
Aurora Business Park Area Structure Plan

March 2008





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PREFACE

The Aurora Business Park Area Structure Plan (ASP) applies to approximately 234 hectares (578 acres) of land in the northeast quadrant of Calgary. The area is bounded by 96 Avenue NE to the north, Harvest Hills Boulevard NE to the west, Beddington Trail NE to the south and the Canadian Pacific Railways rail line and Nose Creek to the east. “Aurora” is intended to serve as a mixed-use employment node for the surrounding area and will accommodate a projected 10,000 jobs at full development.

As directed by City Council, and in conjunction with the approval of the Land Use designations for the Aurora Business Park area, the preparation process for the ASP commenced in mid-2007. The ASP was guided by the detailed research, analysis and consultation undertaken as part of the review of the Outline Plan and Land Use application for the Aurora Business Park, which comprises the majority of the ASP area. The result of this process is an ASP that will provide a “blueprint” for the subsequent development of the Aurora Business Park well into the future.

The foundation of the Aurora Business Park ASP is embodied in the following goals established for the area:

- **To provide for successful business and industrial development encompassing modern design and innovation.**
- **To provide for service-related activities that complements and support the travelling public and the Calgary International Airport**
- **To provide for vital and attractive commercial facilities that meet the retail and service needs of regional and local markets**
- **To provide for the conservation and enhancement of West Nose Creek and the outlying natural wetlands.**
- **To provide for walking and cycling through the provision of strong and direct pedestrian connections and pedestrian focussed urban design initiatives.**
- **To provide for efficient public transit that serves as a viable alternative to private vehicles**
- **To provide for a visually-attractive entranceway to the city through effective urban design measures introduced along the major access roads**

Preface

- **To provide for a safe, effective and convenient internal and regional road network to serve the area**
- **To provide for sanitary sewer, waterworks and storm sewer services to meet the servicing needs of the area.**

1.0 INTRODUCTION

1.1 Purpose of the Plan

Planning is the process of shaping the physical environment to achieve an orderly, economical and compatible pattern of urban growth. The process is complex, involving decision-making on many different levels, with the most immediate planning document applied to the process being an area structure plan (ASP).

The purpose of an ASP is twofold. Firstly, it refines and implements The City's broader planning objectives as contained in its strategic planning documents (*Municipal Development Plan, Calgary Transportation Plan*) by promoting development that is logical, efficient and sustainable. Secondly, it guides and directs land use, subdivision and development decisions, which when taken together determine the form that the planning area will take.

To accomplish this purpose, an ASP establishes a broad framework for future development. This framework consists of long term goals, design concepts, policy statements and implementation actions that all work together to ensure achievement of the plan. The framework must be concise, yet flexible. It must provide clear direction on a variety of land use planning issues for both the public and private sector. At the same time, the framework must accommodate creativity and innovation and be responsive to the ever changing demands of the market place. Simply stated, a successful ASP must be formulated with the understanding that planning requires a visionary, balanced and dynamic approach.

1.2 Authority of the Plan

The Aurora Business Park Area Structure Plan (the "Plan") has been adopted through a bylaw passed by Council in accordance with the *Municipal Government Act*. Section 633 of the *Municipal Government Act*, which authorizes a Council to adopt an area structure plan, states:

- (1)** For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may, by bylaw, adopt an area structure plan.
- (2)** An area structure plan
 - (a) must describe

- (i) the sequence of development proposed for the area,
- (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,
- (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
- (iv) the general location of major transportation routes and public utilities,

and

- (b) may contain any other matters the council considers necessary.

The adopted plan includes the Appendices (A to C) but excludes Attachment 1, which is provided for information purposes only.

1.3 Timeframe of the Plan

The Plan is future-oriented and addresses how the Aurora area is to be developed over an extended period of time through a series of public and private sector initiatives. No specific timeframe is applied to the Plan, although most of the development is expected to be realized within 30 years.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only and not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road and utility rights-of-ways.

1.4.2 Policy Interpretation

Where supplementary text accompanies a policy, it is provided for information purposes only. Should an inconsistency arise between this text and a policy, the policy will take precedence.

Where “shall” is used in a policy, the policy is considered to be mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, these quantities or standards do not need to be adhered to where circumstances arise that would otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where “should” is used in a policy, the policy is intended to be complied with. However, the policy may be varied in a specific situation where the variance is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow for an acceptable alternate means to achieve the general intent of the policy to be introduced.

Where a policy is in contradiction with any use or standard of a Council approved land use designation, the Council approved land use designation shall prevail.

1.4.3 Guideline Interpretation

The guidelines contained in Appendices A to C are to be applied at the land use, subdivision or development permit approval stages as determined appropriate. The guidelines are not fixed or inflexible. To the contrary, while a guideline should be complied with, it does not have to be where either unique circumstance that render compliance impractical or unworkable, or an alternative solution is proposed that is considered to be equivalent to or an improvement upon the outcome that would otherwise be achieved in the case of compliance with that guideline.

1.5 Amendment of the Plan

To make any change to the text or maps within the Plan, an amendment to the Plan shall be undertaken in accordance with the *Municipal Government Act*.

Where an amendment to the Plan is requested supporting information necessary to evaluate and justify the amendment shall be submitted.

1.6 Monitoring of the Plan

The policies within the Plan shall be monitored to evaluate their effectiveness. Where determined necessary, the policies shall be updated through the plan amendment process either generally or in response to a specific issue.

1.7 Compliance of the Plan

Nothing in this plan shall be construed as allowing a planning approval to be granted on a site that does not comply with applicable Federal or Provincial Legislation, or municipal bylaws, in effect.

An Outline Plan/Land application and, where determined necessary, a subdivision application or development permit application, shall be referred for review and comment to the Calgary Airport Authority and where determined appropriate, Transport Canada and NavCanada.



2.0 PLANNING AREA

2.1 Plan Area Map

The Aurora Business Park Area Structure Plan applies to the area shown on the Plan Area Map (Map 1). This area comprises approximately 234 hectares (578 acres) of land and is located in the northeast quadrant of the city. The area is bounded by 96 Avenue NE to the north, Harvest Hills Boulevard NE to the west, Beddington Trail NE to the south and the Canadian Pacific rail line and Nose Creek to the east. Residential communities border the Plan area to the north, south and west.

The area is located within the 30 Noise Exposure Forecast (NEF) contour as prescribed in the Calgary International Airport Vicinity Protection Area Regulation. As such, residential development is prohibited within the Plan area.



Map 1

Map 1: Plan Area





3.0 VISION, PRINCIPLES AND GOALS

3.1 Vision of the Future

The Aurora Business Park, in the year 2030, has been transformed into a vital and successful employment, retail and industrial area within the northeast sector of the City.

The park is strategically located in relation to transportation corridors, residential growth and transit service. 96 Avenue NE, a major road that provides a direct connection to the Calgary International Airport, borders the area to the north; and, Harvest Hills Boulevard NE and Beddington Trail NE, major roads situated to the west and south create direct linkages to the surrounding communities. A Light Rail Transit (LRT) line, located south of 96 Avenue NE, will connect the area to the downtown and surrounding residential development. In addition, the area will contain efficient transit bus service throughout, with transit routes extending into the nearby communities creating a strong home-to-work relationship. An option for a potential high speed rail network would be located to the east of the area.

The Park has a number of separate development areas:

- The central area will comprise an employment node consisting of offices and other employment-oriented development located around the LRT station and along an open space corridor containing West Nose Creek, together with a high quality industrial/business area.*
- The western area will comprise a shopping centre together with a mixed use retail/office development.*
- The northern area will comprise industrial and employment uses.*
- The eastern area will comprise a mixed use development, that also includes hotels and motels serving the Calgary International Airport.*

The Park is fully-serviced, and contains a high quality streetscape and park amenities characterized by sidewalks, street trees and pedestrian-scale lighting, as well as extensive pathway and open space linkages to facilitate pedestrian movement.

Pedestrian connections in the form of sidewalks, walkways and pathways are situated throughout the Aurora Business Park, providing opportunities for people to walk and cycle. This localized pedestrian system is, in turn, linked to regional pathways that extend into the surrounding communities and West Nose Creek to the south.

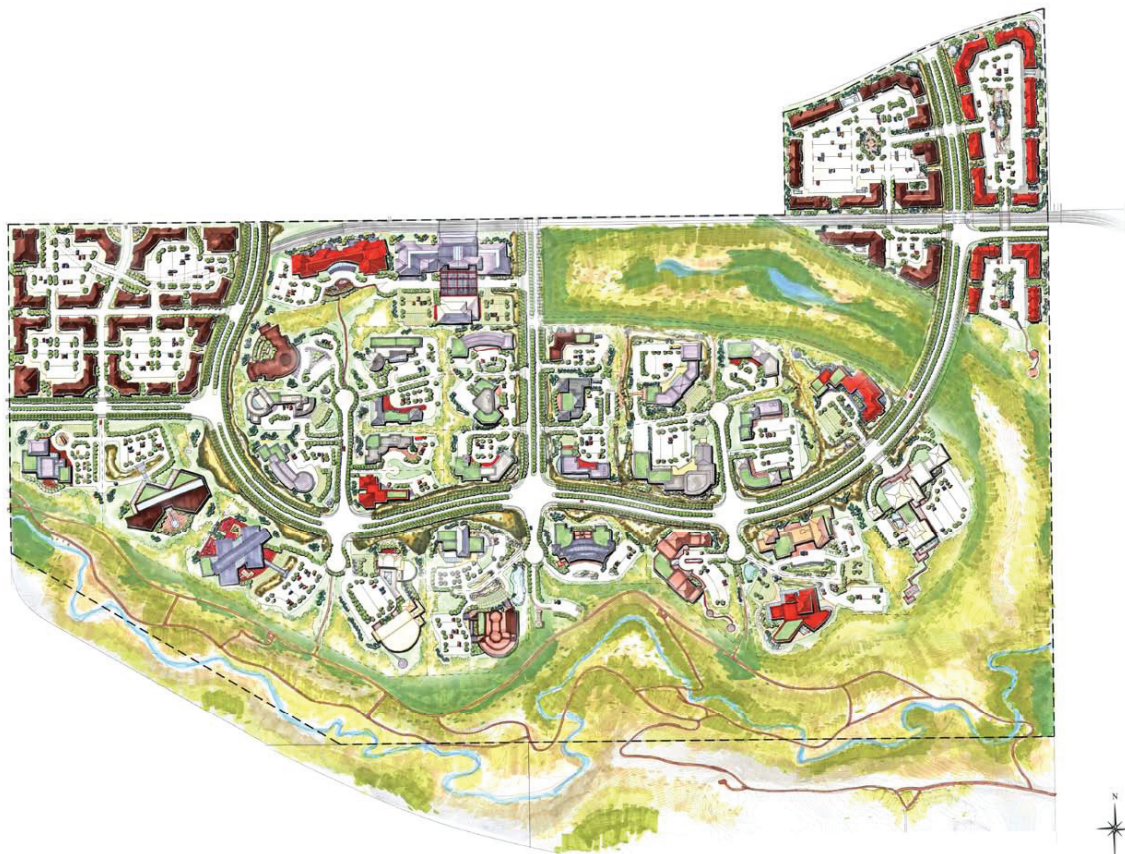
Vision, Principles and Goals

West Nose Creek, itself, provides a positive amenity for the Aurora Business Park, and serves to both attract business and cater to employees. The creek anchors on extensive open space corridor in the area comprised of wetlands, vegetated uplands and natural habitat that supports wildlife while providing passive recreational opportunities. In addition, the area contains historical and archeological features that will be protected and incorporated into educational and cultural points of interest.

Overall, the Aurora Business Park comprises a prominent business area, that conveys a positive image of growth and prosperity for the City, and performs of strong service and employment function, while incorporating forward thinking development features that promote sustainability.

The attached renderings illustrate the vision for aspects of the Aurora Business Park and are included for information purposes only.

FIG. 3.1 Concept Plan



CONCEPT PLAN

FIG. 3.2 Future LRT Station



FUTURE LRT STATION COMPLEX LOOKING WEST

FIG. 3.3 High Street



HIGH STREET IN WESTERN RETAIL/BUSINESS NODE

FIG. 3.4 Customized Road



CUSTOMIZED ROAD STANDARD INCORPORATING BEST MANAGEMENT PRACTICES

3.2 Sustainability Principles

The City of Calgary Sustainability Principles (Attachment 1) approved by City Council, are reflected in the vision for the Plan area and refined through the goal statements below.

3.3 Goals for the Area

- **Business Development**

To provide for successful mixed use business, industrial and retail development.

- **Strong Identity**

To create a viable and cohesive area with a distinct pedestrian oriented identity.

- **Green Design**

To accommodate and promote innovative methods of environmentally sustainable site layout, servicing and building design.

- **Commercial Vitality**

To provide for vital and attractive commercial and accommodation facilities that meet the retail and service needs of the local market.

- **Balanced Transportation**

To create an interconnected and efficient transportation network that balances the needs of vehicles, transit, pedestrians and cyclists.

- **Environmental Historical Protection**

To provide for the conservation and enhancement of natural wetlands, supportive habitat and archaeological and historical features.

- **Recreational Amenities**

To meet the passive recreational needs of employees and residents within the surrounding communities.

- **Pedestrian Circulation**

To provide for walking and cycling and strong and direct pedestrian connections to the surrounding residential communities.

- **Transit Service**

To promote the use of public transit through effective urban design, pedestrian facilities and efficient transit routing.

- **Entranceway Design**

To provide for a visually-attractive entranceway to the city through effective urban design measures introduced along the major access roads.

- **Utility Services**

To provide for sanitary sewer, waterworks and storm sewer services to meet the servicing needs of the area.

- **Wayfinding / Orientation / Connectivity**

To include planning elements and layouts that enhance and reinforce wayfinding, orientation and connectivity within the Plan area.



4.0 LAND USE CONCEPT

4.1 Land Use Concept Map

The Land Use Concept Map (Map 2) identifies a future land use pattern within the Plan Area comprised of the following land use areas:

- **Employment Area**
- **Industrial / Business Area**
- **Mixed Use Area**
- **Commercial Area**
- **Open Space Area**

Section 5.0 of the Plan, in turn, contains policies that apply to each of these areas. The policies identify general categories of land uses allowed within the areas and apply development criteria to these uses.

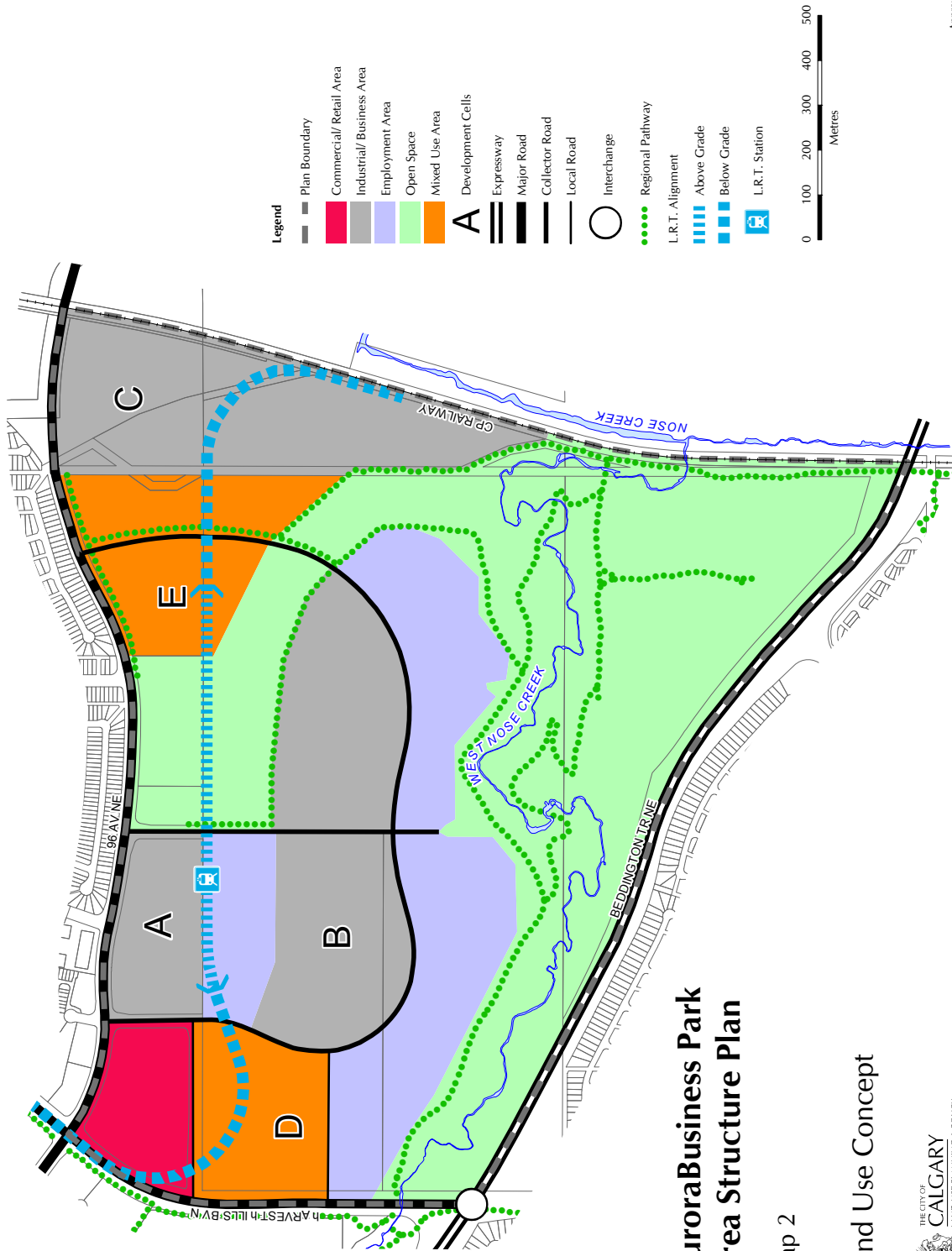
A land use redesignation, development permit application or subdivision application should comply with the applicable policies of the land use area in which it is located.



AuroraBusiness Park Area Structure Plan

Map 2

Land Use Concept





5.0 LAND USE AREAS

5.1 Employment Centre Area

5.1.1 Purpose

The purpose of this area is to accommodate offices and other employment-oriented uses within a high-quality, comprehensively-planned business park. The area is located along the West Nose Creek open space corridor and adjacent to the future LRT station within the Plan Area. The open space corridor will serve as an amenity feature and an attraction for businesses and employees, and the office uses adjacent to the LRT station will promote transit use. Ancillary commercial, institutional, recreational and other land uses that support the function of the area will also be allowed.

5.1.2 Policies

(1) Composition of the Employment Area

- (a) Subject to the policies of this plan,
 - (i) office uses and other employment-related uses shall be the predominant use of land within the Employment Area, and
 - (ii) local commercial uses, institutional uses, recreational uses and public uses, and similar and accessory uses to the above, may be allowed within the Employment Area where the uses are determined to be
 - (A) compatible and appropriate,
 - (B) subordinate to the principle office or employment use on the site, and
 - (C) consistent with the purpose of this area.
- (b) The general categories of uses identified under (a) above shall be refined through the land use districts applied within the Employment Area.

(2) Development within the Employment Area

- (a) Each building on a site should comprise an office or other employment related use that is considered to be compatible and appropriate within the context of a high quality business park.

- (b) Local commercial uses, institutional uses and recreational uses should
 - (i) only locate within the principle office or employment-related building, and
 - (ii) be small-scale and ancillary to the principle office or employment-related use.
- (c) Development adjacent to the LRT station should be designed to accommodate and facilitate pedestrian access to and from the station.

5.2 Industrial / Business Area

5.2.1 Purpose

The purpose of this area is to provide for industrial development on three separate sites (A, B, and C) within the Plan area as shown on the Land Use Concept Map. Area A, located immediately north of the LRT station, received land use approval prior to the adoption of this Plan and the district applied to this site will accommodate a wide range of industrial uses. The policies recognize this existing situation but also encourage and support the transition of the area toward higher intensity, office oriented development in recognition of its strategic location next to the LRT station. Site B, located in the central portion of the Plan area, will accommodate a select range of industrial uses, including offices, considered to compliment and support the surrounding employment oriented development pattern. Area C, at the eastern end of the Plan area, will accommodate a broad range of industrial uses.

5.2.2 Policies

(1) Composition of Industrial/Business Area

- (a) Subject to the policies of this plan,
 - (i) the predominant use of land within the Industrial/Business Area shall be
 - (A) light industrial uses, and
 - (B) office and employment-related uses, and
 - (ii) medium industrial uses, institutional uses, recreational uses, public uses and similar and accessory uses to the above may also be allowed within the Industrial/Business Area where the uses
 - (A) are considered to be compatible and appropriate
 - (B) are consistent with the purpose of the area, and

- (C) complement and support the employment and industrial function of the area.
- (b) The general categories of uses identified under (a) above shall be refined through the land use districts applied within the Industrial/Business Area.

(2) Development within the Industrial/Business Area

- (a) Development within Area A shall comprise a wide range of industrial uses in recognition of the existing land use districts in effect at the time of approval of this Plan.
- (b) Notwithstanding (a), in recognition of the proximity of Area A to the future LRT station, the transition of this area toward higher intensity, employment oriented development shall be encouraged and supported subject to a specific analysis of the development proposal.
- (c) Development within Area B shall comprise of select range of industrial uses, including offices, that support the employment function of the area and are considered compatible and appropriate in the context of a high quality business park.
- (d) Development within Area C shall comprise of a wide range of industrial uses considered to be compatible and appropriate in relation to the adjacent development pattern.

5.3 Mixed Use Area

5.3.1 Purpose

The purpose of this area is to provide for comprehensively planned and developed mixed use projects. The area consists of two sites. Site D, located on the west side of the Plan Area, will accommodate predominately office and retail uses within a pedestrian-oriented “town center” design format. Site E, located on the east side of the Plan Area, will also accommodate office and retail use as well as hotels and motels serving the Calgary International Airport.

5.3.2 Policies

(1) Composition of Mixed Use Area

- (a) Subject to the policies of this plan,
 - (i) the predominant use of land within the Mixed Use Area shall be

- (A) retail commercial uses,
- (B) service commercial use including hotels and motels, and
- (C) office and employment-related uses, and
- (ii) institutional uses, recreational uses and public uses, and similar and accessory uses to the above, shall also be allowed within the Mixed Use Area where determined to be compatible and appropriate.
- (b) The general categories of uses identified under (a) above shall be refined through the land use districts applied within the Mixed Use Area.

(2) Development within Mixed Use Area

- (a) Within Area D of the Mixed Use Area
 - (i) a maximum of 8,498 square metres (91,476 square feet) of gross floor area may be developed for uses other than office uses or other employment-related uses, and
 - (ii) an analysis shall be submitted to the satisfaction of the Development authority demonstrating compliance with (i).
- (b) Within Area E of the Mixed Use Area, a variety of service commercial uses, including hotels and motels servicing the Calgary International Airport should be encouraged and allowed.

5.4 Commercial Area

5.4.1 Purpose

The purpose of this area is to provide for retail and service commercial development on a site that received land use and development permit approval prior to the preparation of this Plan. As such, the policies recognize and support the existing development pattern. The Commercial Area will serve the Aurora Business Park and the surrounding residential communities, and will complement the LRT station to the east.

5.4.2 Policies

(1) Composition of Commercial Area

- (a) Subject to the policies of this plan,

- (i) retail commercial uses and service commercial uses shall be the predominant use of the land within the Commercial Area,
 - (ii) office and employment uses shall be encouraged and supported within the context of the retail commercial development in the Commercial Area, and
 - (iii) institutional uses, recreational uses, public uses, and similar and accessory uses to the above may also be allowed within the Commercial Area where determined to be compatible and appropriate.
- (b) The general categories of land uses identified under (a) above shall be refined through the land use districts applied within the Commercial Area.

(2) Development Within Commercial Area

The land use districts and the development that existed within the Commercial Area at the time of adoption of the ASP shall be considered to comply with this plan.

5.5 Open Space Area

5.5.1 Purpose

The purpose of this area is to provide for predominantly passive recreational uses on reserve lands located along West Nose Creek and within the Aurora Business Park. The area will accommodate the regional pathway, linking the Harvest Hills community to the north, confluence Park to the south, the LRT station and various localized destination within the Business Park. The area will include educational and interpretive amenities and will protect those natural and archaeological features deemed significant.

5.5.2 Policies

(1) Composition of the Open Space Area

- (a) Subject to the policies of this plan,
- (i) active and passive recreational amenities, including regional pathways and interpretive, archaeological and educational signage and features on public reserve land, shall be the predominant use of land within the Open Space Area, and
 - (ii) public utilities including stormwater facilities; shall also be allowed where determined to be compatible and appropriate.

Land Use Areas

The general land use as identified under (a) shall be refined through the land use districts applied within the Open Space Area.

(2) Development Within the Open Space Area

Archaeological features within the Open Space area, including, but not limited to First Nations cultural and settlement artifacts, shall be conserved, restored and / or recognized, where deemed appropriate by the City of Calgary Parks Department and applicable stakeholders.

6.0 DENSITY POLICIES

6.1 Density Limits

6.1.1 Purpose

The purpose of these policies is to identify the maximum density allowed for various land uses within the Plan area. This density will be expressed in the form of a floor area ratio (FAR) allowed on a site. In order to achieve the desired employment concentrations, office and employment uses will be allocated a density of a 1.0 FAR and industrial uses a density of between 0.5 FAR and a 1.0 FAR. The density of other land uses will be determined on a case-by-case basis, having regard to such matters as transportation capacity, market viability and development compatibility. However, in allocating density, the highest priority will be given to office and employment uses.

6.1.2 Policies

(1) Maximum Density of Development

- (a) The maximum floor area ratio allowed on a site shall be
 - (i) 1.0 FAR for offices, and
 - (ii) 1.0 FAR for industrial uses located within Area B and 0.5 FAR for districts uses located with Areas A and C of the Industrial/Business Area.
- (b) The maximum FAR for other uses shall be as identified in the land use district applied to a site having regard to
 - (i) the primacy of office and employment related uses throughout the Plan area,
 - (ii) any limits on density that exist given the capacity of the transportation network,
 - (iii) the planning rational that underlies the use, and
 - (iv) the density required to support the market viability of that use.
- (c) Notwithstanding (a), the density for office or employment-related uses may be increased above a 1.0 FAR subject to a site specific evaluation of the project.

Density Policies

(2) Green Building Technology

- (a) Green building technology and construction shall be encouraged and supported throughout the Plan area.
- (b) Subject to a site specific evaluation, as an incentive to achieving green building technology or construction additional density may be allocated to a development project where such technology or construction is introduced.

7.0 RESERVE POLICIES

7.1 Reserve Dedication

7.1.1 Purpose

The purpose of these policies is to provide a framework for the dedication of environmental reserve (ER) and municipal reserve (MR) within the Plan area. ER will be dedicated in accordance with the provisions of the *Municipal Government Act* to protect wetlands and natural habitat along West Nose Creek. Municipal reserve will be dedicated as land to augment the environmental reserve where necessary and to accommodate regional pathway connections. MR will be provided as money-in-place of land in all other situations.

7.1.2 Policies

(1) Environmental Reserve

ER should be dedicated through the subdivision process to protect and enhance the West Nose Creek open space corridor and natural wetlands within the Plan area, and in accordance with the provisions of the *Municipal Government Act*.

(2) Municipal Reserve

- (a) MR should be dedicated as land through the subdivision process to augment ER and to accommodate the regional pathway system as determined necessary
- (b) In other situations, MR should be paid as money-in-place of land to the reserve fund in the full amount owing.



8.0 TRANSPORTATION POLICIES

8.1 Road Network

8.1.1 Purpose

The purpose of these policies is to address the function and design of the road network within the Aurora Business Park. The road network bordering and within the park consists of regional roads (Deerfoot Trail NE, 96 Avenue NE), which provide critical links for traffic to and through the area; perimeter roads (Harvest Hills Boulevard NE, Beddington Trail NE), which accommodate traffic to and from the park; and, internal roads, which circulate traffic within the park. The alignment of these perimeter and internal roads is shown on the Land Use Concept Map. The internal roads are to be developed to a high standard consistent with the image and function of a business and employment area.

8.1.2 Policies

(1) Internal Roads Alignment

The internal roads within the Plan area should be aligned as shown on the Land Use Concept Map.

(2) Road Standards

The road standards within the Plan area should provide for:

- (i) sidewalks on both sides of the street
- (ii) treed boulevards on both sides of the street, and
- (iii) pedestrian-scale lighting.

8.2 Pedestrian and Bicycle Circulation

8.2.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian and bicycle circulation within the Aurora Business Park ASP, to the LRT station, and to adjacent residential areas, by means of regional and local trails, pathways, sidewalks, and other features. Regional pathways are intended to create connections through the area and within corridors such as West Nose Creek. Local trails, pathways, sidewalks and walkways, should combine to form an interconnected system throughout the area that is pedestrian, bicycle and transit supportive.

8.2.2 Policies

(1) Regional Pathways

- (a) The regional pathway should
 - (i) generally be aligned as shown on the Land Use Concept Map,
 - (ii) wherever possible, be located within reserve land, and
 - (iii) be located to the satisfaction of the Parks Department.
- (b) Where the regional pathway cannot be located within reserve land, it may locate within a road right-of-way in the form of a pathway constructed in place of a sidewalk.

(2) Sidewalks and Walkways

The regional pathway connection on the east side of the Plan area between West Nose Creek and 96 Avenue should be constructed as soon as possible as a condition of subdivision approval.

- (a) Sidewalks and walkways should be located to
 - (i) accommodate short, convenient and direct pedestrian connections to reserve land, the regional pathway system and transit bus stops,
 - (ii) promote walking, cycling and transit use, and
 - (iii) create direct and efficient pedestrian routes with commercial, office and other higher intensity development areas.

(3) Building and Site Design

- (a) Sites should be situated and designed to provide direct pedestrian and bicycle connections to building entrances from regional pathways, walkways, and transit stops.
- (b) Developers should be encouraged to provide locker rooms and shower facilities within buildings for employees using regional pathways, walkways and sidewalks to commute to work.

8.3 Public Transit

8.3.1 Purpose

Transit service plans for the area includes the development of direct, cross-town bus route connections to the future LRT station area within the Aurora Business Park ASP area. Transit bus services will facilitate access from major transit corridors serving commuters living in the surrounding residential communities and working within the Plan area.

8.3.2 Policies

(1) Transit Service

- (a) Transit service requirements should be achieved, through the provision of:
 - (i) direct roadway connections that facilitate the efficient operation of transit bus service,
 - (ii) sidewalks along both sides of roads that are identified for transit bus service, and
 - (iii) walkway connections that allow pedestrians to access bus service from areas not directly serviced by transit.
- (b) Buildings and parking areas should be located and oriented to minimize the walking distance to transit bus zones.

(2) Transit Stop Distribution

Transit bus zones should be located to:

- (i) minimize walking distances from business development,
- (ii) serve higher density commercial and business-related development directly, and
- (iii) facilitate convenient transit service.

(3) Transit Routes

The transit routes should:

- (i) be identified at the Outline Plan/Land Use Approval stage, and
- (ii) provide direct service to commercial and higher density business-related development.

(4) Transit Shelters

Transit shelters should be located at transit stops, particularly at those stops serving commercial and higher intensity business-related development.

9.0 SERVICING POLICIES

9.1 Utility Services

9.1.1 Purpose

The purpose of these policies is to provide for a suitable level of utility servicing within the Aurora Business Park. Any development within the area will need to be fully-serviced with piped municipal utilities (water, sanitary sewer and stormwater) as well as shallow utilities (gas, electrical, telecommunications). Utilities will need to be constructed in sequence as development proceeds, and rights-of-way and easements will need to be acquired to accommodate the extension of utility services through a site. The Servicing Map (Map 3) identifies the general location of the waterworks, sanitary sewer and stormwater utility systems within Aurora Business Park.

9.1.2 Policies

(1) Municipal Utilities

- (a) Development within the Aurora Business Park ASP area shall be serviced with municipally piped water, sanitary sewer and stormwater utilities.
- (b) The alignment and capacity of water distribution and feeder mains, sanitary sewer trunks and mains and storm sewer trunks and mains should be to the satisfaction of The City.
- (c) Utility rights-of-way and easements shall be required to accommodate municipal utilities within a site as determined necessary.

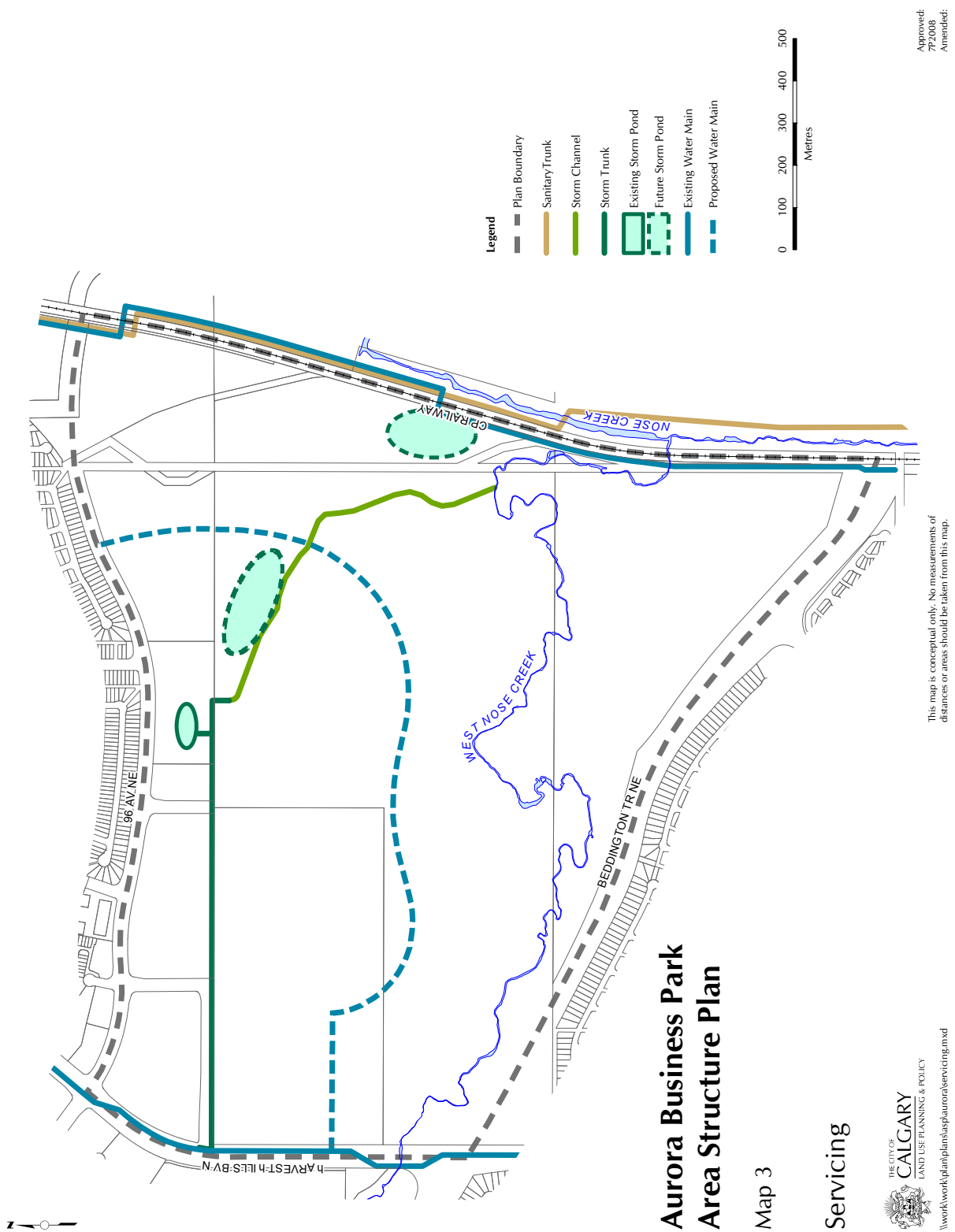
(2) Shallow Utilities

- (a) Development within the Aurora Business Park shall be serviced with shallow utilities.
- (b) The location of shallow utilities and the provision of related line assignments, easements and rights-of-way, should be addressed to the satisfaction of the utility companies.
- (c) Utility rights-of-way and easements shall be provided to accommodate shallow utilities within a site as determined necessary.

(3) Best Management Practices for Stormwater Management

- (a) “Best Management Practices” and alternatives for stormwater quality and quantity enhancement should be introduced with regard to the following:
 - (i) developing stormwater facilities with a preference for source controls as opposed to end-of-pipe solutions, and
 - (ii) introducing naturalized methods, such as wetlands and bio-swales to mitigate the effects of stormwater run-off on Nose Creek as opposed to hard engineering measures.
- (b) The stormwater management system should introduce mitigation measures where determined appropriate to address the potential impact on the water quality of existing wetlands and West Nose Creek and conform to the Aurora Business Park Master Drainage Plan.

Map 3: Servicing





10.0 DEVELOPMENT STAGING POLICIES

10.1 Staging

10.1.1 Purpose

The purpose of these policies is to ensure that urban growth within the Aurora Business Park area proceeds in an efficient and economical manner and that the responsibilities for financing growth are coordinated and clearly established.

10.1.2 Policies

(1) Logical Development and Servicing Sequence

A subdivision plan or development permit application shall provide for the logical and contiguous extension of utility and transportation infrastructure.

(2) Financing of Development

Unless otherwise provided for through a policy within this Plan, any expenditure for facilities or improvements proposed within the plan shall be funded in accordance with the standard practice for land development in effect at the time the facilities or improvements are being considered.

(3) Financing by The City

- (a) Any public expenditure for improvements or municipal programs proposed within this Plan to be funded by The City shall be:
 - (i) subject to The City's capital budgeting priorities and approval process, and
 - (ii) evaluated in relation to the needs of other areas and city-wide spending priorities.

(4) Financing by Developer

- (a) A developer, as and when subdivision and development proceeds on a parcel of land, and in accordance with the Standard Development Agreement in place at the time, shall pay an appropriate share of the costs of infrastructure required to service a site.
- (b) Where a developer finances the cost of extending infrastructure that would normally be financed by an adjacent developer, an endeavour

Development Staging Policies

to assist from the benefiting developer should be provided for in accordance with the Standard Development Agreement.

- (c) Where a developer finances the cost of extending infrastructure that would normally be financed by The City, The City shall enter into a servicing and financing agreement with the developer that details the facilities to be constructed and the method and timing of cost-recovery to the developer.
- (d) Each developer shall pay applicable acreage assessments.

11.0 INTERPRETATION

11.1 General Definitions

The following general definitions shall apply:

- (1) Approving Authority means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the context implies;
- (2) Calgary Planning Commission means the Calgary Municipal Planning Commission constituted pursuant to the Municipal Planning Commission Bylaw;
- (3) Council means the Council of The City of Calgary;
- (4) Entranceway Road means a major, expressway or freeway standard road that provides access and egress to and from the Aurora Business Park ASP area and includes Deerfoot Trail NE and 96 Avenue NE.
- (5) Gross Developable Area means the area of a site being subdivided, excluding environmental reserve, expressways, freeways and interchange lands, and any lands purchased by The City;
- (6) Internal Road means an industrial major road, standard road, or other type of road that provides internal access to sites within the Aurora Business Park ASP area and connections to the regional road network;
- (7) Net Developable Area means the area of site that is being developed;
- (8) Regional Road means a major road, expressway or freeway that accommodates traffic flows to or through the Aurora Business Park ASP area and includes Deerfoot Trail NE, 96 Avenue NE, Harvest Hills Boulevard NE and Beddington Trail NE.

11.2 Land Use Definitions

The following land use definitions shall apply:

- (1) Accessory Use means the use of land, buildings or structures for a purpose that is incidental or subordinate to the principle use of the site;
- (2) Employment Related Use means a use, other than an office, that by its nature is employment intensive and determined to be compatible and appropriate in the context of a higher quality, fully-serviced business park and may include, but is not limited to, such uses as manufacturing plants, colleges and laboratories.
- (3) Light Industrial Use means the use of land, buildings or structures for the purpose of manufacturing, processing, fabricating, assembly, warehousing, storage and distribution of goods or materials that does not create conditions that are determined to have a significant adverse impact or are dangerous beyond the boundaries of the site by way of noise, odours, airborne emissions, outdoor lighting or vibration, conducts its operation primarily within an enclosed building and is not dependant to a significant extent upon outdoor storage of goods or materials as part of its operation, and may include, but is not limited to, indoor storage depots, warehouses, distribution centres and laboratories;
- (4) Institutional Use means the use of land, buildings or structures for the purpose of religious, charitable, educational, health, welfare or correctional activities and may include, but is not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities, medical clinics, cemeteries, and day-care centres;
- (5) Local Commercial Use means the use of land, buildings or structures for the purpose of providing retail goods and services on a limited scale to primarily local employees or patrons in the area and may include, but is not limited to, restaurants, convenience stores, service stations and gas bars, and financial institutions;
- (6) Medium Industrial Use means the use of land, buildings or structures for the purpose of manufacturing, processing, fabricating, assembly, warehousing, storage or distribution of goods or materials that may create moderate impacts beyond the boundaries of the site by way of noise, odours, airborne emissions, outdoor lighting or vibration, conduct specific activities outside of an enclosed building or requires outdoor storage of goods and materials that cannot be reasonably mitigated through screening or other measures, and may include, but is not limited to, cleaning, servicing, testing, and repairing operations, manufacturing plants and processing plants;

- (7)** Office Use means the use of land, buildings or structures for the purpose of conducting executive, professional, research, administrative or similar affairs of business including ancillary services for office workers, and may include but is not limited to, administrative offices, consultants offices and research offices;
- (8)** Public Use means the use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities, and public facilities;
- (9)** Recreational Use means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds;
- (10)** Retail Commercial Use means the use of land, buildings or structures for the purpose of selling retail goods and services to the final consumer, and includes the storage of merchandise on or about the premises in quantities sufficient to supply the establishment, but does not include secondary commercial uses as defined herein, and may include, but is not limited to grocery stores, department stores, restaurants, automotive repair centres, entertainment facilities, and financial institutions;
- (11)** Secondary Commercial Use means the use of land, buildings or structures for the purpose of providing retail goods, services or entertainment to the final consumer that by its nature requires extensive indoor or outdoor areas for storage or display or carrying out the activity, entertainment or service and may include, but is not limited to, warehouse stores, automotive sales and rentals and bingo halls;
- (12)** Service Commercial Use means the use of land, buildings or structures for the purpose of providing goods and services to the travelling public on sites dependent upon exposure and efficient access from roads carrying higher volumes of traffic and may include, but is not limited to, hotels, motels, restaurants, service stations, and convenience grocery stores;
- (13)** Similar Use means the use of land, buildings or structures for a purpose that is similar in form or function to a use identified within a land use area shown on the Land Use Concept map within the Plan but does not meet the definition of that use in all respects.



Appendices

Aurora Business Park Area Structure Plan



APPENDIX A: ENTRANCEWAY ROAD GUIDELINES

A1. Application

These Design Guidelines apply to sites abutting, or visible, from Deerfoot Trail NE, 96 Avenue NE, Harvest Hills Boulevard NE and Beddington Trail NE. These arterial roads carry higher volumes of traffic and will accommodate development that is highly visible to motorists and the general public. As such, it is necessary to introduce design measures that ensure that this development is visually attractive and creates an appropriate public image. The Design Guidelines are intended to be applied directly by the Subdivision Authority or Development Authority at the time of subdivision or development permit approval.

A2. Information Requirements

In conjunction with an Outline Plan/Land Use Amendment application, subdivision application and / or Development Permit application, plans, cross-sections, elevations and renderings shall be submitted as determined necessary to evaluate the visual impact of a development located on a site abutting an entranceway road.

A3. Guidelines

1. Yard Depth

- (a) Any yard adjacent to an entranceway road (including a service road along the entranceway road) should:
 - (i) be considered to be a front yard,
 - (ii) in the case of a freeway or expressway, be a minimum of 15.0 metres in depth, and
 - (iii) in all other cases, be a minimum of 6.0 metres in depth.
- (b) Notwithstanding (a), the yard requirement adjacent to an entranceway road may be reduced to a minimum of 6.0 metres where:
 - (i) the appearance of a building when viewed from the entranceway road will be visually attractive and promotes a strong and positive image of The City, and

- (ii) the interface between the site and the entranceway road is determined to be compatible and appropriate in terms of screening, fencing, storage and landscaping.
- (c) Unless a side yard is used for vehicular circulation or is relaxed to less than 10 metres in accordance with (b) above, a minimum side yard of 5 metres in width should be provided within 20 metres of a freeway or expressway.
- (d) Only one side yard should be used for vehicular circulation.

2. Visual Screening

- (a) All parking, loading areas, service areas (including outdoor sales lots), mechanical equipment and areas with high levels of vehicular activity should be suitably screened from an entranceway road.
- (b) Screening should comprise of a solid fence, wall, berm or landscaping, or some combination, that limits visibility into a site when viewed from an entranceway or a public road.
- (c) All roof top mechanical equipment should be recessed from the roof edge or screened with architectural elements so that they are not visible from an entranceway or a road.
- (d) Where landscaping or tree planting is used to provide screening, its composition should ensure adequate screening year-round from an entranceway road.
- (e) Screening requirements should take into account any topography and elevation differences that exist.

3. Exterior Fencing

- (a) The fencing between privately-owned land and an entranceway road, or a service road adjacent to an entranceway road, should be compatible and appropriate in term of its quality and design.
- (b) Fences and walls should be constructed of durable materials complementary to the exterior building materials.
- (c) Fences and walls that are greater than 15.0 metres in length should be varied in their design and provide for landscaping to create visual interest.

- (d) Fences and walls that are greater than 2.0 metres in height should be varied in their design and provide for landscaping to create visual interest.
- (e) Fences and walls should not be located within any required landscape area except as decorative landscape elements.
- (f) The maximum height of fences and walls should be 3.0 metres.
- (g) Barbed wire should not be allowed in conjunction with any fence.

4. Outdoor Storage

- (a) Outside storage of goods or materials shall not be allowed on a required yard adjacent to an entranceway road.
- (b) Where outdoor storage may be allowed
 - (i) Materials and sales inventory stored outdoors should be fully screened from entranceway roads,
 - (ii) Service and outdoor storage enclosures should be constructed of materials that match and complement building materials.

5. Landscaping Treatment

- (a) At a minimum, all yards adjacent to an entranceway road should contain continuous landscaping, except for access ways from public thoroughfares.
- (b) Landscaping should be provided to enhance the visual appearance of:
 - (i) pedestrian areas,
 - (ii) building walls,
 - (iii) parking areas, and
 - (iv) vehicular access ways when viewed from an entranceway road.
- (c) Whenever possible, xeriscaping should be encouraged as an alternative to standard landscaping within an industrial site.

6. Built Form

- (a) Building materials adjacent to an entranceway road:
 - (i) be durable and permanent in quality and composition, and

- (ii) require low maintenance.
- (b) Building facades adjacent to an entranceway road should contain architectural elements that provide visual interest and reduce the massing of larger structures.
- (c) Architectural elements under (b) may include:
 - (i) facade modulation (i.e. building intervals that are stepped forward or back 0.5 to 1.5 metres),
 - (ii) facade enhancement (i.e. distinctive roof forms, arcades, reveals, cornices), and
 - (iii) facade articulation (i.e. horizontal articulation of buildings greater than 7.0 metres in height to reduce visual massing).

APPENDIX B: EMPLOYMENT EVALUATION GUIDELINES

B1. Application

These guidelines are intended to assist the Development Authority in evaluating development permit applications for discretionary uses within the Plan area; as well as Council in applying land use districts to sites within the Plan area through the land use redesignation process. The guidelines include an Employment Evaluation Matrix, which identifies the types of uses considered to be important in achieving an employment centre; and, conversely, the types of uses that serve a subordinate or ancillary function or may not be higher employment generating uses.

B2. Information

In conjunction with a development permit application for a discretionary use or a land use redesignation, the following information should be submitted:

- (a) the type of use(s) proposed as identified in the Employment Evaluation Matrix;
- (b) in the case of an employment-related use,
 - (i) the number of employees associated with the use, and
 - (ii) the size and scale of the use;
- (c) in the case of an ancillary/support use.
 - (i) the size and scale of the use in relation to the principle use of the site,
 - (ii) the nature and extent to which the use is considered to support employment,
- (d) in the case of a low employment generating use, an evaluation of the use in relation to
 - (i) the purpose of the area in which it is located,
 - (ii) its compatibility and appropriate with the surrounding development, and

Appendix B

- (iii) the extent to which it meets the overriding objective of creating an employment centre.
- (e) with each discretionary use and / or development permit application, identify the number of jobs created by the proposed use along with a summary of the total number of jobs created to date within the entire Aurora Business Park area at the time of the proposed application.

B3.1 Guidelines

EMPLOYMENT EVALUATION MATRIX		
Land Use	Employment Related Use	Ancillary/Support Use
Accessory food services	No	Yes
Accessory uses	No	Yes
Ancillary commercial uses	No	Yes
Athletic and recreational facilities	No	Yes
Catering service	No	Yes
Child care facilities	No	Yes
Cleaning, servicing, testing or repairing	Yes	No
Commercial schools	Yes	No
Convenience store	No	Yes
Drinking establishments	No	Yes
Entertainment establishments	No	Yes
Financial institutions	No	Yes
Grocery establishments	No	Yes
Grocery stores	No	Yes
Hotels and motels	Yes	Yes
Laboratories	Yes	No
Liquor stores	No	Yes
Manufacturing, fabricating, processing, assembly, disassembly, production or packaging of materials, goods or products	Yes	No
Mechanical reproduction and printing establishments	Yes	No

EMPLOYMENT EVALUATION MATRIX		
Land Use	Employment Related Use	Ancillary/Support Use
Motion picture production facilities	Yes	No
Outdoor cafes	No	Yes
Offices	Yes	No
Parking areas and structures	No	No
Power generation facility, small-scale	No	No
Power generation facility, mid-scale	No	No
Private clubs and organizations	No	No
Personal service business	No	Yes
Printing establishments	Yes	Yes
Public and quasi-public buildings	No	No
Radio and television studios	Yes	No
Restaurant – food service only	No	Yes
Restaurants – licensed	No	Yes
Retail stores	No	Yes
Retail food stores	No	Yes
Signs – class 1	No	No
Special function tents	No	No
Take out food services	No	Yes
University and colleges, provincial training facilities	Yes	No
Vehicle Sales and Service	No	No
Veterinary clinics	Yes	No

Notes:

- (1) The table is to be used as a guide only in making decisions on development permit applications for discretionary uses and land use redesignation applications. It does not supersede the decision-making authority of Council, the Development Officer or the permitted and discretionary uses in an applicable land use district.

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- (2) Where an use is not considered to be on employment-related use or an ancillary/support use, it should be considered to be a low employment generating use.
- (3) Where a use is not identified in the matrix, it will need to be evaluated on its merits.

APPENDIX C: DESIGN GUIDELINES

C1. Application

The purpose of these policies is to provide for a suitable and compatible site and building design within the Aurora Business Park ASP area, to be reviewed at the Development Permit Stage. A developer will be required to provide plans and other supporting information to demonstrate that the layout of the site and the architecture of the buildings are acceptable.

C2. Guidelines

1. Site Design and Building Design

The design, layout and relationship of a site shall be compatible, functional and appropriate. The design, character and appearance of a building shall be compatible and visually attractive. Green building technology including, but not limited to energy, and stormwater best management practices shall be encouraged within the plan area in accordance with evolving technologies and practices, and supporting City policies and principles.

2. Design Analysis

In conjunction with:

- (i) an Outline Plan/Land Use application to accommodate a specific development on a site, or
- (ii) a development permit application

Plans and supporting information, including, if required, architectural renderings and building elevations, should be submitted as determined appropriate in order to demonstrate compliance with (1) and (2) above.

3. Design Review

With each tentative plan and development permit application a site concept plan shall be submitted which shall identify

- (a)
 - (i) anticipated building use,
 - (ii) building footprints, orientation and all yard requirements,
 - (iii) parking areas,
 - (iv) vehicle access / egress,
 - (v) internal roads,
 - (vi) servicing between parcels,
 - (vii) outside storage,
 - (viii) open space and any public amenity space,
 - (iv) landscaping,
 - (x) pedestrian circulation to / from within the site, and
 - (xi) any additional information determined necessary by the Approving Authority.
- (b) The required concept plan in (a) above shall be resubmitted and updated, as required by the Approving Authority, with each subsequent development permit application.
- (c) Building design shall include
 - (i) front facades which incorporate architectural details that add visual interest and de-emphasize the building mass and scale to the satisfaction of the Approving Authority;
 - (ii) all facades visible from a major roadway or expressway, and visible to the public from within the land use area, shall be architecturally treated to a similar standard as the front facade;
 - (iii) loading areas, ancillary storage, utility meter, garbage collection and compaction, or other such services shall be incorporated into the overall design of the building(s) and landscaping so that the visual impacts are screened and minimized;
 - (iv) all roof top mechanical equipment shall be screened from public view or enclosed to the satisfaction of the Approving Authority;

- (v) where a site abuts a residential district the treatment of the interface, including, but not limited to visual screening, facade treatment and landscaping shall be to the satisfaction of the Approving Authority; and
 - (vi) all yards abutting 96 Avenue NE shall be bermed and landscaped to a minimum depth of 7.5 metres in a manner satisfactory to the Approving Authority.
- (d) Parking lot landscaping shall include
- (i) in addition to the requirements of the City of Calgary Land Use Bylaw, 1.85 square metres of additional landscaping shall be provided per parking stall with a minimum of 1 tree per 15 parking stalls, and
 - (ii) the additional landscaping required above (i) may be hard landscaping where, to the satisfaction of the Approving Authority, the landscaping provided services to reduce the visual impact of the parking lot or is deemed to be a public amenity space.
- (e) Pedestrian connections shall include
- (i) walking distances between building entrances shall be minimized;
 - (ii) a continuous pedestrian route between buildings shall be achieved through the use of sidewalks or clearly defined walkways;
 - (iii) all pedestrian connections should be enhanced through the use of architectural streetscape elements which may include, but are not limited to, decorative walls, colonnades, archways, landscaping and special walkway lighting.
- (f) Front yard shall include
- (i) any yard abutting a public thoroughfare or public park shall be considered a front yard.
- (g) Commercial uses shall include
- (i) drive in or drive through facilities fronting onto any street shall not be permitted, but may be considered on a limited basis, located at the rear of buildings, where permitted and designed to minimize visual impact.

- (h) Wayfinding / Orientation / Connectivity shall include
 - (i) road patterns and pedestrian routes shall be designed to facilitate wayfinding;
 - (ii) use of elements for orientation such as clock towers, flag poles and such shall be included in plans, such that they are visible and identifiable.

4. Development Within The Employment Centre Area

- (i) within any building, the total gross floor area of all support commercial uses located within the building should not exceed 10 percent of the gross floor area;
- (ii) all facades visible shall incorporate architectural details that add visual interest and de-emphasize the building mass and scale to the satisfaction of the Approving Authority;
- (iii) no outdoor storage shall be permitted;
- (iv) loading areas, utility meter, garbage collection and compaction, or other such services shall be incorporated into the overall design of the building(s) and landscaping so that the visual impacts are screened and minimized.

5. Development Within The Mixed-Used Area

- (i) all roof top mechanical equipment shall be screened from public view or enclosed to the satisfaction of the Approving Authority;
- (ii) drive in or drive through facilities shall not be permitted within the Transit Oriented Development Area;
- (iii) walking distances between building entrances shall be minimized;
- (iv) a continuous pedestrian route between buildings shall be achieved through the use of sidewalks or clearly defined walkways;
- (v) all pedestrian connections should be enhanced through the use of architectural streetscape elements which may include, but are not limited to, decorative walls, colonnades, archways, landscaping and special walkway lighting.

6. Development of Town Centre Area Within the Westerly Mixed Used Area

- (a) buildings shall be oriented to the street, facing the sidewalk, with pedestrian access to the building provided at street level, to create a pedestrian oriented streetscape;
- (b) active building frontages, pedestrian oriented entrances and the placement of glazing, and other visual interest, is encourage to contribute to a safe and active environment;
- (c) buildings should include community gathering areas;
- (d) parking should be located to the rear of buildings;
- (e) where appropriate, provide breaks in the building frontage in order to create publicly accessible plazas, court yards, and other public gathering areas;
- (f) signage that conflicts with the general character of the pedestrian oriented streetscape, or the architecture of the building on which they are located, should be avoided;
- (g) signage should not protrude above the roofline of a building;
- (h) pedestrian, cycling and walkway connections should be provided to all areas within the Mixed Use Area and to surrounding areas;
- (i) rooftop equipment should be integrated into the design of the building to minimize its visual impact;
- (j) encourage roof gardens or vegetated roof surfaces that capture rainwater and return a portion of it back to the atmosphere via evapotranspiration so that stormwater runoff is reduced;
- (k) ensure that the design of the rear facade of mixed use, retail and commercial buildings is an equal quality to the design of the front facade of the building;
- (l) street trees shall be an integral component in the design of the Mixed Use area;
- (m) buildings should be designed to step back away from street corners;

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- (n) landscape all areas of a parcel not required for buildings, vehicle access, parking, loading or garbage enclosures;
- (o) design outdoor lighting to prevent light intrusion beyond the site.

ATTACHMENT 1: CITY OF CALGARY INTEGRATED LAND USE AND MOBILITY PLAN

1.0 OVERVIEW

Three key sources of information were reviewed to develop the Sustainability Principles, incorporated within the Integrated Land Use and Mobility Plan. They are 1) Smart Growth (as defined by the two Smart Growth Networks in the US and in Canada; 2) current City of Calgary policy including the Municipal Development Plan and the Calgary Transportation Plan; and, 3) the imagineCALGARY Long Range Urban Sustainability Plan which in turn used the Melbourne Principles to guide the project.

The imagineCALGARY Long Range Urban Sustainability Plan includes goals and targets that provide additional direction and clarity to the Sustainability Principles. By incorporating the specific targets created through imagineCALGARY, the Sustainability Principles will offer more direction and create a “made-in-Calgary” approach to the broadly recognized Smart Growth principles. The Melbourne Principles, adopted by Council, were used to guide the imagineCALGARY project.

The Sustainability Principles should be considered as a whole and are not to be selectively used as individual statements. Individually, they do not provide an integrated, systems-based framework for analysis which is required to achieve sustainability.

Each Sustainability Principle identified below, 1.1 identifies the principle, its components and includes a reference to which section(s) of the Plan specifically address the principle.

1.1 Sustainability Principles

The City of Calgary Sustainability Principles are

PRINCIPLE 1: Create a range of housing opportunities and choices.

Provide a mix of housing types and ownerships, in the same neighbourhood, to allow residents to live affordably in the same community throughout their lives. A mix of housing creates a more adaptable and resilient community fabric as it is able to respond to demographic changes such as aging populations, empty nesters and smaller households.

This principle is not addressed by the Plan as the entire Plan area is located within the 30 Noise Exposure Contour, as identified in the Calgary Airport Vicinity Protection Act, which prohibits residential development.

PRINCIPLE 2: Create walkable environments.

Create pedestrian-friendly environments with an interconnected street network to ensure walkable access to commercial and public services and amenities. Streets and arterials are designed for walking, cycling, transit access and cars. Neighbourhoods are sufficiently compact with mixed uses to provide sustained transit service.

This principle is specifically addressed by the following sections of this Plan:

- (a) Section 3.0: Vision, Principles and Goals
- (b) Section 5.0: Land Use Areas – all land use area policy sections.
- (c) Section 8.0: Transportation Policies

PRINCIPLE 3: Foster distinctive, attractive communities with a strong sense of place.

Create distinctive, high quality communities designed with architectural and natural elements that reflect local conditions and the values of the residents.

This principle is specifically addressed by the following sections of this Plan:

- (a) Section 3.0: Vision, Principles and Goals
- (b) Section 5.1: Employment Centre Area
- (c) Section 5.2: Industrial / Business Area

- (d) Section 5.3: Mixed Use Area
- (e) Section 5.4: Commercial Area
- (f) Appendix A: Entranceway Road Guidelines
- (g) Appendix C: Design Guidelines

PRINCIPLE 4: Provide a variety of transportation options.

Couple a multi-modal approach to transportation with supportive development patterns to create a variety of transportation options. This includes; increasing the availability of high quality transit service, creating resiliency and connectivity within the road networks and ensuring connectivity between pedestrian, bike, transit and road facilities.

This principle is specifically addressed by the following sections of this Plan:

- (a) Section 3.0: Vision, Principles and Goals
- (b) Section 5.1: Employment Centre Area
- (c) Section 5.2: Industrial / Business Area
- (d) Section 5.3: Mixed use Area
- (e) Section 8.0: Transportation Policies

PRINCIPLE 5: Preserve open space, agricultural land, natural beauty and critical environmental areas.

Maintain and restore ecosystem functions. Respect the natural functions of the landscape, particularly working agricultural land, watersheds and aquatic habitats. Design communities to integrate natural systems with human activities, placing high value on community access to natural systems and parks.

This principle is specifically addressed by the following sections of this Plan:

- (a) Section 5.5: Open Space Area
- (b) Section 7.0: Reserve Policies

PRINCIPLE 6: Mix land uses.

Mix land use by having homes, businesses, schools and recreational opportunities in closer proximity. This will provide the opportunity for alternatives to driving such as walking and biking while increasing transit viability. This can also enhance the vitality and perceived security of an area by increasing the number of people on the street. Mixed land use is the key to achieving more complete communities.

This principle is specifically addressed by the following sections of this Plan:

- (a) Section 3.0: Vision, Principles and Goals
- (b) Section 5.0: Land Use Areas – all land use area policy sections.

PRINCIPLE 7: Strategically direct and manage redevelopment opportunities within existing areas.

Direct redevelopment towards and within existing areas to create and enhance places in existing communities, while preserving stable areas and valuing existing community context. Strategic intensification makes more efficient use of existing infrastructure and increases transit efficiency. This principle is not specifically addressed as this is a new, developing employment node.

PRINCIPLE 8: Support compact development.

Compact development supports transit viability and modes of travel other than the automobile. It also allows for the preservation of open space and more efficient use of infrastructure.

This principle is specifically addressed by the following sections of this Plan:

- (a) Section 3.0: Vision, Principles and Goals
- (b) Section 5.1: Employment Centre Area
- (c) Section 5.3: Mixed Use Area
- (d) Section 5.4: Commercial Area
- (e) Section 5.5: Open Space Area

PRINCIPLE 9: Connect people, goods and services locally, regionally and globally.

Connectivity of all modes of transportation locally, regionally and globally, ensures a more effective and efficient transportation system for people, goods and services.

This principle is specifically addressed by the following sections of this Plan:

- (a) Section 3.0: Vision, Principles and Goals
- (b) Section 5.1: Employment Centre Area
- (c) Section 5.2: Industrial / Business Area
- (d) Section 5.3: Mixed Used Area
- (e) Section 5.4: Commercial Area
- (f) Section 8.0: Transportation Policies

PRINCIPLE 10: Provide transportation services in a safe, effective, affordable and efficient manner that ensures reasonable accessibility to all areas of the city for all citizens.

Transportation services and infrastructure should be delivered in a cost-effective and energy efficient manner. The transportation system should provide citizens with safe, barrier-free access to services that supply reasonable access to all areas of the city. Optimally designed and operated transportation systems help to improve the quality of life for citizens, support economic development and protect environmental health.

This principle is specifically addressed by the following sections of this Plan:

- (a) Section 3.0: Vision, Principles and Goals
- (b) Section 5.0: Land Use Areas
- (c) Section 8.0: Transportation Policies

PRINCIPLE 11: Utilize green infrastructure and buildings.

Utilizing the ecological services provided by the environment will reduce community and environmental impacts as well as private, public, and taxpayer costs of development and infrastructure. Green infrastructure can include energy solutions such as co-generation or renewable energy and water solutions such as stormwater retention and recharge. Green buildings including but not limited to externally certified standards such as LEED (Leading in Energy and Environmental Design), BOMA Go Green for commercial buildings and Built Green™ for residential applications.

This principle is specifically addressed by the following sections of this Plan:

- (a) Section 3.0: Vision, Principles and Goals
- (b) Section 9.0: Servicing Policies
- (c) Section 6.0: Density Policies
- (d) Appendix C: Design Guidelines







