

Intermunicipal  
Development  
Plan

# Rocky View/Calgary



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**ROCKY VIEW COUNTY**  
Cultivating Communities



THE CITY OF  
**CALGARY**  
LAND USE PLANNING & POLICY



Intermunicipal  
Development  
Plan

**Office Consolidation**  
2012 October 23/November 5  
C-7197-2012/BYLAW 24P2012

# Rocky View County/ City of Calgary

## Intermunicipal Development Plan

THE CITY OF CALGARY BYLAW 14P2011 - 2012 JANUARY 9  
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THE CITY OF  
**CALGARY**  
LAND USE PLANNING & POLICY

**NOTE:** This office consolidation includes the following amending Bylaws.

Amendment	Bylaw		Date	Description
1	24P2012 C-7197-2012	The City of Calgary Rocky View County	2012 November 5 2012 October 23	(a) Delete and replace paragraph 3 of Section 1.0. (b) Delete and replace Section 4.5.1. (c) Delete and replace Section 4.6.1. (d) Delete and replace Section 4.7.1. (e) Delete and replace Section 15.7. (f) Delete and replace Map 1 entitled "Plan Area". (g) Delete and replace Map 2 entitled "Key Focus Areas". (h) Delete and replace Map 3 entitled "Residual Long-Term Growth Areas". (i) Delete and replace Map 4 entitled "Growth Corridors/Areas".  Note: Map 6 amended by Bylaw C-7197-2012 and administratively by The City of Calgary

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and amendments thereto are available from City Clerk/Municipal Clerk and should be consulted when interpreting and applying this Bylaw.

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# Rocky View County/City of Calgary

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# Introduction



## 1 INTRODUCTION

## INTRODUCTION



“Both municipalities are committed to working together to achieve coordination wherever possible so that the effect that we have on one another and our residents is positive.”

## 1.0 Introduction

The City of Calgary and Rocky View County share over 115 kilometres (72 miles) of border. Our activities are inextricably linked and affect one another. Both municipalities are committed to working together to enhance cooperation and achieve coordination wherever possible so that the effect that we have on one another and our residents is positive.

This plan has been developed in accordance with the *Municipal Government Act* and the Terms of Reference adopted by both municipalities and dated January 21, 2008. Both The City of Calgary and Rocky View County agree that the Intermunicipal Development Plan (IDP) is the preferred means for continuing our cooperative working relationship and addressing intermunicipal issues that may arise in the Plan Area.

*The Plan Area, shown in Map 1, is divided into two parts:*

1. *The Policy Area contains areas immediately adjacent to the shared border. The policies contained in this plan apply in this area, including the circulation and referral process as described in Section 15.1; and*
2. *The second part of the Plan Area is the Notification Zone which is not immediately*

*adjacent to the shared boundary but is an important area for intermunicipal communication. The Notification Zone provides The City of Calgary with the opportunity to comment on land use policies and applications circulated from Rocky View County. Although the policies of this plan do not apply to the Notification Zone, The City of Calgary is encouraged to provide comment with respect to issues affecting the Notification Zone.*

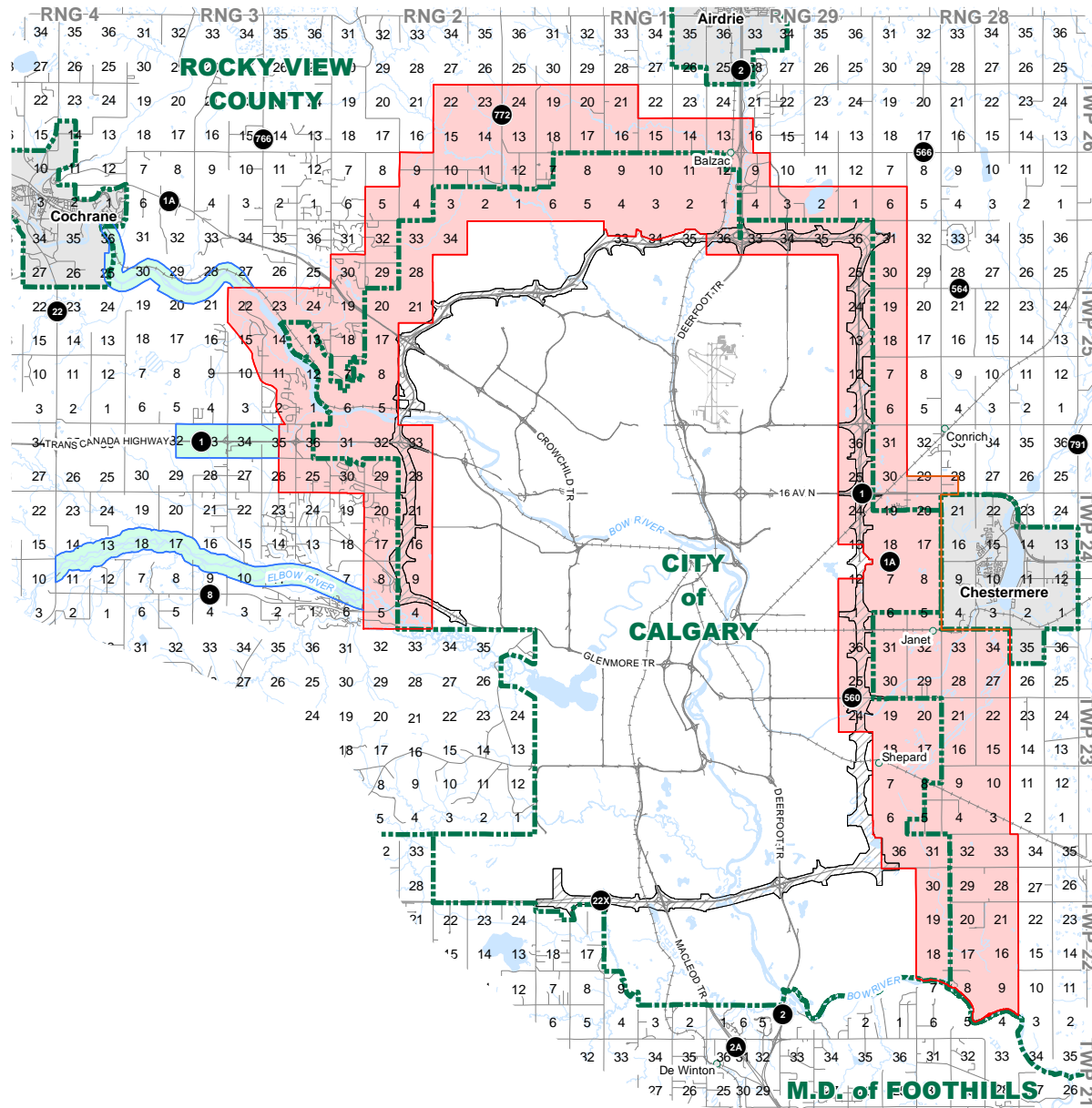
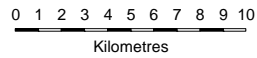
**BYLAW 24P2012  
C-7197-2012**

The fundamental purpose of the Rocky View County/City of Calgary IDP is to identify an area of mutual interest, to minimize land use conflicts across municipal borders, provide opportunities for collaboration and communication, and outline processes for the resolution of issues that may arise within the Plan Area. By adoption of this plan, both Municipal Councils solidify a commitment to using a collaborative approach within the Plan Area and establishing a framework for an ongoing positive relationship based on mutual respect and open communication. The City of Calgary and Rocky View County respect that both municipalities will identify their individual municipal visions and priorities through their respective Municipal Development Plans.



MAP 1 PLAN AREA

- Legend**
- Policy Area
  - Notification Zone
  - Transportation/ Utility Corridor
  - Jurisdictional Boundaries
  - Highway #



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

# 1 INTRODUCTION

# INTRODUCTION

## Goals

The following are general goals that apply to all sections of the IDP. Individual sections in the plan also contain a specific goal that applies to that section.

1. To establish the intermunicipal planning process as the preferred means to address planning issues on a mutual basis.
2. To provide more certainty for planning and development decisions within a broad policy framework, through the adoption of a statutory plan by bylaw.
3. To coordinate planning within Key Focus Areas as identified in the 2006 Annexation Agreement between Rocky View County and The City of Calgary.
4. To address development adjacent to the major entranceways and border regions shared by Rocky View County and The City of Calgary.
5. To incorporate The City of Calgary policies for the Residual Long-Term Urban Growth Areas as part of the IDP.
6. To establish each municipality's respective growth corridors, having regard to, and aligning with regional and sub-regional policies (e.g. South Saskatchewan Regional Plan and Calgary Metropolitan Plan) as applicable, the *Rocky View 2060* Growth Management Strategy and the Municipal Development Plan for each municipality.
7. To collaborate between the two municipalities, with the goal of coordinating the planning of utilities, transportation and transit infrastructure, open space systems, river and creek systems, and other ecologically sensitive areas.
8. To build collaborative relationships that will generate economic development opportunities, as well as create more sustainable methods of business growth, to benefit both municipalities and the Calgary Metropolitan Region.
9. To responsibly manage all sources of drinking water, particularly the Bow and Elbow Rivers, as well as the Western Headworks Canal.
10. To address aggregate extraction.
11. To address *Municipal Government Act* requirements with respect to intermunicipal conflict resolution procedures, plan administration and plan amendment or repeal procedures.
12. To establish public consultation requirements for planning processes that may impact existing landowners in border regions.
13. To establish a communication and circulation process to coordinate land use compatibility.



12. To establish public consultation requirements for planning processes that may impact existing landowners in border regions.
13. To establish a communication and circulation process to coordinate land use compatibility.

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# Working Together



- 2.0 Intermunicipal Cooperation Team
- 3.0 Joint Studies
- 4.0 Key Focus Areas

## 2 INTERMUNICIPAL COOPERATION TEAM

## WORKING TOGETHER



## Goal

To facilitate ongoing communication and collaboration between Rocky View County and The City of Calgary Administrations.

## 2.0 Intermunicipal Cooperation Team

### Objective

1. To provide a consistent approach for intermunicipal discussion between Administrations.

### 2.1 Policies

- 2.1.1 Rocky View County and The City of Calgary agree to establish and maintain an Intermunicipal Cooperation Team (ICT) to facilitate discussion between Administrations. The ICT should include all representatives from both municipalities needed to reach consensus on items under consideration.
- 2.1.2 The ICT should be utilized for intermunicipal coordination and communication relating to all intermunicipal initiatives and issues, including but not limited to:
  - (a) Amendments to this Intermunicipal Development Plan;
  - (b) Circulation review in accordance with Section 15.1 of this Plan;
  - (c) Intermunicipal Committee (IMC) initiatives;
  - (d) Capital project discussions and consultation;

- (e) Intermunicipal entranceways;
- (f) Joint studies and planning in accordance with Section 3.0 of this Plan;
- (g) Administrative networking; and
- (h) Sharing of information and data, where appropriate.

- 2.1.3 The ICT should include an ICT administrator from each municipality. The role of the administrator is to:
  - (a) Coordinate meetings;
  - (b) Set agendas;
  - (c) Arrange appropriate representation at meetings;
  - (d) Follow-up on action items;
  - (e) Coordinate reporting to the IMC; and
  - (f) Ensure that the intermunicipal processes are followed as described in Section 15 of this Plan.
- 2.1.4 Following adoption of this Plan, the ICT's first task should be to establish its roles, responsibilities, and protocols and bring them forward to the IMC for their information and feedback.
- 2.1.5 The ICT shall work to prioritize the Action Items as outlined in Appendix A of this Plan.



## WORKING TOGETHER

## JOINT STUDIES 3



## Goal

To establish a framework for Rocky View and Calgary to partner in studies and collaborative planning across the municipal boundary.

## 3.0 Joint Studies and Planning

### Objectives

1. Establish a process for studies to be undertaken as a joint project between the two municipalities.
2. Enable a process for collaborative planning to be undertaken by the two municipalities on lands within Key Focus areas and Identified Growth Areas.
3. Facilitate the sharing of input into the studies, costs incurred to complete the studies, and the information obtained as a result of the studies.
4. Facilitate detailed analysis of issues which span the municipal boundary.

### 3.1 Joint Study Policies

- 3.1.1 If agreed to by Rocky View County and The City of Calgary, studies may be undertaken as a joint project for the benefit of both municipalities.
- 3.1.2 To ensure the expectations of both municipalities are clear, the initial steps in a joint study should include (where applicable) a proportional cost-sharing agreement, data exchange agreement, and identification of a geographical study boundary.
- 3.1.3 Joint study topics may include but are not limited to, transportation, open space, stormwater management, environment, or shared institutional development.
- 3.1.4 Results of joint studies shall be shared between both municipalities.

## 3 JOINT STUDIES

## WORKING TOGETHER

### 3.2 Collaborative Planning Policies

- 3.2.1 If agreed to by both Municipal Councils, land use planning within the Key Focus Area identified in Map 2 or within the Growth Corridors/Areas identified in Map 4 may be conducted as a Collaborative Planning Project.
- 3.2.2 The proposed Collaborative Planning Project should be mutually identified by Rocky View County and The City of Calgary as a significant opportunity for both municipalities to benefit from joint land use planning or cooperative economic development.
- 3.2.3 Where both Municipal Councils agree to a Collaborative Planning Project, Rocky View County and The City of Calgary should collaborate on the basis of a shared investment, shared services, and shared benefit framework.
- 3.2.4 Collaborative Planning Projects shall be initiated through a mutually agreed Terms of Reference approved by both Municipal Councils to ensure clear direction and scope. The Terms of Reference should consider policies within Section 3.2 and Section 15.3 of this Plan as well as the following:
- (a) Funding sources that each municipality can offer for initiatives;
  - (b) Allowing the participation of external interested parties;
  - (c) Where agreed upon, address investment and benefit related to items such as: infrastructure and servicing; recreation services and facilities; or other items deemed relevant by the municipalities; and
  - (d) A governance model that is suitable to each area and context should be developed for each Collaborative Planning Project.
- 3.2.5 A Collaborative Planning Project may include the creation or amendment of statutory plans.
- 3.2.6 Implementation of shared investment, shared services, and shared benefit frameworks and governance models shall be approved by both Municipal Councils prior to implementation.



## Goal

To achieve a greater degree of coordination in the Key Focus Areas with particular attention to interface planning, common highway entranceways, and integration of land use policies.

## 4.0 Key Focus Areas

The 2006 Annexation Agreement identified six geographical areas of particular interest to both municipalities. In these areas, both municipalities expressed a desire to achieve an increased level of collaboration and engagement. Each area has site-specific characteristics that make them unique in the Plan Area. These areas are identified as Key Focus Areas within this Plan and are shown on Map 2.

Engagement and communication between Rocky View County and The City of Calgary will be of key importance as each of the Key Focus Areas are planned and developed. This will ensure that all opportunities and constraints are identified at an early stage. It will also contribute to the high level of coordination that both municipalities desire in these areas.

### Objectives

1. Achieve a greater degree of intermunicipal collaboration and involvement in the Key Focus Areas.
2. Collaborate in creating attractive entranceways that showcase each municipality for the benefit of residents and the traveling public.

3. Provide a process where land use policies and their integration with the adjacent municipality can be discussed for each Key Focus Area.

### 4.1 General Policies

- 4.1.1 The Intermunicipal Cooperation Team (ICT) should be utilized for intermunicipal coordination and communication relating to all infrastructure and land use planning initiatives within Key Focus Areas, including subsequent amendments to planning documents.
- 4.1.2 Through the ICT, Rocky View County and The City of Calgary should jointly address each intermunicipal entranceway within the Key Focus Areas. Where appropriate, the Province of Alberta should be a stakeholder in this process. The focus of the ICT discussion should include, but not be limited to: highway setbacks; landscaping; form and massing of buildings; design themes; location of municipal signage; and lighting.
- 4.1.3 When considering initiatives within Key Focus Areas, the ICT should:

## 4 KEY FOCUS AREAS

## WORKING TOGETHER

- (a) Determine if any joint studies or collaborative planning may be beneficial;
- (b) Meet at the following points in the planning process:
- (i) Formation of a Terms of Reference, or equivalent, to ensure that:
    - an intermunicipal engagement strategy that considers both the adjacent municipality and their residents is established and agreed upon by both municipalities,
    - opportunities and constraints of an intermunicipal nature are identified at an early stage, and
    - opportunities for intermunicipal partnership and support are explored;
  - (ii) land use and transportation concept formation to demonstrate and discuss ways in which items outlined in (i) have been considered and incorporated as appropriate;
  - (iii) Draft plan stage to ensure that any remaining intermunicipal matters are addressed, and the policies of this Plan are reflected in the draft document;
- (iv) Draft shared investment, shared services and shared benefit framework and draft governance model stages for Collaborative Planning Projects to ensure the policies of this Plan are reflected in the draft documents.
- (c) Discuss the following topics:
- (i) Transportation issues, such as:
    - interchange planning,
    - road connections across municipal boundaries,
    - appropriate road standards to allow for ease of movement,
    - transportation studies, which should be exchanged for information or conducted jointly to inform the planning process, and
    - lands for future road right-of-way to facilitate agreed upon highway and roadway upgrades;
  - (ii) Pathways and open spaces, including connections across municipal boundaries and coordination of open spaces and parks; and
  - (iii) Interface, including joint development of interface policies specific to the Key Focus Area. Interface policies should consider direction provided in Section 6 of this Plan and be incorporated into subsequent plans in the Key Focus Area;
- (iv) Shared investment, shared services and shared benefit framework and governance model for Collaborative Planning Projects considering direction provided in Section 3.0 of this Plan.
- (d) Explore the integration of land use policy, which should include:
- references to this document for circulation procedures,
  - appropriate textual and visual (e.g. maps) references to lands in the neighbouring jurisdiction,
  - text that conveys the importance of intermunicipal cooperation in this Key Focus Area, and
  - direction that further work that should be completed at subsequent stages of development in order to achieve the desired coordination; and
- (e) Discuss any other topics relevant to the Key Focus Area including recreation, culture and community development.

## WORKING TOGETHER

## KEY FOCUS AREAS 4

**4.2 Section 29-24-2-5**

This area within Rocky View County is identified for employment concentration over the longer term. Opportunities include a joint business park for this area with consideration for secondary land uses. Regional transportation, transit planning, and interface planning with lands within The City of Calgary are required.

**Policies**

- 4.2.1 Employment feasibility research to help determine the amount and type of employment uses should be conducted by Rocky View County.
- 4.2.2 Future planning in the area should facilitate mobility between the two municipalities.
- 4.2.3 The City of Calgary and Rocky View County may explore the feasibility of coordinated transit service at the time of plan preparation.

**4.3 Highway 1 West Corridor**

Included in the 2006 Annexation Agreement, The City of Calgary identified much of this area for employment growth to better balance jobs and population by locating employment opportunities closer to residential areas on the west side of the City. There is existing rural residential development within Rocky View County that is proximate to this Key Focus Area. Benefits of developing this area include efficient utilization of existing transportation infrastructure and creating employment opportunities close to existing residential areas.

Rocky View County, through its existing policy documents, has identified this area as a special policy planning area requiring unique consideration of the interface between the highway, The City of Calgary, and Rocky View County. Even though it is important that there is coordination of planning across the municipal boundary within this Key Focus Area, it is not the intent that the look and feel of the final development be identical across the boundary.

**Policies**

- 4.3.1 Employment feasibility research to help determine the amount and type of employment uses should be considered in any City of Calgary Area Structure Plan process.
- 4.3.2 Consideration of the common boundaries between the highway, The City of Calgary, and Rocky View County should be given to the lands within this Key Focus Area, in accordance with policy documents.

## 4 KEY FOCUS AREAS

## WORKING TOGETHER

### 4.4 Queen Elizabeth II Highway (Highway 2) North Corridor

Queen Elizabeth II Highway North Corridor is part of an important gateway to both municipalities and is a key provincial highway corridor. Features of this Key Focus Area include Nose Creek, the Canadian Pacific Railway line and the Queen Elizabeth II Highway.

The future land use of the Queen Elizabeth II Highway North Corridor Key Focus Area will consist of non-residential, employment uses due to constraints from proximity to the Calgary International Airport. Proximity of this Key Focus Area to the Calgary International Airport, Canadian Pacific Railway, and the Queen Elizabeth II Highway is not conducive to residential development but presents significant opportunity for employment uses such as industrial and commercial development.

### Policies

- 4.4.1 Employment feasibility research to help determine the amount and type of employment uses should be conducted by The City of Calgary.
- 4.4.2 A suitable interface between future development and the Hamlet of Balzac should be achieved.
- 4.4.3 In accordance with the Airport Vicinity Protection Area (AVPA), development in the Key Focus Area shall primarily be non-residential employment uses.
- 4.4.4 Development of this area should not compromise the functioning of the Canadian Pacific Railway line.
- 4.4.5 The Nose Creek riparian area should be treated as an important natural feature.
- 4.4.6 Once a functional alignment has been established for the Highway 2 and Highway 566 interchange, Rocky View County and The City of Calgary may explore the possibility of annexing residual land south of the interchange from Rocky View County to The City of Calgary.

### 4.5 Highway 1 East Corridor

This Key Focus Area is an important entranceway for both municipalities and is a key highway corridor for the Province. Interface planning and coordination of land use policy is required for this area that includes established Rocky View County development. Transportation planning is required for east/west links with the Transportation and Utility Corridor and north/south roadways into development areas within both municipalities.

### Policies

- 4.5.1 *Rocky View and Calgary should ensure that The Town of Chestermere is engaged as a stakeholder in planning processes that occur within this Key Focus Area and that are adjacent to the Town's boundary.* **BYLAW 24P2012 C-7197-2012**
- 4.5.2 Coordination of land use policy and transportation should be carefully considered as future development will be contiguous across the boundary.

## WORKING TOGETHER

## KEY FOCUS AREAS 4

## 4.6 Peigan Trail Extension

This Key Focus Area will be a new eastern entranceway between Rocky View County and The City of Calgary and will enhance connectivity between the two municipalities.

Within this area, lands to the north of the future roadway alignment will be residential land uses within The City of Calgary and lands to the south of the future roadway alignment will be industrial land uses within Rocky View County.

### Policies

- 4.6.1 *Rocky View and Calgary should ensure that The Town of Chestermere is engaged as a stakeholder in planning processes that occur within this Key Focus Area and that are adjacent to the Town's boundary.* **BYLAW 24P2012 C-7197-2012**
- 4.6.2 Intermunicipal coordination regarding the interface between employment uses within Rocky View County and residential uses within The City of Calgary should be pursued to establish a suitable transition.
- 4.6.3 Once a functional alignment has been established, The City of Calgary should initiate the annexation process requesting that lands lying north of Peigan Trail within this Key Focus Area be annexed into The City of Calgary. Lands south of Peigan Trail shall remain within Rocky View County.

## 4.7 Highway 560/Glenmore Trail

Planning for this area will address the interface and joint infrastructure planning for industrial growth in both municipalities. A key feature in this Key Focus Area is the Shepard Wetland Complex which will serve the stormwater management requirements for Rocky View County and The City of Calgary. This Key Focus Area represents long-term industrial growth corridors for both municipalities.

Planning in this area will involve a variety of stakeholders including Alberta Environment, Western Irrigation District, Canadian National Railway, Canadian Pacific Railway, and the Town of Chestermere.

### Policies

- 4.7.1 *Rocky View and Calgary should ensure that The Town of Chestermere is engaged as a stakeholder in planning processes that occur within this Key Focus Area and that are adjacent to the Town's boundary.* **BYLAW 24P2012 C-7197-2012**
- 4.7.2 Other stakeholders should be involved in joint planning processes as necessary. Stakeholders may include but not be limited to Alberta Environment, Western Irrigation District, Canadian National Railway and Canadian Pacific Railway.

- 4.7.3 The City of Calgary, Rocky View County and The Town of Chestermere are currently undertaking the Shepard Regional Drainage Plan (SRDP). Any planning done in this area should be in conformity with the SRDP. This should include but not be limited to:
- (a) adherence to release rates identified in the plan;
  - (b) protection of drainage corridors for future development of the drainage complex; and
  - (c) coordination with neighbouring municipalities as necessary.
- 4.7.4 Lands within this Key Focus Area identified as being within The City of Calgary's growth corridor on Map 4 should be administered in accordance with Section 8 of this Plan.

## 4 KEY FOCUS AREAS

## WORKING TOGETHER

### 4.8 Southeast Railway Corridor

This Key Focus Area consists of nearly 1,700 hectares of land located east of The City of Calgary and south of Highway 560. The southern portion of the lands shall be planned through an Area Structure Plan collaboratively created between Rocky View County and The City of Calgary with the intent to support a rail served industrial development and associated business uses.

The northern portion of these lands may be considered for future Collaborative Planning Projects and are not part of the planned Area Structure Plan.

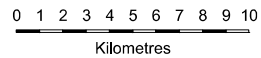
#### Policies

- 4.8.1 The Prairie Gateway Area Structure Plan shall be created from a Collaborative Planning Project, pursuant to Section 3.2, to guide land use planning within the southern portion of the Key Focus Area lands as identified in Map 2. The Area Structure Plan will be a Rocky View County statutory plan.
- 4.8.2 The Prairie Gateway Area Structure Plan shall be supported through implementation of a shared investment, shared services and shared benefit framework and governance model created pursuant to Section 3.2. Formal agreements between The City of Calgary and Rocky View County will be required to implement the framework.
- 4.8.3 Lands within this Key Focus Area should be administered in accordance with Section 8 of this Plan.
- 4.8.4 Consideration may be given for a future Collaborative Planning Project for the north portion of the Key Focus Area that is not currently part of the Area Structure Plan, as determined appropriate by agreement of the municipalities.

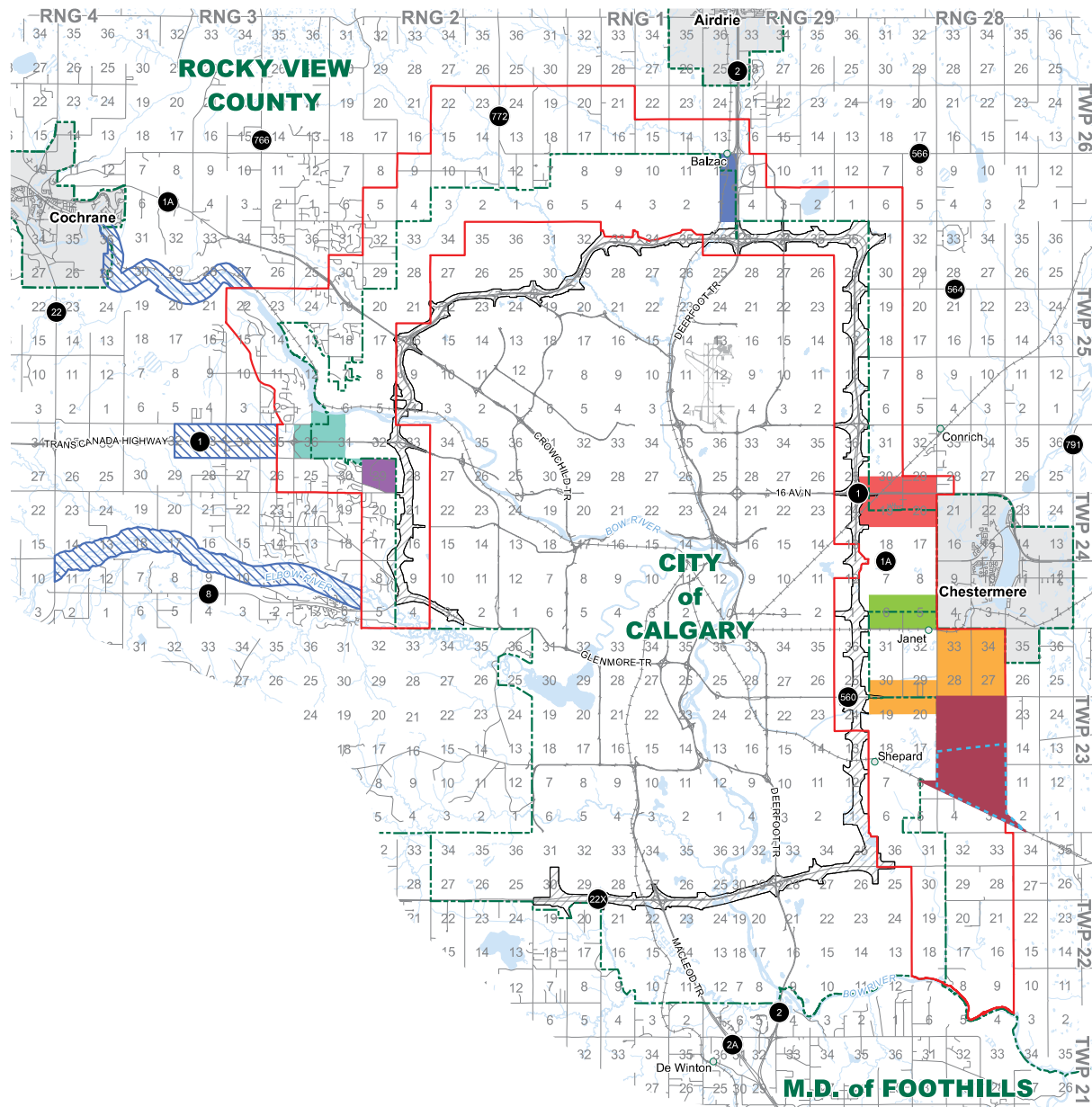


# MAP 2 KEY FOCUS AREAS

- Legend**
- Policy Area
  - Notification Zone
  - Transportation/ Utility Corridor
  - Jurisdictional Boundaries
  - Highway #
- Key Focus Areas**
- Section 29 24-2-5
  - Highway 1 West Corridor
  - Highway 2 North Corridor
  - Highway 1 East Corridor
  - Peigan Trail Extension
  - Highway 560 (Glenmore Trail) Joint Industrial Corridor
  - Southeast Railway Corridor



- Collaborative Planning Project**
- Prairie Gateway Area Structure Plan



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# Growth



- 5.0 Municipal Planning Considerations
- 6.0 Interface Planning
- 7.0 Residual Long-Term Growth Areas
- 8.0 Growth Corridors/Areas and Annexation

## 5 MUNICIPAL PLANNING CONSIDERATIONS



### Goal

Identify each municipality's considerations for reviewing and assessing planning proposals within the Intermunicipal Development Plan area.

## 5.0 Municipal Planning Considerations

### Objective

1. Gain an understanding of the considerations each municipality will undertake when reviewing their respective planning documents, redesignations, subdivision, and development proposals.

### 5.1 Policies

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>5.1.1 Development proposals should be evaluated against regional and sub-regional plans, as applicable, the Calgary/Rocky View 2006 Annexation Agreement, each municipality's respective Municipal Development Plan (MDP), statutory, and non-statutory plans.</li> <li>5.1.2 If an Area Structure Plan, or equivalent, is not in place the host municipality should evaluate applications for redesignation, subdivision and development proposals according to all of the following:           <ol style="list-style-type: none"> <li>5.1.3 Historical resources management in the Plan Area must comply with Provincial regulations.</li> <li>5.1.4 Any subdivision or development applications for lands identified as having potential historic sites should be referred to Alberta Culture and Community Spirit.</li> </ol> </li> </ol> | <ol style="list-style-type: none"> <li>(a) Strategic policies outlined by the host municipality including their MDP;</li> <li>(b) The policies of this Plan;</li> <li>(c) Impacts on existing and planned uses in the vicinity of the proposal; and</li> <li>(d) Consideration of environmental impacts in accordance with the policies and the procedures of the municipality in which the proposal is made, and requirements of Alberta Environment.</li> </ol> |
|--|---|



## Goal

To facilitate compatible land use transitions across the municipal boundary.

## 6.0 Interface Planning

### Objective

1. Identify tools and provide direction to help achieve appropriate transitions across the municipal boundary.

### 6.1 General Policies

- 6.1.1 Principles outlined in this chapter should be reflected in all subsequent planning processes and included in resulting documents.
- 6.1.2 Planning processes including applications for redesignation, subdivision, or development should be evaluated with respect to adjacent existing and planned uses across the municipal boundary.
- 6.1.3 Interface policies should be applied to achieve development that respects existing and planned land uses across the municipal boundary and should mitigate nuisance factors. These policies are intended to be applied to land uses across municipal boundaries. Individual municipal policy should guide land use transitions within a single municipality.

- 6.1.4 Intermunicipal entranceways are important features for both municipalities. Special consideration should be given to the interface in these areas. Development should be encouraged to align with the entranceway guidelines of each respective municipality.
- 6.1.5 The use of transition tools should be coordinated with the adjacent municipality to achieve the desired interface.
- 6.1.6 Transition tools that may be used to mitigate impacts and provide an appropriate transition are listed below. This list is not exhaustive and other methods may be appropriate. These transition tools are intended to be used in combination.
- Transition tools include:
- ◆ density
  - ◆ intensity
  - ◆ land use
  - ◆ phasing
  - ◆ open space
  - ◆ landscaping
  - ◆ berming



## 6 INTERFACE PLANNING

- ◆ topography
  - ◆ fencing
  - ◆ screening
  - ◆ stormwater management facilities
  - ◆ road alignment/access
  - ◆ site/building design, such as:
    - building orientation
    - floor area ratio or site coverage
    - building height
    - setbacks
    - form and massing
    - lighting
    - sound attenuation
- 6.1.7 Transition tools used should depend on the level of impact on the adjacent use and should be evaluated on a site-specific basis.
- 6.1.8 Environmental and nuisance impacts of developments or uses such as noise, air contaminants, and odorous matter should be mitigated across municipal boundaries where appropriate.
- 6.1.9 All land uses shall recognize existing provincial legislation requiring management of agricultural related invasive plants, pests, and diseases.

### 6.2 Agricultural Interface Policies

- 6.2.1 Transition tools should be applied to new, non-agricultural development to minimize impacts on existing agricultural land uses across a municipal boundary.
- 6.2.2 Environmental and nuisance impacts of agricultural operations should be mitigated by provisions of the *Agricultural Operations Practices Act*.
- 6.2.3 Transition provided by new, non-agricultural development should consider the impact non-agricultural traffic and nuisance factors such as litter and pets may have on existing agricultural lands. Negative impacts should be mitigated.
- 6.2.4 To achieve 6.2.3, transition tools that may be considered for new, non-agricultural development should include fencing, controlled access to agricultural lands, and site design.

### 6.3 Commercial and Residential Interface Policies

- 6.3.1 Transition tools applied between commercial and residential development should include but not be limited to form and massing of buildings, sound and lighting attenuation, and site design.
- 6.3.2 Pathway connections between commercial and residential should be of high importance and roadway connections should be planned to limit negative impacts on adjacent residential areas.
- 6.3.3 Transition provided between commercial and residential should mitigate use specific nuisances.

### 6.4 Industrial and Residential Interface Policies

- 6.4.1 Land uses such as commercial, business industrial, and open space should be considered as buffers between industrial and residential uses.
- 6.4.2 Scale of transition between industrial and residential should be proportionate to the level of impact between existing and planned land uses to mitigate potential health, safety, and nuisance factors.



## GROWTH

## RESIDUAL LONG-TERM GROWTH AREAS 7



## Goal

To provide policies to address the Residual Long-Term Growth Areas within The City of Calgary.

## 7.0 Residual Long-Term Growth Areas

### Objectives

1. Accommodate temporary uses within the residual parcels prior to comprehensive development.
2. Integrate planning with adjacent lands within Rocky View County.

### 7.1 Policies

- 7.1.1 Residual Long-Term Growth Areas, as identified in Map 3, should be planned comprehensively through an Area Structure Plan (ASP) and/or Regional Context Study with adjacent lands within Rocky View County.
- 7.1.2 The Residual Long-Term Growth Area shall be deemed removed from Map 3: Residual Long Term Growth Areas, once included within an ASP.
- 7.1.3 Prior to the approval of an ASP, approval of Temporary Uses such as agriculture, open space and recreational uses may be considered.
- 7.1.4 Additional Temporary Uses may be considered on a discretionary basis based on their merits and the degree to which they comply with this plan.

Examples of appropriate uses include:

- ◆ garden centres,
- ◆ driving ranges,
- ◆ campgrounds,
- ◆ tree farms, and
- ◆ outdoor storage areas for recreational vehicles, agricultural machinery and automobiles.

- 7.1.5 Limited service industrial development should not be allowed as a permanent or Temporary Use within residual long term growth areas. Examples of development that should not be considered include salvage yards, pipe storage, and auto wrecking.
- 7.1.6 A high quality form of development is required. Visual screening, including berming, fencing, and/or landscaping, should be used to minimize the impact on adjacent areas to the satisfaction of the Development Authority.
- 7.1.7 Temporary development should incorporate design elements that address the interface with Stoney Trail.

## 7 RESIDUAL LONG-TERM GROWTH AREAS

- 7.1.8 Subdivision of land to facilitate development should be strongly discouraged until full servicing is available, and area structure planning, or equivalent, is complete.
- 7.1.9 Fully serviced non-residential development that is located immediately adjacent to Stoney Trail should:
- ◆ be oriented to take advantage of the visibility from Stoney Trail, and
  - ◆ incorporate design requirements that ensure a high quality form of development.
- 7.1.10 Applications for redesignation, subdivision, or development should be subject to The City of Calgary guidelines and procedures regarding Transportation Impact Assessments. These will establish the required City of Calgary and/or Rocky View County transportation improvements.
- 7.1.11 Applications for redesignation, subdivision or development should consider the Shepard Regional Drainage Plan, which is currently underway.

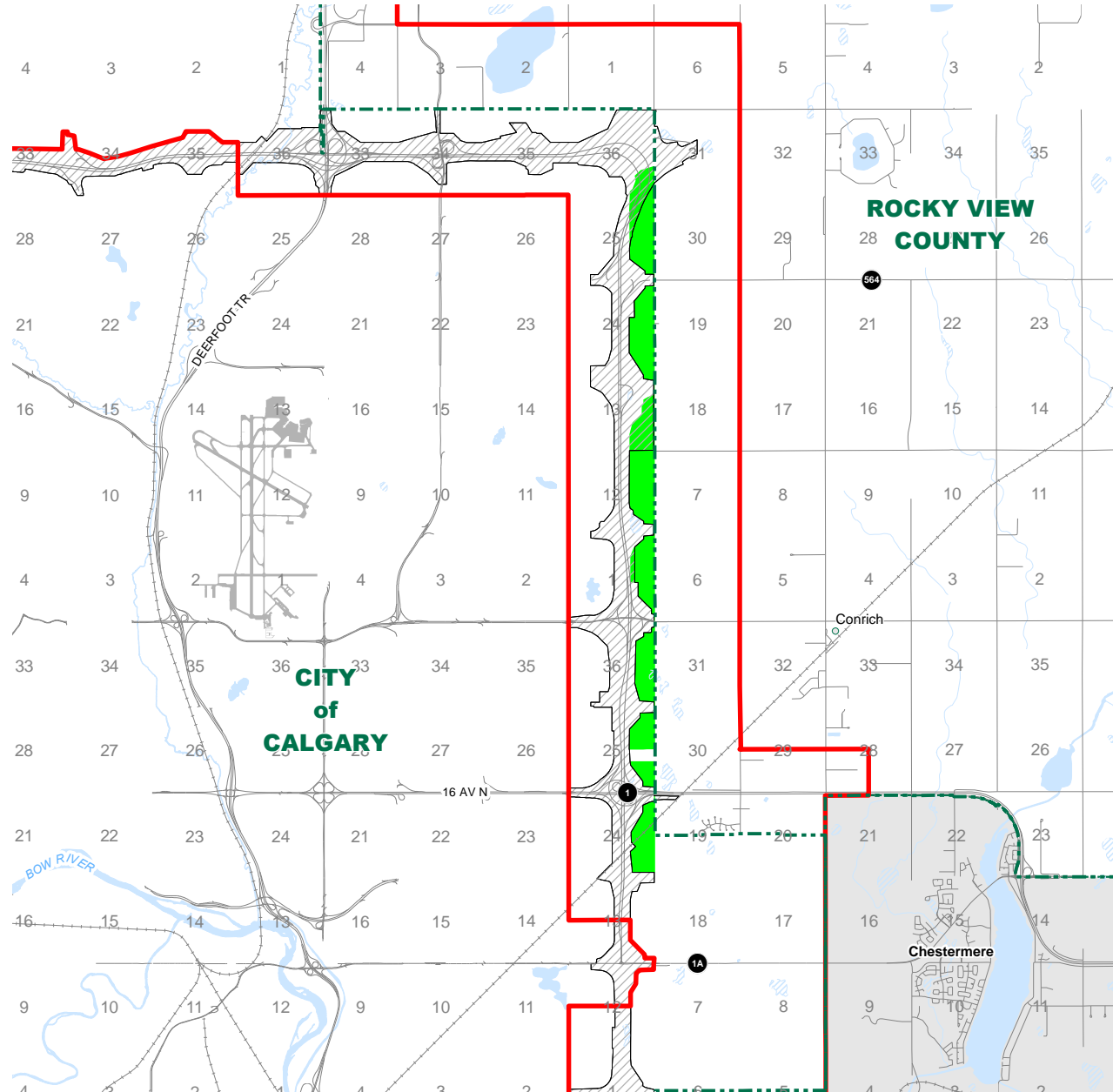


# MAP 3 RESIDUAL LONG-TERM GROWTH AREAS

**Legend**

- Policy Area
- Transportation/ Utility Corridor
- Jurisdictional Boundaries
- Residual Long-Term Growth Areas
- Highway #

0 1 2 3 4  
Kilometres



Amended:  
Calgary Bylaw: 24P2012  
Rocky View Bylaw: C-7197-2012

Approved:  
Calgary Bylaw: 14P2011  
Rocky View Bylaw: C-7078-2011

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

## 8 GROWTH CORRIDORS/AREAS AND ANNEXATION



### Goal

To establish growth corridors/areas for Rocky View County and The City of Calgary.

## 8.0 Growth Corridors/Areas and Annexation

### Objectives

1. Recognize growth corridors/areas for both municipalities.
2. Identify lands for possible future annexation from Rocky View County to The City of Calgary.

### 8.1 Policies

- 8.1.1 Map 4, Growth Corridors/Areas, identifies Growth Corridors for Rocky View County and Growth Areas for The City of Calgary. These are adapted from the 2006 Annexation Agreement and represent areas for potential future development of the municipalities within the Plan Area.
- 8.1.2 Rocky View County Growth Corridors should be developed in accordance with *Rocky View 2060* Growth Management Plan and other Rocky View County statutory and local area plans, as they may be updated from time to time.
- 8.1.3 Identified City of Calgary Growth Areas should continue to be governed in accordance with existing Rocky View County policy documents, which may be updated. Should the lands be annexed by The City of Calgary, planning will be conducted as directed by its Municipal Council at that time.
- 8.1.4 Rocky View County Council and Administration should evaluate applications within identified City of Calgary Growth Areas against this Plan, the Rocky View County Municipal Development Plan and the Rocky View County Land Use Bylaw.
- 8.1.5 Land use redesignation applications in identified City of Calgary Growth Areas shall be referred to the Intermunicipal Cooperation Team for discussion to gain a greater understanding of the long term intermunicipal interests in the area.
- 8.1.6 When planning in identified City of Calgary Residential Growth Areas allows Municipal Reserve to be taken Rocky View County should take all comments from school boards, Rocky View County Municipal Lands and Rocky View County Recreation Boards regarding the Municipal Reserve owing into consideration.
- 8.1.7 Should The City of Calgary wish to identify additional Growth Areas beyond those identified in Map 4: Growth Corridors/Areas, the following process shall be pursued to allow for mutually beneficial discussions:
- (a) Preliminary administrative discussions;



## GROWTH

## GROWTH CORRIDORS/AREAS AND ANNEXATION 8

- (b) Intermunicipal Committee discussions and recommendations to both Municipal Councils;
- (c) Direction from both Municipal Councils to begin negotiations;
- (d) Best efforts towards mutually beneficial negotiation process;
- (e) Negotiated recommendation brought forward to both Municipal Councils for consideration; and
- (f) Intermunicipal Development Plan amendment, if necessary.

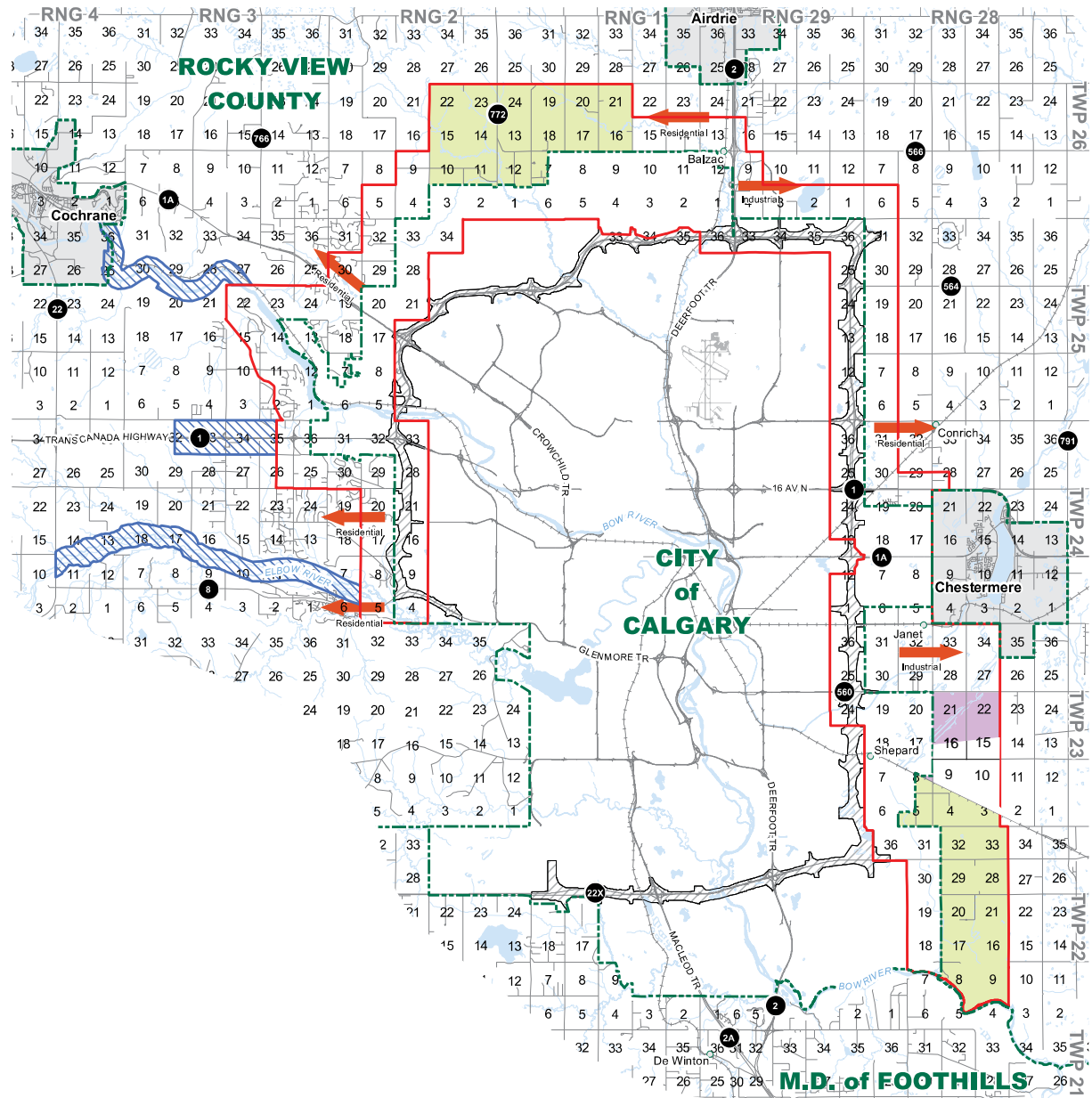
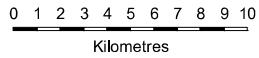
8.1.8 Future annexation proposals shall proceed in accordance with the process for annexation in the *Municipal Government Act*.

8.1.9 Further to Policy 8.1.3, areas planned through Collaborative Planning Projects, as identified in Map 2, shall, in addition to the applicable statutory plans, be managed in accordance with any applicable legal agreements between The City of Calgary and Rocky View County related to shared investment, shared services and shared benefit frameworks, governance models, or other agreements related to the Collaborative Planning Project area.



# MAP 4 GROWTH CORRIDORS/AREAS

- Legend**
- Policy Area
  - Notification Zone
  - Policy Review Area
  - Transportation/ Utility Corridor
  - Jurisdictional Boundaries
  - Highway #
  - Rocky View County Growth Corridors
  - Identified City of Calgary Growth Areas
  - Industrial
  - Residential



Amended:  
Calgary Bylaw: 24P2012  
Rocky View Bylaw: C-7197-2012

Approved:  
Calgary Bylaw: 14P2011  
Rocky View Bylaw: C-7078-2011

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



Intermunicipal  
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# Land and Water



- 9.0 Parks, Open Space and Recreation
- 10.0 Flood Hazard Area Management
- 11.0 Watershed Protection
- 12.0 Aggregate Extraction

## 9 PARKS, OPEN SPACE AND RECREATION

## LAND AND WATER



### Goal

To coordinate and promote intermunicipal cooperation in the protection, enhancement and development of parks, open space, and recreational facilities.

## 9.0 Parks, Open Space and Recreation

### Objectives

1. To facilitate appropriate and logical intermunicipal connections between existing and future parks for active and passive recreation purposes.
2. To coordinate a contiguous intermunicipal open space system for ecosystem viability and sustainability.
3. To promote coordination of recreational amenities and services between municipalities.

- (c) Work together on an intermunicipal open space and natural area inventory (including environmentally significant areas) to identify opportunities for cross-boundary connections and intermunicipal open space preservation and enhancement;
- (d) Explore the feasibility of developing an overall intermunicipal recreation master plan;
- (e) Explore the feasibility of entering into joint maintenance agreements for municipal reserve lands in the Policy Area; and
- (f) Cooperate in the exploration of cost-effective ways of delivering recreational services that benefit both municipalities.

### 9.1 Policy

- 9.1.1 While recognizing different municipal approaches and priorities with respect to parks, open space and recreation, both municipalities should work together to:
  - (a) Identify potential connections and planning between existing and future park sites across municipal boundaries;
  - (b) Work together on an intermunicipal pathway inventory to identify opportunities for cross boundary connections;



## Goal

To appropriately manage lands in flood hazard areas.

## 10.0 Flood Hazard Area Management

### Objectives

1. Ensure that municipal processes support safety, economic, and environmental stewardship within flood hazard areas.
2. Establish communication processes with respect to emergency planning and management of flood hazard areas.
3. Promote planning aligned with provincial policy for flood hazard areas.

### 10.1 Policies

- 10.1.1 Land use and development in the flood hazard areas of the Intermunicipal Development Plan should align with policies, guidelines, requirements or controls adopted by the municipality for their jurisdiction, while having regard for those set out by the Province of Alberta and the Government of Canada.
- 10.1.2 Both municipalities should refer to, and have regard for, flood hazard mapping and flood risk area definitions as endorsed by Alberta Environment.
- 10.1.3 Potential flood hazard mapping revisions should be brought forward to

the Intermunicipal Cooperation Team (ICT) for discussion at an early stage in the application review process. Any technical documents available should be exchanged between municipalities.

- 10.1.4 Through the ICT, both municipalities shall share information regarding:
  - (a) Flood response and flood protection planning elements for lands that may be subject to flooding particularly with respect to utility design and operation, transportation/egress routes and interim flood protection measures; and
  - (b) Tools to mitigate the risks of river flooding, including but not limited to utility design, storage restrictions, building setbacks, and flood-proof building design.
- 10.1.5 Both municipalities should utilize management approaches to retain natural morphology of streams where possible.
- 10.1.6 Potential impacts (such as structural, hydrologic, and water quality aspects) on groundwater interactions in flood hazard areas should be addressed as part of planning processes prior to development.

# 11 WATERSHED MANAGEMENT

## LAND AND WATER



### Goal

To responsibly manage watersheds within the Policy Area.

## 11.0 Watershed Management

### Objectives

1. While recognizing development will occur in both municipalities, both will manage watersheds for water quality and quantity as they are important for a safe drinking water supply, healthy ecosystems, and the operation of agricultural systems.
2. Work collaboratively to mitigate negative impacts on watersheds within the Policy Area.

### 11.1 Policies

- 11.1.1 Both municipalities should manage for the long-term quality and quantity of municipal drinking water supplies including:
  - (a) Protection and enhancement of surface water sources, watersheds, and waterways; and
  - (b) Protection of groundwater including groundwater recharge areas.
- 11.1.2 Both municipalities should manage watersheds to support healthy, functional ecosystems.

- 11.1.3 The most up-to-date Watershed Management Plans shall be used as guidance documents and decision making tools for activities occurring within watersheds, including recommendations on cumulative effects management and water quality objectives.
- 11.1.4 Both municipalities should cooperate and support Alberta Health Services and Alberta Environment to mitigate the adverse impact of water quality contaminants.
- 11.1.5 All development proposed in proximity to water bodies should be carefully evaluated for impacts on water quality of surface water, groundwater, and alluvial aquifers. Negative impacts should be mitigated.
- 11.1.6 Both municipalities should implement environmental setback guidelines to protect riparian areas and water quality.





## Goal

To provide for intermunicipal cooperation with respect to aggregate extraction.

## 12.0 Aggregate Extraction

### Objective

1. Aggregate resources are important to our municipalities. Both municipalities wish to facilitate intermunicipal communication regarding aggregate extraction operations, and planning and development proposals in the vicinity.

### 12.1 Policies

- 12.1.1 In accordance with policy 13.1.1, both municipalities should seek to coordinate the planning of major aggregate haul routes within the Policy Area. In doing this, both the short- and long-term needs of residents and the industry should be taken into consideration.

- 12.1.2 When processing applications for new sand and gravel pit operations, each municipality should give consideration to the:
  - (a) possible impacts that approval of such applications may have on existing and planned uses in the adjacent municipality; and
  - (b) comments received from the adjacent municipality.
- 12.1.3 In the event that existing aggregate extraction operations begin to create negative impacts such as noise, dust and truck traffic on the adjacent municipality, both municipalities should discuss impacts. The host municipality may coordinate enforcement of existing approvals and/or discuss standards of abatement with the applicant and adjacent municipality at the time of development permit renewal.





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# Infrastructure



13.0 Transportation

14.0 Utilities and Servicing

## 13 TRANSPORTATION

## INFRASTRUCTURE



## Goal

To facilitate the coordination of transportation infrastructure between municipalities.

## 13.0 Transportation

### Objectives

1. Facilitate the coordination and collaboration of current and long term transportation plans of The City of Calgary and Rocky View County.
2. Establish a process for evaluation of intermunicipal transportation infrastructure impacts.

### 13.1 Policies

- 13.1.1 In order to provide for efficient development and reasonable access between the two municipalities, The City of Calgary and Rocky View County should coordinate the planning of major transportation links for all modes of transportation.
- 13.1.2 Both municipalities should jointly consult with Alberta Transportation to coordinate planning and development along provincially administrated transportation links.
- 13.1.3 Multi-modal transportation connections between municipalities should be coordinated where appropriate.

- 13.1.4 Both municipalities should communicate regularly on transportation matters through the City of Calgary/Rocky View County Intermunicipal Cooperation Team and Intermunicipal Committee.
- 13.1.5 The host municipality should consider the impact that a proposed development may have on the transportation infrastructure of the adjacent municipality through the development of a Transportation Impact Assessment (TIA) to the standard of the host municipality.
- 13.1.6 If the impact of development exceeds the capacity of the existing transportation infrastructure, upgrades should be coordinated through the following process:
  - (a) Circulation of the proposal, in accordance with this Plan;
  - (b) The adjacent municipality detailing required upgrades as a result of the proposed development, in accordance with the TIA; and
  - (c) The host municipality should require appropriate upgrades as conditions of subdivision or development approval.

## INFRASTRUCTURE

## TRANSPORTATION 13



- 13.1.7 Transportation connections should be compatible across municipal boundaries.
- 13.1.8 Both municipalities should coordinate access from boundary roads.
- 13.1.9 Where the road jurisdiction is discontinuous on a boundary road or a road standard is most efficiently maintained by the adjacent municipality, maintenance agreements should be pursued in accordance with Section 3: Joint Studies.
- 13.1.10 Both municipalities should jointly pursue development of a process for early notification of road bans and closures.

## 14 UTILITIES AND SERVICING

## INFRASTRUCTURE



## 14.0 Utilities and Servicing

## Objectives

1. Establish a process for cross-boundary utility planning and right-of-way acquisition.
2. Facilitate the coordination of joint stormwater planning on an intermunicipal and regional basis.

## 14.1 Policies

- 14.1.1 The process for acquiring easements and rights-of-way within the adjacent municipality involves the following steps:
  - (a) Identification of the need for sanitary, water and stormwater easements and rights-of-way,
  - (b) Discussion between the municipalities through the Intermunicipal Cooperation Team (ICT) and other municipal bodies, as deemed necessary,
  - (c) Negotiation of intermunicipal agreements for sanitary, water and stormwater easements and rights-of-way, and

- (d) Execution of legal utility easement and rights-of-way agreements between the municipalities to allow for sanitary, water and stormwater infrastructure.

- 14.1.2 Either municipality may extend sanitary, water and stormwater services to the adjacent municipality according to its applicable policies.
- 14.1.3 Where communal sewage treatment systems are being considered, the proposals shall be brought to the ICT for information.
- 14.1.4 Where appropriate, Master Drainage Plans/Staged Master Drainage Plans should be brought to the ICT for information.
- 14.1.5 Both municipalities should collaborate in the development of Master Drainage Plans/Regional Drainage Plans within the Policy Area, on a drainage basin scale where feasible.
- 14.1.6 Recommendation of present and future Master Drainage Plans/Regional Drainage Plans, approved by both municipalities, within the Policy Area should be followed.

## Goal

To address sanitary, water and stormwater on an intermunicipal scale.

## INFRASTRUCTURE

## UTILITIES AND SERVICING 14

- 14.1.7 Low Impact Development practices and technologies should be implemented wherever feasible to meet stormwater management objectives set out in the Water Management Plans for the Bow Basin, Elbow River, and Nose Creek watersheds, and applicable policies for The City of Calgary and Rocky View County.
- 14.1.8 Best management practices shall be applied to new developments to mitigate adverse impacts on water courses including impacts on water quality, natural hydrology, riparian areas and habitat within the Policy Area.





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# Plan Implementation



## 15 PLAN IMPLEMENTATION

## PLAN IMPLEMENTATION



## Goal

To identify intermunicipal processes and describe the relationship between plans.

## 15.0 Plan Implementation

### Objectives

1. Establish an intermunicipal referral process.
2. Establish a process for administration and repeal of this Plan.
3. Allow for resolution of intermunicipal issues.
4. Establish the relationship between this Plan and other statutory and non-statutory plans.

### 15.1 Circulation and Referral Processes

The mutual referral of planning applications, policy plans, studies and other information is essential to the proper administration of the Intermunicipal Development Plan (IDP) and for effective coordination of planning across municipal boundaries.

- 15.1.1 The following that occur partially or wholly within the Plan Area (Map 1) shall be circulated to both municipalities:
- (a) Statutory and non-statutory plans within the Plan Area and proposed amendments to such plans;

- (b) Applications for land use redesignation and subdivision;
- (c) All applications for development permits, including renewals;
- (d) Disposition of environmental, municipal and/or school reserves, environmental easements, public utility lots and/or road allowances;
- (e) Emergency response plans for natural resource extraction activities; and
- (f) Flood hazard mapping revisions.

- 15.1.2 Subject to written intermunicipal agreement, items may be added to or deleted from the preceding circulation list without the need for an amendment to this Plan.
- 15.1.3 Applications shall be referred to the adjacent municipality prior to consideration by the Development Authority/Subdivision Authority, Calgary Planning Commission or either Municipal Council as applicable.
- 15.1.4 When creating Area Structure Plans (ASPs), or equivalent, for new development areas within the Policy Area, the adjacent municipality and their residents should be included in

## PLAN IMPLEMENTATION

## PLAN IMPLEMENTATION 15

the planning process. This consultation process should include:

- (a) Municipal Administration as a stakeholder in the ASP, or equivalent, preparation and inclusion in stakeholder meetings as appropriate;
- (b) Invitation to public consultation meetings sponsored by the host municipality to the adjacent municipality and their residents who own property adjacent to the ASP, or equivalent;
- (c) A mechanism for the adjacent municipality and its residents to provide feedback regarding the draft ASP, or equivalent; and
- (d) Collaboration between municipal administrations (through the Intermunicipal Cooperation Team, where appropriate) on planning, transportation and servicing matters which are intermunicipal in nature.

15.1.5 Municipal processes and timelines shall leave sufficient time for intermunicipal discussion outlined in Section 15.3.

15.1.6 Unless otherwise agreed to by both municipalities, the responding municipality shall have twenty (20) days to review development permits and thirty (30) days from date of receipt to reply to all other intermunicipal circulations.

15.1.7 In the event that either municipality does not reply within, or request an extension to, the maximum response time for intermunicipal circulations, it will be assumed that the responding municipality has no comment or objection to the referred planning document.

## 15.2 Administration, repeal and amendment processes

15.2.1 Each municipality shall administer provisions of this IDP for lands within its municipal jurisdiction using its own staff resources and will determine what authority should be delegated to the Intermunicipal Committee (IMC) and to staff.

15.2.2 The City of Calgary and Rocky View County agree to a minimum five-year period from the date of final approval of this IDP during which the policies will be in effect. During the five-year period, the IDP may be amended as mutually agreed to by both municipalities.

15.2.3 After the expiration of five years from the date of final approval of this IDP, either municipality may serve written notice of termination. One year after the service of such notice of termination each Municipal Council shall be at liberty to repeal its bylaw adopting this Plan.

15.2.4 After a comprehensive annexation or when deemed required by both municipalities a review of the content of the IDP should take place.

15.2.5 The IDP may be amended from time to time subject to the agreement of both Municipal Councils. Amendments could include changes to policy (textual amendments), boundaries, or such other matters as may be determined.

## 15 PLAN IMPLEMENTATION

## PLAN IMPLEMENTATION

### 15.3 Resolution of Intermunicipal Matters

15.3.1 If there are matters in this Plan on which the two municipalities disagree, they shall be addressed and may be resolved at any of the following stages:



#### Stage 1: Administrative Review

- 15.3.2 The host municipality shall ensure that complete information addressing the application, as outlined in the IDP, is provided to the responding municipality.
- 15.3.3 Upon circulation of a proposal, the Administration of the responding municipality should undertake a technical evaluation of the proposal and provide comments to the Administration of the host municipality.
- 15.3.4 The Administrations of both municipalities shall determine, based on the provisions of the IDP, whether proposals should be referred to the IMC.
- 15.3.5 Notwithstanding 15.3.4 above, either municipality may refer a proposal to the IMC for review.
- 15.3.6 Referrals to the IMC should occur prior to consideration by the Calgary Planning Commission, or first reading of any relevant bylaws and it is recognized that multiple IMC meetings may be required.



## PLAN IMPLEMENTATION

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## Stage 2: Intermunicipal Committee Review

- 15.3.7 Where a proposal is referred to the IMC, the perspectives of both municipalities will be presented to the Committee.
- 15.3.8 After consideration of the matter, the IMC may:
- (a) Provide suggestions with respect to desired courses of action and/or revisions to a proposal to make it more acceptable to both municipalities;
  - (b) Seek additional information and alternate options for consideration at a future meeting of the Committee;
  - (c) Agree on a consensus position relative to conformity with the IDP to assist both Administrations;
  - (d) Conclude that no initial agreement can be reached; or
  - (e) Schedule such further meetings as may be necessary and consult with such technical or other sources as the Committee deems necessary to identify compromises and solutions.

- 15.3.9 Where considered necessary and useful by the IMC and where necessary authorization has been received, a facilitator may be engaged to help the IMC work toward a consensus position.
- 15.3.10 If a consensus cannot be reached following IMC review, then the proposal may be referred to both Municipal Councils.

## Stage 3: Municipal Councils

- 15.3.11 After receiving direction from the IMC and the respective Administrations with respect to a particular proposal, each Municipal Council may establish its position on the proposal.
- 15.3.12 If neither Municipal Council supports the proposal, then no further action shall be required.
- 15.3.13 If the two Municipal Councils cannot agree on a proposal, then both Municipal Councils should consider referring the matter to a mediation process so that a mutually beneficial solution can be found.
- 15.3.14 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.
- 15.3.15 In the event a Municipal Council gives three readings to the bylaw prior to a mediated solution being reached, the other municipality may appeal to the Municipal Government Board to reserve the right of appeal.

## 15 PLAN IMPLEMENTATION

## PLAN IMPLEMENTATION

## Stage 4: Mediation Process

- 15.3.16 The following should be required before a mediation process can be established:
- (a) Agreement by both Municipal Councils that mediation is necessary;
  - (b) Appointment by both Municipal Councils of an equal number of representatives to participate in a mediation process;
  - (c) Engagement, at equal cost to both municipalities, of an impartial and independent mediator agreed to by both municipalities; and
  - (d) Approval by both municipalities of a mediation schedule, including the times and locations of meetings and a deadline by which the mediation process is to be completed.
- 15.3.17 If agreed to by both municipalities, members of the IMC or administrative staff from either municipality who are not participating directly in the mediation process may act as information resources either inside or outside the mediation room.

- 15.3.18 All participants in the mediation process should be required to keep the details of the mediation confidential until the conclusion of the mediation.
- 15.3.19 At the conclusion of the mediation, the mediator should submit a report to both municipalities.
- 15.3.20 If a mediated agreement is reached, then it shall be provided to both Municipal Councils for consideration. Any mediated agreement shall not be binding on either municipality and shall be subject to the approval of both Municipal Councils.
- 15.3.21 If no mediated agreement can be reached or if a mediated agreement is not approved by both Municipal Councils, then the appeal process may be initiated.

## Stage 5: Appeal Process

- 15.3.22 In the event that the mediation process fails, the initiating municipality may give second and third reading to a bylaw to implement the proposal (i.e., a land use bylaw amendment, an Area Structure Plan (ASP) or equivalent, or ASP amendment).
- 15.3.23 If the initiating municipality passes a bylaw to implement the proposal, then the responding municipality may appeal that action to the Municipal Government Board under the provisions of Section 690 of the *Municipal Government Act*.

# PLAN IMPLEMENTATION

# PLAN IMPLEMENTATION 15

## 15.4 Relationship to Provincial Plans

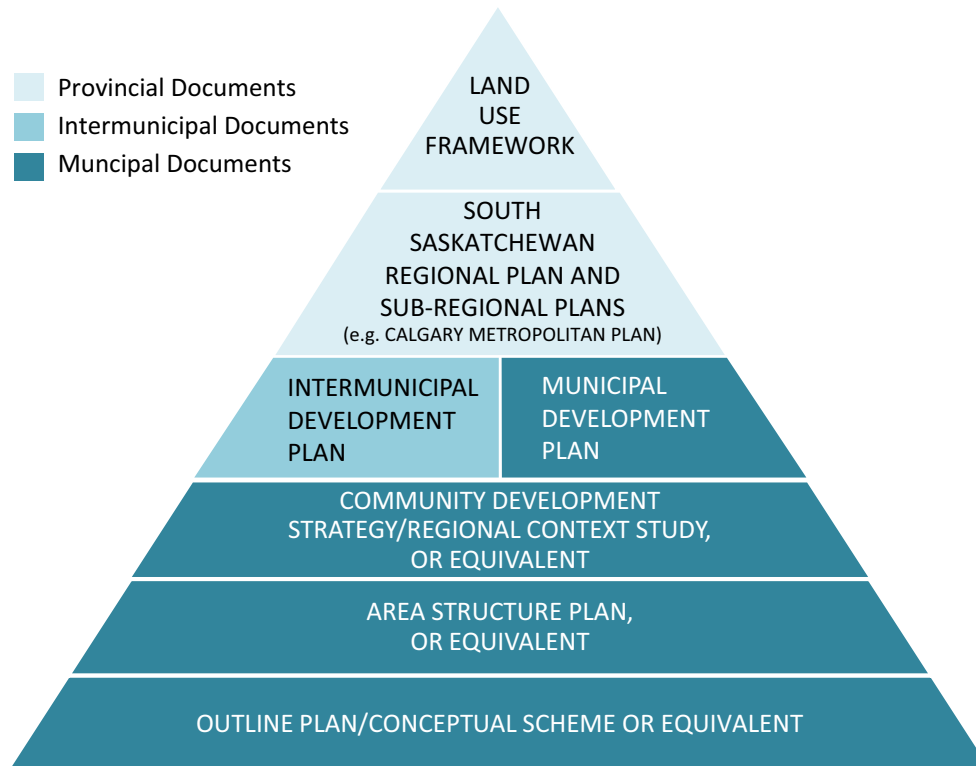
15.4.1 This Plan should be in alignment with all provincial-level plans. Any amendments necessary to bring this Plan into alignment with a provincial-level plan or document should be brought forward to both Municipal Councils for consideration.

## 15.5 Relationship to the Calgary Metropolitan Plan

15.5.1 Where a municipality is a member of the Calgary Regional Partnership, this Plan shall be used in conjunction with the Calgary Metropolitan Plan when evaluating development and planning proposals within that municipality.

## 15.6 Relationship to Other Municipal Plans

- 15.6.1 To ensure ongoing relevancy, this Plan shall be used in conjunction with statutory and non-statutory plans to provide direction for intermunicipal collaboration.
- 15.6.2 Existing plans that pre-date the adoption of this Plan shall prevail where discrepancies occur.
- 15.6.3 Existing plans within the 2007 annexation territory shall be amended to be in conformity with this Plan if discrepancies exist.
- 15.6.4 Statutory and non-statutory plans adopted by either municipality after this IDP's adoption date shall be in alignment with this Plan.
- 15.6.5 Amendments adopted by either municipality after this IDP's adoption date to statutory and non-statutory plans (including plans adopted prior to this Plan) shall be in conformity with this Plan.



## 15 PLAN IMPLEMENTATION

## PLAN IMPLEMENTATION

## 15.7 Relationship to The Town of Chestermere

- 15.7.1 *The City of Calgary and Rocky View County share common borders and common intermunicipal interests with The Town of Chestermere. Issues of intermunicipal interest include principles of communication, local planning initiatives, policy implementation tools, intermunicipal connectivity, regional drainage, transportation, and any other matters as Rocky View and Calgary deem appropriate.*
- 15.7.2 *To help address these intermunicipal interests, Calgary and Rocky View should:*
- (a) *ensure The Town of Chestermere is identified as a stakeholder in statutory planning processes for lands within any Key Focus Area adjacent the shared municipal boundary;*
  - (b) *ensure there is a process requiring the circulation of planning applications to The Town of Chestermere for comments; and*
  - (c) *provide a forum for intermunicipal discussion through the establishment or maintenance of intermunicipal committees.*

- 15.7.3 *Should either Rocky View or Calgary undertake an intermunicipal development plan with The Town of Chestermere, this Plan may require amendments or removal of lands to ensure alignment of statutory documents.*

**BYLAW 24P2012****C-7197-2012**

# Appendices



- A. Action Items Identified in the Intermunicipal Development Plan
- B. General Application Process
- C. Flood Hazard Areas Map
- D. Existing Transportation Systems
- E. Glossary



## A ACTION ITEMS

## APPENDICES

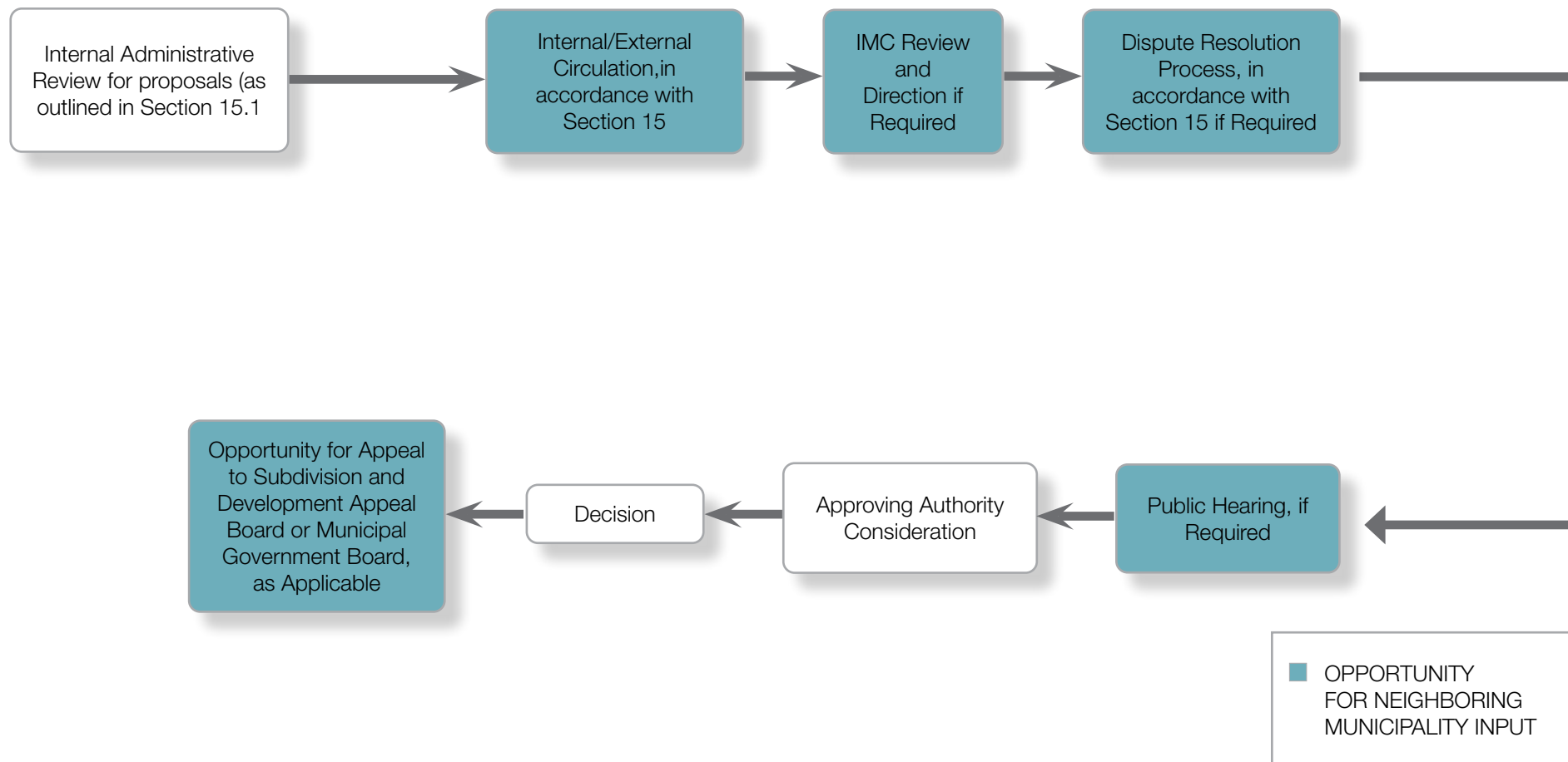
## A. Action items identified in the Intermunicipal Development Plan

IDP Action Items	
Policy/Section	Action Item
Section 2	Formation of an Intermunicipal Cooperation Team and delineation of roles and responsibilities.
4.4.6	Once a functional alignment has been established for the Highway 2 and Highway 566 interchange, explore the possibility of annexing residual land south of the interchange from Rocky View County to The City of Calgary.
4.6.3	Once a function alignment has been established for Peigan Trail, The City of Calgary should initiate the annexation process for lands lying north of Peigan Trail.
9.1.1 (c)	A pathway inventory and identification of cross-boundary connection opportunities.
9.1.1 (d)	Explore the validity of an overall recreation master plan for the IDP Policy Area.
9.1.1 (e)	Exploring the feasibility of entering into joint maintenance agreements for the IDP Policy Area.
13.1.10	Development of a process for early notification of road bans and closures.
15.6.3	Review of existing plans within the 2007 annexation territory to identify possible discrepancies and amendments.

APPENDICES

GENERAL APPLICATION PROCESS B

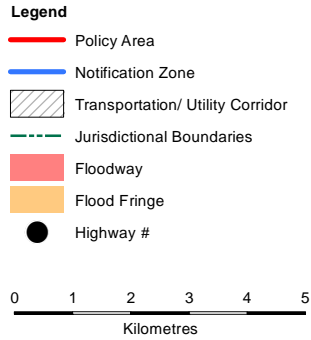
**B. General Application Process**



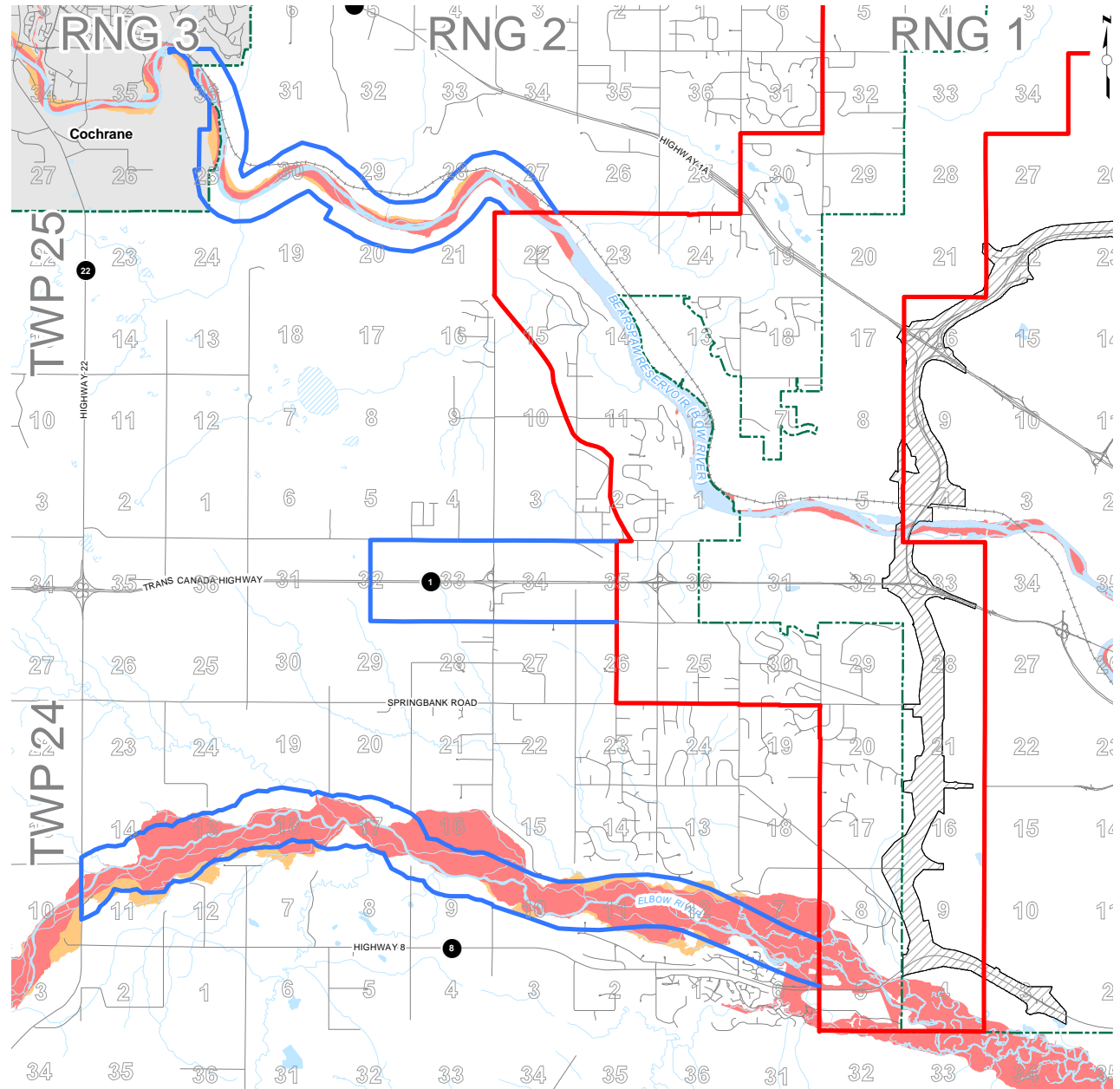
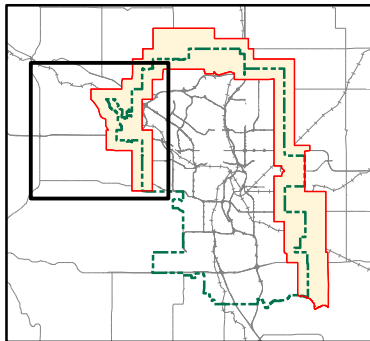
## C FLOOD HAZARD AREAS MAP

### C. Flood Hazard Areas Map

# MAP 5 FLOOD HAZARD AREAS



Map for reference only. The City of Calgary currently also applies flood hazard management policies to the West Nose Creek and Nose Creek. This map should be further amended to reflect any approved Provincial flood hazard mapping.



Approved:  
Calgary Bylaw: 14P2011  
Rocky View Bylaw: C-7078-2011

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

## D EXISTING TRANSPORTATION SYSTEMS

### D. Existing Transportation Systems

#### Provincial Highway System

The major elements of the existing transportation system can be classified according to the following four major categories (Map 6).

Key components of the Provincial Highway System include:

- ◆ Highway 22X;
- ◆ Highway 1 East and West;
- ◆ Highway 1A East and West;
- ◆ Deerfoot Trail/Highway 2 North; and
- ◆ Highway 8.

#### Intermunicipal Road System

In addition to the Provincial Highway System, there are a number of roads which act as key links between Rocky View County and the City of Calgary. These include:

- ◆ 114 Avenue S.E./Township Road 232;
- ◆ Glenmore Trail East/Secondary Highway 560;
- ◆ McKnight Boulevard/Conrich Road/Township Road 250;
- ◆ 80 Avenue N.E./Township Road 252;
- ◆ Country Hills Boulevard/Delacour Road/Secondary Highway 564;
- ◆ Centre Street North/Secondary Highway 782;
- ◆ Symons Valley Road/Secondary Highway 772;
- ◆ 85 Street N.W.;
- ◆ Old Banff Coach Road/Secondary Highway 563;



## APPENDICES

## EXISTING TRANSPORTATION SYSTEMS D

**Boundary Roads**

- ◆ Lower Springbank Road,;
- ◆ Bow Trail/Old Banff Coach Road; and
- ◆ 17 Ave S.W./ Township Road 242

A number of boundary roads exist between The City of Calgary and the Rocky View County:

- ◆ Range Road 285
- ◆ Peigan Trail S.E.
- ◆ 146 Avenue S.E.
- ◆ 84/88 Street East;
- ◆ 100 Street East;
- ◆ 116 Street East;
- ◆ 144 Avenue North/Burma Road;
- ◆ 85 Street West;
- ◆ Rocky Ridge Road N.W.;
- ◆ 112 Avenue N.W.;
- ◆ 12 Mile Coulee Road/117 Street N.W.;
- ◆ Highway 2 North;
- ◆ Highway 566; and
- ◆ 101 Street S.W.

These roads are unique in that they are within one jurisdiction but are also significant roads for the neighbouring jurisdiction.

## D EXISTING TRANSPORTATION SYSTEMS

### Dangerous Goods Routes and Truck Routes

The City of Calgary requires that vehicles transporting certain quantities of dangerous goods travel on designated dangerous goods routes. When it becomes necessary for such vehicles to leave dangerous goods routes for the purpose of making deliveries or supplying services, carriers must proceed on dangerous goods routes to truck routes that provide the most direct access to and from their destinations.

Refer to Map 6 for details of dangerous goods, high load, and truck routes. (Note: This list may be amended from time to time. See The City of Calgary Transportation of Dangerous Goods Bylaw for the most up-to-date list.)

### Dangerous Goods Routes

The following list identifies designated dangerous goods routes within the Intermunicipal Development Plan area:

- ◆ Glenmore Trail S.E.;
- ◆ 17 Avenue S.E.;
- ◆ 16 Avenue/Highway 1 N.E.;
- ◆ 16 Avenue/Highway 1 N.W.;
- ◆ Glenmore Trail/Highway 8 S.W.;
- ◆ Stoney Trail N.W./N.E.;
- ◆ Stoney Trail S.E. (Future); and
- ◆ Deerfoot Trail/Queen Elizabeth II Highway.

## APPENDICES

## EXISTING TRANSPORTATION SYSTEMS D

**Truck Routes**

In addition to dangerous goods routes, The City of Calgary has designated certain roads or areas for use by trucks and has also restricted certain truck routes by the times of day or by the number of axles. The following list identifies designated truck routes within the Intermunicipal Development Plan area (Note: This list may be amended from time to time. See The City of Calgary Truck Route Bylaw for the most up-to-date list):

- ◆ Marquis of Lorne Trail;
- ◆ Country Hills Boulevard;
- ◆ Old Banff Coach Road;
- ◆ Centre Street North;
- ◆ 114 Avenue S.E.;
- ◆ 100 Street East/Garden Road S.E.;
- ◆ 116 Street S.E.;
- ◆ 84/88 Street East/88 Street S.E.;
- ◆ 68 Street between 17 Avenue S.E. and McKnight Boulevard N.E.;
- ◆ Métis Trail N.E.;
- ◆ Airport Trail N.E.;
- ◆ McKnight Boulevard N.E.;
- ◆ Symons Valley Road N.W.;
- ◆ 85 Street N.W.;
- ◆ 112 Avenue N.W., between 85 Street N.W. and Sarcee Trail;
- ◆ Crowchild Trail/Highway 1A N.W.;and
- ◆ 17 Avenue S.W.

## D EXISTING TRANSPORTATION SYSTEMS

### Truck Routes identified in the West Regional Context Study (RCS)

- ◆ Nose Hill Drive N.W.

### Truck Routes identified in the North Regional Context Study (RCS)

- ◆ 128 Avenue N.W.;
- ◆ 144 Avenue;
- ◆ 160 Avenue;
- ◆ Sarcee Trail N.W.;
- ◆ Shaganappi Trail N.W.;
- ◆ Panorama Road N.W.;
- ◆ 14 Street N.W.;
- ◆ 6 Street N.E.;
- ◆ 15 Street N.E.;
- ◆ 69 Street N.W.;
- ◆ 101 Street N.W.; and
- ◆ 12 Mile Coulee Road.

## APPENDICES

## EXISTING TRANSPORTATION SYSTEMS D

**High Load Corridor**

In addition to Truck Routes and Dangerous Goods Routes, The City of Calgary designates certain roads as High Load Corridors. A permit is required for overdimensional loads to travel within the city. The following list identifies designated high load corridors within the IDP area (Note: This list may be amended from time to time. See The City of Calgary Truck Route Bylaw for the most up-to-date list):

- ◆ Marquis of Lorne Trail S.E.;
- ◆ 84 Street/88 Street S.E.;
- ◆ 100 Street (Garden Road) (Recommended High Load Corridor)\*;
- ◆ 114 Avenue S.E.;
- ◆ Glenmore Trail S.E.;
- ◆ 17 Avenue S.E.;
- ◆ McKnight Boulevard N.E.;
- ◆ Country Hills Boulevard;
- ◆ Symons Valley Road N.W.;
- ◆ Crowchild Trail N.W.; and
- ◆ Glenmore Trail S.W.



# MAP 6 EXISTING TRANSPORTATION SYSTEMS

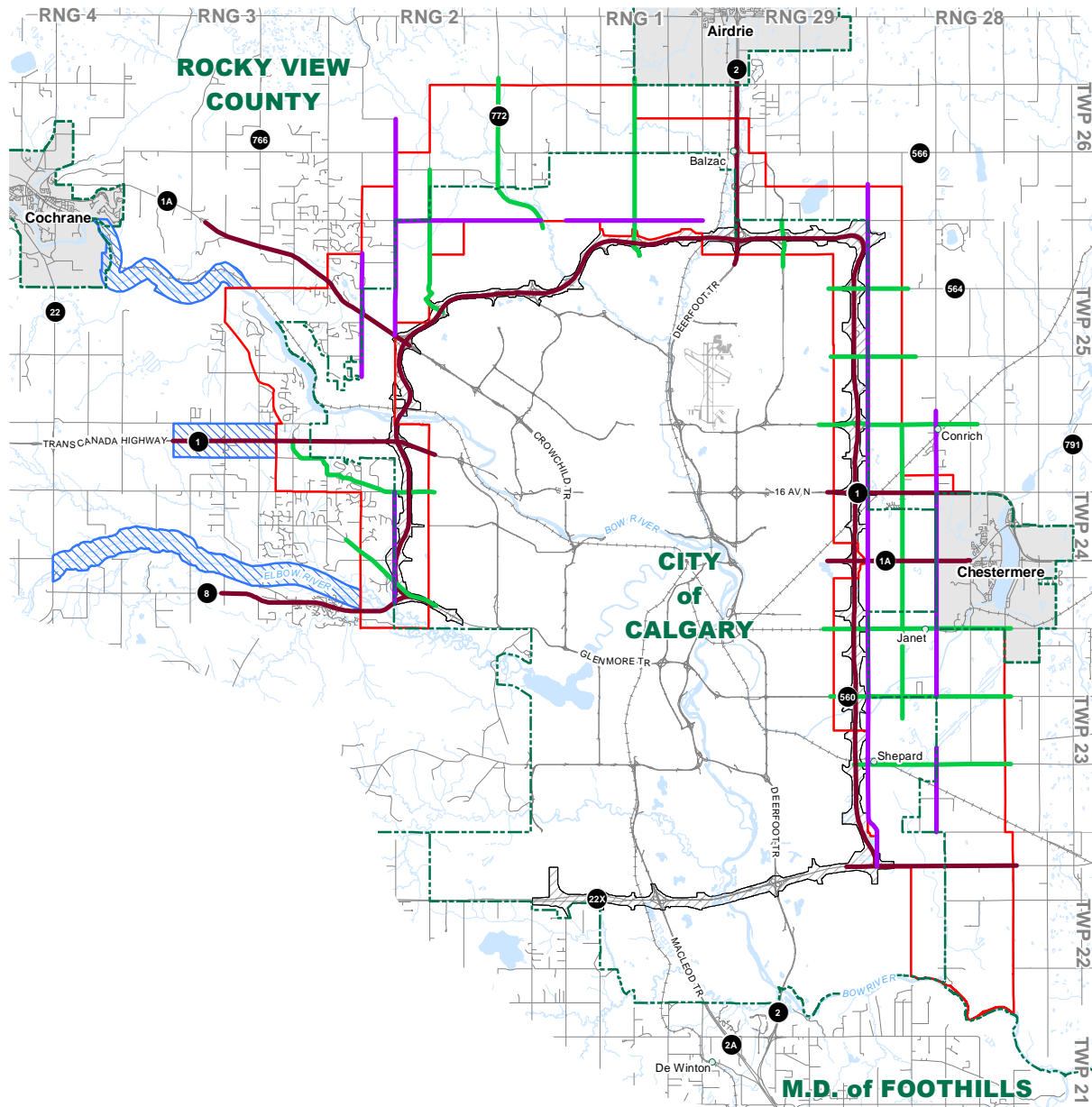
**Legend**

- Policy Area
- Notification Zone
- Transportation/ Utility Corridor
- Jurisdictional Boundaries

**Transportation Systems**

- Boundary Roads
- Intermunicipal Road System
- Provincial Highway System

0 1 2 3 4 5 6 7 8 9 10  
Kilometres



Amended:  
Rocky View Bylaw: C-7197-2012

Approved:  
Calgary Bylaw: 14P2011  
Rocky View Bylaw: C-7078-2011

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

## E. Glossary

<b>Annexation</b>	The transfer of land from the jurisdiction of one municipal government to another municipal government. The process through which annexation occurs is defined by the <i>Municipal Government Act</i> .
<b>Area Structure Plan</b>	A statutory plan that provides the framework for subdivision and development of an area of undeveloped land. Area structure plans are further outlined in the <i>Municipal Government Act</i> .
<b>Calgary Metropolitan Plan</b>	Sub-regional plan developed by the Calgary Regional Partnership.
<b>Collaborative Planning Project</b>	A joint land use planning exercise conducted within a Key Focus Area or within the Growth Corridors/Areas pursuant to a Terms of Reference approved by both Municipal Councils.
<b>Flood Hazard Area</b>	The area affected by the design flood under encroachment conditions. The flood hazard area is typically divided into floodway and flood fringe zones, and may also include areas of overland flow. <i>(Source: Alberta Environment)</i>
<b>Flood Fringe</b>	The portion of the flood hazard area outside of the floodway. Water in the flood fringe is generally shallower and flows more slowly than in the floodway. New development in the flood fringe may be permitted in some communities and should be floodproofed. <i>(Source: Alberta Environment)</i>
<b>Floodway</b>	The portion of the flood hazard area where flows are deepest, fastest and most destructive. The floodway typically includes the main channel of a stream and a portion of the adjacent overbank area. The floodway is required to convey the 1:100 year flood. New development is discouraged in the floodway and may not be permitted in some communities. <i>(Source: Alberta Environment)</i>
<b>Interface</b>	Location where different land uses meet and interact across the municipal boundary.
<b>Intermunicipal Development Plan</b>	A statutory plan that is jointly prepared by neighbouring municipalities which includes areas of land lying within the boundaries of the municipalities as they consider necessary. Intermunicipal Development Plans are further defined in the <i>Municipal Government Act</i> .

## E GLOSSARY

## APPENDICES

**Intermunicipal Entranceways**

Major transportation corridors that create a sense of entry and exit from one municipality to the other.

**Key Focus Areas**

Those areas of mutual interest to both the Rocky View County and The City of Calgary that are specifically identified in this Plan as “Key Focus Areas”.

- (1) Common highway entranceways to both municipalities;
- (2) Areas that Rocky View County and The City of Calgary have determined that the integration of land use policies is desirable; and
- (3) Areas for interface planning between The City of Calgary and Rocky View County.

**Land Use Bylaw**

A bylaw made under Division 5 of the *Municipal Government Act*.

**Land Use District**

A district in a Land Use Bylaw which details regulations established by Council for control over the use and development of an area pursuant to the provisions of the *Municipal Government Act*.

**Low Impact Development (LID)**

A stormwater management approach that uses a variety of practical techniques to manage stormwater runoff close to its source, where rain falls. LID includes design techniques that attempt to maintain or mimic natural (pre-development) hydrologic functions in a watershed. Design practices include green roofs, stormwater capture and re-use and landscape designs that increase the absorption and filtering of rainwater.

**Master Drainage Plan**

A stormwater drainage plan prepared for a large drainage area serviced by one or more outfalls. The plan evaluates existing drainage conditions and provides recommendations for potential location of stormwater ponds, trunk sizes, servicing routes and water quality requirements. The information provided in the plan is used to guide stormwater decisions as the area develops.

**Municipal Development Plan**

A statutory plan under the *Municipal Government Act*. The requirements of a municipal development plan are further defined under the *Municipal Government Act*.

## APPENDICES

<b>Notification Zone</b>	As shown on Map 1, this contains lands which are not immediately adjacent to the shared boundary but is an important area for intermunicipal communication. The notification Zone provides the City of Calgary with the opportunity to comment on land use policies and applications circulated from Rocky View County. Although the policies of this Plan do not apply to the Notification Zone, The City of Calgary is encouraged to provide comment with respect to issues affecting the Notification Zone.
<b>Non-statutory plans</b>	A guiding document regarding future development that does not meet the definition of Statutory Plan under the <i>Municipal Government Act</i> .
<b>Open Space</b>	All land and water areas, either publically owned or offering public access, that are not covered by structures. Open space includes current and potential future parks, pathways, roadway greens, land for parks and recreation facilities, golf courses, cemeteries and other types of alternative open space.
<b>Pathways</b>	Constructed linear paths typically with a surface constructed of asphalt or aggregate materials and may be located on developed open space or more naturalized areas.
<b>Plan Area</b>	The area covered by this Intermunicipal Development Plan as shown on Map 1
<b>Policy Area</b>	As shown on Map 1, this contains areas immediately adjacent to the shared border. The policies contained in this plan apply in this area, including the circulation and referral processes as described in Section 15.1.2.
<b>Public Park</b>	Public land specifically designed or reserved for the general public for active or passive recreational use and includes all natural and manmade landscaping, facilities, playing fields, buildings, and other structures that are consistent with the general purpose of public park land.
<b>Recreation</b>	Means an array of pursuits such as sports, arts and culture, and physical and leisure activities.
<b>Redesignation</b>	The reclassification of a land use designation in the Land Use Bylaw as applied to a specific area.
<b>Right-of-Way</b>	Land occupied or intended to be occupied by a street, crosswalk, railroad, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, landscaping, open space, or other special use.

## E GLOSSARY

## APPENDICES

<b>Staged Master Drainage Plan</b>	A stormwater drainage plan that covers a portion of the area included in a Master Drainage Plan which may or may not be serviced by an outfall. The plan evaluates alternatives to provide an acceptable level of service while meeting the objectives of the Master Drainage Plan. Preliminary designs of major ponds are usually included in the plan. This plan may not be required if the Master Drainage Plan contains enough detail.
<b>Subdivision</b>	The process of dividing land into smaller parcels. The Subdivision Authority, as defined in the <i>Municipal Government Act</i> (Section 623), is authorized to make subdivision decisions on behalf of a municipality.
<b>Statutory plans</b>	An Intermunicipal Development Plan, a Municipal Development Plan, an Area Structure Plan, or an Area Redevelopment Plan adopted by a municipality and as defined by the <i>Municipal Government Act</i> .
<b>Temporary Uses</b>	A temporary use is considered to be one that can be removed within a short period of time (e.g. six months), has no permanent structures, and does not require urban utility services. Development Permits for temporary uses should only be approved for a maximum period of 10 years in duration, with the potential for renewal upon expiration.
<b>Water Management Plans</b>	Water Management Plans provide broad guidance for water management, set out clear and strategic directions regarding how water should be managed or result in specific actions as defined by the Alberta <i>Water Act</i> .
<b>Watershed</b>	A system of water bodies and water courses ultimately draining into one common area (e.g., lake or river).
<b>Watershed Management Plan</b>	A comprehensive guidance document that may address many issues in a watershed including water quality, water quantity, point and non-point source pollution and source protection. It may also look at ways to better integrate land/resource management within a watershed.