

ATTACHMENT E: POLICY REVIEW

Definitions		
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.

Rocky View County / City of Calgary Intermunicipal Development Plan (IDP)	
Intermunicipal Planning Considerations	
5.1.1	<i>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.</i>
Inconsistent	The application is evaluated in accordance with the County Plan policies outlined below; given the conflict with MDP policies highlighted below the application is inconsistent with the overarching IDP.
5.1.2	<i>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:</i> <ul style="list-style-type: none"> a) Strategic policies outlined by the host municipality including their MDP; b) The policies of this Plan; c) Impacts on existing and planned uses in the vicinity of the proposal; and 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.
Inconsistent	The application is evaluated in accordance with the County Plan policies outlined below; given the conflict with MDP policies highlighted below the application is inconsistent with the overarching IDP.
Interface Planning	
6.1.3	<i>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.</i>
Generally Consistent	Transition tools such as landscaping, berming and fencing would be required at the Development Permit application stage to mitigate impacts on the interface area.

Municipal Development Plan (County Plan)	
Financial Sustainability – Development	
6.1	<i>Direct new development to areas of existing infrastructure.</i>
Inconsistent	The subject lands (Attachment A) are not located within an area with access to existing regional infrastructure; the proposal is accessed via city of Calgary gravel road structure - 84th Street.

Financial Sustainability – Operating	
6.8	<i>Direct the majority of new commercial and industrial businesses to locate in the business areas identified on Map 1.</i>
Inconsistent	The subject lands (Attachment A) are located outside of an identified business area per Map 1.
Agriculture – Minimize Land Use Conflict	
8.25	<i>Discourage intrusive and/or incompatible land use in the agricultural area.</i>
Inconsistent	The application proposes and industrial-based land use district in an agricultural area which is incompatible with the surrounding Agricultural and residential uses within the County.
8.26	<i>Applicants proposing new residential, institutional, commercial, and industrial land uses shall design and implement measures to minimize their adverse impacts on existing agriculture operations, based on the County’s ‘agriculture boundary design guidelines.’</i>
Inconsistent	While the proposed DC district provides regulations including development setbacks and landscaping/screening requirements which may be implemented through future development permit application, the site design does not address the additional buffering for business uses contemplated by the Agriculture Boundary Design Guidelines.
Business Development – General Business	
14.1	<i>Provide a range of locations and development forms in the county to accommodate the growth and diversification of the county’s business sectors.</i>
Generally Consistent	The proposed industrial DC district in this location accommodates business development outside of planned areas.
14.2	<i>Direct business development to locate in identified business areas as identified on Map 1.</i>
Inconsistent	The subject lands (Attachment A) are located outside of an identified business area per Map 1.
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>
Not Applicable	The subject lands are not located within an area guided by an adopted area structure plan and as such are not considered to be located within a Business Area (Map 1).
14.5	<i>Boundary expansion of a business area shall require an area structure plan or an area structure plan amendment.</i>
Inconsistent	Given the level of build-out as contemplated within the Omni Area Structure Plan is largely unfinished, the expansion of business area boundaries is not warranted at this time.
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>
Generally Consistent	While the application does not address the Commercial, Office, and Industrial Design Guidelines, the technical analysis supporting traffic and stormwater management has been provided in accordance with section 29.
Business Development – Home Based Business	
14.18	<i>Home based business is encouraged and supported when it is in accordance with any applicable area structure plan, subordinate plan, and the Land Use Bylaw.</i>

Inconsistent	The existing business operation is beyond the scale which can be considered a home-based business, and is more consistent with the intensity and impacts of Industrial scale uses.
Business Development – Other Business Development	
14.19	<i>Applications to redesignate land for business uses adjacent to, or in the vicinity of, the boundaries of an identified business area shall not be supported.</i>
Inconsistent	The subject land is located within 800m of an identified Highway Business area on the south side of Highway 564.
14.20	<i>Small scale value-added agriculture and agriculture services, natural resource extraction, and business as defined in relevant Federal or Provincial legislation may be supported adjacent to, or near, a business area.</i>
Not Applicable	The proposed business operation does not meet any of the identified criteria for uses which may be supported in the vicinity of business areas.
14.21	<i>Applications to redesignate land for business uses outside of a business area shall provide a rationale that justifies why the proposed development cannot be located in a business area (e.g. requirement for unique infrastructure at the proposed location).</i>
Inconsistent	Insufficient rationale justifying why the proposed business use cannot be located within an identified business area was provided.
14.22	<i>Proposals for business development outside of a business area should:</i> <i>a. be limited in size, scale, intensity, and scope;</i> <i>b. have direct and safe access to a paved County road or Provincial highway;</i> <i>c. provide a traffic impact and intersection assessment; and</i> <i>d. minimize adverse impacts on existing residential, business, or agricultural uses.</i>
Generally Consistent	While the proposed DC district limits the use of the site to the scale of the existing trucking operation, the existing operation more closely aligns with the intent and purpose of more intensive Industrial land use districts. The site is accessed via the westerly adjacent city of Calgary Road 84 St., which is not paved. The application provided a traffic impact assessment which has been reviewed and accepted by Administration as further outlined in Attachment C (Application Referral Responses).
Business Development – Industrial Storage	
14.23	<i>Applications to redesignate land for industrial storage shall:</i> <i>a. Adhere to policies 14.19 to 14.22;</i> <i>b. Locate in a manner that minimizes traffic and dust on nearby lands;</i> <i>c. Provide a landscape and site development plan to reduce visual impact through the use of existing landscaping or topographical elements and visually attractive perimeter screening that incorporates vegetation, fencing, and/or berms; and</i> <i>d. Provide a management plan for the handling and storage of waste materials, including leakage from vehicles or other sources.</i>
Inconsistent	The proposal includes the outdoor storage of truck and trailers and does not align with policies 14.19 to 14.22. Offsite impacts including dust management, noise, and other visual impacts are only partially addressed through the site design and development regulations.
Transportation	
16.1	<i>Partner and co-operate with the provincial government and neighbouring municipalities to protect and improve, where necessary, regional transportation corridors.</i>

Not Applicable	Due to the proximity to Highway 564 the application was circulated to the ministry of Transportation and Economic Corridors for comment. No concerns were provided with respect to the signalized intersection treatments identified to be required at Highway 564 and 84 Street per the Omni Area Structure Plan.
16.2	<i>Partner and liaise with other municipalities and developers to co-ordinate transportation improvements and the expansion of transportation infrastructure.</i>
Inconsistent	Further analysis of any required infrastructure improvements to 84 th Street would be considered through comprehensive planning and any such requirement have not been considered at this time due to the individual nature of the proposal.
16.3	<i>New development shall make use of, extend, and enhance existing transportation infrastructure where feasible.</i>
Inconsistent	No improvements to existing gravel road infrastructure used to service the business are contemplated by the proposal.
Transportation – Road Planning and Development	
16.4	<i>Road network development shall be based on existing development, future growth areas, area structure plans, and interconnectivity with adjacent municipalities.</i>
Inconsistent	84 th Street is envisioned as a Major Transportation Network within the Omni ASP, with signalized intersection treatment at Secondary Highway 564. Any upgrades needed to support business operations in the area would be determined through future local plan preparation.
16.7	<i>New development shall make use of and extend the existing transportation network/infrastructure.</i>
Inconsistent	No improvements to existing gravel road infrastructure used to service the business are contemplated by the proposal.
Utility Services – General	
17.1	<i>New development shall, in accordance with master plans:</i> <i>a. make use of, extend, and enhance existing utility infrastructure where feasible;</i> <i>b. provide water, wastewater, and shallow utility services; and</i> <i>c. provide stormwater systems where necessary.</i>
Inconsistent	The subject land is not serviced by any regional piped water infrastructure and would be serviced via individual on site water, wastewater, and stormwater systems.
17.2	<i>Allow a variety of water, wastewater, and stormwater treatment systems, in accordance with provincial/federal regulations and County Policy.</i>
Generally Consistent	The subject land is serviced via individual on site water, wastewater, and stormwater systems.

Land Use Bylaw C-8000-2020	
Industrial, Light District (I-LHT)	
437	<i>PURPOSE: 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>
Generally Consistent	The proposed land uses in the DC including Automotive Services and Vehicle (Commercial) Storage more closely align with the purpose of the I-LHT district. The proposed development regulations are based on those of the I-LHT designation.