
NORTHEAST COMMUNITY 'A' AREA STRUCTURE PLAN

July 2007



THE CITY OF
CALGARY
LAND USE PLANNING & POLICY

OFFICE CONSOLIDATION
2015 July

NORTHEAST COMMUNITY 'A' AREA STRUCTURE PLAN

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Bylaw 19P2007



THE CITY OF
CALGARY
LAND USE PLANNING & POLICY

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NORTHEAST COMMUNITY 'A' AREA STRUCTURE PLAN

NOTE: This office consolidation includes the following amending Bylaws.

Amendment	Bylaw	Date	Description
1	26P2009	2009 July 13	<ul style="list-style-type: none">a) Add text "Part I" to document footer.b) Add subsection 1.8.c) Section 2.1 insert new text.d) Delete & replace Map 1 Plan Area.e) Section 6.11 insert new paragraph.f) Add subsection 6.11.1(6).g) Add Part II Country Hills Station Area Plan.
2	27P2013	2013 July 22	<ul style="list-style-type: none">a) Delete and replace Map 1.b) Delete and replace Map 2.c) Delete and replace Map 3.d) Delete and replace Map 5.e) Delete and replace Map 6.f) Delete and replace Map 7.g) Section 2.1 delete text.h) Section 12.1.2(7)(a) delete text.i) Delete section 12.1.2(7)(b).j) Add new section 13.4.2(2)(f).
3	27P2014	2014 September 9	<ul style="list-style-type: none">a) Section 1.8 insert new paragraph after existing text.b) Section 6.4.1 delete and replace the first paragraph.c) Section 6.4.1 delete and replace the second paragraph.d) Section 6.4.1 delete and replace first sentence in third paragraph.e) Delete Section 6.42 (1a.ii) and renumber list accordingly.f) Delete Section 6.9 in its entirety (including 6.9.1 and 6.9.2).g) Section 6.11 delete and replace first sentence in first paragraph.h) Delete Section 12.3.2 (3i) and renumber list accordingly.i) Delete and replace Map 1.j) Delete and replace Map 2.k) Delete and replace Map 3.l) Delete and replace Map 4.m) Delete and replace Map 5.n) Delete and replace Map 6.o) Delete and replace Map 7.p) Delete and replace Map 8.
4.	22P2015	2015 July 20	<ul style="list-style-type: none">a) Delete in its entirety, the Northeast Community 'A' Area Structure Plan - Part II Country Hills Station Area Plan.b) Delete, in its entirety, Section 1.8 entitled, "Parts I and II of the Plan".c) In Section 2.1 entitled, "Application of the Plan", delete the second paragraph.

Amendment	Bylaw	Date	Description
			<ul style="list-style-type: none"> d) Delete and replace Map 1 e) Section 3.1, entitled "Vision of the Future", delete and replace existing text. f) Section 3.3, under "Commercial Vitality" delete and replace the words "core centre" with "MAC". g) Section 4.2 entitled "Community Structure", in the notes, delete and replace the words "Core Centre" with "MAC". h) Section 4.4, delete and replace the title "Core Centre Area Characteristics" with "Major Activity Centre Characteristics". i) Section 4.4, delete and replace existing text. j) Section 4.6, under "Character Areas" delete and replace the words "Core Centre Area" with "MAC". k) Section 4.7, entitled "Community Adaptability", in the third paragraph, delete and replace the words "Core Centre Area" with "MAC". l) Delete and replace Map 3. m) Subsection 6.1.2 (4) (iv), delete and replace the words "Core Centre Area" with "MAC". n) Subsection 6.2.2 (1) (a)(iii), delete and replace the words "Core Centre Area" with "MAC". o) Section 6.4, delete and replace the title "Core Centre" with "Major Activity Centre". p) Section 6.4.1, entitled "Purpose" delete and replace the words "Core Centre" and "Core Centre Area" with "MAC", throughout. q) Section 6.4.2, entitled "Policies", delete and replace the existing text. r) Delete the existing Map 4 entitled "Core Centre Area" and renumber the remaining maps accordingly. s) Delete Section 6.5 in its entirety. t) Section 6.6.1, entitled "Purpose", delete and replace the words "Core Centre" with "MAC". u) Section 6.6.2(2) delete and replace text. v) Subsection 6.6.2 (3) (b), delete and replace the words "Core Centre" with "MAC".

Amendment	Bylaw	Date	Description
			<ul style="list-style-type: none"> w) Subsections 6.6.2 (4)(c) and (d)(ii), delete and replace the words “Core Centre” and “Core Centre Area” with “MAC”. x) Section 6.7.1, entitled “Purpose”, delete and replace the words “Core Centre” with “MAC”. y) Section 6.7.2(2), entitled “Size of Library”, delete and replace the existing text. z) Subsections 6.7.2(3)(a)(i) and (b), delete and replace the words “Core Centre” and “Core Centre Area” with “MAC”. aa) Section 6.9, entitled “Regional Pathway”, delete and replace the words “Core Centre” with “MAC”. bb) Section 6.10 entitled “Transit Planning Area”, delete the second paragraph in its entirety. cc) Delete Section 6.10.1(6) entitled “Transit Planning Area at Country Hills Blvd and 60 Street NE” in its entirety. dd) Subsection 7.2.2(1)(b), delete and replace the words “Core Centre Area” with “MAC”. ee) Subsection 8.1.2(3)(a)(i), delete and replace the words “Core Centre Area” with “MAC”. ff) Subsection 10.1.2(1)(c), delete and replace the words “Core Centre Area” with “MAC”. gg) Subsection 12.2.2(2)(b)(v), delete and replace the words “Core Centre Area” with “MAC”. hh) Subsection 12.2.2(2)(c), delete and replace the words “Core Centre” with “MAC”. ii) Subsection 12.3.2(2)(a)(i), delete and replace the words “Core Centre Area” with “MAC”. jj) Subsection 12.4.2(2)(a)(i), delete the words “Main Street” and “core”. kk) Subsection 15.1.2(2)(b), delete and replace the words “Core Centre Area” with “MAC”. ll) Section 16.1 entitled “General Definitions” after subsection (7), add text and renumber the remaining accordingly:

Amendment	Bylaw	Date	Description
			mm) Section 6.11, entitled "Wetland Conservation Area", delete the words "Map 6" and replace with "Map 5".
			nn) Subsection 6.11.1(1)(a)(ii), delete the words "Map 6" and replace with "Map 5".
			oo) Subsection 6.11.1(2)(b), delete the words "Map 6" and replace with "Map 5".
			pp) Section 7.1, entitled "Density Map", delete the words "Map 5" and replace with "Map 4".
			qq) Section 7.4.1, entitled "Purpose", delete the words "Map 5" and replace with "Map 4".
			rr) Subsections 7.4.2(1)(a) and (b), delete and replace the words "Map 5" with "Map 4".
			ss) Subsections 7.4.2(2)(a) and (b), delet and replace the words "Map 5" with "Map 4".
			tt) Subsection 9.1.2(1)(a), delete and replace the words "Map 6" with "Map 5".
			uu) Subsection 9.1.2(4), entitled "Development of Wetlands", delete and replace the words "Map 6" with "Map 5".
			vv) In Section 11.1.1, entitled "Purpose", delete and replace the words "Map 7" with "Map 6".
			ww) Section 11.2.1, entitled "Purpose", delete and replace the words "Map 7" with "Map 6".

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.

NORTHEAST COMMUNITY 'A' AREA STRUCTURE PLAN

	PAGE
PREFACE.....	V
1.0 INTRODUCTION	1
1.1 Purpose of the Plan	1
1.2 Authority of the Plan.....	1
1.3 Growth Rationale	2
1.4 Timeframe of the Plan.....	3
1.5 Interpretation of the Plan	3
1.6 Amendment of the Plan.....	5
1.7 Monitoring of the Plan	5
1.8 <i>deleted (Bylaw 22P2015, Bylaw 27P2014, Bylaw 26P2009)</i>	5
2.0 PLANNING AREA	6
2.1 Application of the Plan.....	6
2.2 Context of the Plan.....	6
3.0 VISION AND GOALS.....	9
3.1 Vision of the Future	9
3.2 Sustainability Principles	10
3.3 Goals for the Community	10
4.0 COMMUNITY CONCEPT.....	13
4.1 Community Function.....	13
4.2 Community Structure	14
4.3 Neighbourhood Area Characteristics	16
4.4 <i>Major Activity Centre Characteristics (Bylaw 22P2015)</i>	16
4.5 Community Identity.....	17
4.6 Community Environment.....	18
4.7 Community Adaptability	19
5.0 LAND USE CONCEPT.....	20
5.1 Land Use Concept Plan.....	20
5.2 Policy Direction	20
6.0 LAND USE POLICY AREAS AND SYMBOLS.....	23
6.1 Residential Area	23
6.2 Neighbourhood Node.....	29
6.3 Joint Use Sites	32
6.4 <i>Major Activity Centre (Bylaw 22P2015)</i>	34
6.5 <i>deleted (Bylaw 22P2015)</i>	38
6.6 Recreation Centre	39
6.7 Library.....	41
6.8 Community Centre	43

Table of Contents

6.9	Regional Pathway (<i>Bylaw 27P2014</i>)	44
6.10	Transit Planning Area (<i>Bylaw 27P2014</i>)	45
6.11	Wetland Conservation Area (<i>Bylaw 27P2014</i>)	48
7.0	DENSITY	50
7.1	Density Map	50
7.2	Minimum Density	52
7.3	Maximum Density	53
7.4	Special Density Area	54
8.0	COMMUNITY DEVELOPMENT POLICIES	57
8.1	Housing Diversity	57
8.2	Community Vitality	59
9.0	WETLAND CONSERVATION POLICIES	60
9.1	Wetland Acquisition	60
9.2	Wetland Protection	64
10.0	RESERVE POLICIES	67
10.1	Creditable Reserve	67
11.0	LAND USE CONSTRAINTS	68
11.1	Sour Gas	68
11.2	Noise Exposure Forecast Contours	70
12.0	TRANSPORTATION POLICIES	71
12.1	Regional Road Network	71
12.2	Internal Road Network	77
12.3	Pedestrian and Bicycle Circulation	80
12.4	Transit Service	83
13.0	SERVICING POLICIES	85
13.1	Utility Infrastructure	85
13.2	Water Distribution	87
13.3	Sanitary Sewer	88
13.4	Stormwater Management	89
13.5	Environmental Sustainability	92
14.0	GROWTH MANAGEMENT POLICIES	95
14.1	Staging of Urban Growth	95
14.2	Servicing of Urban Growth	96
14.3	Financing of Urban Growth	98
14.4	Coordination of Urban Growth	100
14.5	Review of Urban Growth	102
15.0	IMPLEMENTATION POLICIES	103
15.1	Approval Process	103
15.2	Intermunicipal Co-ordination	105
15.3	Wetland Jurisdiction	106

16.0 INTERPRETATION	107
16.1 General Definitions	107
APPENDIX A - COMMUNITY DESIGN ANALYSIS GUIDELINES	A1
A.1 Overview	A1
A.2 Neighbourhood Concept Plan	A2
A.3 Core Area Concept Plan.....	A3
A.4 Pedestrian and Bicycle Circulation Plan.....	A6
A.5 Road Network Plan	A8
A.6 Park Concept Plan	A9
A.6.1 Purpose.....	A9
APPENDIX B - PLANNING EVALUATION GUIDELINES	B11
B.1 Overview	B11
B.2 Concept Plans.....	B11
B.3 Environmental Analysis.....	B13
B.4 Density Review	B16
B.5 Reserve Review	B17
B.6 Transportation Impact Review	B19
B.7 Transit Coverage Plan	B20
B.8 Market Review	B21
B.9 Financial Review.....	B22
B.10 Utility Servicing Review	B23
APPENDIX C - JOINT USE SITE GUIDELINES	C25
C.1 Overview	C25
C.2 Joint Use Sites	C25
APPENDIX D - CITY OF CALGARY INTEGRATED LAND USE AND MOBILITY PLAN	D29
D.1 Overview	D29
D.2 Sustainability Principles	D29
APPENDIX E - DESIGN GUIDELINES.....	E37
E.1 Purpose.....	E37
E.2 Core Centre Area and Transit Planning Area.....	E37
E.3 Neighbourhood Node.....	E39
E.4 Residential Area.....	E41

PREFACE

The Northeast Area Structure Plan (ASP) is one of two residential communities located within the *Northeast Regional Policy Plan* area. The Northeast ASP area comprises approximately 622 hectares (1,538 acres) of land and is bounded to the north by the Transportation and Utility Corridor (TUC) containing the future Stoney Trail NE, to the south by future Airport Trail NE, to the east by the future 60 Street NE, and to the west by the future Métis Trail NE.

To coordinate the detailed planning for the Northeast ASP, a comprehensive regional policy plan for the greater northeast planning area was prepared. This regional policy plan, referred to as the *Northeast Regional Policy Plan*, refines The City's broader planning objectives for the Plan as conveyed within its strategic planning documents (i.e., *The Calgary Plan*, *Calgary Transportation Plan*). The Northeast Area Structure Plan (the 'Plan'), as an Area Structure Plan, provides the more detailed policy direction for future Outline Plan/Land Use Amendment applications and identifies key land use, transportation, and servicing components needed to guide and direct the land use, subdivision and development permit approval for the planning implementation stages.

The planning process for the Plan involved meetings with the developers, landowners, key stakeholders and interest groups, the preparation of engineering, transportation and land use studies, and input from the Administration, provincial departments, school boards, and other interested parties. Public input took the form of a community open house on the Plan and a formal Public Hearing held in accordance with the *Municipal Government Act* prior to the adoption of the Plan by bylaw.

The Plan provides a "blueprint" for the future development of the area, a community with a projected population of approximately 25,000 residents. The foundation of the Plan consists of a series of goals that have been formulated through the planning process, which form the basis of the policies in the document. These goals include

- **Creating a viable and cohesive community**
- **Providing for a vital community core area**
- **Offering local employment opportunities**
- **Fostering a sense of neighbourhood**
- **Accommodating a diversity of housing types**
- **Meeting active and passive recreational needs of residents**
- **Providing sites for public and separate school facilities**
- **Accommodating public facilities**

Preface

- **Conserving and protecting environmentally significant areas**
- **Creating an interconnected and efficient road network**
- **Providing walking and cycling opportunities throughout the area**
- **Promoting the use of public transit**
- **Supplying necessary utility infrastructure**

The implementation of these goals will be achieved through conceptual maps and policy statements that comprise the balance of the Plan.

1.0 INTRODUCTION

1.1 Purpose of the Plan

Planning is the process of shaping the physical environment to achieve an orderly and compatible pattern of growth and to enhance the quality of life of a community's residents. The process is complex, involving many different levels of decision making, with the most detailed planning document applied to the process in suburban areas, 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 (e.g. *Northeast Regional Policy Plan*, *The Calgary Plan*, *Calgary Transportation Plan*) by promoting community development that is logical, compatible and sustainable. Secondly, an ASP guides and directs specific land use, subdivision, and development decisions that collectively determine the form that the plan area will take.

To accomplish this purpose, an ASP must establish a framework for the subsequent land use, subdivision and development of an area of land. This framework consists of a vision, identified through a land use concept, and a series of policy statements and implementation actions that work together to ensure that the plan is achieved. The framework should be concise, yet flexible. It should provide clear direction on a variety of land use planning issues for both the public and private sector. At the same time, the framework should promote creativity and innovation and be responsive to the ever-changing demands of the marketplace. In summary, an Area Structure Plan must be formulated with the understanding that planning requires a visionary, balanced and dynamic approach if it is to be successful.

1.2 Authority of the Plan

The *Northeast Area Structure Plan* (the "Plan") is an area structure plan that 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

633(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.

(1) 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 Growth Rationale

The strategic decision to proceed with land use planning policy for this Plan was based on the following growth management rationale:

- (a) The residential market share in NE Calgary is anticipated to average 10% of the city-wide residential market over the next five years (2007-2011).
- (b) As of April 2006, the NE sector contained less than five years supply of serviced land for residential development. Servicing lands in the Plan area will increase the serviced land supply and facilitate the NE sector to continue its typical 10% market share.
- (c) The City of Calgary endeavours to maintain a fifteen (15) year supply of residential land with Council approved plans in place. This helps to ensure that there is a sufficient supply of pre-planned land to respond to variations in growth rates and to support a healthy, competitive suburban land market. Upon approval of this Plan, there will sufficient opportunities for continued growth in the NE sector of the City.
- (d) Residential development within the Plan area supports the job/housing balance policies of the City of Calgary. Residential development within the Plan area provides an opportunity to house a significant population base adjacent to the employment opportunities offered in the NE sector of the City.
- (e) Offering more residential opportunities within the NE of Calgary sector will assist in reversing the traditional west side to east side flow of commuter traffic within Calgary, as more people could choose to live closer to where they work.

1.4 Timeframe of the Plan

The Plan is future-oriented and depicts how the Plan area is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the Plan although most of the proposed development is expected within a 20 - 25 year horizon.

1.5 Interpretation of the Plan

1.5.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, 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-way.

1.5.2 Policy Interpretation

Where a purpose statement accompanies a policy, it is provided for information only to enhance the understanding of the policy. Should an inconsistency arise between the purpose statement and a policy, the policy will take precedence.

Where “shall” is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy (for example, density policies), the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

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

Where a policy requires compliance at the Outline Plan/Land Use Amendment stage, that requirement may be deferred to the Subdivision Approval or Development Permit Approval stage, without requiring an amendment to the Plan.

1.5.3 Guideline Interpretation

The Appendices contain a series of guidelines that are intended to be applied at the Outline Plan/Land Use Amendment stage.

Where the guidelines identify information, or analysis to be submitted as part of an Outline Plan/Land Use Amendment application, such information or analysis requirements are not to be applied in an inclusive manner and may be varied or expanded upon as determined necessary given the specific circumstances that exist.

Where the guidelines identify design elements to be addressed within an Outline Plan/Land Use Amendment application, or through the subdivision approval or development permit approval processes, the guidelines may be varied providing the alternative design solution is considered equivalent or an improvement to the guideline, or where the variance is considered necessary to respond to unique circumstance that would render compliance impractical or impossible.

1.5.4 Environmental Constraints

Area Structure Plans (ASP) are long-term planning documents by nature. As such, they promote a vision for a community and put in place policies and guidelines that work toward achieving that vision over time. Policies and guidelines in an ASP are not to be interpreted as an approval for a use on a specific site, as the policies do not address the specific situation or condition of each site within the Plan Area. In that regard, no representation is made herein that any particular site is suitable for a particular purpose as site conditions or constraints, including environmental contamination, must be assessed on a case by case basis as part of an application for land use, subdivision or development approval.

1.6 Amendment of the Plan

To make any change to the text or maps within the Plan, an amendment to the Plan, which includes a public hearing of Council, shall be required in accordance with the *Municipal Government Act*.

Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary to evaluate the amendment.

1.7 Monitoring of the Plan

The policies within the Plan shall be monitored over time, in relation to development, to ensure they remain current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process either generally, or in response to a specific issue.

1.8 *deleted*

Bylaw 22P2015
Bylaw 27P2014
Bylaw 26P2009

2.0 PLANNING AREA

2.1 Application of the Plan

The Plan applies to those lands as shown on the Plan Area map (Map 1). The Plan area is located within the northeast quadrant of the city and comprises approximately 622 hectares (1,538 acres) of land. The area is bounded to the north by the Transportation and Utility Corridor (TUC) containing the future Stoney Trail extension, to the west by the future extension of Métis Trail NE, to the east by the future extension of 60th Street NE, and to the south by the future extension of Airport Trail NE.

Bylaw 27P2013

deleted

Bylaw 22P2015

Bylaw 26P2009

2.2 Context of the Plan

The NE ASP is located within the larger *Northeast Regional Policy Plan* area, which provides the planning context for this ASP. This ASP contains approximately half of the residential area as identified within the *Northeast Regional Policy Plan*. The *Northeast Regional Policy Plan* also contains supporting information relevant to this ASP and should be consulted where information or analysis relating to this community is required.

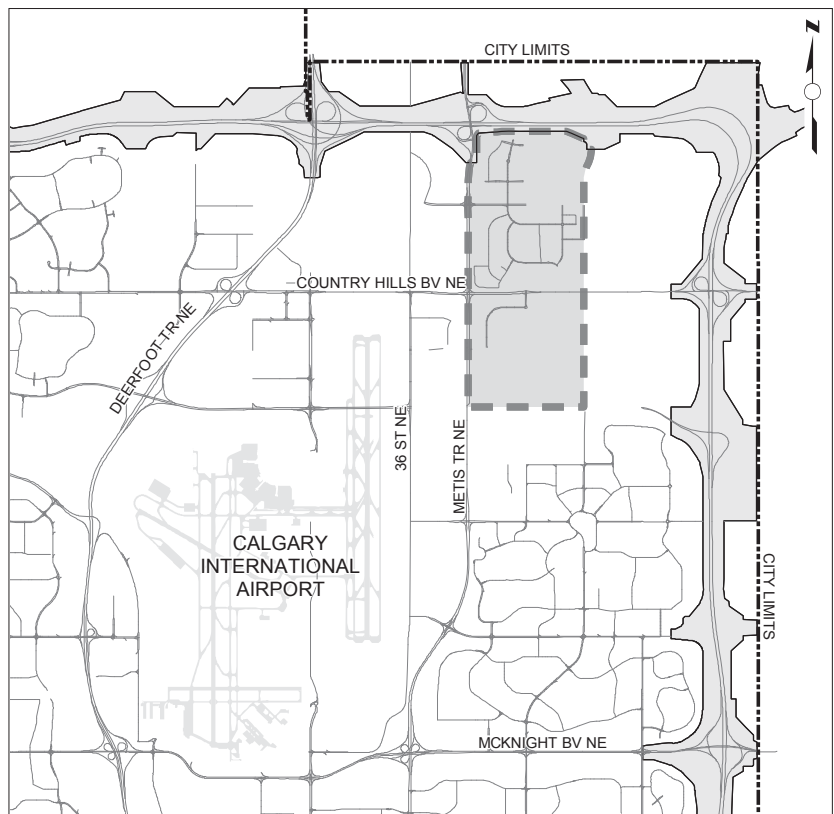
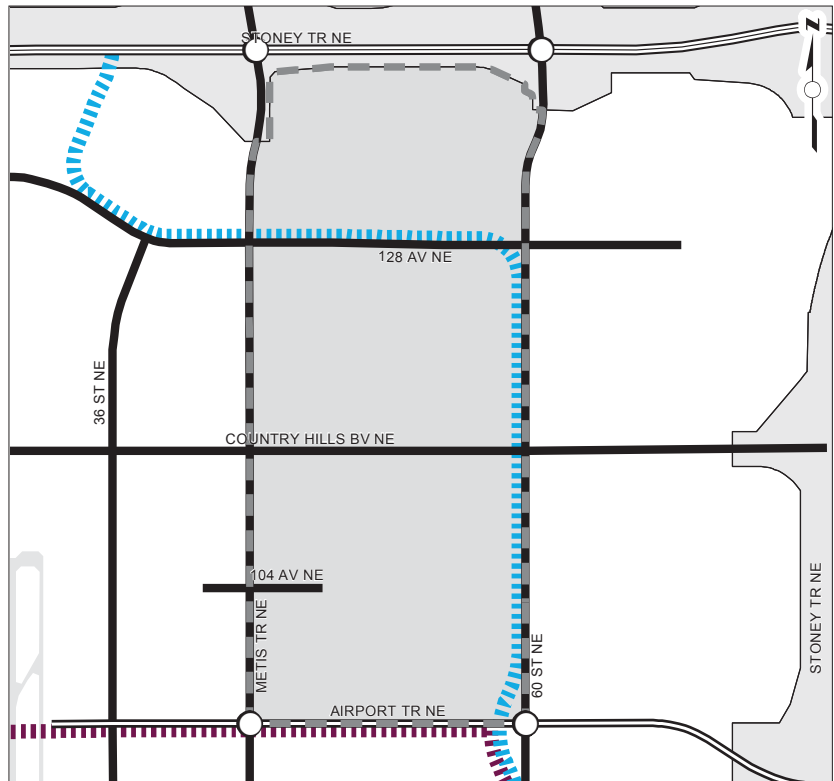
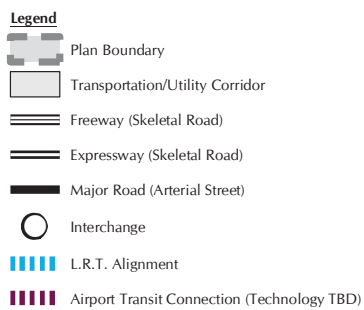
Map 1: Plan Area

Approved: 19P2007
Amended: 22P2015

Northeast Community 'A' Area Structure Plan

Map 1

Plan Area



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

3.0 VISION AND GOALS

3.1 Vision of the Future

The Northeast Area Structure Plan area is comprised of three pedestrian oriented neighbourhoods and a successful vibrant and diverse Major Activity Centre (MAC) that functions as the social hub of the community where commercial, employment and residential uses converge.

The area is well served by the regional road network, including Stoney Trail NE, Airport Trail NE, Métis Trail NE, 60 Avenue NE, 128 Avenue NE, and Country Hills Boulevard NE, which provide for movement within the Plan area and beyond to other city destinations. In addition, internal roads intersect the Plan area, creating efficient access and connections both to and from the residential area, the MAC and the surrounding residential, industrial and gateway commercial areas.

Transit is an easy and convenient travel option within the Plan area and beyond. Extending from the southern boundary of the Plan area is the Light Rail Transit (LRT) extension line. The LRT service extends to a station located within the MAC and provides convenient service to the residential area. A second LRT station is planned further to the north, along 128th Avenue NE, linking this residential area to the future light industrial and commercial area to the west of the Plan area. The stations and associated park and ride facilities are connected with transit feeder bus routes that serve the residential areas, neighbourhood nodes and MAC Area.

The residential neighbourhoods are diverse, containing a variety of housing forms that serve varying income groups and lifestyles. The Residential Area contains an internal road network that links schools, neighbourhood nodes, parks, local commercial centres and other neighbourhood amenities.

The MAC is the heart of the Plan area, providing residents with shopping, recreational and employment opportunities within, or in close proximity to their community. The MAC is anchored by an LRT Station, community facilities, including a recreation centre, library, and a commercial area integrated with multi-family housing. Within the MAC Area is a range of retail and commercial uses, multi-family residential development, and other community amenities and facilities. Integral to the success of the MAC is its connection to surrounding residential areas by pedestrian, bicycle and transit networks. The range of uses and opportunities within the MAC provides people with the opportunity to access services and community facilities in close proximity to where they live, necessary for the creation of a complete and successful community where residents can live, work and play.

The Plan area contains numerous natural wetlands that have been conserved and integrated into the overall design and development of the Plan area. The natural wetlands, along with the associated upland grassland habitat, combine to create larger ecological systems unique to the Plan area. A focal point for these natural features has been established, and conserving the largest wetland area

Section 3.0

and grassland habitat provides for a unique, regional scale natural area in this quadrant of the City.

An extensive regional pathway system provides direct connections through the residential areas, to the MAC, wetland area, parks, transit nodes, the surrounding residential and industrial areas and to the City wide regional pathway network. On-street bikeways also assist in providing bicycle connections within the community and to the rest of the city.

Overall, the community is a well-planned, complete living and working environment containing natural features and integration of services and amenities. Residents are able to meet their needs closer to home creating a strong sense of community and contributing to the vitality of the area as a whole.
Bylaw 22P2015

3.2 Sustainability Principles

The City of Calgary Sustainability Principles (Appendix D), approved by City Council, provide direction for the vision of the Plan area. The Goals for the Plan, outlined below, reflect the City's sustainability principles.

3.3 Goals for the Community

- **Strong Identity**
To create a viable and cohesive community with a distinct identity.
- **Commercial Vitality**
To provide for a vital and attractive MAC to meet the daily shopping needs of residents.
Bylaw 22P2015
- **Neighbourhood Focus**
To foster a sense of neighbourhood and provide a focal point for transit access and social interaction.
- **Housing Diversity**
To accommodate a diversity of housing types to meet the needs of varying income groups and lifestyles.
- **Recreational Amenities**
To meet the active and passive recreational needs of residents.

- **Educational Needs**

To provide public and separate school sites to meet the community's educational needs.

- **Public Facilities**

To accommodate public facilities to serve the social, recreational and community needs of residents and to enhance their quality of life.

- **Wetland Conservation**

To conserve and protect environmentally significant areas, particularly wetlands.

- **Balanced Transportation**

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

- **Pedestrian and Cyclist Circulation**

To encourage walking and cycling through the provision of convenient and direct sidewalk, walkway, pathway and bikeway connections.

- **Transit Service**

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

- **Utility Infrastructure**

To supply waterworks, sanitary sewer, and stormwater sewer services, and other infrastructure to meet the demands of this community.

- **Green Infrastructure and Development**

To embrace innovative methods of effectively servicing and developing the Plan Area.

4.0 COMMUNITY CONCEPT

4.1 Community Function

A community represents a residential area that is well defined by the adjacent arterial road network and/or natural features, has a population large enough to support educational, recreational, commercial and institutional uses that complement and serve the community, and is readily identifiable and distinct in the context of the city.

The NE ASP area is an appropriately sized Calgary community. This community will be delineated by the adjacent road network, consisting of Airport Trail NE, Métis Trail NE, 60 Street NE and Stoney Trail NE, and accommodate a projected peak population of approximately 25,000 residents. The area will contain a full complement of community facilities and amenities that will be shared with the future residential Area Structure Plan to the east of 60th Street NE, which combined with this NE ASP area, share a distinct name.

4.2 Community Structure

Country Hills Boulevard NE and 128th Avenue NE divide the Plan area into three communities as shown on the Community Areas map (Map 2). Each community is distinct, yet shares common elements, features, and conveys a sense of “belonging” or connection to the overall Plan area. The projected area and population base of each of these three communities are identified in the following table:

Table 1

NE Residential Area Structure Plan Communities		
Community	Area	Population
A	263 hectares (649 acres)	8,871
B	199 hectares (492 acres)	8,364
C	165 hectares (408 acres)	7,247
Total	627 hectares (1,549 acres)	25,409

- Notes:
- The number, area and size of communities are approximate only, and can be generally deviated from at the Outline Plan/Land Use Amendment stage, and accordingly any resulting change to the area or population figures shall not require an amendment to the above table.*
 - The size and composition of the MAC commercial core shall be determined at as part of the submittal and review of a Concept Plan for the MAC and is not addressed in the above table.*
Bylaw 22P2015

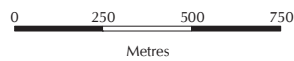
Map 2: Community Areas

Approved: 19P2007
Amended: 27P2014

Northeast
Community 'A'
Area Structure Plan

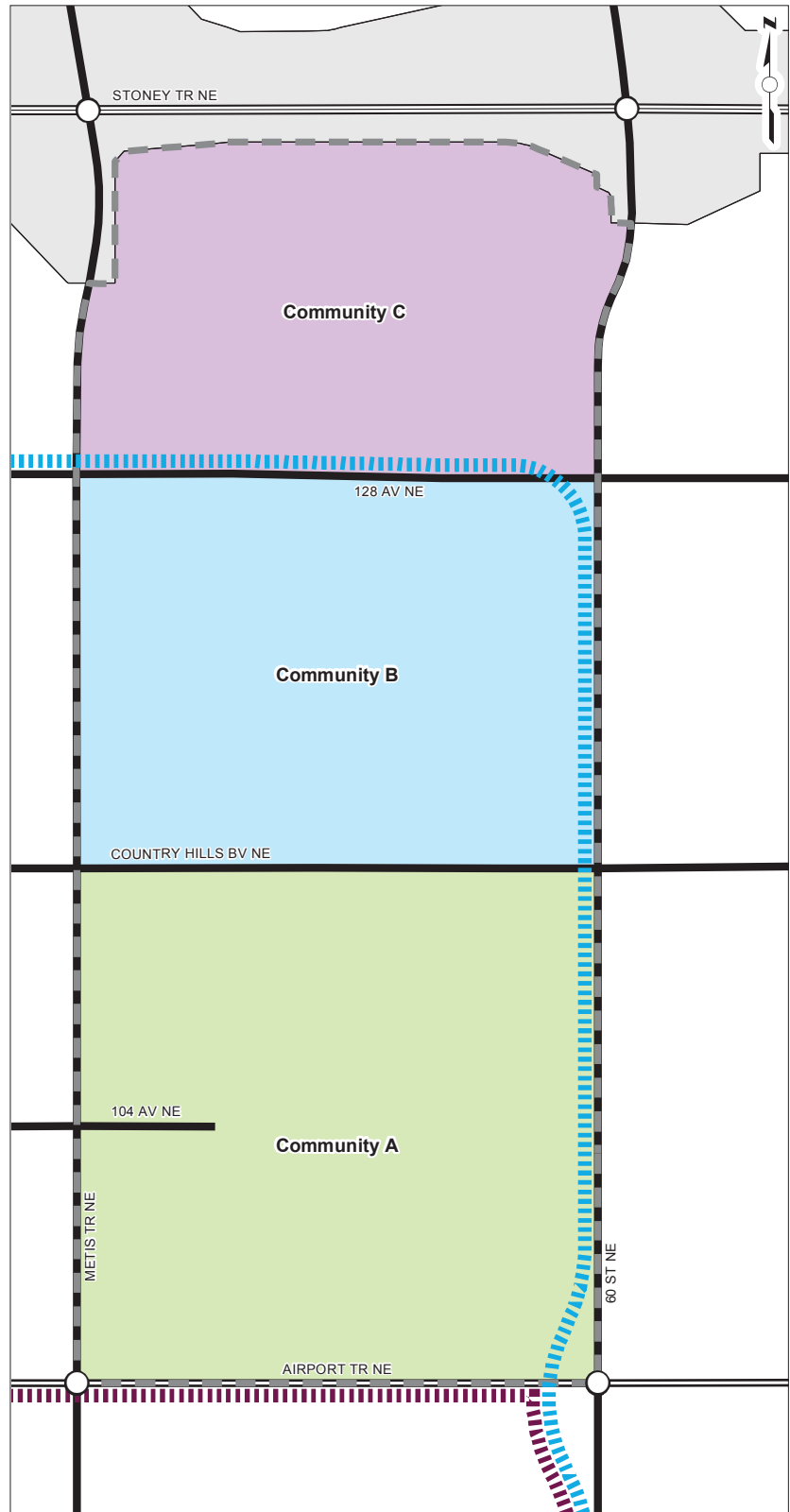
Map 2

Community Areas



Legend

- Plan Boundary
- Transportation/Utility Corridor
- Freeway (Skeletal Road)
- Expressway (Skeletal Road)
- Major Road (Arterial Street)
- Interchange
- L.R.T. Alignment
- Airport Transit Connection (Technology TBD)



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

4.3 Neighbourhood Area Characteristics

The communities within the Plan area will possess characteristics that support their function including:

- A distinct edge created by roads, schools, parks or other features that define and articulate the neighbourhood area.
- A social and transit focus in the form of a neighbourhood node that serves either the neighbourhood or more than one neighbourhood.
- A threshold size that generally corresponds to a five-minute walking distance from a nodal feature (e.g. a park).
- A street, walkway and park design that converges toward the nodal feature that reinforces its focus for residents.
- A transit bus service route that efficiently serves the residents within the neighbourhood and adjacent communities.

At the Outline Plan/Land Use Amendment stage, a Neighbourhood Concept Plan should be submitted, in accordance with the requirements of Appendix A, which identifies how the characteristics of the community, and neighbourhood areas, are to be addressed through the proposed subdivision design and land use pattern.

4.4 ***Major Activity Centre Characteristics*** **Bylaw 22P2015**

The MAC commercial uses will possess a number of characteristics that support its function including:

- *A location that is both in close proximity to the LRT station and acts as the major hub to the community.*
- *A mixed use composition that includes retail, residential, office, and institutional uses.*
- *A strong transit-oriented design that supports LRT and bus transit ridership.*
- *An efficient and pedestrian and bicycle friendly road network, regional pathway, walkway and bikeway system.*

Bylaw 22P2015

4.5 Community Identity

The NE Community 'A' ASP, and the future residential Area Structure Plan to the east, will share a name and this name is required to be approved by Council. Therefore, roads shared by the two residential Area Structure Plan areas within the *Northeast Regional Policy Plan Area*, including 128th Avenue NE, and 60th Street NE, shall be named using the shared name. Additionally, each of the three (3) community areas, within the NE Community 'A' ASP area, should have a separate community name that also incorporates the larger community name for the residential areas within the *Northeast Regional Policy Plan Area*, e.g. Aberdeen at Northpoint. Street names within the NE Community 'A' ASP area should be consistent with the Street Naming Guidelines, and such street names will need to be approved by Council. Community names and related street names will be approved by Council, usually prior to or in conjunction with the initial land use amendment application approved within the neighbourhood.

4.6 Community Environment

A sense of place within the Plan area will develop as individuals, families and businesses begin to establish their unique presence. However, the initial pattern of development will be instrumental in establishing a framework for a diverse and varied community environment that creates a sense of place. A central component in assisting in establishing a sense of place is urban design therefore it is essential to establish a high standard of urban design, paying particular attention to the place making elements, including landmarks, nodes, pathway, edges and private/semi-private recreational spaces.

Design elements to be considered within the Plan area to enhance the area's overall environment, and sense of place, include:

- **Key Landmarks**

Effort should be made to create view lines and landmarks that will contribute to a unique identity and sense of place for the Plan area. For example, boulevards should terminate with a landmark community feature, such as a major public facility, that incorporates unique architectural features or landscaping features.

- **Character Areas**

Opportunities lie with the *MAC*, neighbourhoods nodes, school sites, wetlands and park spaces to add variety, vitality and character to the Plan area. The variety of uses in these areas will help animate the streets, during more hours of the day, and provide convenience and security to residents.

Bylaw 22P2015

- **Public Realm**

By taking a comprehensive approach to the design of the public parks, streets, and the built environment, a unique physical character can be imparted to the entire Plan area, helping to instil a sense of community to its residents.

Additionally, it is necessary to consider the needs of children and their parents. During the first stage in the life cycle of the community, it is anticipated that many of the households will be families with children. Children's needs are not always distinct from adults. Both desire places that stimulate the imagination, yet are safe and pleasurable. Accommodating and welcoming children requires being cognizant of they use the urban environment, e.g. curb cuts for strollers, streets that are easy and safe to cross. All of these suggestions are consistent with pedestrian oriented streets and a wide range of uses and public facilities within walking distance of most homes.

4.7 Community Adaptability

Communities evolve and change over time. The evolutionary process occurs within a framework established by the design and layout of the public systems and their rights-of-way. Public systems, including streets, boulevards, sidewalks, pathways, and public spaces are fixtures of the urban landscape and often create the edges for communities. Sometimes they are designed with flexibility for change to meet future requirements (e.g. room to accommodate future road widenings), but it is rare for their primary function to change. Therefore, it is essential that when creating new communities attention be paid to the detailed design of the public systems to support the activities and functions of the Plan area community, both in the short term and anticipated longer term.

One of the challenges to implementing the Plan is to provide a land use and public system that allows development to adapt and intensify over time within selected locations, while at the same time maintaining the stability of the residential communities. The character of low-density residential communities changes very little over time. However, the needs of the community can change in response to lifestyle changes as children grow up and leave the community, and parents age. Therefore, it is important that throughout the community, in selected locations, that lands are zoned to allow for a variety of uses in order to facilitate adaptive change.

Within the Plan area, the *MAC*, and neighbourhood nodes, provide logical opportunities for a flexible approach to land use zoning. For example, within a neighbourhood node, land use zoning should allow for small-scale local commercial development, mixed-use with retail at grade, and/or live-work development. Live-work development should allow for small-scale retail activity that is incorporated into the design of the live-work unit. **Bylaw 22P2015**

Amenities and services that respond to the changing needs, and priorities of the community over time, help ensure that the residential liveability and commercial vibrancy is accommodated over time. The development of social infrastructure shall be supported through a strong network of community services and facilities designed to meet the evolving needs of the community.

5.0 LAND USE CONCEPT

5.1 Land Use Concept Plan

The land use concept for the Plan area is shown on the Land Use Concept map (Map 3). This concept consists of a series of areas and symbols that define a future land use pattern for the community.

5.2 Policy Direction

Section 6.0 of the Plan contains policies that apply to specific land use areas and symbols shown on the Land Use Concept map.

The remaining sections of the Plan contain policies addressing such matters as residential density, community development, reserve dedication, natural features, transportation, utility servicing system, growth management and implementation. These policies are to be applied within the Plan area as determined appropriate.

Map 3: Land Use Concept

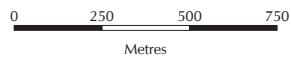
Approved: 19P2007

Amended: 22P2015

Northeast Community 'A' Area Structure Plan

Map 3

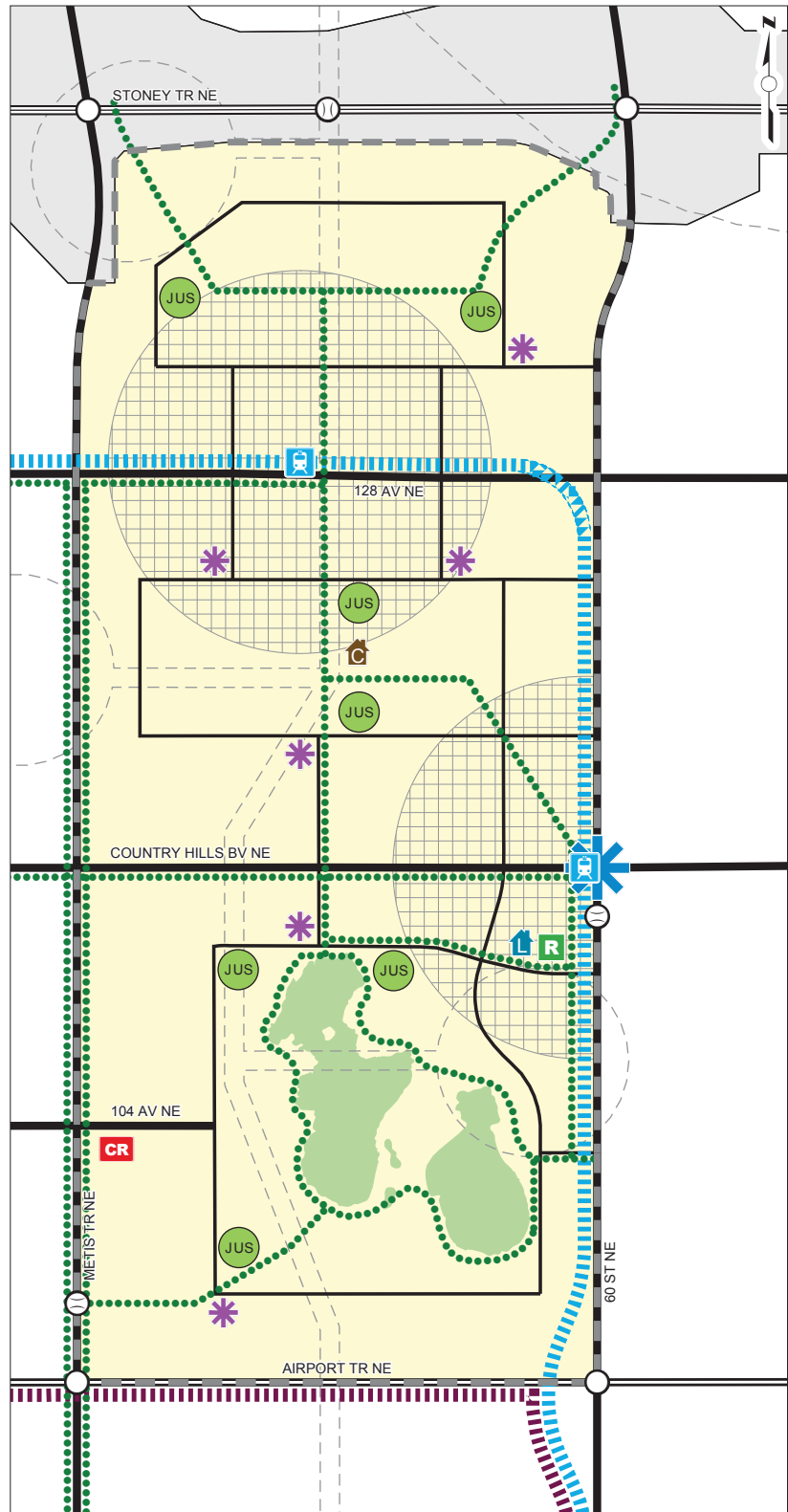
Land Use Concept



Legend

- Plan Boundary
- Transportation/Utility Corridor
- Major Activity Centre
- Neighbourhood Node
- Community Retail Centre
- Community Hall Site
- Recreation Centre Site
- Library Site
- Joint Use Site
- Regional Pathway
- Predominantly Residential Area
- Freeway (Skeletal Road)
- Expressway (Skeletal Road)
- Major Road (Arterial Street)
- Collector Road
- Interchange
- Potential Pedestrian Overpass
- L.R.T. Line
- L.R.T. Station
- Airport Transit Connection (Technology TBD)
- Transit Planning Area
- Wetland Conservation Area

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



6.0 LAND USE POLICY AREAS AND SYMBOLS

6.1 Residential Area

6.1.1 Purpose

The purpose of these policies is to provide a foundation upon which to create communities. The Residential Area comprises the majority of lands within the community and presents opportunities for all residents to identify with one or more distinct neighbourhoods within each community. The policies that follow establish the foundation for the creation of neighbourhoods within the Plan area. Each neighbourhood will provide a variety of housing in the range of low to medium density residential development. Compatible and complementary high-density residential, community-oriented institutional, recreational, and local commercial uses will be allowed within these neighbourhoods where appropriate. Public parks interspersed throughout the residential area will serve the recreational needs of residents. Transit stops will be provided throughout the community within a five-minute (400 metre) walk of most homes to encourage transit ridership. The character of each community will be established by the placement of individual homes and buildings and their relationship to the street they front, street widths, landscaping of the public and private realms, and the demarcation of the boundaries between the public, private and semi-private realms. The policies are intended to create neighbourhoods that are oriented toward pedestrians, foster social interaction, and create a sense of community. The ultimate residential design will be determined through the Outline Plan/Land Use Amendment process.

6.1.2 Policies

(1) Composition of Residential Area

- (a) Subject to policies of the Plan,
 - (i) single family and two family residential uses (duplex and semi-detached dwelling units) shall be the predominant use of land within the Residential Area,
 - (ii) low to medium density multi-dwelling housing forms shall also be allowed within the Residential Area where determined to be compatible and appropriate,
 - (iii) where appropriate, secondary suites, zero-lot-line, wide-and-shallow lots, and other innovative designs that increase housing variety shall be allowed,
 - (iv) alternative housing forms and special needs housing as addressed in section 8.1, community-oriented institutional uses, recreational uses, public uses, neighbourhood commercial uses, live-work, and other similar and accessory uses to the above, should be allowed within the Residential Area where determined to be compatible and appropriate, and
 - (v) open space and other public focal points shall be provided throughout the Residential Area to meet the active and passive recreational needs of residents and to contribute to the overall neighbourhood environment and identity.
- (b) The general categories of uses identified under subsection (1)(a) shall be refined through the Land Use Districts applied within the Residential Area.
- (c) Home-based employment that is compatible with adjacent uses shall be allowed.

(2) Neighbourhood Parks in Residential Area

- (a) Neighbourhood parks within the Residential Area shall be
 - (i) located away from high-volume, high-speed vehicle traffic routes,
 - (ii) strategically located to minimize walking distances,
 - (iii) connected to the community by suitable pedestrian and bicycle facilities,
 - (iv) situated and designed to be easily and safely accessed by most residents, and
 - (v) Municipal Reserve dedication within existing Public Utility Lots and / or Rights-of Way should be discouraged due to encumbrances of these areas.

(3) Transit Service to Residential Area

The Residential Area shall

- (i) be served by public transit, and
- (ii) contain transit bus stops within a five-minute (400 metre) walk from most homes and businesses.

(4) Design of Residential Area

The design for the Residential Area shall

- (i) be determined through the Outline Plan/Land Use Amendment process,
- (ii) emphasize opportunities for distinct neighbourhoods that include unifying elements to create a cohesive community, e.g. entranceway feature.
- (iii) limit block lengths, minimize single access cells, provide sidewalks, walkways, bikeways and pathways, and encourage the continuity of streets among neighbourhoods to facilitate access, increase connectivity and support safe pedestrian, bicyclist and vehicular movement in residential neighbourhoods, and
- (iv) provide opportunities for residents to access adjacent communities and the *MAC* through roadway, sidewalk, walkway, pathway and bikeway connections.

Bylaw 22P2015

(5) Design of Neighbourhood Parks in Residential Area

- (a) Parks should be
 - (i) designed to be durable, particularly with regard to the size of plant materials, types of landscapes, and building materials and construction details,
 - (ii) designed to reduce requirements for irrigation where practical,
 - (iii) sized and configured to create spaces that are functional, efficient, safe and provide for a variety of recreational opportunities.
- (b) Detailed design and development plans for each of the parks will be prepared by the Developer in consultation with The City of Calgary. Such plans should address project design, landscaping, performance standards and maintenance. Issues related to visibility, access, use, lighting, safety and security, security, seating, solar exposure should also be addressed.

(6) Multi-Dwelling Developments within Residential Area

- (a) Large expanses of uniform, multi-dwelling structures shall not be allowed unless the visual quality, exterior or design provides a positive pedestrian environment.
- (b) Multi-dwelling developments should be integrated with the surrounding neighbourhood through site design, pedestrian connectivity and landscaping.
- (c) Building setbacks from the street should be compatible with the pattern of setbacks established for any adjacent residential development and/or be pedestrian oriented.
- (d) Multi-dwelling developments should be oriented to the street in order to enhance the pedestrian environment, the safety of the community and to facilitate opportunities for social exchange.
- (e) The height of an exposed retaining wall, or other building wall located within a front yard, should not exceed one (1) metre unless the pedestrian experience is not affected in a negative manner.
- (f) Multi-dwelling developments are encouraged to incorporate building forms, and architectural features including, but not limited to, appropriate levels of detailing, building orientation, and placement of front doors on the street.

- (g) Each development and dwelling unit should be designed with consideration of
 - (i) privacy,
 - (ii) individuality and identity, and
 - (iii) access to sunlight for dwelling units and private amenity space.
- (h) Ground floor dwelling units fronting on to a public street should
 - (i) have the appearance of individual dwelling units, and
 - (ii) provide an entrance with direct access to grade.
- (i) Where appropriate, above the second or third storey, multi-dwelling developments should be setback to enhance the pedestrian scale and massing of the building.
- (j) Private amenity space for ground floor dwelling units may be located in the front yards provided the issues of privacy, security, light and access are addressed to the satisfaction of the Approving Authority.
- (k) Particular attention to the design and landscaping of front yards shall be given to ensure an appropriate edge is created to the street, and that there is a clear distinction between the public, semi-private and private realms. Additionally, the use of low fences and hedges, or other appropriate methods of marking the boundary between the public and private realm should be considered.

- (l) Parking and vehicular access should be designed to minimize impacts on the pedestrian environment in accordance with the following:
 - (i) driveways should be as narrow as possible, in keeping with the Standard Specifications for Street Design. To facilitate the narrowing and/or reduction of the number of driveways, consideration should be given to shared access points;
 - (ii) consideration should be given to textured and/or patterned paving treatments for driveways;
 - (iii) landscaping should be a component of the design of the driveway areas and should not create visibility or safety problems;
 - (iv) surface parking should only be provided at the rear of buildings; and
 - (v) parking structures should not project above grade.
- (m) Waste recycling facilities should be included in the design of multi-dwelling developments and be suitably screened.

(7) Live-Work Units

Live-work units that are compatible with the surrounding area are encouraged, particularly within a neighbourhood node and/or locations adjacent to, or in close proximity to, commercial areas, transit routes, collector and major roads.

6.2 Neighbourhood Node

6.2.1 Purpose

The purpose of the Neighbourhood Node is to provide a transit focus and meeting place for the surrounding residential area. These nodes are identified on the Land Use Concept map (Map 3) and will contain transit stops, a concentration of higher density housing as well as other suitable transit-supportive uses such as local commercial uses or childcare facilities. The transit stops shall include transit shelters and amenities designed to provide a comfortable waiting environment.

Connectivity of the Neighbourhood Node to the surrounding neighbourhood(s) will be achieved through the convergence of roads and/or pathways at or near the node. The design of the Neighbourhood Node will ensure a strong pedestrian orientation and emphasize the street as the focus of neighbourhood activity. Transit Design Guidelines will be used when reviewing the neighbourhood nodes.

6.2.2 Policies

(1) Composition of Neighbourhood Node

- (a) Subject to the policies of the Plan, a Neighbourhood Node shall contain,
 - (i) one or more transit stops,
 - (ii) a variety of multi family residential developments including street townhouses, stacked townhouses, apartments, and/or live-work units,
 - (iii) a neighbourhood commercial site due to its distance from the *MAC*, and **Bylaw 22P2015**
 - (iv) a park or private open space.
- (b) In addition to subsection (1)(a) above,
 - (i) neighbourhood scale recreational, institutional or commercial uses that are determined to be complementary and compatible may form part of a Neighbourhood Node, and
 - (ii) a local commercial centre shall be required to locate within a Neighbourhood Node where determined appropriate provided that a city-wide policy has been approved that addresses local commercial centre development, and the policy supports and requires commercial development at the Neighbourhood Node location.

Section 6.0

- (c) Notwithstanding (1)(a) above, where a joint use site forms part of a Neighbourhood Node, and its location and design meets the open space needs of surrounding residential development in a suitable manner, a park may not be required.
- (d) The height of an exposed retaining wall, or other building wall located within a front yard, shall not exceed one (1) metre unless the pedestrian experience is not affected in a negative manner.
- (e) In order to facilitate adaptive change in the community over time, the land use designations within the Neighbourhood Node should also contain the following discretionary land uses,
 - (i) community-oriented institutional, recreational, local commercial, or other uses determined to be transit-supportive (e.g. live-work uses, corner stores, dry cleaners, day-care centres, restaurants, senior centres, local small offices, personal service businesses), and
 - (ii) two to four storey mixed-use development with retail at grade.
- (f) In order to increase the diversity of uses and users, the built form within the Neighbourhood Node should be developed for easy conversion to the changing needs of the community.
- (g) Ground floor units within the Neighbourhood Node should be constructed as live-work units.

(2) Location of Neighbourhood Node

- (a) A Neighbourhood Node shall be located
 - (i) along the collector road system in the general vicinity of the area shown on the Land Use Concept map, and
 - (ii) in an appropriate location relative to the surrounding neighbourhood(s).
- (b) A Neighbourhood Node may locate either within a neighbourhood or between two neighbourhoods as shown on the Land Use Concept map.

(3) Transit Service to Neighbourhood Node

A Neighbourhood Node shall be served by public transit and contain

- (i) transit bus stop(s), and
- (ii) in accordance with section 14.3.2(1), related transit-service amenities such as a shelter and seating for pedestrians, bike racks, and convenient passenger drop-offs, where determined appropriate.

(4) Density of Neighbourhood Node

- (a) A Neighbourhood Node shall contain a minimum of 2.0 net developable hectares (4.9 net developable acres) of residential land developed at a minimum density of 49.4 units per net developable hectare (20.0 units per net developable acre) located immediately adjacent to the transit stop(s).
- (b) At the Outline Plan/Land Use Amendment stage, detailed information shall be submitted addressing the boundaries, composition and density of residential development within a Neighbourhood Node.

(5) Design of Neighbourhood Node

- (a) A Neighbourhood Node should be designed
 - (i) to complement the surrounding neighbourhood(s) while maintaining a distinct and identifiable character, and
 - (ii) with a strong relationship between the built form, streets and other public spaces to ensure a positive public realm.
- (b) Any surface parking that is created should only be provided at the rear of buildings.

(6) Connections to Neighbourhood Node

- (a) The road pattern and pedestrian and bicycle routes from the surrounding neighbourhood shall converge at, or near, the Neighbourhood Node, providing multiple and convenient connections to the node from the surrounding neighbourhood areas.
- (b) While allowed on a limited and select basis only, the use of cul-de-sac, p-loops and similar self-contained road patterns should be avoided in the Neighbourhood Node area.

6.3 Joint Use Sites

6.3.1 Purpose

The purpose of these policies is to provide for the development of public and separate schools, together with sports fields and recreational areas, on sites dedicated as creditable reserve land, and jointly owned by The City and the respective school boards. The design of a Joint Use Site will be determined at the Outline Plan/Land Use Amendment stage. Guidelines addressing the size of Joint Use Sites identified on the Land Use Concept map are contained in Appendix C. Joint Use Sites should include sufficient parking to recognize the city wide nature of sports and recreational use by organizations in Calgary.

Schools have traditionally been one of the focal points of the community, serving as a place of education and recreation. Within the community, schools have been sited such that they can be easily reached from all directions, with the majority of Joint Use Sites connected by the Regional Pathway. A sufficient level of pedestrian and recreation facilities will be provided in the vicinity of the school in order to further establish the schools as strong centres of the community. Streets leading to Joint Use Sites should be designed to include sidewalk or walkway connections, and other elements that contribute to pedestrian safety and comfort e.g. traffic-calming to slow traffic, good lighting, clear visibility, and trees for shelter and shade. Intersections and crossings within the vicinity of the Joint Use Sites will be well designed in order to meet the needs of pedestrians.

6.3.2 Policies

(1) Composition of Joint Use Sites

- (a) Subject to the policies of the Plan, the predominant use of land within a Joint Use Site shall be for public, educational and recreational uses including, but not limited to, public and separate schools, sports fields, parks, pathways and playgrounds.
- (b) Where possible and practical, school facilities should be designed and encouraged to accommodate a variety of uses and services that benefit the community and reinforce the role of the school as a social beacon and activity centre for residents.

(2) Size of Joint Use Sites

- (a) The size of a Joint Use Site should be determined through the Outline Plan/Land Use Amendment process in accordance with the requirements of the Subdivision Authority and the Joint Use Co-ordinating Committee, and having regard to Appendix C - Joint Use Site Guidelines.
- (b) In conjunction with the school building envelope within a Joint Use Site, suitable land shall be provided for active playfields or park space to meet the recreational needs of the students.

(3) Design of Joint Use Sites

- (a) Prior to Outline Plan/Land Use approval, a concept plan showing the proposed layout and a preliminary grading plan for a Joint Use Site within the application area shall be prepared to the satisfaction of the Subdivision Authority and the requirements of the Joint Use Co-ordinating Committee.
- (b) The school building envelope within a Joint Use Site should be located along the collector roads immediately adjacent to the site.
- (c) Further to the requirements of Appendix A4, a Pedestrian and Bicycle Circulation Plan shall be provided for a Joint Use Site where a Joint Use Site is contained within an Outline Plan/Land Use Amendment Application.

(4) Location of Joint Use Sites

- (a) A Joint Use Site shall be suitably located in relation to its student catchment area and optimal walking distance radii.
- (b) In order to comply with subsection (4)(a) above, a Joint Use Site shown on the Land Use Concept map may be relocated to the opposite side of an adjacent collector road within an Outline Plan/Land Use Amendment application without requiring an amendment to the map.
- (c) If a Joint use Site is proposed to be located within an existing gas line, it shall be demonstrated that the area within the site will not be negatively impacted, including safety and/or nuisance, by the existing gas line.

6.4 Major Activity Centre

Bylaw 22P2015

6.4.1 Purpose

The purpose of the MAC is to create a community oriented institutional, residential and commercial development area, west of 60 Street NE. The MAC will function as the community hub for the Northeast Regional Policy Plan residential area. The Cornerstone Area Structure Plan will provide a similar role as community hub for the neighbourhoods east of 60 Street NE. The MAC (west of 60 Street NE) is anchored by an LRT station and community facilities including a recreation centre, library, and community hall. Strong pedestrian, bicycle and transit connections link the MAC to the surrounding residential neighbourhoods and areas beyond. The MAC also includes commercial and retail uses, including a pedestrian oriented main street retail area and integrated multi-family residential development. Retail and commercial uses are subject to development guidelines as contained within this ASP, to ensure that MAC retail and commercial developments are oriented towards pedestrians and the daily shopping needs of surrounding communities. Similarly, identified Gateway Commercial Centres within the Northeast Industrial ASP will be subject to development guidelines to ensure that these commercial and retail uses do not compete with, or affect the success of MAC commercial and retail uses.

Bylaw 27P2014

The MAC is centrally located within the Plan, and with the Northeast Regional Policy Plan area, occupying the two western corners at the intersection of 60th Street NE and Country Hills Boulevard NE.

Bylaw 27P2014

Required land area and/or minimum and maximum size requirements for MAC components, including but not limited to the LRT station, recreation centre, community hall, public library, multi-residential, and commercial and retail, will be generally identified within this ASP. Specific land area and/or size requirements will be further determined through the both through the required concept plan and Outline Plan/Land Use Amendment process.

Bylaw 27P2014

Bylaw 22P2015

6.4.2 Policies

(1) **Size and Location**

- a) *The MAC will be located as shown on Map 3: Land Use Concept.*
- b) *The MAC will comprise of the area within a 400 m radius of the LRT station.*

(2) **Composition**

- a) *No more than 60% of the land use intensity should be achieved with any one general land use type (e.g., residential, office, commercial retail, institutional, etc.) to ensure an appropriate mix of uses.*
- b) *The MAC shall include the following land uses: multiresidential in medium and high density forms; commercial (office) in medium and high density forms; retail in a pedestrian scaled and street oriented retail form; and two year round programmable amenity plazas, one to be located on the north and one on the south side of Country Hills Boulevard NE.*
- c) *Commercial uses shall be integrated vertically and/or horizontally with other uses.*
- d) *Automobile focused uses shall not be permitted within the Major Activity Centre.*
- e) *Notwithstanding 2 d) above, a maximum of two drive-through uses will be allowed in the Major Activity Centre area, but not within 200m radius of the LRT Station.*

(3) **Intensity**

- a) *Development within the MAC shall achieve an intensity of 200 people and jobs per hectare.*
- b) *The highest intensity of development should be located closest to the LRT station, framing the intersection of Country Hills Boulevard NE and 60 Street NE.*
- c) *The intensity of the MAC shall not count towards the overall intensity of a Community.*

(4) **Interface**

- a) *All development within the MAC shall be street-oriented and have active frontages with primary public entryways facing the public sidewalk, including Country Hills Boulevard NE.*

- b) *Development adjacent to the amenity plazas should frame the plazas on at least two sides to provide an appropriate sense of enclosure for the space and to activate the plazas, using such strategies as incorporating step-backs on buildings fronting the plazas, locating retail on the main floor of buildings fronting the plazas, providing building facades with public entrances and architectural detailing and ensuring optimal sunlight penetration onto the plazas.*
- c) *Multi-residential developments should be designed to provide ground floor units with individual entryways to the public sidewalk.*
- d) *Large expanses of uniformly built structures shall be avoided unless the visual quality, exterior and design enhance the pedestrian environment.*

(5) Site Design

- a) *Convenient pedestrian and cycling connections shall be provided between the parcels within the MAC, and through to the adjacent residential areas.*
- b) *High quality and well-connected pedestrian routes should be provided within all sites, between development sites and to adjacent open space areas, to ensure clear, safe, comfortable, and well landscaped pedestrian connections from parking areas to buildings and between the individual buildings within the sites.*
- c) *The design of the streetscape shall accommodate elements such as street trees, sidewalks, street furniture, bicycle parking and appropriate lighting to enhance the experience of cyclists and pedestrians.*
- d) *Public or private art should be incorporated at prominent locations along streets to provide points of interest and to serve as landmarks for local residents, business patrons and visitors.*
- e) *The height of an exposed retaining wall should not exceed one (1.0) metre unless it can be demonstrated to the satisfaction of the Approving Authority that the design enhances the surrounding environment.*
- f) *To limit visual impact and to address Crime Prevention Through Environmental Design (CPTED) issues, retaining walls should be designed using methods such as smaller scale, stepped-up structures, attractive naturalized slope retention methods, (such as earth walls), and intensive planting of trees and shrubs.*
- g) *All fencing in highly visible locations should be coordinated in both design and detail as it relates to the overall development.*

- h) *Landscaping should provide shelter from the elements in the form of shade and wind breaks.*
- i) *Publicly accessible amenity spaces should be incorporated into large scale developments to enhance the vibrancy within the development. In addition, these amenity spaces should be integrated into the overall pedestrian circulation pattern and be located at focal points of the development and designed for year round use.*
- j) *Plazas located near the transit stations should include enhanced landscape features including, but not limited to, site furnishings, lighting, canopies and soft landscaping.*

(6) Parking and Loading

- a) *Surface parking shall be located away from transit and pedestrian areas as well as active frontages to enhance the pedestrian function of the streetscape and to reduce conflict between active modes of travel and automobile traffic.*
- b) *Parking and loading areas should be designed to provide safe, direct, and convenient sidewalk and pathway connections for pedestrians and cyclists to access building entrances and to reduce conflict between active modes of travel and automobile conflicts.*
- c) *All loading and service areas should be located and screened year round to minimize the visibility of all loading and service areas from pedestrian areas and streets and to avoid interference with pedestrian movement or the exterior design character of buildings.*
- d) *Applicants should provide only the minimum number of parking spaces required by the Land Use Bylaw. If parking stalls exceed the minimum requirements established by the Land Use Bylaw and the policies contained in this Plan, they shall be accommodated in a structured and/or underground parking facility, unless otherwise determined by the Approving Authority.*
- e) *Relaxations of the minimum parking requirements of the Land Use Bylaw are encouraged and shall be reviewed at the time of the development permit application.*
- f) *Shared parking for mixed use projects may be subject to a further parking reduction in addition to any transit parking reduction in accordance with a shared parking analysis to be submitted at the development permit stage.*

Section 6.0

- g) *Above-grade parking structures shall be screened from view or contain other uses along the ground floor up to the four-storey level to the satisfaction of the Approving Authority.*
Bylaw 22P2015

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6.5 *deleted* **Bylaw 22P2015**

6.6 Recreation Centre

6.6.1 Purpose

The Recreation Centre will serve the major active and passive recreational needs of residents within the Plan area. Accessible by car, transit, bicycle, and pedestrian, it functions as a community gathering place for residents of all ages and is an integral part of the MAC. The site of the Recreation Centre is shown conceptually on the Land Use Concept map. Its exact location, size and configuration will be determined through the Outline Plan/Land Use Amendment process. The Recreation Centre may include partnerships to provide other public, institutional or complimentary uses within the complex, including the regional library, to meet the diverse needs of the community.

Bylaw 22P2015

6.6.2 Policies

(1) Composition of Recreation Centre

The Recreation Centre Site shall comprise municipal reserve and/or fee simple land that is suitably sized and configured to accommodate a recreation centre and its related facilities that may include, but are not limited to, a library, a school or other institutional uses.

(2) Size of Recreation Centre

The Recreation Centre Site shall be between 2.43 hectares (6 acres) and 4.9 hectares (12 acres) in size. Consideration should be given to integrating the Library referred to in Section 6.7.2(2) into the Recreation Centre Site.

Bylaw 22P2015

(3) Design of Recreation Centre Site

(a) The architectural design of the building will signify the importance of the building and enhance its role as a community landmark.

(b) The building will be located in a highly visible and accessible location within the MAC.

Bylaw 22P2015

(4) Site Design of the Recreational Centre

(a) The Recreational Centre should

- (i) provide for a compatible interface treatment with adjacent development,
- (ii) contain a visually appealing site design and landscaping treatment, particularly when visible from roads with higher volumes of traffic,

Section 6.0

- (iii) be suitably integrated, and connected, with any residential, institutional, recreational, and public uses within or adjacent to the site,
 - (iv) connect to sidewalks and regional pathways, and be conveniently and directly accessible to pedestrians both within and adjacent to the site, and
- (b) Convenient and efficient road network, regional pathways, sidewalk, pedestrian and cyclist connections shall converge on the Recreational Centre from the surrounding residential area.
- (c) Its exact location will be refined and determined through the required Concept Plan for the *MAC* and at the Outline Plan /Land Use Amendment application stage.
- (d) Parking within the Recreation Centre Site should
 - (i) be shared with the Library and/or other surrounding public facilities where possible.
 - (ii) be located in a manner that does not compromise the pedestrian orientation of the *MAC*.

Bylaw 22P2015

6.7 Library

6.7.1 Purpose

The purpose of the library is to provide universal access to resources for information, learning, inspiration and enjoyment of all community residents. Its comprehensive program of services meets the diverse needs of the community it serves, and improves residents' overall quality of life. The site of the library within the *MAC* is shown conceptually on the Land Use Concept map. Its exact location, size and configuration will be determined through the Outline Plan/Land Use Amendment process. The Library may include a partnership with the Recreation Centre.

6.7.2 Policies

(1) Composition of Library

The Library will be suitably configured to meet the needs of the Plan area and, where applicable, work in conjunction with the Recreation Centre as required.

(2) Size of Library

The Library will require a parcel of land, approximately 0.4 hectares (1.0 acre) in size. Consideration should be given to integrating the Library into the Recreation Centre Site referred to in Section 6.6.2(2).

(3) Location of Library

(a) The Library shall be

- (i) located within the *MAC*, as conceptually identified on the Land Use Concept map,
- (ii) appropriately integrated with other public uses within the community, and

(b) Its exact location will be refined and determined through the required Concept Plan for the *MAC* and at the Outline Plan /Land Use Amendment application stage.

Bylaw 22P2015

(4) Design of Library Centre Site

- (a) The architectural design of the building should signify the importance of the building and enhances its role as a community landmark.
- (b) Parking will be shared with the Recreation Centre, LRT park and ride, Community Centre or other institutional uses where possible and practical.
- (c) The Library Centre site shall be designed to include access to the regional pathway.

6.8 Community Centre

6.8.1 Purpose

One (1) community centre will be provided to serve the residential population within the Plan area. The community centre will be located centrally within the ASP area, to maximize access to it by all Plan area residents and will be located in proximity to, or within a Joint Use Site, providing for community, recreational and educational needs in one area. The community centre will provide for meeting space for community associations, social, programming and/or educational requirements. The community centre site is shown conceptually on the Land Use Concept map.

6.8.2 Policies

(1) Composition of Community Centre

The community centre site shall be suitably sized and configured to accommodate a community centre and any related facilities and/or functions.

(2) Size of Community Centre

The community centre will require approximately 1.6 hectares (4 acres) of land.

(3) Location of Community Centre

- (a) The community centre site should be
 - (i) located as conceptually identified on the Land Use Concept map,
 - (ii) appropriately integrated within the other public or institutional uses as conceptually identified on the Land Use Concept map, and
- (b) Its exact location shall be refined and determined through the required Joint Use Site Concept Plan for the intended location at the Outline Plan / Land Use Amendment application stage.

(4) Design of Community Centre

- (a) The community centre and its site should be designed and landscaped in a manner that supports and enhances the pedestrian environment and is compatible with the overall community vision.
- (b) The architectural design of the building should reflect the community importance of the building and enhances its role as a community landmark.
- (c) The Community Centre site shall be designed to include access to the regional pathway.

6.9 Regional Pathway

Bylaw 27P2014

The regional pathway provides convenient pedestrian and bicycle connections throughout the Plan area for both commuting and recreational use. Pathways will extend throughout the Plan area and provide safe and convenient connections to the *MAC*, recreational / athletic sites, LRT facilities, educational and community facilities, residential communities and connections to areas beyond the Plan area.

Bylaw 22P2015

6.9.1 Policies

Bylaw 27P2014

Regional Pathways

The regional pathway should

- (a) be aligned as conceptually identified on the Land Use Concept map,
- (b) wherever possible, be located within or integrated with a park or natural feature, and
- (c) promote walking, cycling, and other non-motorized activity throughout residential areas.

6.10 Transit Planning Area

Bylaw 27P2014

*There are two (2) Transit Planning Areas within the Plan area, with each area anchored by an LRT station. The Transit Planning Area applies to a 600 metre radius from each station (affecting the west side of 60 Street NE only). The intent of the Transit Planning Area is to provide for vibrant, higher density residential and mixed-use development, as per the *Transit Oriented Design Guidelines*, with pedestrian connections to the surrounding community.*

Bylaw 27P2014

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Bylaw 22P2015

Bylaw 26P2009

6.10.1 Policies

Bylaw 27P2014

(1) Composition of the Transit Planning Area

- (a) The Transit Planning Area should apply to a 600 metre radius, as conceptually identified on the Land Use Concept Map, and should include
 - (i) a LRT station, and
 - (ii) a park and ride facility as required, and
 - (iii) multi-family residential development, and
 - (iv) office uses, including medical or professional uses, and
 - (v) child care facilities, and
 - (vi) retail, service commercial and employment uses that are deemed to be transit supportive, and compatible with the intended function of the Transit Planning Area, and
 - (vii) pedestrian and bicycle connections to both the regional pathway and to the surrounding community.
- (b) Land Use controls shall be applied to the Transit Planning Area in order to ensure that it retains its planned transit oriented function.

(2) Transit Service to the Transit Planning Area

- (a) The Transit Planning Area shall contain convenient and well-defined pedestrian and bicycle connections to the LRT station, all other Transit Planning Area components and the surrounding residential community.
- (b) The Transit Planning Area shall be served by public transit.
- (c) Higher quality transit stops within the Transit Planning Area that have an attractive shelter and seating for pedestrians, convenient passenger drop-offs, telephones, bicycle racks and/or bicycle lockers, where determined appropriate, should be provided.

(3) Design of the Transit Planning Area

- (a) General design principles for the Transit Planning Area, in addition to the design guidelines contained in Appendix A.3, shall include, but are not limited to
 - (i) pedestrian and cyclist oriented design,
 - (ii) successfully integrated uses, and their connections within the Transit Planning Area, and with the surrounding residential community,
 - (iii) street-oriented buildings,
 - (iv) internal pedestrian routes to buildings and amenities,
 - (v) predominantly smaller-scale businesses and shops,
 - (vi) strong and convenient pedestrian and bicycle connections to all other uses within the Transit Planning Area,
 - (vii) convenient and efficient road and regional pathway network, sidewalk, pedestrian and cyclist connections that connect the Transit Planning Area to the surrounding areas,
 - (viii) compatible interface treatment with adjacent development, including appropriate landscaping,
 - (ix) a suitably designed, and visually appealing, public realm through urban design elements.

(4) Delineation of the Transit Planning Area

The Transit Planning area is located as conceptually identified on the Land Use Concept Map, and the density map.

(5) Density Within the Transit Planning Area

- (a) The Transit Planning Area shall contain a minimum of 2,660 dwelling units within a 600 metre radius of the LRT station as follows:
 - (i) 900 units within a 200 metre radius of the LRT station in the form of,
 - (A) a minimum of 400 units on 4.0 net hectares (10.0 acres) of land or less, and
 - (B) a minimum of 500 units within the balance of the 200 metre radius, and
 - (ii) a minimum density of 9.5 units per gross developable acre over the entire 600 metre Transit Planning Area radius.
- (b) The highest density residential development within the Transit Planning Area should be located closest to the future LRT station area; and, conversely, lower density residential development should be located furthest from the Transit Planning Area.

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**Bylaw 22P2015
Bylaw 26P2009**

6.11 Wetland Conservation Area

Bylaw 27P2014

The purpose of the Wetland Conservation Area is to ensure the conservation of those wetlands which have been determined to be of higher environmental significance and their integration with development in the surrounding area. As identified on the Land Use Concept Map (Map 3), the Wetland Conservation Area encompasses two large wetlands and smaller supportive wetlands which are to be conserved. Located between the two large wetlands is upland grassland habitat (*Map 5*), which is to be protected where feasible, to assist in creating a larger ecologically functioning wetland system within the Wetland Conservation Area. It is likely that the wetlands will require the infiltration of cleaned and treated stormwater, at a natural rate, and / or be engineered to remain sustainable in an urban context.

Bylaw 22P2015

The identified wetlands are considered to qualify as Environmental Reserve (ER) in their natural state in accordance with the provisions of the *Municipal Government Act*. Thus any alteration, reconstruction and /or compensation of a wetland within this area shall be undertaken in accordance with the policies contained in Section 9.0 of this Plan, Wetland Conservation Policies, and the City of *Calgary Wetland Conservation Plan*.

6.11.1 Policies

Bylaw 27P2014

(1) Composition of the Wetland Conservation Area

- (a) Subject to the policies of the Plan,
 - (i) the predominant use of land within the Wetland Conservation Area shall be wetlands, designed to ensure wetland viability in an urban context, subject to the policies contained in Section 9.0 of this Plan, Wetland Conservation Policies, and the City of *Calgary Wetland Conservation Plan*,
 - (ii) supportive upland grassland habitat where possible (see *Map 5*),
 - (iii) recreational amenities such as pathways, observation areas, regional pathway and nature trails shall be allowed within the Wetland Conservation Area where deemed to be appropriate, and
 - (iv) stormwater facilities such as forebays, bioswales, drainage control mechanisms, and pipe and pumping systems shall be allowed within the Wetland Conservation Area where determined to be necessary.

Bylaw 22P2015

- (b) The design and function of any amenities should be done in a such a way as to support or provide educational and interpretive opportunities for residents and nearby schools.
- (c) The general categories of uses identified under subsection (1) (a) above shall be refined through the Land Use Districts applied within the Wetland Conservation Area.

(2) Protection of Lands Within the Wetland Conservation Area

- (a) Identified lands within the Wetland Conservation Area, considered to qualify as Environmental Reserve, shall be dedicated to ensure their conservation.
- (b) Where possible and practical, supportive upland grassland habitat shall be dedicated, acquired or otherwise protected (see *Map 5*).

Bylaw 22P2015

- (c) Notwithstanding subsection (2)(a) and (b) above, where lands within the Wetland Conservation Area not considered to qualify as Environmental Reserve are not dedicated, acquired or otherwise protected, the lands shall be considered to be developable and the policies of the Residential Area, and the other relevant policies of the Plan, shall apply to these lands without requiring an amendment to the Land Use Concept map.

(3) Acquisition of Lands Within the Wetland Conservation Area

Identified lands within the Wetland Conservation Area, considered to qualify as Environmental Reserve in their natural state by the Subdivision Authority, under the *Municipal Government Act*, shall be dedicated, acquired or otherwise protected, and /or compensated for their loss, or portions thereof, in accordance with the Policies of Section 9.0 of this Plan, Wetland Conservation Policies.

7.0 DENSITY

7.1 Density Map

The Density Map (*Map 4*) identifies the density requirements applicable to each community, or area within a community, as established in the policies contained in Section 7.0. These policies provide for the following two types of density areas:

- (1) Standard Density Areas, based upon a pre-established minimum and maximum residential density for new suburban communities; and
- (2) Special Density Areas, where a specific residential density, as determined by Council, is applied to an area through an amendment to the map.

Bylaw 22P2015

Map 4: Density

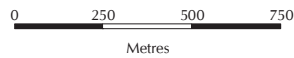
Bylaw 22P2015

Approved: 19P2007
Amended: 27P2014

**Northeast
Community 'A'
Area Structure Plan**

Map 5

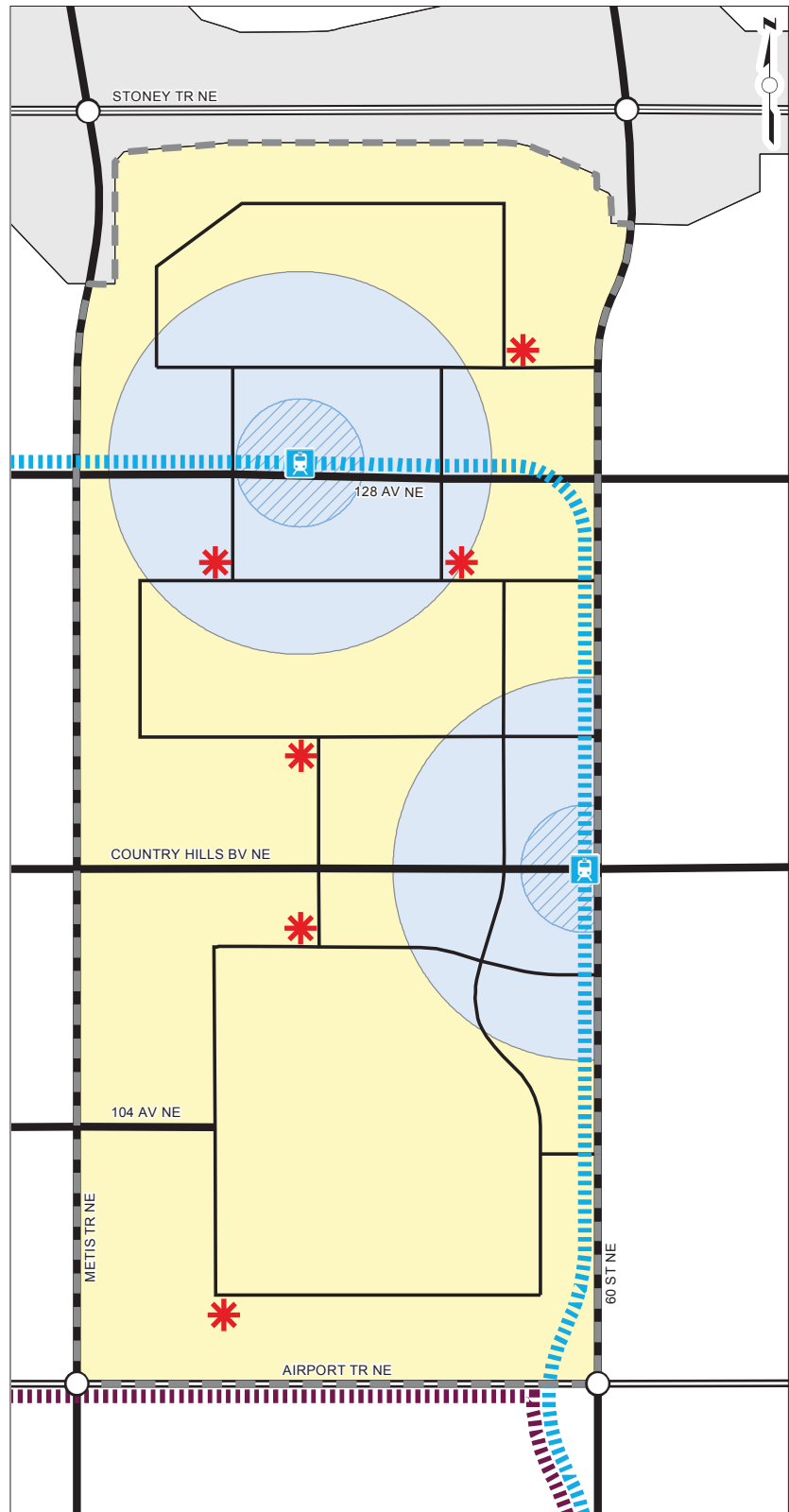
Density



Legend

- Plan Boundary
- Transportation/Utility Corridor
- 9.5 UPA (Min)
- 7 UPA (Min)
- 20 UPA (Min)
- 30 UPA (Min)
- Freeway (Skeletal Road)
- Expressway (Skeletal Road)
- Major Road (Arterial Street)
- Collector Road
- Interchange
- L.R.T. Line
- L.R.T. Station
- Airport Transit Connection (Technology TBD)

NOTE:
Minimum ASP area density of 8.5 upa.



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

7.2 Minimum Density

7.2.1 Purpose

The purpose of these policies is to establish the minimum density requirements for varying areas within the Plan area. The minimum density will vary amongst areas in a community but must achieve at least 21 units per gross developable hectare (8.5 units per gross developable acre) throughout the overall ASP area community, or a lesser density where transportation network capacity constraints exist, or for identified environmental conservation or public interest purposes. Compliance with this minimum density will be evaluated at the Outline Plan/ Land Use Amendment stage as well as the Subdivision Approval stage and, if necessary, the Development Approval stage.

7.2.2 Policies

(1) Intensive Development Areas

The minimum density required within an Intensive Development Area within a community shall be as referenced in the following sections of this Plan:

- (a) Neighbourhood Node, section 6.2;
- (b) *MAC*, section 6.4;
- (c) Transit Planning Area, section 6.11.

Bylaw 22P2015

(2) Plan Area Density

- (a) Subject to (b) below, the minimum density required within the balance of the Plan area, excluding the Intensive Development Areas under (1) above, shall be 17.3 units per gross developable hectare (7 units per gross developable acre).
- (b) The minimum overall density required within the Plan area, including the Intensive Development Areas under (1) above, shall be 21 units per gross developable hectare (8.5 units per gross developable acre) unless a lower minimum density is determined to be more appropriate in order to comply with the level of service standards of the community in accordance with the policies of Section 7.3.2(i).

7.3 Maximum Density

7.3.1 Purpose

The purpose of these policies is to provide criteria to be applied in establishing the maximum allowable density within a community. These criteria relate primarily to the capacity of the public infrastructure, facilities and amenities to support the density proposed; and, in addition, the compatibility and suitability of the residential development in the context of the community. A proposed maximum density will be evaluated at the Outline Plan/Land Use Amendment stage as well as the Subdivision Approval stage and, if necessary, the Development Approval stage.

7.3.2 Policies

(1) Maximum Allowable Density

Notwithstanding the policies of Section 7.2.2, the maximum density allowed in a community shall

- (i) not exceed the established level of service capacity of the
 - (A) transportation network,
 - (B) utility systems, and
 - (C) schools and other municipal services, facilities and amenities, and
- (ii) be compatible and appropriate in relation to the character of the community.

- (2) The majority of the density in a community that is above the established minimum density requirements of Section 7.1 should be applied to the Intensive Density Areas.

7.4 Special Density Area

7.4.1 Purpose

The purpose of these policies is to provide for Special Density Areas within a community. These areas will need to be identified on *Map 4* and will need to contain densities established by Council. Special Density Areas can exceed the level of service standards of the transportation network and will be characterized by a high quality community design that emphasizes an employment and transit supportive development pattern, and other elements that minimize the impact of vehicle traffic.

Bylaw 22P2015

7.4.2 Policies

(1) Application of Special Density Area

- (a) At the request of a developer, or as a City initiative, prior to approval of an Outline Plan/Land Use Amendment application, Council may identify all or a portion of a community as a Special Density Area on the Density Map (*Map 4*) through the Plan amendment process.
- (b) Where an area is identified as a Special Density Area on *Map 4*
 - (i) the density requirements of Sections 7.1 and 7.2 shall not apply, and
 - (ii) new density requirements for the area shall be identified on the map by Council.

Bylaw 22P2015

(2) Purpose of Special Density Area

- (a) A Special Density Area may be identified on *Map 4* for strategic planning reasons, including, but not limited to the following:
 - (i) to introduce an incentive development system in order to meet public objectives within an area;
 - (ii) to recognize and accommodate economic development initiatives within an area;
 - (iii) to address transportation or other constraints that present a limiting factor on development within an area;
 - (iv) to facilitate innovative or high quality urban design within an area;
 - (v) to achieve improved land efficiencies, and encourage transit use or employment opportunities within an area.
- (b) A density within a Special Density Area that exceeds the level of service standards of the transportation network may be allowed through an amendment to *Map 4* provided that
 - (i) a transportation analysis is completed that identifies the impact of the density on the network, and
 - (ii) the level of transit service and employment is determined to be appropriate to minimize the impact of the density on the network.

Bylaw 22P2015

8.0 COMMUNITY DEVELOPMENT POLICIES

8.1 Housing Diversity

8.1.1 Purpose

The purpose of these policies is to encourage a diversity of housing to meet the needs of different income groups and lifestyles within the Plan area. This includes demand for potential affordable housing that will arise particularly as a community grows and matures. Sites for alternative and special needs housing are not identified on the Land Use Concept map but will result from private sector initiatives and public sector programs. The location, scale and composition of these housing projects will be addressed at the Outline Plan / Land Use Amendment stage.

8.1.2 Policies

(1) Alternative Housing Forms

- (a) In addition to single-detached dwellings, a minimum of 30% of the housing units within a community should be non-single detached housing units in order to meet the needs of different income groups and lifestyles.
- (b) Alternative forms of housing to single-detached dwellings may include, but are not restricted to
 - (i) two-family housing (duplexes, semi-detached dwelling units),
 - (ii) multi-dwelling housing (tri-plexes, four-plexes, townhouses, stacked townhouses, apartments),
 - (iii) secondary suites,
 - (iv) live-work units, and
 - (v) innovatively-designed or managed housing projects.

(2) Potential Affordable Housing

- (a) A minimum of 10% of the housing units within a community should have the potential to be affordable housing units.
- (b) Potential affordable housing units shall include at least two (2) of the following,
 - (i) subsidised housing,
 - (ii) apartment units less than 70 square metres,
 - (iii) secondary suites,
 - (iv) special care facilities,
 - (v) residential care housing,
 - (vi) cooperative housing, and
 - (vii) housing in conjunction with places of worship.

(3) Location of Potential Affordable Housing

- (a) Potential affordable housing should, wherever possible and practical, be located
 - (i) in proximity to the *MAC* a, a neighbourhood node, or the transit station planning area;
 - (ii) along public transit routes;
 - (iii) adjacent to, or in close proximity to, parks and open space; and/or
 - (iv) in conjunction with complementary community facilities and amenities.

Bylaw 22P2015

(4) Housing Compatibility

Potential affordable housing should be located and designed in a compatible and integrated manner with adjacent residential development.

8.2 Community Vitality

8.2.1 Purpose

The purpose of these policies is to provide for the development of a broad range of community facilities considered necessary to serve the recreational, educational and spiritual needs of residents within the community and to enhance their quality of life. These uses will be encouraged and supported and should preferably be located in conjunction with the core commercial centre, a neighbourhood node or other activity focus.

8.2.2 Policies

(1) Community Uses

- (a) Uses that provide a sense of community, or meet the spiritual and family needs of residents and enhance their quality of life, shall be encouraged and supported in the community.
- (b) These uses may include, but are not restricted to
 - (i) child care facilities,
 - (ii) special care facilities,
 - (iii) recreational facilities, and
 - (iv) public and quasi-public uses (e.g. faith facilities).

(2) Community Use Location

- (a) Wherever possible and practical, community uses should be located
 - (i) in conjunction with the core commercial centre, a neighbourhood node, or the transit station planning area,
 - (ii) along transit routes, and/or
 - (iii) in proximity to joint use sites.

9.0 WETLAND CONSERVATION POLICIES

9.1 Wetland Acquisition

9.1.1 Purpose

The purpose of these policies is to provide for the protection of wetlands and their related upland and native grasslands, where determined practical and appropriate. Protection will typically occur through the dedication of environmental reserve (ER) in accordance with the provisions of the *Municipal Government Act*. Where dedication of ER is not possible, other methods of acquiring or protecting wetlands and their related upland and native grasslands should be investigated. The policies also address the potential to allow development of certain wetlands within the planning area in accordance with the “no net loss” of wetlands policy approved within The City of Calgary *Wetland Conservation Plan*.

9.1.2 Policies

(1) Wetland Approach

- (a) Where wetlands qualify as ER in accordance with the provisions of the *Municipal Government Act*, the lands should be dedicated as ER through the subdivision process (*Map 5*).
- (b) Wetlands qualifying as ER shall be protected in accordance with the policies of the *Wetland Conservation Plan*.

(2) Alternative Acquisition of Wetlands

- (a) Where determined practical and feasible, where wetlands, or their related upland or native grassland habitat do not qualify as ER, the lands may be acquired and protected through alternative means as determined appropriate by Council or an Approving Authority including, but not limited to
 - (i) a land transfer or exchange undertaken in accordance with the “no net loss” policy approved 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*,

Bylaw 22P2015

Map 5: Environmentally Significant Areas Bylaw 22P2015 Approved: 19P2007
Amended: 27P2014

**Northeast
Community 'A'
Area Structure Plan**

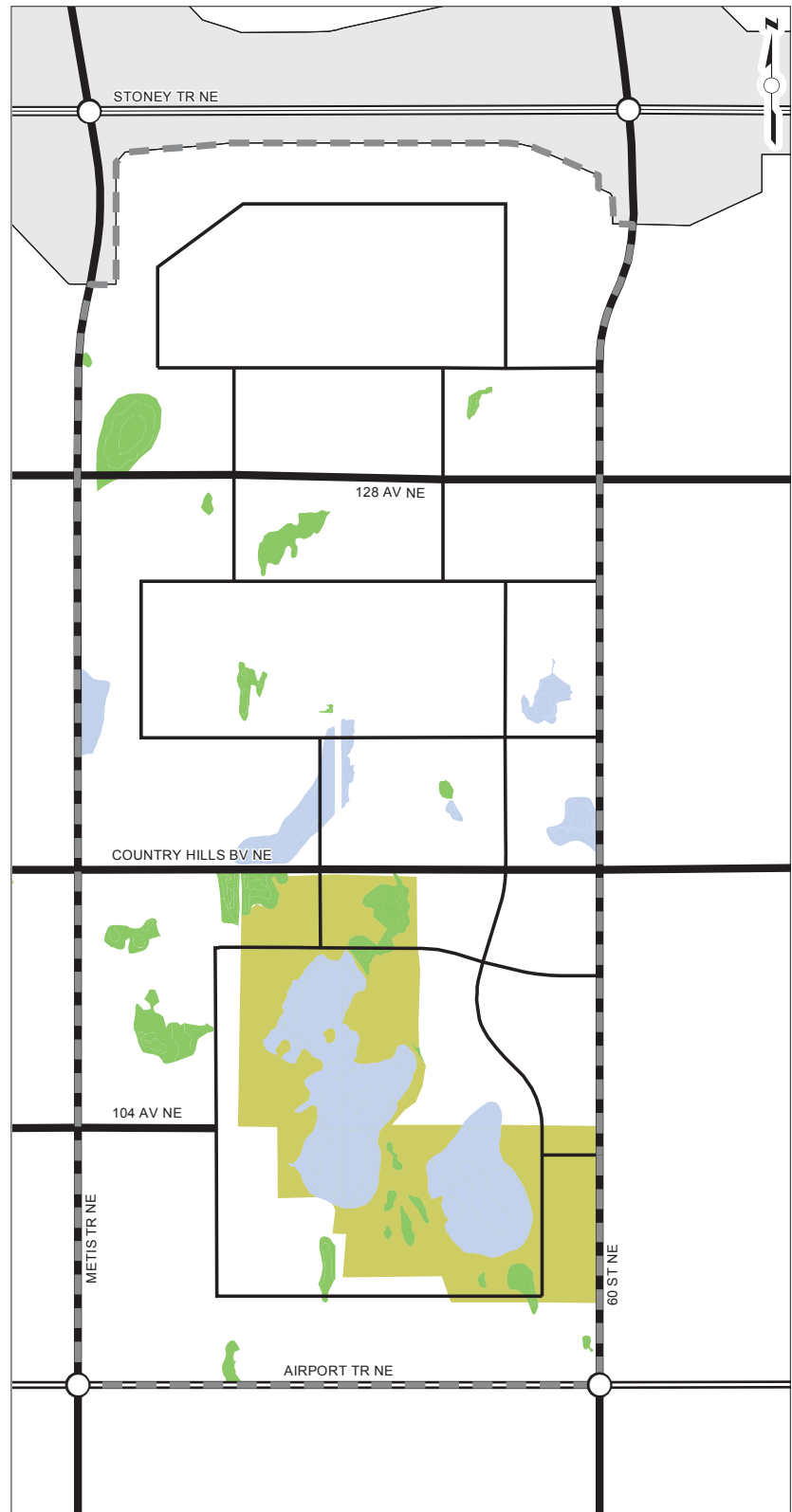
Map 6

**Environmentally
Significant Areas**

0 250 500 750
Metres

Legend

- Plan Boundary
- Transportation/Utility Corridor
- Freeway (Skeletal Road)
- Expressway (Skeletal Road)
- Major Road (Arterial Street)
- Collector Road
- Interchange
- Upland Grassland
- Wetlands**
 - Type 3 Seasonal
 - Type 4 Semi-permanent



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

Section 9.0

- (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.
- (b) Development controls and incentives introduced under (2)(a)(v) and (vi) may include, but are not limited to
 - (i) density bonusing systems,
 - (ii) amended building setbacks,
 - (iii) site grading restrictions, and
 - (iv) enhanced landscaping treatments.
- (c) The area identified on the Land Use Concept map as Wetland and Upland Grassland Habitat is the most environmentally significant wetland area within the Plan area and as such
 - (i) the predominant use of land within the Wetland Conservation Area shall be natural wetlands, their related upland area and native grassland,
 - (ii) recreational amenities, such as pathways, observation areas and nature trails shall be allowed where determined to be compatible and appropriate,
 - (iii) lands within this area shall be dedicated, acquired or otherwise protected in accordance with the policies of this Plan,
 - (iv) this area may constitute a regional open space for the surrounding area, in addition to any future dedicated parkland within the Plan area,
 - (v) treated stormwater may be allowed in this area where deemed compatible and appropriate,
 - (vi) Where lands within this area are not dedicated, acquired or otherwise protected, these lands shall be considered to be developable and the policies of the Residential Area, and other relevant policies of the Plan, shall apply to these lands without requiring an amendment to the Land Use Concept map.

(3) Compensation for Wetlands

Where wetlands or their related upland may qualify as ER, all or a portion of the lands may be developed provided that

- (a) it is determined by the City that the lands are of lower environmental significance,
- (b) the loss of the wetland is acceptable to the Approving Authority,
- (c) all other mitigation options have been exhausted,
- (d) it can be demonstrated that there are not geotechnical or engineering constraints that would prevent the proposed development,
- (e) the developer has obtained the requisite approvals from Alberta Environment under the *Water Act*,
- (f) the developer, on a voluntary basis, provides to the City as compensation for the ER being developed, either an appropriate amount of
 - (i) land in another location that is determined to be of higher environmental significance and greater public benefit, or
 - (ii) money-in-place of the land in an amount to be determined to the satisfaction of The City,

with the land or money-in-place of land to be applied to the acquisition, protection or improvement of other wetlands in accordance with the policies of The City of Calgary *Wetland Conservation Plan*.

(4) Development of Wetlands

Notwithstanding policy (1) and (2), where identified lands (*Map 5*) do not qualify as ER, in accordance with the provisions of the *Municipal Government Act*, and are not otherwise acquired or protected, the lands shall be considered to be suitable for urban development under the policies of this Plan.

Bylaw 22P2015

9.2 Wetland Protection

9.2.1 Purpose

The purpose of these policies is to provide for the retention of wetlands within the planning area in a sustainable state. The policies address the conservation, engineering and integration of wetlands within the community. The policies are intended to augment and clarify the provisions of The City of Calgary *Wetland Conservation Plan* insofar as the existing wetlands within the Plan area are concerned. As such, the *Wetland Conservation Plan* will continue to apply and should also be consulted on wetland conservation matters.

9.2.2 Policies

(1) Retention of Wetlands

Wetlands that are dedicated as environmental reserve, or otherwise acquired or protected, shall be retained in a natural state except for

- (i) the addition of passive recreational amenities such as pathways, benches, viewing areas, and interpretive areas considered necessary to enhance public engagement within or access to the area,
- (ii) naturalized planting or landscaping considered necessary to restore the wetland and its immediate shoreline, and
- (iii) engineering improvements considered necessary to integrate the area with surrounding development and ensure its sustainability within an urban context.

(2) Grading of Wetlands

- (a) Grading or other disturbance of protected wetlands may be allowed where it is determined that such grading or disturbance is considered essential to improve, retain or enhance the function, sustainability and viability of wetland in the context of urban development.

- (b) The grading of land for urban development adjacent to wetlands that are dedicated as environmental reserve, or otherwise acquired or protected, shall
 - (i) not allow drainage flows from public roads to enter this wetland complex,
 - (ii) except for approved (sheet flow) drainage from portions of the interfacing lots, or other approved methods, avoid non-treated drainage flows from private lands being directed toward this wetland complex.

(3) Engineering of Wetlands

Wetlands that are dedicated as environmental reserve, or otherwise acquired or protected, shall be engineered as necessary to

- (i) remain sustainable and viable over the longer term such that they continue to provide viable habitat, and
- (ii) ensure that drainage flows to a wetland
 - (A) can be retained over time to approximate natural conditions, and
 - (B) are managed through appropriate drainage flow control mechanisms.

(4) Integration of Wetlands

- (a) Urban development adjacent to a wetland that is dedicated as reserve, or otherwise acquired or protected, shall be integrated and designed through the use of native plants species and building setbacks to
 - (i) create a compatible interface with the lands, and
 - (ii) retain the natural function of the lands.

Section 9.0

- (b) The developer(s) of lands adjacent to an Environmental Reserve dedicated wetland, and any associated area, shall be required to
 - (i) restore any buffer zone dedicated as reserve,
 - (ii) create a naturalized interface with adjacent properties, and
 - (iii) encourage the use of native species in the landscaping of adjacent yards.
- (c) Insofar as practical and possible, natural buffers, adjoining a wetland that is dedicated as reserve, or otherwise acquired or protected, should be provided in the form of public or private open space in order to protect and enhance the function of the wetland.

(5) Restoration of Wetlands

Where determined practical and appropriate, if a wetland that is dedicated as reserve, or otherwise acquired or protected has or will be disturbed due to development, the restoration of that wetland to a natural state by the developer shall be required.

10.0 RESERVE POLICIES

10.1 Creditable Reserve

10.1.1 Purpose

The purpose of these policies is to provide for the dedication of reserve land in order to meet the educational and recreational needs of the community. Creditable reserve owing on lands being subdivided will be dedicated as reserve land rather than being paid as money-in-place of land. Reserve will be used to create joint use sites, a variety of parks such as neighbourhood parks, and, where necessary, linear parks which facilitate the regional pathway, and to accommodate community and recreational facilities. Most decisions on creditable reserve dedication will be made at the Outline Plan/Land Use Amendment stage.

10.1.2 Policies

(1) Dedication of Creditable Reserve

- (a) Creditable reserve should be dedicated through the subdivision process as reserve land in the full amount owing as opposed to the payment of money-in-place of reserve land, unless unique situations arise.
- (b) Creditable reserve will not be accepted by the City for any land constrained by sour gas pipeline, or for land located directly adjacent to a Public Utility Lot, unless approved by the Subdivision Authority.
- (c) Creditable reserve owing in commercial development in the MAC should be applied to the regional recreation centre site.

Bylaw 22P2015

(2) Voluntary Dedication of Creditable Reserve

A developer may be allowed to dedicate creditable reserve land in excess of the requirements of the *Municipal Government Act* on a voluntary basis through the subdivision process subject to a site-specific evaluation and acceptance of the proposal by the Approving Authority.

(3) Deferral of Creditable Reserve

The Subdivision Authority may register a deferral of creditable reserve against the title of a parcel of land owing creditable reserve in order to defer a decision on reserve, pending the future subdivision of a parcel and provided that the parcel will retain its potential for further subdivision.

11.0 LAND USE CONSTRAINTS

11.1 Sour Gas

11.1.1 Purpose

The extraction and processing of sour gas introduces issues relating to public health and safety, as well as visual and nuisance issues that need to be addressed in an urban context. Thus, the Provincial Energy and Utilities Board (EUB) impose health and safety setbacks from sour gas pipelines, wells and processing plants. Furthermore, City policy requires an additional setback from sour gas wells for nuisance impacts including noise, dust, visual, and vehicular nuisances associated with the operation and maintenance of the well. The sour gas facilities and setback areas within the Plan area include sour gas pipelines and wells, in addition to setbacks from nearby processing plants and pipelines, which are currently owned by one (1) owner (*Map 6*). The EUB requires a 100 metre setback from the one (1) sour gas well, and a 30 metre setback from the sour gas pipelines within the Plan area. The *Northeast Regional Policy Plan* also requires an additional City 200 metre nuisance setback from a sour gas well, which affect the one well within the Plan area, a second well located outside of the Plan area, directly west of the Plan area, and a third sour gas well located outside of the Plan area, directly north of the Plan area. **Bylaw 22P2015**

11.1.2 Policies

(1) Public Safety Setback

Any development shall be subject to the requirements of the Provincial Energy and Utility Board for urban development setbacks within the Plan area from sour gas pipelines, wells, facilities and processing plants.

(2) Nuisance Setback

- (a) In addition to the requirements of (1) above, an additional 200 metre nuisance setback (e.g. noise, dust) prohibiting residential development or other urban uses, as determined by Council, shall be required from a sour gas well.
- (b) Notwithstanding (a) above, a nuisance setback from a sour gas well, and appropriate land uses within it, may be revised by Council, and reviewed on a case by case basis at the Outline Plan / Land Use Amendment stage, where satisfactory studies and analysis have been submitted to the satisfaction of the Approving Authority and authorized by Council through the Outline Plan / Land Use Amendment process.

Map 6: Land Use Constraints**Bylaw 22P2015****Approved: 19P2007****Amended: 27P2014**

Northeast Community 'A' Area Structure Plan

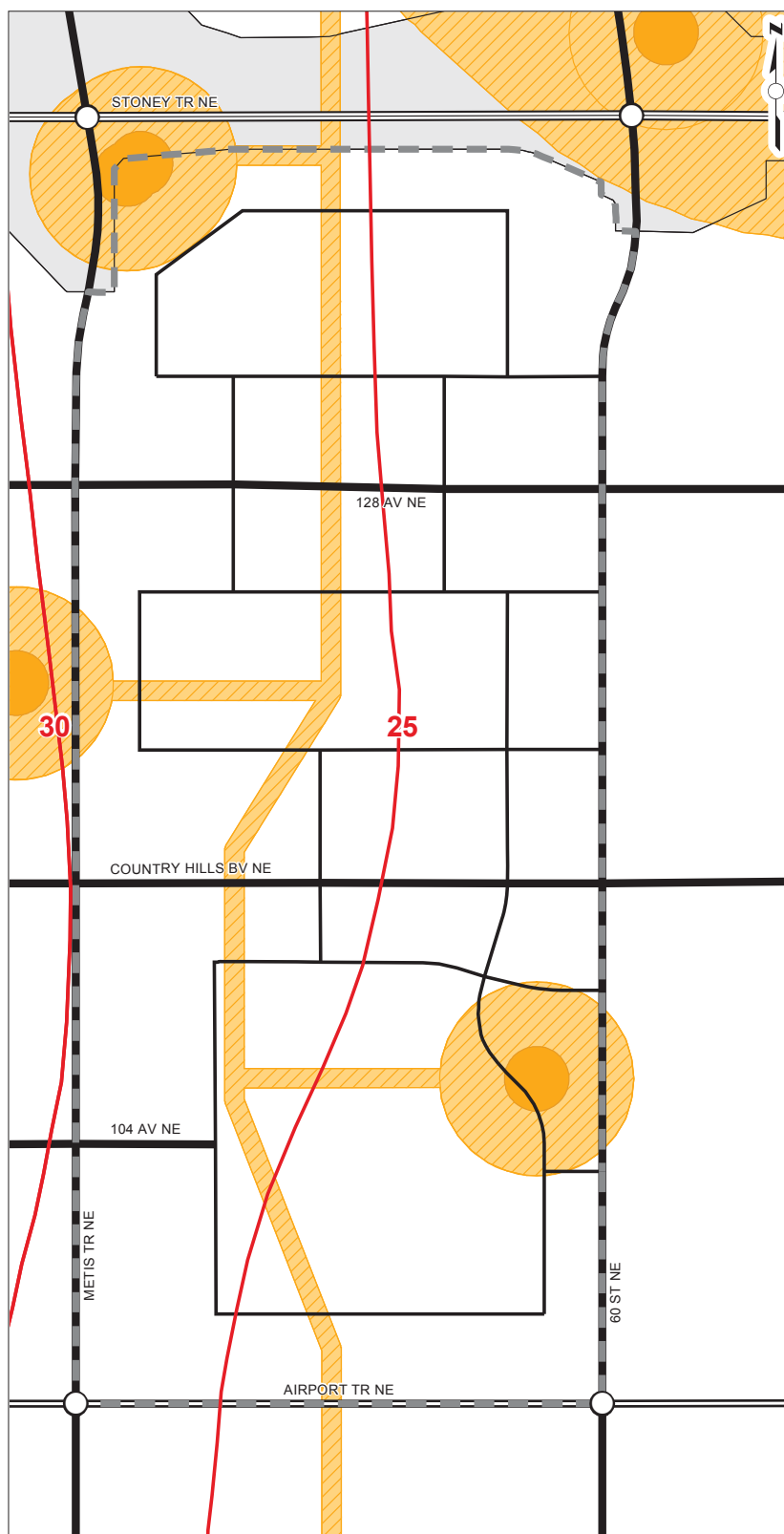
Map 7

Land Use Constraints

0 250 500 750
Metres

Legend

- Plan Boundary
- Transportation/Utility Corridor
- Freeway (Skeletal Road)
- Expressway (Skeletal Road)
- Major Road (Arterial Street)
- Collector Road
- Interchange
- N.E.F. Contour
- ▨ Sour Gas Setbacks (Facility, Pipeline & Well)
- 100m Gas Well Setback (EUB)
- 200m Gas Well Setback (City of Calgary)



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

11.2 Noise Exposure Forecast Contours

11.2.1 Purpose

Lands within the Plan area are influenced by their proximity to the Calgary International Airport. The airport both impacts and is impacted by activities on adjacent lands. Noise associated with aircraft movements is the most evident issue in relation to airports and is regulated through the Noise Exposure Forecast Contours (*Map 6*). The greater the Noise Exposure Forecast (NEF) number the greater the amount of noise experienced at the location. Accordingly, NEF contour lines closest to the airport have the highest contour numbers and this number decreases at each contour interval that radiates out.

Calgary International Airport has an *Airport Vicinity Protection Area (AVPA) Regulation* that places restrictions on lands within areas around the airport. Generally, the *AVPA Regulations* impose development limitations on specified lands. The boundaries of the AVPA for the Calgary International Airport have been defined by the NEF contour lines. With the intent of limiting future land use conflict between the airport and adjacent uses, the *AVPA Regulation* imposes limits on development with the greatest restrictions on land use being within the highest NEF contour areas. Portions of the Plan area are within the 28 and 25 NEF contours. Under the *Regulations*, residential development is precluded in land within an NEF 30 contour or greater, thus residential development is permitted within the Plan area.

Bylaw 22P2015

11.2.2 Policies

Any development shall be subject to the requirements of the Airport Vicinity Protection Area (AVPA) Regulation, regarding urban development and applicable restrictions on land use.

12.0 TRANSPORTATION POLICIES

12.1 Regional Road Network

12.1.1 Purpose

The purpose of these policies is to provide for a regional road network that is functional, safe and efficient. The road network bordering the Plan area has been defined through a comprehensive Transportation Study undertaken for the area. The network consists of regional roads (freeways, expressways, and majors) that carry traffic through the area and provide access to the community. The general alignment of the regional roads is shown on the Land Use Concept map. Country Hills Boulevard NE, 128 Avenue NE, 60 Avenue NE, Airport Trail NE and Métis Trail are entrances to the community thus providing and opportunity to design these entrances to establish a unique character for the Plan area.

12.1.2 Policies

(1) Transportation and Utility Corridor

- (a) The Transportation and Utility Corridor (TUC) (Future Stoney Trail) alignment shown on the Land Use Concept map may be subject to refinement, including future connections north of the Plan area as part of a regional road network, subject to further analysis and approval by the Province of Alberta and the Approving Authority.
- (b) Any surplus TUC lands should, where possible, be incorporated into the community design.
- (c) No development, including berming, grading, drainage, or other land or surface disturbances, shall be allowed within the TUC, onto the TUC, or access to the TUC, without permission being granted from the Province of Alberta.
- (d) No development related surface runoff shall be allowed to flow onto TUC lands without permission being granted from the Province of Alberta.
- (e) Development bordering the TUC shall require solid fencing between the development site and the TUC to the satisfaction of the Approving Authority and the Province of Alberta.
- (f) Between the interchanges along the TUC, bordering the Plan area, each Province of Alberta interchange requires two (2) six (6) metre wide, straight, unencumbered access points into the TUC which shall include

- (i) each access point shall be paved to roadway standards to allow entry of emergency, maintenance, inspection and/or construction vehicles into the TUC,
 - (ii) each access point shall be separated from the TUC by a lockable gate,
 - (iii) where practical and possible, each access point should be located off of a major and/or collector designated road.
- (g) Prior to Tentative Plan approval, and in consultation with the Province of Alberta, the provision of visual screening and/or sound attenuation for urban development in relation to the TUC shall be addressed.

(2) Regional Road Network Alignment

- (a) The regional road rights-of-way, and the related interchange areas, shall be generally located as conceptually shown on the Land Use Concept map.
- (b) The final alignment of all regional roads, road rights-of-way and interchanges shall be determined through an approved Functional Planning Study or an approved Detailed Design Analysis.
- (c) Prior to completion of the Functional Planning Study, or Detailed Design Analysis, land use or subdivision approval on lands adjacent to a regional road should be withheld where such approval would compromise the final alignment of this roadway.

(3) Emergency Access

- (a) As required, emergency access to the developing portion of the community shall be identified at the Outline Plan/Land Use Amendment stage, and maintained in a satisfactory manner.

(4) Design of 60 Street NE

- (a) 60 Street NE should be designed
 - (i) as a four or six lane “Major Street” that extends from Airport Trail NE to Stoney Trail NE,
 - (ii) to reduce the barrier effect of this road on the adjacent community containing the transit platform.
- (b) Where determined appropriate, Street NE should be specially designed to achieve community integration across this road through incorporation of such measures as

- (i) sidewalks/pathways on both sides of the road and trees/shrubs within the boulevard and the median, and
 - (ii) design elements such as boulevards, entrance signage/features at intersections and complementary landscaping treatment.
- (c) Any Outline Plan/Land Use Amendment application that borders on 60 Street NE shall include a concept plan that shows the full width of 60 Street NE and includes the LRT alignment, LRT station location, water main feedermain and any other required infrastructure services.
- (d) As a condition of Outline Plan approval, the developer should be required to
 - (i) submit functional design drawings, cross-sections and plan views showing the design of the road and its relationship to existing and proposed development,
 - (ii) construct the road and special features as required in accordance with functional design drawings and cross-sections, and
 - (iii) subject to cost recovery, construct a series of at-grade signalized intersections which provide for pedestrian crossings, a pedestrian overpass near the LRT Station, and related road improvements across 60 Street NE in order to facilitate safe and efficient pedestrian movements and to integrate the community across this roadway.

(5) Design of Country Hills Boulevard NE

- (a) Country Hills Boulevard NE should be designed as a six lane “major” road that extends from Deerfoot Trail to Stoney Trail NE.
- (b) Where determined appropriate, Country Hills Boulevard NE should be specially designed to achieve community integration across this road through incorporation of such measures as
 - (i) sidewalks on both sides of the road and trees/shrubs within the boulevard and the median, and
 - (ii) design elements such as boulevards, entrance signage/features at intersections and complementary landscaping treatment.
- (c) Any Outline Plan/Land Use Amendment applications within the community that border on Country Hills Boulevard NE should include a concept plan showing the full width of Country Hills Boulevard NE.

- (d) As a condition of Outline Plan approval, the developer should be required to
 - (i) submit design drawings, cross-sections and plan views showing the design of the road and related features,
 - (ii) construct the road and special features as required in accordance with the approved plans and cross-sections submitted, and
 - (iii) subject to cost recovery, construct a series of at-grade signalized pedestrian crossings and related road improvements across Country Hills Boulevard order to facilitate safe and efficient pedestrian movements and to integrate the community across this roadway.

(6) Design of 128 Avenue NE

- (a) 128 Avenue NE should be designed as a four lane “major” road that extends from Métis Trail NE to 60 Street NE.
- (b) Where determined appropriate, 128 Street NE should be specially designed to achieve community integration across this road through incorporation of such measures as
 - (i) sidewalks/pathways on both sides of the road and trees/shrubs within the boulevard and the median, and
 - (ii) design elements such as boulevards, entrance signage/features at intersections and complementary landscaping treatment.
- (c) Any Outline Plan/Land Use Amendment application that borders on 128 Avenue NE shall include a concept plan that shows the full width of 128 Avenue NE and includes the LRT alignment, LRT station location and any other required infrastructure services.

- (d) As a condition of Outline Plan approval, the developer should be required to
 - (i) submit design drawings, cross-sections and plan views showing the design of the road and related features,
 - (ii) construct the road and special features as required in accordance with the approved plans and cross-sections submitted, and
 - (iii) subject to cost recovery, construct a series of at-grade signalized pedestrian crossings and related road improvements across 128 Avenue NE order to facilitate safe and efficient pedestrian movements and to integrate the community across this roadway.

(7) Design of Métis Trail NE

- (a) Métis Trail NE should be designed as a six core lane “*Major Road (Arterial Street)*” that extends from Airport Trail NE to the Stoney Trail NE. **Bylaw 27P2013**
- (b) *Deleted.* **Bylaw 27P2013**
- (c) Any Outline Plan/Land Use Amendment applications within the community that border on Métis Trail NE should include a concept plan showing the full width of Métis Trail NE and approved right-of-way.
- (d) As a condition of Outline Plan approval, the developer should be required to
 - (i) submit design drawings, cross-sections and plan views showing the design of the road and related features, and
 - (ii) construct the road and special features as required in accordance with the approved plans and cross-sections submitted, and
 - (iii) until such time as interchanges are constructed over Métis Trail NE, subject to cost recovery, construct a series of at-grade signalized intersections which include pedestrian crossings and related road improvements across Métis Trail NE to facilitate safe and efficient pedestrian movements and to integrate the community, and the NE Industrial Area Structure Plan area to the west, across this roadway.

(8) Design of Airport Trail NE

- (a) Airport Trail NE should be designed as a six lane “expressway” that extends from 36 Street NE to the East Freeway.
- (b) Airport Trail NE is designated as a controlled street, with no access permitted to the expressway, either temporary or permanent, except at the planned intersecting major roads.
- (c) Any Outline Plan/Land Use Amendment applications within the community that border on Airport Trail NE should include a concept plan showing the full width of Airport Trail NE and approved right-of-way.
- (d) As a condition of Outline Plan approval, the developer should be required to
 - (i) submit design drawings, cross-sections and plan views showing the design of the road and related features,
 - (ii) construct the road and special features as required in accordance with the approved plans and cross-sections submitted, and
 - (iii) Airport Trail NE and 60th Street NE shall be designed to accommodate the regional pathway as per the Land Use Concept map.

12.2 Internal Road Network

12.2.1 Purpose

The purpose of these policies is to provide for an internal road network within the community that accommodates vehicular, bicycle and pedestrian traffic in a safe, efficient and balanced manner. In this regard, the internal road network will need to meet design criteria that emphasize and accommodate transit use, pedestrian and bicycle circulation and connectivity within the community. The detailed alignment of the road network within the community will be determined through the Outline Plan/Land Use Amendment process. A well-connected transportation system includes roads and inter-modal links (sidewalks, walkways, bicycle paths) and enables people to get from one place to another without having to go long distances out of their way. The Internal Road Network sets forth the functional characteristics and desired levels of service of the circulation system, and specifically gives guidance for addressing the interaction and the integration of multiple transportation modes (i.e., vehicular, transit, bicycle, pedestrian). Streets can be among the liveliest and most memorable public spaces within the community. Streets should be designed to not only accommodate motor vehicles but also have consideration for other activities and modes of transportation. The policies and design guidelines aim to balance the need for motor vehicle movement and parking with the need for using streets to create a sense of community.

12.2.2 Policies

(1) Internal Collector/Major Road Network

- (a) Collector, primary collector and major roads comprising the internal road network within the Plan area shall be shown on the Land Use Concept map.
- (b) The road network layout should be designed to link neighbourhoods together and provide for an optimum number of available routes of travel.
- (c) Tree planting should be undertaken in the boulevards, and/or medians of public streets, as permitted by the roadway standards.
- (d) Collector, primary collector and major roads shall be located so as to minimize impact on wetlands, where practical and possible.
- (e) The standards of the internal road network shown on the Land Use Concept map are preliminary only and shall be refined at the Outline Plan/Land Use Approval process.
- (f) As determined appropriate, the Land Use Concept map shall be amended to ensure conformity between the map and Outline Plan/Land Use Amendment.

- (g) Residential or Commercial development or related public space should front onto all collector roads.

(2) Local Road Network

- (a) The local road network is not shown on the Land Use Concept map but shall be defined in the context of an Outline Plan/Land Use Amendment application.
- (b) The design of the local road network should
 - (i) incorporate the appropriate intersection treatment to accommodate diagonal streets, axial streets, curved streets, and other arrangements to emphasize important landmarks and buildings, protect environmental features, and reinforce views;
 - (ii) provide direct connections and multiple route choices to origin/destination points and connectivity between parts of the community;
 - (iii) be sensitive to existing wetlands;
 - (iv) include sidewalks along roads, in preference to walkway connections, to meet transit coverage requirements and achieve vehicular and pedestrian connectivity throughout the planning area;
 - (v) provide road connections that converge toward the neighbourhood nodes, the *MAC*, public and institutional uses and the transit station planning area;
 - (vi) allow for efficient and direct transit routes; and
 - (vii) be bicycle friendly.
- (c) An internal road network comprised of interconnected streets creating multiple routing options for pedestrians, cyclists and motorists should be provided within and around the neighbourhood nodes, the *MAC*, and the transit station planning area.
- (d) Tree planting should be undertaken in the boulevards and/or medians of public streets, as permitted by the roadway standards.
- (e) Residential or Commercial development or related public space should front onto all local roads.

Bylaw 22P2015

(3) Travel Demand Management

Developers and builders within the Plan area should work with the City on travel demand management initiatives for the purpose of developing education programs for residents on more efficient and sustainable methods of personal travel within and outside the Plan area.

12.3 Pedestrian and Bicycle Circulation

12.3.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian and bicycle circulation within the Plan area by means of regional pathways, pedestrian crossings, on street bikeways and other elements. Regional pathways are intended to create connections through the Plan area and to surrounding communities. Sidewalks, walkways and bikeways are intended to create an interconnected system within the Plan area, and between neighbourhoods, that is pedestrian and transit-supportive. Bikeways complement the pathway network by identifying on-street areas open to bicycle travel.

12.3.2 Policies

(1) Regional Pathways

- (a) The regional pathway should
 - (i) generally, be aligned as shown on the Land Use Concept map,
 - (ii) wherever possible, be located within or integrated with a park or natural feature, and
 - (iii) promote walking, cycling, and other non-motorized activity throughout residential areas.
- (b) Safe and convenient regional pathway crossings should be provided at controlled intersections across
 - (i) Country Hills Boulevard to link areas to the north and south of the roadway;
 - (ii) 128 Avenue NE to link to the communities to the north and south of the roadway;
 - (iii) Airport Trail NE, 60th Street NE and Métis Trail NE to link to the communities to the north and south of the roadway;
 - (iv) 60 Street NE to link areas on the east and west sides of the roadway, including a pedestrian overpass near the LRT station;
 - (v) Métis Trail NE to link areas on the east and west sides of the roadway; and
 - (vi) Stoney Trail at 60 Street NE to link future developments to the north.

(2) Sidewalks, Walkways, and Bikeways

- (a) The pathway, sidewalk, walkway, and bikeway system should be designed to
 - (i) accommodate convenient, and direct pedestrian and bicycle connections to activity nodes (such as neighbourhood nodes, schools, community centre, private recreation area, *MAC*),
 - (ii) promote walking and cycling throughout residential areas,
 - (iii) support transit use that encourages pedestrian and bicycle activity (i.e., well-lit, direct connections and minimum walking distances to bus stops),
 - (iv) link origin/destination points within the Plan area, and
 - (v) connect to the regional pathway system.
- (b) Wherever possible, road standards that incorporate sidewalks on both sides of the road shall be provided on roads accommodating future public transit routes.

Bylaw 22P2015

(3) Pedestrian Overpass

An above-grade pedestrian overpass should be constructed

- (i) across Métis Trail NE, between Airport Trail and Country Hills Boulevard NE, to facilitate safe and efficient pedestrian access to the future employment and retail area located on the west side of Métis Trail NE;
- (ii) across Stoney Trail NE, between Métis Trail NE and 60 Street NE, in order to facilitate safe and efficient pedestrian access to the future Industrial area located on the north side of Stoney Trail NE;
- (iii) by The City of Calgary once residential development in the Plan area warrants. **Bylaw 27P2014**

(4) Building and Site Design

Sites should be situated and designed to provide direct pedestrian and bicycle connections to building entrances from regional pathways, sidewalks, walkways, bikeways and transit stops.

12.4 Transit Service

12.4.1 Purpose

The purpose of these policies is to provide for direct, convenient and efficient transit service within the Plan area. The community will be served by LRT service, and feeder and express bus transit routes that will extend throughout the Plan area. Transit service areas, stops and routes will be identified at the Outline Plan/Land Use Amendment stage. Transit stops should be equipped with suitable amenities such as benches, shelters, bicycle racks and/or bicycle lockers, and passenger drop-offs where use warrants. Transit Friendly Design Guidelines will be used when reviewing development proposals.

12.4.2 Policies

(1) Transit Service Areas

- (a) Transit service area requirements should be achieved through the provision of
 - (i) direct, convenient roadway connections between residential development and transit stops, and
 - (ii) walkways and sidewalks that are located to facilitate direct pedestrian access to transit stops.

(2) Transit Stops

- (a) Transit stops should be located to
 - (i) serve higher density residential development and activity nodes (such as neighbourhood nodes, schools, community centre, *commercial centre*, and the transit station planning area),
 - (ii) provide direct, convenient transit service, and
 - (iii) achieve walking distance requirements.
- (b) Transit stops should be equipped with suitable amenities such as benches, shelters, bicycle racks and/or bicycle lockers, and passenger drop-offs where use warrants.

Bylaw 22P2015

(3) Transit Routes

- (a) The design of the road network should provide for efficient transit routes within the community.
- (b) The transit routes shall be defined at the Outline Plan/Land Use Amendment stage.

13.0 SERVICING POLICIES

13.1 Utility Infrastructure

13.1.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve urban development throughout the community. 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 prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of utility services through the development. Utility alignments will be identified at the Outline Plan stage and confirmed prior to or during the Tentative Plan/Construction Drawing Approval stage.

13.1.2 Policies

(1) Municipal Utilities

- (a) Urban development within the planning area shall be serviced with piped municipal water, sanitary sewer and stormwater utilities.
- (b) The alignment and capacity of water distribution and feeder mains, sanitary sewer mains and trunks and stormwater mains and trunks should be in accordance with City standards, based upon utility servicing studies and analysis.
- (c) Utility rights-of-way and easements shall be provided to accommodate municipal utilities as determined necessary.
- (d) Utility rights-of-way and easements, public utility lots and road rights-of-way may be required to be pre-dedicated or registered across undeveloped land as determined necessary to facilitate orderly and sequential urban development.
- (e) Ministerial consent shall be required to accommodate utilities in or across the Transportation and Utility Corridor (TUC) lands.

(2) Shallow Utilities

- (a) Urban development within the planning area shall be serviced with shallow utilities (i.e., gas, cable, electricity, and telephone).
- (b) The location of all shallow utilities, the provision of rights-of-way and easements and related line assignments, and/or gas regulating station(s) should be addressed to the mutual satisfaction of the City, the landowner and the utility companies.
- (c) Utility rights-of-way and easements shall be provided to accommodate shallow utilities as determined necessary.

(3) Utility Alignments

- (a) Utility rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.
- (b) Prior to Outline Plan/Land Use approval, a developer shall submit studies and information determined necessary to identify the location and alignment requirements for utilities within the development.
- (c) A developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.
- (d) Subject to standard cost recoveries and endeavours to assist, a developer may be required to finance, or enter into an agreement to finance when required, the costs associated with the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

13.2 Water Distribution

13.2.1 Purpose

The purpose of these policies is to provide for a suitable water supply system designed to service the urban development requirements throughout the community.

The service area falls entirely within the North Hill pressure zone. The zone will be fed by an extension of the feedermain on 60 Street NE between 92 Avenue NE and Stoney Trail.

13.2.2 Policies

(1) Design of Water Distribution System

The water distribution system shall be designed to adequately and efficiently serve the ultimate development within the Plan area.

(2) Analysis of Water Distribution System

- (a) Any proposed interim water distribution system shall be reviewed, and if required, modelled by Water Resources, Infrastructure Planning Group as part of an Outline Plan / Land Use Amendment application.
- (b) Based on the analysis, Water Resources, Infrastructure Planning Group will establish a maximum lot service capacity within the Outline Plan area.
- (c) Once the service capacity lot threshold has been reached, further modelling may be required in conjunction with additional Tentative Plan approvals.
- (d) As of 2007 the distribution system that services the Plan area is limited. Therefore Water Resources, Infrastructure Planning Group shall identify any off-site distribution mains and/or transmission feeder mains that may be required to be installed within an Outline Plan Area.

(3) Financing

A developer may be required to enter into a Construction and Financing Agreement with the City for the design and construction of the water feedermain.

13.3 Sanitary Sewer

13.3.1 Purpose

The purpose of these policies is to provide for a suitable sanitary sewer trunk system designed to serve the Plan area. The trunk line will generally follow the alignment of Country Hills Boulevard NE, 36th Street NE and 128th Avenue NE and connect the sewage to the existing trunk towards Nose Creek.

13.3.2 Policies

(1) Design of Sanitary Sewage System

- (a) The sanitary sewage system for the Plan shall be designed to adequately and efficiently serve the ultimate development of the area.
- (b) The sanitary trunk line will generally follow the alignment of Country Hills Boulevard NE, 36th Street NE and 128th Avenue NE and connect the sewage to the existing trunk line towards Nose Creek. This alignment may be amended subject to support by all impacted landowners.

(2) Analysis of Sanitary Sewer System

As part of an Outline Plan / Land Use Amendment application, a developer shall submit a sanitary sewer servicing plan showing the staging of the servicing requirement for the subject site. The plan must be in accordance with the overall design of the sanitary sewer system for the *Northeast Regional Policy Plan Area*.

(3) Financing

A Developer may be required to enter into a Construction and Financing Agreement with the City for the design and construction of the sanitary trunk.

13.4 Stormwater Management

13.4.1 Purpose

The purpose of these policies is to provide for a suitable stormwater management system designed to serve the urban development requirements throughout the community. The NE Residential Master Drainage Plan has been prepared for the Plan area lands, and provides a network of stormwater facilities. The stormwater trunk line will generally follow the alignment of Country Hills Boulevard NE, 36th Street NE and 128th Avenue NE and connect to existing infrastructure near Nose Creek. Treated runoff is to be directed west to Nose Creek, or where applicable, the treated stormwater shall be discharged to ponds and/or wetlands. The recommendations of the draft Nose Creek Watershed Water Management Plan on controlled flow rate and runoff volume control target should be incorporated into the stormwater management design. All stormwater management facilities will be designed and constructed in accordance with established policies, guidelines and standards in effect. The location, size and configuration of the facilities will be determined at the Outline Plan / Land Use Amendment application stage.

13.4.2 Policies

(1) Stormwater Detention Ponds on Reserve Land

- (a) A stormwater detention (dry) pond shall be located on a public utility lot wherever possible, complete with an appropriate access for maintenance, and gated for controlled access.
- (b) Notwithstanding subsection (1)(a), and subject to the applicable policies, guidelines and standards in effect addressing stormwater detention ponds on reserve land
 - (i) stormwater detention (dry) ponds may be allowed to locate on lands dedicated as creditable reserve land provided that
 - (A) a maximum of one third of the creditable reserve land dedicated within the community is encumbered by dry ponds, and
 - (B) a maximum of one third of the creditable reserve land on a landownership basis is encumbered by dry ponds, unless landowners within the community agree to apply this requirement to their combined ownership areas.

(2) Design of Stormwater Management System

- (a) The stormwater management system for the community shall be designed to adequately and efficiently serve the ultimate development of the area, and in accordance with the Master Drainage Plan prepared in support of this Area Structure Plan.
- (b) The stormwater trunk line will generally follow the alignment of Country Hills Boulevard NE, 36th Street NE and 128th Avenue NE and connect to existing infrastructure near Nose Creek. This alignment may be amended subject to support by all impacted landowners.
- (c) As part of an Outline Plan / Land Use Amendment application, a developer shall submit a Staged Stormwater Management Plan consistent with the Master Drainage Plan as approved by The City to demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the area.
- (d) As part of an Outline Plan / Land Use Amendment application, a developer shall submit a storm sewer servicing plan showing the staging of the servicing requirement for the subject site. This plan shall be in accordance with the overall design of the storm sewer system for the *Northeast Regional Policy Plan*.
- (e) Approval must be obtained from City Parks Department if using existing wetland as a stormwater management facility.
- (f) *Land that had been protected for potential future interchanges at 128th Avenue and Metis Trail NE and Country Hills Boulevard NE and Metis Trail NE may be used to accommodate stormwater ponds and future upgrades if required by The City. **Bylaw 27P2013***

(3) Best Management Practices for Staged Master Drainage Plan

- (a) As part of the preparation of a Staged Master Drainage 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 into watercourses as opposed to hard engineering measures.
- (b) The stormwater management system shall incorporate mitigation measures where determined appropriate to address the potential impact on the water quality of existing wetlands and watercourses, including Nose Creek.
- (c) Where appropriate, the stormwater management system should be designed to operate on a gravity basis and utilize the existing wetlands in an environmentally compatible manner.
- (d) The Staged Master Drainage Plan will be required to comply with any new stormwater management policies that have been approved prior to the Outline Plan / Land Use Amendment application.

(4) Financing

- (a) A Developer may be required to enter into a Construction and Financing Agreement with the City for the design and construction of the storm trunk.
- (b) Municipal funding for the storm storm sewer system, or a portion thereof, may be available in the future.

13.5 Environmental Sustainability

13.5.1 Purpose

The purpose of these policies is to emphasize pedestrian and transit-supportive urban design and development to promote alternate modes of transportation. This helps reduce pollution, conserve resources and provide a greater range of travel choice. For example, street trees play a significant role in creating safe, pedestrian oriented streets. It is important to ensure the viability of these trees through proper planting practices and by locating shallow utilities with consideration for the long-term viability of trees. Environmentally sound practices and behaviours can also be encouraged in the construction and development phases of the community. As well, recycling and resource conservation behaviours can be fostered and supported by providing conveniently located recycling facilities, encouraging installation of water meters and promoting energy and resource conserving design.

13.5.2 Policies

(1) Provisions for Street Trees

Street trees in boulevards should be provided for all local residential roads in the community.

(2) Conservation

- (a) Solid Waste Services should encourage the establishment of residential, commercial, and institutional recycling drop-off sites at convenient locations for recyclable dry waste (paper, plastic, glass, and metal) within the Plan area. A permanent composter for degradable wet waste and yard waste should also be investigated.
- (b) Developers and builders should be encouraged to install water meters and water-saving fixtures in residential units and in commercial and institutional developments in order to conserve water.
- (b) Builders and homeowners should be encouraged to design, locate, and construct buildings with the objective of reducing resource consumption. Resource saving design and building techniques, such as optimizing solar exposure, xeriscaping, and ecological landscaping that supplements heating and cooling systems should be considered in site planning, building design, and construction.

- (c) The City is committed to providing street lighting that is functional, energy efficient, aesthetic, cost effective and that minimizes negative environmental impacts. Therefore, in consultation with Calgary Roads, the developers should be encouraged to use light fixtures that are energy efficient, minimize light pollution and are aesthetically pleasing.
- (d) The use of rain gardens, open ditches, or swales, and pervious driveways and parking areas in site design to maximize infiltration of stormwater and minimize runoff into environmentally critical areas should be encouraged.
- (e) The inclusion of passive rainwater collection systems in site and architectural design for non-potable water (grey-water) should be encouraged.

14.0 GROWTH MANAGEMENT POLICIES

14.1 Staging of Urban Growth

14.1.1 Purpose

The purpose of these policies is to ensure that development within the community proceeds in an efficient and economical manner through the Outline Plan/Land Use Amendment process. As such, any Outline Plan/Land Use Amendment should comply with the established staging requirements of Council.

14.1.2 Policies

(1) Logical Planning, Servicing and Development Area

An Outline Plan/Land Use Amendment application shall

- (i) comprise a logical, contiguous and efficient planning, servicing and development area, and
- (ii) provide for a compatible and economical pattern of development.

(2) Staging of Outline Plan/Land Use Approval

The approval of an Outline Plan/Land Use Amendment shall be evaluated in terms of its compliance with the staging criteria and processes established by Council.

14.2 Servicing of Urban Growth

14.2.1 Purpose

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

14.2.2 Policies

(1) Identification of Infrastructure Improvements and Facilities

As part of an Outline Plan/Land Use Amendment application, a developer shall submit information for the subject site identifying

- (i) the major on-site and off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site,
- (ii) provincial, municipal and developer financial obligations for these transportation and utility infrastructure improvements and facilities,
- (iii) the projected phasing (rate) of growth,
- (iv) the required timing of construction or development thresholds for the provincially and municipally financed transportation and utility infrastructure improvements and facilities, relative to projected land absorption rates, and
- (v) as determined appropriate the timing of any downstream transportation and utility infrastructure improvements and facilities required as it relates to the subject site.

(2) Public Infrastructure Improvements in Relation to Budgeting Priorities

As part of the growth management analysis, the Administration shall address the budgeting priorities of The City in relation to any major municipally financed on-site or off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site.

(3) Report to Council

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

14.3 Financing of Urban Growth

14.3.1 Purpose

The purpose of these policies is to address the timing (rate) of development as determined through the Land Use Amendment process in relation to the financing of transportation and utility infrastructure improvements or facilities necessary to serve such growth. In most cases, the City and the developer will be required to finance the necessary infrastructure improvements and facilities. The City's financing requirements for infrastructure improvements and facilities are subject to established municipal budgeting priorities and typically would be initially itemized at the Outline Plan/Land Use Amendment stage and subsequently addressed at the Subdivision and Development Approval stages. Unless otherwise provided for in the Plan, a developer's requirements to finance infrastructure improvements and facilities will be addressed at the Subdivision Approval stage through a *Standard Development Agreement* or *Special Development Agreement*.

14.3.2 Policies

(1) Financing of Development

Unless otherwise provided for in a policy within the Plan, and as agreed to between The City and the developer, any expenditure for studies, improvements or facilities proposed within the Plan shall be funded in accordance with the standard practice for land development in effect at the time the improvements or facilities are being considered.

(2) Financing by The City

- (a) Any public expenditure for improvements, facilities or municipal programs proposed within the Plan that are 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 communities and city wide spending priorities.

(3) Financing by Developer

- (a) 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, a developer shall pay the specified share of the costs of infrastructure and facilities required to service the site.
- (b) Where a developer finances the cost of extending infrastructure that would normally be financed by an adjacent developer, cost recovery requirements shall apply to the benefiting adjacent developer 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 may, subject to subsection (2), 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 the applicable acreage assessments.

14.4 Coordination of Urban Growth

14.4.1 Purpose

The purpose of these policies is to provide for the co-ordination between land use approval decisions and the budgeting for publicly financed transportation and utility infrastructure improvements and facilities necessary to service growth within the community. The policies identify the basic options that Council may exercise where coordination issues arise. These options will typically need to be addressed at the Land Use Amendment stage. Additionally, the information and operational framework contained within the *Accommodating Growth Coordinating Municipal Capital Investment* document will be utilized by the Administration at the Outline Plan/Land Use Amendment application stage to better coordinate municipal capital investment.

14.4.2 Policies

(1) Land Use Amendment and Budgeting Process

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

(2) Land Use Approval Options

- (a) Prior to Land Use approval, where major on-site or off-site transportation and utility infrastructure improvements and facilities are required to be financed by The City to serve the proposed development,
 - (i) a commitment from The City to undertake the financing of the transportation and utility infrastructure improvements and facilities shall be received, or
 - (ii) the matter shall be addressed in some other manner that is satisfactory to Council, including but not restricted to
 - (A) entering into a Special Development Agreement with the developer that addresses funding requirements for infrastructure improvements and facilities,
 - (B) granting Land Use Approval to enable development to proceed while continuing to monitor the situation in relation to budgeting priorities,

- (C) granting Land Use Approval to enable development to proceed and realigning budgeting priorities accordingly, or
- (D) withholding Land Use Approval or placing limitations on subdivision or development until such time as the funding for the required infrastructure improvements and facilities is resolved.

14.5 Review of Urban Growth

14.5.1 Purpose

The purpose of these policies is to provide a process for evaluating pending or outstanding Outline Plan/Land Use conformity with the growth management policies contained in section 13.0 of the Plan. Since growth management has fundamental implications on the Land Use Amendment process, it is necessary to introduce a process that allows for the resolution of any issues early on in the review process. In this respect, the policies provide for a pre-application review process and referral to a Council appointed body when significant issues arise.

14.5.2 Policies

(1) Resolution of Growth Management Issues

- (a) Prior to submission of an Outline Plan/Land Use Amendment application, the developer is encouraged to
 - (i) meet with the Administration to review the proposal with respect to its conformity with growth management policies contained in section 14.0 of the Plan, and
 - (ii) provide preliminary analysis of the Outline Plan/Land Use Amendment in terms of its conformity with the growth management policies contained in section 14.0 of the Plan.
- (b) Where issues are identified concerning the policies contained in section 14.0 of the Plan in relation to the Outline Plan/Land Use Amendment application, the developer shall be given the opportunity to address those issues at the pre-application stage recognizing that such issues may be fundamental to the support and approval of an application.

(2) Council Appointed Body

Where determined necessary by the Administration, and in accordance with policy, a pending or outstanding Outline Plan/Land Use Amendment application that presents staging or other growth management issues relative to the timing and delivery of necessary municipal capital projects (infrastructure, servicing, or facilities), may be referred by the Administration to the a formalized administrative body for a recommendation to City Council.

15.0 IMPLEMENTATION POLICIES

15.1 Approval Process

15.1.1 Purpose

The purpose of these policies is to provide for the implementation of the policies within the Plan through the Outline Plan/Land Use Amendment process. While the implementation of the Plan will be achieved through many different planning initiatives, 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 only existing low intensity agricultural uses. Council will redesignate lands to the applicable residential, commercial, recreational or other land use districts. Prior to redesignation, any design, transportation, and servicing issues will need to be resolved, and any proposed redesignation should comply with the policies of the Plan.

15.1.2 Policies

(1) Land Use Approval

- (a) The timing, direction and extent of urban growth within the Plan area shall be determined primarily through the Outline Plan/Land Use Amendment process, which establishes the design and land use pattern for the subject site and enables subdivision and development to proceed.
- (b) The land use designations in effect at the time of approval of the Plan shall
 - (i) continue to apply in accordance with the provisions of the *Municipal Government Act*, and
 - (ii) remain in effect until it is determined appropriate to redesignate the lands to appropriate districts in accordance with the policies of the Plan.

(2) Outline Plan Approval

- (a) Land Use approval under subsection (1)(b)(ii) should not be granted unless the Calgary Planning Commission first approves an Outline Plan for the site.
- (b) A Concept Plan is required to be submitted and approved for the *MAC*, prior to, or concurrently with the approval of the initial Outline Plan/Land Use Amendment application for the Core Centre Area.

Bylaw 22P2015

(3) Subdivision Conditions and Land Use Controls

- (a) In order to implement the policies and maps of the Plan
 - (i) unique conditions may be applied to an Outline Plan by the Calgary Planning Commission and implemented through the Subdivision Approval process, and
 - (ii) land use controls may be applied to a site by Council through the Direct Control District provisions of the *Municipal Government Act* and implemented through the Subdivision Approval or Development Permit Approval processes.

(4) Comprehensive Studies

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

15.2 Intermunicipal Co-ordination

15.2.1 Purpose

The purpose of these policies is to provide for the circulation and evaluation of Outline Plan/Land Use Amendment applications to the Municipal District of Rocky View in relation to the provisions of the *M.D. of Rocky View/City of Calgary Intermunicipal Development Plan (IDP)*. 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 portions of the Plan area.

15.2.2 Policies

(1) Intermunicipal Referral

- (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 IDP.
- (b) The referral of an Outline Plan/Land Use Amendment application to the Municipal District of Rocky View shall be subject to the provisions of the IDP.

(2) Intermunicipal Consultation

The City shall endeavour to consult and co-operate with the Municipal District of Rocky View on planning, transportation and servicing matters that may arise within the planning area that are intermunicipal in nature in order to achieve a co-operative and co-ordinated outcome.

15.3 Wetland Jurisdiction

15.3.1 Purpose

The purpose of these policies is to provide for a process for addressing the provincial jurisdictional issues relating to wetlands. The process requires that the jurisdiction over a wetland be resolved to the satisfaction of The City at the Outline Plan/Land Use Amendment stage, and that the policies within the Plan would apply only where The City has jurisdiction. Otherwise, the policies may be used as a guideline in evaluating a wetland area.

15.3.2 Policies

(1) Determination of Jurisdiction over Wetlands

- (a) Prior to approval of an Outline Plan/Land Use Amendment application, the jurisdiction over a wetland within the application should be resolved to the satisfaction of The City.
- (b) Where it is determined that The City does not have jurisdiction over a wetland, the policies within the Plan addressing wetlands
 - (i) shall not apply, and
 - (ii) may be used as a guideline in the evaluation process.

16.0 INTERPRETATION

16.1 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 case may be.
- (2) **Calgary Planning Commission** means the Calgary Municipal Planning Commission constituted pursuant to the Municipal Planning Commission Bylaw.
- (3) **Community** means a logical, physical and social planning area that predominately residential in character, defined by significant natural or man-made features and contains an adequate population base to support schools, parks and community facilities necessary to serve the residents.
- (4) **Council** means the Council of The City of Calgary.
- (5) **Creditable Reserve Land** means the reserve owing on a parcel of land that is to be dedicated as municipal reserve (MR), school reserve (SR) or municipal and school reserve (MSR) through the Subdivision Approval process in accordance with the Municipal Government Act.
- (6) **Gross Area** means the total area of land contained within the property lines of a site.
- (7) **Gross Developable Area** for the purpose of calculating density at the time of subdivision, means the gross area of a site, excluding environmental reserve, expressway, freeways, interchange lands, commercial sites and private recreational sites greater than 2.4 hectares in size and any land purchased by The City.
- (8) **Major Activity Centres (MAC)** – *Major Activity Centres are areas of high job and population growth located in strategic areas central to larger residential catchment areas and linked city-wide by the Primary Transit Network.*
- (9) **Multi-Unit Residential Use** means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse and an apartment.
- (10) **Neighbourhood** means a portion of a community and is generally defined by a 400-metre radius or five-minute walk from a central bus stop located within a neighbourhood node.
- (11) **Net Developable Area** for the purpose of calculating density at the time of development, means the gross developable area of a site.
- (12) **Secondary Suite** means a small-scale ancillary residential unit developed in conjunction with a single-detached dwelling, and includes a studio suite and an accessory suite.

Bylaw 22P2015

APPENDIX A - COMMUNITY DESIGN ANALYSIS GUIDELINES

A.1 Overview

These design guidelines address development with regard to ensuring that residential areas within the Plan area are built in a manner that promotes pedestrian travel and transit use. The Sustainable Suburbs Study identifies a number of planning principles to be addressed in the design of the community. In order to evaluate these elements, a series of special plans will need to be submitted in conjunction with an Outline Plan / Land Use Amendment application. These special plans are as follows

- Neighbourhood Concept Plan
- Core Centre Area Concept Plan
- Pedestrian and Bicycle Circulation Plan
- Transit Station Planning Area Concept Plan
- Road Network Plan
- Park Concept Plan

The general content of these special plans, and the content of the guidelines that follow, are to be incorporated into land use controls and outline plan conditions applied to the site, or introduced directly through the subdivision and development permit approval process. Inherent in these special plans and guidelines is the recognition that alternate design solutions are possible. As such, these guidelines will be applied in a flexible manner and may be varied or revised as determined appropriate provided that it can be demonstrated that the proposed design is equivalent to or an improvement over what would be achieved if the guidelines were followed. In an effort to reach the optimal design solution, it is anticipated that negotiation, trade-offs and innovation will occur in relation to the guidelines.

A.2 Neighbourhood Concept Plan

A.2.1 Purpose

The purpose of a Neighbourhood Concept Plan is to identify the edge conditions of a neighbourhood and address the design and density of the neighbourhood node.

A.2.2 Guidelines

(1) Neighbourhood Concept Plan Submission

- (a) In conjunction with an Outline Plan / Land Use Amendment application, a Neighbourhood Concept Plan for each neighbourhood contained within the application should be submitted.
- (b) Where an Outline Plan / Land Use Amendment application comprises a portion of a neighbourhood, the entire neighbourhood should be included within the Neighbourhood Concept Plan.

(2) Neighbourhood Concept Plan Requirements

- (a) The Neighbourhood Concept Plan should
 - (i) demonstrate compliance with the requirements of section 4.0 Community Concept and section 6.2, Neighbourhood Node, and any other relevant policies within the Plan,
 - (ii) provide information addressing the design and density of the Neighbourhood Node, and
 - (iii) include a neighbourhood name and street name application for the neighbourhood.
- (b) In addition to (a), the Neighbourhood Concept Plan should contain such information as determined necessary to evaluate the compliance of the proposal with the policies of the plan.

A.3 Core Area Concept Plan

A.3.1 Purpose

A Core Centre Area concept plan is required to be submitted to ensure that the Core Centre Area is planned and developed in a cohesive manner. The required Concept Plan shall identify the intended land use and development for the entire Core Centre Area that includes all four (4) corners at the intersection of 60 Street NE at Country Hills Boulevard NE. The Concept Plan shall ensure that ensure land use pattern, road network, servicing system, open space allocation, public facilities, design concepts and other matters are developed in a coordinated and well-integrated manner for the entire Core Centre Area.

A.3.2 Guidelines

(1) Concept Plan Submission

In conjunction with the initial Outline Plan / Land Use Amendment application for a site located within the Core Centre Area, a Concept Plan for the entire Core Centre Area, as conceptually identified on the Land Use Concept Map, shall be submitted.

(2) Concept Plan Requirements

- (a) A Concept Plan should
 - (i) demonstrate compliance with the requirements and components of section 6.0 Land Use Areas and Symbols, area, and any other relevant policies of the Plan; and
 - (ii) include information addressing the site design and density of the development within the Core Centre Area for each proposed land use.
- (b) In addition to subsection (2)(a), the Concept Plan should contain any other such information as determined necessary to evaluate the compliance of the proposal within the policies of the Plan.

(3) Composition of the Core Centre Area

- (a) The Core Centre Area should be located generally as identified on the Land Use Concept Map, and should include the following identified uses on the Core Centre Structure map:
 - (i) a Main Street retail area requiring approximately 7.2 hectares (18 acres) of land,
 - (ii) multi-family residential development, requiring a minimum of 18.0 hectares (44.6 acres) of land,

- (iii) an LRT station and associated area, requiring approximately 1.6 hectares (4 acres) of land,
 - (iv) a community centre, requiring approximately 1.6 hectares (4.0 acres) of land,
 - (v) a recreation centre, requiring approximately 2.4 hectares (6 acres) of land,
 - (vi) a public library, requiring approximately 0.4 hectares (1.0 acre) of land, and
 - (vii) a Calgary Board of Education senior high school, requiring approximately 9.3 hectares (23 acres) of land.
- (b) Additional commercial uses may be permitted where deemed complementary to and supportive of the Main Street Retail area.
 - (c) Additional complimentary community, institutional and residential uses may be considered.

(4) Core Centre Commercial Guidelines

- (a) Commercial Development within the Core Centre Area should follow, where practical and possible, the Design Guidelines as outlined in Table 1 below.

Table 1: Commercial Development within Core Centre Area Main Street Retail and Accessory Commercial Uses

Size	Up to 7.2 hectares (18 ac.) for the main street retail area; total commercial area of approximately 12 ha. (30ac.).
Function	<ul style="list-style-type: none"> intended to provide for the daily shopping needs of surrounding residential areas. Functions as the community hub with inclusion of public facilities and/or amenities where possible. Includes a grocery store anchor use. May include support office or employment uses.
Design Principles	<ul style="list-style-type: none"> Pedestrian and transit oriented. Includes community gathering areas. Buildings are oriented to the street. All retail uses have pedestrian level, street entrances. Integration of multi-family residential development. Integration of public and transit facilities. Lower parking ratio, e.g. 2.5 stalls/1000 sq.ft. Parking located at rear of buildings. Main street design, including on street parking. Main street retail design to be between 2 to 3 city blocks in length. Pedestrian, cycling and walkway connections to all areas within the Core Centre Area and to surrounding areas.
Composition	100,000 – 300,000 sq.ft.: <ul style="list-style-type: none"> 25% are less than 10,000 sq.ft. 25% are between 10,000 – 30,000 sq.ft 50% are between 30,000 - 50,000 sq. ft. Serving one or more residential communities. Core Centre Area is located as conceptually indicated on the Land Use Concept Map (Map 3) and Core Centre Structure Map (Map 4).
Timing	<ul style="list-style-type: none"> May be preferable for the Core Centre Area commercial and retail uses to commence prior to the NE Industrial Gateway Commercial area to assist in establishing the Core Centre Area, particularly the main street retail area.

Note:

All figures within the above table are intended to give direction for the design and function of a commercial centre and thus are conceptual and approximate only. They will be subject to further review and analysis at the Outline Plan/Land Use Amendment stage, in conjunction with a specific application and associated market demand, and additional studies, as required. These figures may be amended at the Outline Plan/Land Use Amendment stage as deemed appropriate by the Approving Authority or Council.

A.4 Pedestrian and Bicycle Circulation Plan

A4.1 Purpose

The purpose of the Pedestrian and Bicycle Circulation Plan is to define the regional and local pedestrian and bicycle routes within the community and, in particular, the connections to transit service, educational and recreational facilities, neighbourhood nodes, Core Centre area and other key destinations for residents and commuters.

A.4.2 Guidelines

(1) Pedestrian / Bicycling Routing Plan

In conjunction with an Outline Plan / Land Use Amendment application, a Pedestrian Bicycling Routing Plan should be submitted.

(2) Pedestrian and Bicycle Circulation Plan

A Pedestrian and Bicycle Circulation plan should

- (a) demonstrate compliance with the policies of section 12.3 of the Plan;
- (b) identify the pedestrian and bicycle destinations (such as schools, shopping, parks, pathways, etc.) within the subject areas as well as
 - (i) pedestrian destinations within a 1km radius of the subject area
 - (ii) bicycle destinations within a 3 km radius of the subject area
 - (iii) other notable pedestrian destinations outside the 1 km radius, and
 - (iv) other notable bicycle destinations outside the 3 km radius;
- (c) Demonstrate that a convenient and efficient routing network has been provided for local and commuter pedestrian and bicycle trips in relation to the site and the surrounding community including sidewalks, walkways, pathways, bikeways and crosswalks;
- (d) show the relationship of pedestrian routes to the transit service plan,
- (e) provide for efficient connections to educational, recreational, commercial and other key destinations within the Plan area,

- (f) identify the barriers for pedestrian and bicycle circulation (such as high volume roads, natural areas, man-made lakes, etc.).
- (g) address how barriers for pedestrian and bicycle connectivity as identified in 2(a)(vi) can be mitigated or overcome, and
- (h) identify the pedestrian and bicycle connections to adjacent communities, and
- (i) other such information as determined necessary to evaluate the compliance of the proposals with the policies of the Plan.

A.5 Road Network Plan

A.5.1 Purpose

The purpose of a Road Network Plan is to describe an internal street pattern for the community that balances the needs of motorists, transit service, pedestrians, and cyclists and treats the street as an important component of the public realm.

A.5.2 Guidelines

(1) Road Network Plan Submission

In conjunction with an Outline Plan / Land Use Amendment application, a Road Network Plan should be submitted.

(2) Road Network Plan Requirements

- (a) The Road Network Plan should
 - (i) demonstrate compliance with the policies of section 12, Transportation Policies, and any other relevant policies of the Plan,
 - (ii) show the internal road network for the application area, and adjacent areas,
 - (iii) identify the classification of roads within the network, and
 - (iv) include cross-sections showing the standard of improvements within the road rights of way.
- (b) In addition to (a), the Road Network Plan should contain other such information as determined necessary to evaluate the compliance of the proposal with the policies of the Plan.

A.6 Park Concept Plan

A.6.1 Purpose

The purpose of a Park Concept Plan is to illustrate the proposed park concept and layout for an Outline Plan area, identify connectivity between park areas and describe proposed park landscaping, park equipment, structures and features.

A.6.2 Guidelines

(1) Park Concept Plan Submission

In conjunction with an Outline Plan / Land Use Amendment application, a Park Concept Plan should be submitted.

(2) Park Concept Plan Requirements

- (a) The Park Concept Plan should
 - (i) demonstrate compliance with the policies of section 10, Reserve Policies, and any other relevant policies of the Plan,
 - (ii) show all planned parks for the application area,
 - (iii) illustrate all pedestrian and cyclist connectivity between planned parks,
 - (iv) illustrate and describe all planned landscaping of park areas, and
 - (v) identify and describe all park features, equipment and structures.

APPENDIX B - PLANNING EVALUATION GUIDELINES

B.1 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.

B.2 Concept Plans

B.2.1 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 size and configuration to accommodate the intended future development or to ensure that a subdivision design will be appropriately integrated with future development or to ensure that a subdivision design will be appropriately integrated with adjacent areas. A concept for a shadow plan is provided for information purposes only, has no legal status, and is subject to change.

B.2.2 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 the Plan.
- (b) Where a Concept Plan is required either through a policy in the 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) bikeways,
 - (J) utility alignments,
 - (K) public parks,
 - (L) stormwater ponds, and
 - (M) 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.
 - (e) For the initial Outline Plan/Land Use Amendment application submitted for a site within the Core Centre Area, a Concept Plan is required to be submitted for the entire Core Centre Area prior to, or in conjunction with, Outline Plan/Land Use Amendment approval.

(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 Plan area may be required showing the relationship of the design for the subject site with the future development area.

B.3 Environmental Analysis

B.3.1 Purpose

The purpose of these guidelines is to evaluate the impact of an Outline Plan/Land Use Amendment application 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, historical resources, hydrological, geotechnical, and grading information necessary to undertake this review.

B.3.2 Guidelines

(1) Environmental Site Assessment (ESA)

- (a) Prior to Outline Plan / Land Use approval, a developer
 - (i) should submit a current Phase 1 Environmental Site Assessment (ESA) for the subject site. The report shall
 - (A) identify actual or potential soil and groundwater contamination; and
 - (B) determine if the site is suitable for the intended use, as related to environmental issues.
 - (ii) may be required to submit a current Phase 2 ESA and resulting Remedial Action Plan and/or Risk Management Plan for the subject site.
 - (iii) The Remedial Action Plan and/or Risk Management Plan shall document how the site would be remediated or risk managed to an extent necessary for the intended land use.
- (b) An ESA should be
 - (i) prepared by a qualified professional;
 - (ii) reviewed to the satisfaction of Environmental Development Review;
 - (iii) circulated to the appropriate regulatory agencies for review, as required.
- (c) Where required, a developer should undertake those mitigative measures identified by the ESA report for the subject site.
- (d) Additional information or monitoring at later stages of the site development or as outlined in the ESA report may be required.

(2) Biophysical Impact Assessment (BIA)

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

(3) Historical Resource Impact Assessment (HRIA)

- (a) Prior to Land Use approval, a Historical Resources Impact Assessment (HRIA) report may be required for the subject site.
- (b) Where required, the developer shall, to the satisfaction of Alberta Community Development, undertake those protective or mitigative measures identified in the HRIA report for the subject site.

(4) Hydrological Analysis

- (a) Prior to Land Use approval, a Hydrological Analysis may be required for the subject site to identify natural springs and related drainage courses and correspondingly the measures to be introduced to protect the springs and water courses.
- (b) Where required, development restrictions shall be applied to lands containing natural springs and water courses.
- (c) To maintain the ecological quality of this area, any changes to the drainage pattern or ground water levels within the Plan area should minimize the impact on the ecological quality of the remaining natural areas in the vicinity.
- (d) Site specific hydrological studies shall consider this requirement and shall be reviewed by the Approving Authority when land use and development proposals are considered.

(5) Geotechnical Evaluation

- (a) Prior to Land Use approval, the developer should submit a Geotechnical Evaluation report, prepared by a qualified professional, to evaluate the geotechnical condition of the subject site, impact(s) and identify any mitigative measures to be introduced.
- (b) Where required, the developer should undertake those measures identified in the Geotechnical Evaluation report for the subject site.

(6) Site Grading

A Stripping and Grading Permit shall not be approved until such time as a Land Use Amendment application has been approved for this site.

B.4 Density Review

B.4.1 Purpose

The purpose of these guidelines is to provide for the submission of appropriate information in order to allow for the evaluation of a proposal in terms of its compliance with the density requirements of the Plan. The information will take the form of a Density Analysis submitted as part of an Outline Plan /Land Use Amendment Application that is, in turn, refined and resubmitted at the Subdivision Approval Stage.

B.4.2 Guidelines

(1) Density Analysis

In conjunction with an Outline Plan / Land Use Amendment application, information shall be submitted identifying

- (i) the maximum and anticipated density of the site, and
- (ii) the maximum and anticipated density of residential development within a neighbourhood node, and within the Core Centre Area.

(2) Density Monitoring

The Density Analysis under subsection (1) should

- (i) be updated and resubmitted with each subsequent Plan of subdivision and, if determined necessary, each development permit for a residential project within the original Outline Plan / Land Use Amendment application area, and
- (ii) identify the actual number of dwelling units proposed within the Plan of Subdivision or development permit in relation to the actual and anticipated dwelling units within the balance of the landowners' lands within the community.

B.5 Reserve Review

B.5.1 Purpose

The purpose of these guidelines is to provide for the review of the allocation of creditable and environmental reserve within the Plan area. Creditable reserve will be addressed through the submission of a Reserve Analysis in conjunction with an Outline Plan / Land Use Amendment application. The analysis will comprehensively address the proposed allocation of creditable reserve owing on the subject landholdings. Environmental Reserve (ER) will need to be delineated through an Outline Plan / Land Use Amendment application. Additional biophysical, engineering and design information may also be required as determined within the Biophysical Impact Assessment.

B.5.2 Guidelines

(1) Creditable Reserve Analysis

Prior to approval of an Outline Plan / Land Use Amendment application, a Reserve Analysis shall be submitted by a developer identifying

- (i) the amount of creditable reserve owning on an ownership basis within the Plan area and the subject site, and
- (ii) the proposed allocation of this reserve.

(2) Environmental Reserve Analysis

In conjunction with the Outline Plan / Land Use Amendment application, the following should be submitted when ER is to be dedicated:

- (i) a field surveyed boundary or any ER lands with the boundary shown on the Outline Plan;
- (ii) a Biophysical Impact Assessment report prepared by a qualified professional;
- (iii) a Preliminary Grading Plan showing the extent of any grading or disturbance proposed on reserve lands, including grading for roads, pathways and stormwater management facilities;
- (iv) a Restoration Plan showing the proposed landscape and method of restoration for any ER lands that have been or are graded or disturbed;

Appendix B

- (v) a Concept Plan showing the design of the stormwater facility and any related recreational amenities;
- (vi) a Stormwater Management Report consistent with the Master Stormwater Drainage Plan; and
- (vii) any other analysis or information considered necessary to evaluate the proposal.

B.6 Transportation Impact Review

B.6.1 Purpose

The purpose of these guidelines 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 a Land Use Amendment application and may be updated at the Subdivision Application stage or Development Permit application stage as required. The study will need to address both local and regional road network improvements required to serve the site.

B.6.2 Guidelines

(1) Transportation Impact Study

- (a) Unless determined otherwise, a Transportation Impact Study in conjunction with an Outline Plan / Land Use Amendment application shall be submitted.
- (b) The Transportation Impact Study should address, among any other matters considered necessary,
 - (i) the internal road network, including the design, capacity and timing of the network improvements necessary to serve the subject site, and
 - (ii) the staging of development in relation to off-site transportation capacity required to serve the subject site,
 - (iii) the coordination of the development of the subject site with timing of construction and capacity of the transportation improvements on the adjacent portion of the future Stoney Trail NE, Métis Trail NE and Airport Trail NE.

(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 Land Use Amendment area.

B.7 Transit Coverage Plan

B.7.1 Purpose

The purpose of these guidelines is to provide for a Transit Coverage Plan that identifies the location and extent of transit service and coverage within the community.

B.7.2 Guidelines

(1) Transit Coverage Plan

In conjunction with a Land Use Amendment application, a Transit Coverage Plan should be submitted.

(2) Transit Coverage Plan Requirements

- (a) The Transit Coverage Plan should
 - (i) Show the proposed
 - (A) routing of public transit buses,
 - (B) location of transit bus stops,
 - (C) residential dwellings within and beyond the prescribed transit coverage areas, and
 - (D) any enhanced transit facilities to be included in the development, and
 - (ii) Demonstrate that the internal road network will accommodate
 - (A) convenient and efficient pedestrian connection to transit service
 - (B) suitable transit coverage.
- (b) In addition to 2(a), the Transit Service Plan should contain such other information as determined necessary to evaluate transit service coverage within the community.

B.8 Market Review

B.8.1 Purpose

The purpose of these guidelines is to provide for the analysis of a Core Centre Area commercial proposal from a market perspective. This will involve the submission of a Market Demand and Market Impact Analysis in conjunction with an Outline Plan/Land Use Amendment application for a commercial use for the Core Centre Area.

B.8.2 Guidelines

(1) Submission of Market Demand and Impact Analysis

Where determined appropriate and necessary due to its scale or composition, a commercial use may be required to be analyzed in terms of its market demand and market impact on the existing and planned retail hierarchy in the area.

(2) Review of Market Demand and Impact Analysis

Where a market demand analysis or a market impact analysis is submitted it 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.

B.9 Financial Review

B.9.1 Purpose

The purpose of these guidelines is to ensure that major transportation and utility infrastructure improvements required to service development within the Plan area are identified prior to 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 a part of the decision making process for a Land Use Amendment application.

B.9.2 Guidelines

(1) Infrastructure Improvements

As part of a Land Use Amendment application, a developer shall identify

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

(2) Public Infrastructure Improvements in Relation to Budgeting Priorities

The administration should identify the budgeting priorities of the Province and The City in relation to any major provincial or municipally-financed transportation or utility infrastructure improvements necessary to serve the subject site identified under subsection (1) above.

(3) Report to Council

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

B.10 Utility Servicing Review

B.10.1 Purpose

The purpose of these guidelines is to provide for the submission of servicing studies and analysis 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 and analysis would be required at the Outline Plan / Land Use Amendment stage.

B.10.2 Guidelines

(1) Water Distribution System

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

(2) Sanitary Sewer System

In conjunction with an Outline Plan / Land Use Amendment application, a Sanitary Sewer Servicing Study water shall be undertaken to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewage system for that area.

(3) Stormwater Management System

In conjunction with an Outline Plan / Land Use Amendment application, a Staged Master Drainage Plan, consistent with the Master Drainage Plan as approved by The City and the Province, shall be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the stormwater management system for the area.

APPENDIX C - JOINT USE SITE GUIDELINES

C.1 Overview

The purpose of this appendix is to address the type, school jurisdiction and size of the Joint Use Sites shown on the Land Use Concept Map (Map 3).

C.2 Joint Use Sites

The Joint Use Sites requirements for the Community are identified in the following table and shown on Map 8. The table and map are provided for reference purposes. The exact type of school, school board jurisdiction and size of the Joint Use Site will be determined at the Outline Plan / Land Use Amendment stage. The number of Joint Use Sites, as indicated in the table below, and as shown on Map 8, may be reviewed by the Joint Use Coordinating Committee when detailed planning for communities is undertaken through the review of Outline Plan / Land Use Amendment applications. Should it be determined that an additional school site is required, then an amendment to the Plan will be necessary. Additionally, if an inconsistency between the table and an Outline Plan / Land Use Amendment approval by Calgary Planning Commission and Council should arise, an amendment to the table will not be necessary.

Appendix C

JOINT USE SITE REQUIREMENTS

Site No. (See Map 8)	School Type	School Board	Size
1	Elementary	Calgary Board of Education	4.0 ha. (10 ac.)
2	Elementary	Calgary Board of Education	2.8 ha. (7 ac.)
3	Middle	Calgary Board of Education	4.9 ha. (12 ac.)
4	Middle	Calgary Board of Education	4.9 ha. (12 ac.)
5	Elementary	Calgary Separate School Board	4.0 ha. (10 ac.)
6	Elementary	Calgary Separate School Board	4.0 ha. (10 ac.)
7	Elementary / Junior High	Calgary Separate School Board	4.9 ha. (12 ac.)
	Community Centre		1.6 ha. (4.0 ac.)

Map 7: Joint Use Sites

Bylaw 22P2015

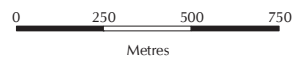
Approved: 19P2007

Amended: 27P2014

Northeast Community 'A' Area Structure Plan

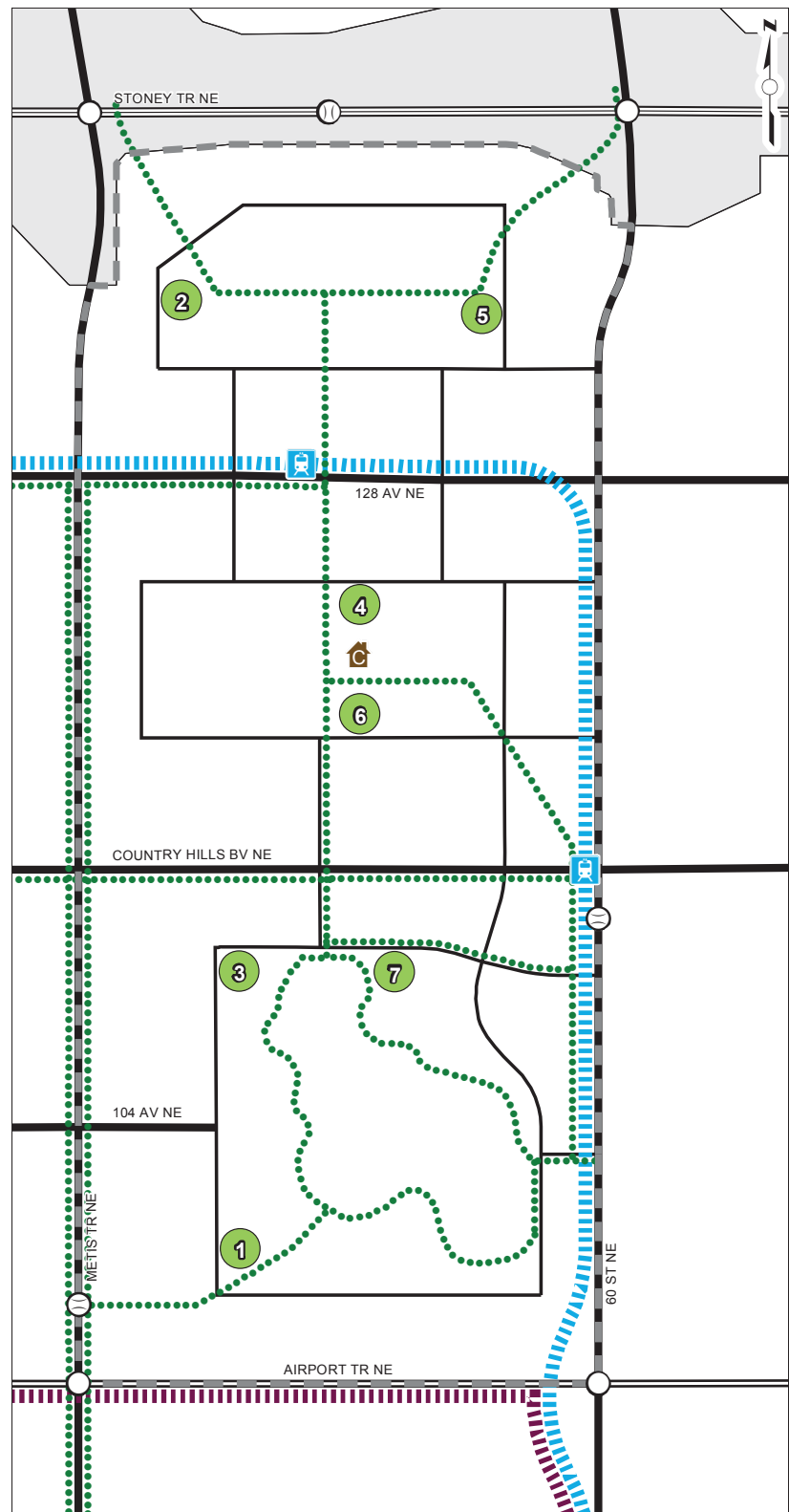
Map 8

Joint Use Sites



Legend

- Plan Boundary
- Transportation/Utility Corridor
- Community Hall Site
- Joint Use Site
- Regional Pathway
- Freeway (Skeletal Road)
- Expressway (Skeletal Road)
- Major Road (Arterial Street)
- Collector Road
- Interchange
- Potential Pedestrian Overpass
- L.R.T. Line
- L.R.T. Station
- Airport Transit Connection (Technology TBD)



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

APPENDIX D - CITY OF CALGARY INTEGRATED LAND USE AND MOBILITY PLAN

D.1 Overview

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

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

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

Each Sustainability Principle identified below, Appendix D.2, identifies the principle, its components and includes a reference to which section(s) of the Plan specifically address the principle.

D.2 Sustainability Principles

The City of Calgary Sustainability Principles are

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

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

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

- (a) Section 3.0: Vision and Goals
- (b) Section 6.1: Residential Area
- (c) Section 8.1: Housing Diversity

PRINCIPLE 2: Create walkable environments.

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

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

- (a) Section 3.0: Vision and Goals
- (b) Section 4.0: Community Concept
- (c) Section 6.1: Residential Area
- (d) Section 6.2: Neighbourhood Node
- (e) Section 6.4: Core Centre
- (f) Section 6.5: Main Street Retail Area
- (g) Section 6.10: Regional Pathway
- (h) Section 6.11: Transit Planning Area
- (i) Section 7.0: Density
- (j) Section 12.3: Pedestrian and Bicyclist Circulation
- (k) Appendix A: Community Design Analysis
- (l) Appendix E: Design Guidelines

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

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

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

- (a) Section 3.0: Vision and Goals
- (b) Section 4.0: Community Concept
- (c) Section 6.1: Residential Area
- (d) Section 6.2: Neighbourhood Node
- (e) Section 6.4: Core Centre
- (f) Section 6.5: Main Street Retail Area
- (h) Section 6.6: Recreation Centre
- (i) Section 6.7: Library
- (j) Section 6.8: Community Centre
- (k) Section 6.11: Transit Planning Area
- (l) Section 6.12: Wetland Conservation Area
- (m) Section 8.2: Community Vitality
- (n) Appendix A: Community Design Analysis
- (o) Appendix E: Design Guidelines

PRINCIPLE 4: Provide a variety of transportation options.

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

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

- (a) Section 3.0: Vision and Goals
- (b) Section 6.10: Regional Pathway
- (c) Section 6.11: Transit Planning Area
- (d) Section 7.0: Density
- (e) Section 12.1: Regional Road Network
- (f) Section 12.3: Pedestrian and Bicyclist Circulation
- (g) Section 12.4: Transit Service
- (h) Appendix A: Community Design Analysis

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

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

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

- (a) Section 3.0: Vision and Goals
- (b) Section 6.12: Wetland Conservation Area
- (c) Section 9.0: Wetland Conservation
- (d) Section 10.0: Reserve Policies
- (e) Section 13.4: Stormwater Management
- (f) Section 13.5: Environmental Sustainability
- (g) Appendix A: Community Design Analysis
- (h) Appendix B: Planning Evaluation Guidelines

PRINCIPLE 6: Mix land uses.

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

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

- (a) Section 4.7: Community Adaptability
- (b) Section 6.2: Neighbourhood Node
- (c) Section 6.4: Core Centre
- (d) Section 6.5: Main Street Retail Area
- (e) Section 6.11: Transit Planning Area
- (f) Appendix E: Design Guidelines

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

Direct redevelopment towards and within existing areas to create and enhance places in existing communities, while preserving stable areas and valuing existing community context. Strategic intensification makes more efficient use of existing infrastructure and increases transit efficiency.

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

The Plan area represents an undeveloped, greenfield area within the City however the following sections address this principle:

- (a) Section 4.7: Community Adaptability
- (b) Section 6.2: Neighbourhood Node

PRINCIPLE 8: Support compact development.

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

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

- (a) Section 3.0: Vision and Goals
- (b) Section 6.1: Residential Area
- (c) Section 6.2: Neighbourhood Node
- (d) Section 6.4: Core Centre
- (e) Section 6.5: Main Street Retail Area
- (f) Section 6.11: Transit Planning Area
- (g) Section 7.0: Density
- (h) Section 14.0: Growth Management Policies
- (i) Appendix A: Community Design Analysis
- (j) Appendix B: Planning Evaluation Guidelines
- (k) Appendix E: Design Guidelines

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

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

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

- (a) Section 3.0: Vision and Goals
- (b) Section 6.10: Regional Pathway
- (c) Section 6.11: Transit Planning Area
- (d) Section 7.0: Density
- (e) Section 12.0: Transportation
- (f) Appendix A: Community Design Analysis
- (g) Appendix B: Planning Evaluation Guidelines
- (h) Appendix E: Design Guidelines

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

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

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

- (a) Section 3.0: Vision and Goals
- (b) Section 6.0: Land Use Policy Area and Symbols
- (c) Section 12.0: Transportation
- (d) Section 14.0: Growth Management Policies
- (e) Appendix A: Community Design Analysis
- (f) Appedix B: Planning Evaluation Guidelines
- (g) Appendix E: Design Guidelines

PRINCIPLE 11: Utilize green infrastructure and buildings.

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

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

- (a) Section 3.3: Goals For The Community
- (b) Section 13.5 – Environmental Sustainability

APPENDIX E - DESIGN GUIDELINES

E.1 Purpose

The purpose of the design guidelines is to ensure that development within the Plan area occurs in a pedestrian oriented, transit friendly and community oriented manner. The guidelines have been categorized under three distinct areas within the Plan area: 1) Core Centre Area and Transit Planning Area; 2) Neighbourhood Node; 3) Residential Area. The guidelines are intended to be applied in a flexible manner, to not stifle creativity and may be varied or revised as determined appropriate provided that it can be demonstrated that the proposed design is equivalent to, or an improvement over what would be achieved if the guidelines were followed. In an effort to achieve the optimal design solution, it is anticipated that negotiation, trade-offs and innovation will occur in relation to the guidelines.

E.2 Core Centre Area and Transit Planning Area

(1) Built Form

- (a) Building frontages should be continuous except for breaks to allow for publicly accessible sitting areas, or other pedestrian areas, or rear parking areas.
- (b) Mixed use development should have retail at grade and office, employment and/or residential uses located above.
- (c) Design of the side and rear facades of buildings should use building material of a similar standard to the front facades.
- (d) Each retail and/or commercial use shall have an entrance door fronting onto the street.
- (e) Building facades should be designed with architectural features and to provide visual interest.
- (f) Street front retail facades should include recessed doorways and overhanging awnings, or canopies, to provide weather protection for pedestrians and an unifying element in keeping with the overall design and character of the Core Centre area, particularly the Main Street Retail Area.
- (g) Encourage the use of roof top gardens, or vegetated roof surfaces, which capture rainwater to assist in stormwater management.
- (h) Commercial and retail facades should be transparent.

- (i) Sunshine should be a key element in determining the building form and layout, particularly to maintain reasonable sunlight access for residential development and pedestrian sitting areas.
- (j) Higher density housing shall be located closest to the LRT station.

(2) Streetscape and Connections

- (a) On street parking shall be provided.
- (b) Street furniture, street trees and pedestrian oriented lighting shall be provided throughout the Core Centre Area.
- (c) Accessible and visible pedestrian connections shall be provided throughout the Core Centre Area and to surrounding areas within the Plan area.
- (d) Landscaping should be provided on all surface areas not occupied by buildings, or areas required for vehicle access, parking, loading or garbage enclosures.
- (e) Pervious paving systems, and other alternatives to hard surface landscaping, should be utilized where possible to reduce stormwater runoff.
- (f) Avoid the use of signage that conflicts with the general character of the surrounding streetscape, or the architecture of the buildings they area located on.

(3) Site Development

- (a) Buildings shall be street oriented.
- (b) Buildings should be built to the street edge.
- (c) Parking should be located in the rear and/or underground of buildings.
- (d) Parking lots and/or structures shall not front onto the street.

E.3 Neighbourhood Node

(1) Built Form

- (a) Mixed use development should have retail at grade and office, employment and/or residential uses located above.
- (b) Each retail and/or commercial use will have an entrance door fronting onto the street.
- (c) Building facades should be designed with architectural features and to provide visual interest.
- (d) Design of the side and rear facades of buildings should use building material of a similar standard to the front facades.
- (e) Encourage the use roof top gardens, or vegetated roof surfaces, which capture rainwater to assist in stormwater management.
- (f) Commercial and retail facades shall be transparent.
- (g) Higher density housing shall be located closest to the transit station(s).
- (h) Encourage the use roof top gardens, or vegetated roof surfaces, which capture rainwater to assist in stormwater management.

(2) Streetscape and Connections

- (a) On street parking shall be required
- (b) Street trees, street furniture and pedestrian oriented lighting should be required throughout a Neighbourhood Node.
- (c) Pervious paving systems, and other alternatives to hard surface landscaping, should be utilized where possible to reduce stormwater runoff.
- (d) Avoid the use of signage that conflicts with the general character of the surrounding streetscape, or the architecture of the buildings they area located on.
- (e) Multi-family residential development should be clustered with pedestrian connections throughout a Neighbourhood Node Area and to the surrounding community.
- (f) Accessible and visible pedestrian connections shall be provided throughout the area and to surrounding areas within the Plan area.

- (g) Landscaping should be provided on all surface areas not occupied by buildings, or areas required for vehicle access, parking, loading or garbage enclosures.
- (h) Pervious paving systems, and other alternatives to hard surface landscaping, should be utilized where possible, to reduce stormwater runoff.
- (i) Avoid the use of signage that conflicts with the general character of the surrounding streetscape, or the architecture of the buildings they area located on.
- (j) Streets should frame view corridors and/or vistas to a park, natural area or community features.

(3) Site Development

- (a) Buildings shall be street oriented.
- (b) Buildings should be built to the street edge
- (c) Parking shall be located in the rear of buildings.

E.4 Residential Area

Streetscape and Connections

- (a) Street trees shall be required.
- (b) Rear lanes should be required where applicable.
- (c) Varying street standards are encouraged where enhanced urban design and pedestrian orientation benefits.
- (d) Accessible and visible pedestrian connections shall be provided throughout the area and to surrounding areas within the Plan area.
- (e) Avoid the use of signage that conflicts with the general character of the surrounding streetscape.
- (f) Streets should frame view corridors and/or vistas to a park, natural area or community features.

