
NORTHEAST COMMUNITY 'A' AREA STRUCTURE PLAN

PART II COUNTRY HILLS STATION AREA PLAN

**2009 July 13
Bylaw 26P2009**



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The maps in the Station Area Plan were prepared by IBI Group (Calgary), the planning consultants for the Country Hills Station Area project.

The formulation of the Station Area Plan represented a co-operative exercise undertaken with the developer, La Caille North Point Inc.

**NORTHEAST COMMUNITY ‘A’
AREA STRUCTURE PLAN**
Part II
**COUNTRY HILLS
STATION AREA PLAN**

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Executive Summary

EXECUTIVE SUMMARY

The Station Area

The Country Hills Station Area (the “Station Area”) is the heart of the northeast residential growth sector - an extensive area that will accommodate over 70,000 people in five communities and includes an adjacent employment corridor to the west. The Station Area comprises some 100 hectares of land located on both sides of 60 Street NE and the Light Rail Transit (LRT) line and it extends outward from the LRT station in an 600 metre radius (7.5 minute walking distance) in all directions. Notably, this area is governed by the Northeast Community “A” Area Structure Plan, which identifies it as a transit oriented development (TOD) node containing:

- a commercial town centre
- medium to high density residential sites
- offices and other employment-related uses
- civic uses, including a structured park-n-ride facility, a library, and a high school
- naturalized parks and formally landscaped squares and plazas

The Project

An Outline Plan and Land Use Amendment application has been submitted for the portion of the Station Area located west of 60 Street NE. The subject site contains about 64 hectares of land, and includes the commercial town centre, an adjacent mixed use area and two residential neighborhoods. The design for the site is comprehensive and well-conceived, and is consistent with the policies of the ASP.

The Form Based Controls

Given the importance of the Station Area to the northeast residential growth sector, a special approach for dealing with the subdivision and development of land within the area west of 60 Street NE is being introduced - termed a “Station Area Plan”. This plan contains form-based policies that address such design matters as the land use pattern, block layout, street network, development intensity, parking requirements, building envelopes and open space system. The plan places a strong emphasis on built form and the quality of the public realm and contains maps, tables and diagrams that work together in a coordinated manner.

The Land Use Bylaw

The Station Area Plan will complement the Land Use Bylaw by providing specific policies dealing with the subdivision and development of land in the area. The policies will be applied by the Approving Authority, in making decisions on development permit applications for discretionary uses; and, by the Approving Authority, in making decisions on subdivision applications.

Section 1.0 Administration

1.0 ADMINISTRATION

1.1 Introduction

The Northeast Community “A” Area Structure Plan (Bylaw 19P2007) is divided into two parts. Part I contains general policies governing the Northeast Planning Area and identifies the need for a more detailed plan to be prepared for the lands surrounding the Country Hills LRT Station. This station is located at the intersection of Country Hills Boulevard NE and 60 Street NE.

Part II, in turn, contains the plan (the “Station Area Plan”).

The Station Area extends out from the LRT station in a 600 meter radius (7.5 minute walking distance) in all directions. The Station Area Plan applies to the portion of the Station Area lying west of 60 Street NE (the “Plan Area”), which is the subject of a Land Use Amendment application (LOC 2008-0049). This site comprises some 64 hectares (158 acres) of land and includes a commercial town centre, several blocks of mixed use, high intensity development and two adjoining residential neighborhoods.

The importance of the Station Area to the northeast sector of Calgary is emphasized in the City’s proposed Municipal Development Plan, which identifies the area as a “Major Activity Node” serving an essential living, shopping and working function and providing a transit and social focus for the surrounding communities.

1.2 Form Based Controls

The form based controls in this Station Area Plan are intended to provide direction to the Approving Authority in making decisions on subdivision applications and development permit applications within the Plan Area. These controls supplement the land use district rules applied to the subject site through the Land Use Bylaw (Bylaw 1P2007), as well as the conditions of the approved Outline Plan.

Form based controls have a number of characteristics that are not found in conventional land use controls including:

- a strong focus on the context of the site and the quality of the public realm,
- an emphasis on built form and streetscape appearance with considerable flexibility conveyed to the use of the land,
- the coordination of the subdivision and development processes through a common set of rules,
- the “right-sizing” of standards for roads, parks and services,
- the inclusion of a broad range of design elements, primarily through diagrams and maps as opposed to text.

1.3 Authority

The policies in the Plan are to be applied to subdivision applications and development permit applications for discretionary uses in the land use districts in effect. It is acknowledged that the policies cannot be applied in the consideration of permitted uses that comply with the Land Use Bylaw.

1.4 Timeframe

The Station Area Plan is future-oriented and addresses how the portion of the Station Area lying west of 60 Street NE 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 Station Area Plan, although much of the development is expected to be realized within 20 years.

1.5 Relaxation

A policy within this Station Area Plan, or any quantity or figure, may be relaxed where in the sole opinion of the Approving Authority

- (a) the application of the policy in a specific situation is determined to be unworkable or impractical, or
- (b) the intent of the policy can be achieved in another manner that will result in an equivalent or improved design outcome,
and
- (c) any symbol or area on a map shall be considered to be conceptual, and not absolute, by the Approving Authority.

Section 2.0

Process

2.0 PROCESS

2.1 Plan Components

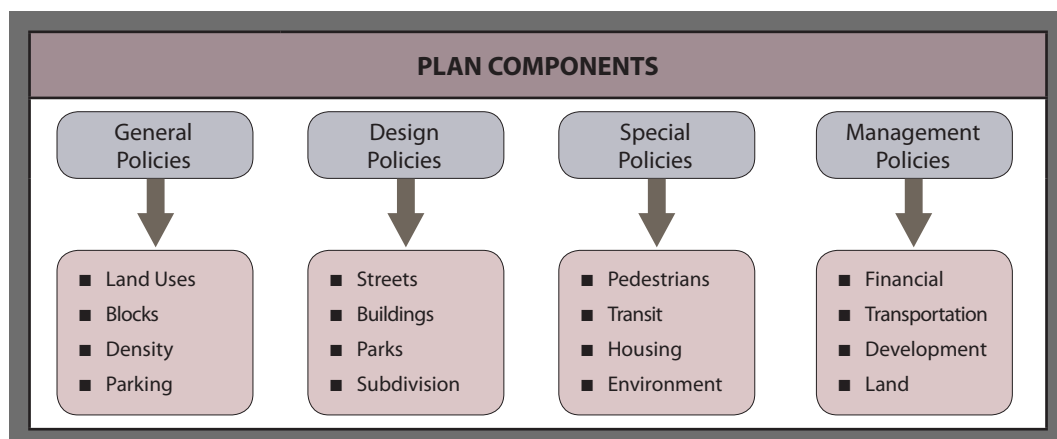
As shown in the diagram below, the Station Area Plan contains four types of policies: General Policies, Design Policies, Special Policies and Management Policies.

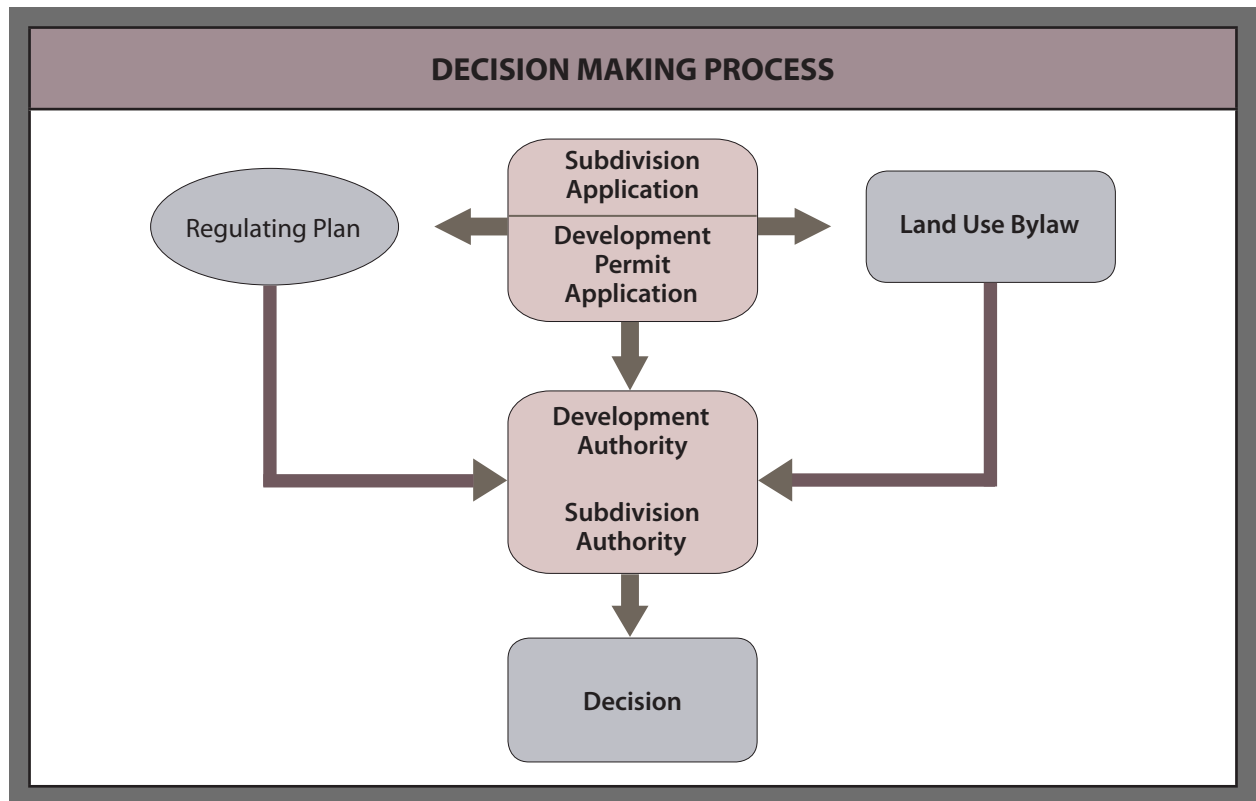
- General Policies are contained in Section 4.0 and address the land uses, blocks, density and parking within the Plan Area.
- Design Policies are contained in Section 5.0 and address the streets, buildings, parks and subdivision of land within the Plan Area.
- Special Policies are contained in Section 6.0 and address the transit, pedestrian, housing and environmental elements within the Plan Area.
- Management Policies are contained in Section 7.0 and address the financial, transportation, land and project management matters affecting the Plan Area.
- Land Use and General Definitions used in the Station Area Plan are contained in Section 8.
- Appendices identify the various studies and information that will need to be submitted at the development permit or subdivision approval stages.

Except for the Appendices, all sections form part of the adopted Station Area Plan.

2.2 Decision-Making

A subdivision application or development permit application within the Plan Area shall be subject to the Land Use Bylaw. However, as shown in the following diagram, the Station Area Plan shall be referred to and applied as determined appropriate by the Approving Authority in recognition that it is an Area Structure Plan that provides the position of Council toward the subdivision and development of land within the Plan Area; and, in many cases, it contains more detailed and exacting design standards than the Land Use Bylaw.





2.3 Land Use Bylaw Compliance

- (1) It is recognized that in certain instances an inconsistency may arise between a policy in this Station Area Plan and a provision of the Land Use Bylaw; and, if this occurs,
 - (a) the Approving Authority shall consider granting a relaxation of the rules of the Land Use Bylaw in favour of the policy, in accordance with the powers contained in the Land Use Bylaw or the *Municipal Government Act* (as the case may be) where the Station Area Plan provides clear direction in support of the relaxation, and
 - (b) where the Approving Authority lacks the jurisdiction to grant the relaxation of the rules contained in the Land Use Bylaw, the Land Use Bylaw shall prevail over the Station Area Plan.
- (2) The Station Area Plan does not have the authority, nor is its intent, to add uses to a site that are not otherwise included in the prevailing land use district.

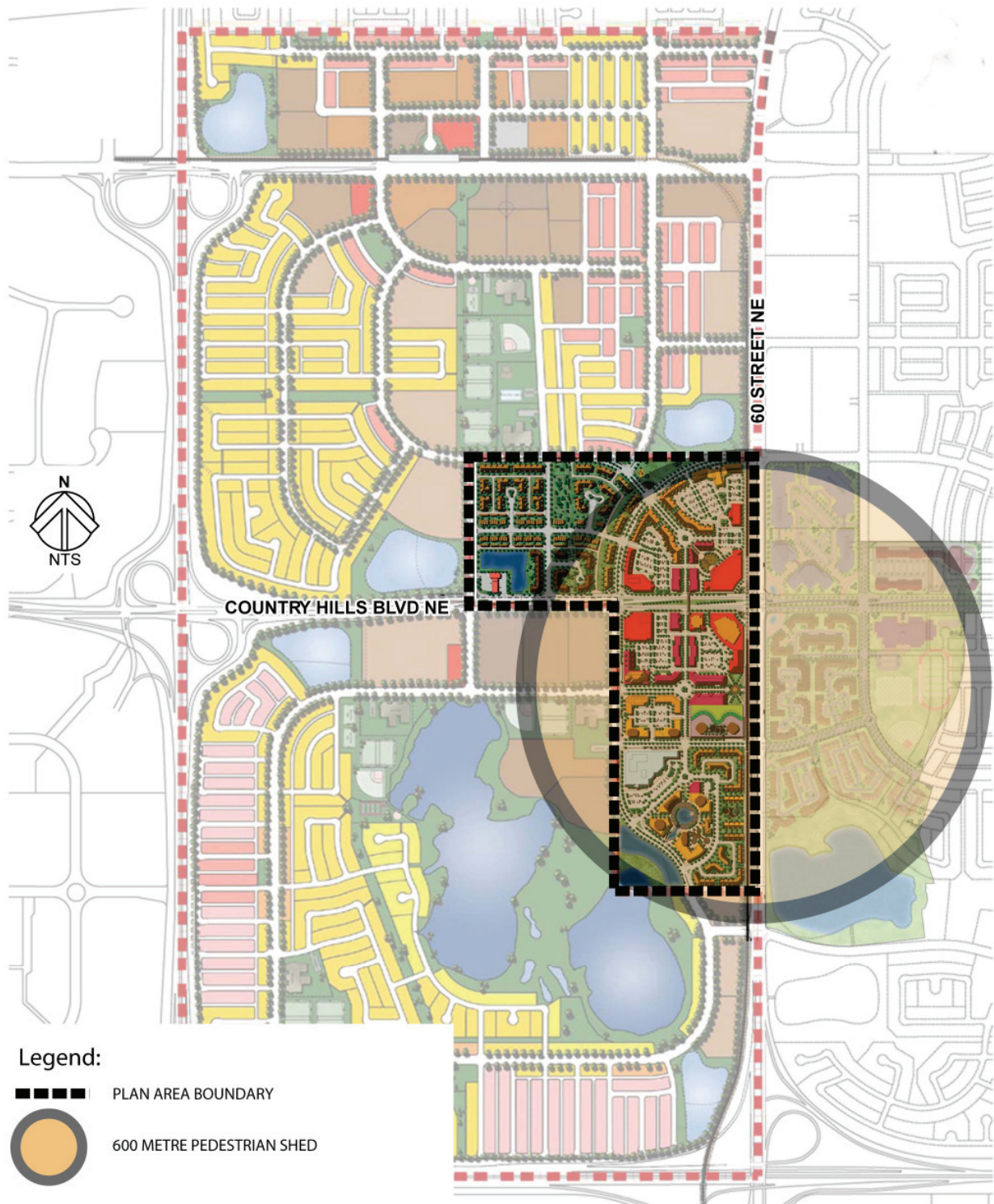
Section 3.0

Application

3.0 APPLICATION

3.1 Context

The Station Area is shown on the Context Map (Map 1) in relation to the northeast sector. The Station Area represents a Major Activity Centre (MAC) located along the northeast LRT line, and will contain a Town Centre and Transit Oriented Development node. The 600 metre pedestrian shed surrounding the LRT station is also depicted on the Context Map.

MAP 1 CONTEXT MAP

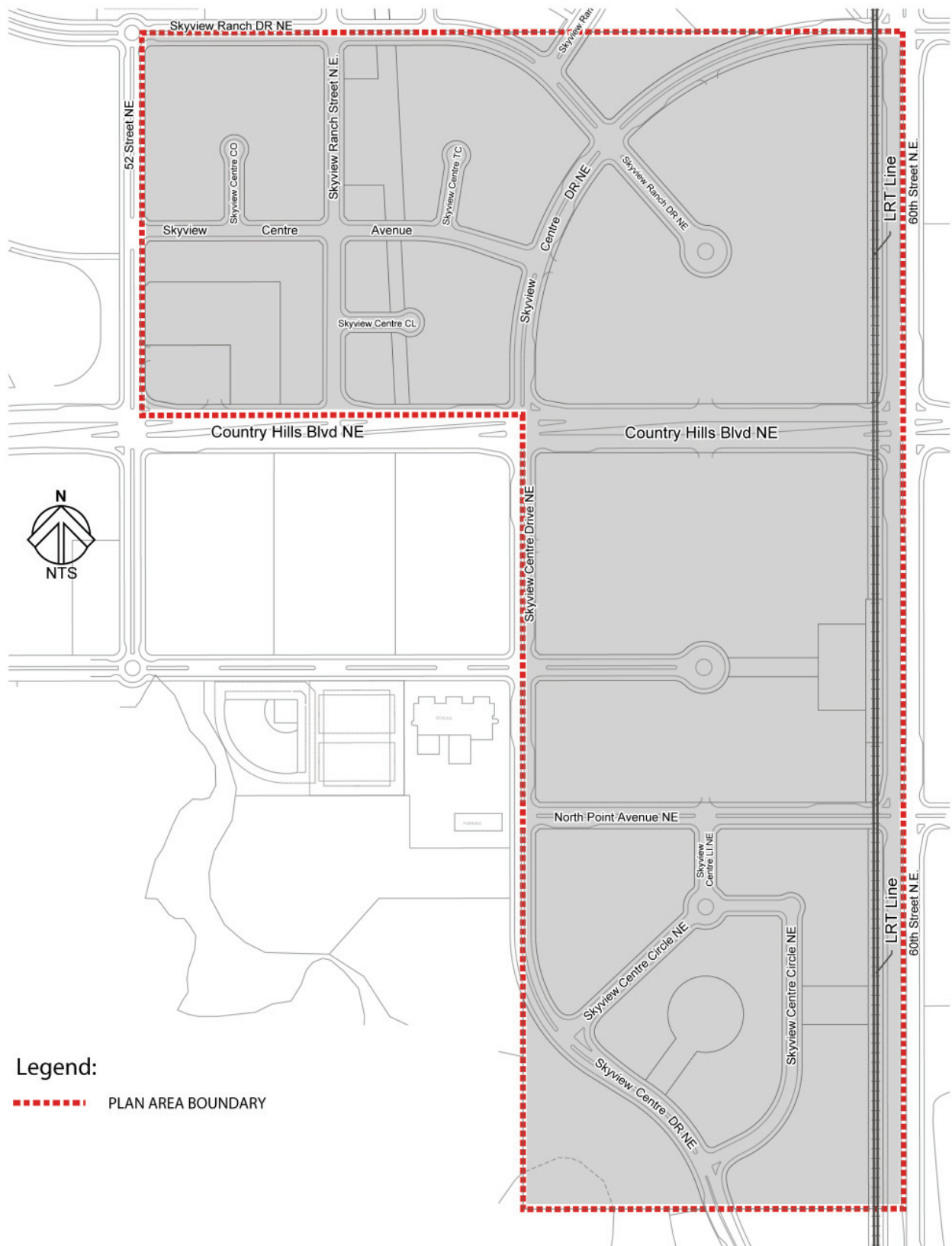
3.2 Plan Area

The policies contained in this Station Area Plan apply to the portion of the Plan Area lying on the west side of 60 Street NE (the “Plan Area”), as shown on the Plan Area Map (Map 2). The area east of 60 Street NE will be the subject of a future ASP and Station Area Plan.

3.3 Special Development Area

The Plan Area is considered to be a Special Development Area. As such, any subdivision and development requirements applied within this area are considered to be unique, and subject to monitoring and evaluation. Prior to completion of this review process, the standards may not necessarily be made available in other areas of the City.

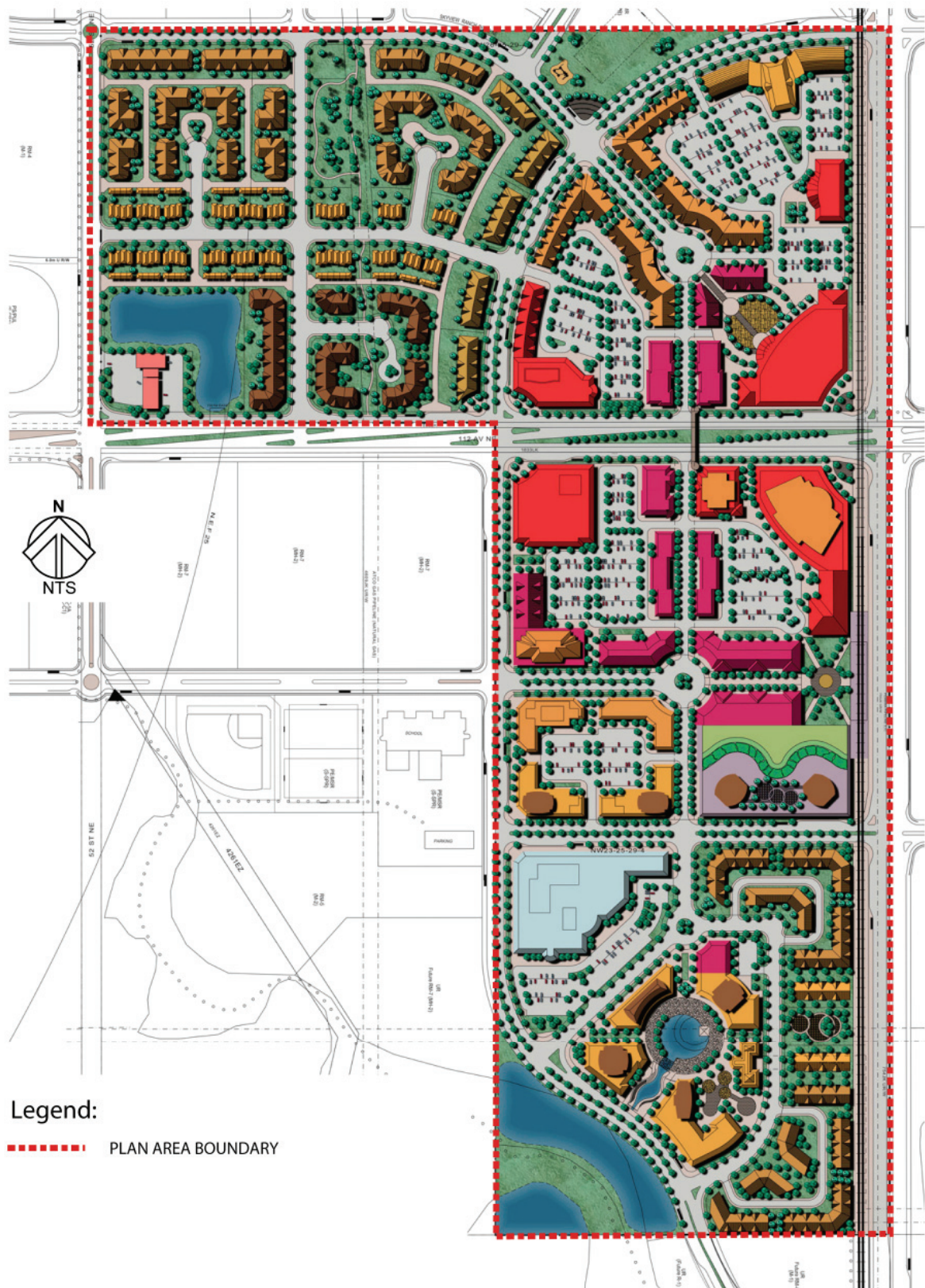
MAP 2 PLAN AREA MAP



3.4 Illustrative Plan

The Illustrative Plan (Map 3) shows a conceptual building layout for the Plan Area. This plan is provided for information purposes only to assist the Approving Authority by creating a visual context for decision-making. It is recognized that many other building layout options are possible

MAP 3 ILLUSTRATIVE PLAN



Section 4.0

General Policies

4.0 GENERAL POLICIES

4.1 Land Uses

4.1.1 Purpose

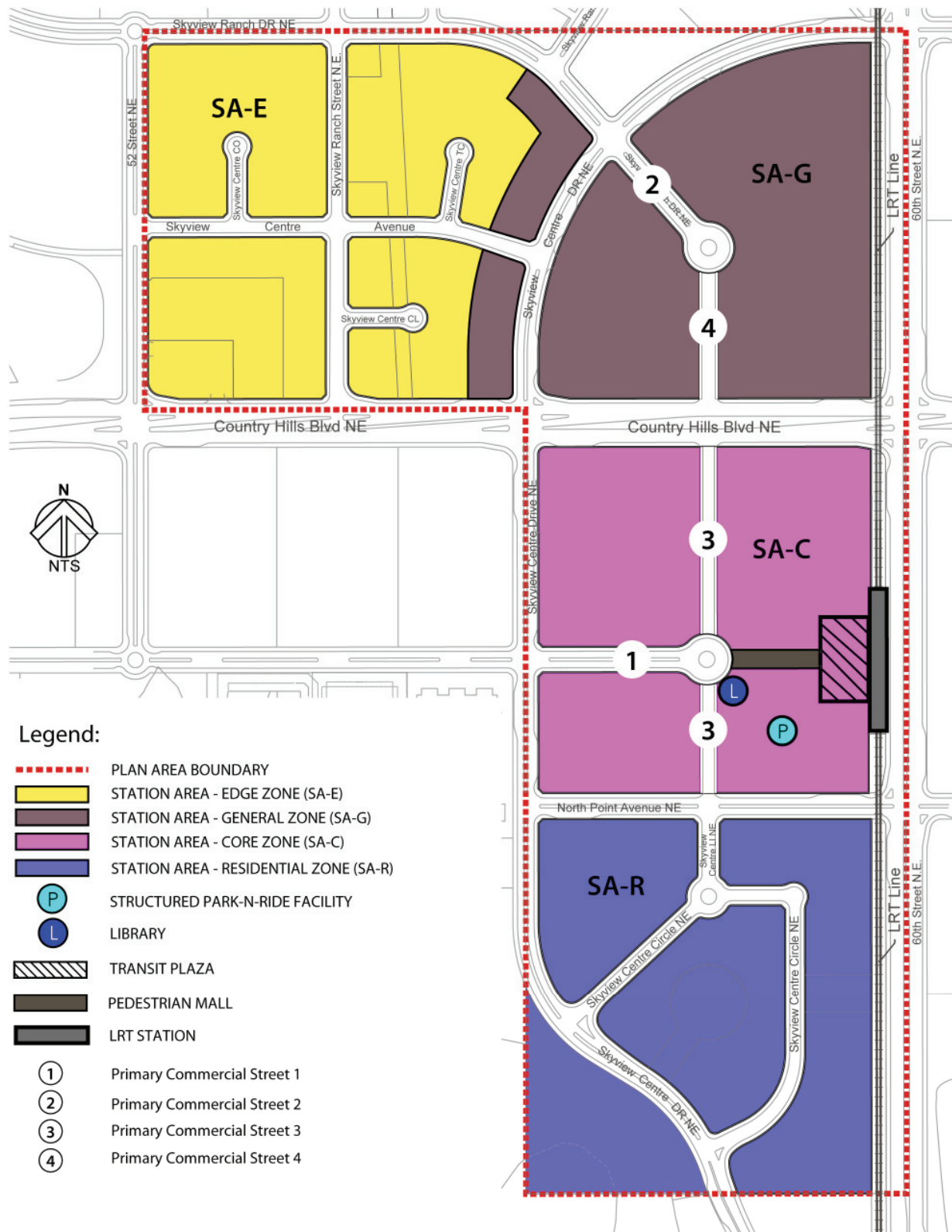
The purpose of this section is to identify the zones that apply to the Plan Area. These zones are shown on the Land Use Map (Map 4) and include:

- Station Area – Edge SA-E
- Station Area – General SA-G
- Station Area – Core SA-C
- Station Area – Residential SA-R

Each zone has a particular physical character and will accommodate land uses that support that character. The land uses allowed within each zone are identified below and are intended to be refined into more specific uses through the Land Use Districts applied within the zone. The land uses are defined in Section 8.1 of the Station Area Plan.

The Land Use Map also shows the Primary Commercial Streets (1 to 4) within the Plan Area. The land uses allowed at-grade and above-grade along each of these Primary Commercial Streets are identified in a table in this subsection.

MAP 4 LAND USE MAP



4.1.2 Policies

(1) Land Use Zones

The Land Use Zones within the Plan Area shall be as shown on the Land Use Map and described in the following table, together with the land uses allowed within each zone.

Land Use Zones			
Zone	Purpose	Land Uses	
		Predominant Uses	Supportive Uses
STATION AREA EDGE ZONE SA-E	The SA-E Zone will accommodate predominantly multi-residential development in a street-oriented, block-based building form. The area will also allow for compatible local commercial development and local office development within a residential building. Other land uses allowed in the zone will include stormwater facilities, neighbourhood parks, accessory uses and stand-alone local commercial development.	<ul style="list-style-type: none"> Multi-Residential Uses 	<ul style="list-style-type: none"> Local Commercial Uses Local Office Uses Civic Uses Other Uses
STATION AREA EDGE ZONE SA-G	The SA-G zone will accommodate a wide range of medium to higher density office and residential development that supports the Station Area and promotes transit use. The zone will also allow street-oriented commercial uses as well as medium format commercial businesses to locate within three large blocks. Primary Commercial Street C and D will extend through the zone connecting to the residential neighbourhood to the west and the town centre and LRT Station to the south. A mix of small-scale residential, office and commercial buildings will front along these streets.	<ul style="list-style-type: none"> Multi-Residential Uses Primary Commercial Uses 	<ul style="list-style-type: none"> Office Uses Civic Uses Other Uses
STATION AREA CORE ZONE SA-C	The SA-C zone will accommodate land uses that support the living, working and shopping function of the town centre, and encourage and promote transit use. The zone will provide for at-grade primary commercial uses fronting the Primary Commercial Streets, with the main street terminating at a transit plaza and the LRT station. The zone consists of four large blocks capable of being developed for a wide range of residential and office uses as well as a structured park-n-ride facility and a library.	<ul style="list-style-type: none"> Multi-Residential Uses 	<ul style="list-style-type: none"> Primary Commercial Uses Office Uses Civic Uses Other Uses
STATION AREA RESIDENTIAL ZONE SA-R	The SA-R zone will accommodate predominantly multi-residential development in medium to higher density building forms. The highest density development will be located closest to the LRT station, with a gradual transition to lower densities occurring toward the southern and of the site. The zone will also allow for compatible local commercial and office development within a residential building. Other land uses will include stormwater facilities, local parks and accessory uses.	<ul style="list-style-type: none"> Multi-Residential Uses 	<ul style="list-style-type: none"> Local Commercial Uses Local Office Uses Civic Uses Other Uses

(2) Primary Commercial Streets

The Primary Commercial Streets within the Plan Area shall be as shown on the Land Use Map, and the land uses allowed at-grade and above-grade along each of these streets are described in the following table.

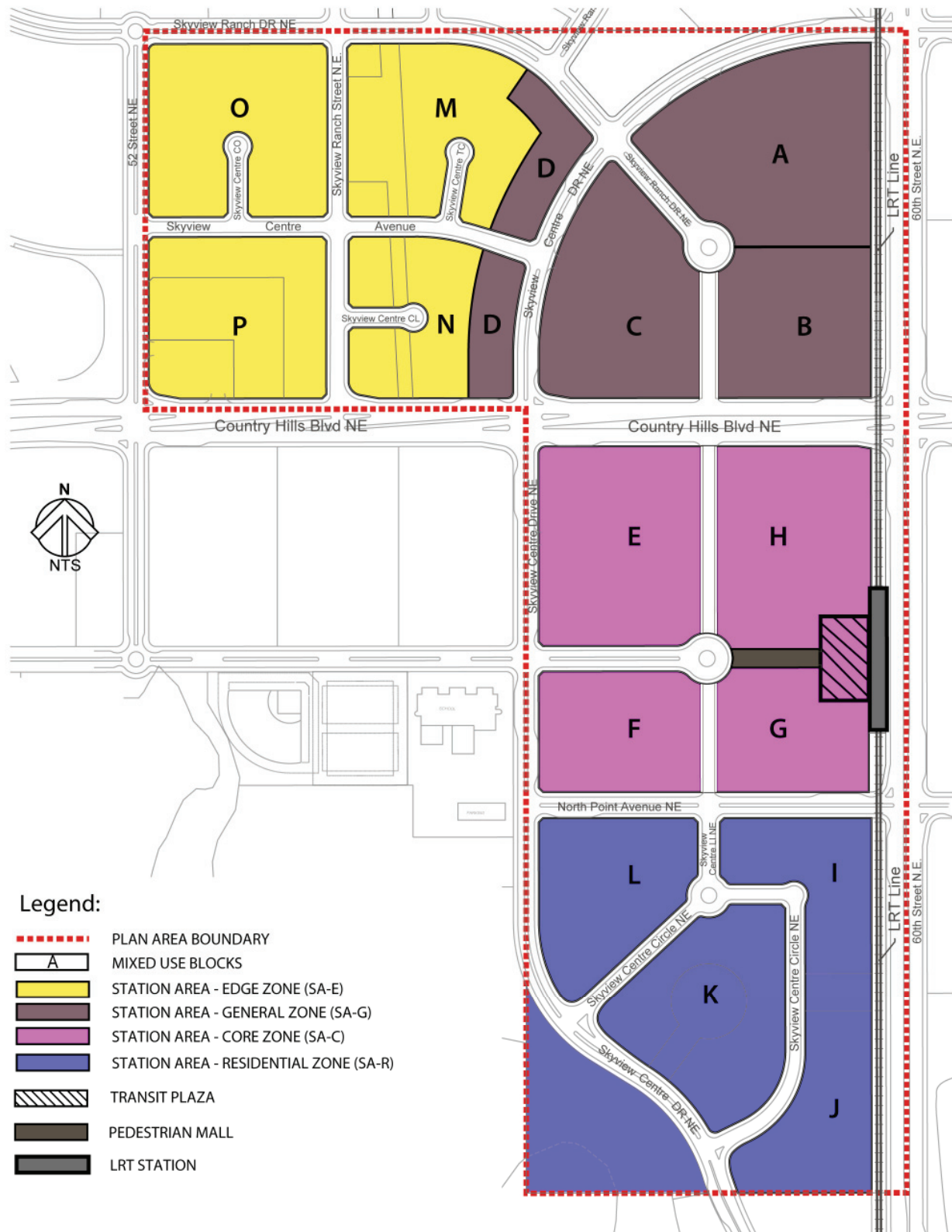
Land Uses Allowed Along Primary Commercial Streets		
Primary Commercial Streets	At-grade Uses Allowed	Above-grade Uses Allowed
1 and 3	<ul style="list-style-type: none"> • Primary Commercial Uses • Office Uses • Civic Uses 	<ul style="list-style-type: none"> • Primary Commercial Uses • Multi-Residential Uses • Office Uses • Civic Uses
2 and 4	<ul style="list-style-type: none"> • Primary Commercial Uses • Office Uses • Multi-Residential Uses • Civic Uses 	

4.2 Blocks

4.2.1 Purpose

The purpose of these policies is to establish a framework for the staging of development within the Plan Area. The block will be the basic unit for the subdivision and development of land within the Plan Area. The Block Map shows the various blocks and applies a letter designation (e.g. Block A) to each of the mixed-use blocks and residential blocks within the Plan Area. Comprehensive planning of the blocks will occur through the preparation of a concept plan for the entire block. This plan will allow for the subsequent staged subdivision or development of the block, and it may be revised as development and market conditions change. The concept plan will need to show a minimum and maximum development scenario for each block to demonstrate how a logical and achievable development progression can occur within the block over time.

MAP 5 BLOCK MAP



4.2.2 Policies

(1) Mixed Use Blocks

The mixed use blocks and residential blocks within the Plan Area shall be as follows:

Mixed Use Blocks – Station Area		
Zone	Blocks	Size
SA-G	A	4.1 hectares (10.2 acres)
	B	2.5 hectares (6.3 acres)
	C	3.2 hectares (7.8 acres)
	D	1.6 hectares (3.9 acres)
SA-C	E	3.6 hectares (9.0 acres)
	F	2.2 hectares (5.5 acres)
	G	1.8 hectares (4.5 acres)
	H	3.1 hectares (7.7 acres)

Residential Blocks – Station Area		
Zone	Blocks	Size
SA-R	I	2.2 hectares (5.4 acres)
	J	1.3 hectares (3.2 acres)
	K	2.5 hectares (6.2 acres)
	L	2.4 hectares (6.0 acres)
SA-E	M	1.7 hectares (4.2 acres)
	N	1.6 hectares (4.0 acres)
	O	2.9 hectares (7.2 acres)
	P	1.2 hectares (3.0 acres)

(2) Block Based Planning Unit

Blocks shall represent the basic unit of planning and development within the Plan Area and each block shall be comprehensively planned.

(3) Staged Development

The development of a block in stages may be allowed, provided that a block concept plan showing a potential development pattern for the entire block is submitted in accordance with the requirements of Appendix A to the satisfaction of the Approving Authority, concurrent with a development permit application.

(4) Staged Subdivision

The subdivision of a block in stages may be allowed, provided that a block concept plan showing the potential subdivision pattern for the entire block is submitted in accordance with the requirements of Appendix A to the satisfaction of the Approving Authority, concurrent with a subdivision application.

(5) Development Progression

The block concept plan shall show the proposed minimum development required and maximum development allowed within the block; and, where necessary, show the progressive stages of development including density, height, parking, and other factors, that will occur in a block over time.

(6) Concept Plan Status

The block concept plan shall be provided as information to assist the Approving Authority in making a decision but it has no statutory or formal administrative status and can be changed through subsequent subdivision and development permit applications; however, it is recognized that decisions based upon the concept plan can create future commitments to road alignments, park systems, lotting patterns and building schemes that need to be considered.

(7) Concept Plan Referral

The block concept plan shall be circulated for comment to any landowner determined to be affected by the proposed design, but the agreement of the landowner to the concept plan shall not be construed as a precondition to the approval of the subdivision application or development permit application.

4.3 Density

4.3.1 Purpose

The purpose of these policies is to establish the density parameters for development of the various blocks within the Plan Area. Density measures the intensity of development that occurs within a defined area of land and it is typically expressed in units per hectare (uph), gross floor area (gfa) or floor area ratio (far). The density policies support transit by concentrating higher density residential and office development around the LRT station and providing for a transition to medium and lower density to occur outward from the station to the residential neighborhoods on the periphery. The policies place more emphasis on achieving minimum densities than on restricting maximum densities. As well, limits are placed on the amount of medium format commercial development allowed in order to reinforce the smaller-scale street-oriented shopping character of the Plan Area; and, on the amount of office development allowed in order to retain the predominant residential character of the area.

4.3.2 Policies

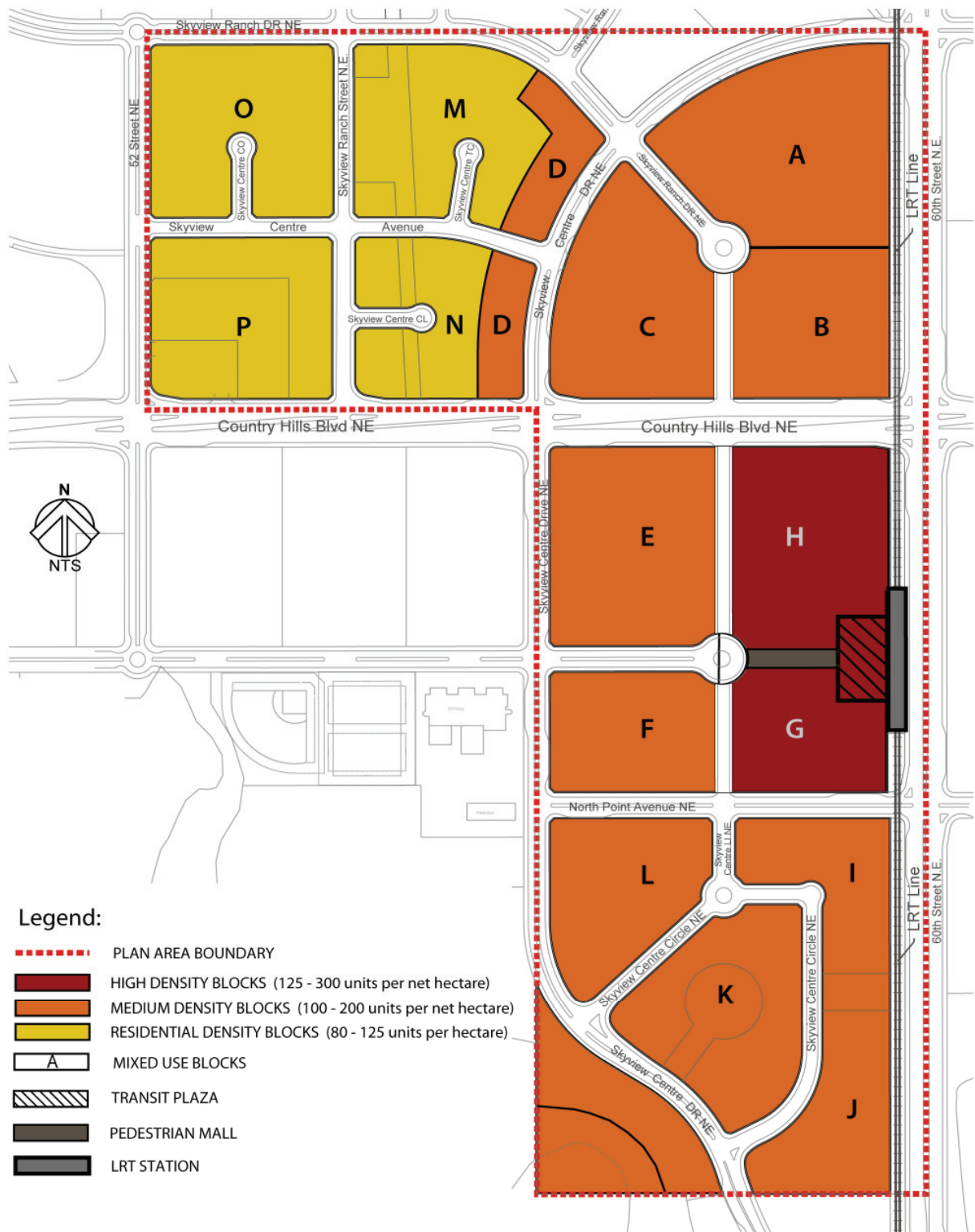
(1) Residential Predominance

Residential development shall represent the predominant form of development within the Plan Area with limits applied to office and commercial development in order to avoid the inadvertent transition of the area to a regional commercial centre or an employment centre, or the subordination of the residential character of the area to commercial or office development.

(2) Residential Density

The Residential Density Table below shall apply to residential development within the Plan Area.

MAP 6 DENSITY MAP



Residential Density						
Zone	Blocks	Minimum Density (units per net hectare)	Maximum Density (units per net hectare)	Minimum Units Required Within the Zone	Maximum Units Allowed Within the Zone	Density Increase Preconditions
SA-R	I to L	Variable	200 uph	600	1200	A
SA-G	A to D	100 uph	200 uph	1100	2200	
SA-C	E and F	100 uph	200 uhp	1500	2600	
	G and H	125 uph	300 uph			
SA-E	M to P	Variable	150 uph	600	1200	B
Total				3800	7200	
<div>A. Residential development in excess of the maximum density allowed may be approved on a site within the SA-R, SA-G or SA-C zone where determined compatible and appropriate by the Approving Authority and subject to submission of a Density Impact Analysis.</div> <div>B. Residential development in excess of 150 uph may be approved on a site within the SA-E Zone only where<ul style="list-style-type: none">i. a market impact analysis is submitted that demonstrates to the satisfaction of the Approving Authority that the proposed development will not compromise the achievement of the maximum residential density requirements in the SA-C zone,ii. the minimum residential density within each block in the SA-G and SA-C zones has been developed, andiii. a Density Impact Analysis is submitted</div>						

(3) Commercial Density

The Commercial Density table below shall apply to primary commercial development within the Station Area.

Commercial Density					
Zone	Block	Minimum Density (gross floor area)	Maximum Density (gross floor area)	Density Increase Preconditions	Total Density
SA-C SA-G	Blocks A to H	10,219m ²	32,515m ²	A	46,450m ²
A. An additional 13,935m ² of gross floor area of primary commercial development shall be allowed upon completion of development along both sides of Primary Commercial Streets 1 and 3.					
Note: Local commercial development in the SA-N and SA-E zones is not included in the table and there is no specific limit on this development.					

(4) Small Format Commercial Retail Units

- (a) The minimum commercial density requirement equates to the minimum at-grade commercial floorspace projected along Primary Commercial Streets 1 and 3 and this requirement may be relaxed by the Approving Authority as long as the appropriate amount of commercial development along these streets is achieved.
- (b) The majority of commercial floorspace shall be allocated to small format commercial retail units containing a maximum gross floor area of 929m².

(5) Medium Format Commercial Retail Units

A total maximum of 13,935m² of gross floor area may be allocated to medium format commercial retail units located within Blocks A to F subject to the following:

- (i) a maximum of three medium format commercial retail units shall be allowed;
- (ii) a medium format commercial retail unit shall not exceed 6039m² of gross floor area;
- (iii) a building containing a medium format commercial retail unit shall not front onto a Primary Commercial Street.

(6) Additional Commercial Floor Space

The total amount of gross floor area of primary commercial development may be increased from 32,515m² to 46,450m² (an increase of 13,935 m²) where

- (i) the development along both sides of Primary Commercial Streets 1 and 3 is completed and occupancy permits for commercial, office and residential uses along these streets are issued,
- (ii) the increased commercial floor space is applied to no more than one additional medium format commercial retail unit with a maximum gross floor area of 6039m², with any remaining gross floor area to be applied to small-format commercial retail units, and
- (iii) the medium format commercial retail unit is located only within Blocks A to F.

(7) Hotel Development

- (a) A boutique or small hotel (up to 50 rooms) shall be subject to the same policies as a primary commercial use.
- (b) A hotel of over 50 rooms shall be evaluated on its merits by the Approving Authority to determine its suitability and compatibility within the Plan Area recognizing that such a use is not typically considered to be transit supportive.

(8) Office Density

The Office Density table below shall apply to office development within the Plan Area.

Office Density				
Zone	Blocks	Minimum Density (gross floor area)	Maximum Density (gross floor area)	Density Increase Preconditions
SA-C SA-G	Blocks A to H	Not Applicable	92,900m ²	A
A. Additional office development may be allowed within the Station Area subject to <ul style="list-style-type: none"> (a) submission of a market demand analysis demonstrating a demand for additional office in the area, (b) compliance with regulation (9) in this section, and (c) a site specific evaluation of the office proposal. 				
Note: Local office development within a residential building in the SA-E and SA-R zones is not included in the table.				

(9) Maximum Office Density

The maximum office density allowed within Blocks A to H shall not exceed a ratio of 1:4 of office to residential gross floor area assuming 92.9m² for each residential unit.

(10) Office Development Incentives

Where office development locates within Blocks G and H in the SA-C Zone, the required minimum residential density for each block shall be reduced, at the option of the developer, on an equivalency basis with the office development using a factor of a one dwelling unit reduction for every 92m² of gross floor area of office development.

(11) Density Audit

In conjunction with a development permit application, a density audit may be required to be submitted at the discretion of the Approving Authority in accordance with the requirements of Appendix B.

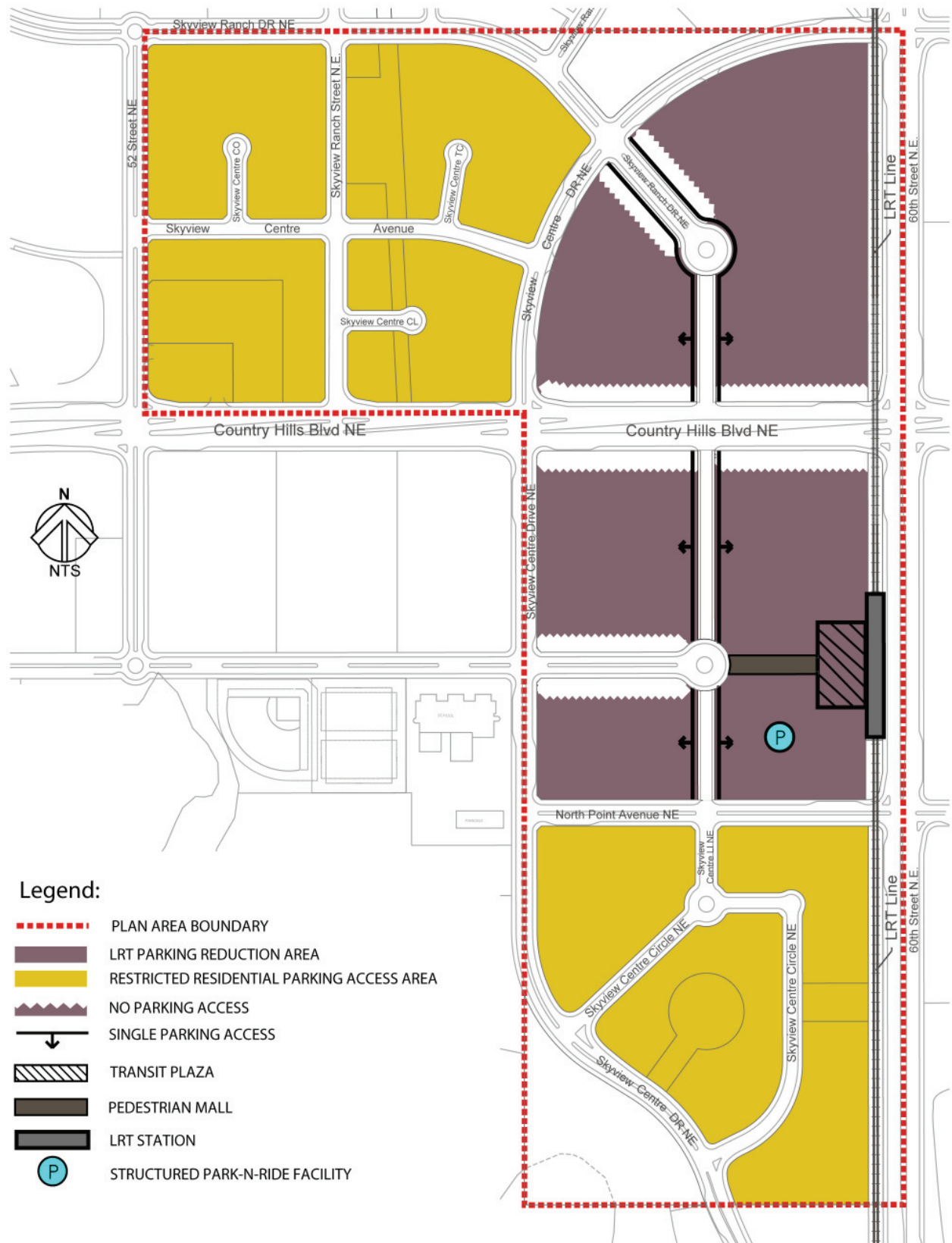
4.4 Parking

4.4.1 Purpose

The purpose of these policies is to establish the parking standards that apply within the Plan Area. A primary objective of creating a transit-oriented development is to reduce dependency on the private automobile, and correspondingly the amount of parking. In order to achieve this objective, the following parking-related measures will be introduced:

- reduction in parking spaces by a uniform percentage on sites in close proximity to the LRT station
- application of consolidated or shared parking standards for mixed uses;
- design of surface parking lots and above-grade parking structures to render them less obtrusive;
- encouragement of on-street parking for short term trips and visitor parking.

MAP 7 PARKING MAP



4.4.2 Policies

(1) Parking Standards

- (a) The parking standards in the Land Use Bylaw shall apply to the Plan Area subject to a relaxation of those standards being granted by the Approving Authority in accordance with the policies in this subsection.
- (b) Parking shall not exceed the minimum parking standards of the Land Use Bylaw.

(2) Transit Parking Reduction

For development within the LRT Parking Reduction Area as shown on the Parking Map, a ten percent reduction in the required amount of parking under the Land Use Bylaw shall apply.

(3) Shared Parking Reduction

Shared parking for mixed use projects may be subject to a further parking reduction in addition to any transit parking reduction in accordance with a shared parking analysis to be submitted at the development permit stage.

(4) On-street Parking Reduction

On street parking spaces shall be applied to at-grade primary commercial uses located along a Primary Commercial Street.

(5) Small-Scale Commercial Parking Reduction

Primary commercial uses of less than 140 square metres gross floor area shall not be required to provide parking within the SA-G zone and the SA-C zone.

(6) Parking Access

- (a) Parking access ramps or driveways shall not be allowed from any block directly onto Primary Commercial Street 1, and shall be limited to one only per block on Primary Commercial Streets 2, 3 and 4 provided that alternative access is available.
- (b) Parking access ramps or driveways shall be minimized as much as possible on all streets in the SA-G and SA-C zones.
- (c) Where lanes exist in the Restricted Residential Parking Area, no front driveway access shall be allowed and parking access shall be from the lane only with restrictive covenants registered against the title of the subject parcels at the subdivision approval stage to enforce this requirement.

(7) Parking Structures

- (a) Except for visitor parking spaces, residential parking shall be met through underground or structured parking facilities or at-grade parking garages, but not surface parking lots.
- (b) For primary commercial uses, surface parking, underground parking and structured parking shall be allowed.
- (c) For office uses, parking requirements shall be provided as underground or structured parking.
- (d) Notwithstanding (c), where an office use is located within the initial four stories of a building fronting onto a primary commercial street, surface parking may be provided as an alternative to structured or underground parking.

(8) Parking Structure Screening

Above-grade parking structures shall be screened from view or wrapped with other uses up to the four-storey level to the satisfaction of the Approving Authority.

Section 5.0

Design Policies

5.0 DESIGN POLICIES

5.1 Streets

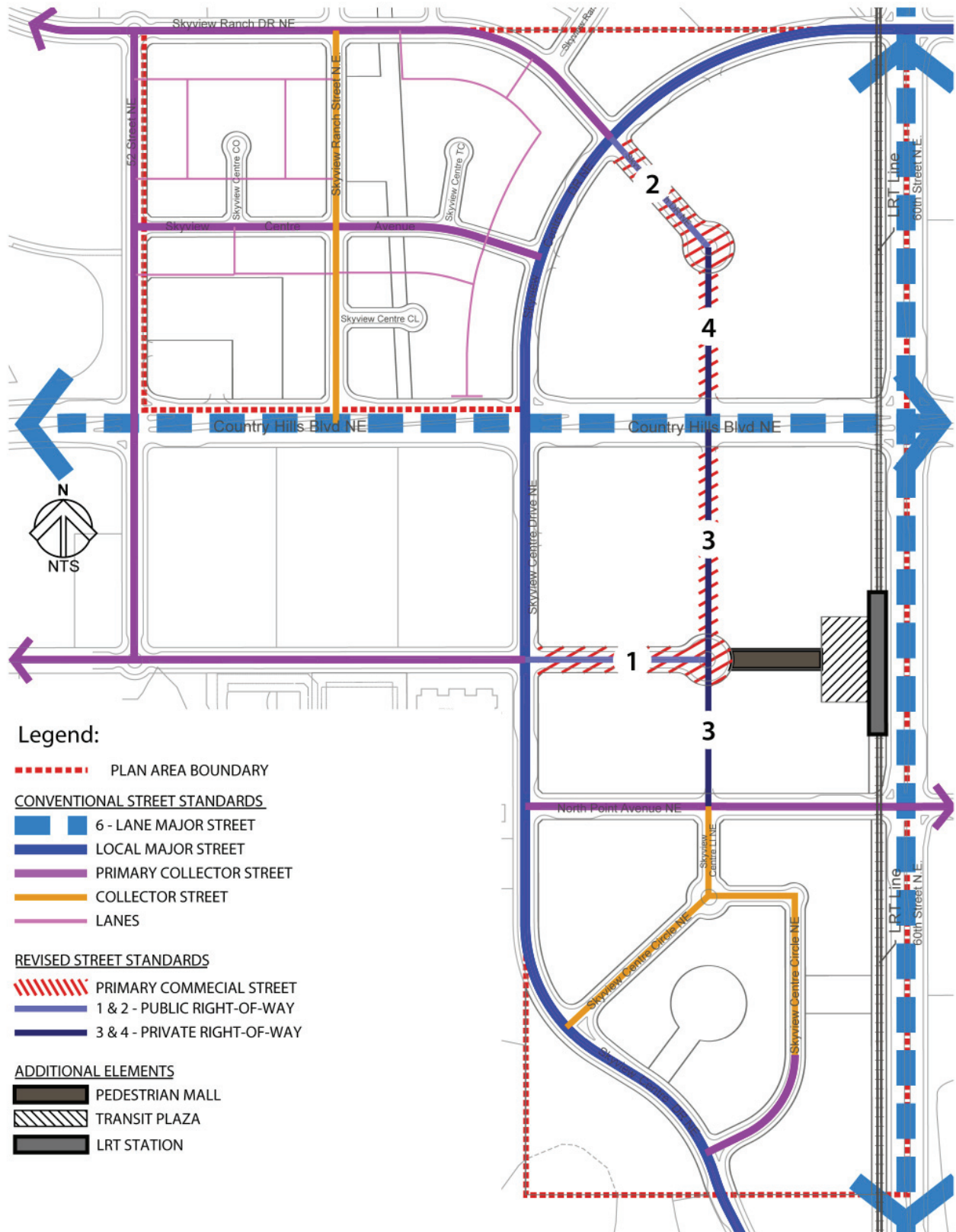
5.1.1 Purpose

The purpose of these policies is to provide for street types that balance the needs of pedestrians and vehicles in a manner that supports the function of the Plan Area. Accordingly, the SA-G and SA-C zones will contain internal commercial streets with narrow traffic lanes and wider sidewalks while the through streets will be characterized by wider traffic lanes and narrower sidewalks. The Street Network Map identifies the various types of streets within the Plan Area. Certain street designs will be based upon revised design standards from those contained in the Design Guidelines for Subdivision Services manual. These streets will include:

- Public Commercial Streets (1 and 2)
- Private Commercial Streets (3 and 4)
- Private Pedestrian Mall

Cross sections and descriptions of these streets are contained in Diagrams 1, 2 and 3.

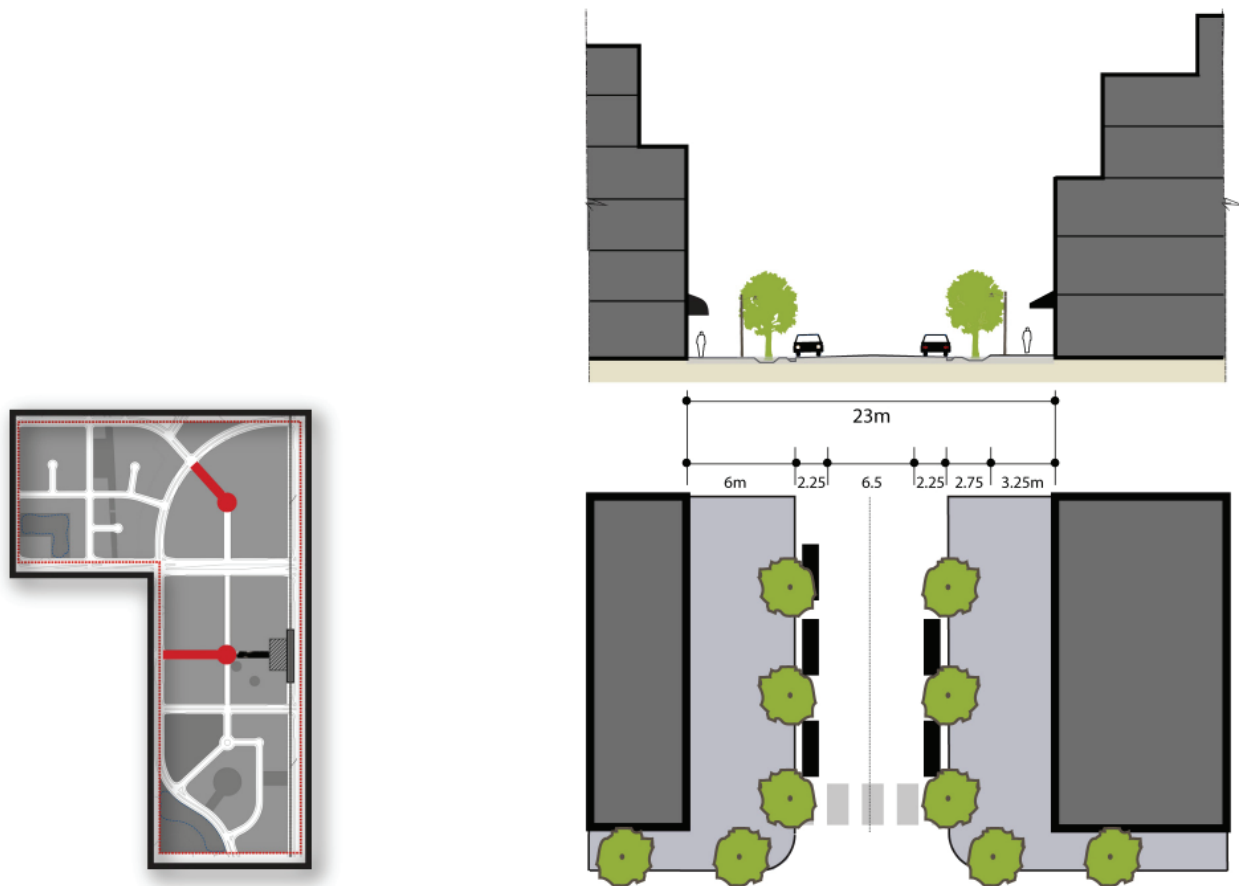
MAP 8 STREET NETWORK MAP



5.1.2 Policies

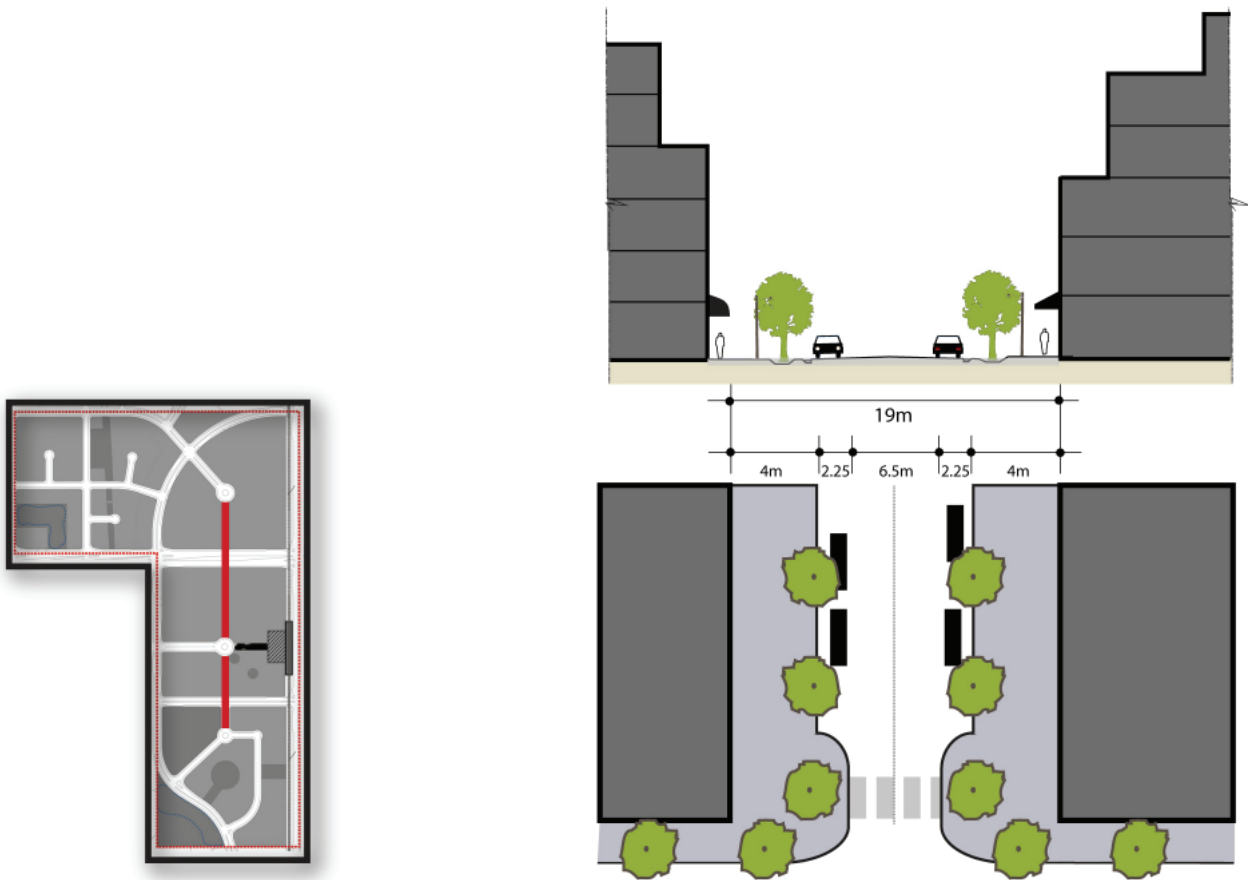
(1) Streetscape Standards

- (a) The street cross-sections in Diagrams 1, 2, and 3 shall apply to those streets with modified standards within the Station Area.
- (b) Where no modification to the standards of a street are proposed, the standards contained in the approved Design Guidelines for Subdivision Services manual shall apply to the street.

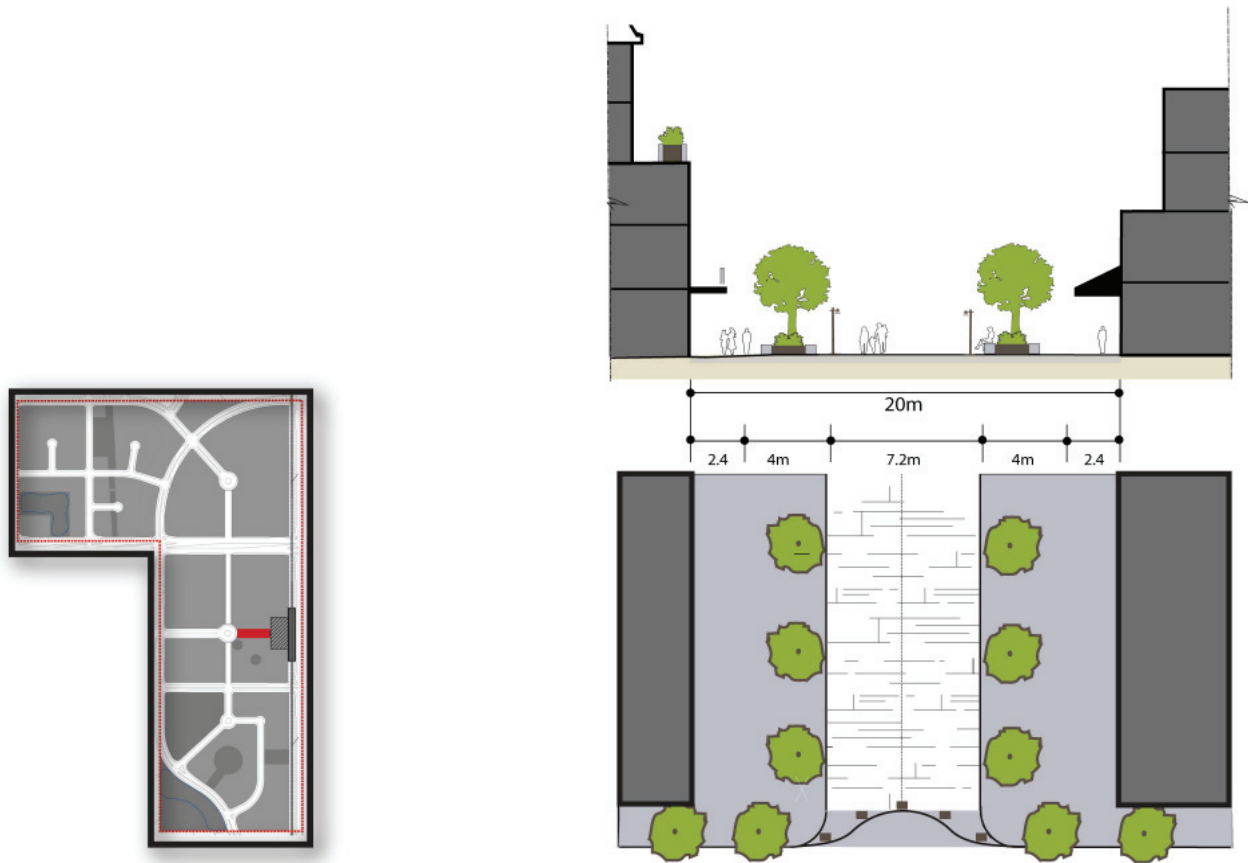
DIAGRAM 1 PRIMARY COMMERCIAL STREET (PUBLIC)

Public Commercial Street (1 and 2)	
Street Type	Primary Commercial Street
Ownership Status	Public
Right-of-Way Width	23 metres
Pavement Width	11 metres
Ped Crossing Time	10 seconds
Traffic Lanes	3.25 metre lanes, two-way
Parking Lanes	Both sides @ 2.25 metres
Curb Radius	12.25 metres
Walkway Type	3.25 sidewalk
Planter Type	Tree wells (separate)
Street Light Type	Pedestrian scale (post or columnar)
Landscape Type	2.75 metre boulevard with trees

DIAGRAM 2 PRIMARY COMMERCIAL STREET (PRIVATE)



Public Commercial Street (3 and 4)	
Street Type	Primary Commercial Street
Ownership Status	Private
Right-of-Way Width	19 metres
Pavement Width	11 metres
Ped Crossing Time	10 seconds
Traffic Lanes	3.25 metre lanes, two-way
Parking Lanes	Both sides @ 2.25 metres
Curb Radius	12.25 metres (conventional curb returns)
Walkway Type	2 metre sidewalk
Planter Type	Tree wells (separate)
Street Light Type	Pedestrian scale (post or columnar)
Landscape Type	2 - 4.25 metre boulevard with trees

DIAGRAM 3 PEDESTRIAN MALL (PRIVATE)

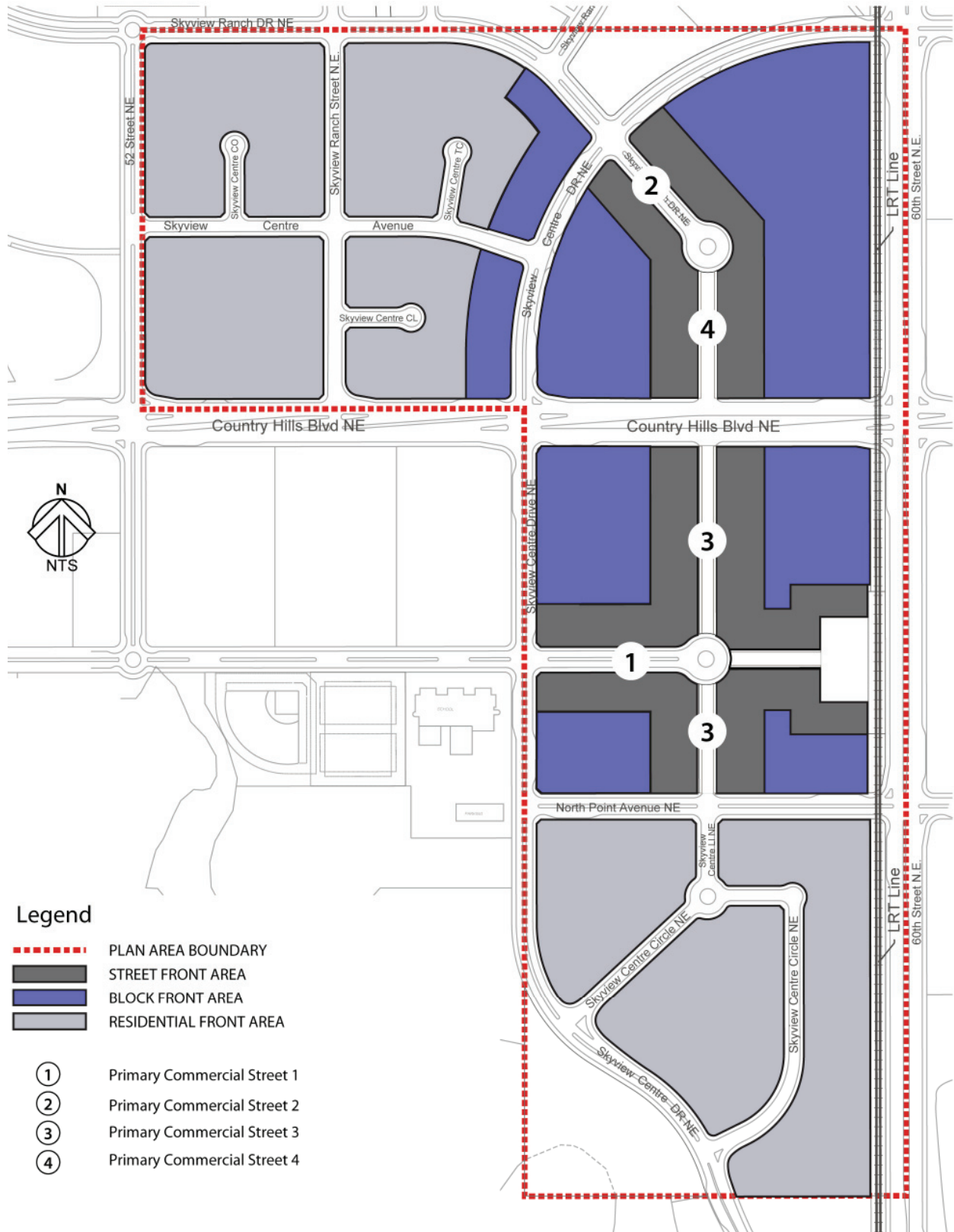
Private Pedestrian Mall	
Street Type	Pedestrian Mall
Ownership Status	Private
Right-of-Way Width	20 metres
Pavement Width	7.2 metres
Ped Crossing Time	N/A
Traffic Lanes	No Lanes
Parking Lanes	No Lanes
Curb Radius	N/A
Walkway Type	2.4 metre sidewalks, 7.2 metre pedestrian mall
Planter Type	Continuous raised planters
Street Light Type	Pedestrian scale (post or columnar)
Landscape Type	4 metre boulevard with trees, plantings

5.2 Buildings

5.2.1 Purpose

The purpose of these policies is to establish the building envelope requirements for development within the Plan Area. The Building Development Map identifies a number of building zones. Each zone, in turn, contains specific standards in Diagrams 4 to 8 governing the height, placement and frontage of buildings. At the development permit stage, the Approving Authority will need to apply these standards to a proposed building. The standards emphasize minimal front setbacks so that buildings will frame the street and create a sense of enclosure for the pedestrian; building heights that are in proportional scale with the street; and the orientation of parking, loading and other activities toward the rear of buildings.

MAP 9 BUILDING DEVELOPMENT MAP



5.2.2 Policies

(1) Building Envelope Standards

Diagrams 4 to 8 shall apply to the Building Areas as shown on the Building Development Map.

(2) Building Heights

The building height and recession and expression line requirements in the following table shall apply within the Plan Area.

Building Height					
Building Area	Building Height		Additional Building Height Preconditions	Building Recession Line Stepback	Building Expression Line Stepback
	Minimum	Maximum			
Street Front Area	3 Stories	8 Stories	A	3 metres between 4 and 5 stories	1 metre between 6 and 7 stories
Block Front Area	For medium format commercial retail units, 1 storey; in all other cases, 3 stories	60 metres Blocks A to F 75 metres Block G and H	B	3 metres between 4 and 5 stories	Not applicable
Residential Block Area	2 Stories	Up to 26 metres depending on context	C	Not applicable	0.3 metres between 2 and 3 stories 0.3 metres between 6 and 7 stories
<p>A. No additional building height above 26 metres shall be allowed in the Street Front Area.</p> <p>B. The maximum podium height in the Block Front Area shall be 8 stories with no additional podium height allowed in the block. The maximum height of towers in the Block Front Area is 60 metres or 75 metres and an additional tower height may be approved in the Block Front Area by the Development Authority subject to submission of a Building Height Impact Study.</p> <p>C. Additional building height may be allowed in the SA-R zone on sites in close proximity to the LRT station subject to submission of a Building Height Impact Study.</p> <p>Additional building height may be allowed in the SA-E zone</p> <p>(a) provided that any corresponding increase in density necessary to support the increased height is determined to be compatible and appropriate by the Development Authority, and</p> <p>(b) subject to submission of a Building Height Impact Study.</p>					

(3) Building Placement

The following Required Building Lines shall apply to buildings in the Station Area.

Building Placement		
Building Area	Required Building Line (RBL)	Streets
Street Front Area	0 to 2 metres	Along all streets
Block Front Area	4 to 7 metres	Along Country Hills Boulevard NE and 60 Street NE
	0 to 5 metres	Along all other streets
Residential Front Area	3 to 10 metres	Along Country Hills Boulevard NE and 60 Street NE
	0 to 3 metres	Along all other streets
NOTE: 1. The RBL represents a line measured from the parcel boundary that a building must be build to (coincident with). 2. The first building on a block face shall establish a fixed RBL for the balance of the buildings on that same block face.		







(4) Building Use Area

The following building use area requirements shall apply to Primary Commercial Uses and Office Uses located along street frontages.

Building Use Area For Primary Commercial Uses and Offices		
Building Area	Maximum Use Area	Maximum Building Facade Width
Street Front Area	929m ² at-grade	15 metres at-grade with no maximum facade width above grade.
	929m ² above-grade for primary commercial uses with no limits on office uses	
Block Front Area	6503m ² for commercial uses with no limits on office use	15 metres at grade with no maximum facade width above grade. For Country Hills Boulevard and 60 Street NE no maximum facade width shall apply at-grade.

(5) Building Frontages

The following building frontages shall apply to buildings in the Plan Area.

Building Frontages		
Frontage		
Terrace and Light Well	A frontage where the facade is set back from the BTL by an elevated terrace or a sunken lightwell. This type buffers residential uses from urban sidewalks and removes the private yard from public encroachment.	
Forecourt	A frontage where a portion of the facade is close to the BTL and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.	
Stoop	A frontage where the facade is aligned close to the BTL with the first Story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is unusually an exterior stair and landing. This type is recommended for ground-floor residential use.	
Shopfront	A frontage where the facade is aligned close to the BTL with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that should overlap the sidewalk.	
Gallery	A frontage where the facade is aligned close to the BTL with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and should overlap the sidewalk.	
Arcade	A colonnade supporting habitable space that overlaps the sidewalk while the facade at sidewalk level remains at or behind the BTL. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and should overlap the sidewalk.	

(6) Building Height Impact Study

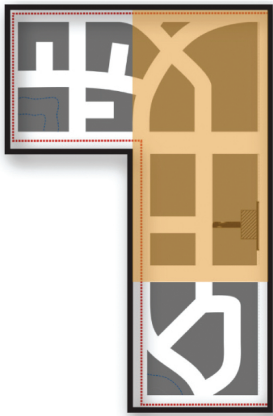
- (a) A Building Height Impact Study
 - (i) may be required to be submitted in conjunction with a development permit application for any building over 50 metres in height, and
 - (ii) shall be required to be submitted in conjunction with a development permit application for any building height over 75 metres in height.

- (b) Notwithstanding any provision governing height in this Station Area Plan, the height of a building may be reduced where the Approving Authority determines through the Building Height Impact Study that the prescribed height is not appropriate in the context of the area.

(7) Shadow Impact Study

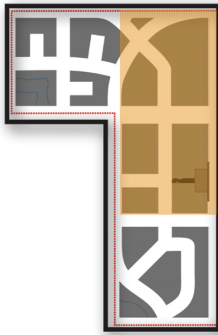
- (a) A Shadow Impact Study shall be required to be submitted as part of a Building Height Impact Analysis.
- (b) A Shadow Impact Study shall demonstrate that the shadow of a building over four stories in height
 - (i) will not extend into the Transit Plaza between 11:00 AM and 2:00 PM Mountain Daylight Time on September 21,
 - (ii) will minimize its impact on the
 - (A) Pedestrian Mall, and
 - (B) Transit Plaza.

DIAGRAM 4 STREET FRONT AREA



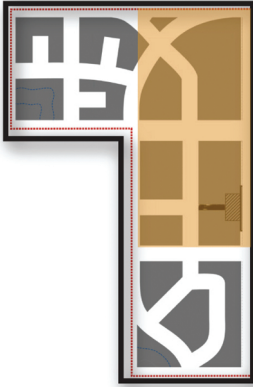
Street Front Area		
Building Height	<ol style="list-style-type: none"> Building height shall be measured in number of stories up to 8 stories. Each storey shall not exceed 4.2 metres in height from finished floor to finished ceiling except for a first floor commercial use, which must be a minimum of 4 metres and a maximum of 7.6 metres in height. Recession and expression line stepbacks shall be as shown. 	
Building Placement	<ol style="list-style-type: none"> Facades shall be built along the Required Building Line (RBL) to a minimum of 80 percent and a minimum of 10 metres along each frontage of a corner lot. The RBL shall be 0 to 2 metres. The first building on a block face shall establish the fixed RBL for that block face. Any unbuilt RBL shall have a street wall along it between 2 metre and 4 metres in height. Parking shall be provided only in the third layer. Waste disposal containers shall be stored only in the third layer. 	
Building Frontage	<ol style="list-style-type: none"> The building frontage design shall consist of <ul style="list-style-type: none"> Shopfront Colonnade Awning Awnings and overhangs may encroach up to two metres into the street right-of-way. All floors shall have ground floor entrances that face the street. All buildings over 15 metres in width that face the street shall be designed to read as a series of buildings no wider than 15 metres. Loading docks, service entries and overhead doors shall not be allowed on street facing frontages. A minimum of 80 percent of the front of a building shall have glazing at-grade. 	

DIAGRAM 5 BLOCK FRONT AREA



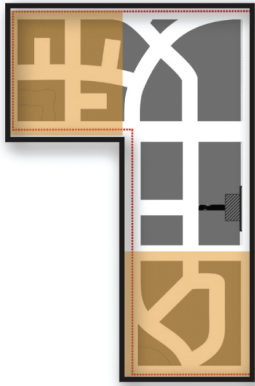
Block Front Area		
Building Height	<ol style="list-style-type: none"> 1. Building height shall be measured in number of stories up to 8 stories and in metres thereafter. 2. Each storey shall not exceed 4.2 metres in height from finished floor to finished ceiling except for a first floor commercial use, which must be a minimum of 4 metres and a maximum of 7.6 metres in height. 3. Recession line and expression line stepbacks shall be as shown. 4. The maximum building height shall be 60 metres in Blocks A to F, and 75 metres in blocks G and H, subject to submission of a Height Impact Analysis and approval by the Approving Authority for any additional increase in height. 5. The minimum building height shall be 1 storey for medium format commercial retail units; and a minimum of three stories in all other cases. 	
Building Placement	<ol style="list-style-type: none"> 1. Facades shall be built along the Required Building Line (RBL) to a minimum of 80 percent and a minimum of 10 metres along each frontage of a corner lot. 2. The RBL shall be 4 to 7 metres along Country Hills Boulevard and 60 Street NE and 0 to 5 metres along all other streets. 3. The first building on a block face shall establish the fixed RBL for that block face. 4. Any unbuilt RBL shall have a street wall along it satisfactory to the Approving Authority. 5. Parking shall be provided only in the third layer. 6. Waste disposal containers shall be stored only in the third layer. 	
Building Frontage	<ol style="list-style-type: none"> 1. The building frontage design shall consist of <ul style="list-style-type: none"> • Shopfront • Colonnade • Awning 2. Awnings and overhangs may encroach up to two metres into the street right-of-way. 3. All floors shall have ground floor entrances that face the street. 4. Except along Country Hills Boulevard and 60 Street NE, all buildings over 15 metres in width that face the street shall be designed to read as a series of buildings no wider than 15 metres. 5. Loading docks, service entries and overhead doors shall not be allowed on street facing frontages. 6. A minimum of 50 percent of the front of a building shall have glazing at-grade. 	

DIAGRAM 6 BLOCK FRONT AREA (TOWERS)



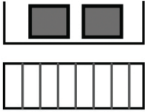

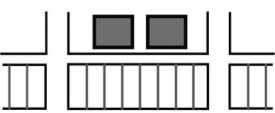

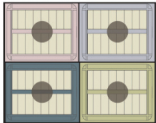
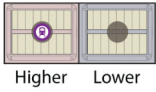
Block Front Area		
Tower Placement	<ol style="list-style-type: none"> A minimum separation distance of <ol style="list-style-type: none"> 18 metres between office and residential towers; and 24 metres between residential and residential towers shall be provided. A minimum tower separation distance shall be provided of <ol style="list-style-type: none"> 20 metres from a Primary Commercial Street 10 metres from any other street. The maximum floorplate for <ol style="list-style-type: none"> a residential tower shall be 750 metres, an office tower shall be 2000 metres, a hotel shall be 1200 metres, on office/residential tower <ol style="list-style-type: none"> with less than 40 percent of the gross floor area allocated for residential development shall be 1850 metres, and with less than 40 percent of the gross floor area allocated for office development shall be 850 metres and all other cases, the Approving Authority shall decide. 	<p>T.S.D. = Tower Separation Distance</p>

DIAGRAM 7 RESIDENTIAL FRONT AREA



Residential Front Area		
Building Height	<ol style="list-style-type: none"> 1. Building height shall be measured in metres. 2. A transition in building heights shall be provided. 3. Any building height above 26 metres shall require the submission of a Height Impact Analysis and be to the satisfaction of the Approving Authority. 4. Recession lines and expression lines shall be as shown. 5. Maximum building height may be reduced based on context. 	
Building Placement	<ol style="list-style-type: none"> 1. RBL shall be 0 to 3 metres. 2. The first building developed on a block face shall establish the fixed RBL for that block face. 3. Parking shall be provided only in the third layer. 4. Waste disposal containers shall be stored in the third layer. 5. Where lanes exist, parking access shall be from the lane. 	
Building Frontage	<ol style="list-style-type: none"> 1. The building frontage design shall consist of <ul style="list-style-type: none"> • Terrace and Light Well • Forecourt • Stoop 2. In order to provide privacy, where the RBL is less than 2.0 metres, the first storey shall be encouraged to be elevated above-grade. 	

DIAGRAM 8 RESIDENTIAL FRONT AREA (HEIGHT)

Residential Front Area Height Transitions	
<p>1. Building height shall not exceed four stories on sites located in the SA-E Zone on the west side across the street from single-detached dwellings.</p>	
<p>2. Buildings shall not vary in height by more than three stories across a collector or primary collector street from each other.</p>	
<p>3. Building shall not vary in height by more than two stories across a lane from each other.</p>	
<p>4. Buildings shall not vary in height by more than two stories where a mid-block height transition occurs.</p>	
<p>5. Highest density shall be located in a central location within a residential block.</p>	
<p>6. Transition from highest density to lowest density away from LRT Station shall occur in SA-R Zone.</p>	 <p>Higher Lower</p>

5.3 Parks

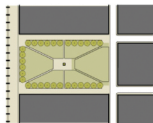
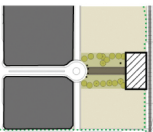
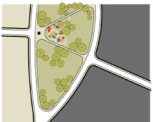
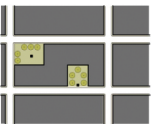


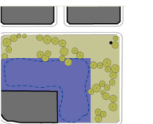
5.3.1 Purpose

The purpose of these policies is to provide for appropriate public park space to serve the active and passive recreational needs within the Plan Area. There are four types of parks proposed:

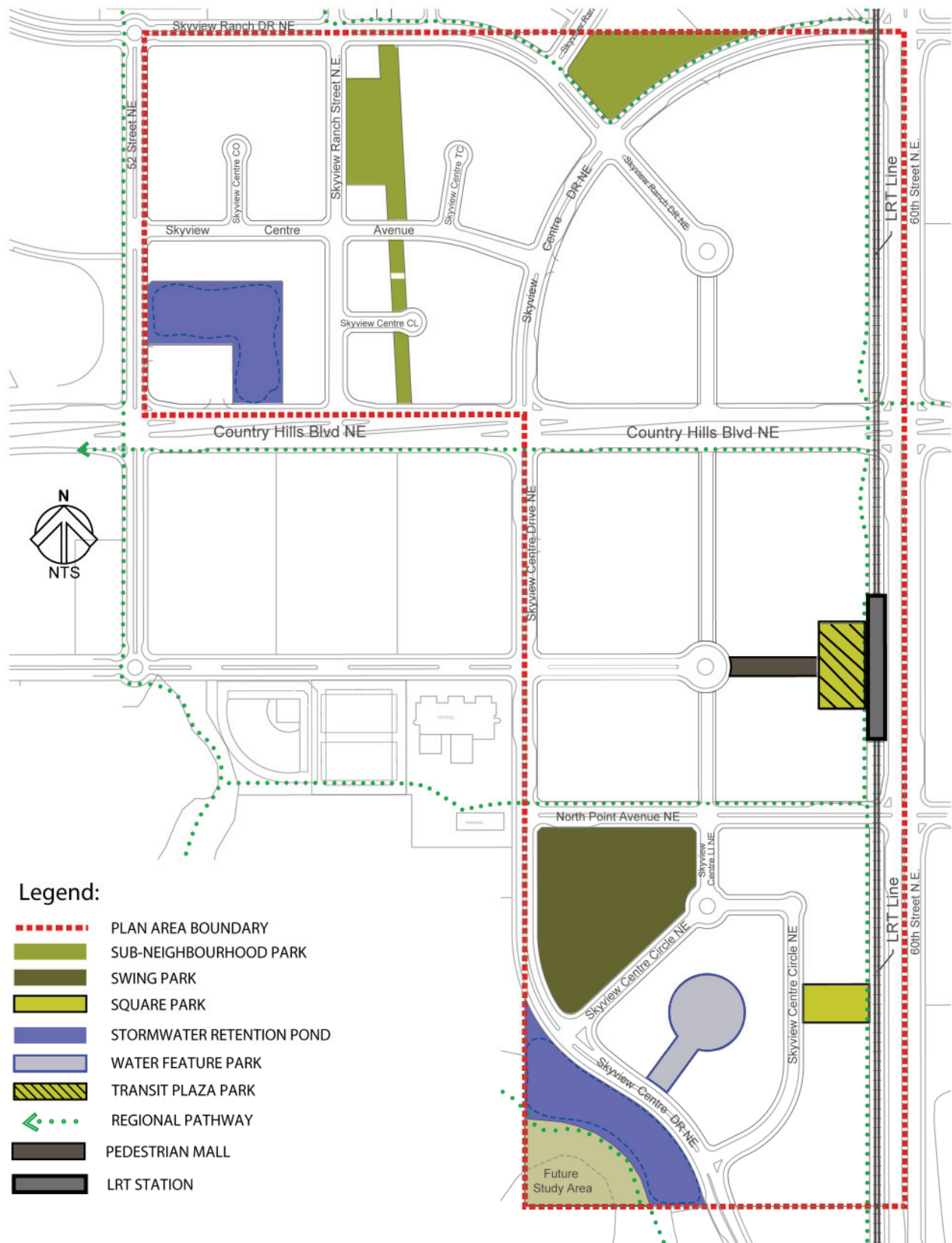
- formal parks designed to provide primarily passive recreational opportunities for shoppers, residents and transit users (i.e. public squares, plazas and sub-neighborhood parks);
- linear parks containing pathways or walkways;
- naturalized parks that augment wetland systems in the area;
- a swing park that retains future options within the Plan Area for recreation, housing or civic uses.

The open space pattern for the Plan Area is shown on the Parks Map and the various types of parks are described in Diagram 9.

DIAGRAM 9 PARK DESCRIPTIONS

Park Descriptions		
PARK		
Square	A park available for recreational and civic purposes. It is specifically defined by building frontages, with landscaping consisting of paths, soft landscaping and trees. Squares shall be located at the intersection of important streets. Their minimum size shall be between 0.2 and 2.0 hectares.	
Plaza	A park available for civic and social activities. It is specially defined by building frontages, with predominantly hard landscaping, and trees optional and can include design elements such as fountains, statues or gazebos. Plazas are located at termination points near LRT stations and along important streets. Their size shall be between 0.2 and 0.8 hectares.	
Sub-neighbourhood Park (Tot Lot)	A park designed and equipped with play equipment. It is usually fenced or located along very low traffic volume streets. Playgrounds may be included with larger park space.	
Private Park	Smaller parks which are formally landscaped and maintained by a Residents or Business Association; and, if taken in lieu of reserve land are available for public use through an access easement registered against their title.	
Swing Park	A large park capable of active and passive recreational use, or conversion to civic and housing uses if allowed under the enabling legislation.	
Water Feature Park	A neighbourhood park containing a water feature and surrounding pathway system to provide passive recreational opportunities for residents.	
Storm Water Pond	An engineered wetland providing wild life and passive recreational opportunities, and servicing a stormwater retention function.	

MAP 10 PARKS MAP



5.3.2 Policies

(1) Municipal Reserve Dedication

- (a) The full 10 percent reserve owing within the Plan Area shall be dedicated, through the subdivision process as MR land for parks.
- (b) Notwithstanding (2), where it is determined by the Approving Authority that all open space requirements of the Plan Area are suitably met and residual MR is still owing, the Approving Authority may require that residual reserve be provided as money-in-place of land.

(2) Swing Municipal Reserve Land

- (a) The use of the large “swing” MR parcel within the SA-R zone as shown on the Parks Map shall be determined at the time of subdivision approval.
- (b) Potential options for the use of this MR parcel shall include, but are not limited to:
 - (i) a recreation centre,
 - (ii) a sports field,
 - (iii) a neighborhood park,
 - (iv) the conversion to alternate land uses, with dedication of MR in another location, or
 - (v) the dedication of community reserve for affordable housing, municipal facilities or other civic uses, in accordance with the enabling legislation in effect.

(3) Special Park Study Area

Prior to subdivision approval, the amount, location and form of reserve owing within the Special Park Study Area shall be addressed to the satisfaction of the Approving Authority.

(4) Unencumbered Municipal Reserve

Prior to subdivision approval of MR land, information shall be submitted to demonstrate that no parking structures, building footings, retaining walls or other appurtenances encroach into the MR.

(5) Open Space Analysis

In conjunction with the submission of each tentative plan of subdivision, the developer may be required to submit a comprehensive Open Space Analysis for the Plan Area to the satisfaction of the Approving Authority.

5.4 Subdivision

5.4.1 Purpose

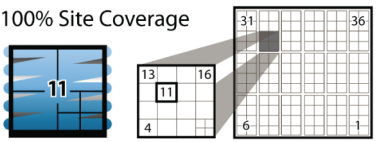
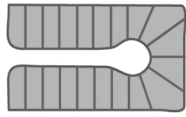
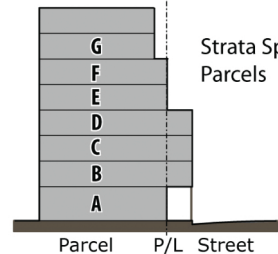

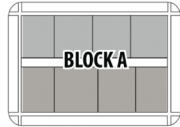
The purpose of these policies is to provide for the comprehensive and logical subdivision design of the blocks within the Plan Area. For mixed-use blocks, development of the entire block will be allowed; and, accordingly, the subdivision pattern will be largely a retrofit exercise to co-align parcel boundaries with the approved building scheme within the block. For the residential blocks, the subdivision pattern will need to be street-oriented to create uniform lots that front toward the street. Subdivision has implications on the measurement of parcel sizes, density, site coverage and setbacks under the Land Use Bylaw and these are addressed in Diagram 10.

5.4.2 Policies

(1) Subdivision Design

The following subdivision design policies shall apply within the Plan Area

DIAGRAM 10 SUBDIVISION DESIGN

Subdivision Design		
Site Coverage	No minimum and maximum site coverage shall apply to a parcel of land within a mixed-use block.	 <p>100% Site Coverage</p>
Fee Simple	The subdivision of a block or site into fee simple parcels shall be allowed subject to a site specific evaluation by the Approving Authority.	 <p>Fee Simple Parcels</p>
Strata Space	<p>(a) A Strata Space Subdivision shall only be approved in a block</p> <p>(i) where a development permit for the site is approved, and</p> <p>(ii) the strata parcel boundaries are appropriately co-aligned with the proposed fire separation walls within the project.</p> <p>(b) Encroachment, restriction and covenant agreements shall be entered into between the developer and The City as a condition of subdivision to ensure that the unified operation and management of the building across the strata space titles will occur.</p>	 <p>Strata Space Parcels</p>
Bareland	<p>A bareland subdivision shall only be approved in a block</p> <p>(i) where a development permit application for the site has been approved, and</p> <p>(ii) the bareland unit boundaries are appropriately retrofitted to the approved development.</p>	 <p>Bareland Units</p>
Density Compliance	<p>(a) For strata space or bareland subdivisions within mixed-use or residential blocks, density compliance shall be measured in order of priority.</p> <p>(i) in units or square metres of development required or allowed within a block, and</p> <p>(ii) in units or square metres of development required per net developed hectare of land.</p>	 <p>Block-based Density Evaluation</p>

Section 6.0

Special Policies

6.0 SPECIAL POLICIES

6.1 Pedestrians

6.1.1 Purpose

The purpose of these policies is to achieve efficient and direct pedestrian connections throughout the Plan Area. These connections will take the form of sidewalks, walkways, pathways, open space and pedestrian overpasses. Pedestrian connections to the LRT station are well-conceived, and will encourage walking and cycling over driving from the residential neighborhoods. The overall design emphasizes the pedestrian, and introduces measures to overcome the barrier effect of the higher volume roads that intersect or border the Plan Area.

6.1.2 Policies

(1) Regional Pathway

- (a) The regional pathway shall be constructed as shown on the Parks Map.
- (b) Where the regional pathway is located within a road right-of-way, a 2.4 meter wide asphalt pathway shall be constructed in place of a 1.2 meter wide concrete sidewalk.

(2) Pedestrian Overpass

A pedestrian and bicycle overpass may be constructed across Country Hills Boulevard between Primary Commercial Streets 3 and 4 at the option and cost of the developer.

(3) Sidewalks

All streets within the Plan Area shall have sidewalks on both sides of the right-of-way, or a sidewalk and pathway in combination on opposite sides of the right-of-way.

(4) Pedestrian Crossings

Pedestrian crossings at intersections along the Primary Commercial Streets shall contain a textured surface to clearly differentiate the crossing from the balance of the road surface for the pedestrian and the motorist.

6.2 Transit

6.2.1 Purpose

The purpose of these policies is to provide direction in the provision of transit facilities and service within the Plan Area. Bus transit will serve the entire area, with the majority of sites located within a 400 meter walking distance from a bus transit stop. The LRT alignment will parallel 60 Street NE with the LRT station situated at the termination of the Primary Commercial Street, a pedestrian mall and transit plaza. The Plan Area will serve as a staging point for feeder and express buses, and the LRT station.

6.2.2 Policies

(1) Transit Bus Stops

- (a) Transit bus stops shall be located along the collector and major road to achieve appropriate transit coverage and meet the 400 and 300 meter walking distance requirements from transit stops.
- (b) Restrictive covenants shall be registered against the title of those parcels abutting streets containing transit bus stop zones preventing vehicle access from driveways across the zone.

(2) Transit Park-and-Ride Facilities

- (a) The structured park-n-ride facility located within Block H shall be developed on an integrated basis in conjunction with commercial, residential or office uses.
- (b) At the subdivision approval stage, the means to secure municipal ownership rights for the park-and-ride facility site shall be addressed to the satisfaction of the Approving Authority recognizing that there are multiple options available to accommodate the future mixed use development of the site.

(3) LRT Station Area

The LRT Station shall be designed to ensure efficient integration with the adjacent plaza, pedestrian mall and Primary Commercial Street, in order to achieve direct and convenient pedestrian connections for transit users.

6.3 Housing

6.3.1 Purpose

The purpose of these policies is to provide for a variety of housing types within the Plan Area. The area will accommodate many different types of multi-dwelling residential uses (excluding single detached dwellings) including low cost and affordable housing. Low cost housing consists of dwelling units that are expected to be priced at the lower end of the housing spectrum, including secondary suites, live work units and one bedroom apartment units. Affordable housing usually consists of dwelling units that have a rental mortgage payment that is lower than the established percentage of income allocated by families to housing, where the families have a lower than median income. Low cost housing is usually privately-owned whereas affordable housing often is the responsibility of public agencies to own and operate. A number of methods of increasing the supply of affordable and low cost housing will be applied in the Plan Area.

6.3.2 Policies

(1) Housing Variety

A variety of multi- residential uses shall be accommodated in the land use districts applied within the Plan Area.

(2) Low Cost Housing

Low cost housing forms (e.g. secondary suites, apartment units, live work units) shall be allowed in the land use districts applied in the Plan Area

(3) Parking Incentives

Affordable housing projects within 400 meters of the LRT station shall be required to provide not more than 40 percent of the required parking spaces under the Land Use Bylaw

(4) Land Purchase Option

- (a) The developer shall be encouraged, at the subdivision approval stage, to give The City “first-right-of-refusal” to purchase at market value a 2.5 hectare parcel of land within the SA-C Zone to accommodate affordable housing.
- (b) Subject to negotiation, the “first-right-of-refusal” may be deferred to the purchase by The City of affordable housing units constructed on the subject parcel by the developer.

(5) Community Reserve Dedication

Subject to Provincial enabling legislation and further analysis of recreational needs, all or a portion of the Swing Reserve Site located in the SA-R Zone may be dedicated as community reserve to accommodate affordable housing on this site.

6.4 Environment

6.4.1 Purpose

The purpose of these policies is to encourage and facilitate sustainable environmental initiatives within the Plan Area. These initiatives include:

- green building technologies
- low impact stormwater drainage
- waste and recycling facilities
- alternative energy sources

The method of dealing with these environmental initiatives through municipal land use controls is in its formative stages, but it is expected to evolve gradually toward a well-conceived system of incentives and policies that will apply to development throughout the City. The policies in this section support this evolutionary process toward more sustainable development.

6.4.2 Policies

(1) Green Building Technology

- (a) Development shall be encouraged to achieve a LEED rating in its design and operation.
- (b) Sustainable building technologies and practices shall be encouraged and supported for buildings within the Plan Area.

(2) Low Impact Storm Water Drainage Measures

- (a) Storm water retention facilities within the Plan Area shall be developed as engineered wetlands and integrated into the area as wildlife and park features.
- (b) Low impact stormwater management measures involving innovative and sustainable paving, channeling, storage and filtration of stormwater shall be encouraged and facilitated within the Plan Area through the subdivision and development permit approval processes.

(3) Waste and Recycling Facilities

- (a) Waste and recycling facilities, such as curbside collection and recycling collection centres, shall be encouraged within the Plan Area.
- (b) Buildings shall make provision for the collection and pick up of recycling materials.

(4) Alternative Energy Sources

Subject to evaluation by the Approving Authority, alternative and renewable energy sources, such as solar panels and wind generators, shall be allowed within the Plan Area.

Section 7.0

Management Policies

7.0 MANAGEMENT POLICIES

7.1 Financial Management

7.1.1 Purpose

The purpose of these policies is to achieve co-ordination between the timing or rate of development and the financing of roadway and utility infrastructure improvements and community facilities within the Plan Area. These improvements and facilities will be financed by both the developer and The City. The developers' obligations for financing infrastructure improvements would normally be addressed at the subdivision approval stage through either the Standard Development Agreement or various special levies in effect on the subject property. The City's financing obligations for infrastructure and community related improvements are subject to municipal budgeting priorities and programs. Unless otherwise provided for in these policies, City and developer infrastructure and community improvements will be funded in accordance with the standard practice for land development in effect at the time the facilities or improvements are being considered.

7.1.2 Policies

(1) Development Agreement

- (a) Prior to registration of a plan of subdivision, the developer shall enter into a Development Agreement with The City that will address the developers' obligations for the construction of infrastructure improvements and facilities within the subject site.
- (b) A Development Agreement may also be required to be entered into as a condition of approval of a Development Permit.

(2) Public Roads

- (a) The developer shall be responsible for the construction of all public roads below an expressway standard within the Plan Area.
- (b) Major roads within the Plan Area shall be subject to cost recovery from the major road oversize fund in accordance with the Standard Development Agreement.
- (c) Rights-of-way for public streets shall be dedicated at the time of subdivision
- (d) Public streets shall be constructed by the developer in accordance with the approved Engineering Construction Drawings that form part of the Development Agreement entered into as a condition of subdivision approval between the developer and The City.

(3) Private Roads

The developer shall be responsible for the construction of the private roads and the pedestrian mall located within the Plan Area.

(4) Public Parks

- (a) The developer shall be responsible for grading and landscaping of MR land within the Plan Area.
- (b) MR land shall be developed in accordance with an approved Park Concept Plan.
- (c) The Park Concept Plan shall be incorporated into the Landscape Construction Drawings for the MR land; and, in turn, form part of the Development Agreement between The City and the developer, and represent the developers obligation for site development.

7.2 Land Management

7.2.1 Purpose

The purpose of these policies is to provide for the appropriate ownership and management of the private roads, parks and private sites within the Station Area. The area presents several landownership and management options, particularly for the private roads and parks. While the form of ownership chosen is up to the developer, it is important that the ownership option contains viable funding and administrative mechanisms, introduces appropriate access and maintenance measures for utilities and roads, and achieves a consistent approach for dealing with density, lot coverage and parking across ownership areas. For this reason, the Approving Authority needs to

- ensure that access and utility easements, or rights-of-way plans, are appropriately registered on title;
- coordinate bare land and strata space subdivisions with the development pattern for the site.

7.2.2 Policies

(1) Easements and Rights-of-Way

Parcels, rights-of-way and easements required to accommodate the extension of public utilities through or within the Plan Area, including the City of Calgary General Easement Document, shall be registered concurrently with a final subdivision plan.

(2) Strata Space

For a strata space subdivision,

- (i) encroachment, restriction and covenant agreements between The City and the developer shall be required to ensure that access, parking, servicing and maintenance will operate in a unified and cohesive manner among the strata space parcels within the project, and
- (ii) strata space parcel boundaries shall be aligned with permanent fire-rated walls within the project.

7.3 Transportation Management

7.3.1 Purpose

The purpose of these policies is to achieve a transportation network that balances the needs of vehicles, pedestrians and transit service in an efficient and sustainable manner. Accordingly, the policies are directed toward allowing higher levels of traffic congestion to occur in order to promote transit use and pedestrian activity.

7.3.2 Policies

(1) Transit Incentives

Development within a 600 meter radius from the LRT Station may allow for traffic volumes to exceed network capacity at a discounted rate in order to promote transit use, reduce vehicle dependence, accommodate higher density development and limit infrastructure costs in proximity to the LRT Station.

(2) Traffic Evaluation

In accordance with (1) above, and subject to a consideration of planning, servicing, and other capacity related factors, the Approving Authority may allow development within 200 meters from the LRT Station that exceeds road network capacity without requiring a Transportation Impact Assessment.

7.4 Project Management

7.4.1 Purpose

The purpose of these policies is to recognize and facilitate public/private partnerships or joint ventures involving The City and private developers that will benefit the Plan Area. These projects can include;

- development of public parking structures in conjunction with residential and office buildings
- provision of additional amenities or landscaping in public parks
- the LRT Station itself

Conceivably, many creative initiatives involving public and private sector investment will emerge within the Plan Area over time, and these initiatives will enhance the function and quality of the area.

7.4.2 Policies

(1) Public/Private Partnerships

Where determined appropriate, public/private partnerships in landownership and building construction and operation, shall be encouraged and facilitated through the subdivision approval and development approval processes; or, through business arrangements between The City and the private sector.

(2) Mixed Use Park-n-Ride Facility

A public/private arrangement between The City and the developer shall be pursued in the development of an integrated structured park-and-ride facility and office and residential development within Block G in the Plan Area.

(3) Park Amenities

Subject to approval by the Approving Authority, the developer may landscape and develop municipal reserve land, or other public park space, to a higher than normal standard for the benefit of the general public or local residents, provided that a Public Amenities Agreement is entered into with the City to address the long term maintenance and replacement of the additional amenities.

Section 8.0

Interpretation

8.0 INTERPRETATION

8.1 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) **Accommodation Use** means the use of land, buildings or structures for the purpose of providing accommodation and related services to the travelling public on sites dependent upon exposure and convenient access from higher volume traffic roads and includes, but is not limited to, hotels and motels and their related restaurants, drinking establishments and convenience stores;
- (3) **Civic Use** means the use of land, buildings or structures for the purpose of accommodating
 - (a) art, culture, education or recreational activities undertaken by a non-profit organization, and
 - (b) public and quasi-public services, utilities or facilities operated by federal, provincial or municipal levels of government and may include, but is not restricted to, essential public services, transit stations and post offices;
- (4) **Drive-in Use** means the use of land, buildings or structures for the purpose of providing a convenient vehicle orientated service to the public that is dependent upon vehicle access from multiple driveways that connect from the site to public streets and includes, but is not limited to, drive-in restaurants, service stations, gas bars and convenience grocery stores;
- (5) **Institutional Use** means the use of land, buildings and structures for the purpose of religious, charitable, educational, health or welfare activities and may include, but is not restricted to, places of worship, public or private schools, daycare centers and special care facilities;
- (6) **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 the surrounding neighborhood with the use being located in a residential building and occupying no more than 10 percent of the gross floor area of the building, or on a stand-alone commercial site of not greater than 1.0 hectare in size, and may include, but is not restricted to, convenience stores, laundromats, restaurants, and financial institutions;

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- (7) **Local Office Use** means the use of land, buildings or structures for the purpose of a small-scale office that is located within a residential building and occupying no more than 10 percent of the gross floor area of the building;
- (8) **Multi-Residential Use** means two or more dwelling units within the same building and may include, but is not restricted to duplexes, semi-detached dwellings, row houses, townhouses and apartments;
- (9) **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 restricted to, administrative offices, consulting offices and research offices;
- (10) **Other Use** means the following uses as defined in this section
- (a) Accessory Use;
 - (b) Accommodation Use;
 - (c) Drive-in Use;
 - (d) Institutional Use;
 - (e) Recreational Use;
 - (f) Similar Use;
- (11) **Primary Commercial Use** means the use of land, buildings or structures for the purpose of selling retail goods or services to the final consumer, and the storage of merchandise on or about the premises in quantities sufficient to supply the establishment, and may include, but is not restricted to retail stores and restaurants, cinemas and grocery stores, but exclude secondary commercial uses, accommodation uses and drive-in uses;
- (12) **Recreational Use** means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities or other customary and usual recreational pursuits and may include, but is not restricted to, recreational centres, climbing walls, racquet courts and swimming pools;
- (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 zone shown of the Land Use Map in Section 4.1 of this Plan but does not meet the definition of that use in all respects.

8.2 General Definitions

The following General Definitions shall apply:

- (1) **Approving Authority** means the Subdivision Authority, the Development Authority and the Subdivision and Development Appeal Board;
- (2) **Block Face** means the aggregate of all the building façades on one side of a block;
- (3) **Calgary Planning Commission** means the Calgary Municipal Planning Commission constituted pursuant to the Municipal Planning Commission Bylaw;
- (4) **Council** means the Council of The City of Calgary;
- (5) **Creditable Reserve Land** means the reserve owing on a parcel of land that is to be dedicated as municipal reserve (MR), school reserve (SR), or municipal school reserve (MSR) through the subdivision process in accordance with the *Municipal Government Act*;
- (6) **Encroach** means to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a setback or beyond a height limit;
- (7) **Expression Line** means a line prescribed for the full width of a façade, above which there is a stepback of a specified minimum distance not exceeding one (1) metre;
- (8) **Façade** means the exterior wall of a building that is set along a frontage (build-to-line) line;
- (9) **Gross Area** means the total area of land contained within the property lines of a site;
- (10) **Gross Developable Area** means the gross area of a site excluding environmental reserve land, expressway rights-of-way and any interchange lands purchased by The City of Calgary;
- (11) **Medium Format Commercial Retail Unit** means a building containing a primary commercial use with a use area of greater than 929 square metres of gross floor area and less than 6039 square metres of gross floor area;
- (12) **Net Developable Area** means the gross developable area of a site excluding public road rights-of-way, public utility lots and creditable reserve land;
- (13) **Parking Structure** means a building containing one or more stories of parking above-grade;

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- (14) **Primary Commercial Street** means a public or private street that by virtue of its pedestrian-supportive qualities and connectivity, and its mixed use function, is designed to accommodate street front buildings, wide tree-lined sidewalks and streetscape amenities, and to promote slow and deliberate vehicle traffic movements through such measures as narrow traffic lanes, reduced turning radii, on-street parallel parking and articulated cross-walk materials;
 - (15) **Recession Line** means a line prescribed for the full width of a façade, above which there is a setback of a specified minimum distance exceeding one (1) metre;
 - (16) **Required Building Line (RBL)** means a line measured from the parcel boundary that a building must be built to (coincident with), with the RBL being a mandatory requirement not a permissive minimum as in a setback;
 - (17) **Retail Frontage** means at-grade retail uses facing onto the street;
 - (18) **Small Format Commercial Retail Unit** means a building containing a primary commercial use with a use area of 929 m² of gross floor area or less;
 - (19) **Street Tree** means is a deciduous canopy shade tree of a proven hardy and drought tolerant species, large enough to form a canopy with sufficient clear trunk to allow traffic to pass under unimpeded;
 - (20) **Street Tree Alignment Line** means a straight line that street trees are to be planted along with this alignment being parallel with the street and unless other wise specified is set 1.2 metres from the back of the curb;
 - (21) **Turning Radius** means the curved edge of a street at an intersection measured at the inside edge of the vehicle tracking; and, the smaller the turning radius the shorter the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn.

Appendices

APPENDIX A

COUNTRY HILLS STATION AREA
BLOCK DEVELOPMENT CONCEPT

1.0 REQUIREMENTS

In conjunction with a Development Permit Application or a Subdivision Application, a Block Concept Plan may be required to be submitted for the entire block where the application applies to only a portion of the same block.

2.0 GENERAL INFORMATION

BLOCK	AREA
_____	_____
Letter identifier	Hectares
SITE AREA	

Subject of application	
SUBDIVISON TYPE	

Strata Space	

Bare Land Condominium	

Fee Simple	

3.0 CONCEPT PLAN SUBMISSION

- (1) In the case of a Development Permit application, the Block Concept Plan shall show:
 - (a) the approved or existing development within the block;
 - (b) the following conceptual design elements for the balance of the block
 - (i) building footprints;
 - (ii) land use patterns;
 - (iii) adjacent streets;
 - (iv) internal streets and lanes;
 - (v) open space;
 - (vi) stormwater facilities;
 - (vii) density;
 - (viii) building height;
 - (ix) ownership pattern;
 - (c) such development or subdivision design elements considered necessary by the Approving Authority to make a decision.
- (2) A Block Concept Plan may be required to be submitted in conjunction with a subdivision application to create fee simple parcels within a portion of a block but will not normally be required for a strata space subdivision or a bare land subdivision.
- (3) In the case of a bare land subdivision application or a strata space subdivision application
 - (a) a development permit for the project shall first be approved, and
 - (b) the proposed bare land unit or strata parcel boundaries shall be appropriately retrofitted to the project.

4.0 DEVELOPMENT PROGRESSION

As determined appropriate by the Approving Authority, the Block Concept Plan shall show the minimum required development on the site and the maximum allowable development on the site as a logical and comprehensive progression from lower to higher density.

APPENDIX B

COUNTRY HILLS STATION AREA
DENSITY AUDIT

1.0 DENSITY REQUIREMENTS

In conjunction with a Development Permit application for a principle use on a site, a Density Audit may be required to be submitted to the satisfaction of the Approving Authority.

2.0 GENERAL IINFORMATION

Net Site Area _____
Hectares

Proposed Development _____
Residential-units

Office-gross floor area

Commercial-gross floor area

Proposed Density _____
Residential-units per hectare

Office-gross floor area per hectare

Commercial-gross floor area per hectare

Land Use District	_____
	Minimum Residential Density

	Maximum Residential Density

	Minimum Office Density

Maximum Office Density	

Minimum Commercial Density	

Maximum Commercial Density	

3.0 AUDIT REQUIREMENTS

- (1) A Density Audit shall consist of the following:
 - (a) a compliance analysis that comprehensively evaluates the compliance of the proposed density with the requirements of the Density Tables;
 - (b) a Density Reduction Analysis where a request to relax a minimum density requirement is being made;
 - (c) a Density Impact Analysis where
 - (i) the proposed maximum density of the site needs to be evaluated, or
 - (ii) a request to increase the maximum density requirement is being made,
- (2) The Approving Authority may modify or waive the above requirements as determined appropriate given the circumstances.
- (3) Where a relaxation to the density standards in the applicable land use district is being requested, a description of the nature, extent and rationale for the relaxation needs to be provided.
- (4) Where a density transfer is being proposed, a description of the amount of the transfer and the sending and receiving properties involved in the transfer needs to be provided.

4.0 DENSITY IMPACT ANALYSIS

- (1) A Density Impact Analysis may include
 - (a) a Capacity Evaluation addressing the ability of infrastructure and facilities to support the development and comprising, but not limited to,
 - (i) a transportation impact assessment
 - (ii) a utility servicing impact assessment,
 - (iii) a community facilities impact assessment,
 - (iv) a recreational impact assessment, and
 - (v) an educational facilities impact assessment,and
 - (b) a Compatibility Evaluation addressing the suitability and compatibility of the project and comprising, but not limited to,
 - (i) plans, cross-sections and renderings of the proposed project,
 - (ii) a contextual review of its compatibility with adjacent sites,
 - (iii) any design mitigation measures to be introduced to address potential compatibility issues, and
 - (iv) an explanation of the perceived benefits of the density increase to the transit and town centre function of the Plan Area.
- (2) The above requirements may be expanded upon, relaxed or modified in any manner by the Approving Authority in response to the specific circumstances.

5.0 DENSITY REDUCTION ANALYSIS

The Density Reduction Analysis shall include:

- (a) an evaluation of the current and expected land use and density pattern in the Plan Area, and the impact of the density reduction on this situation,
- (b) a description of the mitigating circumstances that exist to justify the reduction in density, and
- (c) an explanation of if and how the loss of density will be compensated through such measures as
 - (i) the transfer of density to other sites, or
 - (ii) the provision of enhanced public amenities.

APPENDIX C

COUNTRY HILLS STATION AREA BUILDING HEIGHT IMPACT STUDY

1.0 REQUIREMENTS

A Building Height Impact Study may be required to be submitted to address the impact of building height on adjacent properties and the Plan Area.

2.0 IMPACT STUDY

A Building Height Impact Study shall include, but not be limited to, the following information submitted to the satisfaction of the Approving Authority:

- a) a statement providing the rationale for the request for the additional height,
- b) plans, cross-sections and renderings that show the proposed building in relation to adjacent properties, and
- c) a shadow impact analysis of the proposed building.

3.0 CIRCULATION

The adjacent land owners that may be impacted by the additional height shall be circulated the proposal for review and comment.

APPENDIX D

COUNTRY HILLS STATION AREA OPEN SPACE ANALYSIS

1.0 REQUIREMENTS

In conjunction with a Subdivision application, an Open Space Allocation Analysis may be required to be submitted to address the amount, location and form of Municipal Reserve land owing and to be dedicated within the subject site and the Plan Area.

2.0 OPEN SPACE ANALYSIS SUBMISSION

In the case of a subdivision application, the Open Space Analysis Table shall be updated, if required, and resubmitted to the satisfaction of the Approving Authority.

MUNICIPAL RESERVE OWING	
Open Space Calculation	Hectares (Acres)
Gross Developable Area (GDA) of Station Area	64.17 hectares (158.56 acres)
Ten Percent Municipal Reserve (MR) Owing (10% x GDA = MR owing)	6.47 hectares (15.85 acres)
Estimated Net Developable Area (NDA) of Station Area	42.32 hectares (104.58 acres)
Projected Minimum Density of Station Area	85.9 units per gross developable hectare (35 units per gross developable acre)
Additional Five Percent Municipal Reserve Owing (5% x NDA = MR owing)	2.12 hectares (5.23 acres)
TOTAL MUNICIPAL RESERVE OWING	8.6 hectares (21.2 acres)
NOTE: All figures are estimates and subject to refinement at the more detailed level of subdivision.	