

CALGARY NORTH

Area Structure Plan
Phase 1



THE CITY OF CALGARY
PLANNING DEPARTMENT

John M. ...



**OFFICE CONSOLIDATION
2016 October**

**CALGARY NORTH
Area Structure Plan
Phase 1
December 1980**

**Bylaw 13P80
Approved December 8, 1980**



Note: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Description	Date
1	15P81	a. Section 2.6.4. - Delete section, replace with new text	1981 July 22
2	17P82	a. Section 2.2.2.2. - Revise wording	1982 July 19
3	22P82	a. Section 2.2.6. - Delete section, replace with new text	1983 January 17
4	27P83	a. Section 2.4.2. - Replace table, add new text	1983 September 26
5	2P90	a. Map 11 - Replace b. Section 2.4. - Revise number c. Section 2.4.1. - Delete text, replace with new text, replace table d. Section 2.4.5. - Revise numbers, replace table e. Section 2.5. - Delete table, replace with new table f. Section 2.6.2. - Delete paragraphs 1 and 2 and replace with new text	1990 February 12
6	15P95	a. Section 1.1. - Delete text, replace with new text, delete subtitle b. Sections 1.2., 1.3., 1.4. - Delete in their entirety c. Section 2.1. - Revise western boundary (in text) d. Maps 1, 6, 7, 8, 9 - Amend to show new western boundary e. Maps 2, 3, 4, 5, 12 - Delete; renumber subsequent maps f. Section 2.1. - Delete paragraphs g. Section 2.2.1. - Delete paragraph, replace with new text h. Section 2.2.2.1. - Delete paragraph, replace with new text i. Section 2.2.2.2. - Delete paragraph, replace with new text j. Map 11 - Replace with new Map 7 (see g. above) k. Section 2.4.1. - Delete text, replace with new text l. Section 2.4.2. - Delete text and table, replace with new text and table m. Section 2.4.3. - Revise wording n. Section 2.4.5. - Delete paragraph and table, replace with new text and table o. Section 2.4.6. - Delete sentence, replace with new text p. Section 2.5. - Delete section and tables, replace with new text q. Section 2.6.2.1. - Revise wording and numbers r. Section 2.6.6. - Delete item entitled "hospitals"	1995 May 20
7	16P2001	a. Section 2.2.2.2. - Delete text, replace with new text b. Map 7 - Replace c. Section 2.4. - Amend number d. Section 2.4.1. - Amend number e. Section 2.4.2. - Delete text, replace with new text f. Section 2.4.3. - Add new paragraph g. Section 2.4.5. - Delete entire section, including table and replace with new text and table h. Section 2.6.4. - Add new subparagraph i. Section 2.6.6. - Delete text	2001 July 16
8	5P2002	a. Section 2.2.2.2. - Revise wording b. Map 7 - Replace c. Section 2.4.2. - Revise wording	2002 May 13
9	20P2004	a. Map 1 - Delete and Replace and Rename b. Map 2 - Delete and Replace c. Map 3 - Delete and Replace d. Map 4 - Delete and Replace e. Map 5 - Delete and Replace f. Map 6 - Delete and Replace g. Map 7 - Delete and Replace h. Section 2.4.4. Employment Districts - Delete and replace text.	2005 May 10

Amendment	Bylaw	Description	Date
10	38P2016	a. Map 7 - Delete and Replace b. Section 2.4 - insert new text after last paragraph c. Section 2.4.6 - insert new text after last paragraph d. Section 2.4 - insert new Map 8 after subsection 2.4.6 and insert new subsection 2.4.7	2016 October 3

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

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

PUBLISHING INFORMATION

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PHASE I

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CALGARY NORTH

Area Structure Plan

Phase 1

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1. INTRODUCTION

Subtitle deleted. **15P95**

This Area Structure Plan has been prepared in conjunction with the Calgary North Policy Report. The Policy Report, which was approved by Council at the July 21st, 1980 Council meeting, established a general land use policy for the area north of West Nose Creek - an area of some 5,027 acres (2,036 hectares). *This Area Structure Plan, on the other hand, proposes in greater detail a land use concept for an area of approximately 870 hectares (2,150 acres) within the overall Calgary North Policy Report Area.* **15P95**

The valleys of West Nose and Nose Creeks are, of course, the area's most striking physical features. The remainder of Calgary North is an area of rolling cropland with some major knolls and a significant central drainage feature, Beddington Creek. The area has, in the past, been connected to the built-up areas of the City by Simon's Valley Drive (4th Street N.W.).

However, this connection is to become a bus-only crossing of the proposed Beddington Expressway and access to the development areas covered by this Structure Plan will be achieved via the existing Beddington/Delacour interchange with the Deerfoot Trail.

Paragraph deleted. **15P95**

Sections deleted. **15P95**

Maps deleted. **15P95**

2. AREA STRUCTURE PLAN DESCRIPTION

2.1. Area Structure Plan Boundaries

The boundaries of the first Area Structure Plan in Calgary North are as follows:

- to the east, the C.P.R. main line;
- to the north, the transportation and utility corridor;
- to the south, a projected major road connecting to the Deerfoot Trail at 96 Avenue,
- *to the west, Country Hills Boulevard and Harvest Hills Boulevard.* **15P95**

Paragraphs deleted. **15P95**

Map deleted. **15P95**

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2.2. Transportation

2.2.1. External Transportation System

Access from Calgary North to the downtown will be via Deerfoot Trail and Country Hills Boulevard. Future connections to Calgary North include: access at two points to Stoney Trail, Country Hills Boulevard across West Nose Creek and the possible extension of the City's light rail transit system. Major roads crossing the CPR right-of-way may be grade separated in the future. Details of design and timing will be addressed through future transportation studies and/or the outline plan process.

15P95

Map deleted.

15P95

2.2.2. Internal Transportation System

2.2.2.1. Roads

Major roads providing access to and within the Area Structure Plan area include: 96 Avenue North, Country Hills Boulevard, Harvest Hills Boulevard and Coventry Hills Boulevard. **15P95**

The next category of roads are primary collectors organized to form a loop system linking and serving the residential sub-cells. These collectors have been designed in such a manner so as to permit collectors branching off of them to be oriented primarily in an east/west direction.

All roads in the study area of a major standard or above will be truck routes, as per normal City policy. All truck routes are subject to revision at the Outline Plan stage, particularly with reference to industrial areas, which may be unrestricted truck routes or have industrial standard roadways.



Looking north from Beddington Road along escarpment west of rail line.



Looking southeast from northwest corner of Section 23.

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The collector/primary collector/major road network shown in this Area Structure Plan is subject to refinement and/or revision at the outline plan stage with respect to the exact location, alignment and classification of roads as determined by the Transportation Department.

15P95

Map deleted.

15P95

2.2.2.2. Transit

A light rail transit (LRT) line is proposed to serve the entire Calgary North area, as well as future development areas beyond Stoney Trail. The line enters the area on the alignment of 4th Street N.W., and follows the major road connecting Beddington Road and Beddington Expressway. It is anticipated that this section of the line will be accommodated in the middle of the right-of-way for the major road. In light of this, *a right-of-way for this corridor shall be required to appropriate City of Calgary standards.*

17P82

The LRT line would extend along the west edge of the Town Centre site and would serve all major development components of Calgary North including the regional community/recreation centre, the joint use site, the senior high school, the library, the health facility, the shopping centre and the multi-family

residential development within the Town Centre site.

5P2002

However, it should be noted that the LRT alignment south of the Calgary north Policy Area has not been defined and/or decided on.

15P95, 16P2001

Further extension of the line to serve those areas which are currently beyond the City limits would be accomplished by a reserved light rail transit right-of-way north of Beddington Road. The alignment indicated for this portion of the line is conceptual only, as the actual alignment will require a detailed functional study which would be done in conjunction with the Area Structure Plan for the affected area.

The proposed light rail transit stations would incorporate “park-and-ride” and “kiss-and-ride” facilities.

As the timing of implementation of the light rail transit system is unknown, interim transit service to the downtown and the city at large will be provided by express bus routes. Bus routes will be incorporated along the primary collector system; however, it should be noted that the collector system upon which the transit service will run is subject to refinement at the Outline Plan stage.

Under the Area Structure Plan, bus service must be provided within a minimum of 1,475 feet (450 metres) of all residences in the area.

2.2.2.3. Cycle Paths and Pedestrian Routes

The primary pedestrian/cycle path system in Calgary North is associated with the open space and drainage system along Beddington Creek. The drainage course of the creek is central to the development area, and is oriented northwest/southeast through the area. Major features of the pedestrian/cycle open space system will include the stormwater retention lakes, three of which are located in the first Structure Plan area.

An east/west connection from this overall diagonal spine is proposed, serving school and park sites in residential Cell A, and crossing the C.P.R. line to connect with the Nose Creek open space system. The means of crossing the C.P.R. track will be determined at the Outline Plan stage.

Pedestrian movement around light rail transit stations should flow through high density developments around such stations. Pedestrian corridors within a one-quarter mile radius of the stations (the area designated for higher density development) can be integrated with development, either at grade or at a +15 level.

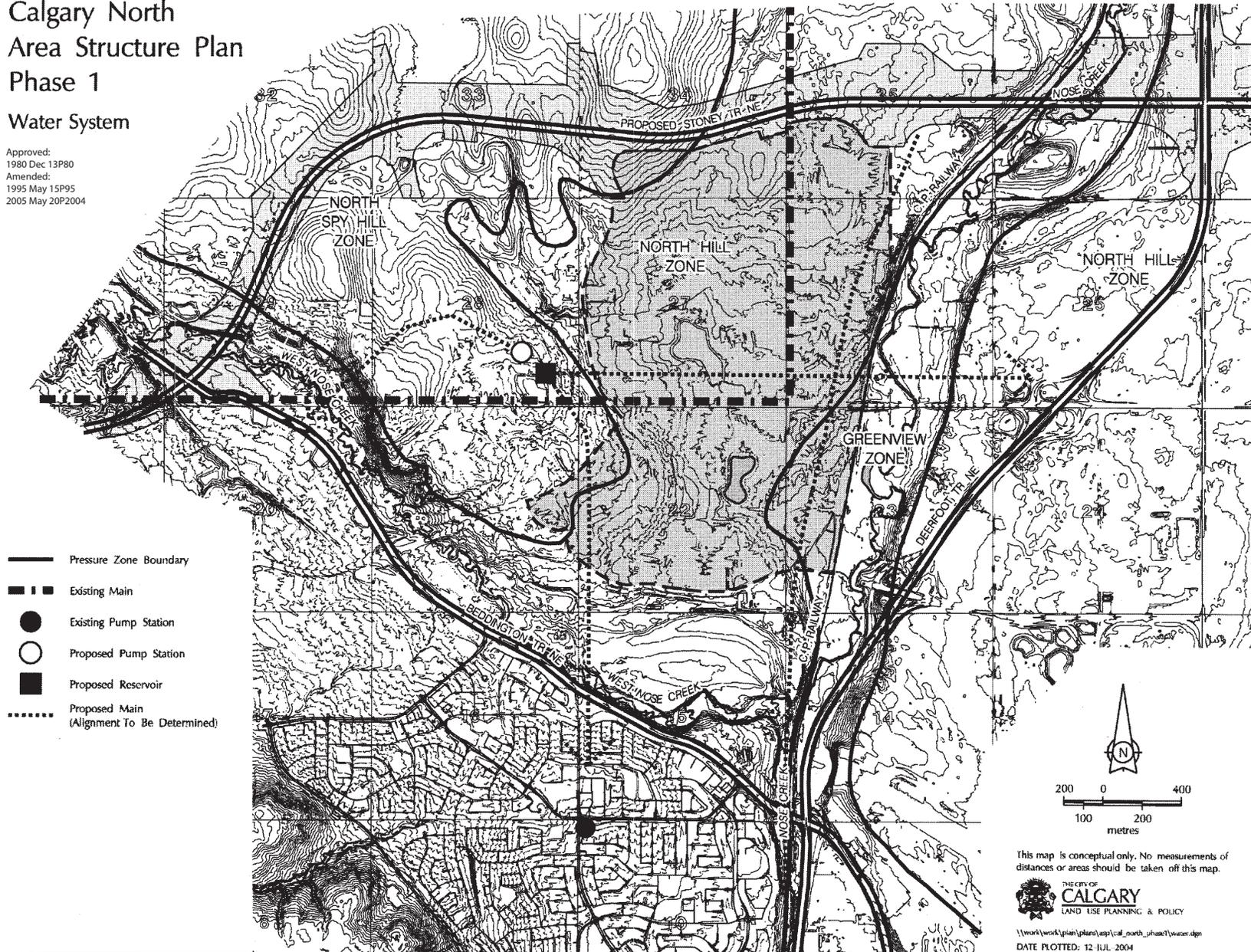


Looking east/northeast along Beddington Road from Section 22.

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Map 2 Calgary North Area Structure Plan Phase 1 Water System

Approved:
1980 Dec 13P80
Amended:
1995 May 15P95
2005 May 20P2004



- Pressure Zone Boundary
- Existing Main
- Existing Pump Station
- Proposed Pump Station
- Proposed Reservoir
- Proposed Main (Alignment To Be Determined)

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

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DATE PLOTTED: 12 JUL 2004

2.3. Utilities

2.3.1. Water Servicing

The majority of the area covered by this plan lies within the North Hill pressure zone or is pressure reduced from it (Greenview pressure zone). Development in the plan area will require the extension of the existing transmission system located at the intersection of 6th Street & 80th Avenue N.E., followed by the construction of the Beddington Reservoir and supply main upon any significant development occurring in the area. This reservoir and feeder main will become necessary in time to service other

developments in the North Hill pressure zone, regardless of development taking place in North Calgary. The top water surface level in the reservoir must be at an elevation of 1137 m. A suitable site exists at the approximate location shown on Map 2. The reservoir site and feeder main easement will have to be identified and acquired at an early stage of development. Other feeder mains in the area will be required to service developments in other areas of the North Hill pressure zone.

15P95

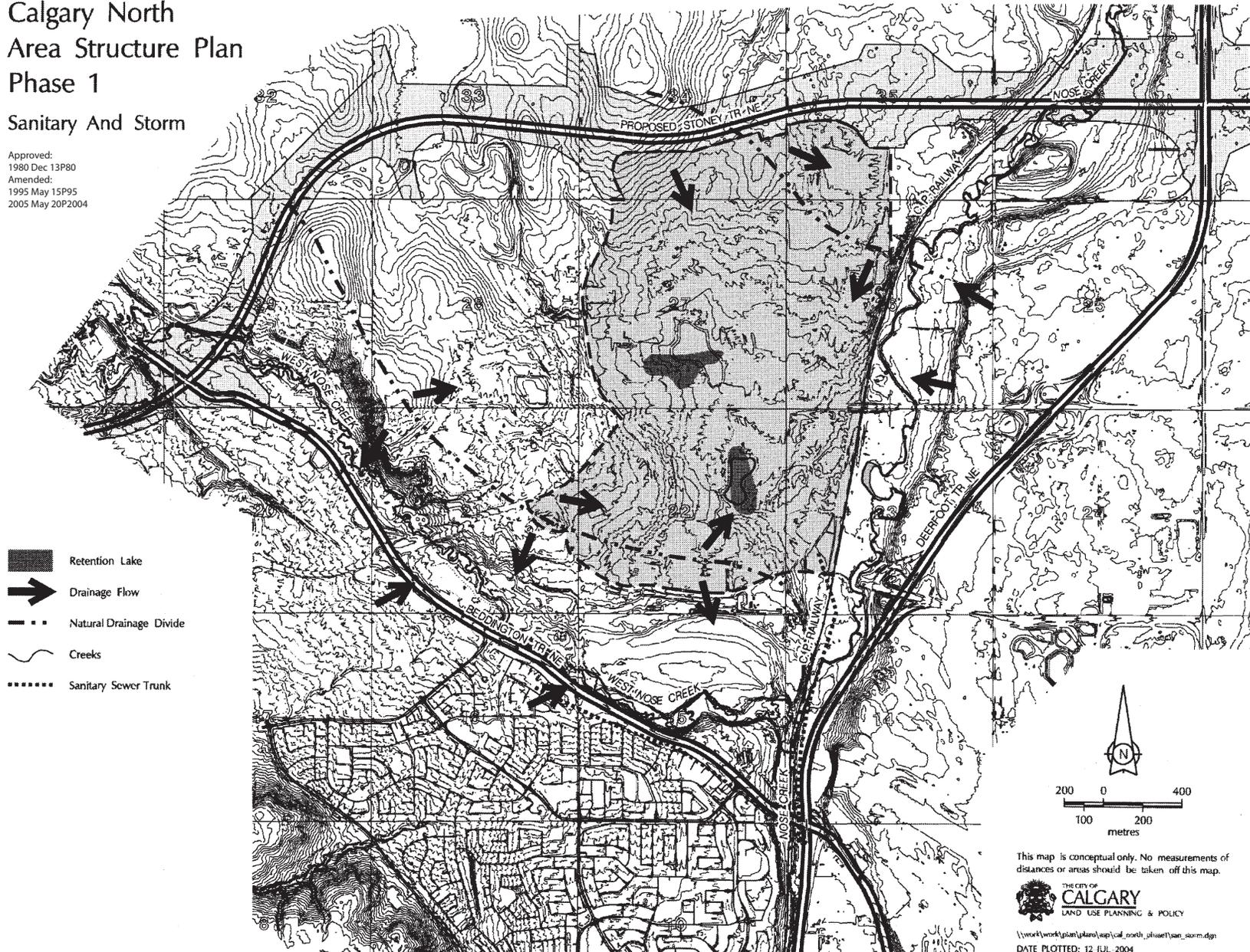


Looking west/northwest from centre of Section 23

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Map 3 Calgary North Area Structure Plan Phase 1 Sanitary And Storm

Approved:
1980 Dec 13P80
Amended:
1995 May 15P95
2005 May 20P2004



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The area within the North Spyhill pressure zone will initially be serviced from a pump station adjacent to the Beddington Reservoir. A second feed to North Spyhill will be obtained from a feeder main crossing West Nose Creek and connected to the East Spyhill pressure zone.

The responsibility for obtaining servicing easements and the reservoir site outside of the Area Structure Plan area will lie with the developer.

2.3.2. Sanitary Sewer System

Sanitary sewer connections to the Airdrie trunk line will be permitted at the point at which the line increases in size from 18" (450 mm) to 42" (1,050 mm); this point is at approximately 100 Avenue North. A final route for the trunk line will be established at the outline plan stage. It is anticipated, however, that the trunk would enter the area in the vicinity of the confluence of Nose Creek and Beddington Creek (the central drainage course of the area).

2.3.3. Storm Sewer System

Storm drainage from this area will be oriented primarily to Nose Creek. Drainage will be permitted in approved locations and in approved amounts into the creek, in accordance with the "Interim Guidelines for Storm Water Discharge into Nose and West Nose Creeks" established by Alberta Environment.

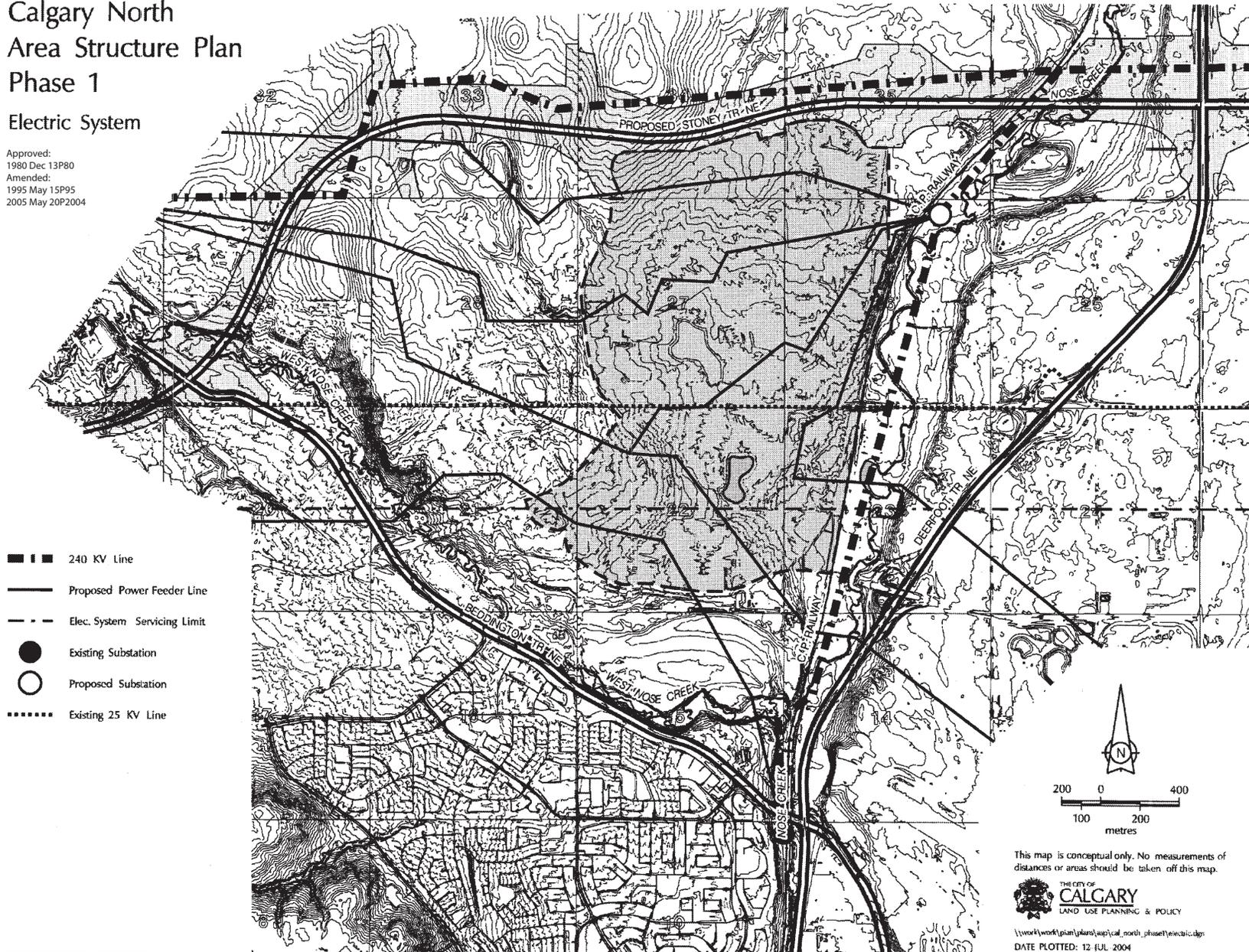
Given the requirement, as specified by the above-mentioned Guidelines, that agricultural levels of flow into the Nose Creek system be maintained, it is anticipated that a series of storm water retention lakes will be employed for drainage management in Calgary North. The lakes will be interconnected by underground pipes, and an outfall pipe will carry overflow from the lowest lake to Nose Creek. This pipe system will carry all normal drainage in the system, and will be located within the Beddington Creek valley (the central drainage course of the area). Beddington Creek itself will be utilized to carry drainage overland during exceptionally intense rainstorms.

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Map 4 Calgary North Area Structure Plan Phase 1

Electric System

Approved:
1980 Dec 13P80
Amended:
1995 May 15P95
2005 May 20P2004



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DATE PLOTTED: 12 JUL 2004

Three storm water lakes are located within this Area Structure Plan, and development around them is oriented to take full advantage of the features as defining spatial elements. The size of the lakes, and their associated pipe systems, will be determined by a detailed storm water drainage analysis.

It should be noted that some alterations to this proposed drainage system may be required in light of the policies which will be established by the City's Task Force on storm water lake management.

2.3.4. Electrical System

An existing 240 kV transmission line runs east/west through the utility corridor which forms the north boundary of the policy area, north of the alignment of Stoney Trail. As well, the right-of-way for a north/south 240 kV line has been registered within the Nose Creek valley, running from the City's existing substation No. 11 to the proposed substation No. 46 in the northeast quarter of Section 26.

This latter substation is scheduled for 1983 construction, and will then supply the 25 kV feeder lines shown conceptually on Map 4.

15P95

A location for a further substation (No. 47) which will be located in the northwest corner of the Calgary North Policy Report area, outside of this Area Structure Plan, will be dealt with at the time of future Area Structure Plans.

The single most important constraint to the supply of electricity to this area is the fact that the northern limit of the City's Electric System distribution area runs parallel to and one-half mile south of the present Beddington Road right-of-way. All land north of this line is currently served by Calgary Power. Negotiations to change the utility jurisdiction of the area north of this line from Calgary Power to the City Electric System are underway at the present time; this change in jurisdiction is not anticipated to have any adverse effect on the servicing of the area.

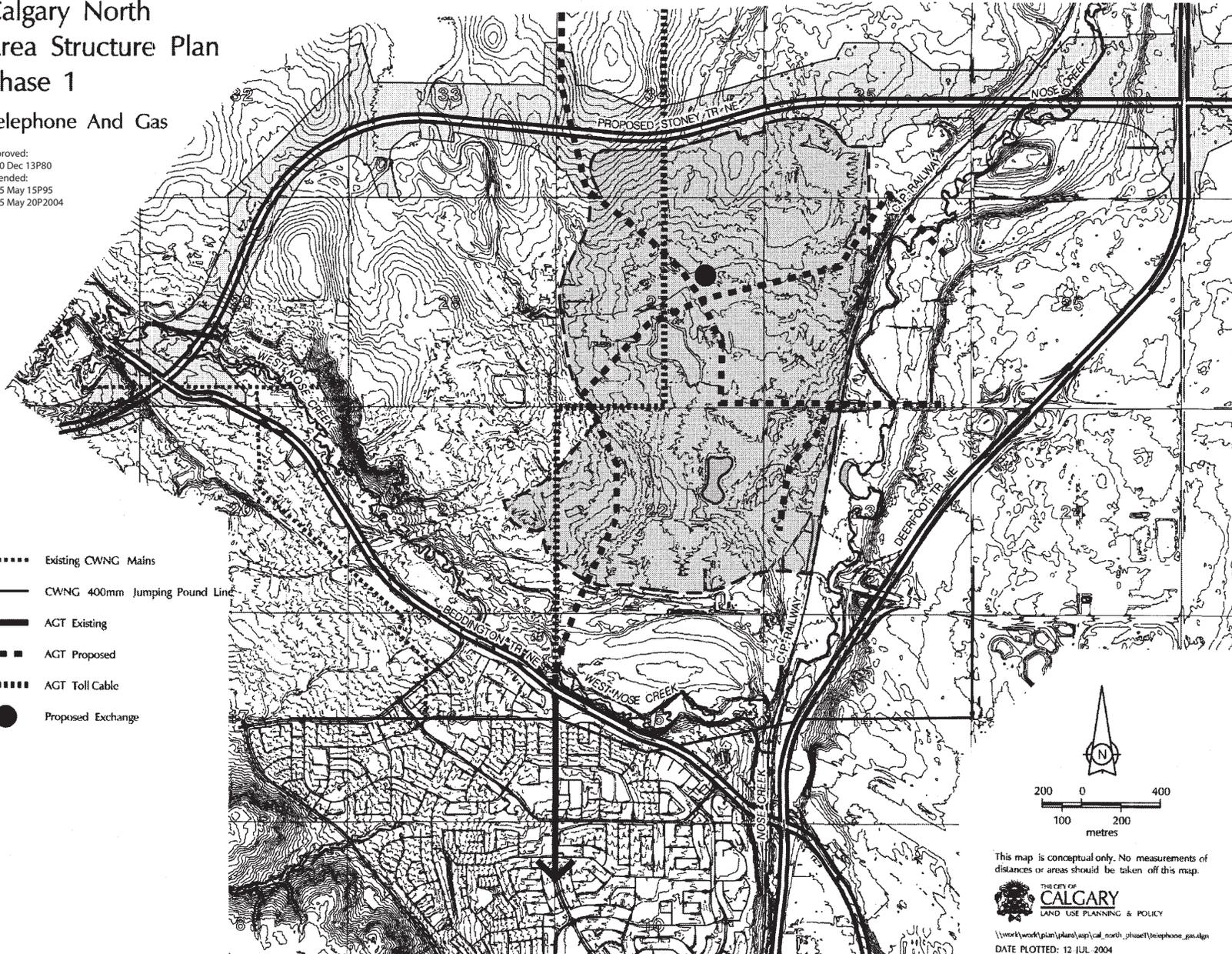
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Map 5 Calgary North Area Structure Plan Phase 1

Telephone And Gas

Approved:
1980 Dec 13P80
Amended:
1995 May 15P95
2005 May 20P2004

- Existing CWNG Mains
- CWNG 400mm Jumping Pound Line
- AGT Existing
- ■ ■ AGT Proposed
- AGT Toll Cable
- Proposed Exchange



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



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DATE PLOTTED: 12 JUL 2004

It is anticipated that the existing Calgary Power line, as shown on Map 4, will be used where possible to supply temporary power to the initial stages of development, during the development phase. This line may, however, have to be moved as development proceeds; in any event temporary power costs, including line relocation, will be charged in the normal manner by the utility companies to the developer. **15P95**

2.3.5. Canadian Western Natural Gas

It is anticipated that the Structure Plan area will be serviced with natural gas from the C.W.N.G high pressure line and regulator stations located south of West Nose Creek. Any crossings of the creek for servicing purposes will be subject to review in light of the environmentally sensitive nature of the valley. Approvals for such crossings will be required from the City of Calgary, the Calgary Regional Planning Commission, and Alberta Environment.

2.3.6. Telephone Servicing

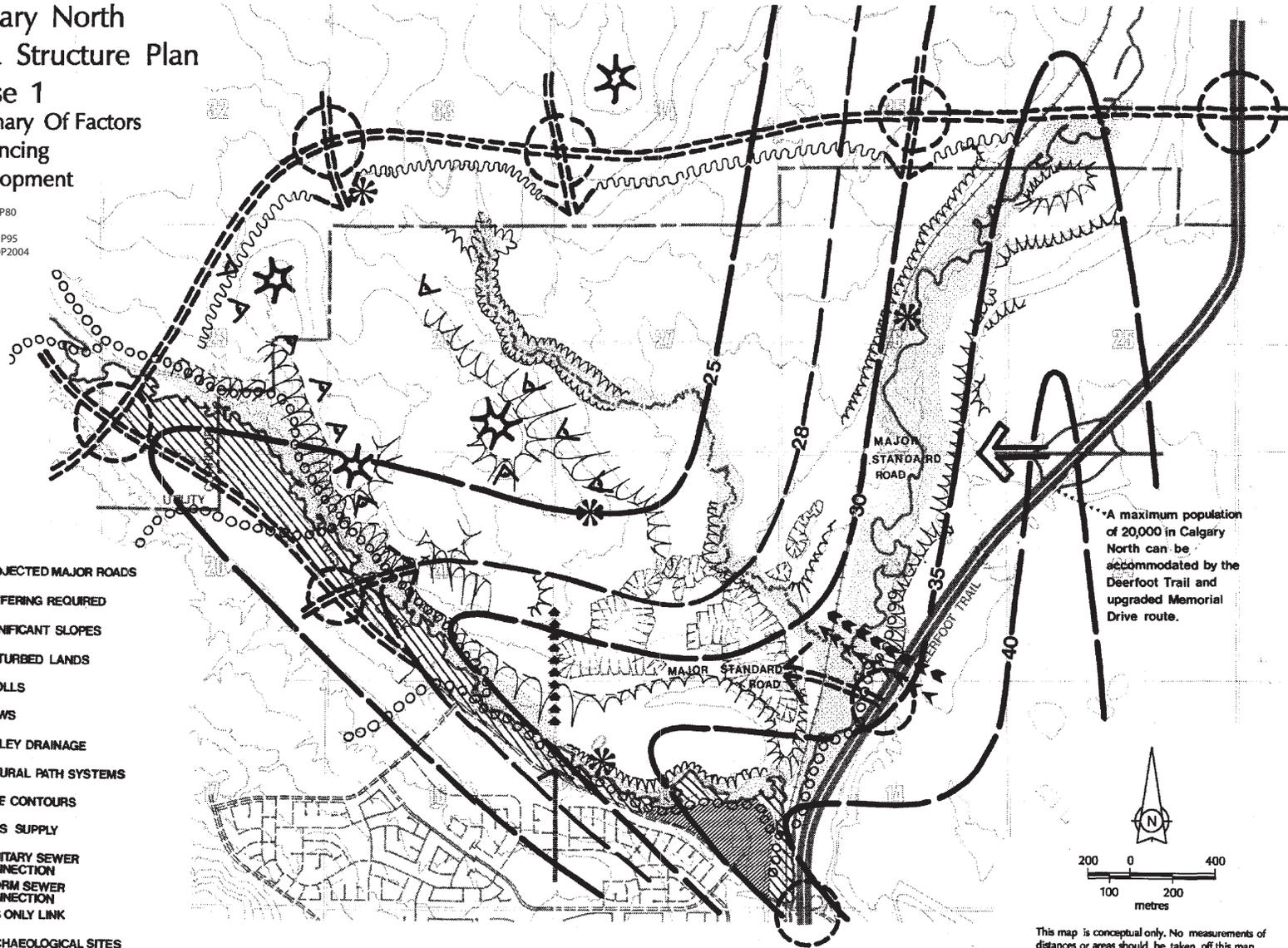
Telephone service will be provided by Alberta Government Telephones as development takes place, subject to the availability of suitable access. Costs of relocating lines currently located in the Structure Plan area (such as the toll cable conduits which run through the area) will be borne by the developers as a cost of development. A new alignment for telephone conduits through the area will be required prior to the end of 1980, in order for installation of fiber optics cable to be achieved satisfactorily. Where possible, existing and proposed utility service systems should be incorporated on future road alignments and the open space system developed as part of the area.

CALGARY NORTH

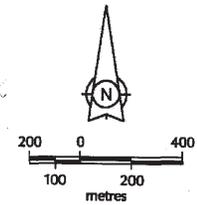
Map 6 Calgary North Area Structure Plan Phase 1 Summary Of Factors Influencing Development

Approved:
1980 Dec 13P80
Amended:
1995 May 15P95
2005 May 20P2004

-  PROJECTED MAJOR ROADS
-  BUFFERING REQUIRED
-  SIGNIFICANT SLOPES
-  DISTURBED LANDS
-  KNOLLS
-  VIEWS
-  VALLEY DRAINAGE
-  NATURAL PATH SYSTEMS
-  N.E.E CONTOURS
-  GAS SUPPLY
-  SANITARY SEWER CONNECTION
-  STORM SEWER CONNECTION
-  BUS ONLY LINK
-  ARCHAEOLOGICAL SITES
-  UNDER POLICY REVIEW
-  UNDER POLICY REVIEW
BEDDINGTON DESIGN BRIEF



A maximum population of 20,000 in Calgary North can be accommodated by the Deerfoot Trail and upgraded Memorial Drive route.



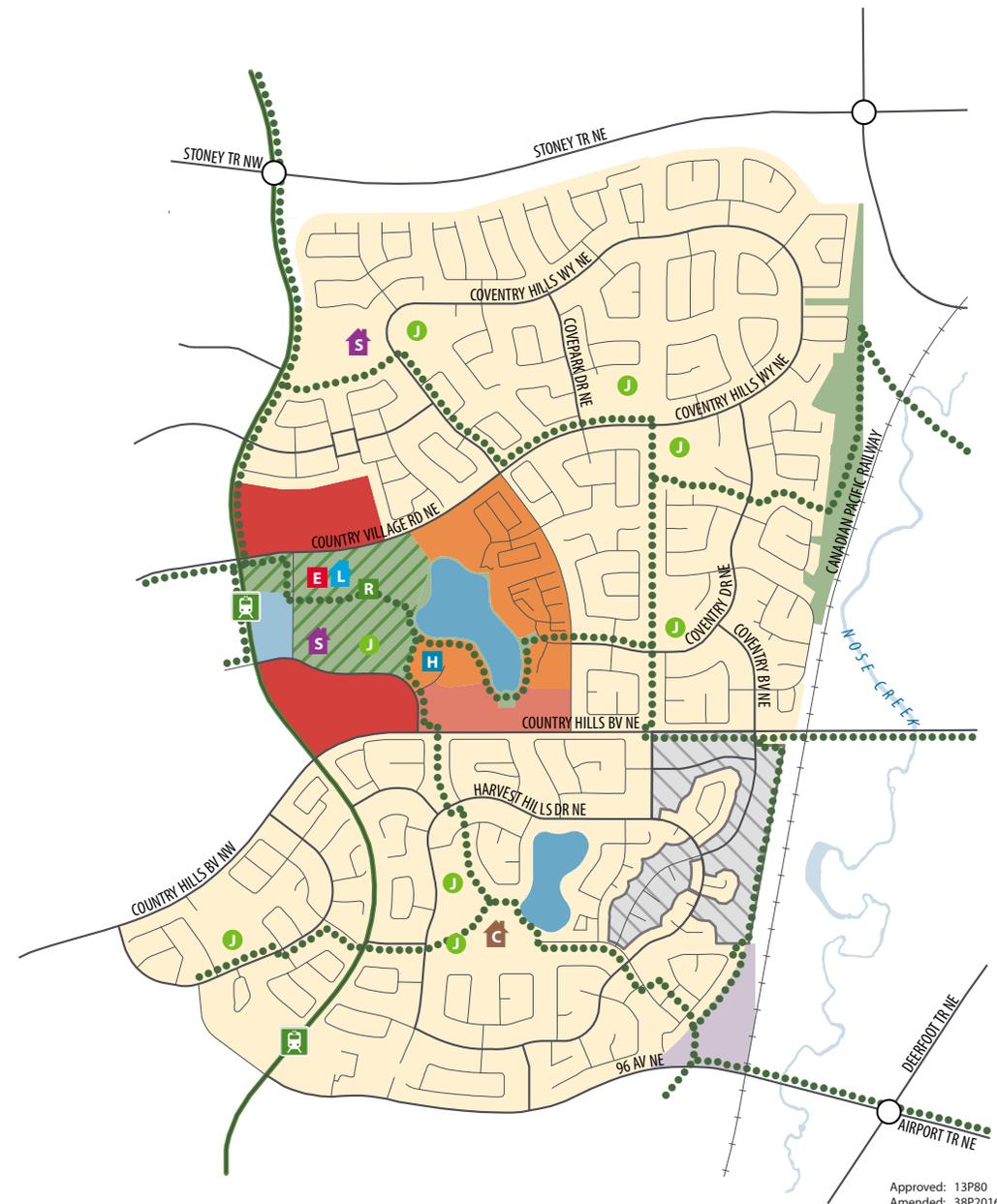
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**Map 7
Calgary North
Area Structure Plan
Phase 1
Land Use Plan**

- Employment District
- Future Transit Park 'n' Ride
- General Commercial
- Higher Density Residential
- Open Space
- Public Use Area
- Residential
- Sector/Regional Commercial Centre
- Special Policy Area
- Stormwater Retention Lake
- C Community Centre
- H Health Facility
- S High School Site
- J Joint Use Site
- L Library
- R Regional Community Recreation Centre
- E TriServices_Police_Fire_EMS
- Future Potential LRT Alignment
- [LRT Station Icon] Future_Potential LRT Station
- Grade Separated Interchange
- Regional Pathway



Approved: 13P80
Amended: 38P2016

2.4. Land Use

Map No. 7 indicates the general organization of uses for the area, and their relationship with the transportation framework. The distribution of uses indicated within the residential cells is intended to be specific in terms of the general location of joint use sites, storm water retention lakes, major roads and primary collectors, but illustrative in relation to the actual alignments and configurations of the above. **16P2001**

It should be noted that the acreages and population projections which are specified in this section of the Area Structure Plan are subject to fairly extensive refinement during the approval and development processes. The population figures for the various cells, in particular, are intended to be development goals, and are not meant to restrict unduly the development process.

Furthermore, as mentioned in Section 2.3.3. of this Plan, the detailed locations and configurations of the storm water lakes will be determined on the basis of a comprehensive storm water management design study.

Map 7 of this Plan identifies a Special Policy Area for the Harvest Hills Golf Course that includes policies that are intended to guide redevelopment of the golf course from open

space to primarily residential uses. Map 8 of this Plan identifies the general land use areas within the Special Study Area. Policies specific to the Special Policy Area are included in Section 2.4.7 of this Plan.

38P2016

2.4.1. Residential

*Approximately 622 hectares (1,537 acres) within the Area Structure Plan are designated for residential development and associated uses excluding the Town Centre residential component which comprises approximately 23 hectares (57 acres more or less). **16P2001***

The overall gross density for the Area Structure Plan, excepting the Town Centre site, is expected to be in the range of 12 to 17 units per hectare (5 to 7 units per acre). At an overall average of 15 units per hectare (6 units per acre) 9,222 units would be generated with an approximate population of 28,588 (assuming an occupancy rate of 3.1 persons per dwelling unit). If the densities proposed at the outline plan stage are in excess of 17 units per hectare (7 units per acre), the landowner/developer shall obtain the approval of the Calgary Planning Commission for the increased densities to insure that the area affected can be serviced with utilities without major problems and that the roads proposed can accommodate the increase in traffic volumes. Also, the

respective school boards must be consulted concerning any outline plans with densities exceeding the specified range.

2P90, 15P95, 16P2001

The density of any individual sub-cell shall not exceed *17 units per hectare (7 units per acre)* unless the Approving Authorities are satisfied that the additional density is appropriately located and developed. In evaluating this the Approving Authority shall have regard to the following:

15P95

- a) The use of innovative solutions in terms of both subdivision layout and housing form, e.g., use of planned unit development, etc.
- b) The variety of housing type and form being provided.
- c) The proximity of denser development to main transit routes, open space and other facilities.
- d) How the design of the subdivision and layout of buildings take the account of the need to minimize noise from traffic and other sources.

- e) The effect on the local and collector street system.

In order to ensure the satisfactory distribution of density in excess of *17 units per hectare (7 units per acre)*, the owner(s) of land in the sub-cell shall, prior to approval of any outline plan, submit and have approved by Calgary Planning Commission a broad land use plan indicating how the density will be distributed both on a sub-cell and cell basis. Such plan shall provide sufficient information to satisfy the Calgary Planning Commission that the increased density will result in a satisfactory overall environment, not have any adverse impact on adjacent areas and land uses, and shall indicate the nature of innovative development being proposed.

15P95

Where applicable, residential development is oriented towards major features of the open space system, such as the drainage course and retention lakes. Residential collectors are designed so as to permit local residential streets to be oriented primarily east/west, an orientation which permits advantage to be taken of solar energy and wind protection opportunities.

CALGARY NORTH

2.4.2. Town Centre

The Town Centre, which contains approximately 96 hectares (237 acres) of gross land, is located directly north of Country Hills Boulevard, between Harvest Hills Boulevard and Coventry Hills Boulevard. The key components of the Town Centre and the approximate range of areas for each use are as follows:

USE	HECTARES	ACRES
<i>Stormwater Retention Lake</i>	<i>8-10</i>	<i>20-25</i>
<i>Public Park Adjacent to Lake</i>	<i>1-2</i>	<i>2-5</i>
<i>Joint Use Site, Senior High School, Regional Community/ Recreation Centre, Library health facility, and Fire, Police and EMS facility</i> 16P2001, 5P2002	<i>22-24</i>	<i>54-59</i>
<i>LRT Station/ Transit Parking Area</i>	<i>6-7</i>	<i>15-17</i>
<i>Higher Density Residential</i>	<i>20-25</i>	<i>49-62</i>
<i>General Commercial</i>	<i>18-20</i>	<i>44-49</i>

All the above land use components are supported by the LRT station/transit parking area proposed to be located at the northwest corner of the Town Centre, as shown on the Land Use Plan.

The objective of the Town Centre is to establish a viable employment and residential base, particularly in the vicinity of the LRT station/transit parking area. Future development of the Town Centre should only occur in accordance with a comprehensively-planned concept plan prepared for the site to the satisfaction of the Approving Authority.

All the land use components should closely relate to the proposed LRT station/transit parking area in terms of accessibility by transit users visiting Town Centre and/or living within a 450 metre radius of the LRT station location. In this regard, it would be desirable to locate higher density multi-family residential development immediately west of the proposed LRT station location (i.e., the future development area directly west of the Town Centre).

The pathway system for the Town Centre will be developed to facilitate safe and convenient pedestrian movements within the Town Centre including the joint use site, the senior high school, the regional community/ recreation centre, the library, the health facility and direct public access to stormwater lake.
27P83, 15P95, 16P2001, 5P2002

2.4.3. Commercial

Although the major commercial facilities are included in the Town Centre, full consideration must also be given to providing appropriate community level shopping facilities in each residential community. Such shopping facilities will provide daily-need services (e.g., grocery shops within a walking distance of local residents). **15P95**

Sector/Regional Commercial development greater than 2.4 hectares (5.9 acres) in size are identified on Map 7. Sector/Regional Commercial Centres shall be suitably and efficiently served by the off-site road network and be compatible with adjacent development. The predominant use of land within the commercial centre site shall be commercial uses, primarily retail and personal service uses, located within a

comprehensively-planned sector or regional commercial centre. **16P2001**

2.4.4. Employment Districts

An employment district area (31 acres/13 hectares) is located within the southeast corner of the Area Structure Plan area, between the 96th Avenue major road and the 30 N.E.F. contour. The area, which is entirely contained within the 30 N.E.F. zone, is functionally related to the major employment zone located in the north half of Section 15. The area is, however, immediately adjacent to the residential development north of 96 Avenue North. As such, development in the employment district must be carefully controlled to ensure compatibility and sensitive integration with the adjacent residential development. **20P2004**



Looking southeast over Section 22 from crossing of Beddington Creek by Beddington Road.

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2.4.5. Schools

A Senior High School combined with a Regional Community/Recreation Centre is located within the Town Centre. An additional Senior High School site is located north of Country Village Road. These two senior high school sites are expected to serve the overall Calgary North Area.

Eight joint use sites and two senior high school sites are conceptually shown on Map 7. These joint use sites will accommodate schools as follows:

COUNTRY HILLS	HECTARES	ACRES
1 Public Elementary School	4	10
HARVEST HILLS	HECTARES	ACRES
1 Public Elementary/ Junior High School	6.1	15
1 Separate Elementary/ Junior High School	4.86	12
COVENTRY HILLS	HECTARES	ACRES
1 Senior High School	8.09	20
1 Public Elementary School	4	10
1 Public Elementary School	4	10
1 Separate Elementary School	3.64	10
1 Public Junior High School or Separate Elementary/Junior High School	4.86	12
COUNTRY HILLS TOWN CENTRE	HECTARES	ACRES
1 Senior High School combined with a Regional Community/ Recreation Centre	14.97	37
1 Public Junior High School or Separate Elementary/Junior High School	4.86	12

Exact locations and sizes of the joint use sites will be determined at the outline plan stage. The above joint use site requirements do not represent a commitment by the two School Boards in terms of actual construction of schools.

2P90, 15P95, 16P2001

2.4.6. Open Space

Within the residential areas of Calgary North, the spine of the open space system is formed by the valley of Beddington Creek, running southeast/northwest through the area. This system is reinforced by the existence of the storm water retention lakes, which are treated as essential spatial defining elements for the areas adjacent to them. Wherever possible, the spine is further reinforced by the location of school and park sites adjacent to it, and by the development of a pedestrian/cycle path system based upon and branching from it. This latter system will connect with other school and park sites, as well as with the natural open space areas beyond.

The drainage course of Beddington Creek may be provided as environmental reserve, in accordance with the City's Policy on Environmentally Sensitive Areas, and depending upon the policy recommendations of the Task Force on storm water retention facilities. *Areas with unstable slopes, located north of Country Hills Boulevard between residential development and the C.P.R. line, will be dedicated as environmental reserve; these areas will be defined more specifically at the outline plan stage.* **15P95**

The Area Structure Plan area will yield approximately 84 hectares (208 acres) of municipal and school reserve in accordance with the Planning Act. Any of this statutory reserve which is not required for schools, tot lots, community facilities or open space links may be deferred to the requirements of the regional recreation/education component of the Town Centre. Should this Area Structure Plan result in a requirement for over-dedication of reserve, details of the actual acquisition of the extra areas will be resolved at the outline plan stage. **15P95**

The open space system within this A.S.P. is designed so as to connect with future overall open space elements of Calgary North, outside of the Area Structure Plan area.

It should be noted that the detailed design of the storm water lake areas, and those areas' relationships to other users, will be dependent upon the policy recommendations of the City's Task Force on storm water lakes. Alterations to the general relationships outlined above between the lakes and the open space system may be required once the recommendations of the Task Force are finalized.

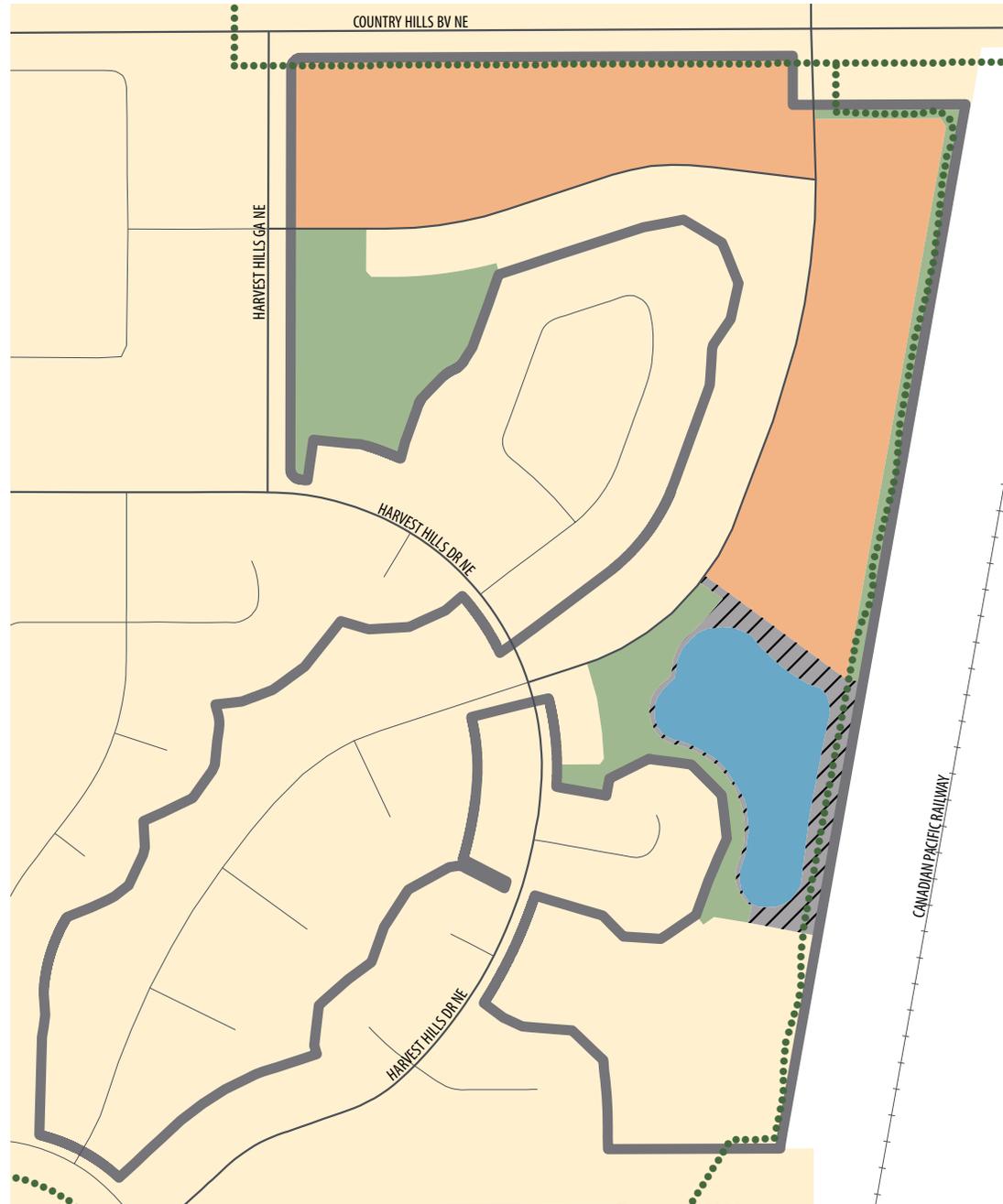
For all open space identified on Map 8 that is located within the Special Policy Area, the policies of Section 2.4.7.5 and 2.4.7.6 shall apply. **38P2016**

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Map 8 Calgary North Area Structure Plan Phase 1 Special Policy Area

-  Multi Residential
-  Open Space
-  Residential
-  City and Regional Infrastructure
-  Stormwater Retention Lake
-  Special Policy Area
-  Regional Pathway

Approved: 13P80
Amended: 38P2016



2.4.7. Special Policy Area

The intent of this Special Policy Area is to provide a policy framework for the development of the former Harvest Hills Golf Course lands. Development in the Special Policy Area should be sensitively integrated within the existing developed community, while facilitating growth of the City in alignment with the Municipal Development Plan policy direction. This policy also supports the continued use of the lands in the Special Policy Area as a golf course.

The following policies apply to the Special Policy Area as identified on Maps 7 and 8.

2.4.7.1. Composition of the Special Policy Area

Land Use Composition:

- 1. Lands in the Special Policy Area shall be comprehensively designed as an extension of the Harvest Hills community. Development is to consist of a mix of residential housing types. A minimum of 30% of the housing units within the area shall be multi-residential development.*
- 2. Small-scale neighbourhood commercial uses which would contribute to the development of a neighborhood activity*

centre are encouraged along Country Hills Boulevard NE and Harvest Hills Gate NE.

- 3. Childcare services are strongly encouraged.*

Density

- 4. A minimum average residential density of 20 units per gross developable hectare (8 units per gross developable acre) is required in the Special Policy Area.*

2.4.7.2. Servicing Requirements of the Special Policy Area

- 1. All infrastructure required at the time of subdivision of any of the lands in the Special Policy Area shall be installed and constructed in accordance with the applicable City standards.*
- 2. In addition to any other requirements deemed necessary by the subdivision authority at the time of subdivision, the following shall be provided for any of the lands in the Special Policy Area: Transportation Impact Assessments, land dedications for road widening, transit facilities, and new collector and residential streets.*

3. *Multi-residential developments shall be designed to accommodate storm water onsite in accordance with the approved Staged Master Drainage Plan. At the time of development, efforts to further reduce the amount of storm water being discharged from the multi-residential sites to better align with the Nose Creek Volume Targets, as referenced in the 2008 Nose Creek Watershed Management Plan, should be explored.*

2.4.7.3. *Rail Corridor Policy*

The intent of the Railway Corridor Policy is to ensure developments have incorporated appropriate mitigation required due to railway proximity.

1. *Any development in proximity to a railway property must conform to all requirements of the City at the time of application.*

2.4.7.4. *Multi-Residential Policies*

The intent of the multi-residential policies is to ensure that multi-residential development is appropriately designed to create a sensitive interface with existing low-density residential in the community. In addition, the policies seek to ensure that new multiresidential development is of high-quality and contributes

to a street-oriented, pedestrian-friendly streetscape.

1. *Multi-residential parcels should provide a natural edge treatment with adjacent residential parcels and streets and include design elements such as walkways and vegetation instead of fences and walls to create permeability and pedestrian connectivity.*

2. *Public consultation and community participation in the planning and design of multi-residential development sites is encouraged.*

3. *To ensure eyes on the street, at grade dwelling units should directly face to the public sidewalk.*

4. *Maximum building heights shall be 3 to 4 stories, as allowed by the land use bylaw.*

5. *New multi-residential development should explore opportunities for shared access between adjacent parcels.*

6. *In order to minimize surface parking areas and driving lanes, underground parking is encouraged. Where surface parking is provided, screening by way of landscaping and/or building placement is required.*

7. *Waste and recycling facilities should be integrated into the overall site plan and building design, where possible, to reduce any noise and visual impact on the surrounding area.*
8. *New multi-residential development should be setback a minimum of 3.0 metres from Country Hills Boulevard NE. This setback area may be used as a buffer space and accommodate design elements such as common walkways and rows of trees to reduce noise and increase pedestrian safety.*
9. *Units at grade should have individual and direct pedestrian access from a public sidewalk.*
10. *To avoid the necessity of future sound attenuation walls between new multi-residential development and Country Hills Boulevard NE, public and private amenity areas shall be located away from Country Hills Boulevard NE.*
11. *In addition to the Land Use Bylaw requirements, new multi-residential development should provide high quality landscape elements, such as walkways, lighting features, seating, and water features that are integrated with the building design, to enhance the experience of the future residents.*
12. *Building facades shall be no greater than 150 metres in length.*
13. *The corners of multi-residential buildings should incorporate design treatments such as canopies, articulations, and recesses. Blank walls at the intersection of public streets should be avoided.*
14. *Building façades should demonstrate visual interest and articulation through design elements including, but not limited to, windows, doors, recesses, canopies, awnings and porches, to increase the connection with the public realm and enhance the streetscape.*
15. *Sites located at key entries into the Special Policy Area should provide high quality landscaping, community entrance features, and pedestrian lighting, and should explore opportunities for public art. Where public art is provided, community consultation is encouraged.*

16. *To ensure circulation within and exterior to the Special Policy Area, pathway connections from multi-residential development to adjacent regional pathways should be provided where possible.*

17. *The size of each multi-residential development site shall not exceed 1 hectare.*

2.4.7.5. *Open Space and Landscaped Buffer*

Open space within the Special Policy Area will be provided as Municipal Reserve (MR) at subdivision as depicted on Map 8.

To provide for active and passive recreational space throughout the Special Policy Area and provide a green buffer between the existing development and new development, a landscaped buffer should be incorporated into the Special Policy Area.

1. *Open space and landscaped buffers shall be designed to be universally accessible to the public.*

2. *A minimum landscaped buffer width of 8.0 metres is required between new development within the Special Policy Area and existing development. The minimum width for open space parcels is 10.0m and shall be determined at the Outline Plan stage.*

3. *In keeping with Crime Prevention Through Environmental Design (CPTED) principles, development adjacent to linear parks should be designed to maximize visibility and pedestrian permeability between the open space and landscaped buffers. CPTED design elements include but are not limited to:*

- a) permeable fences;*
- b) strategically placed landscaping to ensure visual permeability; and,*
- c) pedestrian lighting.*

4. *The incorporation of active amenities into the landscaped buffer areas such as fitness stations is encouraged.*

2.4.7.6. Tree Conservation and Replacement

Healthy trees should be preserved during the redevelopment stages. The trees act as a natural buffer and an important amenity for future park spaces within the Special Policy Area. The intent of this policy is to ensure that acceptable numbers of trees are provided within the Special Policy Area. Prior to the submission of the affected tentative plan, a Comprehensive Detailed Tree Report prepared by a Registered Consulting Arborist is required to identify the maximum conservation of existing trees.

The following policies aim to achieve a range of 100 to 125 trees per hectare (40 to 50 trees per acre) within Special Policy Area. In order to achieve this range, a 50 per cent credit for trees provided on multi-residential development sites will be considered towards the total tree count in the landscaped buffer and open space. Planting of additional boulevard trees is encouraged, where feasible.

In instances where healthy trees cannot be preserved, or no healthy trees are preserved within the Special Policy Area, the following tree planting policies apply. All new trees should be planted in accordance with Calgary

Parks standards:

- 1. 125 trees per hectare (50 trees per acre) are required in the Special Policy Area. Where existing trees are retained, a lower planting ratio may be considered to the satisfaction of the approving authority;*
- 2. For lands that are to be dedicated to the City as MR, provide 1.5 new trees for every existing tree removed from those lands during the development to a maximum of 100 trees per hectare (40 trees/acre);*
- 3. Where the tree planting requirements listed above and planting requirements in the Land Use Bylaw differ, the greater planting requirement shall apply;*
- 4. Should the condition of the trees change significantly or unexpected changes to the trees occur during development an updated Comprehensive Detailed Tree Report completed by a Registered Consulting Arborist shall be submitted by the applicant to the satisfaction of the approving authority and planting or replacement requirements may be varied accordingly at the discretion of the approving authority.*

38P2016

2.5. Phasing

The staging of development in the Calgary North area will be primarily determined by the availability of roads and underground utility services and by the willingness of landowners/developers to meet City servicing requirements. Decisions respecting the opening up of new areas for development will, for the most part, be made through the outline plan process at which time specific servicing requirements will be established. **15P95**

Tables replaced. **2P90**

Remainder of section (including tables and map) deleted. **15P95**

2.6. Development Guidelines

The Calgary North Policy Report and this Area Structure Plan have, together, presented an outline of the desired form of development in Calgary North. The guidelines which follow are intended to assist in ensuring that development occurs in accordance with the relevant City policies and requirements.

2.6.1. General Guidelines

1. Airport Vicinity Protection Regulation and Calgary International Airport Zoning Regulation.
 - No development within the 150 foot horizontal surface identified by the Zoning Regulation will be permitted to exceed 150 feet above the reference point elevation of the airport 3,531 feet (1,076 metres). Simply stated, this restricts development in this zone to a total geodetic height of 3,681 feet (1,122 meters) above sea level.
 - Applications for development of uses exceeding the maximum height in feet above ground level as shown by the concentric contour lines in Section 5 of the A.V.P.A. must be referred to Transport Canada for consideration and approval.
 - No new residential development will be permitted within the 30 N.E.F. contour, and a caveat will be placed on the titles for all properties within the 25 N.E.F. contour, alerting owners of a potential noise problem.

2. An archeological impact assessment shall be undertaken prior to tentative plan approval.

2.6.2. Residential

1. *The overall density of the Area Structure Plan shall be within the range of 12 to 17 units per hectare (5 to 7 units per acre).*

2P90, 15P95

2. *In order to achieve an acceptable minimum density, development of each sub-cell must achieve a minimum of 12 units per hectare (5 units per acre).*

2P90

3. Development of lands with a slope in excess of 15% will not be permitted without the approval by the Engineering Department of a slope stability soils report.
4. No residential development shall be permitted within the 30 N.E.F. contour.
5. All residential development within the 25 to 30 N.E.F. zone must conform to the soundproofing requirements as outlined in the supplement to the C.M.H.C. Site Planning Handbook entitled "New Housing and Airport Noise".

6. A caveat, alerting prospective owners of a potential noise problem, shall be placed on all properties for new residential units within the 25 to 30 N.E.F. zone.

7. A 50 foot building setback is required from any C.W.N.G. high pressure line.

8. Noise buffering of expressways shall be provided as required by and to the satisfaction of the City's Transportation Department.

2.6.3. Open Space/Environmental Areas

1. While the general delineation of Environmental Reserves is established by this A.S.P., the final boundaries of such reserve areas will be determined at the outline plan.

2. Bicycle paths will be constructed in accordance with the minimum design specifications as per the Calgary Cycle Plan.

3. It is the intention of the plan that the Calgary Planning Commission should obtain the full 10 percent reserve in land rather than cash-in-lieu in all cases where it is practical.

2.6.4. Commercial

1. *Neighbourhood commercial facilities (i.e., local convenience stores) will be permitted as required in each phase of residential development. These commercial facilities should not be located within a five (5) block radius from school sites wherever possible, and should be planned to provide local convenience shopping within easy access of the residential community.*

15P81

2. *Sector/Regional Commercial Centres*

A proposed commercial site that is greater than 2.4 hectares (5.9 acres) in size must be identified on the Land Use Plan as a sector/regional commercial centre prior to the outline plan/land use approval. Any proposed sector/regional commercial centre shall be suitably and efficiently served by the off-site road network and be compatible with adjacent development.

16P2001

2.6.5. Utilities and Transportation

1. All development shall provide for the implementation of the proposed area transportation system.
2. Residential areas shall be buffered as required by the City's Transportation Department from excessive noise or visual intrusion from major roadways. Anticipated noise levels must be determined by the developer and attenuated to the satisfaction of the Department; the information and method of attenuation shall be furnished prior to outline plan approval.

2.6.6. Community and Social Services

1. Joint Use Sites

- Joint use sites have been located appropriately to serve the community. Detailed locations of these sites will be finalized at the outline plan stage. The timing and construction of schools and community facilities will be determined by population growth and the rate of development.

2. *City Council supports the objective of establishing a fund for the construction of community association halls and associated sports facilities by means of a voluntary contributions from developers in the area.* **22P82**

3. Other Services

- *Text deleted.* **15P95, 16P2001**
- Social Service Programs: Precise requirements for such programs have not yet been defined, and should be established at a later stage of development, possibly at the outline plan stage.