



ROCKY VIEW COUNTY

BYLAW C-8228-2021

A Bylaw of Rocky View County, in the Province of Alberta, known as the OMNI Conceptual Scheme

The Council of Rocky View County enacts as follows:

Title

- 1 This Bylaw may be cited as OMNI Conceptual Scheme.

Definitions

- 2 Words in this Bylaw have the same meaning as those set out in the *Municipal Government Act* except for the definitions provided below:
- (1) **“Council”** means the duly elected Council of Rocky View County;
 - (2) **“Municipal Government Act”** means the *Municipal Government Act*, RSA 2000, c M-26, as amended or replaced from time to time; and
 - (3) **“Rocky View County”** means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.

Effect

- 3 THAT Bylaw C-8228-2021, being the “OMNI Conceptual Scheme”, affecting a portion of NW-18-25-28-W4M and a portion of NE-18-25-28-W4M, be adopted, as defined in Schedule ‘A’, which is attached to, and forming part of this Bylaw.

Severability

- 4 If any provision of this bylaw is declared invalid for any reason by a court of competent jurisdiction, all other provisions of this bylaw will remain valid and enforceable.

Effective Date

- 5 Bylaw C-8228-2021 is passed and comes into full force and effect when it receives third reading and is signed in accordance with the *Municipal Government Act*.

READ A FIRST TIME IN COUNCIL this day of , 2021

PUBLIC HEARING WAS HELD IN COUNCIL this day of , 2021

READ A SECOND TIME IN COUNCIL this day of , 2021

READ A THIRD TIME IN COUNCIL this day of , 2021

Reeve

Chief Administrative Officer or Designate

Date Bylaw Signed

**SCHEDULE 'A'
FORMING PART OF BYLAW C-8228-2021**

A Conceptual Scheme affecting a portion of NW-18-25-28-W4M and a portion of NE-18-25-28-W4M, consisting of a total of ± 81.46 hectares (± 197.0 acres) of land, herein referred to as the OMNI Conceptual Scheme.



Conceptual Scheme



SEPTEMBER
2021

GENESIS


ROCKY VIEW COUNTY
Cultivating Communities

b&a



Conceptual Scheme

REGIONAL CONTEXT STATEMENT

The OMNI Conceptual Scheme (CS) supports the principles and objectives of the Calgary Metropolitan Region Board (CMRB) Interim Growth Plan (IGP), the South Saskatchewan Regional Plan (SSRP) and the Rocky View County Municipal Development Plan (MDP).

ALIGNMENT WITH THE CALGARY METROPOLITAN REGION BOARD INTERIM GROWTH PLAN

The OMNI Conceptual Scheme is in alignment with the OMNI Area Structure Plan and requires no changes to the previously approved policy. As such, approval of the OMNI Conceptual Scheme is not required by the CMRB.

ALIGNMENT WITH THE OMNI ASP

The OMNI Conceptual Scheme is consistent with the vision and policies of the OMNI Area Structure Plan.

Prepared for

GENESIS



Prepared by



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TRANSPORTATION ENGINEERING

BIOPHYSICAL INVENTORY

GEOTECHNICAL

HYDROGEOLOGICAL ASSESSMENT

ENVIRONMENTAL SITE ASSESSMENT

URBAN DESIGN CONCEPTS

COMMERCIAL MARKET STRATEGY

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 Biophysical Impact Assessment
 Transportation Impact Assessment
 Utility Servicing Strategy
 Sub-Catchment Master Drainage Plan, Stormwater Concept
 Preliminary Geotechnical Report
 Hydrogeological Assessment
 Commercial Market Strategy

Tetra Tech
 Urban Systems
 Watt Consulting Group
 Urban Systems
 Urban Systems
 McIntosh Lalani Engineering Ltd.
 Waterline Resources
 Global Retail Strategies

THE OMNI
BY GENESIS



EXECUTIVE SUMMARY

The OMNI Conceptual Scheme provides a vision and framework for the future development of approximately 197 acres of land on the border of the City of Calgary and Rocky View County. Given its proximity to Stoney Trail NE., County Hills Boulevard, Airport Trail NE, the Calgary International Airport, the CN Logistics Park and regional transportation and utility servicing corridors, the OMNI area is ideally situated to accommodate business and commercial development.

The OMNI will provide approximately 986,000 square feet of retail/commercial space, 178,000 square feet of retail/office space, and 540,000 square feet of hotels, seniors living, and supporting commercial space. The development will incorporate a variety of amenities that are walkable for visitors and adjacent residents. Pedestrian connections, integration with future public transportation opportunities, and cycling facilities will provide access to parks, employment, retail, and leisure destinations. Conservation of natural environments, such as the wetlands on site, will enable adjacent residents, works, and visitors to the area to enjoy a healthy, active lifestyle while protecting biodiversity within Rocky View County.

The Conceptual Scheme refines and implements the strategic objectives and policies of higher-level plans including the South Saskatchewan Regional Plan, the County Plan, and the OMNI Area Structure Plan. It has also been influenced by Rocky View County's planning and sustainability objectives. The Conceptual Scheme has been informed by engineering, transportation, and ecological studies that have analyzed and evaluated attributes and constraints in the area. The Conceptual Scheme has evolved through consultation with landowners, County administration, the Province, and other stakeholders. Detailed policies and guidelines have been developed to direct the land use, subdivision, and development permit applications that will collectively shape the development of this commercial area.

1 Introduction



THE OMNI
BY GENESIS



1.1 PURPOSE

This Conceptual Scheme (CS) provides a comprehensive planning framework to guide the development of The OMNI Business Park in a form that is consistent with the OMNI Area Structure Plan (ASP), the County Plan, and the Calgary Metropolitan Region Board (CMRB) Interim Growth Plan (IGP).

The OMNI Conceptual Scheme aligns with the Municipal Government Board (MGB) approved OMNI ASP (MGB Order 068/18) by specifically focusing on the ASP's Phase 1 lands. The development of these lands will fulfill many goals of the County Plan through the creation of a dynamic new employment area that will promote economic and financial sustainability for the County and Region, promote and enhance the environment through wetland preservation, and promote wise use of existing and new infrastructure and community services.

A Conceptual Scheme is identified as a 'Local Plan' by the County Plan and must address the requirements for a local plan found in Section 29 and Appendix C of the County Plan. The County's Land Use Bylaw and Commercial, Office and Industrial Design Guidelines are additional documents that must be addressed within this Conceptual Scheme.

1.2 PLAN CONTEXT

Given its proximity to Stoney Trail NE., County Hills Boulevard, Airport Trail NE, the Calgary International Airport, the CN Logistics Park and regional transportation and utility servicing corridors, the OMNI area is ideally situated to accommodate business and commercial development (see **Figure 1: Regional Context**). Since adoption of the CN Logistics Park Master Site Development Plan (MSDP), a regional water and sanitary system is being developed to bring servicing into the general area. Further, regional and international transportation links have been established with the CN Logistics Park. These regional improvements, along with supportive County policy, have created favourable development conditions for commercial and employment occur in this area. Section 29 and **Appendix C** of the County Plan. The County's Land Use Bylaw and Commercial, Office and Industrial Design Guidelines are additional documents that must be addressed within this Conceptual Scheme.

1.3 PLAN OBJECTIVES

The OMNI Conceptual Scheme (CS) will:

- a. Detail a comprehensive baseline review of current conditions within the CS area to identify any significant environmental areas or development constraints which require appropriate mitigation strategies;
- b. Describe a development rationale to support implementation of a comprehensive land use, subdivision, and development framework within the CS area;
- c. Determine appropriate transportation and utility service infrastructure improvements required to facilitate development within the CS area, evaluated within the context of infrastructure capacities;
- d. Determine the configuration of pedestrian and open space infrastructure within the CS area;
- e. Establish expectations for the delivery of community infrastructure within the CS area;
- f. Establish criteria for a logical phasing strategy to facilitate orderly progression of development throughout the CS over time;
- g. Summarize the conclusions of community consultation to inform, educate, listen and respond to affected stakeholders and to ensure the CS's development framework responds to concerns; and
- h. Rationalize the proposed development in accordance with the County's adopted statutory and non-statutory policy framework as well as intermunicipal and regional considerations.

FIGURE 1 Regional Context



Legend

- Conceptual Scheme Boundary
- Conrich ASP Boundary

1.4 PLAN AREA OWNERSHIP

The entire plan area as identified in **Figure 2: Legal Description** totals approximately 197 acres. Land ownership is illustrated in **Figure 3: Land Ownership**.

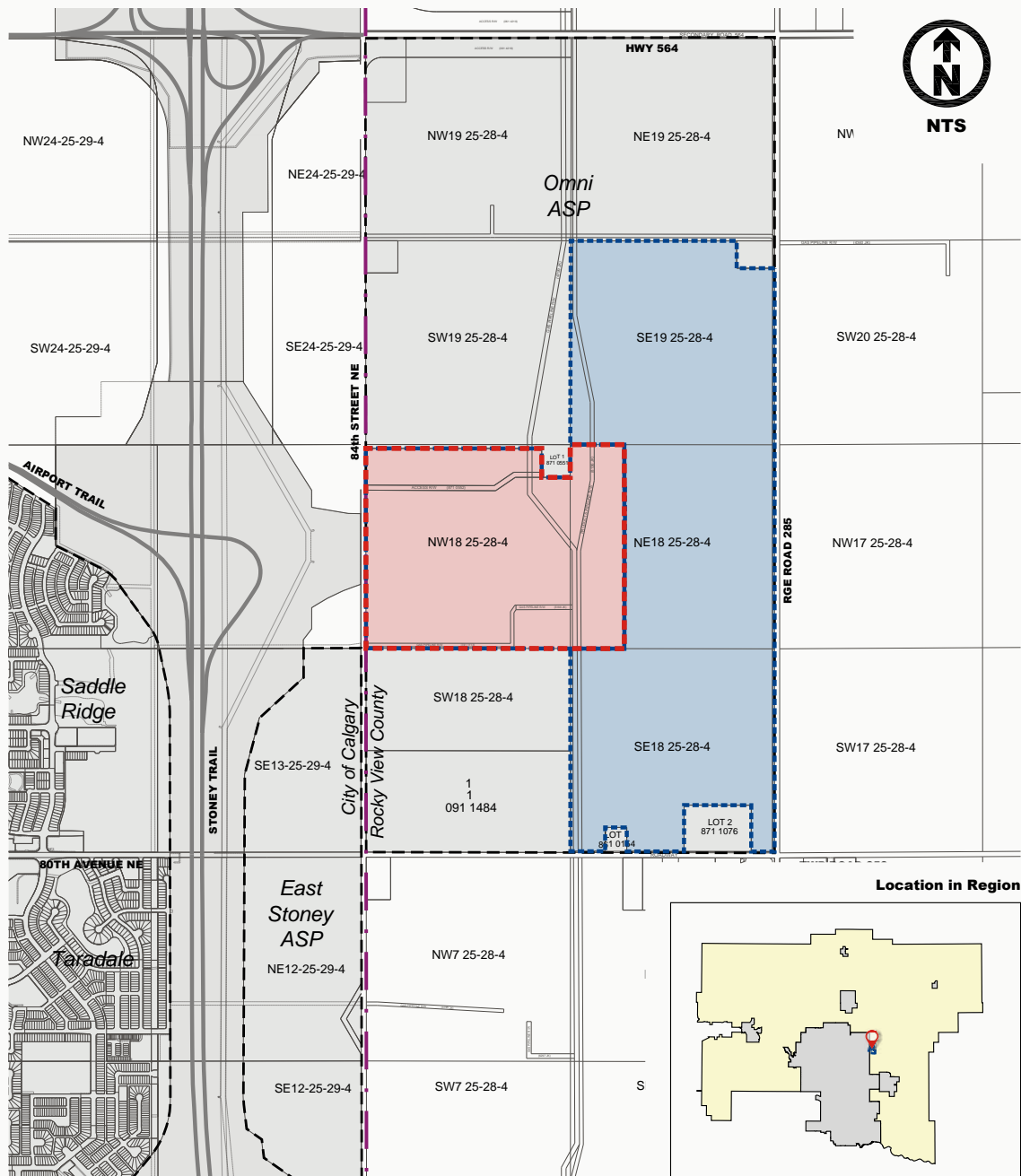
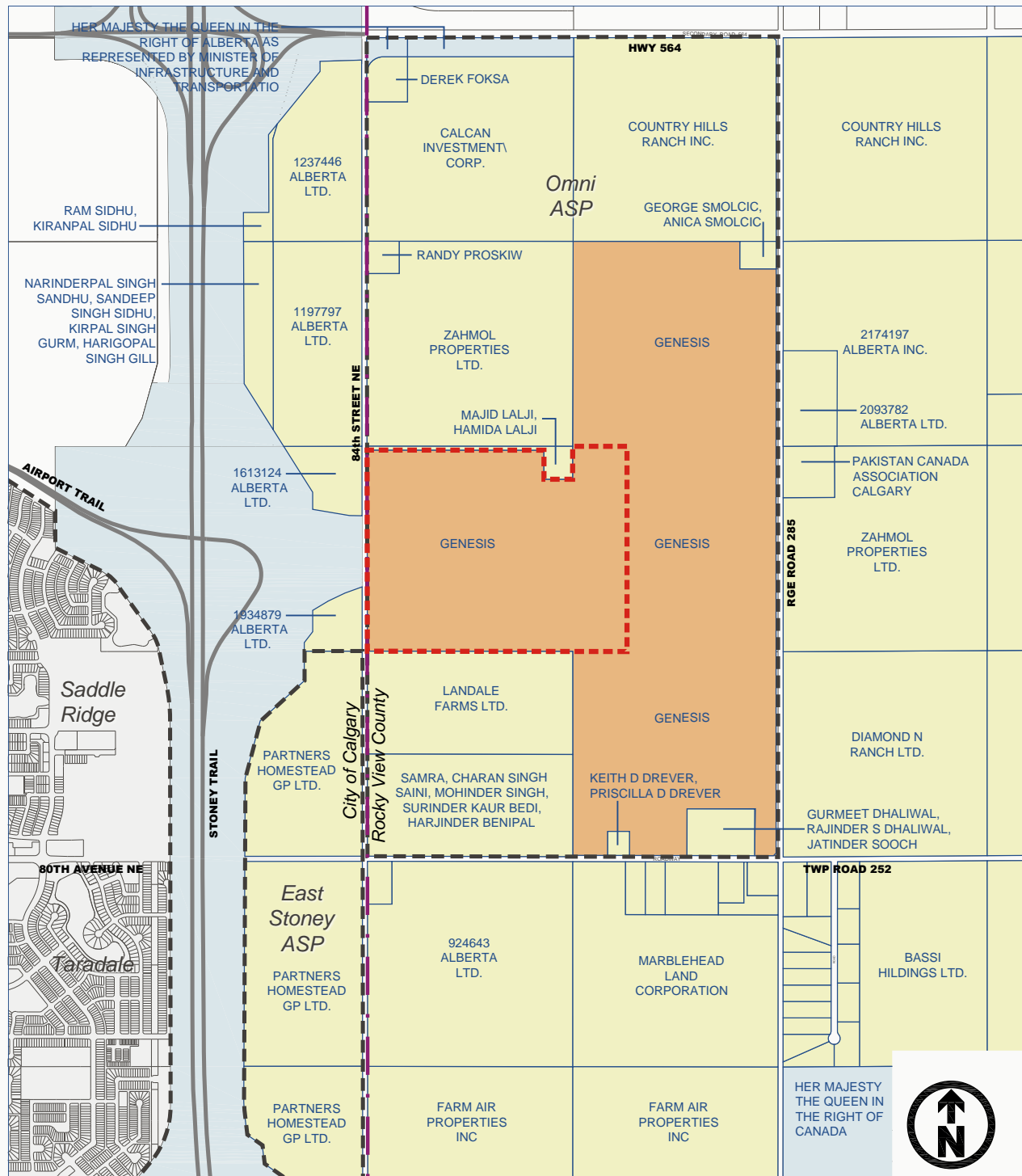


FIGURE 2 Legal Description

Legend

- The Omni by Genesis Conceptual Scheme
- City Of Calgary Boundary

FIGURE 3 Land Ownership

**Legend**

- Conceptual Scheme Boundary
- Conrich ASP Boundary

2

Municipal Policy Framework





The OMNI Conceptual Scheme is subject to the land use policies within various statutory plans including the Calgary Metropolitan Regional Board's Interim Growth Plan (IGP), Rocky View County/City of Calgary Intermunicipal Development Plan (IDP), the County Plan, Rocky View County's Municipal Development Plan (MDP), The OMNI Area Structure Plan (ASP), Parks and Open Space Master Plan, and the County's Land Use Bylaw (LUB).

2.1 PLAN OBJECTIVES

The County Plan identifies OMNI as a 'Highway Business Area'. The Plan states that a Highway Business Area should have the following characteristics:

- a. Located along intersections or interchanges with the provincial highway network;
- b. Land uses consistent with that of a highway business area;
- c. Limited development area close to one or all of the quadrants of the intersection or interchange;
- d. Planned in a comprehensive manner and not subject to incremental expansion;
- e. Meet the environmental, infrastructure, and financial goals and policies of the County Plan;
- f. Minimize adverse impacts on existing agriculture or residential development;
- g. Developed in consultation with Alberta Transportation; and
- h. Consistent with the provincial freeway and access location plans.

By classifying the OMNI area as a Highway Business Area, it means the County strongly supports the growth of the Plan area as a Highway Business area. A Highway Business Area provides local and regional employment opportunities. OMNI will serve as a commercial and business 'hub' for the surrounding area and create spin-off economic opportunities. OMNI will help meet the County's fiscal objectives of broadening the non-residential assessment base and creating local and regional commercial development opportunities.

2.2 ROCKY VIEW COUNTY/CALGARY INTERMUNICIPAL DEVELOPMENT PLAN

The general intent of the Intermunicipal Development Plan (IDP) is to minimize land use conflicts across municipal borders. The Plan Area is divided up into two parts: 1) the Policy Area, and 2) the Notification Zone. The subject lands for the OMNI CS are contained in the Policy Area of the IDP, which means that policies contained within the IDP apply in this area, including the circulation and referral process. Recognizing the subject lands have potential to influence land uses within the City, the County will refer the Conceptual Scheme application to the City of Calgary for comment. Policies in the IDP address the provision of commercial developments within the Plan Area to ensure the installation of their supporting transportation and utility servicing does not compromise regional infrastructure and the Stoney Trail Transportation Utility Corridor (TUC).

2.3 OMNI AREA STRUCTURE PLAN

The OMNI ASP was amended by MGB Order 068/18, which resulted due to an appeal by the City of Calgary. The MGB Order changed the overall land use scenario for the ASP by identifying a reduced "OMNI Project" area noted as Phase 1 in the ASP, which aligns with this Conceptual Scheme area, and designated the remaining ASP lands as a Phase 2 'Special Study' area. The Special Study area essentially freezes any near-term development on those lands until an ASP amendment occurs, further transportation studies are done, and the Calgary Metropolitan Region Board's Growth Plan is complete.

The OMNI ASP identifies future directions for transportation, pathways, gateways and other development features. ASP Map 6 identifies that a gateway east of Airport Trail that goes through the OMNI CS area as well as various transportation improvements.

2.4 PARKS & OPEN SPACE MASTER PLAN

The County's Parks and Open Space Master Plan divides the County into five geographic regions. The subject site is located within the Meadowlark Prairie area within the northeastern portion of the County. The Parks and Open Space Master Plan identifies a 'conceptual pathway' to the north of the subject lands running east-west along Highway 564 from Delacour to the edge of the City of Calgary. Another 'conceptual pathway' is indicated a few kilometers south in Conrich along Township Road 250.

3 Site Analysis





3.1 LOCATION

The Conceptual Scheme area is situated in northeast Rocky View County adjacent to the City of Calgary municipal boundary. OMNI is approximately 10 kilometres northwest of the Hamlet of Conrich and approximately 10 kilometres southwest of the Hamlet of Delacour.

The CS area is bounded by 84th Street NE and Stoney Trail to the west and covers almost the entirety of NW 18-25-28 W4M as well as a portion of NE 19-25-28 W4M. The total CS area is approximately 81.46 ha (197 acres). Further to the west across Stoney Trail is Airport Trail, which would align with a future arterial road within the OMNI CS.

Existing site conditions are mapped in **Figure 4: Existing Site Conditions**.

FIGURE 4 Existing Site Conditions



3.2 LOCAL CONTEXT

The area is significantly influenced by its proximity to Calgary and major transportation networks, including Stoney Trail, 84th Street NE and Airport Trail. The site benefits from being near to Range Road 285 (100th Street NE), which is designated as a High Load Corridor within the County. High Load Corridors accommodate truck traffic, facilitating business and industrial uses.

Major developments within the surrounding area include the CN Calgary Logistics Park, a multi-modal large-format warehouse storage and distribution centre, which serves as a regional commercial and industrial hub for the area. The CN Calgary Logistics Park is approximately four kilometres to the southeast of the OMNI site. The Hamlet of Conrich is located immediately to the south west of the Logistics Park. Conrich is a growth node and the focus of population growth with a mix of uses. The OMNI CS area is ideally situated in proximity to existing regional transportation and utility servicing infrastructure and is within an established corridor for regional business development.

The Hamlet of Delacour is located approximately seven kilometres to the northeast of the CS area. Delacour is designated as a community core and is expected to accommodate future growth in the County. Another significant development in the region is the East Balzac Business Area northwest of the site. This area is home to the CrossIron Mills shopping mall and various other industrial park uses. Given the location of these areas, there may be potential to work with developments in East Balzac, Delacour and CN Calgary Logistics Park areas to capitalize upon synergistic opportunities for managing stormwater, enhancing water and sanitary servicing.

The general area is characterized by significant regional infrastructure. The East Rocky View County wastewater transmission line and the potable water transmission line provide servicing to development in the area. The potable water transmission line supplies water to the Conrich area from the East Balzac Water Treatment Plant beside the Graham Lake Water Reservoir and runs along Range Road 281. A pump station and reservoir are located to the southeast of Conrich along with a feeder main to service the CN Logistics Park. The pump station and reservoir are approximately 3.5 kilometres south and 3.5 kilometres east of the subject lands. The East Rocky View Wastewater Transmission Line (RVCWWTL) extends from the East Balzac area southeast to a sewage lagoon by Langdon. This line runs approximately 1.6 kilometres to the east of the subject lands. A lift station is located approximately one kilometre north of Township Road 252.



3.3 84TH STREET NE STUDY

As an outcome of planning discussions between the City of Calgary and Rocky View County pertaining to projects along 84th Street NE, including the OMNI and Conrich Area Structure Plan, it was decided that a joint study was necessary to determine how to best accommodate development in the larger area through appropriate realignment of 84th Street NE. The study area extends from north of Highway 1 to Country Hills Boulevard/ Highway 564. Key intersections were selected for analysis including the 84th Street/Twp Rd 252 intersection.

3.4 EXISTING DEVELOPMENTS

The Conceptual Scheme area includes predominately agricultural lands under cultivation with limited country residential subdivision in the area. Buildings and existing subdivisions and development within the vicinity of the CS have been considered in the CS design and planning.

3.5 SURROUNDING LAND USE CONTEXT

Stoney Trail NE Freeway and Transportation & Utility Corridor

The objective of the Province of Alberta's Transportation & Utility Corridor (TUC) program is to accommodate implementation of a new roadway system with corresponding power lines, pipelines, regional water and sewer lines and telecommunication lines to 'ring' the City of Calgary.

The TUC also provides open space in an area that will be eventually surrounded by urban development. The Province established the TUC to protect rights-of-way necessary to implement the Calgary Ring Road and related utility infrastructure.

Intermunicipal Land Use Considerations

The CS is identified as a Highway Business Area within the County Plan as shown on Map 1 - Managing Growth. The OMNI Business Park is a compatible use with the adjacent transportation utility corridor and future residential uses anticipated within the City of Calgary. The main adjacent land uses within the City of Calgary encompass urban residential west of site, including the Homestead Community on the east side of Stoney Trail, and Saddleridge and Taradale west of Stoney Trail.

3.6 PIPELINE RIGHTS-OF-WAY AND WELL SITES

As shown on **Figure 5: Existing Oil & Gas Facilities**, the CS area includes an existing oil and gas well and an operating refined fuels pipeline. The locations of all petroleum wells and pipelines (abandoned and operating) in the CS area were searched using AbaData and online provincial databases.

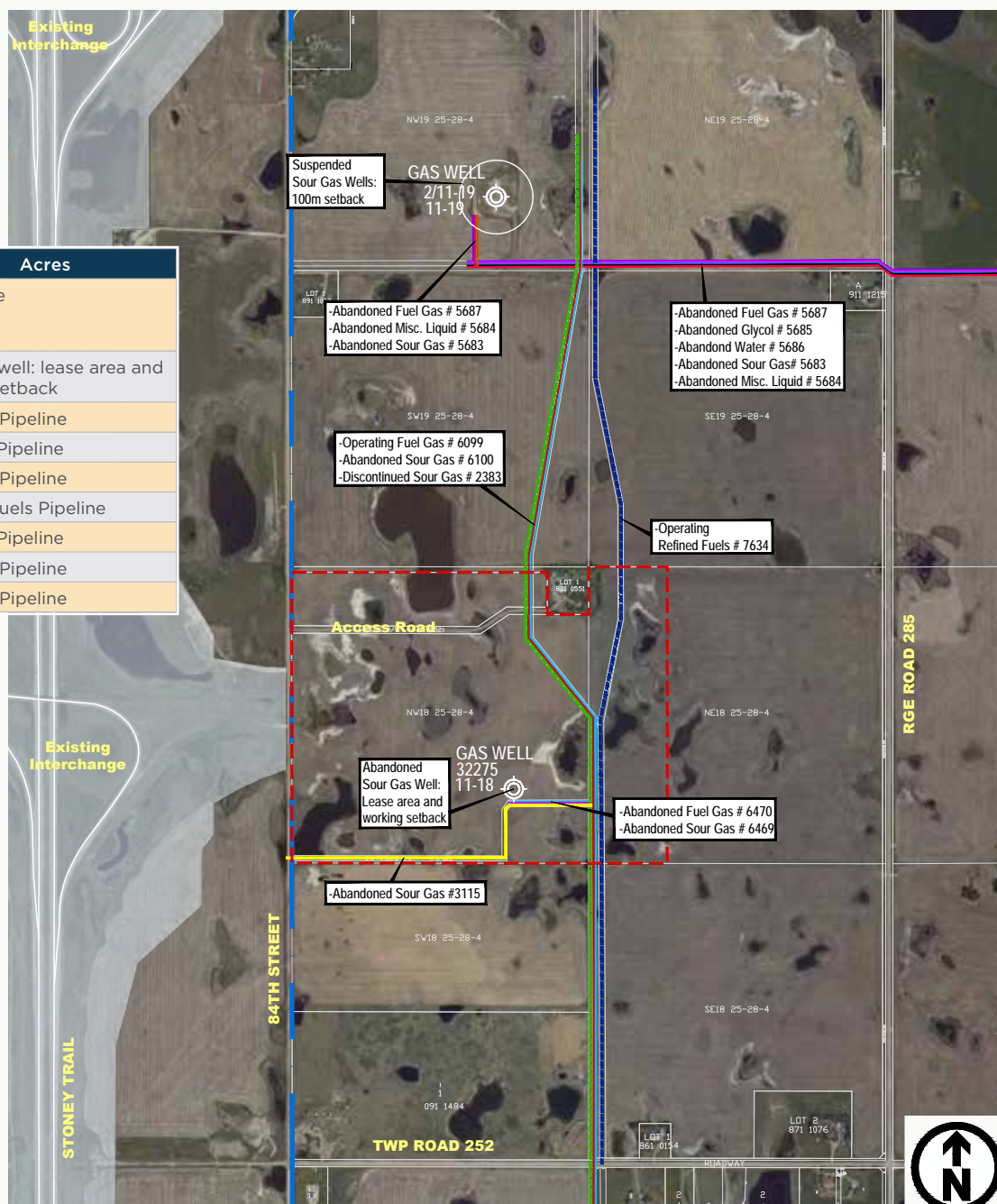
FIGURE 5 Existing Oil & Gas Facilities

The following table lists the oil and gas facilities and rights-of-way found in the CS area.

AER Licence/ Line #	Hectares	Acres
	Status	Substance
32275	Abandoned	Sour gas well: lease area and working setback
3115	Abandoned	Sour Gas Pipeline
6470	Abandoned	Fuel Gas Pipeline
6469	Abandoned	Sour Gas Pipeline
7634	Operating	Refined Fuels Pipeline
6099	Operating	Fuel Gas Pipeline
6100	Abandoned	Sour Gas Pipeline
2383	Discontinued	Sour Gas Pipeline

Legend

- Conceptual Scheme Boundary
- City Of Calgary Boundary



3.7 EXISTING ACCESSES

Site access is currently provided via Country Hills Boulevard NE to 84th Street NE and 100th Street NE. Access roads are also present within the site to gain entry to the farmyard and oil and gas facilities. Access points are illustrated within **Figure 6: Existing Access**.

3.8 ARCHAEOLOGICAL CONSIDERATIONS

The site has received clearance in accordance with Section 31 of the Historical Resources Act. The site does not require any further actions with respect to archaeological and historical considerations.

3.9 TOPOGRAPHY & SURFACE DRAINAGE

As shown on **Figure 7: Topography & Surface Drainage**, the subject lands contain relatively flat terrain generally sloping from north to south. Various local depressional wetland areas are present. Technical studies have found the majority of surface runoff from the existing ground conditions are fully or partially retained within the wetland areas. The north and west side of the subject lands currently drain east.

3.10 BIOPHYSICAL CONDITIONS

The subject lands are in the northwestern portion of the Foothills Fescue Natural Subregion of Alberta, a biotic zone occurring as a narrow band along the eastern edge of the foothills. This part of the sub-region is characterized by cultivated plains, with native habitats mainly restricted to relatively small areas, often in the vicinity of wetlands. Key features of this subregion include Black Chernozemic soils on average sites, and mountain rough fescue as a dominant grass species within native habitats. The OMNI Project Site and adjacent lands have been cultivated for several decades, and consequently native vegetation is largely only present within the less disturbed wetland areas.

A database search was conducted on the Alberta Conservation Information Management System (ACIMS) and the Fish and Wildlife Information Management System (FWIMS) to consider a list of potential species of management concern that may occur within the Project Site. During site visits wildlife species and wildlife uses, such as dens and rests, were recorded. Three species listed as "sensitive" in Alberta under the Alberta Wildlife Act were observed on site, including common yellowthroat, sora, and northern harrier.

Within the OMNI Conceptual Scheme boundary, a total of 21 wetlands and waterbodies have been identified, as illustrated on **Figure 8: Existing Wetlands**. Three (3) wetlands are classified as shallow open water and eighteen (18) wetlands are classified as graminoid marsh wetlands. The identified wetlands have been determined to have a functional value ranging from C to D.

The three (3) shallow open water wetlands on the site have been claimed by the Provincial Crown under the Public Lands Act. All three Crown-claimed wetlands will be incorporated into the development plan.

FIGURE 6 Existing Access

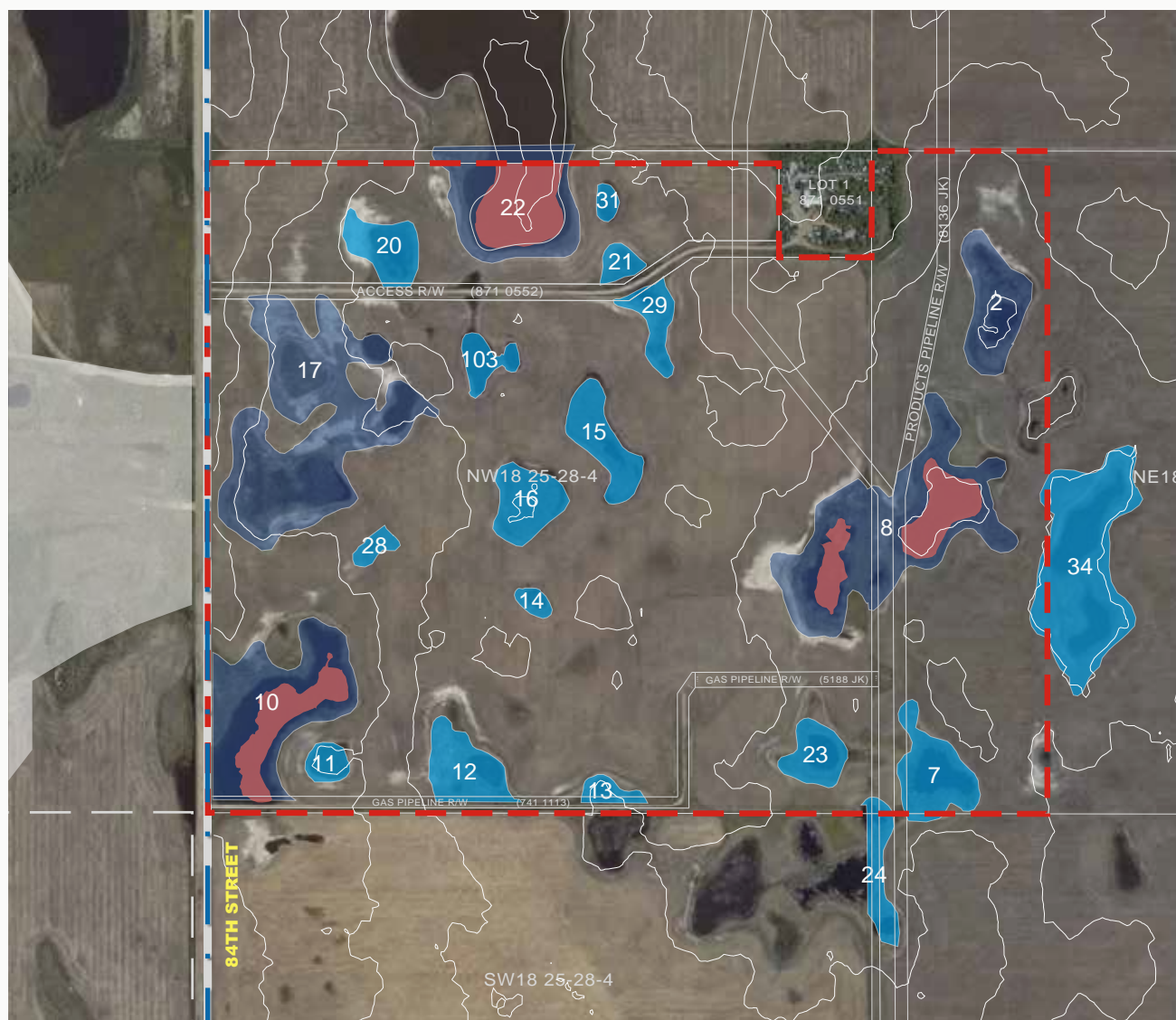
**Legend**

- Conceptual Scheme Boundary
- City Of Calgary Boundary
- Existing Road
- Existing Access

FIGURE 7 Topography & Surface Drainage**Legend**

- Conceptual Scheme Boundary
- City Of Calgary Boundary
- Overland Flow Direction

FIGURE 8 Existing Wetlands



Legend

- Conceptual Scheme Boundary
- City Of Calgary Boundary
- Crown Claimed Bed & Shore
- Class III Wetlands
- Class IV Wetlands



3.11 GEOTECHNICAL

The deepest stratum, encountered at varying depths from 0.9 to 6.7 metres, was a light-grey sandstone/shale mixture (bedrock) common to this area. Above the bedrock layer, the stratum was a combination of clay till structure which had interbedded layers of silt and sand with fragments of gravel, oxidation and coal pieces interspersed. Topsoil within the site was approximately 0.2 to 0.6 metres thick. Groundwater levels were measured in piezometers installed in the boreholes. Measured groundwater levels varied from 0.9 to 4.6 m below existing ground surface. The preliminary geotechnical investigation revealed competent subsurface soils that will provide good foundation support for structures and pavements. In general, subsurface conditions at the site are considered suitable for the use of standard shallow strip and pad footing foundations or cast-in-place concrete piles. Because of the significant amount of silt logged during the investigation, adequate frost protection must be provided for all foundations and positive surface drainage must be maintained to drain surface water away from all structures and foundation areas. The investigation concluded that, based on field and office assessments, existing site conditions within the CS area are not expected to present significant development restrictions.

3.12 EXISTING LAND USE CHARACTER

The subject lands are currently designated Ranch & Farm District (RF), as illustrated on **Figure 9: Existing Land Use Designations** in accordance with the County's Land Use Bylaw C-4841-97. The County is presently reviewing its Land Use Bylaw and has proposed to consolidate the RF and F districts into a single district labeled as A-LRG.

Lot 1 Plan 871 0551 is within the same quarter section as the CS (NW18-25-28 W4M) but is not included within the CS area boundaries. This lot is designated as F - Farmstead. The majority of lots around the CS area are designated as RF except for a few smaller parcels designated as Residential Two (R2), Residential Three (R3) and Farmstead (F). To the east, south and north the surrounding land pattern is generally of an agricultural nature with country residential interspersed. To the west are the City of Calgary's existing and growing residential communities. The community of Homesteads, located west of 84th street and east of Stoney Trail, is underway with planning and development.

3.13 ENVIRONMENTAL SITE ASSESSMENTS

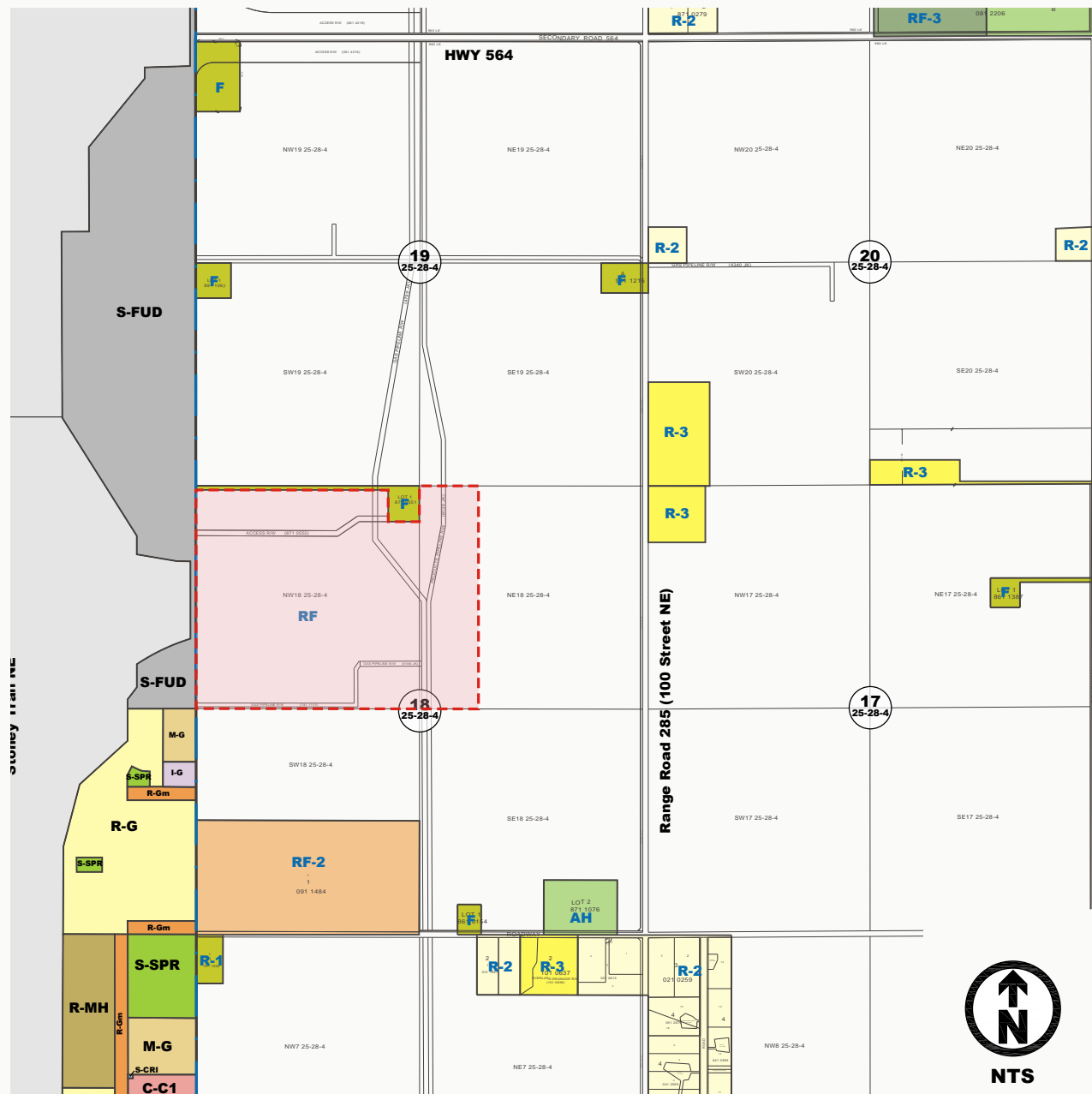
The Phase I ESA identified two potential sources of environmental impairment on the site, resulting from historical and/or current land uses. The potential on-site sources of contamination include the gas well site and pipelines (gas, sour gas, fuel gas, and light volatile products). There is an inherent risk with all pipelines; however, based upon a review of available records, there was no indication of releases or incidents within 200m of the OMNI site. The Phase I ESA concluded that there is a low potential for environmental impairment associated with pipelines.

The Phase I ESA recommends that a Phase II ESA be conducted to determine whether the site has been impacted from previous land use at site, primarily the former wellsite.

Policy 3.13.1

A Phase II ESA will be completed for the former wellsite prior to the release of the affected Development Permit approval.

FIGURE 9 Existing Land Use Designations

**Legend**

- Conceptual Scheme Boundary
- - - City Of Calgary Boundary

Calgary LU

- S-FUD** S-FUD (Future Urban Development)
- C-C1** M-G (Commercial - Community District)
- R-G** R-G (Low Density Mixed Housing)
- R-Gm** R-Gm (Low Density Mixed Housing)
- R-MH** R-MH (Residential - Manufactured Home District)
- M-G** M-G (At Grade Housing)
- S-CRI** S-CRI (City and Regional Infrastructure District)
- S-SPR** S-SPR (Special Purpose - School, Park and Community Reserve District)
- I-G** I-G (Industrial - General District)

Rocky View County LU

- F** F (Farmstead District)
- AH** AH (Agricultural Holding District)
- RF-2** RF-2 (Ranch Farm Two District)
- RF-3** RF-3 (Ranch Farm Three District)
- R-2** R-2 (Residential Two District)
- R-3** R-3 (Residential Three District)
- RF** RF (Ranch Farm District)

*All lands are designated RF unless noted otherwise

4 Development Plan Concept



4.1 DEVELOPMENT VISION

Looking ahead 15 to 20 years, the OMNI Business Park has built out to be a comprehensive and thriving commercial destination for the Calgary region. The OMNI has become a commercial destination for thousands in the Region, with a carefully designed site which balances environmental protection with best practices in placemaking and contemporary urban design. As the nature of retail changes, OMNI will continue to be a key hub for commercial and entertainment activities through the creation of a central event festival plaza and outdoor gathering nodes within the OMNI Village and highly adaptable districts of this large site. The retail, entertainment, and food and beverage operations in OMNI is supported by a strong business and office area, hospitality district and an independent and assisted living seniors' campus which will diversify the market sectors in OMNI.



Seven Phase Development

OMNI has excellent transportation links and access to local, provincial and international markets by virtue of its proximity to the Calgary International Airport, Stoney Trail, the CN Calgary Logistics Centre, and the East Balzac business area. It offers an opportunity for Rocky View County to diversify its tax assessment base and to create more employment for its residents.

OMNI is a comprehensively planned mixed-use development, one of the few places within Southern Alberta where highly diverse retail and entertainment areas are complemented by a variety of restaurants and other services. Workers in the office area will patronize the commercial and leisure uses. The wetland and storm ponds function as a stormwater management solution in addition to providing an aesthetic and recreational amenity which preserves and enhances biodiversity. An engaging trail system encourages their use and links them to other leisure-oriented parts of the planned development. This open space provides a unique setting for employees, resident seniors, hotel guests and commercial area users alike.

The OMNI is envisioned as a seven (7) phase development, with each phase targeting a specific complementary market sector in the areas of commercial, retail, entertainment, hospitality, seniors' housing, office and business.

A conceptual development scenario, as shown in Appendix A, was prepared to support technical studies in order to determine if the site was appropriate for the proposed uses. The details of the development scenario may be subject to change at the Development Permit stage, and will require a Master Site Development Plan prior to approval.



THE
OMNI
BY GENESIS

PHASE 1



OMNI EVERYDAY

- » Commercial / retail services with mini anchors to preserve and protect a large natural wetland
- » Approximately 170,000 sf of retail
- » Approximately 725 parking stalls
- » Approximately 23 acres total area

PHASE 4



OMNI VILLAGE

- » Key gathering place in OMNI with a food hall, Festival Plaza, speciality retail, cinemas, e-sports centre, brewery plaza, leisure and restaurant row flanking a storm pond
- » Approximately 250,000 sf of retail
- » Approximately 1,200 parking stalls in structured parkade
- » Approximately 30 acres total area

PHASE 2



OMNI SHOWCASE

- » House/Home & Eco district including a signature anchor and supported by mini anchors the site has no environmental constraints
- » Approximately 250,00 sf of retail
- » Approximately 825 parking stalls
- » Approximately 25 acres total area

PHASE 5



OMNI WORK

- » An office development facing the storm pond, constructed wetland, and linear park
- » Approximately 178,000 sf of retail and office space
- » Approximately 515 parking stalls
- » Approximately 11 acres total area

PHASE 3



OMNI OUTLET SHOPS

- » Commercial / retail outlets designed around a natural wetland
- » Approximately 316,00 sf of retail
- » Approximately 1,000 parking stalls
- » Approximately 32 acres total area

PHASE 6 / 7

OMNI LEISURE & CELEBRATION;
OMNI LIVING

- » Approximately 540,000 sf of hotels, seniors living campus, and supporting commercial
- » Approximately 600 parking stalls
- » Approximately 41 acres total area

4.2 OBJECTIVES

Capitalizing upon strategic land use opportunities

- » OMNI capitalizes upon its strategic location close to the Calgary airport, the CN Calgary Logistics Park and the East Balzac business area and plays an important synergistic role within the greater region by supporting and enhancing other uses.
- » OMNI provides a wide and well-selected combination of uses that will appeal to a diverse group of users. Grouped in distinctive precincts of commercial offerings, the selected uses of well calibrated scale will draw their visitors from the nearby residential areas, the region and beyond.
 - OMNI Everyday will provide daily and weekly convenience retail and services intended mostly for the residents of the existing and planned nearby communities. A small automotive services section will offer carwash, e-vehicle charging station and auto service;
 - OMNI Showcase and OMNI Outlet Shops will be 'destination' retail offering the types of products and experiences not readily available in the region;
 - OMNI Village & Boardwalk will be an outdoor, pedestrian retail, entertainment and restaurant area and will serve as the hub for all activity of OMNI;
 - OMNI Work will be an office complex set in close proximity to the recreational areas, restaurants, shopping and entertainment which the workers will certainly patronize;
 - OMNI Living will provide independent and assisted living residents an assortment of complimentary functions as well as proximity to a variety of recreation options, dining and retail. Families visiting the residents will certainly take advantage of the commercial offerings nearby;
 - OMNI Leisure & Celebration will attract out of town visitors and allow them to enjoy the unique retail, F&B and entertainment possibilities in the immediate proximity. Those coming for business at the office complex, to visit senior relatives or to attend sporting events at the future sports hub will find it convenient to stay at OMNI; and
 - OMNI open spaces will be varied in character: from linear park featuring unique light and sculpture installations, to green areas separating the precincts, to pedestrian oriented hardscaped streets, plazas and passages connecting to an extensive paths system linking with the regional trails.

- » OMNI's diverse commercial offerings will attract day-long visits from RVC, Calgary and beyond. It will provide safe, enjoyable and intriguing experiences to all age groups at all times of the day and during all seasons.
- » OMNI allows for an easy connection and integration of the future developments to the East, North and South of the site. It will provide a strong impetus to the initial growth of those areas and, over time, will become a regional activity hub, binding the surrounding areas in a lasting synergistic relationship.

Providing an Integrated Open Space System

- » OMNI offers unique recreational and aesthetic benefits to employees and users of the commercial, office, hospitality, residential (seniors) and business functions with its integrated system of wetlands, storm ponds, and associated pathways, parks and open spaces.

Implement Innovative and Cost-Effective Infrastructure Systems

- » Implementation of a potable water and sewer systems with the design strengthens the overall regional utility systems.
- » Implementation of an innovative stormwater management strategy including a complex of integrated engineered facilities specifically designed to capture, treat and retain surface drainage generated within the CS area.

4.3 LAND USE CONCEPT

The location of anticipated land uses within the CS area is illustrated by **Figure 10: Proposed Land Use Districts**. The site will accommodate commercial uses with a retail-oriented nature that cater primarily to the population residing and/or working in northeast Calgary and the areas surrounding OMNI. This area is envisioned to contain such uses as hotels, restaurants, retail, services, entertainment, etc. Implementation of development with design criteria will establish and maintain an attractive and cohesive built form within the CS area. Design criteria will ensure all developments within this area form a cohesive spatial composition by implementing the pre-planned continuity of mobility networks, locations of landmark elements, key view vistas and consistent edges of precincts along the main roads.

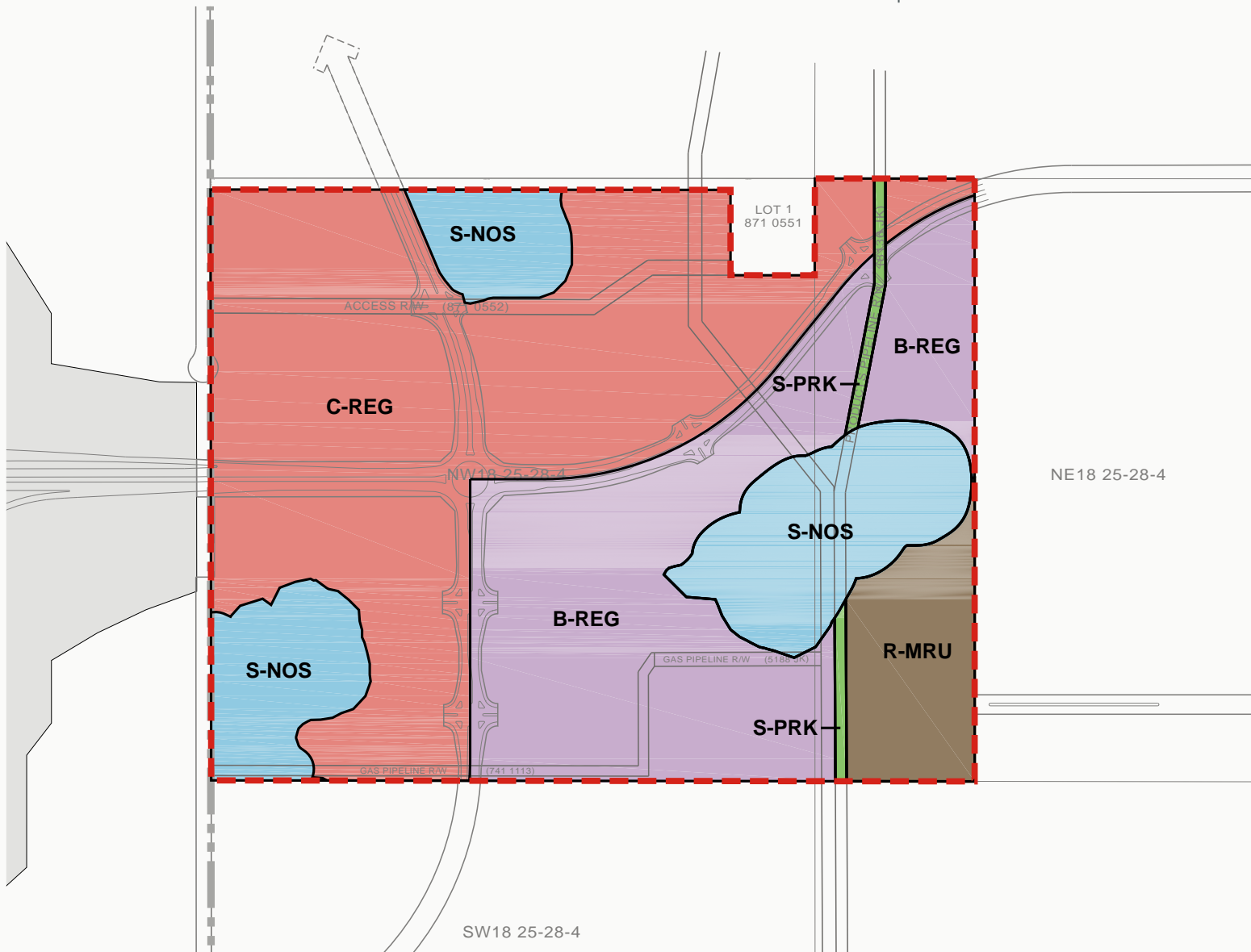


The guidelines will also address elements such as building heights and massing, façade treatments, landscaping, lighting, signage and placement of parking, loading and outside storage areas. Industrial uses with the potential to negatively impact surrounding parcels with considerations such as noise, odours and emissions will not be permitted in this area. An internal pedestrian system will be developed to facilitate connection to the Calgary Greenway in the City of Calgary.

A public open space and reconstructed wetland will be integrated into stormwater system for the development. The stormwater pond will be dedicated as a Public Utility Lot (PUL) surrounded by Municipal Reserve (MR) where logical. The reconstructed wetland will be dedicated as Environmental Reserve (ER), with a naturalized buffer where practicable. An iconic landscape, lighting and signage arrival feature will be built at the intersection of Airport Trail extension and 84th Street NE to provide a major orientation point.



FIGURE 10 Proposed Land Use Districts

**Legend**

Conceptual Scheme Boundary



City Of Calgary Boundary

C-REG Commercial, Regional District

B-REG Business, Regional Campus District

DC District Control

S-FUD Special, Future Urban Development District

S-NOS Special, Natural Open Space District

S-PRK Special, Parks and Recreation District

4.4 SUBDIVISION & DEVELOPMENT CONCEPT

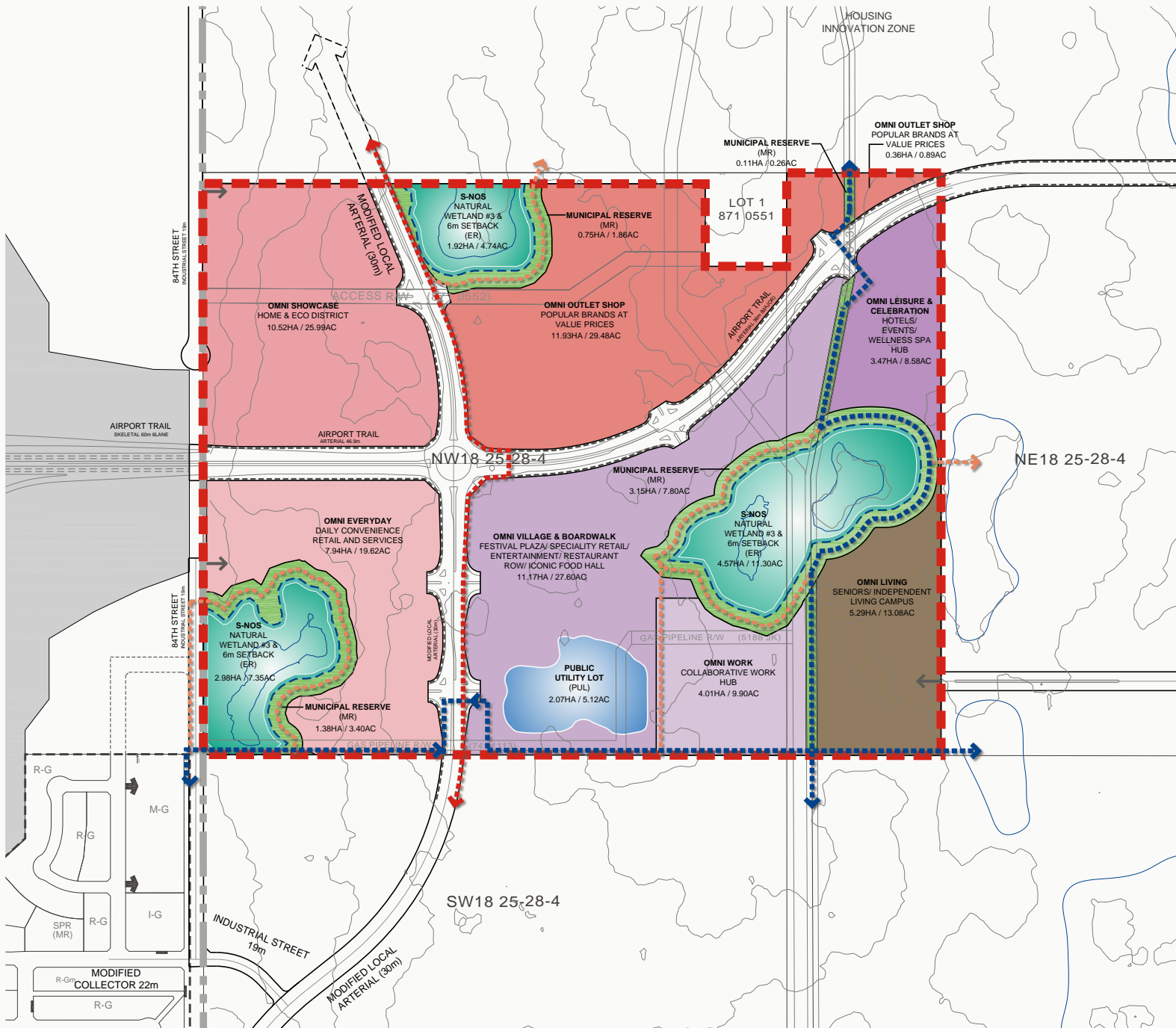


The OMNI Business Park anticipated subdivision configuration will implement the general land uses as shown on **Figure 10: Proposed Land Use Districts** with predominantly retail uses in the western and northern portion of the CS area, transitioning into a more comprehensively planned pedestrian village mixed use commercial, hospitality and campus style office-commercial development. A DC district will accommodate a seniors' residences campus with supporting functions.






The general block layout anticipated within the OMNI is generally shown on **Figure 11: Concept Plan**. Detailed parcel configurations will be established through subsequent phasing of development and subject to approvals via Development Permit. The vision will help guide the development of specific design criteria at later stages in development. In general, the site is to be planned comprehensively in a campus style with parking towards the rear and buildings oriented towards the frontage. Lots will generally be fronting onto the Airport Trail extension, with access and parking along the rear.

FIGURE 11 Concept Plan



Legend

-  Conceptual Scheme Boundary
 City Of Calgary Boundary
 Regional Pathway

4.5 STATISTICS

Conceptual Scheme Statistics

	Hectares (+/-)	Acres (+/-)	% of GDA
TOTAL LAND USES	79.68	196.88	
Wetlands & 6m Setback	9.47	23.39	
GROSS DEVELOPABLE AREA (GDA)	70.21	173.49	100.00%
OMNI Everyday	7.94	19.62	11.3%
OMNI Showcase	10.52	25.99	15.0%
OMNI Outlet Shop	12.29	30.37	17.5%
OMNI Work	4.01	9.90	5.7%
OMNI Village & Boardwalk	11.17	27.60	15.9%
OMNI Leisure & Celebration	3.47	8.58	4.9%
OMNI Living	5.29	13.08	7.5%
TOTAL AREA	54.69	135.14	77.9%
MR (Municipal Reserve)	5.22	12.90	7.4%
PUL (Public Utility Lot)	2.07	5.12	3.0%
MAJOR ROAD AREA	8.23	20.33	11.7%

Land Use Statistics

	Hectares (+/-)	Acres (+/-)
From RF to S-NOS	14.11	34.87
From RF to S-PRK	0.86	2.12
From RF to C-REG	36.27	89.63
From RF to B-REG	23.14	57.18
From RF to R-MRU	5.29	13.08
TOTAL AREA	79.68	196.88

Development Phasing Statistics

	Hectares (+/-)	Acres (+/-)
PHASE 1 - OMNI Everyday	15.93	39.37
Phase 1	12.29	30.37
Major Road Area	3.64	9.00
PHASE 2 - OMNI Showcase	11.91	29.42
Phase 2	10.52	25.99
Major Road Area	1.39	3.43
PHASE 3 - OMNI Outlet Shop	18.09	44.71
Phase 3	15.06	37.22
Major Road Area	3.03	7.49
PHASE 4 - OMNI Village & Boardwalk	13.10	32.38
Phase 4	13.10	32.38
PHASE 5 - OMNI Work	4.14	10.24
Phase 5	4.14	10.24
PHASE 6 - OMNI Leisure & Celebration	10.86	26.83
Phase 6	10.86	26.83
PHASE 7 - OMNI Living	5.64	13.93
Phase 7	5.64	13.93
TOTAL LAND USES	79.68	196.88

4.6 ARCHITECTURAL DESIGN PRINCIPLES

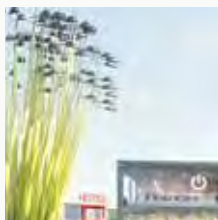


The OMNI Conceptual Scheme envisions a master planned mixed use development with high standards for urban and architectural design that is aesthetically attractive as an interface area between the City of Calgary's urban landscape and Rocky View County's blend of commercial and business areas and rural development. OMNI will respect and be guided by the County's Commercial, Office and Industrial Guidelines with the intention of ensuring design compatibility between OMNI and the adjacent land uses.

The specific type and scale of business development anticipated within the plan area is expected to include business developments of varying types, scales and intensities with a focus on retail and retail outlets, services, food and beverage, entertainment, office, hospitality and senior's residential campus.

In all cases, commercial and business land uses within the plan area will create and maintain an appropriately attractive development form. As part of the subdivision application for each phase of development, the developer will be required to prepare specific architectural guidelines to ensure the form of development within each phase maintains an attractive built-form and integrates well with other parts of the site.





The architectural guidelines to be prepared as part of each phase and subdivision will establish specific design criteria expectations to be implemented at each development phase such as:

- » Consistency of public realm design elements;
- » Location of landmarks, recognizable iconic elements of buildings and landscape;
- » Alignment of major view vistas;
- » Continuity and legibility of the mobility network;
- » Requirements for landscaping (public and private);
- » Requirements for consistent entrance features;
- » Generalized building form and character (architectural theming);
- » Anticipated massing of buildings;
- » Consistency with other phases in the Conceptual Scheme but ensuring sufficient uniqueness;
- » Variety in surface materials (colour & texture) and roof line articulation;
- » Location & design of off-street parking & loading areas;
- » Location & design of shared vehicular circulation areas (between individual lots);
- » Location & design of lighting elements (dark sky friendly lighting);
- » Green building techniques and energy efficient design where feasible and appropriate;
- » Location & design of signage elements;
- » Location & design of outside storage elements; and
- » Location & design of fencing & screening elements.

POLICY 4.6.1	Site design and architectural controls will be detailed at the subdivision stage for each Development Cell in accordance with the provisions of the County's Commercial, Office and Industrial Guidelines and 'dark sky' policies.
POLICY 4.6.2	Green building techniques and energy efficient building design is encouraged throughout the Plan area, where deemed appropriate.
POLICY 4.6.3	Convenient, attractive, and efficient pedestrian and bicycle linkages shall be provided between building entrances, sites and, where applicable, adjacent areas.
POLICY 4.6.4	All private lighting, including security and parking area lighting, shall be designed to respect the County's 'dark sky' policies, conserve energy, reduce glare, and minimize light trespass onto adjacent properties.
POLICY 4.6.5	The use of fencing is discouraged except for screening of storage and garbage bins or for security purposes adjacent to the side or rear of a primary building.

4.7 GATEWAY DESIGN PRINCIPLES

Highway 564, Township Road 252, and Airport Trail are significant entry and exit points into and out of Rocky View County and have been identified as gateways. These gateways provide first and last impressions for area residents and the travelling public. Details of future gateway design will be provided with the affected Master Site Development Plans, and will be coordinated with the County, Alberta Transportation, and the City of Calgary.

POLICY 4.7.1	Gateway design details will be provided with the affected Master Site Development Plan, and will consider sight lines, noise attenuation, berms, constructed barriers, natural land features, and innovative building design. Landscaping and signage shall be of high quality.
POLICY 4.7.2	Gateway design details shall be coordinated with Rocky View County, Alberta Transportation, and the City of Calgary.



4.8 AGRICULTURE INTERFACE

Agriculture is a significant land use adjacent to the OMNI development. The Agricultural Interface is the area where agriculture uses abut non-agricultural uses. The goal of the Agricultural Interface is to minimize the direct impact of commercial and industrial development on agriculture.

POLICY 4.8.1	Existing agriculture uses within the Local Plan are encouraged to continue until development of those lands occurs.
POLICY 4.8.2	Commercial development located adjacent to existing agricultural operations shall address the Agricultural Boundary Design Guidelines within subdivision or development permit applications, whichever occurs first.

4.9 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) PRINCIPLES

Crime Prevention through Environmental Design (CPTED) is a design theory that utilizes the built environment to create safe neighbourhoods and commercial spaces. The three main CPTED principles that will be incorporated into the design include natural surveillance, natural access control, and natural territorial reinforcement.

Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximize visibility of the space and its users, fostering positive social interaction among users of private and public space.

POLICY 4.9.1	Streets shall be designed to increase pedestrian and vehicle traffic
POLICY 4.9.2	Buildings shall be designed with windows overlooking parking lots and sidewalks.
POLICY 4.9.3	Lighting design shall ensure that pathways, parking areas, transit stops, and other public spaces are well lit in compliance with Dark Sky policies.

Natural access control design principles clearly differentiate between public space and private space. By selectively placing entrances and exits, fencing, lighting, and landscape to limit access or control flow, natural access control occurs.

POLICY 4.9.4	Building designs shall provide clearly identifiable points of entry.
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Natural territorial reinforcement promotes social control through increased definition of space and improved proprietary concern. This design principle creates a sense of ownership as well as an environment where criminal activity will stand out and be easily identifiable.

POLICY 4.9.5	Amenities, such as seating areas and public common areas, shall be provided throughout the plan area.
POLICY 4.9.6	Trees shall be planted throughout the plan area.
POLICY 4.9.7	The use of chain link fencing should be avoided, where possible.
POLICY 4.9.8	Landscaping shall be maintained in good order throughout the year.

5 Transportation



5.1 REGIONAL TRANSPORTATION INFRASTRUCTURE

A key objective of this Conceptual Scheme (CS) is to propose a transportation network that integrates effectively within the developing regional network and is designed in a manner that is safe, functional and efficient. Proposed network improvements will minimize impacts on the natural environment and key wetlands, and provides opportunities for walking, cycling and public transportation. The Omni Area Structure Plan Network Analysis and the 84th Street Functional Planning Study were used as guiding documents in the preparation of the proposed development concept.



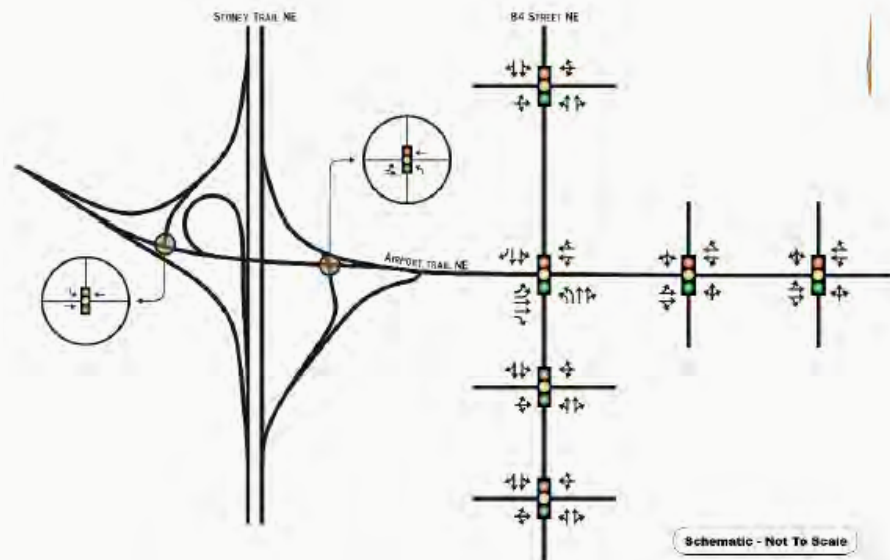
The proposed transportation network improvements will continue to require ongoing coordinated transportation planning between Rocky View County, the Province of Alberta and the City of Calgary. Integration of the proposed development concept into the regional road network with focus on 84th Street and associated interchange improvements to Airport Trail were examined.

Integration with the Regional Road Network

A Transportation Impact Assessment (TIA) has been prepared by Watt Consulting Group in support of this Conceptual Scheme (CS) and proposed development concept. The TIA has been based upon an agreed upon scope of work between WATT, Rocky View County and Alberta Transportation, and determines the anticipated road network necessary to accommodate anticipated stages of the proposed development concept, including a final stage showing the complete build-out of the full 197-acre OMNI commercial development. Details of the anticipated phases and traffic generation for each phase can be found in the supporting TIA.

84th Street Alignment

The proposed development concept would alter the road network within the area, shifting the intersection of Airport Trail and 84th Street NE east to its ultimate location and required distance from the Stoney Trail interchange as per the approved functional study. It would also introduce additional roadways and access points to the proposed phases, and construct



Schematic 1.0: Transportation Infrastructure.

portions of 84th Street and Airport Trail to their ultimate cross-section. While the concept shows a two-lane roundabout at the intersection of Airport Trail and 84th Street, analysis indicates it may need to be a signalized intersection. The road network anticipated to be in place as phases of development are completed is illustrated on **Schematic 1.0: Transportation Infrastructure**.



Stoney Trail / Airport Trail Interchange

The key regional infrastructure piece necessary to facilitate access to and from the development is the modification to the interchange at Stoney Trail and Airport Trail. The modification includes constructing the ultimate northbound to eastbound ramp, westbound to southbound ramp, and southbound to eastbound connection ramp. The upgrade to the interchange also includes the construction of one of the ultimate 3-lane bridge structures over Stoney Trail to provide four travel lanes on Airport Trail. The modifications will create two new intersections with Airport Trail, one on the east side to allow for northbound to westbound turning movements and eastbound to northbound turning movements, and one on the west side to allow for southbound to eastbound turning movements. These modifications are shown in **Schematic 1.0: Transportation Infrastructure**.

- **Interim Stage (Conversion of Existing Bridge to allow two-way traffic)**

Two stages of improvements are anticipated affecting the interchange at Stoney Trail and Airport Trail. Stage 1 proposes an interim design and modifications to the existing bridge deck by converting it to allow two-way traffic which would be expected to accommodate the first three phases of development. Due to some uncertainty regarding the pace of development of Omni and other planned developments in the area, it is recommended that the performance of the Interim Design be monitored, and when the intersections begin to experience levels of service that are no longer acceptable to Alberta Transportation, the Stage 2 interchange be implemented.

- **Stage 2 (Four Lanes on two separate bridge structures)**

A proposed second stage would include construction of a new three-lane bridge structure and revert the interim two-way, two lane bridge structure back to single lane operation. Stage 2 would subsequently see a total of four lanes on two separate structures.

- **Ultimate Stage (Additional three-lane bridge structure)**

This stage represents the ultimate design for the interchange as per the functional study that was completed on behalf of Alberta Transportation by AECOM. The ultimate design would include the addition of another three-lane bridge structure and the associated reconfiguration of the interchange terminals to accommodate a six-lane cross-section along Airport Trail. It is expected this improvement would be beyond the 2040 planning horizon.

As the internal road network to the development is built out in stages, aligning with the phases of development, analysis showed that the 2030 horizon, including the full development of the development concept, can be accommodated through the staged improvements to the interchange. Traffic signals will need to be provided on the two intersections created on either side of the interchange, but this is in alignment with the ultimate functional plan for the interchange.

The anticipated transportation network by the 2030 horizon is shown in **Schematic 1.0: Transportation Infrastructure**. Notwithstanding, the TIA analysis is based upon staged build-out of the road network within the CS, as boundary roads for each phase are completed with development. The TIA also notes a future, long-term 2040 scenario, that indicates the full build-out of the Airport Trail and Stoney Trail interchange is needed, however this is due to substantial growth within the area over the 20-year timeframe, as well as the growth and development of the development concept presented in this CS.

POLICY 5.1.1	The anticipated configuration of the transportation network within the Plan Area is generally illustrated on Schematic 1.0: Transportation Infrastructure , to the satisfaction of Rocky View County, City of Calgary and Alberta Transportation.
POLICY 5.1.2	The timing of the full interchange of Stoney Trail and Airport Trail will be determined based upon observed capacity constraints at the two intersections introduced through the proposed modifications.
POLICY 5.1.3	Dedication of adequate right-of-way shall be provided for widening purposes where required on County roads to the satisfaction of the County.
POLICY 5.1.4	At each phase of subdivision, the Developer shall provide and maintain appropriate emergency vehicle access in accordance with County standards.
POLICY 5.1.5	An update to the Traffic Impact Assessment (TIA) should be prepared to establish and verify transportation infrastructure improvements in support of each anticipated phase of subdivision and/or development application within this CS.

5.2 LOCAL TRANSPORTATION INFRASTRUCTURE

The anticipated roadway system is illustrated in **Schematic 1.0: Transportation Infrastructure**. Two main arterial roadways provide direct access to the proposed phases of development, Airport Trail and 84th Street.

The CS area will be mainly accessed by the Airport Trail/Stoney Trail interchange. Access can also be gained from 84th Street. Direct access from individual parcels within the CS area onto the surrounding roadways will be carefully controlled to ensure appropriate access management considerations are respected, and that appropriate intersection controls are put in place to ensure adequate performance of the local transportation network.

Internal roads within the CS are anticipated to be privately held, but will create a robust, connected grid system offering multiple access points and travel options for users of the CS area.

POLICY 5.2.1	All internal roads and associated intersections with adjacent regional roadways, shall be constructed by the developer to the satisfaction of the County and Alberta Transportation (where relevant jurisdiction applies).
POLICY 5.2.2	Commercial areas shall be designed and situated in such a way as to ensure safe and efficient access and egress from adjacent roadways.
POLICY 5.2.3	Determination of exact locations for public roadway access from individual lots may be deferred to the Development Permit stage.
POLICY 5.2.4	A Traffic Impact Assessment (TIA) may be requested by the County or Alberta Transportation at subsequent subdivision or development permit stages to confirm alignment with the CS and anticipated transportation network's performance.

6 Utility Servicing





6.1 OVERVIEW

The OMNI CS will be serviced by Rocky View County's East Rocky View Water System. Extensions of the existing regional infrastructure will provide water to the OMNI Business Park.

6.2 WATER SYSTEM

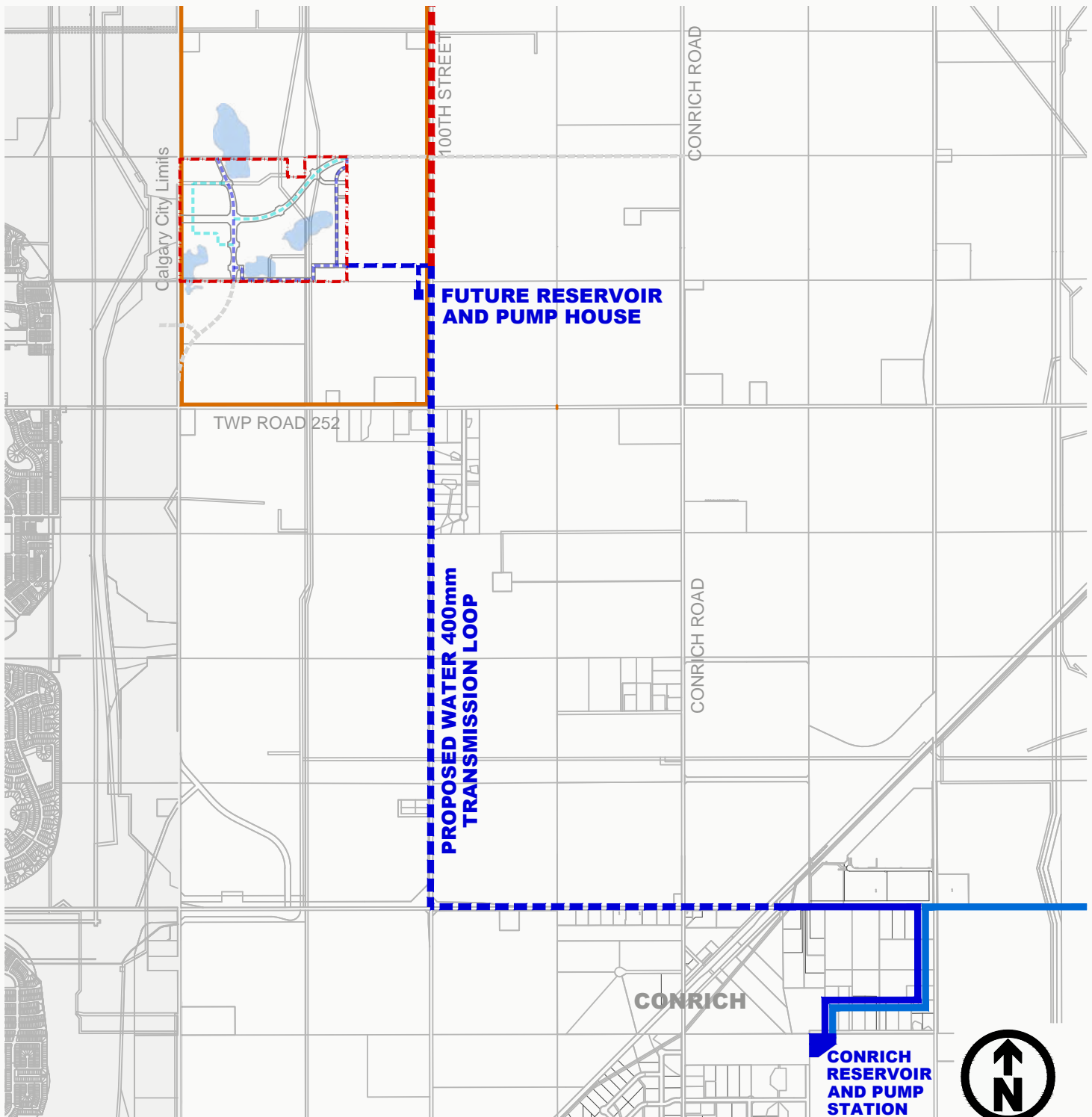
Existing and proposed improvements to the regional water distribution system are shown on **Figure 12: Offsite Watermain Servicing**. It is proposed that a 400mm transmission main be extended north from the Conrich Reservoir and Pump house to the OMNI plan area. The new OMNI reservoir, to ultimately service the entire ASP area, will be staged to allow for development build out. The emergency storage required for the entire East RV water system will be combined with the Omni reservoir.

The onsite distribution system is illustrated on **Figure 13: Onsite Watermain Servicing**. Water servicing for OMNI will use the existing Rocky View County water supply and distribution system. The water distribution system will be designed according to Rocky View County's Servicing and Alberta Environment and Parks Standards and Guidelines. The water distribution network will be designed to provide the fire flows and potable water demands for OMNI. Stormwater reuse for irrigation, rainwater harvesting, and enhanced evaporation purposes is being contemplated as part of this development.

All water distribution infrastructure shall be constructed by the developer in accordance with the County and the Provincial development requirements.

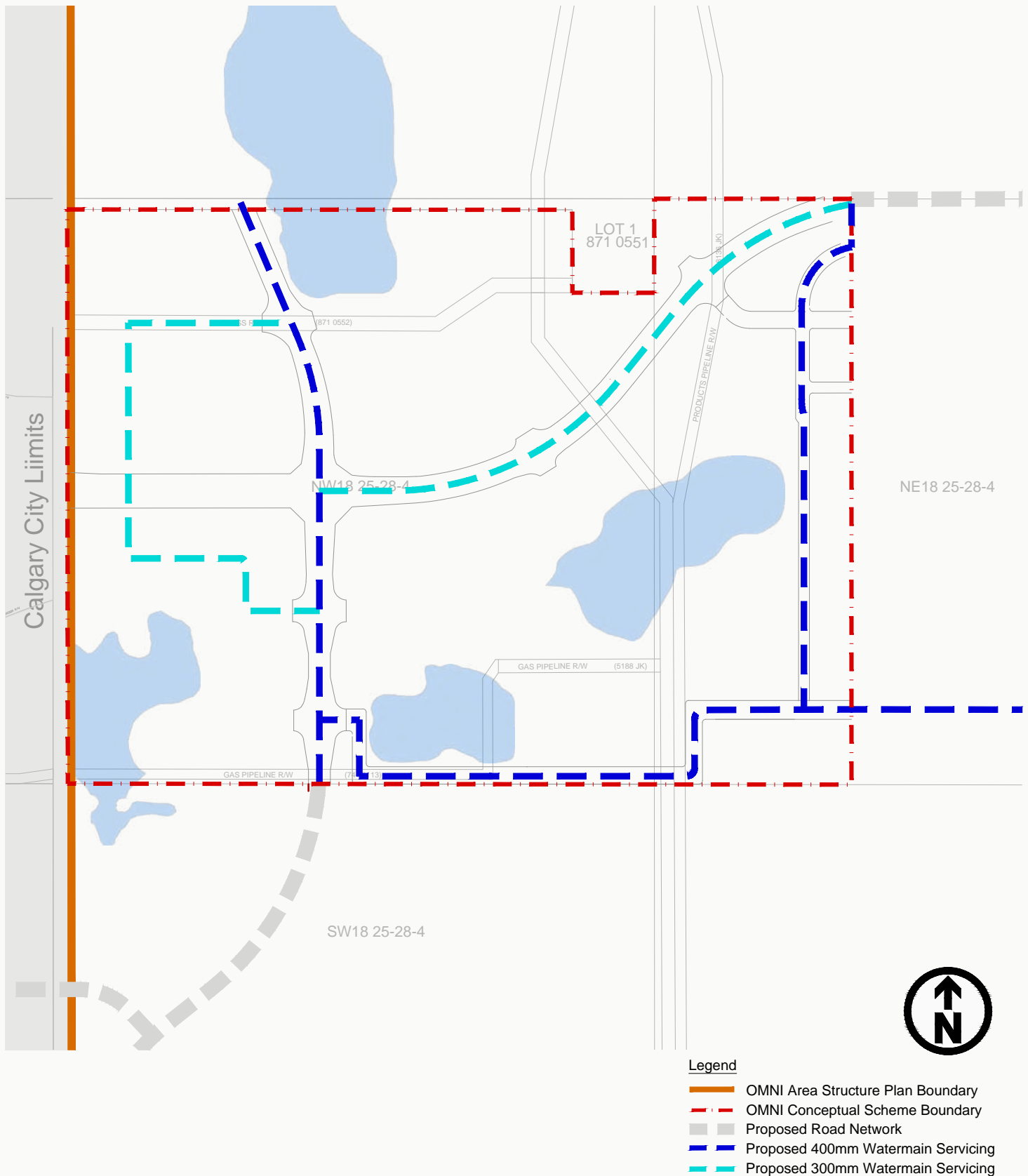
POLICY 6.2.1	The OMNI plan area shall be serviced with potable water by the existing Rocky View County Water Supply and Distribution System.
POLICY 6.2.2	The configuration of potable water infrastructure required to service the CS area is illustrated on Figure 13: Onsite Watermain Servicing .
POLICY 6.2.3	All potable water infrastructure within the CS area shall be constructed by the developer to the satisfaction of the County and Alberta Environment and Parks.
POLICY 6.2.4	The potable water distribution system shall accommodate minimum design requirements necessary to provide appropriate fire suppression within the CS area.
POLICY 6.2.5	Water pipelines and alignment will be finalized through detailed engineering based on water network modelling at each outline stage.
POLICY 6.2.6	The Developer shall seek full recovery of costs associated with construction of the off-site improvements to the regional water system in the form of a levy credit or other forms of legal agreement as agreed upon by both the Developer and Rocky View County.
POLICY 6.2.7	Potable water shall not be used for irrigation purposes.

FIGURE 12 Offsite Watermain Servicing

**Legend**

- | | |
|---|----------------------------|
| OMNI Area Structure Plan Boundary | Proposed Offsite Watermain |
| OMNI Conceptual Scheme Boundary | Existing 600mm Watermain |
| Proposed Road Network | Future Watermain |
| Proposed Onsite 400mm Watermain Servicing | Existing 300mm Watermain |
| Proposed Onsite 300mm Watermain Servicing | |

FIGURE 13 Onsite Watermain Servicing



6.3 WASTE WATER SYSTEM

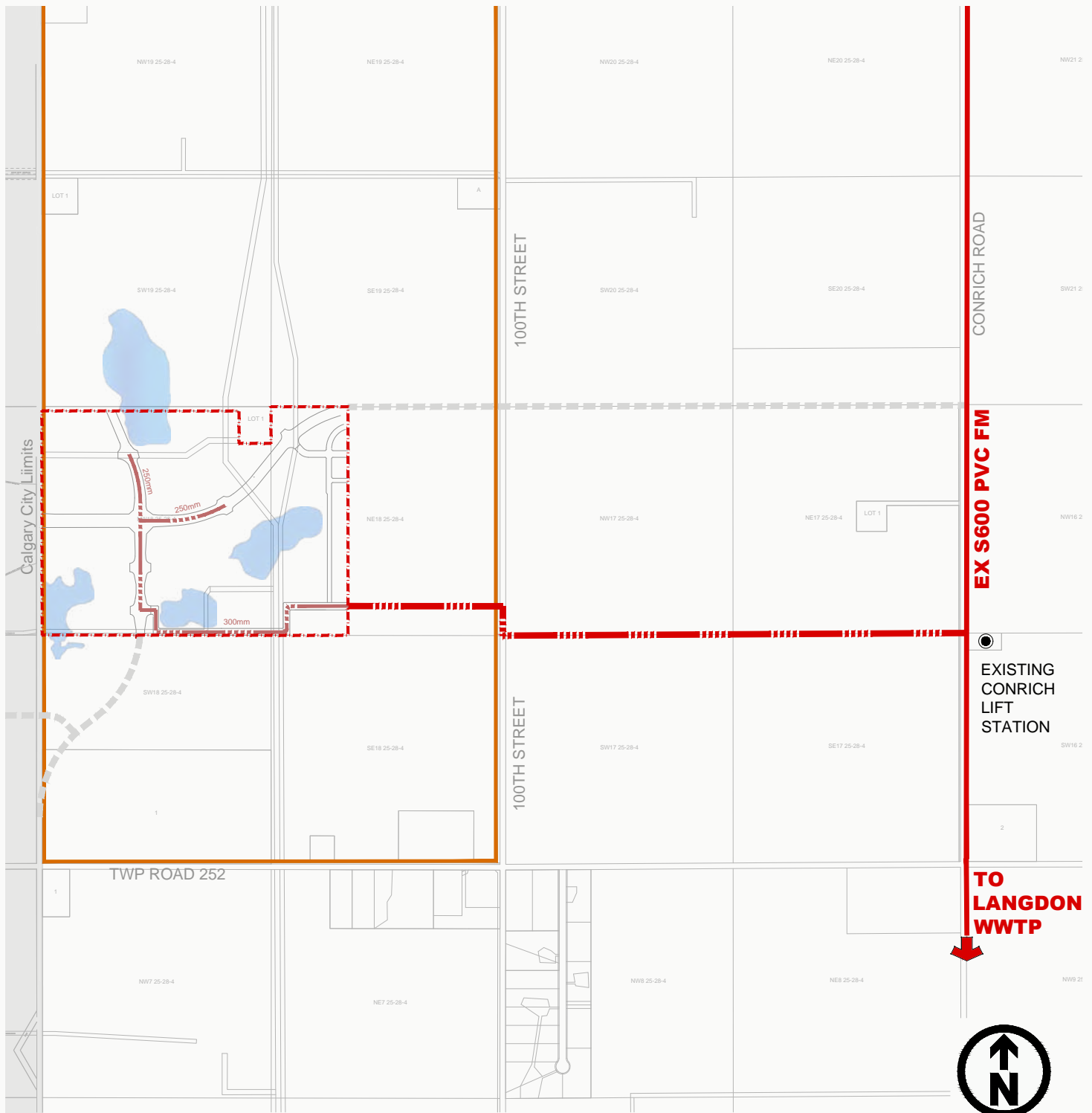
The Omni Conceptual scheme area will be serviced by the East Rocky View County Wastewater system. Existing and proposed improvements to the regional sanitary sewer system are illustrated on **Figure 14: Offsite Wastewater Servicing**. The development of the site requires extension of the onsite sanitary system to the existing Rocky View Conrich lift station. Capacity exists within the current system, with upgrades required only for the Langdon wastewater treatment plan.

Figure 15: Onsite Wastewater Servicing Plan illustrates onsite gravity sanitary sewer collection system. The proposed mains are currently conceptual and will be finalized at the detailed engineering stage. The system will be designed according to Rocky View County's Servicing Standards and Alberta Environment and Parks Guidelines.

A sanitary servicing study will be completed at each phase of development to determine the sanitary sewer catchment area to be serviced and the detailed flows.

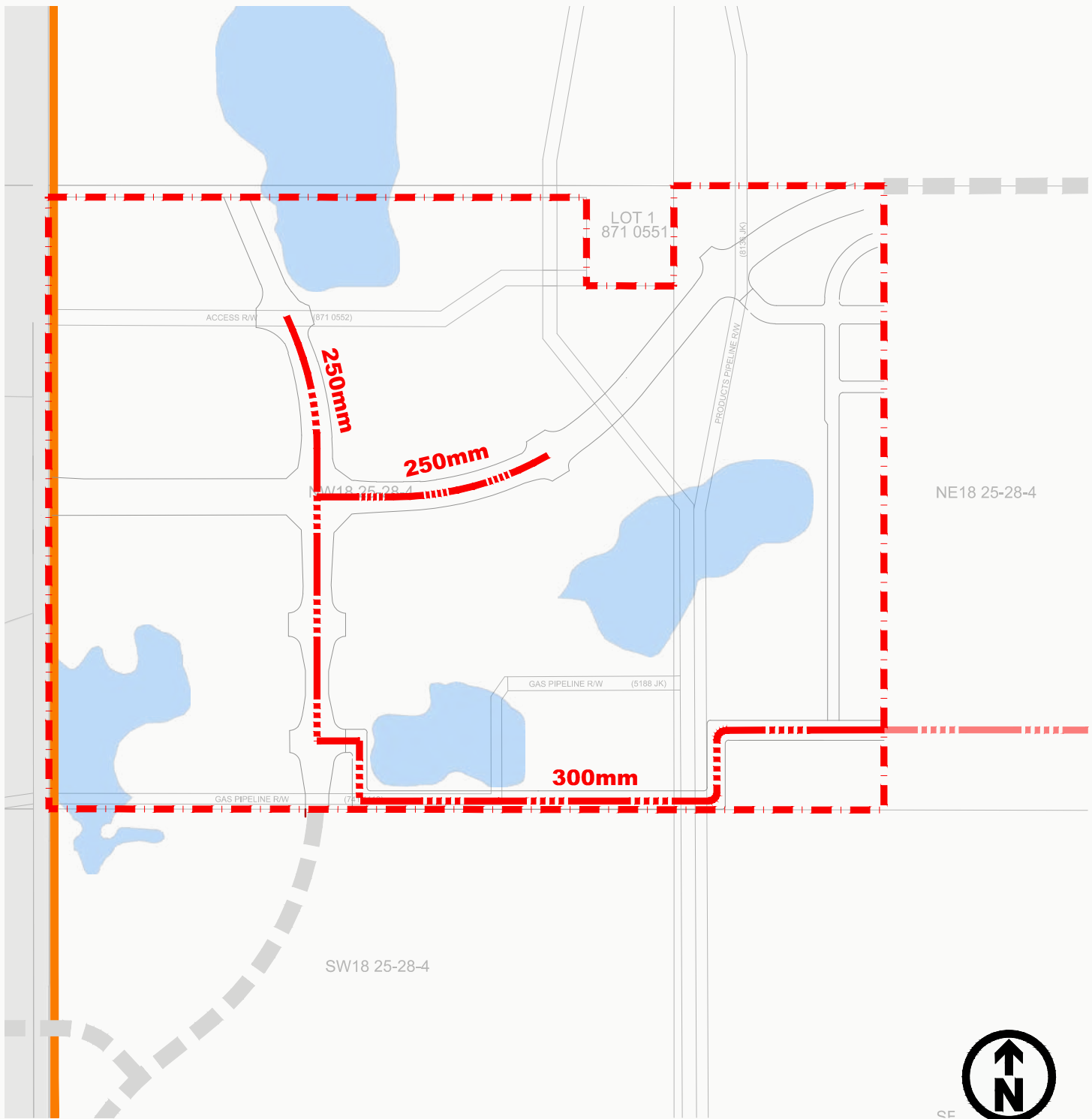
POLICY 6.3.1	OMNI will be serviced by the County's existing sanitary sewer, which forms part of the East Rocky View Regional Wastewater System.
POLICY 6.3.2	The general configuration of the wastewater infrastructure system required to service the CS area is illustrated on Figure 14: Offsite Wastewater Servicing Plan .
POLICY 6.3.3	All wastewater infrastructure within the CS area shall be constructed by the developer and shall be designed in coordination with adjoining projects to the satisfaction of the County.
POLICY 6.3.4	The County's Infrastructure Cost Recovery Policy shall apply to applicable wastewater infrastructure improvements.
POLICY 6.3.5	Payment of fees as per the County's applicable Wastewater Infrastructure Off-Site Levy Bylaw shall occur at the subdivision stage.
POLICY 6.3.6	A sanitary servicing study will be completed at each subdivision stage to determine the sanitary sewer catchment area that will be serviced.
POLICY 6.3.7	The Developer shall seek full recovery of costs associated with construction of the off-site improvements to the regional wastewater system in the form of a levy credit or other forms of legal agreement as agreed upon by both the Developer and Rocky View County.

FIGURE 14 Offsite Wastewater Servicing

**Legend**

- | | |
|-----------------------------------|-----------------------------|
| OMNI Area Structure Plan Boundary | Onsite Wastewater Servicing |
| OMNI Conceptual Scheme Boundary | Offsite Wastewater |
| Proposed Road Network | |
| Existing Wastewater Servicing | |

FIGURE 15 Onsite Wastewater Servicing



Legend

- OMNI Area Structure Plan Boundary
- - - OMNI Conceptual Scheme Boundary
- Proposed Road Network
- - - Onsite Wastewater Servicing
- - - Offsite Wastewater Servicing

6.4 INTEGRATED WATER MANAGEMENT

The stormwater management strategy will be based upon integration of natural infrastructure (wetlands) and constructed stormwater management systems to manage storm events within the OMNI plan area. Regionally, the OMNI development is located within the CSMI stormwater plan. Currently, there is no off-site stormwater connection for OMNI, and it is likely going to be a number of years until the CSMI infrastructure is constructed and servicing for OMNI becomes available. Therefore, the stormwater servicing plan will include both an interim “zero-release” concept and an ultimate concept based on the release rate of 0.8 L/s/ha. This release rate is stipulated in the CSMI plan, and it is also indicative of a pre-development release rate for the study area. The servicing concept will incorporate design allowances to ensure that the interim system can be in place for a long time, and that it can tie to the future regional system without the need for infrastructure retrofits.

The overall design will employ an integrated model of water capture, treatment, evaporation, transpiration, and reuse within the site. The drainage plan consists of an interconnected system of storm ponds, constructed wetlands, retained natural wetlands, and other infrastructure that function together to ensure that no net off-site drainage is generated by the development, and that no drainage from adjacent lots is received onto the site itself. The stormwater management plan will also plan for the long-term sustainability of wetlands within a developed context.

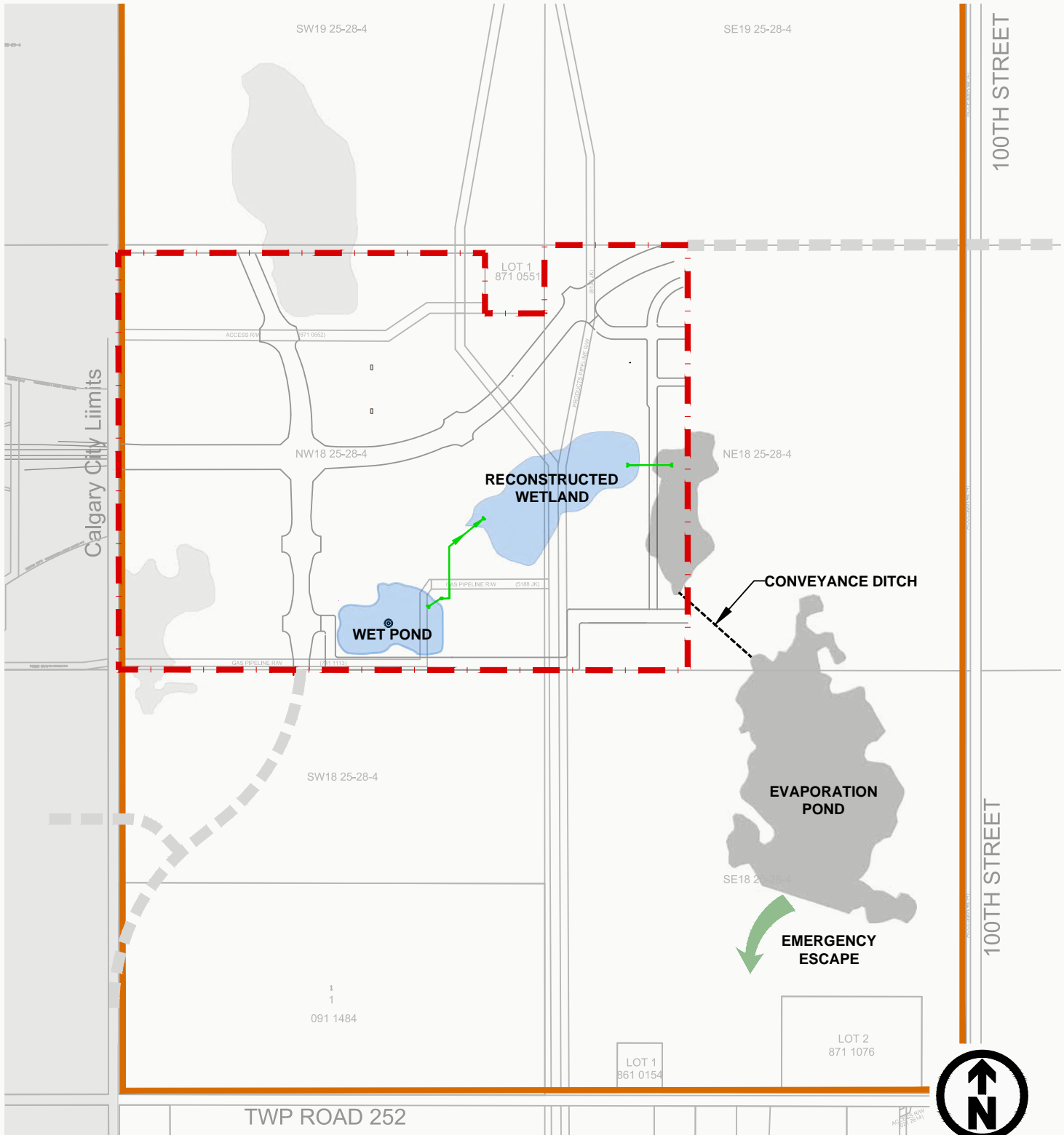


As illustrated on **Figure 16: Stormwater Servicing**, the main stormwater facilities have been integrated into the site design.

Two natural wetlands have been retained due to their significance, and one wetland will be reconstructed in the central portion of the plan area. The retained wetlands will be fully preserved with a natural hydroperiod and biophysical function. The reconstructed wetland will become a valued component of the overall stormwater management plan for the site.

It is anticipated that stormwater runoff on the site will be conveyed to the stormwater facilities through a combination of piped and overland drainage systems. In addition to the storm sewer network, vegetated swales and ditches will be utilized where feasible. Individual lots will convey stormwater runoff through a private drainage system directed toward a conveyance route within the road rights-of-way. The stormwater system will be designed to safely manage peak flows for the 1:100-year precipitation event, as per the current municipal and provincial stormwater guidelines.

FIGURE 16 Stormwater Servicing



The integrated water management plan for the site proposes a system that will meet current municipal and provincial guidelines, while allowing for innovation and adaptation in future project phases.

POLICY 6.4.1	The proposed stormwater management system within the CS area is generally as illustrated on Figure 16: Stormwater Servicing .
POLICY 6.4.2	Conventional stormwater management facilities shall be constructed within a Public Utility Lot (PUL) to be dedicated to the Municipality at the subdivision stage.
POLICY 6.4.3	A constructed wetland shall be developed and integrated into the stormwater management system within Public Utility Lot (PUL) to be dedicated to the Municipality at the time of subdivision. Notwithstanding, at the discretion of the County and Alberta Environment and Parks, at the time of subdivision, the land use encompassing the constructed wetland may be dedicated as Environmental Reserve (ER) or Environmental Reserve Easement (ERE) to ensure compliance with Provincial Water Act and Public Lands Act approval requirements and conditions.
POLICY 6.4.4	The stormwater management system shall include a treatment system including lot-level source control, conveyance via vegetated channels, oil and grit separator units, and wetlands (retained, naturalized, and constructed) and stormwater ponds.
POLICY 6.4.5	The total amount of treated stormwater to be discharged into the ERVWWTL shall not exceed a maximum wastewater discharge rate as determined by the County.
POLICY 6.4.6	The operation and maintenance of the treated stormwater conveyance and retention system shall be determined at the subdivision stage, to the satisfaction of the County.
POLICY 6.4.7	Where implementation of source control techniques is proposed within individual lots, an easement and restrictive covenant shall be registered against each affected title authorizing the County to remedy any situation which negatively impacts the positive operation and maintenance of any on-site 'source control' stormwater management consideration.
POLICY 6.4.8	A Stormwater Management Report, based on the servicing principles stipulated in the Sub-Catchment Master Drainage Plan, will be required at each subdivision phase of development, to the satisfaction of the County and Alberta Environment and Parks.
POLICY 6.4.9	Stormwater improvements shall be subject to oil and gas facility rights-of-way.

6.5 SHALLOW UTILITY SERVICING

Shallow utility services including power supply, natural gas, and telecommunications will be provided by local utility companies. It is anticipated that a mix of underground utilities and overhead utility lines will be located within the road rights-of-way and private easements as required to serve all new lots. Where overhead utilities are contemplated, the height of this infrastructure will respect safe clearances for vehicle and equipment access for each titled lot. A summary of the various franchised utility services is as follows:

Electrical Power

The OMNI Business Park falls within the ENMAX service area jurisdiction. The closest three-phase power available is located at the northeast corner of the development along Range Road 285. The site will be serviced by the extension of overhead lines and running laterals to underground feeders. Specific details of the provision of electrical power infrastructure will be confirmed at the subdivision stage.

Natural Gas

Natural gas will be provided by Atco Gas. The closest high-pressure gas line is located to the north at the intersection of 144th Avenue at 84th Street NE. A regulating station will be installed south of the intersection and a five km feeder main constructed to service the development. Specific details regarding the provision of natural gas infrastructure will be confirmed at the subdivision stage.

Telecommunications

Telus has existing communications facilities available in the vicinity of the development. Fibre is available at a manhole located on 80th Avenue NE that is west of the southwest corner of the OMNI Business Park. Specific details regarding the provision of telephone and broadband/fibre optic internet infrastructure will be confirmed at the subdivision stage.

Cable

Shaw does not have any cable services in the area currently. Shaw is planning to provide cable services to the area and would consider services to the OMNI at the subdivision stage. Specific details regarding the provision of cable infrastructure will be confirmed at the subdivision stage.

POLICY 6.5.1	Shallow utilities shall be provided within the CS area at the sole expense of the developer within appropriate rights-of-way established at the detailed subdivision design stage.
POLICY 6.5.2	Shallow utilities shall be placed within road rights-of-ways and easements located on private property. Consideration may be provided to install overhead power lines within the road allowances.
POLICY 6.5.3	Shallow utilities shall be installed underground within commercial and office areas, and maybe installed overhead within other areas.
POLICY 6.3.7	The Developer shall seek full recovery of costs associated with construction of the off-site improvements to the regional wastewater system in the form of a levy credit or other forms of legal agreement as agreed upon by both the Developer and Rocky View County.

7

Natural Area & Open Space



The open spaces and pathways are generally shown on **Figure 11: Concept Plan**. Two natural wetlands with buffered open space and one constructed wetland and joint storm pond are the key open space features. These three significant open space features are spread around the site, providing businesses and future developments nearby access and visual benefit while sustaining functional wildlife habitat.

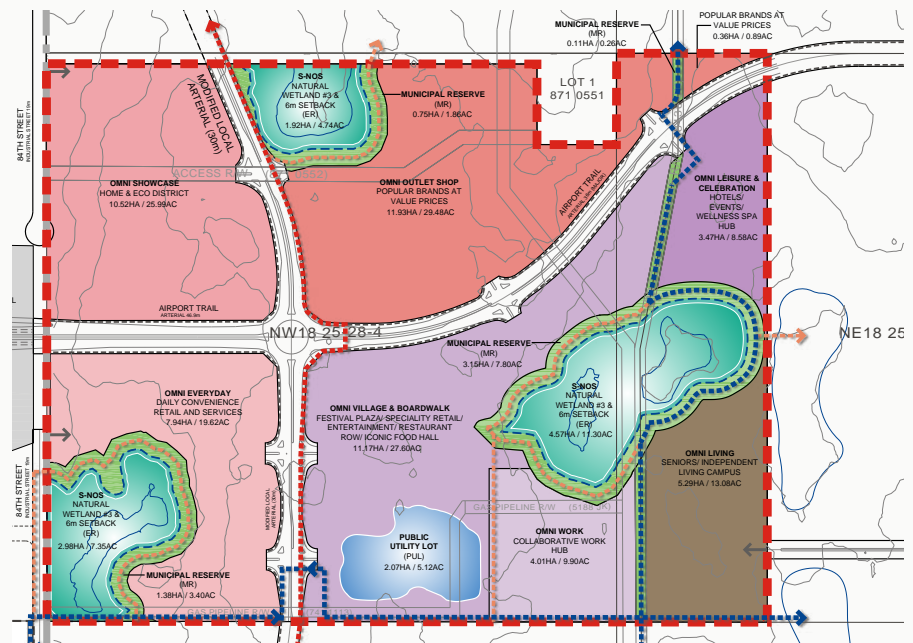


Figure 11 Concept Plan

7.1 WETLANDS

Biophysical studies and consultation with the province have identified forty (40) wetlands and waterbodies that will be impacted by the footprint of the OMNI development, and by the construction of stormwater management facilities. Three (3) of these wetlands have been claimed by the Crown under the Public Lands Act.

MUNICIPAL APPROVALS PROCESS

A Biophysical Impact Assessment (BIA) has been completed in support of the municipal development and review process. The BIA includes the following information:

- » description of the natural region;
- » historical disturbance and land use;
- » plant communities;
- » wildlife and wildlife habitat;
- » wetlands and drainages;
- » rare plants and rare ecological communities;
- » identification of impacts from the proposed development;
- » wetland functional value assessment; and
- » mitigation strategies and recommendations.

The BIA report is submitted to Rocky View County for review and approval and will provide data for future reporting to Province in support of applications under the Water Act and Public Lands Act.

Prior to the submission of Provincial applications, Rocky View County must determine the level of acceptable wetland loss within the site.



PROVINCIAL APPROVALS PROCESS

Alberta Wetland Classification System (AWCS)

Identified wetlands are classified using the Alberta Wetland Classification System (AWCS). The AWCS incorporates and merges information from existing wetland classification systems and is tailored specifically for wetlands in Alberta. Wetlands are subdivided into types based on biological, hydrological or chemical attributes.

The AWCS wetland classes include:

- » Bog (B)
- » Fen (F)
- » Marsh (M)
- » Shallow Open Water (W)
- » Swamp (S)

Alberta Wetland Rapid Evaluation Tool (ABWRET)

The Alberta Wetland Policy outlines specific directives and processes to evaluate the function of wetlands on the landscape, using the Alberta Wetland Rapid Evaluation Tool (ABWRET). The ABWRET evaluation data is collected on all wetlands and is submitted to the Province for a value rating (A, B, C, or D). This rating determines the wetland replacement value.

The table below provides the replacement ratios based upon the wetland value rating.

The Wetland Replacement Matrix					
		Value of Replacement Wetland			
Value of Lost Wetland	A	D	C	B	A
	B	8:1	4:1	2:1	1:1
	C	4:1	2:1	1:1	0.5:1
	D	2:1	1:1	0.5:1	0.25:1
		1:1	0.5:1	0.25:1	0.125:1

Wetlands within the project site have been a functional value rating between C and D. The wetland classification and value classification are listed below:

Wetland Reference Wetland Class

(AWCS) ABWRET Results Area (ha)

WL2	Marsh-Graminoid - Seasonal	C	0.98ha
WL7	Marsh-Graminoid - Semi Permanent	D	4.28ha
WL8	Shallow Open Water - Permanent	C	3.89ha
WL10	Shallow Open Water - Permanent	D	2.94ha
WL11	Marsh-Graminoid - Seasonal	C	0.32ha
WL12	Marsh-Graminoid - Seasonal	C	1.12ha
WL13	Marsh-Graminoid - Seasonal	C	1.12ha
WL14	Marsh-Graminoid - Temporary	D	2.05ha

Wetland Reference	Wetland Class (AWCS)	ABWRET Results	Area (ha)
WL15	Marsh-Graminoid - Seasonal	C	0.86ha
WL16	Marsh-Graminoid - Seasonal	C	0.69ha
WL17	Marsh-Graminoid - Seasonal	C	4.16ha
WL20	Marsh-Graminoid - Seasonal	D	0.56ha
WL21	Marsh-Graminoid - Seasonal	D	0.18ha
WL22	Shallow Open Water - Permanent	D	2.05ha
WL29	Marsh-Graminoid - Seasonal	D	0.53ha
WL31	Marsh-Graminoid - Temporary	D	0.12ha
WL34	Marsh-Graminoid - Seasonal	D	2.50ha
WL53	Marsh-Graminoid - Semi Permanent	C	2.07ha
WL103	Marsh-Graminoid - Seasonal	D	0.33ha
USL6	Marsh-Graminoid - Temporary	D	0.60ha
USL2	Marsh-Graminoid - Seasonal	C	0.77ha
USL10	Marsh-Graminoid - Temporary	D	0.60ha
USL11	Marsh-Graminoid - Temporary	D	0.03ha
USL21	Marsh-Graminoid - Temporary	C	0.30ha
USL22	Marsh-Graminoid - Seasonal	D	0.77ha

WATER ACT APPLICATION

The presence of wetlands within the Project Site triggers the provincial regulatory application and approval process under the Water Act. A Water Act application is required whenever development is proposed that overlaps or is adjacent to wetlands.

- » The Water Act application will include the following:
- » Wetland Assessment and Impact Report (WAIR), completed under current Provincial Directives;
- » Alberta Wetland Rapid Evaluation Tool (ABWRET) values;
- » wetland minimization proposal;
- » wetland replacement proposal;
- » rare plant and rare ecological mitigation plan; and
- » any additional information requested by the Province.

As part of the Water Act approval process, the application will need to be submitted and reviewed concurrently with the Environmental Protection and Enhancement Act (EPEA) application.



PUBLIC LANDS ACT APPLICATION

Three (3) wetlands within the Project Site have been claimed by the Provincial Crown. Impacts to the hydrology of these wetlands, or the physical boundary of the waterbodies, will require approval under the Public Lands Act. Application under the Public Lands Act will be triggered by the Water Act application and will be reviewed in tandem by Alberta Environment and Parks (AEP) staff. Rocky View County will be included in the application review as part of the provincial referral process to ensure that Provincial approvals reflect municipal policy and site design intent. Crown-claimed wetlands that are retained or constructed on site will be designated as Environmental Reserve (ER).

POLICY 7.1.1	Wetland mitigation shall be determined by the Province, as outlined within the Alberta Wetland Policy and associated directives.
POLICY 7.1.2	Management of riparian areas and wetlands shall be in accordance with Provincial and County legislation, policy and guidelines.
POLICY 7.1.3	Riparian protection area(s) should be guided by the Province of Alberta's "Stepping Back from the Water Guidelines: A Beneficial Management Practices Guide for New Development near Water Bodies in Alberta's Settled Region," County Policy and the County's Land Use Bylaw.
POLICY 7.1.4	Source water protection strategies should be utilized where appropriate, in order to maintain source water quality and quantity for downstream users and the aquatic environment.
POLICY 7.1.5	In order to limit or control the potential for deleterious substances from leaving the CS Area or entering area water bodies, Erosion and Sediment Control (ESC) measures will be identified and implemented as per current County or equivalent guidelines. Site-specific measures will be designed and implemented prior to, during, and following the completion of each phase of the proposed development.
POLICY 7.1.6	Wetland loss will be mitigated through replacement strategies outlined within the Alberta Wetland Policy and associated directives. Wetlands shall be classified using the Alberta Wetland Classification System (AWCS) to the satisfaction of Alberta Environment and Parks. The value of the wetlands shall be established based on the Alberta Wetland Rapid Evaluation Tool (ABWRET) to the satisfaction of Alberta Environment and Parks.
POLICY 7.1.7	A wetland compensation/mitigation proposal shall be based on the Alberta Wetland Mitigation Directive to the satisfaction of Alberta Environment and Parks.
POLICY 7.1.8	Water Act approvals shall be required from Alberta Environment and Parks prior to construction and/or disturbance of wetlands and their catchments.
POLICY 7.1.9	Public Lands approvals shall be required from Alberta Environment and Parks prior to disturbance of Crown claimed wetlands and their catchments.
POLICY 7.1.10	All mitigation recommendations outlined within the Biophysical Impact Assessment dated December 16, 2019 shall be implemented throughout construction of the development.

7.2 OPEN SPACE DESIGN & DEDICATION

Open spaces have been designed around the water features on site, providing visitors and area residents easy access to quality open space.

Pathways connecting the OMNI to adjacent communities will also provide routes for alternative means of transportation to the site for cyclists and pedestrians.

POLICY 7.2.1	Municipal Reserve shall be provided through dedication of land and payment of cash-in-lieu of land pursuant to the provisions of the Municipal Government Act (MGA). The configuration of open space dedication within the CS is generally as shown on Figure 11: Concept Plan . Open space provided adjacent to existing pipeline right of ways will be dedicated as private open space.
POLICY 7.2.2	Environmental Reserve shall be provided as shown on Figure 11: Concept Plan and shall be dedicated in accordance with Section 664(1) of the Municipal Government Act. A 6m Environmental Reserve setback shall be provided from the edge of all retained or constructed wetlands. Consideration will be given for registration of an Environmental Reserve Easement (ERE) on private land to protect environmentally sensitive lands, where applicable within the Plan area.
POLICY 7.2.3	Retained wetlands should have a minimum 24 metre transition area that may accommodate a variety of compatible sensitive land uses, including but not limited to Environmental Reserve (ER), Environmental Reserve Easement (ERE), Municipal Reserve (MR) and Public Utility Lot (PUL) in accordance to the terms and conditions expressed in Section 664(1) of the Municipal Government Act.
POLICY 7.2.4	The developer shall prepare a Landscaping Plan to detail all proposed plantings, amenities and facilities within the MR areas in support of each phase of development. All landscape plans shall be in accordance with requirements as identified in the County Servicing Standards.
POLICY 7.2.5	The developer shall be responsible to implement all improvements within the MR areas as determined by the Landscaping Plan, and in accordance with the approved Development Agreement.
POLICY 7.2.6	The Municipality shall assume responsibility for maintenance and operations of all MR areas following their Final Acceptance Certificate in accordance with the terms of a Development Agreement.
POLICY 7.2.7	Environmental Protection Plan (EPP) Best Management Practices will be implemented to County or equivalent standards. Best Management Practices (BMPs) will be identified prior to construction.
POLICY 7.2.8	In order to reduce post-development impacts to plant communities and wildlife habitat, landscape and weed management strategies will be implemented. In areas designated as ER, MR or open space, native species will be planted, where possible. Weed management activities will be implemented during construction and post-development.
POLICY 7.2.9	Noxious weeds shall be controlled in accordance with the Alberta Weed Control Act. Nuisance weeds shall be controlled through the use of chemical controls or mechanical controls in accordance with Provincial legislation and municipal guidelines.
POLICY 7.2.10	A monitoring program will be initiated during construction to document the implementation and success of the ESC and ECO Measures, in accordance with Rocky View County Servicing Standards.

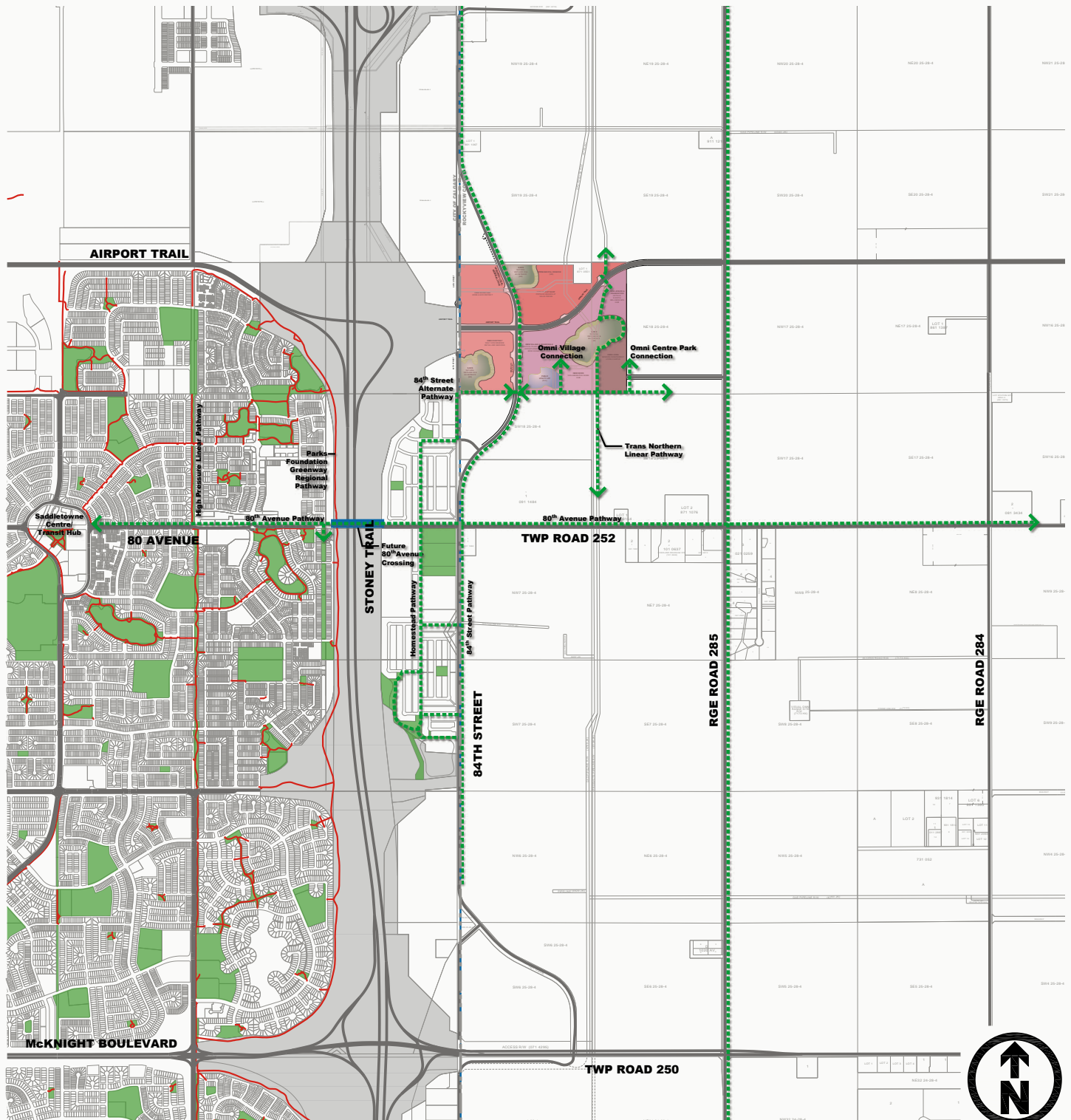
7.3 PEDESTRIAN / ACTIVE-MODES NETWORK

Layout and implementation of a pedestrian/active-modes network is anticipated within the CS area as generally illustrated on **Figure 17: Open Space & Pathway Plan**. The specific mechanisms and details to implement the network will be determined at the subdivision stage.

The primary focus of the pedestrian/active modes network will orient towards a future regional pathway to be constructed along the north side of Airport Trail that will link into the Calgary Greenway within the City of Calgary and the interconnected open space system. Pathway connections within the CS area will facilitate pedestrian and active modes within the regional and local pathway systems, as well as internally between commercial areas. These pathway connections will be provided within municipal reserve, or within other rights-of-way or private easements as available. Sidewalks are intended on either one or both sides of the street along local streets. Pathway connections within urban cross-section areas will be provided by sidewalks within the road right-of-way.

POLICY 7.3.1	The pedestrian system within the CS shall include a combination of pathways and sidewalks as shown on Figure 17: Open Space & Pathways Plan and will connect to existing regional pathway networks within the City of Calgary.
POLICY 7.3.2	Pathway and bicycle linkages shall be provided between building sites and entrances.
POLICY 7.3.3	Pathway design should incorporate Crime Prevention Through Environmental Design (CPTED) principles, where appropriate.
POLICY 7.3.4	Pathway connections should cross roadways at designed intersections only. Mid-block crossings should be discouraged.
POLICY 7.3.5	Internal pathway networks shall connect to transit stop locations.
POLICY 7.2.6	The Municipality shall assume responsibility for maintenance of all MR areas following their Final Acceptance Certificate in accordance with the terms of a Development Agreement.
POLICY 7.2.7	Environmental Protection Plan (EPP) Best Management Practices will be implemented to County or equivalent standards. Best Management Practices (BMPs) will be identified prior to construction.

FIGURE 17 Open Space and Pathways Plan

**Legend**

- Conceptual Scheme Boundary
- City of Calgary Boundary
- Existing Pathway
- Proposed Future Pathway

8

Community Infrastructure





Emergency planning and response is vital to the health and wellbeing of a community. The OMNI Business Park will be a fully serviced development, including the sufficient provision of all necessary community infrastructure such as fire, police and EMS.

8.1 OIL AND GAS

Future development will be required to comply with all regulatory setbacks pertaining to this existing oil and gas infrastructure. Consultation with the owners/operators of each of these facilities is expected to occur at the subdivision and development permit stage.

This area is contained within the Balzac Gas Plant and Field Emergency Planning Zone and the Balzac Area Emergency Response Plan. The alignment of roads, parcel configuration and building placement affecting all development within the CS area will respect all applicable building setback requirements as may be required by the Government of Alberta and the Alberta Energy Regulator (AER).

POLICY 8.1.1	Consultation with oil and gas companies regarding adjacent land use and ongoing maintenance requirements shall take place at the subdivision and development permit stage.
POLICY 8.1.2	Development shall respect any requirements of oil and gas facilities at the redesignation, subdivision and development permit stage.
POLICY 8.1.3	Environmental Site Assessment reporting and required mitigation shall be completed to the satisfaction of Rocky View County and the Government of Alberta.

8.2 FIRE RESPONSE

Fire protection will be provided from the existing Fire Station located in East Balzac. A secondary response will be provided from the City of Calgary and the Town of Chestermere subject to the provisions of a Mutual Aid Agreement. Fire suppression will be provided by the water supply system with design that considers appropriate hydrant spacing.

POLICY 8.2.1	The developer will work with the County to determine the optimal fire response for the CS area.
POLICY 8.2.2	All industrial and commercial buildings shall provide fire suppression systems, which shall be designed and installed in compliance with the Alberta Building Code and Rocky View County's Fire Suppression Bylaw.
POLICY 8.2.3	Master Site Development Plans shall address fire suppression requirements and ensure water and necessary infrastructure is available to the development.
POLICY 8.2.4	The developer shall address fire and protection measures, and on-site fire fighting requirements, through consideration of such factors as road design, safe access for emergency vehicles, and fire control measures.

8.3 POLICE RESPONSE

Police service within the CS area will be provided by the RCMP Police Detachments situated in the City of Airdrie and/or the Town of Chestermere (to be supported by service provided by Rocky View County Community Peace Officers).

POLICY 8.3.1	The developer will work with the County to determine the optimal police response for the CS area.
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8.4 EMERGENCY MEDICAL SERVICE RESPONSE (EMS)

OMNI will be serviced by 911 Emergency Services. EMS response is anticipated from EMS facilities situated in the Town of Chestermere and/or the City of Calgary.

POLICY 8.4.1	The developer will work with the County to determine the optimal EMS response for the CS area.
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8.5 EMERGENCY RESPONSE PLAN

Emergency Response Plans may be required at the subdivision or redesignation stage depending on the type of land uses and level of risk.

POLICY 8.5.1	The developer may be required to prepare an Emergency Response Plan to establish protocols at each subdivision stage.
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8.6 COMMUNITY RECREATION CONTRIBUTION

The developer will consider contributing to the Community Recreation Fund at the subdivision and/or development permit application stage.

POLICY 8.6.1	Consideration for voluntary recreation contribution shall be in accordance to County Policy C-317.
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8.7 SOLID WASTE MANAGEMENT

The developer address solid waste management through all stages of development, including occupancy;

POLICY 8.7.1	The developer shall address solid waste management through all stages of development. Solid waste management shall conform to the County's Solid Waste Management Plan.
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9

Implementation





9.1 LAND USE

The OMNI CS anticipates a variety of land uses with predominantly retail uses in the western and northern portion of the CS area, transitioning into a more comprehensively planned pedestrian village mixed use commercial in the center and to hospitality, seniors' residences and campus style office-commercial on the eastern and southern parts.

Direct Control districts may be required where a suitable land use district is not available or suitable to full the vision of this Conceptual Scheme as best as possible.

POLICY 9.1.1

Commercial and industrial developments located adjacent to existing agricultural operations shall address the Agricultural Boundary Design Guidelines within any local plan, redesignation, subdivision, or development application.

9.2 SUBDIVISION

It is expected that each development phase and subdivision application shall address the following:

- » Schedule of Areas and allocation of Municipal Reserve within the development phase;
- » A tentative plan with lot configurations within the subdivision area;
- » An update to the servicing reports and expectations regarding implementation of utility service infrastructure in relation to the requirements of the plan area and surrounding lands;
- » An update to the Traffic Impact Assessment (TIA) and expectations required to implement local and regional roadway improvements in relation to the requirements of the plan area and surrounding lands;
- » An update to the Stormwater Management Plan and expectations regarding implementation of stormwater infrastructure in relation to the requirements of the plan area and surrounding lands;
- » If the phase includes Municipal Reserve dedication, a Landscaping & Public Amenities Plan is required to detail the anticipated public improvements including expectations for use and maintenance responsibilities;
- » An Emergency Response Plan may be required to ensure a strategy is put in place to address emergency responses and/or evacuations in the event of a major accident;
- » A summary of specific performance standards and architectural controls may be required to implement development considerations such as open space areas, architectural theming, parking & loading expectations, fencing and screening considerations, signage & lighting elements, etc.;
- » Landscaping, lot, and building design requirements that provide for high quality development; and
- » Mitigation against offsite nuisance factors.

POLICY 9.2.1

As a condition of subdivision approval, an onsite geotechnical evaluation, conducted by a qualified geotechnical professional, shall be required to assess the subsurface (soil and groundwater) conditions to develop appropriate recommendations for the design and construction of the proposed development, including the internal road structure and pond liner materials and thickness.

POLICY 9.2.2

As a condition of subdivision approval, finished grade plans and cut and fill plans shall be submitted to the County for approval.

9.3 SUBDIVISION & ROAD NAMING

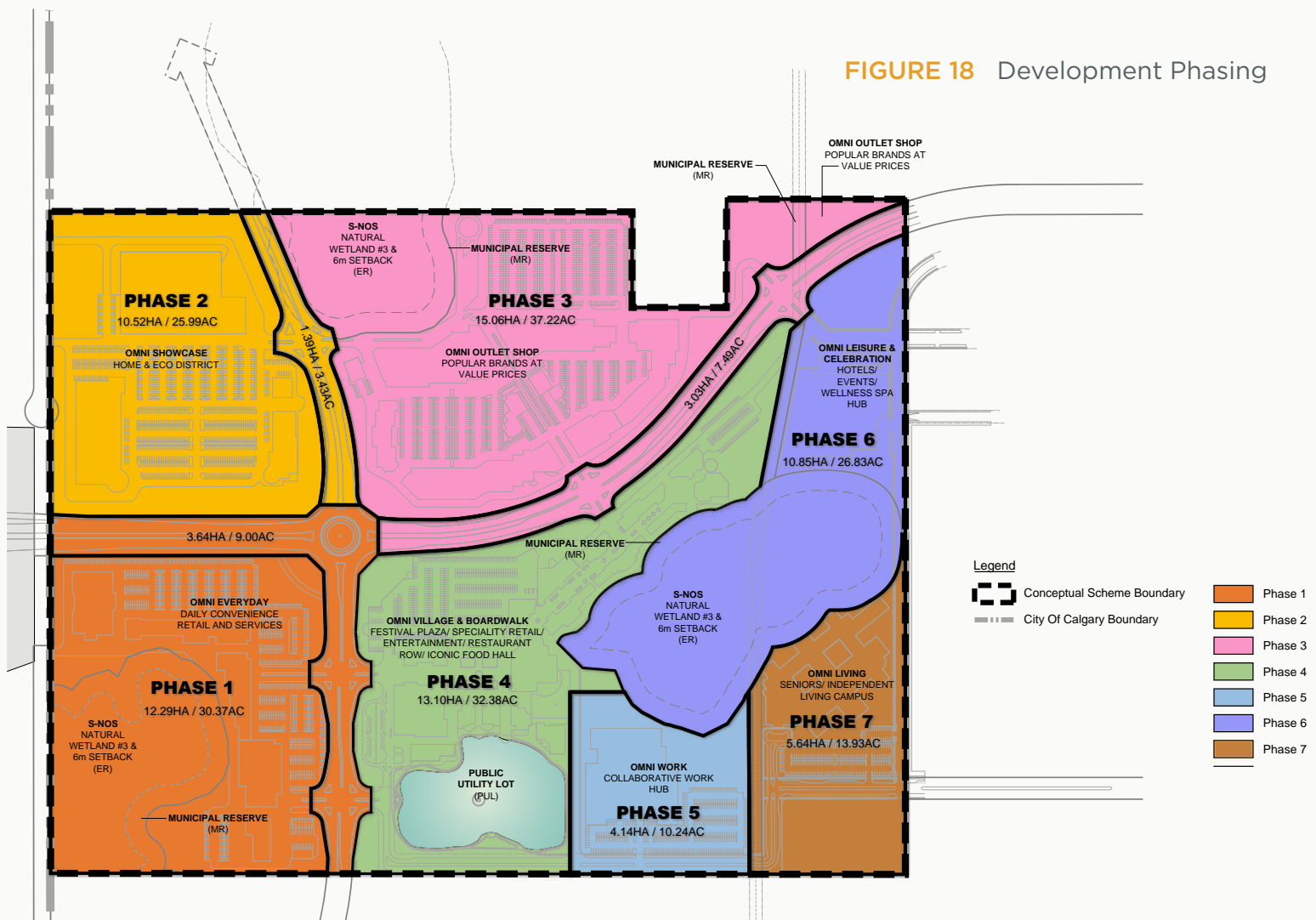
An application for Subdivision & Road Naming will be submitted at the subdivision stage. Naming of roads within each phase of development is expected to follow the County's standard naming conventions.

POLICY 9.3.1

A Subdivision & Road Naming application shall be provided by the developer at the time of subdivision.

9.4 DEVELOPMENT STAGING AND PHASING

Redesignation, subdivision and development is generally anticipated to proceed in seven (7) phases as shown on **Figure 18: Development Phasing**. The general direction of the phasing is from east to west beginning in the southwest with Phase 1. The phasing is aligned with the need for key infrastructure components to be completed as the development proceeds.



POLICY 9.4.1	Development staging and phasing is expected to proceed within the Plan area in accordance with Figure 18: Development Phasing . Multiple phases may occur together as market demand dictates without amendment to this Conceptual Scheme.
POLICY 9.4.2	Development will be phased in a manner that makes efficient use of road and utility infrastructure while providing sufficient land to meet market demand.

9.5 WEED MANAGEMENT

A Weed Management Plan will be prepared and submitted in accordance with Rocky View County requirements to address any issues with invasive weeds during the construction and grading process.

POLICY 9.5.1	A Weed Management Plan shall be provided by the developer at the subdivision stage, in accordance with Rocky View County requirements, that controls, impedes and removes weed growth during site grading and construction.
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9.6 CONSTRUCTION MANAGEMENT PLAN

The developer shall submit a Construction Management Plan at the subdivision stage to address any ongoing construction issues, such as noise and construction access to the Plan area, which may have a negative impact on surrounding residents.

POLICY 9.6.1	A Construction Management Plan shall be provided by the developer at the subdivision stage to establish potential mitigation measures as may be necessary to limit negative impacts to surrounding residents during ongoing construction activities including noise, sedimentation and erosion control, construction waste management, emergency response procedures, an evacuation plan, and hazardous material containment.
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9.7 SEDIMENT & EROSION CONTROL

The developer shall submit a Sediment & Erosion Control Plan at the subdivision stage to address any drainage issues that might be created due to construction activities within the Plan area in order to mitigate potential for negative impact on surrounding properties.

POLICY 9.7.1

A Sediment & Erosion Control Plan shall be provided by the developer at the subdivision stage to address any drainage issues that might be created due to construction activities within the Plan area in order to mitigate potential for negative impact on surrounding properties.

A Appendix









