



NORTHEAST INDUSTRIAL AREA STRUCTURE PLAN



Office Consolidation

2013 September

2020 September

Northeast Industrial Area Structure Plan

**Approved 2007 January 08
Bylaw 2P2007**



THE CITY OF
CALGARY
LAND USE PLANNING & POLICY

NOTE: This office consolidation includes the following amending Bylaws.

Amendment	Bylaw	Date	Description
1	21P2007	2007 July 16	a) Replace Map 3. b) Adding Section 7.3.
2	63P2008	2008 December 8	a) Replace Map 3. b) In Section 7.2.2(2) Development within Gateway Commercial Area, delete items (b) and (c).
3	28P2013	2013 July 22	a) Replace Map 1. b) Replace Map 2. c) Replace Map 3. d) Replace Map 4. e) Delete text in Section 14.1.1.
4	40P2020	2020 September 14	a) Replace Map 3

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

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

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Northeast Industrial Area Structure Plan

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Northeast Industrial Area Structure Plan

PREFACE

The Northeast Industrial Area comprises approximately 560 hectares (1,400 acres) of land and a projected 1600 jobs and is located in the northeast quadrant of Calgary. The area is bounded by the Transportation and Utility Corridor (TUC) containing the proposed Stoney Trail NE to the north, future industrial lands and the Calgary International Airport to the west, Airport Trail NE and the Calgary International Airport to the south and Metis Trail NE and a residential community to the east.

The initial step in the planning process for the Northeast Industrial Area involved the preparation of the Northeast Regional Policy Plan. This plan included the subject area as well as two large residential communities to the east. The plan identified a broad land use pattern, an arterial road network, the natural wetland systems and the development constraints relating to the northeast region, and determined that the Northeast Industrial Area represented a logical and appropriate area for an area structure plan (ASP).

The preparation process for the ASP commenced in early 2006 and involved transportation, environmental, market and land use studies; meetings with landowners; and input from the Calgary Airport Authority, River Valleys Committee, Saddleridge Community Association and other interested parties. The result of this process is a ASP that will provide a "blueprint" for the future development of the Northeast Industrial Area.

The foundation of the Plan is embodied in the following goals established for the Northeast Industrial Area:

- **To provide for successful business and industrial development**
- **To provide for service-related activities that complement 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 natural wetlands and its related floodway, escarpment and ravines**
- **To provide for walking and cycling through the provision of strong and direct pedestrian connections**

- 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
- * To provide for a safe, effective and convenient internal and regional road network to serve the area
- To provide for sanitary sewer, waterworks and sewer services and other utility infrastructure to serve 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 Revised Northeast Industrial 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.**

1.3 Timeframe of the Plan

The Plan is future-oriented and addresses how the Northeast Industrial 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 requires compliance at the Outline Plan/Land Use Approval stage, that requirement may be deferred to the subdivision approval or development permit approval stage.

1.4.3 Guideline Interpretation

The guidelines contained in Appendices A to C form part of the adopted Plan and are to be interpreted and applied in a flexible manner. Specifically, in the case of a Design Guideline (Appendix A), the guideline need not be complied with where either unique circumstances arise or an alternative design solution is proposed that is considered to be equivalent to or an improvement upon the design that would otherwise be achieved in the case of compliance with that guideline. In the case of a Functional Guideline (Appendix B), these guidelines are intended to be applied to ensure the separate function of Gateway and Core Commercial Centres and may be modified or refined as long as the overriding objective of the guideline is still achieved. In the case of an Evaluation Guideline (Appendix C), the exact requirements of the studies, analysis or information to be submitted as identified in the guideline can be modified on a case-by-case basis in any manner in response to the situation.

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.

2.0 PLANNING AREA

2.1 Plan Area Map

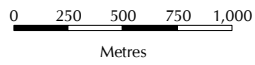
The Northeast Industrial Area Structure Plan applies to the area shown on the Plan Area Map (Map 1). This area comprises approximately 560 hectares (1,400 acres) of land and is located in the northeast quadrant of the city. The area is bounded by the Transportation and Utility Corridor (TUC) containing the Stoney Trail NE to the north, future industrial lands and the Calgary International Airport to the west, Airport Trail NE and the Calgary International Airport to the south and Metis Trail NE and a residential community to the east. 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 Northeast Industrial Area.

The boundary of the Northeast Industrial Area as shown on Map 1 is considered to be fixed and precise where it coincides with permanent boundaries such as the TUC and the Calgary International Airport. Conversely, the boundary will be subject to interpretation where it coincides with future road alignments or other features that may be adjusted through subsequent studies. Where an adjustment is considered to be significant, an amendment to the Plan will be required to revise the Plan boundary shown on the map.

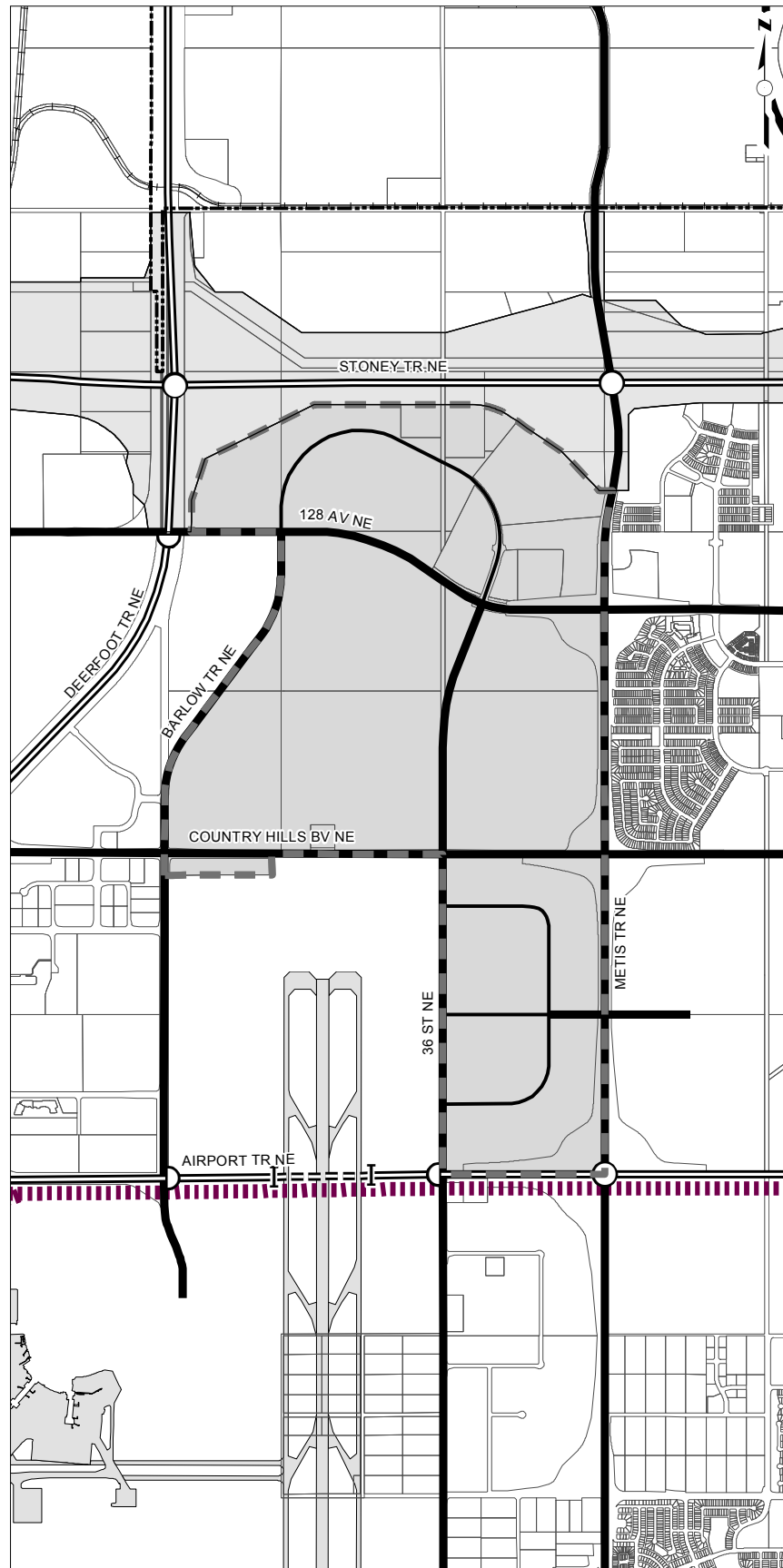
Northeast Industrial Area Structure Plan

Map 1

Plan Area



- Legend**
- Plan Area
 - City Limits
 - Transportation/Utility Corridor
 - Expressway (Skeletal Road)
 - Expressway (Skeletal Road) Tunnel
 - Major Road (Arterial Street)
 - Internal Road
 - Full Interchange
 - Partial Interchange
 - Railway
 - Airport Transit Connection (Technology TBD)



Approved: 2P2007
Amended: 28P2013

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

3.0 VISION

3.1 Vision of the Future

The Northeast Industrial Area, in the year 2030, has been transformed into a vital and successful business area that generates employment opportunities, provides goods and services for the surrounding communities, complements the Calgary International Airport and creates a gateway for the City.

Deerfoot Trail NE, a north-south freeway, borders the area, and Stoney Trail NE, an expressway, bounds the area to the north. These roads provide the main access to the Northeast Industrial Area and are augmented by Country Hills Boulevard NE, Barlow Trail NE, Airport Trail NE, and Metis Trail NE, all of which serve as major transportation routes into the area.

The area is a fully-serviced area containing predominantly industrial uses together with office, retail and service commercial development at select locations. The area also supports major retail centres. These centres attract shoppers from nearby communities as well as drive-by traffic, and they remain convenient and accessible due to their locations along major transportation corridors.

While the area is not intended to be served by Light Rail Transit (LRT), it will contain efficient transit bus service throughout. Transit routes will link with the surrounding residential communities creating a strong home-to-work relationship for the area. Pedestrian connections in the form of sidewalks, walkways and pathways are located within the Northeast Industrial Area providing opportunities for people to walk and cycle. This localized pedestrian system is, in turn, linked to regional pathways that extend into the communities to the east and Nose Creek to the west.

Throughout the area are a number of wetlands, and their related upland area. These wetlands complement the surrounding industrial development by providing passive recreational opportunities for employees and support wildlife by providing a viable and sustainable natural habitat.

In total, the Northeast Industrial Area comprises a prominent business area, that conveys a positive image of growth, prosperity and diversity. The area performs a strong service and employment function, creates a quality environment in which to shop and work and contributes to a thriving and healthy city.

3.2 Goals for the Area

- **Business Development**

To provide for successful business and industrial development.

- **Airport Services**

To provide for service-related activities that complement and support the travelling public and the Calgary International Airport.

- **Commercial Vitality**

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

- **Environmental Protection**

To provide for the conservation and enhancement of natural wetlands.

- **Pedestrian Circulation**

To provide for walking and cycling through the provision of strong and direct pedestrian connections.

- **Public Transit**

To provide for efficient public transit that serves as a viable alternative to private vehicles.

- **Entranceway Design**

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

- **Road Network**

To provide for a safe, effective and convenient internal and regional road network to serve the area.

- **Utility Services**

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

4.0 PLANNING CELLS

4.1 Planning Cell Map

The planning cells within the Northeast Industrial Area are shown on the Planning Cells Map (Map 2). These cells are defined by the arterial road network and they represent the basic unit of planning, servicing and development within the Northeast Industrial Area. The approximate size of each planning cell is identified in the following table.

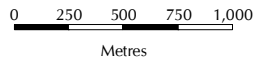
Planning Cells Northeast Industrial Area	
Cell	Gross Area
A	147.7 Hectares (365 Acres)
B	182 Hectares (450 Acres)
C	106.8 Hectares (263.8 Acres)
D	131 Hectares (324 Acres)
The size of the cells may be refined at the Outline Plan/Land Use approval stage.	

The policies addressing land development within the planning cells are contained in the next sections.

Northeast Industrial Area Structure Plan

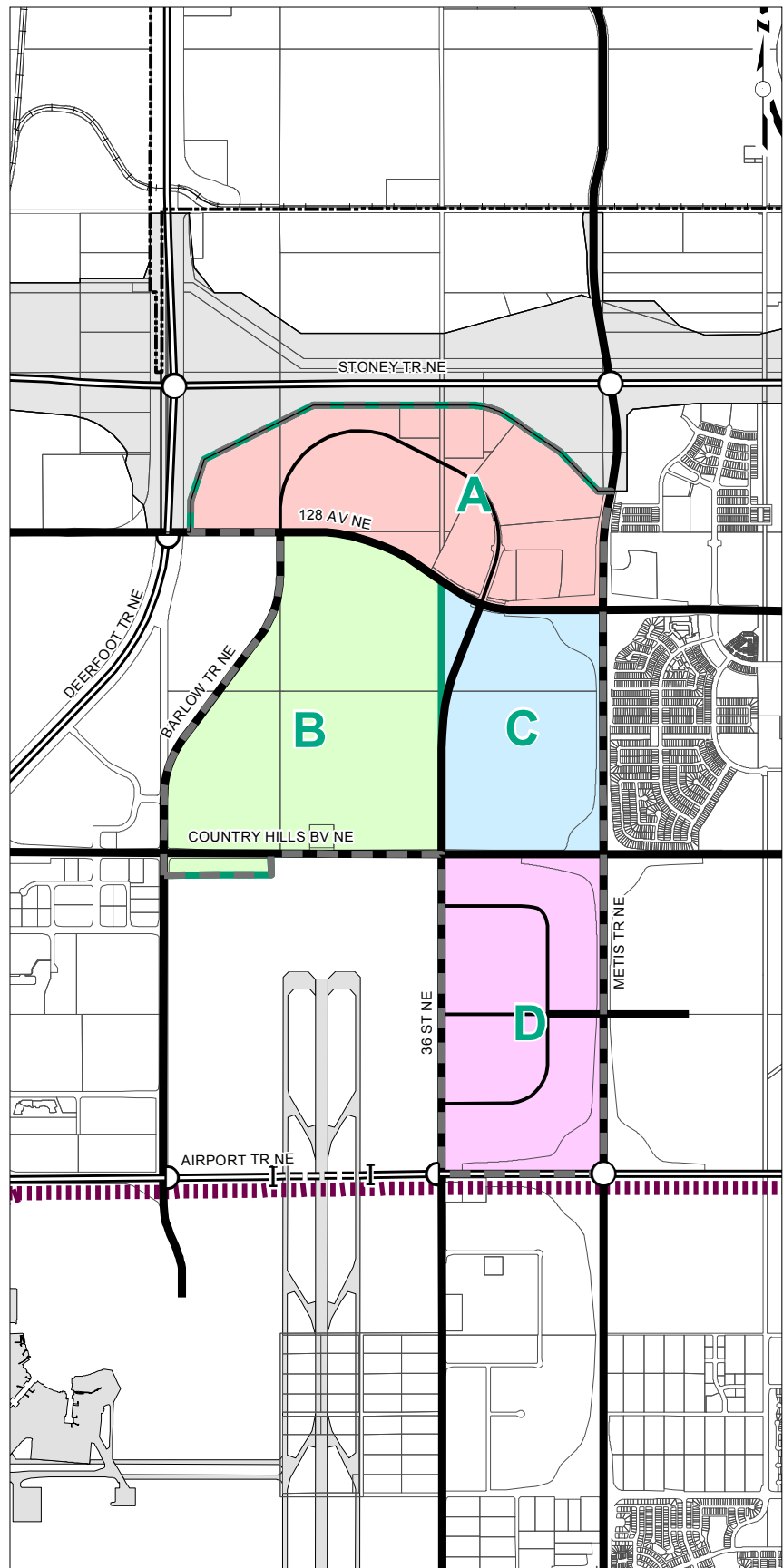
Map 2

Planning Cells



Legend

- Plan Area Boundary
- City Limits
- Transportation/Utility Corridor
- planning_cells
- Expressway (Skeletal Road)
- Expressway Tunnel (Skeletal Road)
- Major Road (Arterial Street)
- Internal Road
- Full Interchange
- Partial Interchange
- Railway
- Airport Transit Connection (Technology TBD)



Approved: 2P2007
Amended: 28P2013

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

5.0 PLANNING CELL POLICIES

5.1 Function of Cells

5.1.1 Purpose

The purpose of these policies is to provide for the comprehensive and coordinated development of land on a planning cell basis within the Northeast Industrial Area. The planning cells will function as the basic unit of analysis within the area. Accordingly, land use, transportation and servicing studies should apply to an entire cell and not an individual site. In addition, landowners will be encouraged to co-operate in terms of their individual development initiatives within a cell, and should be provided an opportunity to review the various development proposals within a cell that may have an impact on their lands.

5.1.2 Policies

(1) Development Co-ordination

To ensure comprehensive and co-ordinated planning, a planning cell shall serve as the basic unit for planning and development within the Northeast Industrial Area.

(2) Planning Analysis

In accordance with subsection (1), unless determined otherwise, a land use, transportation or servicing study required in conjunction with an Outline Plan/Land Use application should be undertaken on a planning cell basis rather than for an individual site within a cell.

(3) Landowner Co-operation

Landowners within the same planning cell shall be encouraged to co-operate in the comprehensive formulation of studies or the submission of development proposals within the cell.

(4) Comprehensive Review

Where practical and appropriate, landowners within a planning cell should be provided an opportunity to review and comment on studies and development proposals by another developer in the cell that may have an impact on their lands.

5.2 Identity of Cells

5.2.1 Purpose

The purpose of these policies is to provide a distinct identity for the planning cells within the Northeast Industrial Area. The approach relies upon the application of uniform area names and street names within one or more cells, but not to individual sites within a cell. Thus, identification signage located at the entrance to a site or along a public road, or street names within a site, will reflect the overall cell name as approved by Council. The approach will be implemented through the subdivision process (approval of street names applied to public roads) and the development permit process (approval of identification signage).

5.2.2 Policies

(1) Name of Cell

- (a) One or more planning cells as identified on the Planning Cells Map should contain a uniform name as applied for by a developer and approved by Council.
- (b) A cell name should not be approved for a portion of a cell.

(2) Street Names within Cell

- (a) The street names to be used within the planning cell as approved by Council shall reflect the overall approved cell name in an acceptable manner.
- (b) The street type names applied to public roads within a planning cell as approved by the Subdivision Authority shall be consistent with the street names approved by Council.
- (c) Major roads that extend adjacent to, through or between planning cells may contain names approved by Council that do not relate to the approved name of the cell but rather contain a neutral or generic name considered appropriate.

(3) Identification Signage within Cell

- (a) Identification signage at the entrance to a subdivision shall reflect the overall approved cell name in an acceptable manner.
- (b) Names applied by a developer to a comprehensively developed site, such as a commercial shopping centre, or a building, should be encouraged to reflect the overall approved cell name.

6.0 LAND USE CONCEPT

6.1 Land Use Concept Map

The Land Use Concept Map (Map 3) provides for a future land use pattern within the Northeast Industrial Area comprised of the following land use areas:

- **Business/Industrial Area**
- **Gateway Commercial Area**

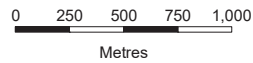
Section 7.0 of the Plan, in turn, contains policies that apply to each of these areas. The policies identify general categories of land uses allowed within the areas and apply development criteria to these uses.

An Outline Plan/Land Use Amendment application submitted for a site should comply with the policies of the land use area in which the site is located.

Northeast Industrial Area Structure Plan

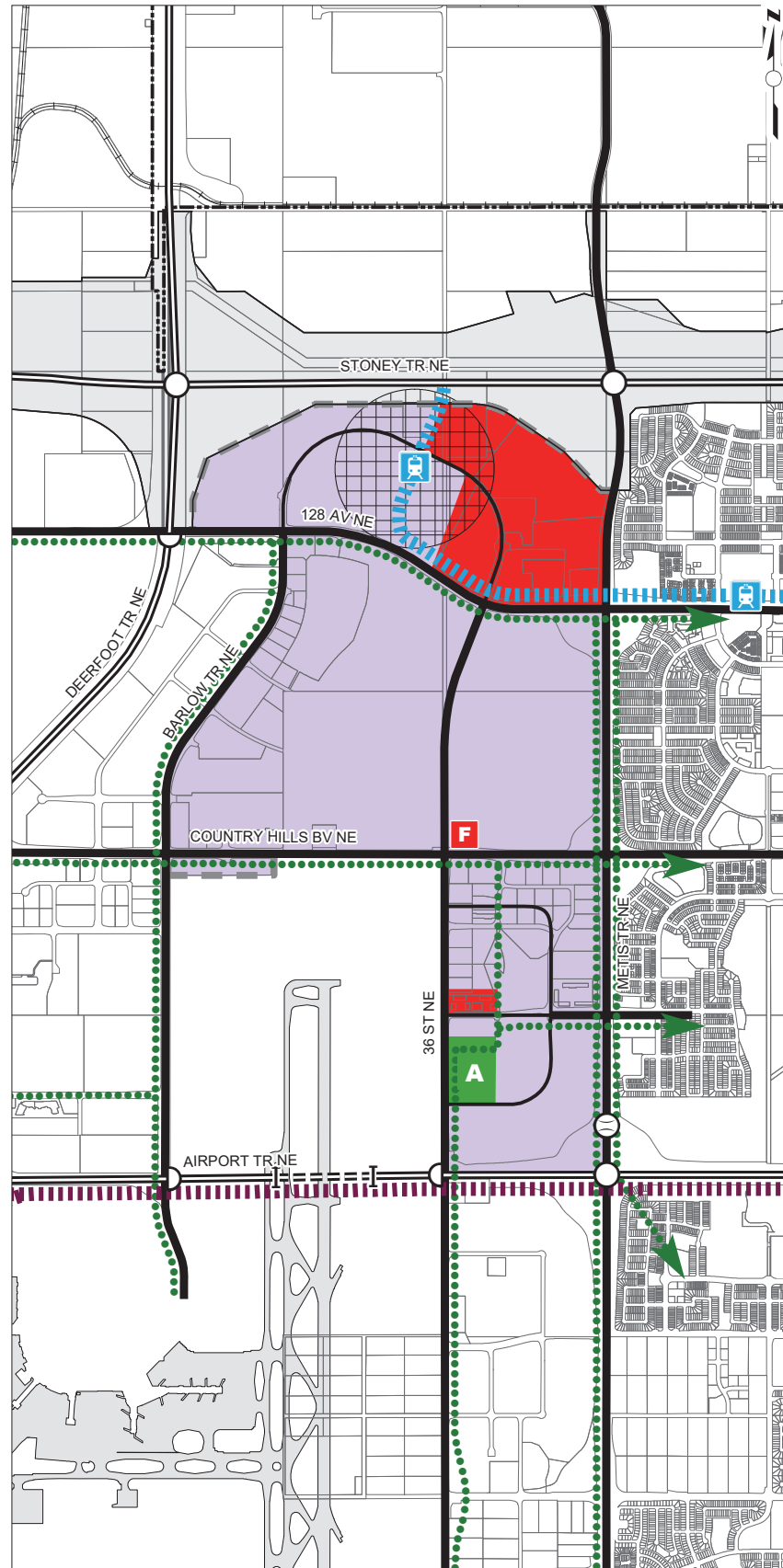
Map 3

Land Use Concept



Legend

- Plan Area Boundary
- City Limits
- Transportation/Utility Corridor
- Business/ Industrial Area
- Gateway Commercial Area
- Regional Athletic Park
- Fire Station Site
- Transit Station Planning Area
- Regional Pathway
- Expressway (Skeletal Road)
- Expressway (Skeletal Road) Tunnel
- Major Road (Arterial Street)
- Internal Road
- Full Interchange
- Partial Interchange
- Potential Pedestrian Overpass
- Railway
- LRT Alignment
- LRT Station
- Airport Transit Connection (Technology TBD)



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

7.0 LAND USE AREAS

7.1 Business/Industrial Area

7.1.1 Purpose

The purpose of this area is to provide for the development of a variety of light industrial uses within the context of a fully-serviced industrial/business park. In addition, medium industrial, secondary commercial, office, institutional, recreational and other land uses considered to be compatible and appropriate may also be allowed. The area comprises the majority of lands within the Northeast Industrial Area and its design will be determined through the Outline Plan/Land Use Approval process. Any proposed use within the area should be consistent with the density policies contained in Section 8.0.

7.1.2 Policies

(1) Composition of Business/Industrial Area

- (a) Subject to the policies of this plan,
 - (i) light industrial uses shall be the predominant use of land within the Business/Industrial Area, and
 - (ii) medium industrial uses, office uses, local commercial uses, service commercial uses, secondary commercial uses, recreational uses, institutional uses and public uses, and similar and accessory uses to the above, may be allowed within the Business/Industrial Area where determined to be compatible and appropriate.
- (b) The general categories of uses identified under (a) above and their locations shall be refined through the land use districts applied within the Business/Industrial Area.

(2) Development within Business/Industrial Area

- (a) Local commercial uses within the Business/Industrial Area should:
 - (i) locate at the intersection of two roads,
 - (ii) not comprise a site exceeding 1.6 hectares of land at the corner of an intersection, and

- (iii) not, in the aggregate, compromise sites totalling more than 1.6 hectares of land at one or more corners of the same intersection.
- (b) Service commercial uses shall only locate on a site:
 - (i) with efficient access and good visibility lying adjacent or in close proximity to an entranceway road, and
 - (ii) that does not exceed 4.0 hectares in size.
- (c) Medium industrial uses within the Business/Industrial Area should not locate adjacent to an entranceway road.
- (d) Office uses
 - (i) shall be accessory to the principal use on a site, or
 - (ii) may be allowed in the form of a stand-alone office building on a site provided that the office is considered to be low density and consistent with the character of the area.
- (e) Only office uses, light industrial uses or other uses determined to be compatible and appropriate in relation to residential development shall locate along Metis Trail NE.
- (f) A Firehall site should be provided within Cell C in the Business/Industrial Area.
- (g) A Regional Sports Field site should be provided within Cell D in the Business/Industrial Area.

7.2 Gateway Commercial Area

7.2.1 Purpose

The purpose of this area is to provide the opportunity to develop commercial centres within the Northeast Industrial Area in predetermined locations. The size of the commercial centre will be subject to a comprehensive evaluation of transportation, servicing and, possibly, market factors. The composition and design of the sites will be subject to guidelines contained in Appendix B. Prior to Land Use approval, the Gateway Commercial Area will need to be revised through an amendment to the Land Use Concept map to coincide in an exact manner with the actual retail commercial site, following a comprehensive evaluation of the proposal.

7.2.2 Policies

(1) Composition of Gateway Commercial Area

- (a) Subject to the policies in this plan,
 - (i) retail commercial uses shall be the predominant use of land within the Gateway Commercial Area, and
 - (ii) secondary commercial uses, service commercial uses, office uses, institutional uses, recreational uses and public uses, and similar and accessory uses to the above, may be allowed within the Gateway Commercial Area where determined to be compatible and appropriate.
- (b) The general categories of uses identified under (a) above and their locations shall be refined through the land use districts applied within the Gateway Commercial Area.

(2) Development within Gateway Commercial Area

- (a) The Gateway Commercial Symbol on the Land Use Concept Map shall be interpreted as providing the potential only to develop a Gateway Commercial Centre in the location shown on the map subject to:
 - (i) a comprehensive evaluation of the proposed centre in the context of a Land Use Amendment application, and
 - (ii) an amendment to the Land Use Concept Map to apply the Gateway Commercial Area to define the subject commercial centre site in an exact manner.

(b) *deleted*

BYLAW 63P2008

(c) *deleted*

BYLAW 63P2008

7.3 Transit Station Planning Area

7.3.1 Purpose

The purpose of this area is to provide for transit oriented development (TOD) surrounding an LRT station within the Plan area. This station will be situated adjacent to a regional commercial centre and an industrial/business park. Accordingly, smaller format, retail, office, institutional and other transit supportive development should locate closest to the station followed by larger format retail and business uses, and then parking areas in order to create an outward transition from higher to lower intensity development around the station. This development pattern will need to recognize that the commercial centre will function as predominately a larger format (big box) project serving the northeast sector of The City. Development within the Transit Station Planning Area will be subject to the Transit Oriented Design Guidelines, which address such matters as built form, pedestrian connections and community linkages.

7.3.2 Policies

(1) Composition of Transit Station Planning Area

- (a) The Transit Station Planning Area should comprise
 - (i) an LRT station;*
 - (ii) a park-n-ride facility, as required;*
 - (iii) office uses, such as medical or professional offices;*
 - (iv) retail, service commercial and employment uses; and*
 - (v) other uses consistent with the function of regional commercial centre and an industrial/business park.**
- (b) Development should transition outward from higher to lower density around the LRT station within the Transit Station Planning Area with higher intensity, smaller format, transit oriented development located closest to the centre; and, lower intensity, larger format uses locating further away with parking areas situated toward the periphery of the site.*
- (c) Building entrances should be oriented to accommodate pedestrians arriving by transit.*
- (d) Office, business and employment generating uses should locate in close proximity to the LRT station.*

(2) Alignment of LRT line

The exact alignment of the LRT line in relation to the adjacent commercial centre and industrial/business park should be determined through the Outline Plan and/or the subdivision approval process.

(3) Pedestrian Connections

Well defined and efficient pedestrian and cycling connections to the LRT station should be provided from the surrounding development.

(4) Design of Transit Station Planning Area

In conjunction with a tentative plan of subdivision or development permit, as deemed appropriate, for uses located within the Transit Station Planning Area, a concept plan for the area should be submitted showing the proposed:

- (i) land uses;*
- (ii) building envelopes and entranceways;*
- (iii) parking areas;*
- (iv) landscaping areas;*
- (v) pedestrian and cycle connections;*
- (vi) regional pathway; and*
- (vii) internal roads,*

and, providing such other information as determined necessary to demonstrate a transit-oriented development pattern for the area.

BYLAW 21P2007

8.0 DENSITY POLICIES

8.1 Density Regulation

8.1.1 Purpose

The purpose of these policies is to allocate density within the Plan area to various land uses taking into account the capacity of the transportation network to serve those uses. The approach taken is to accommodate a wide range of business-related uses that typically locate within a serviced industrial area at densities, expressed as a maximum floor area ratio, that are sufficient to accommodate those uses. In the case of more specialized uses, such as institutional, recreational, retail and service uses, where those uses generate peak hour traffic flows that are considered equivalent to or less than business-related uses (i.e. maximum 37 vehicle trips per hectare during the peak PM period) the uses will automatically be considered to be acceptable in terms of their density. Alternatively, where a proposed use exceeds this traffic generation factor, it will need to be reviewed through a site specific analysis to determine if its density is acceptable in relation to the available transportation network capacity.

8.1.2 Policies

(1) Maximum Density of Development

The maximum floor area ratio allowed for various land uses should be as shown in the following table:

Land Use	Maximum Floor Area Ratio
Light Industrial Uses	1.0
Medium Industrial Uses	1.0
Office Uses	0.5
Secondary Commercial Uses	1.0
All other uses	Where the maximum vehicle trip generation factor for that land use is less than 37 vehicle trips per net developable hectare during the peak PM period, the floor area ratio proposed for that shall be considered to be acceptable. In all other cases, a site specific analysis of the land use in relation to transportation network capacity may be required to determine the acceptability of the use.

8.2 Density Increase

8.2.1 Purpose

The purpose of these policies is to provide for criteria to assist in the evaluation of proposed land uses that exceed the density requirements identified in Section 8.1. These criteria need to address:

- the transportation network capacity available to support the proposed use
- the equitable distribution of that transportation network capacity in relation to other potential development
- the planning objectives to be achieved in allowing the use

A decision on land uses evaluated under this section will occur on a case-by-case basis and therefore will not necessarily be precedent setting.

8.2.2 Policies

(1) Density Increase

- (a) Where a proposed land use exceeds the maximum density requirements of, or is otherwise not referenced within, Section 8.1, a transportation impact analysis and planning report should be submitted that addresses
 - (i) the anticipated vehicle trip generation of that use during the PM peak period,
 - (ii) the transportation network capacity required and available to support that use taking into account the need to equitably distribute that transportation capacity to accommodate future development, and
 - (iii) any public planning objectives that would be achieved that justify the allocation of additional transportation network capacity to accommodate that use.
- (b) The decision on the density allocated for that use shall be made on a case-by-case basis having regard to the requirements of (a) above.

9.0 WETLAND CONSERVATION

9.1 Wetland Study Area Map

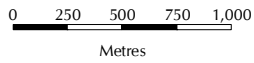
9.1.1 Purpose

The Wetland Study Area Map (Map 4) identifies a series of wetlands within the Northeast Industrial Area that are considered to be higher environmental significance based upon criteria established in The City of Calgary Wetland Conservation Plan (2004). Further analysis at the Outline Plan/Land Use Amendment stage will need to occur to determine the viability of acquiring and protecting these wetlands. This analysis can lead to several outcomes, including retention, modification or development of the wetlands. It is not intended that the Wetland Study Area Map be amended to reflect the outcome chosen. Rather, the map is to serve as a starting point to identify those wetlands that need to be studied further. Accordingly, if it is determined at the Outline Plan/Land Use Amendment stage that a wetland comprises developable land, or will otherwise not be protected, the surrounding Land Use Area as shown on the Land Use Concept Map will automatically apply to the site and no amendment to the map will be required.

Northeast Industrial Area Structure Plan

Map 4

Wetland Study Area



Legend

- Plan Area
- City Limits
- Transportation/Utility Corridor
- Expressway (Skeletal Road)
- Expressway Tunnel (Skeletal Road)
- Major Road (Arterial Street)
- Internal Road
- Full Interchange
- Partial Interchange
- Railway
- Upland Grassland
- Airport Transit Connection (Technology TBD)

Wetlands

- Type 3 Seasonal
- Type 4 Semi-permanent
- Type 6 Alkali



Approved: 2P2007
Amended: 28P2013

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

10.0 WETLAND CONSERVATION POLICIES

10.1 Wetland Evaluation

10.1.1 Purpose

The purpose of these policies is to provide for the evaluation of the wetlands shown on Map 4 at the Outline Plan/Land Use Amendment stage. This evaluation will be subject to the provisions of the Wetland Conservation Plan, and will need to address a number of legal, engineering, financial and safety concerns that affect these particular wetlands including

- the method of acquiring the wetlands,
- the engineering measures to be introduced to ensure that the wetlands remain sustainable,
- the impact of the wetlands on airport safety,
- the financial obligations of the developer and the City for the improvements and operation of the wetlands.

10.1.2 Policies

(1) Comprehensive Evaluation

In conjunction with an Outline Plan/Land Use Amendment application a comprehensive evaluation of a wetland shown on the Wetland Study Area Map shall occur that addresses

- (i) compliance with the applicable policies of the Wetland Conservation Plan;
- (ii) the waterfowl impacts of the wetland on airport traffic safety;
- (iii) the engineering measures required to be introduced;
- (iv) the compensation to be provided, where the wetland is developed.

10.2 Wetland Decisions

10.2.1 Purpose

The purpose of these policies is to provide a framework for dealing with a wetland through the Outline Plan/Land Use Amendment approval process. The analysis of a wetland can produce several outcomes including

- preservation of the wetland in a natural state with some engineering measures introduced to ensure its long term sustainability
- modification of the wetland to serve primarily as a stormwater facility while retaining its natural character
- development of the wetland where its retention is determined to be unfeasable or impractical for airport safety or other reasons

In choosing these outcomes, issues concerning compensation in accordance with the "no net loss" policy contained within the Wetland Conservation Plan will also need to be addressed.

10.2.2 Policies

(1) Retention or Development of Wetlands

- (a) Subject to the evaluation the Outline Plan/Land Use Amendment stage where a wetland is to be retained, the decision shall address the
 - (i) function of the wetland,
 - (ii) method of acquisition,
 - (iii) mitigation measures to be introduced,
 - (iv) engineering improvements to be introduced,
 - (v) financial responsibility for the mitigation measures and engineering improvements,
 - (vi) long term operational responsibilities for the City,
 - (vii) land or monetary compensation to be provided by the developer, and
 - (viii) other matters that are determined necessary to be resolved at this stage of the planning approval process.
- (b) Where a wetland is to be developed, the Outline Plan/Land Use Amendment shall address the
 - (i) rationale for this decision, and
 - (ii) any land or monetary compensation to be provided by the developer.

11.0 LAND USE CONSTRAINTS

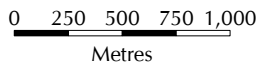
11.1 Land Use Constraints Map

The Land Use Constraints Map (Map 5) shows schematically the sour gas wells (Class 1) and the Noise Exposure Forecast (NEF) contours as defined in the Calgary International Airport Vicinity Protection Area (AVPA) Regulation. These constraints are related to Provincial legislation and need to be complied with through the Outline Plan / Land Use Amendment process.

Northeast Industrial Area Structure Plan

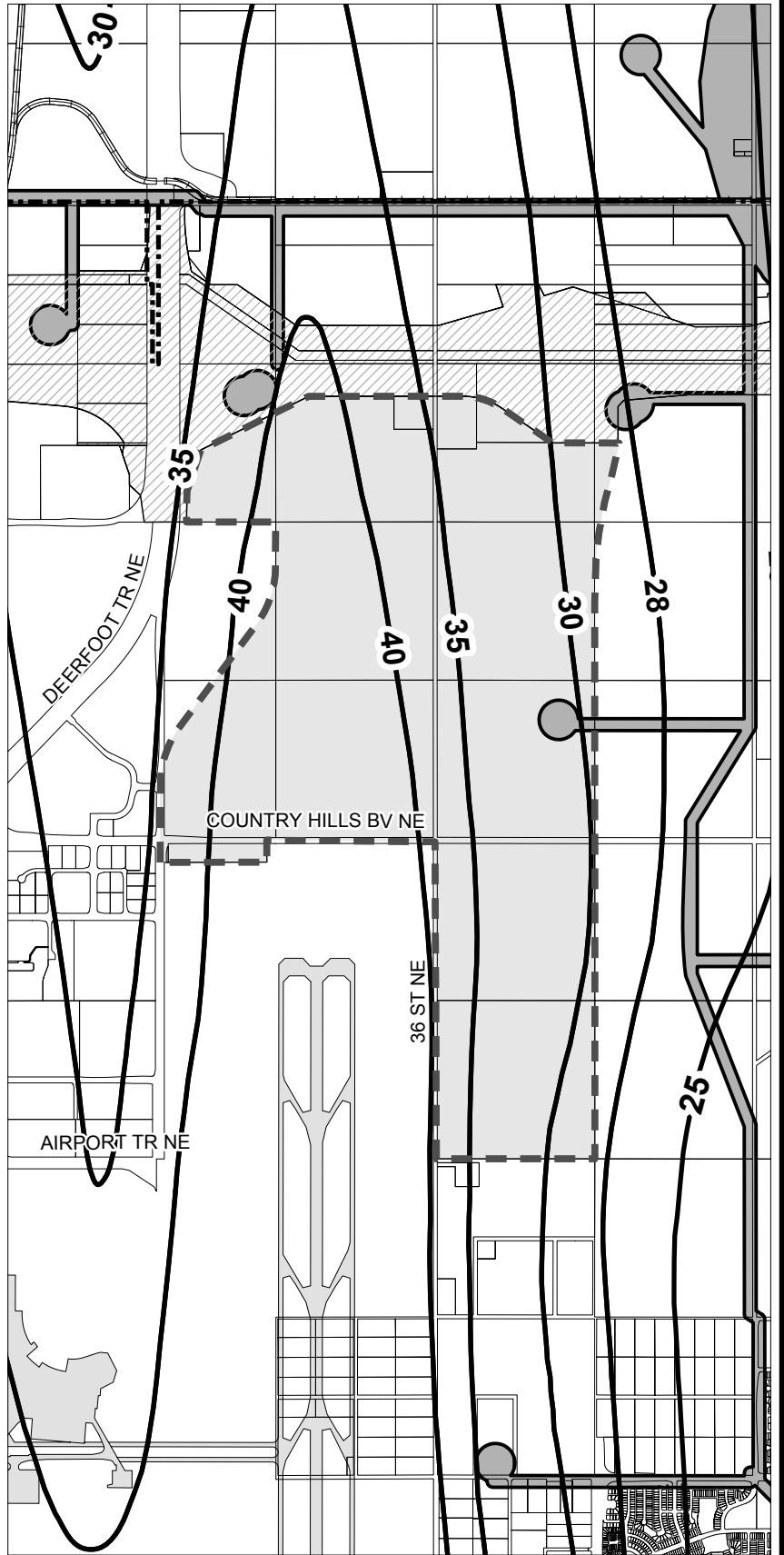
Map 5

Land Use Constraints



Legend

- Plan Boundary
- City Limits
- Transportation/Utility Corridor
- Railway
- N.E.F. Contour Line
- Sour Gas Setbacks



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



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12.0 LAND USE CONSTRAINT POLICIES

12.1 Sour Gas Setbacks

12.1.1 Purpose

The purpose of these policies is to address public health and safety setbacks imposed by the Provincial Energy and Utilities Board (EUB) pertaining to the extraction and processing of sour gas within the Northeast Industrial Area. The EUB requires a 100 metre setback from each of the two sour gas wells in the area. These setbacks will be required to be identified and complied with at the Outline Plan/Land Use Amendment stage.

12.1.2 Policies

(1) Public Health and Safety Setback

An Outline Plan/Land Use Amendment application shall address any requirements of the Provincial Energy and Utilities Board for urban development setbacks within the Plan area from sour gas pipelines, wells and processing plants.

(2) Identification of Public Health and Safety Setback in Conjunction with an Outline Plan/Land Use Amendment

In conjunction with an Outline Plan/Land Use Amendment, plans and information should be submitted that

- (i) delineates the applicable sour gas well setbacks, and
- (ii) identifies the proposed longer term land use pattern within that setback area.

(3) Additional Nuisance Setbacks

Sensitive land uses, such as child care services, food establishments, custodial quarters and private schools, that are discretionary within Industrial Districts, should not locate within 300 meters from an operating sour gas wells, or such distance as established through City policy.

12.2 Noise Exposure Forecast Contours

12.2.1 Purpose

The purpose of these policies is to ensure compliance with the Calgary International Airport Vicinity Protection Area (AVPA) Regulation. This Regulation contains, among other matters, Noise Exposure Forecast (NEF) contours that place restrictions on land use development in proximity to the Calgary International Airport. Under the Regulation, residential development is precluded from locating within the 30 NEF contour. This contour encompasses the entire Northeast Industrial Area. At the Outline Plan/Land Use Amendment stage, the effect of the AVPA on the site, the location of the NEF contours in relation to the site and the compliance of the proposed land uses to the Regulation will need to be determined.

12.2.2 Policies

(1) Airport Vicinity Protection Area Regulation

An Outline Plan/Land Use Amendment application shall address any requirements of Airport Vicinity Protection Area (AVPA) Regulation or urban development within the Northeast Industrial Area.

(2) Identification of Noise Exposure Forecast Contours

In conjunction with an Outline Plan/Land Use Amendment application, plans and information shall be submitted that:

- (i) delineate the NEF contours within the site, and
- (ii) identify the proposed land uses with the NEF contours.

13.0 RESERVE POLICIES

13.1 Creditable Reserve

13.1.1 Purpose

The purpose of these policies is to provide a basis for making decisions on the dedication of municipal reserve (MR) land within the Northeast Industrial Area. Municipal reserve owing on a parcel of land will need to be addressed at the time of subdivision of the parcel in accordance with the provisions of the Municipal Government Act. This reserve will normally be acquired as money-in-lieu of land except in select circumstances where land is determined to be more appropriate.

13.1.2 Policies

(1) Creditable Reserve Dedication

- (a) Subject to (b) below, municipal reserve owing on a parcel of land shall be provided as money-in-lieu of reserve land at the time of subdivision in the entire amount owing on the parcel.
- (b) As an alternative to the provision of money-in-lieu of land, municipal reserve owing on a parcel of land may, in special circumstances only, be dedicated in full or in part as reserve land to provide parks that are determined to be important to serve regional recreation needs, to accommodate an innovative and necessary public/private park concept, or to enhance the protection and viability of a natural wetland.

(2) Natural Parks

Where the ownership pattern allows for the transfer of municipal reserve from a parcel that does not contain a wetland, to a parcel that does, the transfer and dedication of reserve land may be required through the subdivision process where it would contribute to the natural open space around the wetland.

(3) Regional Athletic Park

- (a) The regional athletic park should be located relative to ownership boundaries as to maximize the amount of reserve land available that can be applied to this park.
- (b) Where municipal reserve is owing on a parcel of land containing the proposed regional athletic park as shown on the Land Use Concept Map, that reserve shall be dedicated as land in order to contribute to the park.

(4) Local Parks

Private parks that are owned and maintained by a business association comprised of the benefiting landowners shall be encouraged and promoted in order to meet the recreational needs of the local workforce within the Northeast Industrial Area as an alternative to the dedication of municipal reserve land for public parks.

(5) Municipal Reserve Analysis

Prior to approval of an Outline Plan/Land Use Amendment application, a developer shall submit a reserve analysis identifying the amount of municipal reserve:

- (i) owing on the lands that are the subject of the application, and
- (ii) to be dedicated as land, paid as money-in-lieu of land or deferred by caveat pending future subdivision.

(6) Voluntary Municipal Reserve Dedication

Municipal reserve may be allowed to be dedicated in excess of the requirements of the *Municipal Government Act* on a voluntary basis through the subdivision process subject to a site specific evaluation of the proposal by the Subdivision Authority.

(7) Deferral of Municipal Reserve

In accordance with the *Municipal Government Act*, the Subdivision Authority may register a deferred reserve caveat on a parcel of land owing municipal reserve in order to defer a decision on reserve pending the future subdivision of the parcel, provided that the parcel will retain its potential for further subdivision.

13.2 Environmental Reserve

13.2.1 Purpose

The purpose of these policies is to provide a basis for making decisions on the dedication of environmental reserve (ER) land to protect those environmentally significant features, in particular natural wetlands, within the Northeast Industrial Area. Environmental reserve dedication is governed by the Municipal Government Act. Where it is determined that a natural wetland meets the definition of ER and it can be practically be retained, the wetland will be dedicated as ER at the time of Subdivision. Where a wetland or other environmentally significant feature cannot be dedicated as ER, other methods of acquiring or protecting that feature may be introduced.

13.2.2 Policies

(1) Dedication of Environmental Reserve

Where wetlands or other environmentally significant features qualify as ER in accordance with the provisions of the *Municipal Government Act*, and it is determined that these features can formibly and be protected, the lands should be dedicated as ER through the subdivision process.

(2) Alternative Acquisition of Wetlands

- (a) Where determined practical and feasible, where wetlands or other environmentally significant features that do not qualify as ER, the lands may be acquired and protected through alternative means as determined by Council or an Approving Authority including but not limited to:
 - (i) a land transfer or exchange undertaken in accordance with the mitigation and "no net loss" policies contained within *The City of Calgary Wetland Conservation Plan*,
 - (ii) dedication of the lands as municipal reserve,
 - (iii) registration of a conservation easement on title as per the provisions of the Environmental Protection and Enhancement Act,
 - (iv) purchase of the lands
 - (v) application of development controls to achieve mandatory protection of the lands, or
 - (vi) introduction of development incentives to encourage voluntary conservation of the lands.

14.0 TRANSPORTATION POLICIES

14.1 Road Network

14.1.1 Purpose

The purpose of these policies is to provide for a regional and local road network that is functional, safe and efficient. In addition, the road network should minimize the impact on natural features, integrate the various types of development within the area and accommodate public transit. The road network within the Northeast Industrial Area consists of regional roads (Deerfoot Trail, Stoney Trail, Airport Trail, Country Hills Boulevard, 36 Street), which provide critical links for traffic to and through the area, and internal roads (majors, industrial standard roads), which accommodate local traffic. The general alignment of the regional and internal roads is shown on the Land Use Concept map. **BYLAW 28P2013**

14.1.2 Policies

(1) Transportation and Utility Corridor

- (a) The Transportation and Utility Corridor (TUC) and the Stoney Trail NE alignment shown on the Land Use Concept map may be subject to refinement by the Province of Alberta.
- (b) Any surplus TUC lands should, where possible, be incorporated into the design of the adjacent lands.
- (c) No development, including berming, grading or other land disturbance, shall be allowed within the TUC without permission being granted by the Province of Alberta.

(2) Deerfoot Trail

- (a) No development, including berming, grading or other land disturbances, shall be allowed within the Deerfoot Trail NE right-of-way without permission being granted by the Province of Alberta.
- (b) The construction of a right-in access northbound from Deerfoot Trail NE to 128 Avenue NE may occur in advance of the construction of the future half diamond interchange planned at this location.

(3) Regional Roads

The design and alignment of the regional road network shown on the Land Use Concept map shall be re-evaluated and revised as necessary through the Outline Plan/Land Use Approval process.

(4) Internal Roads

- (a) The standards of the internal road network shown on the Land Use Concept map shall be re-evaluated and revised as necessary through the Outline Plan/Land Use Approval process without requiring an amendment to the map.
- (b) Internal roads that are considered to be minor in nature may be allowed to be approved through the Outline Plan/Land Use Approval process without having to be identified on the Land Use Concept map.
- (c) The internal road network should provide for:
 - (i) direct connections to origin and destination points,
 - (ii) safe and efficient traffic flows, and
 - (iii) efficient bus transit routing.

14.2 Pedestrian Circulation

14.2.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian circulation within the Northeast Industrial Area 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 Nose Creek, the ravines and the powerline right-of-way. Local trails, pathways, sidewalks and walkways, should combine to form an interconnected system throughout the area that is pedestrian and transit supportive.

14.2.2 Policies

(1) Regional Pathways

- (a) The regional pathway should
 - (i) generally be aligned as shown on the Land Use Concept map, and
 - (ii) wherever possible, be located within reserve land.
- (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.
- (c) The prededication of land for and the construction of the regional pathway on an entire site shall be encouraged and supported in order to achieve the completion of the pathway system in a timely and comprehensive manner.

(2) Sidewalks and Walkways

- (a) The alignment of sidewalks and walkways should be determined at the Outline Plan/Land Use Amendment stage.
- (b) 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.
- (c) Whenever possible, road standards that incorporate sidewalks on both sides of road accommodating potential public transit routes shall be provided.

(3) Building and Site Design

- (a) Sites should be situated and designed to provide direct pedestrian and cycle 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.

14.3 Public Transit

14.3.1 Purpose

Transit service plans for the area includes the development of direct, cross-town bus route connections to the future Northeast LRT and the Bus Rapid Transit/ North Central LRT service that is planned along Harvest Hills Boulevard NE and, potentially, Nose Creek in the northeast of Calgary. The transit bus connections will access the Northeast Industrial Area via 128 Avenue NE, Country Hills Boulevard NE and 96 Airport Trail NE. These transit bus services will facilitate access from major transit corridors serving commuters living in the surrounding communities. Currently, LRT is not planned to be routed through or into the Northeast Industrial Area.

14.3.2 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,
 - (iii) sidewalks along one side of roads that provide connections to roads with transit bus servicing, and
 - (iv) 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.

15.0 SERVICING POLICIES

15.1 Utility Services

15.1.1 Purpose

The purpose of these policies is to provide for a suitable level of utility servicing within the Northeast Industrial Area. 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. Utility alignments will be identified at the Outline Plan/Land Use Approval stage. Limited-serviced subdivisions will not be allowed within the Northeast Industrial Area.

15.1.2 Policies

(1) Municipal Utilities

- (a) Development within the Northeast Industrial 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 Northeast Industrial Area 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) Utility Alignments

- (a) Prior to Outline Plan/Land Use approval, a developer shall submit studies and information determined necessary to identify the location and alignment requirements for municipal utilities within a site.
- (b) Where it is determined that utilities are required to be aligned across Nose Creek or an escarpment, the utilities should be, wherever possible, be located within a road right-of-way.
- (c) A developer may be required to provide, or enter into an agreement to provide when required, utility rights-of-way or easements necessary to accommodate the extension of municipal utilities through a site in advance of development to allow for the servicing of an adjacent site.

(4) Limited-Serviced Subdivisions

- (a) The subdivision of land to create unserviced or limited-serviced parcels shall not be allowed within the Northeast Industrial Area on the basis that the subdivision will tend to prematurely fragment the land base, rendering resubdivision, redevelopment or retrofitting of municipal services more difficult in the future due to the inherent ownership, financial and development constraints created.
- (b) Notwithstanding (a), the subdivision of land to create unserviced or limited serviced parcels may be allowed in select circumstances only where it is determined that the subdivision will
 - (i) be agricultural-related or necessary to resolve a unique ownership issue, and
 - (ii) not compromise the eventual transition of the site to a fully-serviced subdivision.

15.2 Water Distribution

15.2.1 Purpose

The purpose of these policies is to provide for a suitably designed water distribution system to serve development within the Northeast Industrial Area. The area encompasses two water pressure zones: The North Hill Pressure Zone and the Greenview Water Zone. Water feeder mains are aligned along the CPR rail line on the west side of the area and along 128 Avenue NE. A 400 mm distribution main is in place along Airport Trail NE. A future large feeder main will be located along Country Hills Boulevard NE to support the North Hill Pressure Zone as development proceeds to the east. Development within the area will need to connect to those feeder mains in response to the rate and direction of development. Pressure reduction valves may be required to serve the lower lands along Nose Creek.

15.2.2 Policies

(1) Design of Water Distribution System

The water distribution system for the Northeast Industrial Area shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Location of Water Distribution System

Insofar as possible, the water distribution system should be aligned to minimize its impact on natural features.

15.3 Sanitary Sewers

15.3.1 Purpose

The purpose of these policies is to provide for a suitably designed sanitary sewer system to service the Northeast Industrial Area. The existing Nose Creek Sanitary Sewer Trunk extends along the CPR Rail line, Airport Trail NE and 128 Avenue NE. Lands within this area will be serviced by a gravity system connecting to this trunk. East of Deerfoot Trail NE, the sewer system will extend along 128 Avenue. The lower lands east of Deerfoot Trail NE will be likely require lift stations as part of the sewer servicing system.

15.3.2 Policies

(1) Design of Sanitary Sewer System

The sanitary sewage system for the Northeast Industrial Area shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Location of Sanitary Sewer System

Insofar as possible, the sanitary sewage system shall be aligned to minimize its impact on natural features.

15.4 Stormwater Management

15.4.1 Purpose

The purpose of these policies is to provide for the development of a suitable and efficient stormwater management system to serve development within the Northeast Industrial Area. A Master Drainage Plan has been prepared for the area that proposes an extensive network of stormwater facilities to manage storm drainage and direct some of it into Nose Creek. The developer will be required to construct the stormwater facilities in accordance with established standards, and the location, size and configuration of these facilities will be determined at the Outline Plan/Land Use Amendment stage. Stormwater run-off is to be restricted to the rates set by the Nose Creek Watershed Management Plan and stormwater quality entering the creek will be required to meet the standards set by Alberta Environmental Protection for water quality.

15.4.2 Policies

(1) Design of Stormwater Management System

The Stormwater Management System for the Northeast Industrial Area shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Location of Stormwater Management Facilities

- (a) Stormwater facilities shall be generally located as shown on the Storm Servicing Map (Map K), Supporting Information, within the Northeast Regional Policy Plan with the location subject to refinement at the Outline Plan/Land Use Approval stage through the submission of a Stormwater Management Study.
- (b) Where a stormwater facility is required to serve a catchment area under multiple landownership, the various landowners involved shall be encouraged to co-operate in the location, design, timing and financing of the facility with the resolution of these matters to be to the satisfaction of the Approving Authority.
- (c) Where the landowners cannot reach a consensus on those matters identified under (b) above, the Approving Authority should identify the location of and mechanism for land acquisition for the stormwater facility prior to Outline Plan/Land Use approval being granted within the stormwater catchment area.

- (d) Where, due to the landownership pattern, the construction of a stormwater facility necessary to serve a stormwater catchment area will be delayed, an interim stormwater management solution shall be introduced as a requirement of Outline Plan/Land Use approval within the stormwater catchment area.

(3) Best Management Practices for Stormwater Management

- (a) As part of the preparation of a Stormwater Management Plan, “Best Management Practices” and alternatives for stormwater quality and quantity enhancement shall be assessed 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, 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 Nose Creek.

(4) Stormwater Facilities in Relation to Airport

In order to mitigate potential local hazards in the vicinity of the Calgary International Airport, stormwater retention facilities should, as determined appropriate

- (a) incorporate design measures that ensure that the facilities do not become attractions to birds, especially waterfowl, and
- (b) avoid locations directly under runaway approaches.

16.0 GROWTH MANAGEMENT POLICIES

16.1 Staging of Growth

16.1.1 Purpose

The purpose of these policies is to ensure that urban growth within the Northeast Industrial Area proceeds in an efficient and economical manner through the Outline Plan/Land Use Approval process. An Outline Plan/Land Use application will need to comprise a logical development and servicing area, and any utility and transportation infrastructure issues will need to be resolved prior to approval of the application. Where servicing or transportation capacity constraints arise due to the timing of municipal infrastructure construction, development may need to be staged in response to these constraints.

16.1.2 Policies

(1) Logical Planning and Servicing Area

- (a) An Outline Plan/Land Use application shall:
 - (i) comprise a logical and feasible planning and servicing area, and
 - (ii) provide for an efficient and economical pattern of development.
- (b) Any proposed Outline Plan/Land Use application, or a subdivision or development permit application, shall be suitably serviced with utility and transportation infrastructure.

(2) Evaluation of Outline/Land Use Application

In evaluating an Outline Plan/Land Use application in terms of its compliance with (1) above, the following factors shall be considered:

- (i) the ability to identify the future utility infrastructure improvements and resolve any related municipal financing responsibilities for these improvements in a satisfactory manner for the site,
- (ii) the ability to identify the future on-site and downstream transportation infrastructure improvements, and resolve the municipal financial responsibilities for these improvements in a satisfactory manner for the site, and

- (iii) the continuity of the site to the existing and emerging pattern of urban growth in the area.

(3) Staging of Development

As part of approval of an Outline Plan/Land Use Amendment, a method of co-ordinating the rate of development with the capacity of the public financed utility and transportation infrastructure should be implemented as determined appropriate through the land use amendment process and the land use districts and outline plan conditions.

16.2 Financing of Growth

16.2.1 Purpose

The purpose of these policies is to address the timing (rate) of urban growth as determined through the Land Use Approval process in relation to the financing of the roadway and utility infrastructure improvements necessary to serve such growth. Infrastructure improvements would be funded by The City and the developer. A developer's requirements to finance infrastructure improvements would normally be addressed through the Standard Development Agreement or, in select circumstances, a special development agreement. The City's financing requirements for infrastructure improvements are subject to the municipal budgeting process.

16.2.2 Policies

(1) 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.

(2) Financing by The City

- (a) Any public expenditures 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.

(3) 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 to assist from the benefiting developer will 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.

16.3 Co-ordination of Growth

16.3.1 Purpose

The purpose of these policies is to provide for co-ordination between the Land Use Approval process and the budgeting process for publicly-financed utility and transportation infrastructure necessary to service growth within the Northeast Industrial Area. The policies identify the basic options that Council may exercise where co-ordination issues arise. These options would typically need to be exercised at the Land Use Approval stage.

16.3.2 Policies

(1) Co-ordination of Land Use Approval and Budgeting Priorities

The Land Use Approval process and the budgeting process for municipally or provincially-financed utility and transportation infrastructure improvements shall be co-ordinated in a manner satisfactory to Council.

(2) Co-ordination Options

Prior to Land Use approval, where major on-site or off-site transportation and utility infrastructure improvements are required to be financed by The City or the Province to serve the proposed development:

- (a) a commitment from The City or the Province to undertake the financing of the infrastructure improvements shall be received, or
- (b) the matter shall be addressed in some other manner satisfactory to Council, including but not restricted to:
 - (i) entering into a special agreement with the developer that addresses funding requirements for infrastructure improvements,
 - (ii) granting Land Use approval to enable development to proceed and realigning budgetary priorities accordingly,
 - (iii) granting Land Use approval to enable development to proceed and continuing to monitor the situation in relation to budgeting priorities, or
 - (iv) withholding Land Use approval or otherwise placing limitations on development until such time as the funding for the required infrastructure improvements is resolved.

16.4 Decisions on Growth

16.4.1 Purpose

The purpose of these policies is to provide a decision-making process to resolve any major growth management issues in advance of an Outline Plan/Land Use application proceeding to the Calgary Planning Commission or Council. The process will involve identifying any major issues at the pre-application stage and where appropriate, referring these issues to the Growth Management Steering Committee and, if necessary, Calgary Planning Commission and Council for a decision. The intent of the process is to address fundamental infrastructure financing issues early on the process recognizing that such issues may significantly affect a decision on an Outline Plan/Land Use application.

16.4.2 Policies

(1) Resolution of Growth Management Issues

- (a) Prior to submission of an Outline Plan/Land Use application, a developer should meet with the Administration to review the proposal with respect to its conformity with policies of this section.
- (b) Where issues are identified through the Outline Plan/Land Use Approval process concerning the policies contained in this section, a developer should be encouraged and given the opportunity to address and resolve those issues at the pre-application stage or the initial application stage recognizing that such issues may be fundamental to the support and approval of an application.

(2) Growth Management Steering Committee Recommendation

Where determined necessary, a pending or outstanding Outline Plan/ Land Use application that presents issues relative to the funding of municipal capital projects necessary to support the proposal, the application may be referred to the Growth Management Steering Committee for a recommendation.

17.0 IMPLEMENTATION POLICIES

17.1 Approval Process

17.1.1 Purpose

The purpose of these policies is to provide for the implementation of this Plan. The principle means of implementation will occur through the Outline Plan/Land Use Amendment process. Under this process, lands are retained within a holding district that will allow the development of only low intensity agricultural uses. Once it is determined appropriate for urban growth to proceed, lands will be redesignated to the applicable industrial, commercial, recreational or other districts determined appropriate. Prior to redesignation, an outline plan will need to be approved in order to resolve any subdivision design, servicing and transportation issues.

17.1.2 Policies

(1) Land Use Approval

- (a) The timing, direction and extent of urban growth within the Northeast Industrial Area shall be determined primarily through the Land Use Approval process, that establishes the land use pattern for a site and enables urban level subdivision and development of the land to proceed.
- (b) Until it is determined appropriate by Council for urban level subdivision and development to proceed, lands shall be retained within a "holding district", such as the Urban Reserve District, or a comparable district.

(2) Outline Plan Approval

Except in unique circumstances, where the future subdivision of a site is intended, Land Use approval under Policy (1) above shall not be given unless an outline plan for the site is first approved by Calgary Planning Commission.

(3) Transitional Uses

- (a) A transitional use may be allowed on a site provided that the use does not compromise future subdivision or development of the site.

- (b) A transitional use may include, but is not limited to:
 - (i) an extensive agricultural use, and
 - (ii) a resource extraction use.

(4) Temporary Uses

- (a) A temporary use, such as outside storage, may be allowed on a site provided that the use does not compromise the future subdivision or development of the site.
- (b) Development of a temporary use should:
 - (i) be subject to a time limit imposed through the development permit process,
 - (ii) not include permanent buildings or structures,
 - (iii) not be allowed along an entranceway road, or a residential area, and
 - (iv) be compatible and visually attractive in relation to the surrounding area.

17.2 Supporting Information

17.2.1 Purpose

The purpose of these policies is to require the submission of supporting information by a developer in order to assist Council, the subdivision authority and the development authority in evaluating a proposal in terms of its conformity with this Plan. While the implementation of the plan will be achieved through a variety of planning initiatives (subdivision plan, development permits, road closures, development agreements, etc.), the principle means of implementation will occur through the Outline Plan/Land Use approval process. As such, comprehensive land use, servicing and transportation studies and analysis will be requested in conjunction with the Outline Plan/Land Use application.

17.2.2 Policies

(1) Comprehensive Studies

- (a) Prior to Outline Plan/Land Use approval, supporting information, above the normal application requirements, may be required to be submitted in order to assist Council and Calgary Planning Commission in evaluating a proposal in terms of its conformity with this plan.
- (b) When the required supporting information is not provided by a developer in a satisfactory manner, the Outline Plan/Land Use application shall not be approved.

17.3 Compliance with Applicable Legislation

17.3.1 Purpose

The purpose of these policies is to ensure that Outline Plan/Land Use, subdivision and development permit applications within the Northeast Industrial Area are reviewed in terms of conformity with the applicable Federal and Provincial regulations and municipal bylaws, particularly as they relate to the Calgary International Airport. The Calgary International Airport Vicinity Protection Area (AVPA) Regulation identifies land uses that are restricted within the various Noise Exposure Forecast (NEF) contours that surround the airport. In addition, the Regulation places restrictions on development permit applications that might result in the accumulation of materials attractive to birds and, in turn, pose a danger to aircraft. The restrictions could have a bearing on the feasibility of constructing stormwater retention (wet) ponds in certain areas. The Federal Airport Zoning Regulations prescribe height restrictions along the various approaches to the airport. They also regulate radio transmissions and anything else that may interfere with the landing or navigation systems of aircraft. These matters require Transport Canada approval. Applications within the Northeast Industrial Area will be circulated to the Calgary Airport Authority. The Authority would then review and respond to the proposal in the context of the Provincial legislation or forward the proposal to Transport Canada where a Federal regulation applies.

17.3.2 Policies

(1) Compliance with Other Legislation and Bylaws

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.

(2) Airport Review

An Outline Plan/Land Use application and, where determined necessary, a subdivision application or development permit application, shall be referred for review and comment to:

- (a) the Calgary Airport Authority, and
- (b) where determined appropriate, Transport Canada and NavCanada.

17.4 Intermunicipal Referral

17.4.1 Purpose

The purpose of these policies is to provide for the circulation and evaluation of Outline Plan/Land Use Amendment applications by the Municipal District of Rocky View in relation to the provisions of the Intermunicipal Development Plan. This plan, approved by the Councils of the Municipal District and The City, identifies an area of mutual interest within both municipalities and establishes policies and processes for dealing with issues that may arise within the area. This area currently extends into the northerly portion of the Northeast Industrial Area.

17.4.2 Policies

(1) Intermunicipal Review

- (a) An Outline Plan/Land Use Amendment application comprising any lands within the *Intermunicipal Development Plan* area, and a subdivision application and development permit application as referenced in the plan, shall be referred to the Municipal District of Rocky View for review and evaluation in relation to the policies of the *Intermunicipal Development Plan*.
- (b) The referral of an Outline Plan/Land Use Amendment application to the Municipal District of Rocky View shall occur in accordance with the provisions of the *Intermunicipal Development Plan*.

18.0 INTERPRETATION

18.1 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;
- (2) **Council** means the Council of The City of Calgary;
- (3) **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 and school reserve (MSR) through the subdivision approval process in accordance with the *Municipal Government Act*;
- (4) **Entranceway Road** means a major, expressway or freeway standard road that provides access and egress to and from the Northeast Industrial Area and includes Northeast Trail NE, Deerfoot Trail NE, Barlow Trail NE, Airport Trail NE, Country Hills Boulevard NE and 96 Avenue NE;
- (5) **Environmentally Significant Area** means a natural area which, because of its features or characteristics, is significant from an environmental perspective in the City, and has the potential to remain viable within an urban context;
- (6) **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;
- (7) **Holding District** means the Urban Reserve District within the Land Use Bylaw, or an equivalent district, that retains land at a low intensity of development pending redesignation to a land use district that will allow urban level subdivision and development to occur;
- (8) **Internal Road** means an industrial major road, standard road, or other type of road that provides internal access to sites within the Northeast Industrial Area and connections to the regional road network;
- (9) **Net Developable Area** means the area of site that is being developed;
- (10) **Regional Road** means a major road, expressway or freeway that accommodates traffic flows to or through the Northeast Industrial Area and includes Deerfoot Trail NE, East Freeway NE, Country Hills Boulevard NE, Airport Trail NE, Barlow Trail NE, 44 Street NE and 128 Avenue NE.

18.2 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) **Extensive Agricultural Use** means the use of land, buildings or structures for the purpose of the raising of crops or rearing of livestock either separately or in conjunction with one another in a unified operation but does not include an intensive agricultural use;
- (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) **Heavy Industrial Use** means the use of land, buildings or structures for the purpose of manufacturing, extracting, processing, fabricating or distributing goods or materials that creates conditions that are objectionable or dangerous beyond the boundaries of the site by way of noise, odours, airborne emissions or vibration, or other adverse impacts and may include but is not limited to, resource extraction and processing operations, manufacturing plants, feedlots, oil refineries and rendering plants;
- (5) **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;
- (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 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;
- (7) **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;

- (8) **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;
- (9) **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;
- (10) **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;
- (11) **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;
- (12) **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;
- (13) **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;
- (14) **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



Appendix A

Design Guidelines for Entranceway Roads



Appendix A - DESIGN GUIDELINES FOR ENTRANCEWAY ROADS

A1. Application

These Design Guidelines apply to sites abutting to Deerfoot Trail NE, Stoney Trail NE, Airport Trail NE, Metis Trail NE, 36 Street NE and 128 Avenue 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 incorporated into the land use controls and outline plan conditions applied to a site along an entranceway road; or, alternatively, they may 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, 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. Design 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.
- (e) Outdoor storage of goods or materials should not be allowed in a front yard adjacent to an entranceway road.

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 should not be allowed on a required yard adjacent to an entranceway road.
- (b) Materials and sales inventory stored outdoors should be fully screened from entranceway roads.
- (c) Service and outdoor storage enclosures should be constructed of materials that match and complement building materials.
- (d) Outdoor display areas should be located to the front or side of a building and not within any required yard along an entranceway road, or a service road adjacent to an entranceway road.

5. Landscaping Treatment

- (a) All minimum 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 wayswhen viewed from an entranceway road.

(4) Xeriscaping

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

Functional Guidelines for Gateway Commercial Centres



Appendix B - FUNCTIONAL GUIDELINES FOR GATEWAY COMMERCIAL CENTRES

B1. Application

These Functional Guidelines apply to Gateway Commercial Centres to be developed within the Plan Area and the guidelines are intended to ensure that these centres retain their respective planned function. The guidelines are to be incorporated into the land use controls and outline plan conditions applied to a commercial site; or, alternatively, they may be applied directly by the Subdivision Authority or Development Authority at the time of subdivision or development permit approval.

B2. Information Requirements

In conjunction with an Outline Plan/Land Use Amendment application, plans and information shall be submitted, as determined necessary, demonstrating compliance with the following Design Guidelines.

B3. Design Guidelines

	Gateway Commercial Centre
Size	Greater than 8 ha. (20 ac.)
Orientation	Predominantly automobile oriented with an area of pedestrian orientation
Parking	<ul style="list-style-type: none"> • Greater parking ratio, e.g. 5 stalls/100 m².
Buildings	<p>Building sizes as follows:</p> <ul style="list-style-type: none"> • 15% are less than 10,000 sq. ft. • 15% are between 10,000 – 120,000 sq. ft. • 50% are greater than 100,000 sq. ft. • 20% are greater than 120,000 sq. ft.
Composition	<ul style="list-style-type: none"> • Comprised of large format, automobile oriented retail and service commercial uses. • May include secondary commercial uses.
Function	The Centre should be designed to reflect its planned function as a vehicle-oriented, regional based retail area that is distinct from and complementary to a Core Commercial Centre.

Appendix C

Evaluation Guidelines for Outline Plan/Land Use Amendment Applications



Appendix C - EVALUATION GUIDELINES FOR OUTLINE PLAN/LAND USE AMENDMENT APPLICATIONS

C1. Overview

The evaluation of an Outline Plan/Land Use Amendment application requires the submission of transportation, servicing, environmental, market and land use studies. These guidelines identify the specific technical studies required to be submitted with an application.

C2. Concept Plan Review

C2.1 Purpose

The purpose of these guidelines is to provide for the submission of Concept Plans at the Outline Plan/Land Use Amendment stage. Concept Plans will be required to demonstrate that a site will be suitable in terms of its size and configuration to accommodate the intended future development or to ensure that a subdivision design will be appropriately integrated with adjacent areas. A concept or shadow plan is provided for information purposes only, and has no legal status.

C2.2 Guidelines

(1) Concept Plans

- (a) Prior to Outline Plan/Land Use approval and as determined necessary, a developer may be required to submit a Concept Plan in order to assist Council or the Calgary Planning Commission in evaluating a proposal in terms of its conformity with this Plan.
- (b) Where a Concept Plan is required either through a policy in this Plan, or as part of the Outline Plan/Land Use review process, the Concept Plan:
 - (i) may be shown on the Outline Plan, and
 - (ii) should show the proposed:
 - (A) land use areas,
 - (B) building locations,

- (C) vehicular access/egress routes,
 - (D) parking areas,
 - (E) public roads,
 - (F) transit stops,
 - (G) pedestrian connections,
 - (H) regional pathways,
 - (I) utility alignments,
 - (J) public parks,
 - (K) stormwater ponds, and
 - (L) adjacent roads and development.
- (c) The above requirements may be relaxed or modified as determined necessary in response to a specific proposal.
 - (d) Where a Concept Plan is required and is not provided in a satisfactory manner, the Outline Plan/Land Use Amendment may not be approved.

(2) Adjacent Shadow Planning

Prior to Outline Plan/Land Use approval, and as determined necessary, a Shadow Plan for an adjacent future development area within the community may be required showing the relationship of the design for the subject site with the future development area.

C3 Transportation Review

C3.1 Purpose

The purpose of these policies is to provide for the submission of a Transportation Impact Study to address the network improvements required to serve a proposed development. The study would be required to be submitted in conjunction with an Outline Plan/Land Use application and updated at the subdivision approval stage or development permit approval stage as required. The study will need to address both the local and regional road network improvements required to serve the subject site and the entire cell.

C3.2 Guidelines

(1) Transportation Impact Study

- (a) Unless determined otherwise, in conjunction with an Outline Plan/Land Use application within a planning cell, or an equivalent area determined suitable for analysis, a Transportation Impact Study shall be submitted.
- (b) The Transportation Impact Study shall address:
 - (i) the local road network within the planning cell including:
 - (A) the design, timing and financing of the on-site road improvements necessary to serve the subject site, and
 - (B) the design, timing and financing of the internal road improvements necessary to serve the planning cell within which the site is located, and
 - (ii) the regional road network adjacent to the planning cell including the capacity of major roads, expressways and freeways in relation to the intensity of development of the cell, and
 - (iii) the coordination of staging of development with the timing of construction and capacity of the transportation improvements required to serve the site and the planning cell.

(2) Update of Transportation Impact Study

The Transportation Impact Study may be required to be updated and resubmitted with a subsequent subdivision application or development permit application within the Outline Plan/Land Use application area.

C4 Trip Generation Review

C4.1 Purpose

The purpose of these policies is to provide for the submission of appropriate information in order to allow for the evaluation of a proposal in accordance with Section 9.0, Density Policies. This information will take the form of a Vehicle Trip Generation Analysis submitted in conjunction with a Transportation Study. Typically, where a proposal is consistent in all respects to the maximum allowable vehicle trips (i.e., vehicle trips per hectare during the peak PM period) allocated to the subject site, a Vehicle Trip Generation Analysis will not be required. However, where a proposal includes an amendment to the Land Use Concept map, a transfer of vehicle trips among different sites or a variance to the maximum allowable vehicle trips applicable to the site, a Vehicle Trip Generation Analysis will be required to assist in the evaluation process.

C4.2 Guidelines

(1) Vehicle Trip Generation Analysis

A Vehicle Trip Generation Analysis should be submitted to assist in the evaluation of a proposal as part of a transportation impact study, and in conjunction with:

- (i) an amendment to the Land Use Concept map, or
 - (ii) an Outline Plan/Land Use Amendment application or Development Permit application involving:
 - (A) a surplus of vehicle trips,
 - (B) a transfer of vehicle trips among sites, or
 - (C) a variance to the maximum allowable vehicle trips applicable to a site,
- or
- (iii) in any other situation determined appropriate.

(2) Requirements of Vehicle Trip Generation Analysis

A Vehicle Trip Generation Analysis shall address:

- (i) the required vehicle trips necessary to support the proposal,

- (ii) the method of acquiring the vehicle trips to support the proposal,
- (iii) the justification for any vehicle trip surplus, transfer or variance, as the case may be, and
- (iv) the consistency of the proposal with Section 9.0, Density Policies.

C5 Market Review

C5.1 Purpose

The purpose of these policies is to provide for the analysis of a commercial proposal from a market perspective. The analysis will be required in conjunction with an Outline Plan/Land Use application to assist in evaluating the merits of the commercial proposal and the potential positive or detrimental impacts the project may have on the retail hierarchy in the north sector of the City. The analysis will take the form of a market demand and impact study submitted by a professional market analyst.

C5.2 Guidelines

(1) Planned Function of Commercial Development

- (a) A proposed commercial development shall complement and support the existing and planned retail hierarchy within the north sector of the City.
- (b) Further to (a), a proposed commercial development shall be analysed in terms of the:
 - (i) market demand for additional commercial development needed to serve the Northeast Industrial Area and the north sector of the City, and
 - (ii) market impact on existing or planned commercial development within the Northeast Industrial Area and the north sector of the City.

(2) Submission of Market Demand and Impact Analysis

- (a) Prior to Outline Plan/Land Use approval, a developer shall submit a market demand analysis and a market impact analysis to demonstrate compliance with (1) above.

- (b) Notwithstanding (a), a market demand analysis and market impact analysis may not be required where a proposed commercial development is not considered to be significant due to its location, size or function.
- (c) A market demand analysis and market impact analysis shall be prepared by a professional market analyst in accordance with any guidelines or requirements established by Council or an Approving Authority.

(3) Review of Market Demand and Impact Analysis

A market demand analysis or a market impact analysis may be required to be evaluated by an independent consultant as part of the review process with the cost of this evaluation to be borne by the developer.

C6 Development Review

C6.1 Purpose

The purpose of these policies is to provide for compatible development within the Northeast Industrial Area. The policies establish compatibility criteria that development should achieve and a review process that development should undergo. The review process may require the submission of a development impact statement at either the Land Use approval or development permit approval stages, and the corresponding imposition of mitigation measures to address any impacts where determined appropriate.

C6.2 Guidelines

(1) Development Impact

A proposed development shall not have a significant adverse impact on an adjacent site.

(2) Development Impact Statement

In conjunction with an Outline Plan/Land Use application or a development permit application, Council or an Approving Authority may require a developer to submit a Development Impact Statement to identify and evaluate the impact of the proposal and demonstrate compliance with Policy (1).

(3) Mitigative Measures

Mitigative measures may be required to be introduced as part of the approval of a proposed Outline Plan/Land Use application, in order to ensure compliance with Policy (1).

C7 Environmental Review**C7.1 Purpose**

The purpose of these policies is to provide for the evaluation of the impact of an Outline Plan/Land Use application within the Northeast Industrial Area from an environmental perspective. This evaluation will involve circulation of a proposal to the appropriate external agencies for review and comment; and, the submission of the appropriate environmental, biophysical, archeological and grading information necessary to undertake this review.

C7.2 Guidelines**(1) Environmental Site Assessment (ESA)**

- (a) Prior to Outline Plan/Land Use approval, a developer should:
 - (i) submit a Phase I Environmental Site Assessment for the subject site that identifies any actual or potential soil and groundwater contamination and determines if the site is suitable for the intended use,
 - (ii) if the Phase I ESA identifies any actual or potential site contamination, submit a Phase 2 ESA to determine if there is a requirement for remediation or risk management on the site, and
 - (iii) if the Phase II ESA determines a need for site remediation or risk management, submit a Remedial Action Plan or Risk Management Plan to address the manner and extent that the site will be remediated or managed to render it suitable for the intended use.
- (b) An ESA shall be prepared by a qualified professional in accordance with accepted guidelines, practices and procedures that include but are not limited to those of the Canadian Standards Association.
- (c) Prior to Outline Plan/Land Use approval, a developer shall submit an assessment of the environmental impact of any operating or abandoned oil or gas wells that may affect the site.

(2) Biophysical Impact Assessment (BIA)

- (a) Prior to Outline Plan/Land Use approval, where the proposal may have an impact on Nose Creek or another environmentally significant area, the developer should submit a Biophysical Impact Assessment prepared by a qualified consultant to evaluate the impact and identify any mitigative measures to be introduced.
- (b) Where required, the developer shall undertake those mitigative measures for the subject site identified in the Biophysical Impact Assessment.

(3) Historical Resources Impact Assessment (HRIA)

- (a) Prior to Outline Plan/Land Use approval, a developer shall:
 - (i) submit a Stage 1 Historical Resources Impact Assessment for the subject site, and
 - (ii) if identified as necessary through the Stage 1 Historical Resources Impact Assessment, submit a Stage 2 Historical Resources Impact Assessment.
- (b) Where required, the developer shall undertake the protection or mitigation measures for the subject site identified in the Historical Resources Impact Assessment.

(4) Hydrological Study

- (a) The floodplain and floodway boundaries of Nose Creek shall be determined by the Province through a Hydrological Study and identified within the Land Use Bylaw.
- (b) Where the floodplain and floodway boundaries of Nose Creek have not been determined by the Province and an Outline Plan /Land Use Amendment application for a site containing lands that are potentially located within those boundaries is submitted, a developer shall prepare a Hydrological Study that defines the boundaries to the satisfaction of the Province prior to the approval of that application.

(5) Site Grading Plan

- (a) A Site Grading Plan should not be approved in proximity to Nose Creek or a natural wetland until such time as an Outline Plan/Land Use application for the site has been approved.
- (b) Where grading occurs in proximity to Nose Creek or a natural wetland:

- (i) detailed information showing the extent and impact of the grading on the creek or a wetland shall be provided, and
- (ii) the conservation measures to be introduced to address any grading impacts on the creek or a wetland.

C8 Financial Review

C8.1 Purpose

The purpose of these policies is to ensure that major infrastructure improvements required to serve development within the Northeast Industrial Area are identified prior to Outline Plan/Land Use approval. This infrastructure would include both on-site and off-site roadway and utility improvements. It is intended that the information would form part of the decision-making process on an Outline Plan/Land Use proposal.

C8.2 Guidelines

(1) Infrastructure Improvement Analysis

As part of an Outline Plan/Land Use application, a developer shall identify:

- (i) the major on-site transportation and utility infrastructure improvements necessary to serve the subject site,
- (ii) the financing obligations for these improvements,
- (iii) the anticipated timing of construction of the improvements relative to projected land absorption rates,
- (iv) the development thresholds or timing of any provincially or municipally-financed infrastructure improvements, and
- (v) as determined appropriate, the timing of any downstream transportation infrastructure improvements.

(2) Public Infrastructure Improvements in Relation to Budgeting Priorities

The Administration shall identify the budgeting priorities of The City and the Province in relation to any major provincially or municipally-financed transportation or utility infrastructure improvements necessary to serve the subject site identified under policy (1).

(3) Report to Council

The report to Council accompanying a Land Use Amendment application should address the proposal in the context of policy (1) and (2).

C9 Servicing Review

C9.1 Purpose

The purpose of these policies is to provide for the submission of servicing studies considered necessary to evaluate a proposal. This information would relate to municipal utilities including the water distribution system, the sanitary sewage system and the stormwater management system. The various servicing studies would be required at the Outline Plan/Land Use Approval stage.

C9.2 Guidelines

(1) Water Distribution System

In conjunction with an Outline Plan/Land Use Amendment application, information shall be submitted to demonstrate that the subject site development can be serviced in accordance with the overall design of the water distribution system for the area.

(2) Sanitary Sewage System

In conjunction with an Outline Plan/Land Use Amendment application, a sanitary sewer servicing analysis shall be submitted to demonstrate that:

- (i) the subject site can be serviced in accordance with the overall design of the sanitary sewage system for the area, and
- (ii) the sanitary sewage system will be designed to accommodate off-site sanitary drainage as determined appropriate.

(3) Stormwater Management System

In conjunction with an Outline Plan/Land Use Amendment application, a Stormwater Management Plan, consistent with the Master Drainage Plan as approved by The City and the Province, shall be submitted to demonstrate that:

- (i) the subject site can be serviced in accordance with the overall design of the stormwater management system for the area, and
- (ii) the system will be designed to accommodate off-site drainage as determined appropriate.

C10 Design Review

C10.1 Purpose

The purpose of these policies is to provide for a suitable and compatible site and building design within the Northeast Industrial Area. This design may be reviewed at either the Land Use Approval stage (in the case of a proposed site specific redesignation) or the development permit approval stage. In either case, 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 is acceptable.

C10.2 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.

C11 Transit Review

C11.1 Purpose

The purpose of these policies is to provide for a Transit Impact Analysis to coordinate the design of a project with the public transit service for the area. The Transit Impact Analysis will be needed to address the transit routing options and coverage in relation to a site, the pedestrian connections to transit stops from the site and any enhanced transit service facilities to be provided. The analysis would be submitted as part of an Outline Plan/Land Use application.

C11.2 Guidelines

(1) Transit Service Coordination

In conjunction with an Outline Plan/Land Use Amendment application, a Transit Impact Analysis shall be submitted to evaluate the level of coordination between public transit service and the proposed development.

(2) Transit Impact Analysis

A Transit Impact Analysis shall address:

- (i) proposed and existing public transit routes, and transit stops in relation to the site,
- (ii) transit coverage areas and walking distances in relation to parcels or building locations,
- (iii) pedestrian connections from the site to transit stops,
- (iv) any enhanced transit facilities to be included in the development, and
- (v) any other matters determined necessary to achieve the long term co-ordination with public transit service in the area.

C12 Pedestrian Circulation Review

C12.1 Purpose

The purpose of these policies is to provide for convenient, direct and accessible pedestrian and bicycle routes throughout the Northeast Industrial Area including the Nose Creek corridor. In this regard, a Pedestrian/Bicycle Routing Plan will need to be provided as part of an Outline Plan/Land Use application. This plan will need to identify both regional and local pedestrian routes in relation to the site as well as the connections to the regional pathway system, transit stops and local service commercial facilities.

C12.2 Guidelines

(1) Pedestrian/Bicycle Routing Efficiency

In conjunction with an Outline Plan/Land Use Amendment application, a Pedestrian/Bicycle Routing Plan should be submitted to demonstrate that a co-ordinated, direct and efficient routing network is provided for local and commuter pedestrian and bicycle trips in relation to the site and the surrounding area.

(2) Pedestrian/Bicycle Routing Plan

A Pedestrian/Bicycle Routing Plan shall address:

- (i) the regional pathway system in relation to the site,
- (ii) the local pathway system (trails, sidewalks, walkways) in relation to the site,
- (iii) the connections from the site to the Nose Creek corridor, transit stops, local service commercial sites and other amenities within the area,
- (iv) any enhanced pedestrian or bicycle facilities to be provided on the site, and
- (v) a consideration of the development of an enhanced connective pedestrian/bicycle pathways to the adjacent regional pathway system.

