regional Policies</b>	
3.1.7.1	<i>Municipalities shall comply with the following locational criteria when designating areas for Placetypes: (a) Employment Areas should only be located in Preferred Growth Areas, except the following, which have no locational criteria: i) resource extraction and energy development; ii) Agriculture-related business including Processors, Producers, and other Agri-business and related accessory uses; and iii) home-based business.</i>
Consistent	The proposed Conceptual Scheme is located within a Preferred Growth Area as per Schedule 1 (Regional Growth Structure) of the Growth Plan.
3.1.10.1	<i>Existing Area Structure Plans and Area Re-development Plans that were adopted in accordance with the Municipal Government Act prior to the date this Growth Plan comes into force, will remain in effect.</i>
Consistent	The Janet Area Structure Plan (ASP) was adopted in accordance with the Municipal Government Act prior to the date the Growth Plan; therefore, the application has been reviewed against the Janet ASP.

<b>Municipal Development Plan (County Plan)</b>	
<b>Business Development – General Business</b>	
14.2	<i>Direct business development to locate in identified business areas as identified on Map 1.</i>

Consistent	Proposal is located in a designated Industrial area within the Janet Area Structure Plan.
14.4	<i>A business area shall have an adopted area structure plan in place prior to development, with the exception of lands in business areas that already have the appropriate land use designation allowing business development.</i>
Consistent	Proposal is located in a designated Industrial area within the Janet Area Structure Plan.
14.6	<i>Business development shall address the:</i> <i>a. County's Commercial, Office, and Industrial Design Guidelines; and</i> <i>b. development review criteria identified in section 29.</i>
Consistent	A Conceptual Scheme that addresses the County's Commercial, Office, and Industrial Design Guidelines and development criteria identified in Appendix C of the County Plan has been created to support the redesignation proposal.

<b>Janet Area Structure Plan</b>	
<b>10.0 Industrial</b>	
10.1	<i>Industrial development shall be located in the areas identified as Industrial on Map 5.</i>
Consistent	The proposed Conceptual Scheme vis located in areas identified as 'industrial' and 'residential transition' [to industrial] as per Map 5.
10.2	<i>Development of industrial uses should proceed in an orderly manner and be supported by cost effective and efficient changes to the County's existing infrastructure and transportation networks.</i>
Consistent	Conceptual Schemes have been approved for lands west of the subject proposal. The proposal is separated into two distinct Cells; Cell A, which consists of the northernmost parcel, is being considered for development at this time. Cell B is not being considered for development at this time.
10.3	<i>Industrial uses such as distribution logistics, warehousing, transportation, services, construction, and manufacturing that do not have a significant offsite nuisance impact are appropriate within the industrial area.</i>
Consistent	The proposed Conceptual Scheme outlines the above as appropriate uses.
10.5	<i>A local plan shall be required to support applications for industrial development (see Policy 26.1). The local plan shall:</i> <i>a. ensure that the type of uses for the industrial area are consistent with those identified in policies 10.3 and 10.4;</i> <i>b. where necessary, provide a strategy to mitigate offsite impacts;</i> <i>c. address the policies of this Plan regarding the Business-Residential Interface and Agricultural Interface, where required;</i> <i>d. address the County's Commercial, Office and Industrial Design Guidelines and document how the local plan meets those guidelines; and</i> <i>e. provide for high quality development through landscaping, lot, and building design.</i>
Consistent	The above criteria have been satisfied through the proposed Conceptual Scheme, specifically Sections 4.2 (Industrial), 5.1 (Design Criteria), and 5.3 (Business-Residential Interface).
10.6	<i>All private lighting including security and parking area lighting shall be designed to respect the County's 'dark sky' Land Use Bylaw requirements, conserve energy, reduce glare, and minimize light trespass onto surrounding properties.</i>
Consistent	Policy 5.2.1 of the proposed Conceptual Scheme ensures dark sky principles are to be adhered to.

<b>13.0 Business-Residential Interface</b>	
<b>General</b>	
13.1	<i>Local plans for business uses adjacent to the Country Residential area and the Residential Transition areas on Map 5 shall include an interface strategy that addresses the policies of this section.</i>
Consistent	Although this policy is not entirely applicable, as all adjacent residential areas have been identified as 'transition areas', the proposal outlines certain measures, including appropriate setbacks, buffering, and dust control measures, to reduce impacts on adjacent residential during the transition period (See Section 5.3: Business-Residential Interface).
<b>Business Uses</b>	
13.3	<i>The local road network within the Business-Residential Interface area should be separated and / or buffered from adjacent residential areas.</i> <i>a. Acceptable uses are those business activities primarily carried on within an enclosed building that generate no significant nuisance impact outside of the enclosed building. Business uses that interfere with the use and enjoyment of adjacent residential development because of the nature of the business use should not be permitted, even where the business activities may be fully enclosed within a building.</i> <i>b. Outside storage is not an acceptable use in the Business-Residential Interface area.</i>
Not Applicable	Although this policy is not applicable, policies have been included in the proposal that reduce impact on the Residential Transition parcel directly adjacent to Cell A. Additionally, a letter of support from the owner of the directly adjacent Residential Transition parcel was obtained by the Applicant as part of their public consultation efforts.
<b>Setback Area</b>	
13.4	<i>Where commercial or industrial buildings are on lands adjacent to the Country Residential area, the commercial or industrial building shall be set back a minimum of 50 metres from the commercial or industrial property line.</i>
Not Applicable	This policy has been satisfied by Policy 5.3.2 of the proposed Conceptual Scheme.
<b>Setback Area Use and Landscaping</b>	
13.6	<i>Uses within the setback area in a Business-Residential Interface area may include:</i> <i>a. landscaping, berms, landscaped stormwater ponds, natural wetlands, trails, and linear parks; and</i> <i>b. surface parking where the parking is hidden from view by berms and / or landscaping.</i>
Not Applicable	This policy has been largely satisfied by Policy 5.3.2 of the proposed Conceptual Scheme.
13.7	<i>High quality landscaping should be emphasized in the setback area. A landscape plan shall be prepared for the setback area as part of a local plan that addresses the County's Land Use Bylaw, and Appendix B guidelines.</i>
Not Applicable	Site/Landscaping plan to be submitted at Development Permit Stage as per Policy 5.1.3 of the proposed Conceptual Scheme.
13.8	<i>Mass plantings and / or berms are required to minimize the visual impact of the commercial / industrial buildings within an interface area. These plantings and / or berms:</i>

	<p><i>a. should incorporate natural contours and variations in height, in order to achieve a natural landscaped appearance; and</i></p> <p><i>b. may be located in either the Business-Residential Interface area or municipal reserve, if provided.</i></p>
Not Applicable	To be determined at future Development Permit stage, if applicable.
<b>Building Quality and Appearance</b>	
13.9	<i>High quality building appearance should be emphasized where industrial / commercial buildings face residential areas. Building design shall address the requirements of Appendix B of this Plan.</i>
Not Applicable	To be determined at future Development Permit stage, if applicable.
13.10	<i>The maximum height of buildings on lots adjacent to a residential area shall be 12.5 metres or lower where required by the County's Land Use Bylaw.</i>
Not Applicable	To be determined at future Development Permit stage, if applicable.
13.11	<i>The lot coverage of buildings on lots adjacent to a residential area shall be a maximum of 25 per cent.</i>
Not Applicable	To be determined at future Development Permit stage, if applicable.
13.12	<i>Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements on lots adjacent to a residential area should not face the residential area.</i>
Not Applicable	To be determined at future Development Permit stage, if applicable.
<b>17.0 Open Space, Parks, and Pathways</b>	
<b>Pathways, Trails and Sidewalks</b>	
17.4	<i>The network of pathways, trails, and sidewalks should promote walking and cycling, and provide connections between commercial and industrial areas.</i>
Generally Consistent	There is a regional pathway adjacent to the WID Canal (not part of the subject application).
17.5	Local plans prepared for the Plan area should provide for a pathway, trail, and sidewalk network that generally aligns with the network shown on Map 6: <ul style="list-style-type: none"> <li>a. provides connections within and external to the local plan area;</li> <li>b. wherever possible be located within, or align with, a park, wetland, natural water course and riparian area, other natural area, and / or the stormwater management conveyance system;</li> <li>c. contributes to the regional trail and pathway system and where required, connect with other municipalities' pedestrian network; and</li> <li>d. incorporate Crime Prevention Through Environmental Design (CPTED) features.</li> </ul>
Consistent	WID adjacent pathway to remain as per Map 6: Pathways and Trails.
<b>18.0 Natural Environment</b>	
<b>Wetlands</b>	
18.1	<i>Wetland protection shall be guided by County and Provincial policy.</i>

Consistent	A Biophysical Impact Assessment (BIA) was conducted and concluded there are 2 wetlands and 9 ephemeral waterbodies present within the project area. Section 3.6 of the proposed conceptual scheme ensures Alberta Environment and Protected Areas
18.2	<i>The County shall require the use of the Provincial system to determine wetland classification and relative wetland value.</i>
Consistent	Wetland classification was completed as part of the BIA; see Figure 5 (Wetlands) of the proposed conceptual scheme.
18.3	<i>Local plans shall identify the classification of wetlands within the Plan area boundary. This shall be done as part of a wetland assessment, to be provided at the local plan preparation stage.</i>
Consistent	As above, wetland classification was completed as part of the BIA; see Figure 5 (Wetlands) of the proposed conceptual scheme.
18.6	<i>Wetlands that form part of a stormwater drainage conveyance system shall be retained.</i>
Consistent	Policy 3.6.1 of the proposed conceptual scheme aims to avoid development of wetlands where possible.
18.7	<i>Where wetlands are not retained, developers shall provide for appropriate replacement, in accordance with Provincial policy.</i>
Consistent	Policy 3.6.2 of the proposed conceptual scheme ensures appropriate permissions would be obtained, if applicable.
<b>19.0 Reserves</b>	
19.1	<i>Reserves owing on a parcel of land shall be provided as: a. municipal reserve, school reserve, or municipal and school reserve; b. money in place of reserve land; or c. a combination of land and money.</i>
Consistent	As per Policy 4.3.1, Municipal Reserve dedication shall be determined at the subdivision stage in accordance with the Municipal Government Act. The proposed conceptual scheme indicates preference for cash-in-lieu of land.
19.2	<i>Municipal reserve, school reserve or municipal and school reserve shall be provided through the subdivision process to the maximum amount allowed by the Municipal Government Act.</i>
Consistent	As indicated above, Municipal Reserve dedication shall be determined at the subdivision stage in accordance with the Municipal Government Act.
<b>20.0 Emergency Services</b>	
20.1	<i>In association with County Fire Services, the RCMP and other emergency service providers, an adequate level of service shall be provided to meet current and future needs with respect to the Plan area.</i>
Consistent	Section 8.0 (Emergency Services) of the proposed Conceptual Scheme indicates a plan for emergency services.
20.2	<i>Fire services in the Plan area will be provided from existing County emergency service facilities and where appropriate, by contract from adjacent municipalities.</i>
Consistent	To be provided mainly from existing County emergency service facilities.
20.5	<i>Local plans shall address fire and protection response measures as well as on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, and fire control measures.</i>
Consistent	Policy 8.2.2 of the proposed conceptual scheme indicate industrial and commercial buildings should provide fire suppression systems, as appropriate at the Development Permit stage.

<i>Emergency Service Infrastructure</i>	
20.7	<i>All industrial and commercial buildings should provide fire suppression systems and they shall be in compliance with the County's Fire Suppression Bylaw.</i>
Consistent	As above, Policy 8.2.2 of the proposed conceptual scheme indicate industrial and commercial buildings should provide fire suppression systems, as appropriate at the Development Permit stage.
20.8	<i>Local plans shall address fire suppression requirements and ensure water and necessary infrastructure is available to all development. The fire suppression plan should consider opportunities and locations that allow for shared infrastructure between local plan areas.</i>
Consistent	Fire suppression is to be provided by a drafting hydrant connecting to proposed storm pond.
<b>21.0 Transportation</b>	
<b>Regional Transportation Network</b>	
21.1	<i>The Janet transportation network should be developed in accordance with Map 7: Transportation Network. The classifications of the grid road network may be refined through further transportation analysis and / or at the local plan stage.</i>
Consistent	The proposed extension of 61 <sup>st</sup> Avenue largely follows the network identified in Map 7 (Transportation Network). The section running east-west has been shifted slightly north to avoid an ATCO High Pressure pipeline over the lands (no parallel roads would be allowed over the pipeline).
21.2	<i>The County shall collaborate with the Province regarding regional road connections and the design of interchanges with respect to Glenmore Trail (Highway 560) and Stoney Trail.</i>
Consistent	Alberta Transportation & Economic Corridors (ATEC) has reviewed the proposal and associated Transportation Impact Assessment (TIA). As per Policy 6.2.3 of the proposed conceptual scheme, updates to the TIA may be required as future DP stage as deemed necessary by ATEC and the County.
<b>Local Transportation Network</b>	
21.9	<i>Access to the regional transportation network shall utilize sound access management principles and be in accordance with County servicing standards and policy.</i>
Consistent	Access points to Cell A have been located across from existing accesses. Future access points to Cell B would be from the proposed 61 <sup>st</sup> Avenue extension, and another new access would be required off Range Road 284 (approximately 270 metres north of the proposed 61 <sup>st</sup> Avenue extension). A road acquisition area has been indicated in Figure 8 (Development Concept) to potentially connect Cells A and B if Cell A further subdivides in the future.
21.10	<i>The designation and design of local roads within the transportation network, including classification, street sizing, and intersection / access spacing shall be determined at the time of local plan preparation</i>
Consistent	Policy 6.3.6 of the conceptual scheme ensures the future internal road in Cell B is to be designed to Industrial/Commercial Standard.
21.11	<i>The type of industrial road cross section (urban or rural) located within a local plan area shall be determined at the time of local plan preparation</i>
Consistent	As above, Policy 6.3.6 of the conceptual scheme ensures the future internal road in Cell B is to be designed to Industrial/Commercial Standard.
<b>General</b>	
21.13	<i>A Transportation Impact Assessment shall be required as part of the local plan preparation and / or subdivision application process to determine if potential off-site</i>

	<i>road improvements are required to support the proposed development.</i>
Consistent	A TIA was submitted as part of the application and complies with County and ATEC requirements; updates to the TIA may be required as future Development Permit stage.
21.15	<i>Development proponents shall be required to pay the County Transportation Offsite Levy as per the levy requirements or oversize infrastructure capacity contributions in accordance with County policy, as the County deems appropriate.</i>
Consistent	Transportation Offsite Levy (TOL) to be determined at future subdivision/development permit stage.
<b>22.0 Utility Services</b>	
<b>Utility Service Development</b>	
22.2	<i>The location and size of utility rights-of-way and easements, and related line assignments, should be determined at the local plan stage to the mutual satisfaction of the County, the developer, and the utility companies.</i>
Consistent	Applicant has provided a policy allowing for a Utility Right of Way for future Cooperative Stormwater Management Initiative (CSMI) infrastructure along the north and east side of the plan area. Shallow utilities are to be located in Utility Rights of Way, which will be determined at subdivision stage.
22.3	<i>Utility rights-of-way and easements shall be provided to accommodate shallow utilities at the subdivision or development permit stage, as deemed necessary by the utility provider.</i>
Consistent	As above, applicant has provided a policy allowing for a Utility Right of Way for future Cooperative Stormwater Management Initiative (CSMI) infrastructure along the north and east side of the plan area. Shallow utilities are to be located in Utility Rights of Way, which will be determined at subdivision stage.
<b>Water</b>	
22.5	<i>Development in the Plan area should be serviced by water cisterns or alternative systems consistent with County policy. Water wells located on individual subdivision lots should not be supported.</i>
Consistent	As per Policy 7.3.1 of the proposed conceptual scheme, serviced by water cisterns in accordance with County policy and Provincial regulation.
<b>Wastewater</b>	
22.8	<i>New business development should provide wastewater treatment by the use of pump out tanks or other acceptable methods, in accordance with County policy and Provincial regulation.</i>
Consistent	Wastewater servicing through pump-out tanks has been proposed (Policy 7.2.1).
<b>Shallow Utilities</b>	
22.10	<i>All new residential and non-residential development shall be serviced with shallow utilities.</i>
Consistent	Section 7.4 (Shallow Utilities) ensures ROWs will be surveyed at future subdivision stage to house shallow utilities.
<b>23.0 Stormwater</b>	
<b>Master Drainage Plan</b>	
23.1	<i>Prior to local plan and / or subdivision approval, a Master Drainage Plan for the Plan area is required to be completed.</i>
Generally Consistent	CSMI infrastructure to be completed in the future; land is to be dedicated for this purpose. Until such time as infrastructure is in place, the developed area and

	proposed storm water pond are to be sized to zero discharge requirement. A deferred servicing agreement may be required at future subdivision stage.
<b>Design</b>	
23.3	<i>The stormwater drainage system (conveyance and storage areas) for the Janet Plan area shall be designed to comply with the applicable regional conveyance system (Shepard Regional Drainage Plan or CSMI).</i>
Generally Consistent	As above, a ROW is to be protected for future CSMI infrastructure. At this time, there will be a zero discharge requirement for stormwater.
23.4	<i>Stormwater management systems should be designed at a scale that services the local plan area. The County discourages stormwater ponds designed for individual lots</i>
Generally Consistent	A deferred servicing agreement may be required at future subdivision stage to connect to future CSMI infrastructure.
<b>Cooperative Stormwater Management Initiative (CSMI)</b>	
23.9	<i>The County shall:</i> <i>a. protect and acquire conveyance routes that are necessary to discharge into the CSMI system; and</i> <i>b. investigate and, if necessary, implement stormwater treatment standards necessary for discharge into the CSMI system.</i>
Consistent	Policy 7.6.1 of the proposed conceptual scheme protects land for future CSMI infrastructure through dedication of a Utility Right of Way to the County's satisfaction.
<b>Interim Drainage Solutions</b>	
23.11	<i>Until such time as a regional stormwater management system is constructed to service the Janet Plan area, interim solutions may be allowed, including the following:</i> <i>a. an interim stormwater facility designed to contain the accumulation of stormwater onsite on a continuing basis during the Western Irrigation District's irrigation season. Discharge to the Western Headwork's Canal may be allowed at the end of the irrigation season, in accordance with Alberta Environment and Resource Development requirements, Western Irrigation District's requirements and the CSMI Plan and/or</i> <i>b. an irrigation or evaporation system that operates under zero discharge conditions may be allowed, if the Western Irrigation District system is not available for use.</i>
Consistent	As the downstream CSMI infrastructure is not yet constructed, a storm water pond has been proposed and will be sized to zero discharge requirement.
<b>24.0 Solid Waste</b>	
<b>General</b>	
24.1	<i>The developer shall be responsible for the management and disposal of solid waste generated through all stages of construction.</i>
Consistent	A Construction Management Plan is to be entered into at future Development Permit Stage (Policy 10.3.1) and shall address disposal and recycling of solid waste (Policy 10.3.3).
<b>Commercial and Industrial</b>	
24.4	<i>Industrial and commercial business owners shall be responsible for providing their own solid waste services</i>
Consistent	As per Policy 7.5.1 of the proposed conceptual scheme, Individual lot owners will be responsible for the disposal of solid waste and recycling through contracts with qualified waste management providers.

<b>Land Use Bylaw C-8000-2020</b>	
<b>Industrial, Light District (I-LHT)</b>	
438 Purpose	<i>To accommodate a combination of office and industrial activity, including storage and support businesses, where nuisance factors are confined to the site area. Development shall address issues of compatibility and transition with respect to adjacent uses.</i>
Consistent	Industrial (Light) activity proposed (permitted use), as well as potential Outdoor Storage (discretionary use). Supporting conceptual scheme provided to address transition areas.
440 Minimum Parcel Size	<ul style="list-style-type: none"> <li>a) 1.0 ha (2.47 ac)</li> <li>b) The minimum size of parcels designated with the letter "p" is the number indicated on the Land Use Map.</li> </ul>
Consistent	Land Use Redesignation proposal meets Minimum Parcel Size requirement.