

# cornerstone

area structure plan



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**NOTE:** This office consolidation includes the following amending Bylaws.

<b>Amendment</b>	<b>Bylaw</b>	<b>Date</b>	<b>Description</b>
1	15P2015	2015 June 15	a) Delete and replace Map 11 entitled "Growth Management Overlay". b) Add new policy after Policy 3 in Section 7.1 Growth Management.
2	21P2022	2022 April 12	(a) In Policy 3.10.3, at the end of the sentence, add ", with the exception of the site at 130 Corner Meadows Manor NE."

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

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

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OFFICE CONSOLIDATION

2022 April

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# executive summary

## input

The Cornerstone Area Structure Plan (ASP) guides the development of 620 ha of land within northeast Calgary. Significant inputs to the preparation of the ASP included

- Stakeholder consultation
- Commercial studies
- Environmental Site Assessments
- A Master Drainage Plan
- Transportation models

## people

Developing an ASP involves the balancing of many different interests. For the Cornerstone ASP, engaging a variety of stakeholders created a meaningful conversation. The stakeholders included

- The project team
- The landowner group
- City departments
- City Council
- Community Associations
- Federation of Calgary Communities
- The general public
- School boards
- Utility providers
- The Province of Alberta
- Calgary Planning Commission

## output

This ASP sets the development framework for two new residential communities, anchored by a Major Activity Centre and a future Light Rail Transit (LRT) station. Key goals of this ASP are to

- Provide for convenient and efficient mobility through the application of an interconnected grid street network
- Preserve the wetland complexes in the area
- Set the framework for a vibrant, mixed-use Major Activity Centre
- Direct the development of distinct neighbourhoods designed such that residents can walk to access local goods and services



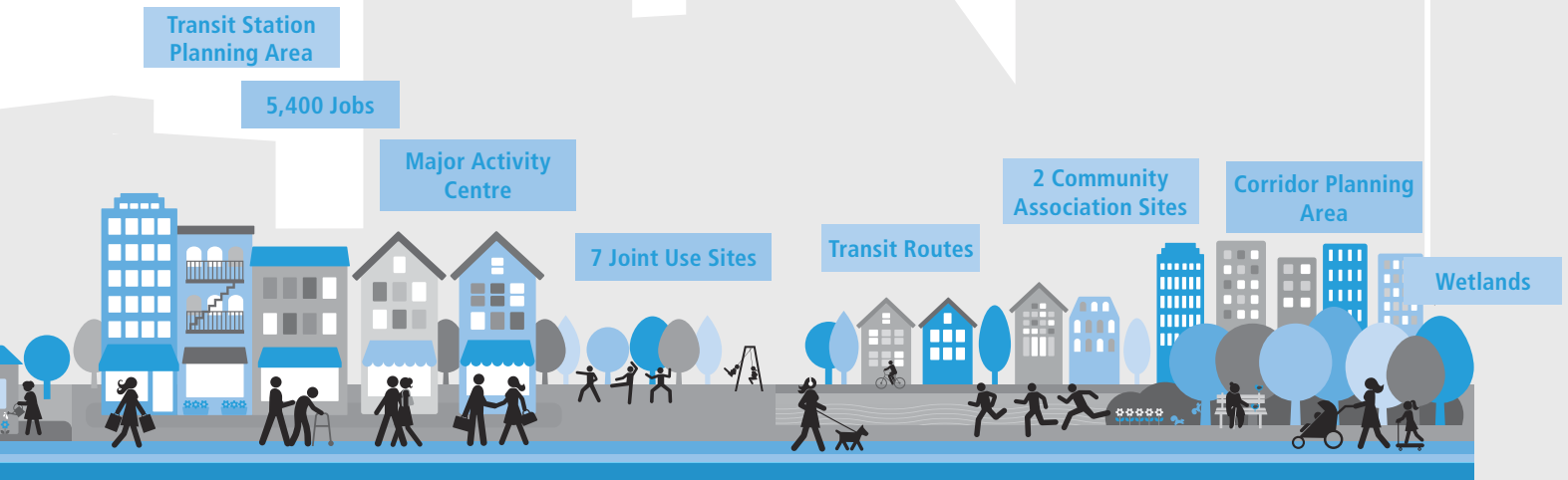
# process

Collaboration and sharing of knowledge were essential in developing this ASP. The engagement process included

- 3 collaborative workshops
- 20 landowner meetings
- 25 Technical Advisory Committee meetings
- 1 Major Activity Centre Symposium
- 1 open house
- 3 blog post discussions
- 1 online questionnaire

# cost

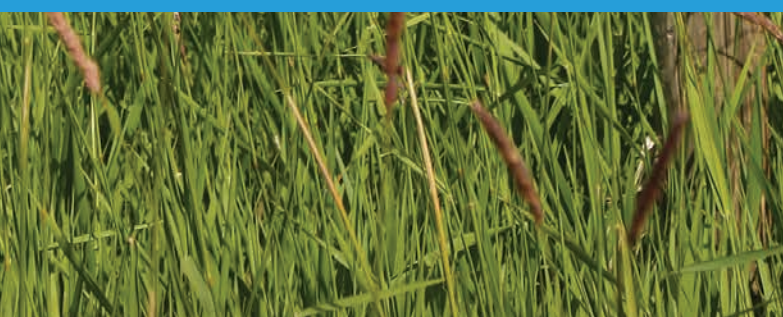
As of July 2014, the costs for leading infrastructure to develop this area are proposed in the respective City departments' 2015-2018 capital budgets. For growth to proceed, departmental capital budgets will need to align or an alternative funding and financing proposal may be submitted.





# 1.0 introduction

## big ideas

- support the planned LRT station and Major Activity Centre
  - create an efficient and interconnected grid street network
  - preserve wetlands
  - create distinct, walkable neighbourhoods designed so that residents can walk to access local goods and services
- 



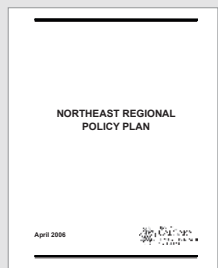
This Area Structure Plan is to be read in conjunction with



Municipal Development Plan (2009) & Calgary Transportation Plan (2009)



New Community Planning Guidebook (2013)



Northeast Regional Policy Plan (2006)



Other City of Calgary source documents

## 1.1 PLANNING POLICY FRAMEWORK

This Area Structure Plan (ASP) should be read in conjunction with the New Community Planning Guidebook (NCPG) and other City of Calgary source policy and guideline documents. In some cases, there is no additional policy in this ASP for a particular topic beyond what is provided in the NCPG. In such cases, only the NCPG and the Municipal Development Plan policies apply. However, for some topics, this ASP outlines a finer level of detailed policy than what is provided in the NCPG and/or the Municipal Development Plan. This ASP also includes policies for some topics where exceptions to the NCPG policies are prescribed. In the event of any conflict between this ASP and the NCPG, this ASP takes precedence.

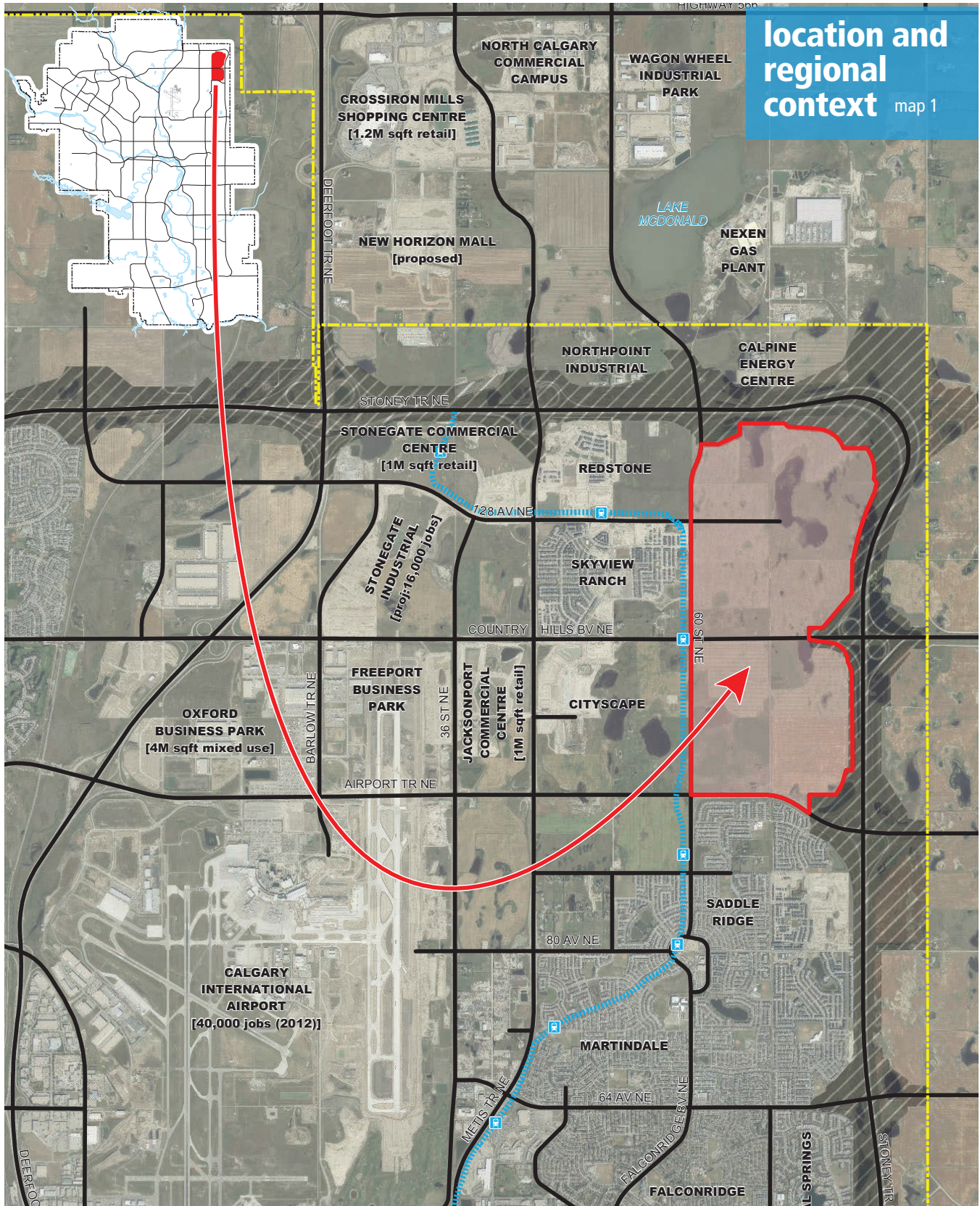
Additionally, the Northeast Regional Policy Plan (2006) identified the regional-level components that needed to be considered comprehensively in the preparation of this ASP and was used as a starting point in the process.

## 1.2 LOCATION

The Plan Area is located in northeast Calgary (see **Map 1: Location and Regional Context**). It is bound by Stoney Trail to the north and east, Airport Trail to the south and 60 Street NE to the west. The Plan Area contains approximately 620 ha (1,531 ac) of land.



The Plan Area contains a number of significant wetland complexes.



**location and regional context** map 1

**Existing Land Uses and Development (2014)**

The Cornerstone Plan Area is located in close proximity to a number of major regional influences, including the Calgary International Airport.

### 1.3 ATTRIBUTES AND CONSTRAINTS

This section provides an overview of the main attributes that define the Plan Area and constraints that may require special consideration when planning for development. This does not form an exhaustive list of attributes and constraints. Those developing in the Plan Area must practice due diligence in the development process.

This information may be subject to change and should be verified at the Outline Plan/Land Use Amendment stage.

#### Regional Context

The Plan Area is in close proximity to major regional influences, which were a major consideration in the development of this ASP (see **Map 1: Location and Regional Context**). CrossIron Mills (a super-regional shopping centre) is located north of the Plan Area in Rocky View County. The community of Saddle Ridge is to the south, and the Plan Area is bordered by Redstone, Skyview Ranch and Cityscape to the west. Major employment centres are in the vicinity of the Plan Area. These include the Calgary International Airport (located approximately three km away) and several business parks and industrial areas located west of the Plan Area, between Métis Trail and Deerfoot Trail.

#### Topography and Natural Features

The Plan Area is located within the Foothills Fescue Natural Subregion. The slightly hummocky site topography generally slopes from south to north, with wetlands occupying the depressions, grasslands and croplands occurring on the uplands. Most of the grassland has been extensively grazed, resulting in a high cover of weeds and low cover of native species. Environmentally significant areas are scattered throughout the site and include several large wetland complexes, a remnant patch of native grassland and a stand of trees. **Map A1: Biophysical Features** in Appendix A illustrates the land cover types.

#### Existing Land Uses and Development (2014)

The majority of the land in the Plan Area is used for extensive agriculture, including crops and grazing. There are also abandoned pipelines and two abandoned oil/gas wells.

#### Historical Resources

An application for Historical Resources Act Clearance was submitted for the Plan Area and reviewed by Alberta Culture and Community Spirit during the creation of this ASP. The Plan Area is likely to contain paleontological resources.

#### Planning Attributes

The Plan Area is uniquely positioned in the far northeast corner of Calgary as one of the last remaining undeveloped areas within the ring road (Stoney Trail). Other planning attributes include the LRT station planned for the intersection of Country Hills Boulevard and 60 Street NE, and the Major Activity Centre planned to surround this future station.

## plan area constraints

map 2



#### Constraints

There are two abandoned oil/gas wells located in the northeastern portion of the Plan Area. The Transportation Utility Corridor (Stoney Trail) constrains access to the Plan Area, limiting access to the north, east and south portions of the Plan Area by overpasses only. Airport Trail NE, bordering the south, also limits access to 60 Street NE. **Map 2: Plan Area Constraints** illustrates these physical features that constrain development.



# 2.0 vision and core ideas

## 2.1 VISION STATEMENT

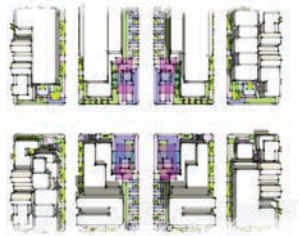
The Plan Area will evolve into two vibrant, walkable communities where residents can access their daily needs without a car, if they wish. The Green Corridor and preserved wetlands will be a cherished sanctuary for residents, an important habitat for wildlife and a positive contributor to the natural environment. The Major Activity Centre, Corridor Planning Area and Green Corridor will knit together the north and south sides of Country Hills Boulevard. The distinctive Corridor Planning Area will provide a visual and physical link between the two communities and will be framed by two Neighbourhood Activity Centres.

People of all ages will be able to live comfortably in any of the eight Neighbourhoods and will have many choices of housing types. Transit service will provide a direct connection from each Neighbourhood to the Major Activity Centre and LRT station, ensuring residents have excellent access to surrounding communities and to the city centre.

The vision and objectives for the Plan Area describe the aspirations of The City of Calgary, its partners and the stakeholders involved in the process of producing this ASP. Through a public engagement process, a range of stakeholder groups has provided input on the social, environmental and economic aspects of this ASP. The policies contained within this ASP guide development to achieve these objectives and realize the vision.



## 2.2 CORE IDEAS



### Grid Network

The use of the grid network in the Plan Area provides for a high degree of permeability and connectivity for all modes of transportation. Additionally, the adaptive nature of the grid facilitates redevelopment opportunities as the Communities evolve. The use of the This ASP discourages the use of street types that do not enhance connectivity (e.g., p-loops and culs-de-sac) unless their use is beneficial in the preservation of wetlands in the Plan Area or the application of the grid network is not possible due to other constraints.



### Wetland Preservation

Many of the environmentally significant wetlands will be preserved and connected by a Green Corridor. These wetlands will continue to provide environmental benefits and will become a valued amenity for residents. Enjoyment of the largest wetland, in the northeast, will be enhanced by a connection spanning it in an east-west direction.



### Major Activity Centre

The Major Activity Centre will be a focal point in the Plan Area, incorporating a higher intensity of development oriented around the LRT station. All of the transit routes serving the Plan Area will converge at this point, and the LRT station will provide access to other destinations within the city. Two transit plazas will provide public gathering spaces for users while other major uses within the Major Activity Centre will include retail, multi-residential, office and open space.



### Corridor Planning Area

The Corridor Planning Area refers to the land adjacent to the Urban Boulevard, which will be a street designed to link the two Communities and maximize north-south connectivity. The Corridor Planning Area policies will guide development along the Boulevard to ensure the street is pedestrian and cyclist friendly, with enhanced requirements for urban design and guidelines for built form. Buildings in the Corridor Planning Area will be street-oriented, and a variety of housing types will be provided along the Corridor. Convenient bus service will also be provided with stops located along the Boulevard.

### 2.3 LAND USE CONCEPT

The Land Use Concept is shown on **Map 3: Land Use Concept**. It shows the location of proposed land uses throughout the Plan Area and identifies the general location of major streets. **Table 1: Land Use Concept Details** provides a more detailed description of the land use areas and other elements on the Land Use Concept.

# land use concept

map 3

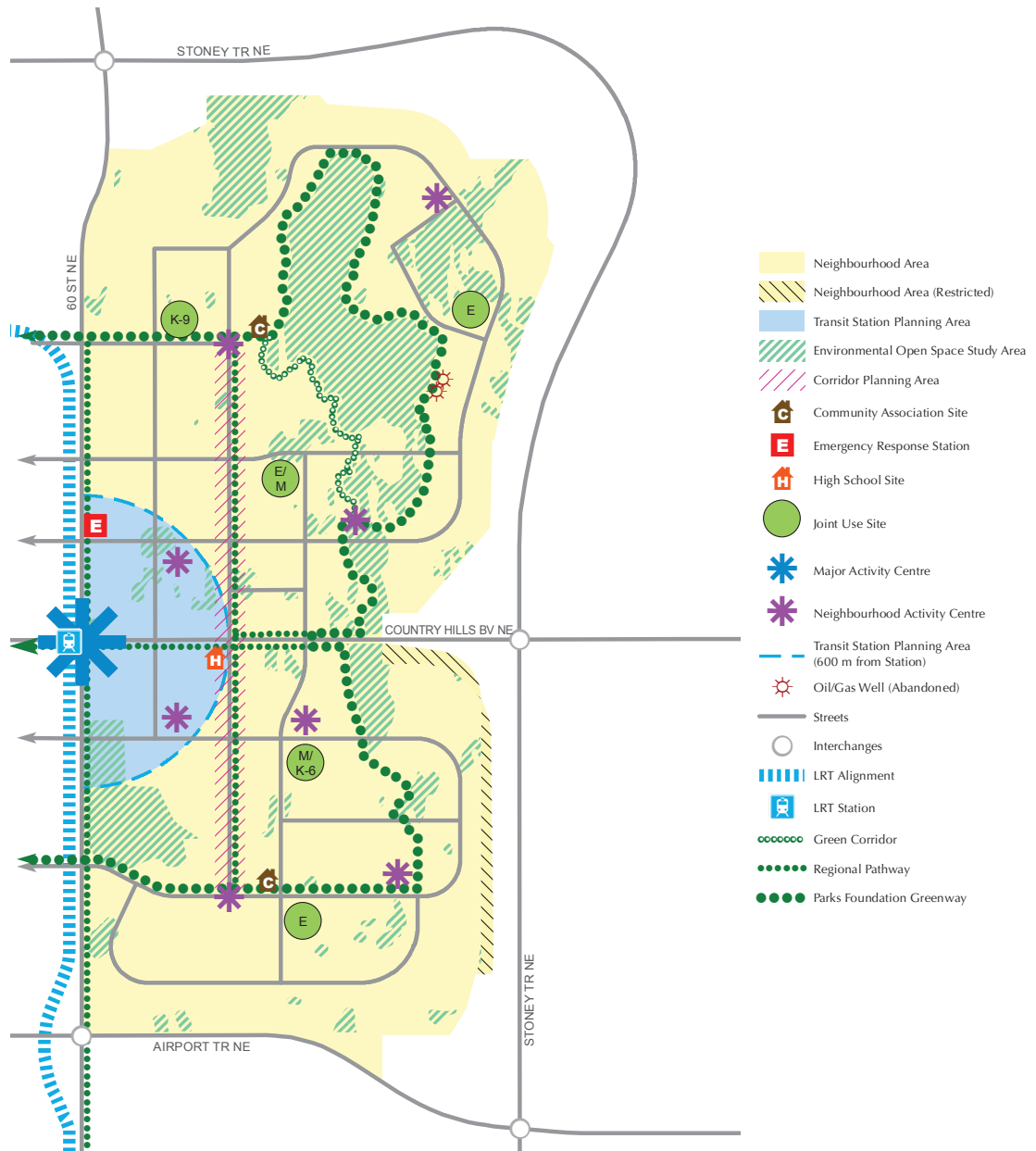
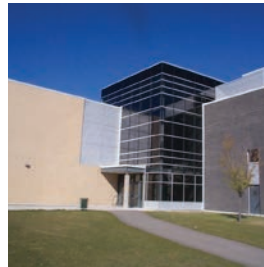


Table 1. Land Use Concept Details



**Neighbourhood Area**

A Neighbourhood is a defined area, containing a central Neighbourhood Activity Centre (NAC). Surrounding the NAC, the Neighbourhood Area allows for an appropriate mix of residential and non-residential uses.



**High School Site**

Located within the Transit Station Planning Area, the High School Site provides a location for a future public high school.



**Transit Station Planning Area**

The Transit Station Planning Area (TSPA) is located in close proximity to the LRT station. It will feature a high intensity of land uses including multi-residential, retail and office. It will transition to lower-intensity development at its outer edge to create an appropriately scaled transition to the surrounding Neighbourhoods.



**Joint Use Site**

Joint Use Sites (JUS) provide a location for future schools to locate and for joint parks programming. A Joint-JUS is where two JUS share playing fields, resulting in reduced land requirements.



**Environmental Open Space Study Area**

The Environmental Open Space Study Area indicates areas of environmental significance and potential Environmental Reserve lands. It is located throughout the Plan Area.



**Major Activity Centre**

The Major Activity Centre (MAC) is located within a 250 m radius to the east of the LRT station, comprising high-intensity residential and commercial development and two transit plazas.



**Corridor Planning Area**

The Corridor Planning Area is located in the western portion of the Plan Area. It refers to the development adjacent to the Urban Boulevard, which will be a north-south street connecting the two Communities. Development within the Corridor will be street-fronting and pedestrian-oriented.



**Neighbourhood Activity Centres**

Neighbourhood Activity Centres are located in each Neighbourhood. They are the focal points of Neighbourhoods and will feature multi-residential housing, open space and non-residential use.



**Community Association Site**

Community Association Sites are strategically located in each Community. They are designed for recreational and open space amenities, which may include buildings.



**Green Corridor**

Located adjacent to the Environmental Open Space Study Area, the Green Corridor connects areas identified as Environmental Open Space to a broader city-wide network.



**Emergency Response Station**

The Emergency Response Station is located near 60 Street NE. It will provide a local fire station to serve residents of this part of the city.



**Regional Pathway**

The Regional Pathway system provides cycling and walking connections within the Plan Area and to surrounding communities.

3.0

# community and neighbourhood framework

This section describes the general framework of the Plan Area, including the boundaries of the Communities and Neighbourhoods. It also provides policy for land use areas and provides direction for establishing community identity.



# 620 hectares

**Complete Community:** A logical, physical and social planning area defined by significant natural or constructed features and containing an adequate population base to support schools, parks and community facilities.

community A  
**360** hectares

**17,400** people  
jobs **2,100**  
projected

community B  
hectares **260**

**13,300** people  
jobs **3,300**  
projected

**total** projected **30,700** people  
**5,400** jobs



Complete communities incorporate a variety of housing types and access to local goods and services.

## 3.1 COMMUNITIES

Communities are the larger organizing principle of the Plan Area. There will be two Communities in the Plan Area, each consisting of four Neighbourhoods. Each Community will include the elements necessary to make it complete.

### INTENT

The intent of these policies is to set the framework for the development of two complete Communities.

### Policies

1. The Plan Area will comprise two Communities, with Community A comprising land north of Country Hills Boulevard and Community B comprising land south of Country Hills Boulevard, as shown on **Map 4: Communities and Neighbourhoods**.
2. Each community will:
  - a. feature a Community Association Site, Joint Use Sites, a Joint-Joint Use Site, open space and a minimum of four Neighbourhood Activity Centres; and
  - b. include a portion of the Major Activity Centre.

### Community Identity

#### INTENT

Cultivating a distinct Community identity provides residents with a sense of place and differentiates communities from one another, creating unique areas within the city. The intent of these policies is to detail potential elements for establishing distinct identities for Communities A and B.

### Policies

1. Community identity should be cultivated based on the unique features of the Plan Area:
  - a. wetlands that will be preserved and integrated into the communities;
  - b. Regional Pathways and Green Corridors that will connect the wetlands and other significant features;
  - c. the Corridor Planning Area, which will provide an important north-south connection between the communities;
  - d. a modified grid network, which will enhance connectivity and identity; and
  - e. the Major Activity Centre, which will function as a focal point of the Plan Area and where much of the intensity will be focused.

## 3.2 NEIGHBOURHOODS

Neighbourhoods are the component building blocks of the larger urban structure at the community scale. They are defined as a Neighbourhood Area that is designed around a focal point such as an Activity Centre, Corridor, or Retail Centre. This section delineates the Neighbourhoods by size, boundary and composition.

### INTENT

The intent of this section is to set out policies that will result in the development of Neighbourhoods that will maximize residents' quality of life, ensuring they have convenient access to amenities such as local services and open space. The boundaries of the Neighbourhoods were determined by logical divisions created by natural features, walking distances to Neighbourhood Activity Centres and convenient access to other amenities.

### Policies

1. Communities A and B will both be comprised of four neighbourhoods as shown on **Map 4: Communities and Neighbourhoods**.
2. Notwithstanding the NCPG, Neighbourhood 1 or Neighbourhood 2 may exceed 75 ha (185 ac) due to constraints posed by natural features.

### Neighbourhood Identity

#### INTENT

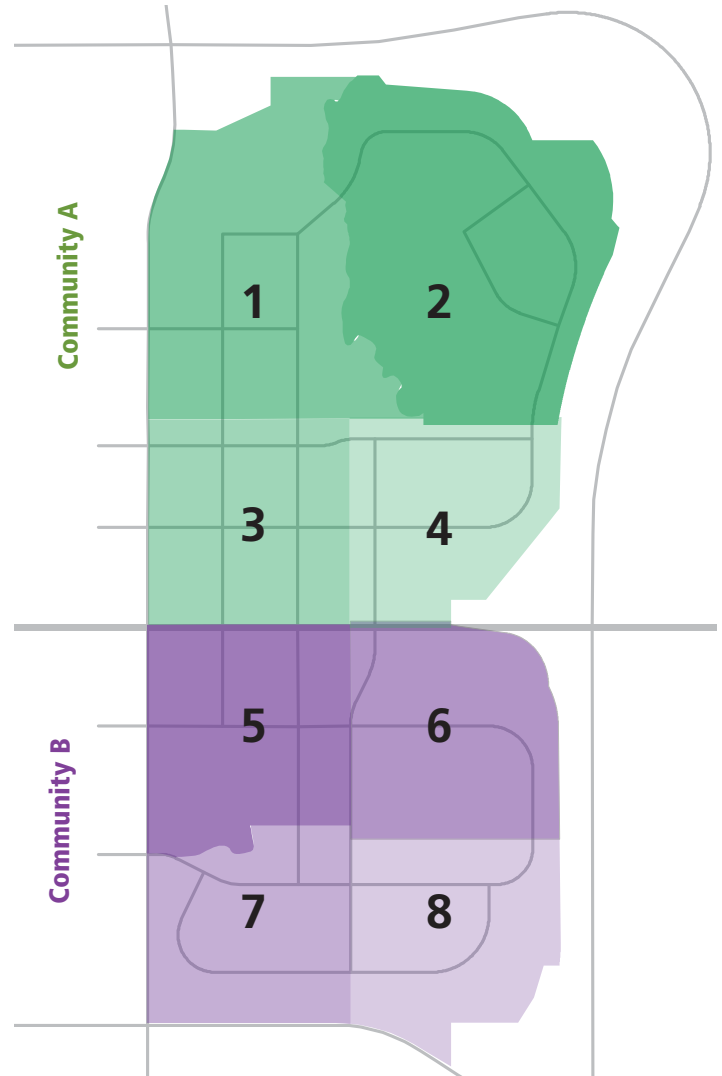
Establishing a distinct identity for each Neighbourhood provides for visual interest and a sense of belonging for residents. The intent of these policies is to ensure that the Neighbourhoods in the Plan Area are designed to foster a distinct identity based on both their natural features and their planning attributes.

#### Policies

3. The character of Neighbourhoods 3 and 5 should be enhanced through the provision of street-fronting buildings, continuous streetwalls, distinctive architecture and an enhanced public realm. This will complement the higher intensities envisioned for these Neighbourhoods.
4. The character of Neighbourhoods 1, 2, 4 and 6 should be strongly related to the system of wetlands and Environmental Open Space that runs through them. This character should be enhanced by providing parks and pathways connecting the natural features.
5. The character of Neighbourhoods 7 and 8 should be enhanced by providing appropriate park spaces and distinctive architecture.

## communities and neighbourhoods

map 4



### 3.3 NEIGHBOURHOOD AREA

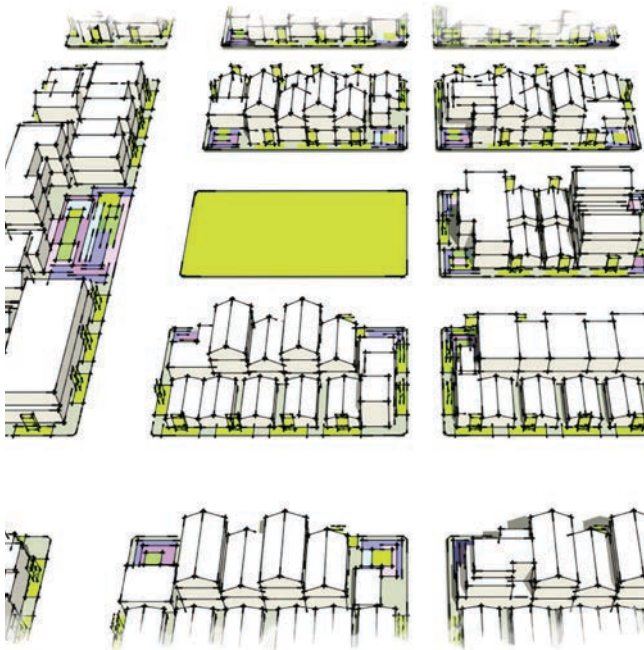
The Neighbourhood Area is the residential catchment area outside of the Neighbourhood Activity Centres. It consists primarily of residential uses with a variety of housing types and a street network that connects residents, jobs and commercial services through direct automobile, transit, bicycle and pedestrian routes.

#### INTENT

The Neighbourhood Area is where the majority of residents will live. The intent of these policies is to facilitate the design of quality residential development, incorporating a variety of housing forms and ensuring convenient access to local destinations.

#### Policies

1. Outline Plan/Land Use Amendment applications will be monitored to ensure that each Neighbourhood Area meets the overall minimum required density of 20 units per gross developable hectare (8 units per gross developable acre); however, the density of specific developments can vary.
2. Blocks within the Neighbourhood Area should be designed around a grid network where possible.



Neighbourhood Areas should be based on a gridded street network and incorporate a variety of housing types.

### 3.4 NEIGHBOURHOOD AREA (RESTRICTED)

At the time of approval of this ASP (July 2014), land on the east side of the Plan Area adjacent to Stoney Trail was owned by the Province of Alberta (see **Map 3: Land Use Concept**). These lands are part of a Transportation/Utility Corridor (TUC) and are subject to the Calgary Restricted Development Area Regulations (AR 212/76). This regulation states, at s. 5(2)(k):

- (2) No person shall, without the written consent of the Minister, continue, commence or recommence any operation or activity that causes, or will likely cause any surface disturbance of land in the Area or to construct or erect any buildings on any land in the Area, and without limiting the generality of the foregoing, no person shall, without the consent of the Minister, continue, commence or recommence any operation or activity that is of the kind falling within the following descriptions:

- (k) the preparation of land to be used for the purpose of residential, commercial or industrial sites or for recreational development.

#### INTENT

Given the existence of TUC lands within the Plan Area, the intent of these policies is to propose a future use of provincially owned lands within the TUC.

#### Policies

1. The Neighbourhood Area (Restricted) lands noted above shall not be used for Neighbourhood Area purposes without written consent from Minister of Infrastructure.
2. Notwithstanding Policy 1 above, should the Province of Alberta remove the aforementioned lands from the Restricted Development Area Regulations, an Order of Council shall be required to change the boundary of the TUC and remove the Restricted Development Area notification from affected titles. Lands would then revert to Neighbourhood Area and not require an amendment to this ASP.



Street-fronting residential development adds character to a Neighbourhood Area.

### 3.5 MAJOR ACTIVITY CENTRE

Incorporating the intensity and mix of land uses envisioned for the Major Activity Centre (MAC) is a key goal of this ASP. Locating a high intensity of people and jobs in the MAC will maximize use of the LRT and provide a new destination in the northeast. It will also provide a mix of higher-density housing types in a walkable, human-scaled environment.

#### INTENT

The intent of these policies is to describe the elements necessary to achieve the goal of making the MAC a high-intensity, walkable and animated environment. The policies outline the basic elements needed to set the framework for ultimate build-out of the MAC (dependent on the timing of the LRT extension) while allowing for interim uses that can be converted to high-intensity uses over time. Uses such as surface parking lots and open spaces are preferred over those which are more difficult to convert over time.

#### Policies

##### Size and Location

1. The MAC will be located as shown on **Map 3: Land Use Concept**.
2. The MAC will comprise a minimum of 10 ha (22.5 ac) of land (not including Country Hills Boulevard or 60 Street NE), based generally on a 250 m radius of the LRT station.

##### Composition

3. The ultimate build-out of the MAC should include the following land uses: multi-residential in medium and high density forms; commercial (office) in medium and high density forms; retail in an urban form; and two Transit Plazas, to be located at the entrances to the LRT station.
4. Other uses may include institutional, cultural or other employment uses as deemed appropriate and complementary by the Approving Authority.
5. Land uses should be mixed within buildings.
6. Interim uses in the MAC may include surface parking lots and open space until the LRT extension to the Plan Area has been approved within a capital budget.
7. Drive-thrus shall not be permitted within the MAC.

##### Intensity

8. Once the LRT extension is approved within a capital budget, development within the MAC shall begin to intensify to achieve an intensity of 200 people and jobs per hectare.
9. The highest intensity of development should be located closest to the LRT station, framing the intersection of Country Hills Boulevard and 60 Street NE.

## major activity centre

area within **250 m** of LRT station



In addition to these policies, the City of Calgary Transit-Oriented Development Guidelines (2006) apply for detailed urban design-related policies.

**high density, mixed-use**

**2 transit plazas**

10. The intensity of the MAC shall not count towards the overall intensity of a Community.

#### Interfaces

11. Buildings shall be street-oriented to offer direct pedestrian access to the primary building entrance from the public sidewalk.
12. Development adjacent to the Transit Plazas should frame 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 and ensuring maximum sunlight penetration onto the plazas.

#### Parking

13. With the exception of interim surface parking lots, parking within the MAC should be on-street (for those street types where parking is permitted) or provided underground. Above-ground parkades and surface parking lots may be permitted, subject to the Approving Authority, if at least 75% of the lot area is screened from view from pedestrians on the street.



Two Transit Plazas will be incorporated into the MAC.

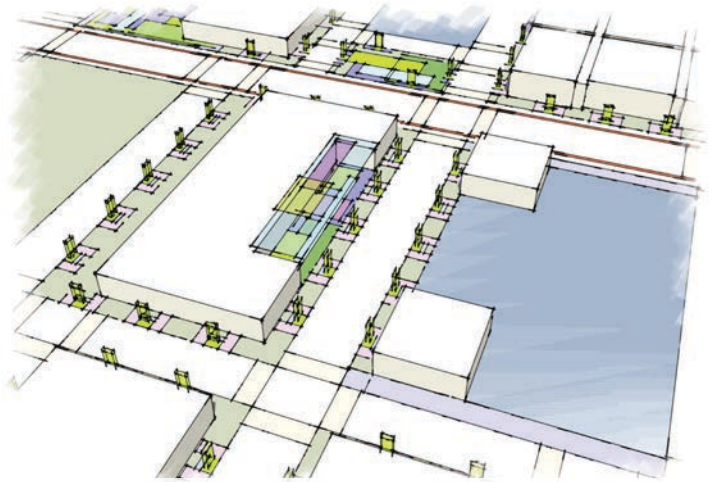
14. Applicants should provide only the minimum number of parking spaces required by the Land Use Bylaw.
15. Retail and commercial areas within the MAC should provide shared parking with the future LRT station.

### Connectivity

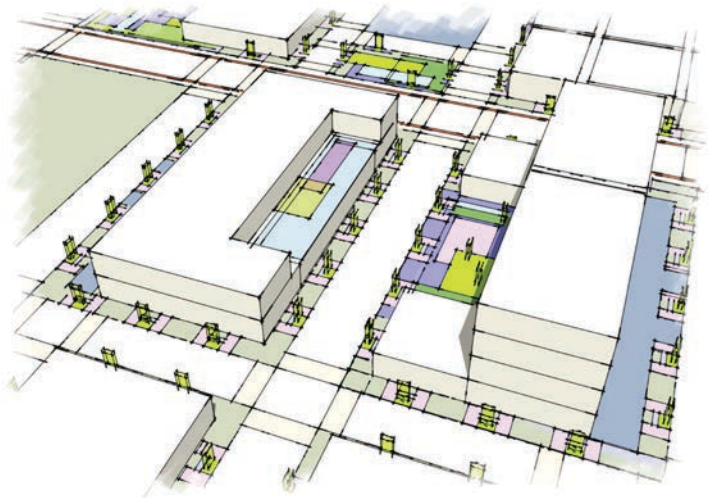
16. Pedestrian connections to the LRT station from the Transit Plazas should be made by The City under 60 Street NE to facilitate convenient access to the station.

### Evaluation of Outline Plans within the Major Activity Centre

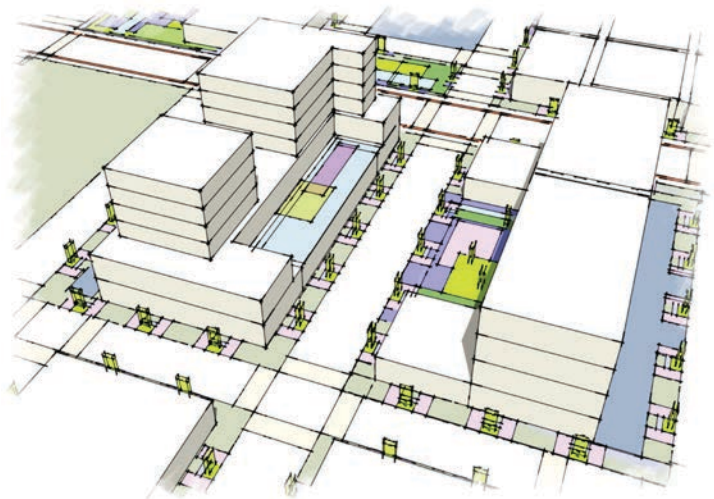
17. The detailed design and layout of the MAC shall be determined during the Outline Plan/Land Use Amendment stage to allow for compatibility with the built form of the development west of 60 Street NE.
18. A Detailed Concept Plan must be submitted in conjunction with any Outline Plan/Land Use Amendment application containing the MAC.
19. A Concept Plan shall:
  - a. show the proposed
    - i. land use design and pattern,
    - ii. internal street network,
    - iii. open space/regional pathway system,
    - iv. utility services,
    - v. public transit routes, and
    - vi. Transit Plazas;
  - b. show the location of all required MAC land uses and components;
  - c. be prepared with input from and consultation with all landowners within the MAC area and with City administration;
  - d. demonstrate how the north and south sides of the MAC will interface each other to ensure appropriate pedestrian and urban design across Country Hills Boulevard;
  - e. demonstrate how all required components within the MAC are integrated and connected to the surrounding area; and
  - f. contain other such information as determined necessary to ensure that the area develops in a coordinated manner.
20. Outline Plan/Land use Amendment applications for areas adjacent to the MAC must establish a pattern of development that ensures the proper function of the MAC as a highly-connected, transit-oriented area.



Potential first-generation development of the MAC, incorporating a gridded street network, single-storey buildings and a surface parking lot (on the right side of the image).



Second-generation development of the MAC. The parking lot is redeveloped into a multi-storey building.



Ultimate build-out of the MAC. Additional storeys are added to existing buildings.

### 3.6 NEIGHBOURHOOD ACTIVITY CENTRES

Neighbourhood Activity Centres (NACs) are the focal points of Neighbourhoods. They provide a cluster of higher density residential development, a central amenity space and non-residential use. They provide residents with a destination that is within a 700 m walking route to access local retail, civic services and amenity space.

The NACs are identified according to the number of the Neighbourhood they are located in (see **Map 4: Communities and Neighbourhoods**).

#### INTENT

NACs within the Plan Area will differ based on their unique locations and characteristics. The intent of these policies is to identify the distinctive aspects of each NAC to take advantage of local conditions and ensure integration into the Neighbourhood and larger Community.

#### Policies

##### General

1. NACs will be located as shown on **Map 3: Land Use Concept**.
2. The design, composition and function of NACs within the Plan Area may differ based on their unique locations and characteristics.
3. Notwithstanding the NCPG:
  - a. NACs should be located central to the surrounding Neighbourhood Area such that all residents live within a 700 m walking distance via the transportation network;
  - b. multi-residential sites may be larger than 1 ha (2.5 ac) if the building form and site design ensures public pedestrian connection to and through the overall NAC;
  - c. the amenity space of the NAC may be bound by 25% of its perimeter by and/or integrated with natural features; and
  - d. 25% of the dwelling units in the NAC must be directly adjacent to and facing the central amenity space.

##### NACs in Neighbourhoods 1 and 7

4. The built form of NACs in Neighbourhoods 1 and 7 should encompass both the east and west portions of the Corridor Planning Area, making these NACs visually prominent to users.
5. Distinctive architecture and placemaking techniques should be used for NACs in Neighbourhoods 1 and 7 to increase their visual prominence and sense of place.
6. A convenient connection should be provided from the NACs in Neighbourhoods 1 and 7 to the Community Association sites to facilitate pedestrian and cyclist access.

## neighbourhood activity centre

multi-residential + non-residential use + open space

## local goods and services

walking distance of **95%** of residents



A non-residential use must be provided in the NAC and could be local retail.



NACs must incorporate multi-residential housing.

### NACs in Neighbourhoods 3 and 5

7. Given the intensity of uses envisioned for Neighbourhoods 3 and 5, the NACs within these Neighbourhoods may consist only of a central amenity space.

### NACs in Neighbourhoods 1 and 2

8. The NAC in Neighbourhood 1 should be linked across the wetland to the NAC in Neighbourhood 2, subject to the Approving Authority. If approved, the applicant shall provide a concept of the link as part of the Outline Plan/Land Use Amendment application process.



Sidewalks and pathways should provide direct connections to the NAC.



Open space must be incorporated into the NAC, with dwelling units adjacent to this space.

### 3.7 TRANSIT STATION PLANNING AREA

The Transit Station Planning Area (TSPA) consists of the land adjacent to the MAC and within 600 m of the LRT station. The intent of the TSPA is to ensure development within walking distance to the LRT station is transit-supportive. This is achieved by ensuring a minimum intensity of development, providing a mix of land uses and ensuring convenient connections to the LRT station. The TSPA does not include the land within the MAC.

#### INTENT

These policies give direction to ensure the TSPA includes a mix of uses, incorporates transit-supportive densities, provides an appropriate transition to the adjacent Neighbourhood Areas and offers pedestrian and cycling linkages to adjacent areas.

#### Policies

##### Size and Location

1. The TSPA will be located as shown on **Map 3: Land Use Concept**, based on a 600 m distance from the LRT station.

##### Intensity

2. Development within the TSPA shall achieve a minimum intensity of 100 people and jobs per hectare.

##### Composition

3. The TSPA shall include multi-residential, retail and commercial (office) uses, as well as a high school.
4. The TSPA may include cultural, institutional and other uses as deemed appropriate and complementary by the Approving Authority.
5. Where a grocery store is proposed in the TSPA, a gas station may be permitted on the same site if it is screened from view of pedestrians on the street and does not conflict with pedestrian or cyclist pathways.
6. Land uses should be mixed within buildings.

##### Street Network

7. The street network within the TSPA shall be a gridded, block-based network. An Activity Centre Street (see the *Complete Streets Guide*) shall be constructed in a north-south orientation in the TSPA to facilitate connectivity between the north and south portions (across Country Hills Boulevard). This Activity Centre Street shall conform to the relevant policies in the *Complete Streets Guide*.

## transit station planning area

### walking distance to LRT transit-supportive land uses



In addition to these policies, the City of Calgary Transit-Oriented Development Guidelines (2006) apply for detailed urban design-related policies.

### compact mixed-use area with higher densities



### transition in height and form to adjacent lower density areas



## Interfaces

8. Development along the outer edges of the TSPA should transition by stepping down in height and providing an appropriate building form to ensure a sensitive transition to the lower density Neighbourhood Areas adjacent to the TSPA.
9. Development adjacent to Country Hills Boulevard should front onto Country Hills Boulevard or internal roads within the TSPA, whichever creates a more beneficial pedestrian environment.
10. Development within the TSPA shall not back onto Country Hills Boulevard.

## Parking

11. With the exception of interim surface parking lots, parking within the TSPA should be on street or provided underground. Above-ground parkades and small-scale surface parking lots may be permitted, subject to the Approving Authority, if 75% of the lot area is screened from view of pedestrians.
12. Applicants should provide only the minimum number of parking spaces required by the Land Use Bylaw.



### 3.8 CORRIDOR PLANNING AREA

The Corridor Planning Area (CPA) flanks both sides of the Urban Boulevard connecting Communities A and B, aligned immediately to the east of the TSPA (see **Map 3: Land Use Concept**). The CPA is a prominent feature of the Plan Area, providing a key north-south connection and also providing a high quality streetscape for pedestrians and cyclists. It is proposed to consist of street-oriented uses, which will provide for an enhanced public realm. It will also provide a direct connection between the NACs in Neighbourhoods 1 and 5, with these NACs effectively bookending the CPA.

#### INTENT

The CPA provides an important linkage to a number of Neighbourhood destinations. The intent of these policies is to ensure the CPA provides a high quality pedestrian environment, with the majority of development fronting the street. A variety of housing types will provide visual interest, and individual ground-floor units (whether residential or commercial) will have direct access to the street. The road standard will ensure that all users can be accommodated and be designed to a scale that fits with adjacent development.

#### Policies

##### Size and Location

1. The CPA will be located as shown on **Map 3: Land Use Concept**.
2. The CPA shall encompass both the east and west sides of the street and includes only those residential parcels directly adjacent to the street.

##### Composition

3. The CPA shall include a variety of residential housing types that achieve an overall density of 29–37 units per gross developable hectare (12–15 units per gross developable acre). This may include single detached and semi-detached homes, townhouses and low-rise apartment buildings.
4. The CPA may include street-oriented retail or commercial uses if deemed appropriate by the Approving Authority.

##### Street Design

5. To realize the vision of the CPA, the representative street shall be an Urban Boulevard and shall be constructed per the *Complete Streets Guide*, as it is supportive of the types of uses envisioned for the CPA.
6. The CPA shall incorporate bike lanes for both north and south travel.



Vegetation buffers pedestrians on the sidewalk from the road and provides visual interest.

- 7. In creating a more pedestrian-oriented corridor, design measures including, but not limited to, bicycle pavement markings and roundabouts should be used.

**Building Design**

- 8. Development within the CPA should front onto the CPA or other internal roads, whichever creates a more beneficial pedestrian environment.
- 9. Townhouses and low-rise apartment buildings should provide direct access to the street.

**Vehicle Access and Parking**

- 10. On-street parking shall be provided along the Urban Boulevard.
- 11. Vehicular access to parcels along the CPA shall be from a rear lane or side street. No front driveways will be permitted.

**Design**

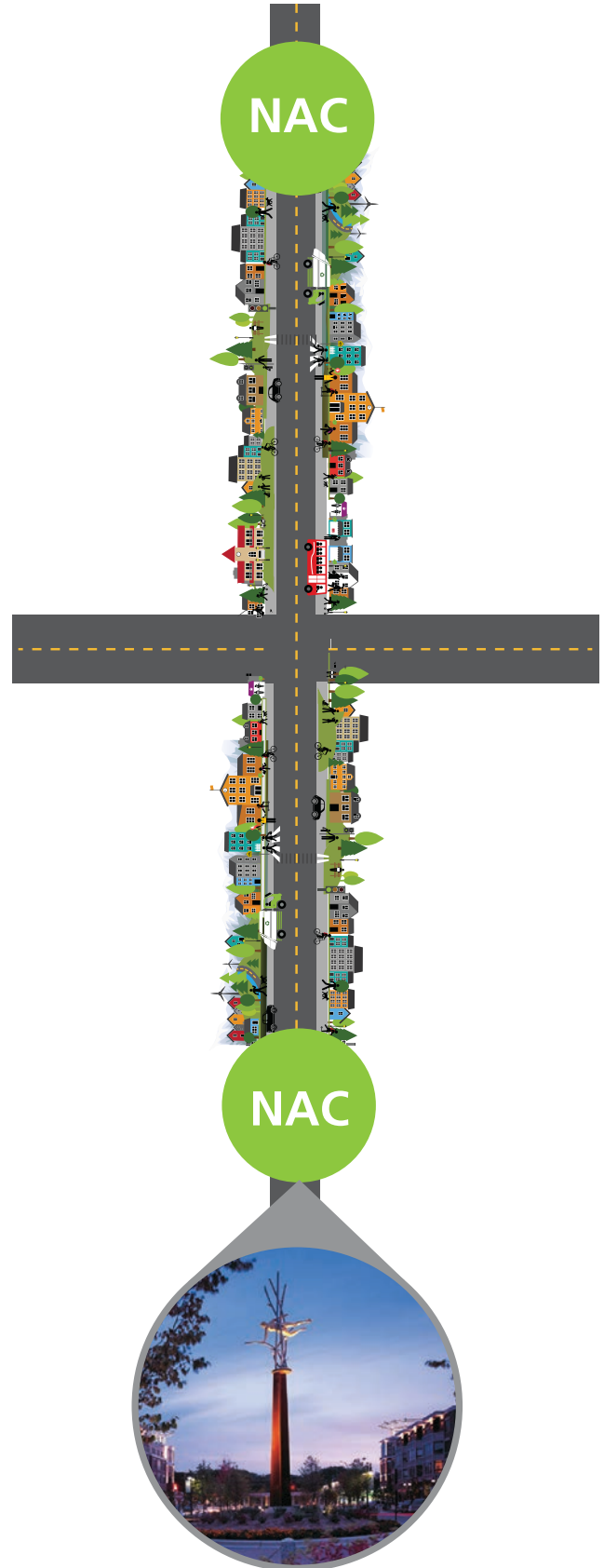
- 12. Developments along the CPA should provide periodic curb extensions where the sidewalk protrudes into the parking lane to provide extra space for trees and pedestrian amenities.
- 13. The CPA shall be fully landscaped, including street trees, to the satisfaction of the Approving Authority.
- 14. Signature features should be planned within the NACs at the north and south termini of the CPA to achieve the effect of bookending it.

**Other**

- 15. In addition to those listed above, the policies of the Neighbourhood Area shall apply to the CPA.
- 16. The CPA will be served by public transit with bus stops located along the Urban Boulevard.



Residential units with direct access to the street animate the pedestrian environment.



Signature features should be provided within the NACs at both the north and south ends of the CPA to achieve the effect of bookending the CPA.

### 3.9 MULTI-RESIDENTIAL DEVELOPMENT

Multi-residential development will be incorporated in strategic locations in the Plan Area. A variety of densities of multi-residential development are encouraged, including high, medium and low.

#### INTENT

The form and design of multi-residential development influence the quality of life of both the residents of that housing and of residents in the surrounding area. The intent of these policies is to ensure multi-residential development in the Plan Area is pedestrian-friendly, integrated into its surrounding context and designed to maximize quality of life for residents. Key to achieving this intent is to locate multi-residential development appropriately. It is not desirable to locate multi-residential development at the far edges of Communities and/or adjacent to skeletal roads.

#### Location

1. Multi-residential developments shall be located within walking distance to community services and public amenities.
2. Multi-residential developments should not be located adjacent to skeletal roads.
3. Multi-residential developments should fit into the public grid street network.

#### Building Height & Form

4. Applications at the Outline Plan/Land Use Amendment stage should provide a transition in building height and massing in relation to the surrounding Neighbourhoods and uses with a transition to three-storey or lower for adjacent lower-density residential housing.



Row houses can provide visual interest by employing different architectural styles for adjacent units.

#### Design

5. Multi-residential developments should be designed to provide elements such as:
  - a. facade details and articulation through windows, doors, recesses, canopies, awnings and porches to increase the connection with the public realm and add interesting experiences for pedestrians;
  - b. low shrubs and decorative fences for residential units;
  - c. a sense of entry to the site at the driveway access by planting trees and shrubs, and providing pedestrian lighting on both sides of the access; and
  - d. pedestrian paths to connect with the adjacent uses around the subject development.
6. Multi-residential development should ensure that buildings facing the street have street-side main entries designed to draw attention to their location.



Multi-residential housing refers to any building with three or more dwelling units.

## Other

7. Multi-residential developments within Neighbourhood Areas (outside of NACs) should not compromise the viability of development of multi-residential developments within the NAC.
8. Townhouses and row houses should be designed to front onto a public street with parking access provided from a rear lane. Applicants should avoid designing townhouse complexes with internal (private) street networks.



Apartment buildings can provide visual interest and articulation by using such features as balconies, corner treatments and a step-back on the top floor.



On larger multi-residential sites, pedestrian pathways should be designed to provide connectivity to the surrounding area.

## 3.10 NEIGHBOURHOOD RETAIL CENTRES

Neighbourhood Retail Centres (NRC) enhance the range of goods and services available within walking distance of residents. They provide an opportunity for auto-oriented uses to locate within Neighbourhoods.

### INTENT

The intent of these policies is to allow for the inclusion of NRCs in a manner that does not negatively affect the viability of NACs and to describe their characteristics.

### Policies

1. NRCs may be proposed at the Outline Plan/Land Use Amendment stage without amendment to this Plan.
2. Applicants shall demonstrate that a proposed NRC will not reduce the viability of other planned centres.
3. NRCs should be less than 1,900 m<sup>2</sup> (20,450 ft<sup>2</sup>), with the exception of the site at 130 Corner Meadows Manor NE.



NRCs provide a location for auto-oriented uses to locate within a Community.



# 4.0 community amenities

This section details the components necessary to ensure residents have access to a complete community, including such facilities as schools, Community Associations and green space. A public library and recreation facility have not been identified for the Plan Area. However, there will be a public library and recreation facility located on the west side of 60 Street NE near the LRT station.

## 4.1 JOINT USE SITES

Joint Use Sites (JUS) provide for the development of public and separate schools together with sports fields and recreational areas on sites dedicated as reserve land. JUS are jointly owned by The City of Calgary and the respective school board in accordance with the principles of the Joint Use Agreement.

### INTENT

The intent of these policies is provide direction to ensure JUS are appropriately located and sized, and that the appropriate amount of reserve land is dedicated. Please see *Appendix B: Joint Use Sites and Municipal Facilities Requirements* for JUS sizes and requirements.

### Policies

1. Each Community shall feature a Joint-JUS whereby two JUS share playing fields.
2. The school building envelope within a JUS should be in accordance with the Site Planning Team Guidelines.
3. Buildings shall be oriented to offer direct pedestrian access to the primary building entrance from the sidewalk.
4. When reserve dedication is assessed at the Outline Plan/Land Use Amendment stage, reductions in Municipal Reserve for JUS may be required to achieve other Municipal Development Plan goals for amenities (e.g., parks and pathways), if directed by the Approving Authority.
5. Where an under-supply of Municipal Reserve exists, Council may explore other options for acquisition of lands.
6. The City shall not provide credit for Municipal Reserve or Municipal School Reserve located within Alberta Energy Regulator abandoned well setbacks (see *Section 6.6: Oil and Gas Infrastructure*). Rather, this land will be noted as "non-credit Municipal Reserve."

## 4.2 HIGH SCHOOL SITE

A Calgary Board of Education public high school, shown on **Map 3: Land Use Concept**, is required to provide for the educational needs of senior high school students in the Plan Area and surrounding communities and recreational space for residents.

### INTENT

The high school will be located adjacent to the CPA and within the TSPA. As such, it must be designed to be compatible with surrounding areas and meet the intent of the CPA and TSPA policies. The intent of these policies is to prescribe the size of the High School Site, the method of acquiring the lands and the design elements necessary to integrate it into its context.

### Policies

1. The high school shall require approximately 9 ha (23 ac) of land.
2. The high school will be located within the TSPA, south of Country Hills Boulevard. The exact location shall be determined at the Outline Plan/Land Use Amendment stage.
3. The high school should:
  - a. provide for a compatible interface treatment with adjacent development;
  - b. contain a visually appealing site design and landscaping treatment, particularly when visible from roads with higher volumes of traffic;
  - c. be well integrated with and/or connected to other uses within the TSPA; and
  - d. have a convenient pedestrian connection to the LRT station.
4. Where an under-supply of Municipal Reserve exists, Council may explore options for acquisition of lands.



The Plan Area can accommodate up to seven schools (including elementary and middle schools), which will allow for children to attend school within their own Community.

### 4.3 COMMUNITY ASSOCIATION SITES

Community Association sites provide for the recreational needs of community residents. Facilities developed on the CA sites may include a variety of recreational and open space amenities, which may include buildings.

**INTENT**

CA sites are important amenities for residents. The intent of these policies is to describe their location and site conditions.

**Policies**

1. There shall be two Community Association sites, one located in each community, as shown on **Map 3: Land Use Concept**.
2. Community Association sites should be located on a transit route in close proximity to bus stops.

### 4.4 OLDER ADULT HOUSING

The Plan Area is envisioned to be accommodating to people of all ages. Special consideration needs to be given to the older adult population, as they can require separate facilities for their care. Given the mobility challenges that can be associated with older adults, the location and design of older adult housing is important to ensuring the Plan Area meets the needs of all residents.

**INTENT**

The intent of these policies is to facilitate the inclusion of older adult housing opportunities in the Plan Area in a manner that provides for improved quality of life for older adults.

**Policies**

1. Where provided, older adult housing should be
  - a. integrated into the Neighbourhoods and Communities to facilitate a feeling of inclusiveness;
  - b. provided within the MAC, TSPA and/or NACs to facilitate access to services and amenities; and
  - c. located along streets with transit routes and within 400 m of a bus stop to facilitate access to public transit.

### 4.5 EMERGENCY RESPONSE STATION

An Emergency Response Station is required to service the Cornerstone Plan Area and adjacent communities.

**INTENT**

The intent of these policies is to ensure appropriate emergency response coverage for the Plan Area is in place.

**Policies**

1. An Emergency Response Station shall be located as shown on **Map 3: Land Use Concept**.

### 4.6 REGIONAL PARK

The potential for a regional park exists in the northeast corner of the Plan Area, adjacent to the large wetland. This area of the city is lacking in regional parks and there is an opportunity to complement the abundant natural features in this area with a destination park.

**INTENT**

The intent of these policies is to facilitate the establishment of a regional park in the northeast corner of the Plan Area.

**Policies**

1. The regional park should complement the significant natural wetlands within the Plan Area.
2. The park should be comprised of Environmental Reserve, Municipal Reserve, and purchased lands.
3. The exact size and location of the park is to be determined at the Outline Plan/Land Use Amendment stage, following further investigation of the natural features and Municipal Reserve strategy for the area.



Older adult housing should be integrated into the Neighbourhood and adjacent to local services, transit and recreational amenities.



The Emergency Response Station will include fire response and emergency services.



## 4.7 ENVIRONMENTAL OPEN SPACE STUDY AREA

Environmental Open Space (EOS) Study Area and policies consistent with The City of Calgary's Open Space Plan (2002) apply to the Cornerstone Plan Area. The EOS Study Area comprises class 3+ wetlands, native grasslands and aspen tree stands. The Plan Area lands were inventoried in 2014 and the EOS Study Area policies provide direction to the Approving Authority for the potential acquisition of open space by The City of Calgary.

### INTENT

EOS policies provide direction to the Approving Authority for the preservation of open space by The City for the purposes of

- a. protecting the Plan Area watershed and integrating critical ecological areas;
- b. enhancing air, soil and water quality;
- c. ensuring ecological integrity of public open spaces; and
- d. strengthening connections between natural areas and public parks.

### Policies

1. In the native grasslands and tree stands, which are identified as EOS but are not eligible for protection as Environmental Reserve, development should minimize disruption and fragmentation of natural habitats by incorporating natural vegetation, topography and adjacent water bodies into neighbourhood, site and building design, where practical and feasible.
2. Any road crossings of Environmental Reserve shall demonstrate how impact will be minimized, both during construction and in the final design.
3. If wetlands and/or water bodies on either side of Country Hills Boulevard are proposed to be connected, these connections should
  - a. ensure that any potential changes to existing wetland boundaries are studied at the Outline Plan/Land Use Amendment stage;
4. Retained connectivity of ecological networks, through EOS and the Green Corridor, shall be demonstrated at the Outline Plan/Land Use Amendment stage to ensure that natural areas are not isolated.
5. The Green Corridor link from the large wetland complex in the northeast of the Plan Area to Country Hills Boulevard shall consist of Environmental Reserve lands (i.e., restored wetlands) or should be augmented by
  - a. naturalized Municipal Reserve lands; and
  - b. restored or constructed wetlands, where feasible and appropriate.
6. Medium- to high-density residential development adjacent to Environmental Reserve should
  - a. ensure a pedestrian pathway between the private property and natural areas;
  - b. avoid solid and/or high fencing; and
  - c. interconnect local pathways with the Greenway, Regional Pathway or Green Corridor.
7. Commercial uses backing onto Environmental Reserve lands should
  - a. allow for public gathering space to be integrated with the natural areas;
  - b. avoid locating surface parking along the adjacent edge of the natural area;
  - c. allow direct pedestrian connection from the commercial uses to the pedestrian pathways within the natural area; and
  - d. coordinate landscape components, where appropriate, with the overall character of the neighbourhood.
8. The siting and articulation of buildings shall reinforce the sense of entry, frame views and provide visual connections to the Environmental Reserve.



Wetlands are an important part of the EOS Study Area in Cornerstone.

# 5.0 mobility

A person wearing a red shirt and a dark cap is riding a blue bicycle through a field of tall, golden-brown grass. The background shows a vast green field under a blue sky with scattered white clouds, suggesting a sunset or sunrise. The overall scene is peaceful and scenic.

The use of the grid network in the Plan Area is ideal for all modes of transportation. This section outlines policies regarding mobility in the Plan Area, including those intended to facilitate the use of active transportation as well as those intended to ensure the transit and street network function efficiently.

## 5.1 PEDESTRIAN AND BICYCLE CIRCULATION

A key goal of this ASP is to ensure the Plan Area is walkable and that alternative modes of transportation are efficient and desirable to use. This section further details how the Plan Area will function for pedestrians and cyclists.

### INTENT

In addition to sidewalks, the Regional Pathway and Green Corridor will form the network that pedestrians and cyclists can use to get around the Plan Area. The intent of these policies is to outline the pedestrian and cycling network, including detailed direction for the Regional Pathway and Green Corridor. Where a Green Corridor is identified on the Land Use Concept, it indicates an intention to connect natural systems with ecologically functioning corridors. The preferred alignment for Green Corridors is along an existing natural system.

In addition, the policies outline the foundation for a pedestrian and cycling connection across the large wetland in Neighbourhood 2, which will greatly improve pedestrian and cycling connectivity in the Community.

### Policies

#### General

1. Pedestrian and bicycle connectivity should be established between the Plan Area and facilities to the west and south of the Plan Area through future local road connections.
2. Sidewalks should be provided on both sides of streets to facilitate walkability and maximize pedestrian safety.

#### Regional Pathway

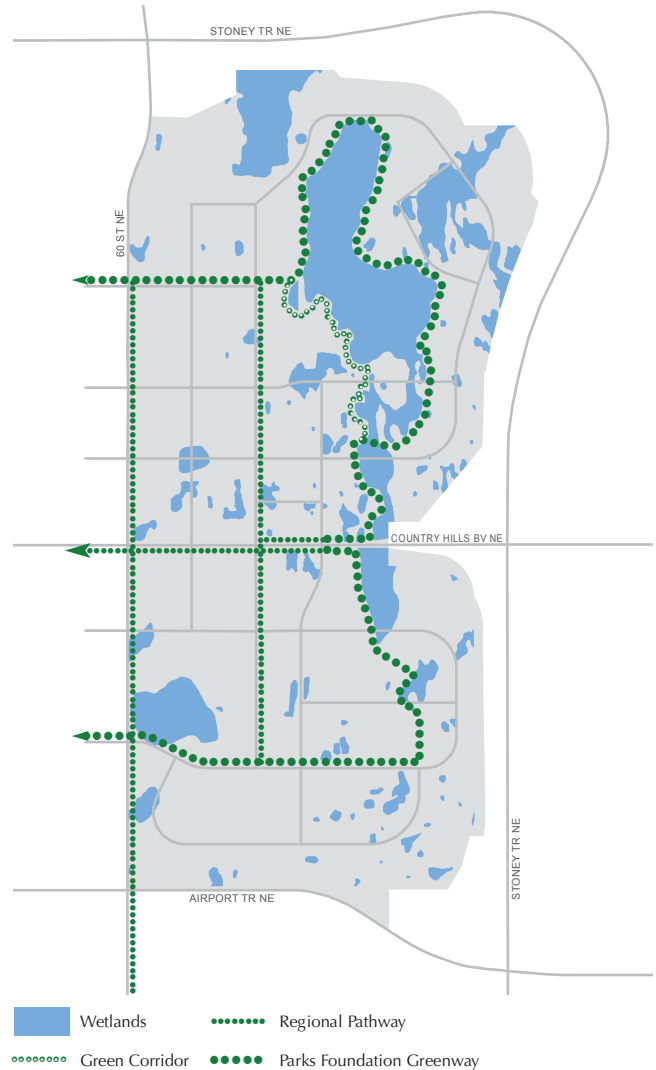
3. The regional pathway should
  - a. be aligned as shown on **Map 5: Pathways**; and
  - b. aim to provide a continuous network connecting the TSPA, MAC, recreational sites, LRT facilities, educational and community facilities, residential areas and connections beyond the Plan Area.
4. Where a Regional Pathway cannot be accommodated on-street, it may be accommodated adjacent to or on a sidewalk, subject to the Approving Authority.

#### Special Connections

5. A portion of the Regional Pathway and Green Corridor may be designated as the Calgary Greenway, under the Calgary Parks Foundation.
6. A connection should be provided spanning the large northeast wetland in an east-west fashion to facilitate greater pedestrian and bicycle connectivity within Community A.

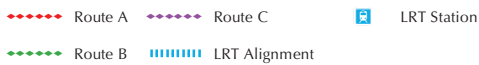
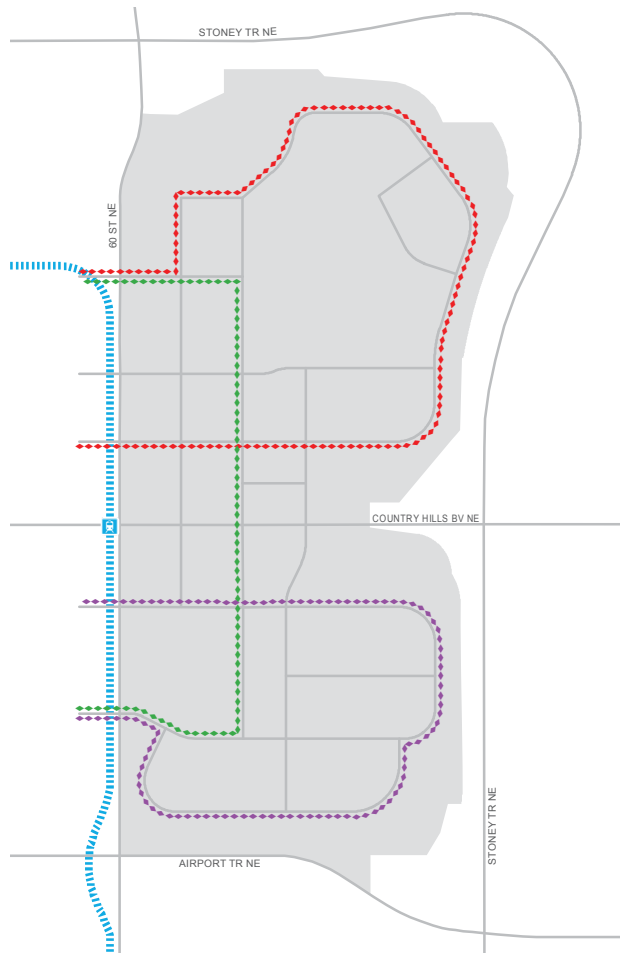
# pathways

map 5



# transit system

map 6



## 5.2 TRANSIT SERVICE

The use of the grid network in the Plan Area is ideal for transit service, allowing for linear routes and minimizing the number of turns. As well, the pedestrian connectivity the grid provides allows for maximum community coverage.

### INTENT

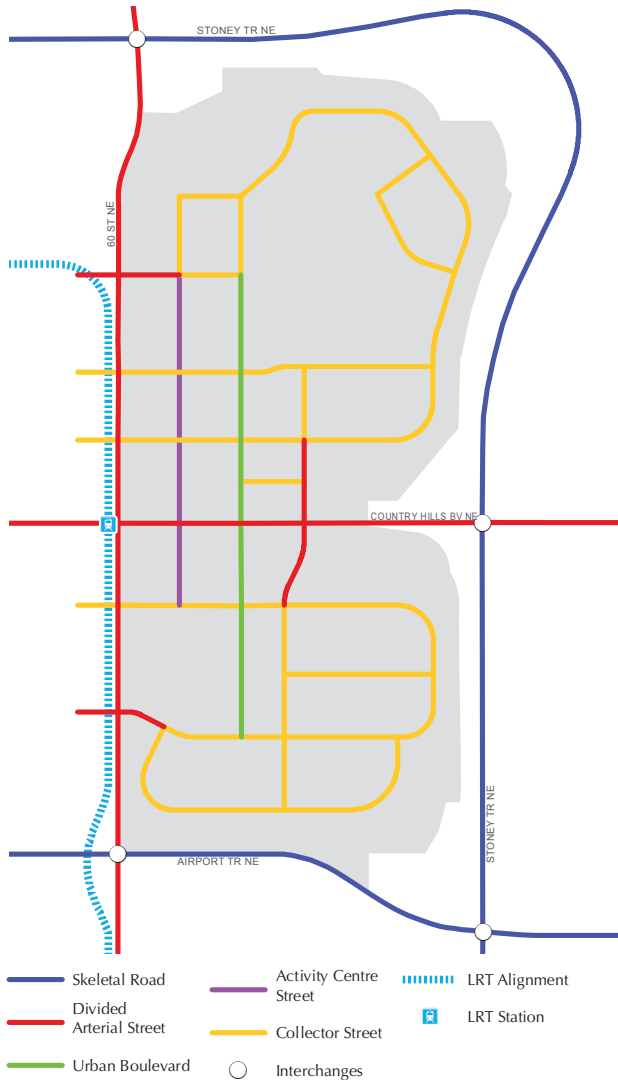
The Plan Area will be served by LRT and bus routes. The intent of these policies is to set the framework for direct, convenient and efficient transit service within the Plan Area.

### Policies

1. The transit routes are shown on **Map 6: Transit System** and shall be further refined at the Outline Plan/Land Use Amendment stage without requiring amendment to this Plan. Interim routing will also be determined at the Outline Plan/Land Use Amendment stage.
2. Detailed design of the LRT station shall be determined by Calgary Transit. The alignment will run north-south on the west side of 60 Street NE with a station located at approximately Country Hills Boulevard and 60 Street NE.
3. Notwithstanding the NCPG, at the Outline Plan/Land Use Amendment stage, applicants should design plans to serve 95% of homes and 100% of non-residential uses within a five-minute (400 m) walking distance of a bus stop.
4. Pedestrian connections to bus stops shall be direct. Where a barrier to pedestrian connection cannot be avoided (e.g., culs-de-sac, sound walls), additional pedestrian facilities may be required.
5. Where parking is located in front of a building, main entrances should be transit oriented and additional pedestrian facilities will be required.
6. Transit routes should minimize the number of turns while providing maximum community coverage.
7. Transit routes shall provide direct and convenient connections within the Plan Area and to and from the LRT station at Country Hills Boulevard and 60 Street NE.

# street network

map 7



## 5.3 STREET NETWORK

The street network is shown on **Map 7: Street Network**. The policies for the streets within and adjacent to the Plan Area are specific to four street types, in line with the *Complete Streets Guide*. They are as follows:

- Skeletal: Stoney Trail NE and Airport Trail NE
- Arterial: 60 Street NE and Country Hills Boulevard
- Livable: Urban Boulevard
- Local: Activity Centre Street, Collector streets and Residential streets

Please see *Section 8.0: Abbreviations and Definitions* for more information on street types and classifications.

### INTENT

This section outlines the street network within the Plan Area and harmonizes the need for motor vehicle movement and parking with the needs of pedestrian and cyclists. The network is designed to function as a grid where possible, ensuring multiple routes and connections. The streets are also appropriately sized for the anticipated amount of traffic they will carry and are not overly imposing on the public realm.

### Policies

1. Streets shall not be located over abandoned wells (see *Section 6.6: Oil and Gas Infrastructure*).
2. Where transit routes and on-street bicycle lanes are located on the same street, the street must be designed to accommodate both modes of travel safely.
3. The City will work with the developers to reduce street widths wherever possible with the intent of achieving infrastructure efficiencies for all stakeholders, a compact urban form, increased walkability and reduced impervious surface without comprising the policy intent related to public realm and street character.

### Skeletal Road Network

The Plan Area is bound by a network of Skeletal roads and Arterial streets that enable connections for people and goods within the Plan Area and beyond. An interchange has already been constructed at the intersection of Country Hills Boulevard and Stoney Trail.

### Policies

4. The regional road rights-of-way and the related proposed interchange locations should be aligned as shown on **Map 7: Street Network**.
5. Interchanges should be constructed at the following locations when demand warrants (subject to a Traffic Impact Assessment):
  - a. Stoney Trail and 60 Street NE;
  - b. Airport Trail and Stoney Trail; and
  - c. Airport Trail and 60 Street NE.

### Arterial Streets

Country Hills Boulevard and 60 Street NE are both classified as Arterial streets. These streets are important regional gateways to the Plan Area.

### General Policies

6. Arterial streets will be aligned as shown on **Map 7: Street Network**.
7. Signalized intersections will provide safe opportunities for pedestrians to cross Arterial streets. It is important to facilitate good pedestrian connections across Arterial streets; therefore, public transit stops and amenities that will attract pedestrians should be located near signalized intersections.

8. A sound attenuation study is required for residential lots adjacent to Arterial streets to determine sound attenuation requirements.
9. Where policy determines the need for sound attenuation adjacent to Arterial streets, sound walls are not the preferred solution. Architecture, road orientation and building siting can offer design solutions. If a sound wall is determined to be the best solution, then the wall should include decorative features.
10. On-street parking shall not be permitted along Arterial streets.
11. Amenity spaces should be oriented away from Arterial streets to reduce the need for sound attenuation walls.

### Country Hills Boulevard

12. Country Hills Boulevard should be specially designed to achieve Community integration through the incorporation of such measures as sidewalks on both sides and trees or shrubs within the median.
13. Commercial, mixed-use and/or multi-residential buildings should be oriented to Country Hills Boulevard to enhance the public realm, where possible.
14. Any Outline Plan/Land Use Amendment applications that border on Country Hills Boulevard should include a Concept Plan showing the full width of Country Hills Boulevard.
15. As part of the Outline Plan/Land Use Amendment application process the applicant is required to submit design drawings, cross-sections and plan views showing the design of the road and related features.

### Design Innovation

16. To achieve an active pedestrian realm adjacent to Arterial streets, the following design strategies should be evaluated at the Outline Plan/Land Use Amendment stage and implemented within the existing right-of-way if deemed appropriate by the Transportation department (subject to the Approving Authority):
  - a. allowing for on-street parking to be incorporated within the existing road right-of-way, in those locations that would complement the adjacent proposed land uses (provided the anticipated traffic demands can still be accommodated);
  - b. separating through-traffic from local traffic via liner streets or other design solutions;
  - c. incorporating street design elements designed to alert drivers to the high-density nature of the Major Activity Centre (MAC) and Transit Station Planning Area (TSPA) such that vehicle speed is managed appropriately for a high density environment;
  - d. designing intersections to minimize pedestrian crossing distances; and
  - e. allowing for reduced spacing of full-access intersections, and/or mid-block "right-in, right-out" access points to create shorter blocks and better integrate with the surrounding street networks.

17. Design innovations for Arterial streets must be to the satisfaction of all stakeholders, including the General Manager of Transportation.

### Liveable Streets

Liveable streets enable social interaction through walking, cycling and transit). This type of street accommodates all modes of transportation in a quality environment, with active modes taking precedence over private vehicle and goods movement.

18. An Urban Boulevard shall be located parallel to 60 Street NE as shown on **Map 7: Street Network**.

### Local Streets

Note that the street network shown on **Map 7: Street Network** does not include Residential streets, as these are proposed at the Outline Plan/Land Use Amendment stage. However, policy direction for Residential streets is provided below.

19. Collector streets shall be aligned as shown on **Map 7: Street Network**.
20. An Activity Centre Street shall be located as shown on **Map 7: Street Network**.
21. Street design shall include an enhanced public realm, including pedestrian amenities such as benches, garbage bins and landscaping.
22. Loading and storage facilities, and commercial service and delivery areas, should be located away from public streets and pathways. They should be visually screened and designed as integral parts of the development.
23. Servicing and off-street parking should be to the rear of buildings, where possible.
24. Public pedestrian pathways should connect rear lane parking areas with the sidewalks in front of the buildings.
25. The Residential street network should be laid out in a grid. Connections to Arterial and Collector streets from Residential streets should be maximized.
26. The layout of Residential streets should provide connections for all modes of travel that converge toward the MAC, NACs and CPA.



An Activity Centre Street will be located in the TSPA, featuring wide sidewalks with enhanced pedestrian amenities and on-street parking.

## 5.4 OFF-STREET PARKING

Parking facilities are required to serve commercial and residential uses in the Plan Area. This section outlines policies to ensure parking is integrated within the Plan Area in a way that is non-obstructive to the public realm.

### INTENT

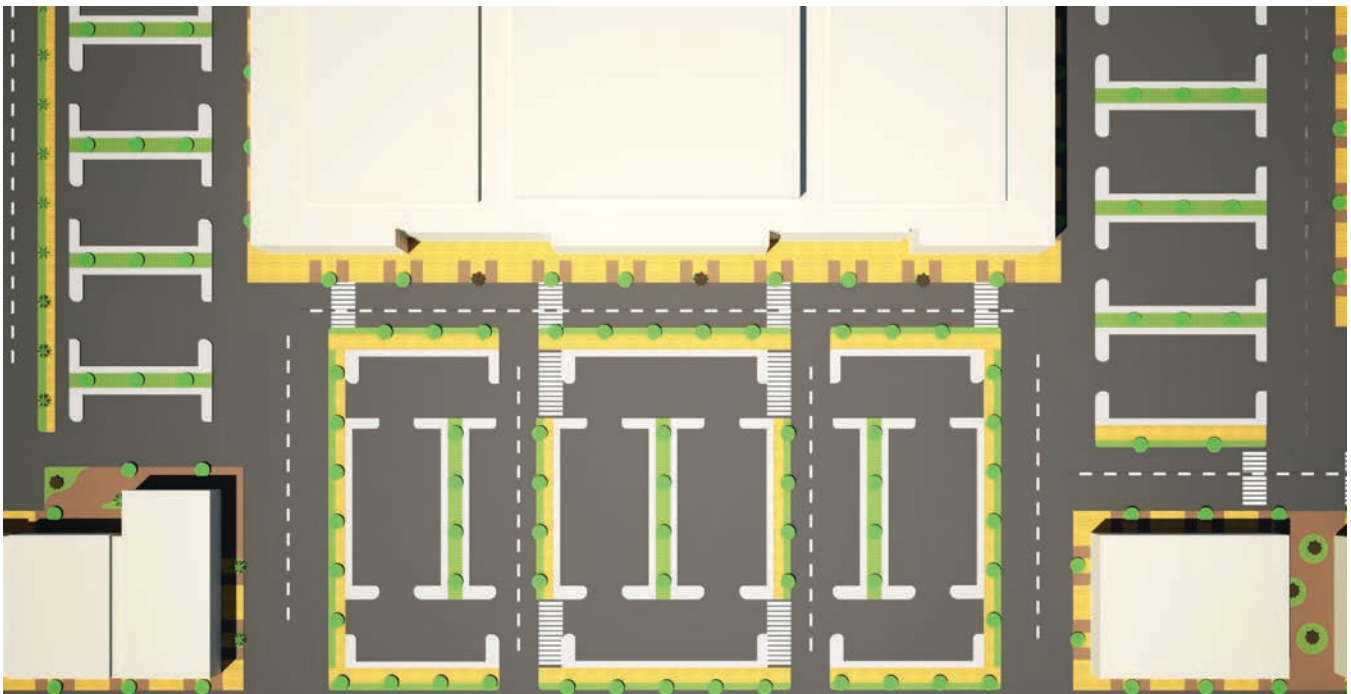
To provide for adequate parking that supports residential and commercial uses while reducing negative impacts on the public realm.

### Policies

1. Surface parking facilities should be designed to provide
  - a. safe, convenient sidewalk and pathway connections for pedestrians and cyclists to access building entrances; and
  - b. convenient and efficient access for motorists.
2. Surface parking facilities should be distributed to shorten distances between buildings and public sidewalks and to reduce the overall scale of the paved surface.
3. Surface parking for large-format retail uses should be designed as block-based to allow for safe pedestrian routes and for redevelopment over time.
4. Applicants should provide only the minimum number of parking spaces required by the Land Use Bylaw.



Surface parking lots should incorporate safe, convenient sidewalk connections for pedestrians to move through them.



Surface parking should be designed as block-based to allow for redevelopment and intensification over time.

# 6.0 utility infrastructure



This section outlines policies intended to ensure the Plan Area is fully serviced by utilities, water services, sanitary services and stormwater management facilities.



## 6.1 UTILITIES

Please note that intersections of water and/or sanitary and/or storm utility lines should not be co-located with abandoned pipelines. See *Section 6.6: Oil and Gas Infrastructure* for more detail.

### INTENT

The intent of these policies is to ensure that adequate utility infrastructure is provided and ideally aligned to serve urban development throughout the Plan Area.

### Policies

1. Utility alignments should be refined at the Outline Plan/Land Use Amendment stage without an amendment to this ASP.
2. Prior to Outline Plan/Land Use Amendment approval, the applicant shall submit studies and information determined necessary to identify the location and alignment requirements for utilities within the development.
3. Utilities should be aligned to avoid Environmental Open Space lands and minimize the impact on natural features unless otherwise approved by The City of Calgary Parks and Water Resources.
4. Provision of the municipal water, sanitary sewer and stormwater system shall comply with the policies in *Section 7.1: Growth Management*.
5. Alignments shall occur after the removal of oil and gas infrastructure as specified in *Section 6.6: Oil and Gas Infrastructure*.



Utilities will need to be extended to serve the Plan Area.

## 6.2 GREEN INFRASTRUCTURE

Green infrastructure is an interconnected network of natural and engineered elements that provide ecological services (e.g., water filtration, air filtration and food production) in urban environments.

### INTENT

The intent of these policies is to allow for ecological functions to be maintained within an urban context. This includes but is not limited to aquatic systems and natural habitats.

### Policies

1. The EOS Study Area provides a starting point for discussion between an applicant and The City of Calgary Parks and Water Resources at the Outline Plan/Land Use Amendment stage to determine what elements should be included in the Green Infrastructure network.
2. Additional linkages, where appropriate and feasible, may be added to the EOS Study Area and Green Corridor to incorporate ecological functions within the built environment. This may include, but is not limited to, the following:
  - a. elements of Low-Impact Development;
  - b. tree-lined streets;
  - c. community gardens;
  - d. hedge rows;
  - e. naturalized Municipal Reserve land; and
  - f. clustered vegetation plantings.

## 6.3 WATER SERVICES

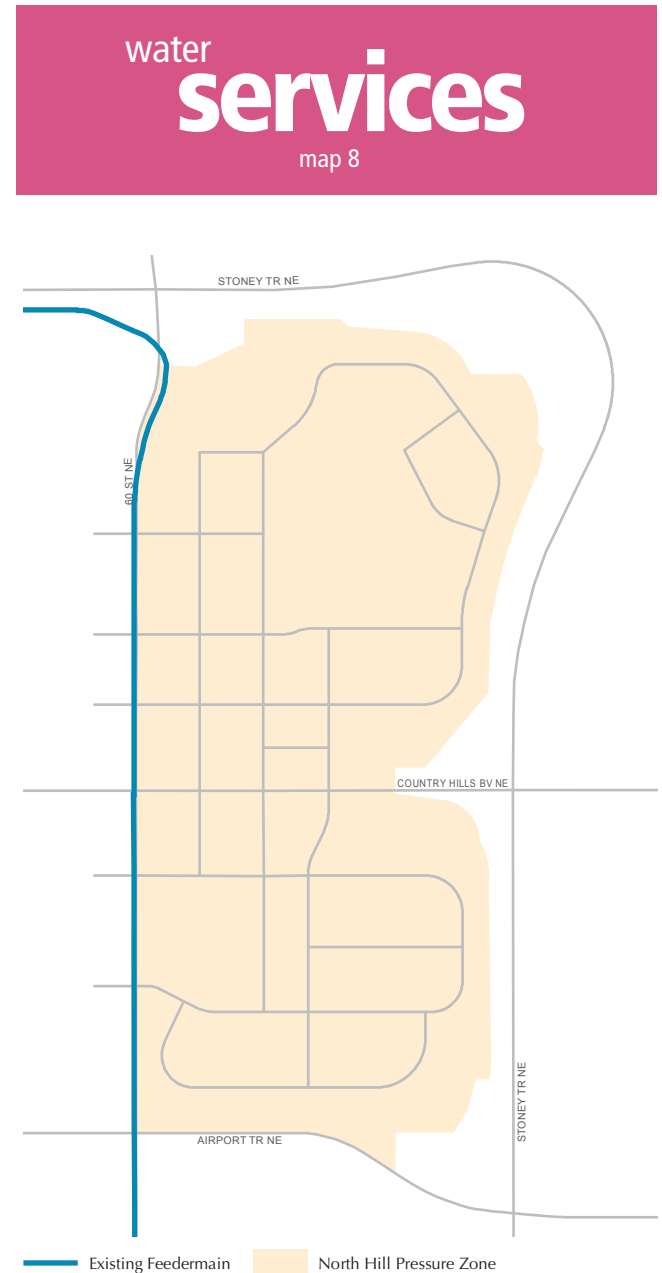
The Plan Area is entirely within the North Hill Pressure Zone and is serviced by the existing 60 Street NE feedermain, as shown on **Map 8: Water Services**. At the time of approval of this ASP (July 2014), the water distribution system that services the Plan Area has all local City-funded water servicing in place for the full development of the Plan Area (determined by The City of Calgary).

### INTENT

The intent of these policies is to provide for a suitably designed water supply system to serve the full build-out of the Plan Area.

### Policies

1. Alternative and more cost-effective alignments and locations may be considered at the Outline Plan/Land Use Amendment stage.
2. Any proposed distribution systems for an Outline Plan/Land Use Amendment application shall be reviewed and if required, modelled by The City of Calgary Water Resources as part of an Outline Plan/Land Use Amendment application.
3. The City of Calgary Water Resources shall identify off-site distribution mains and/or transmission feeder mains that may require installation to serve an Outline Plan/Land Use Amendment application area.



## 6.4 SANITARY SERVICING

The Plan Area includes two sanitary catchment areas that collect along 128 Avenue NE and Country Hills Boulevard into future sanitary trunks called the North Ridge MacDonald Sanitary Trunks.

A Funding and Financing Agreement should not be required for any City-funded stormwater infrastructure within the Plan Area.

### INTENT

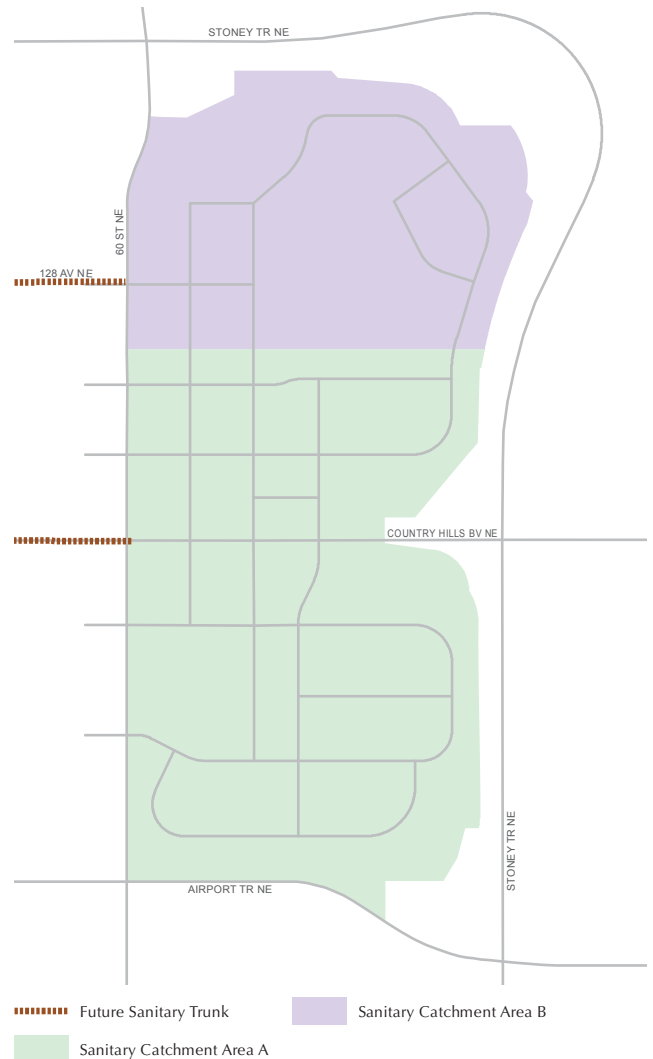
The intent of these policies is to ensure the development of a suitable and efficient sanitary sewer system to serve the full build-out of the Plan Area.

### Policies

1. Future development in the Plan Area should be served by extensions to the existing or future North Ridge MacDonald Sanitary Sewer Trunks as required and as identified on **Map 9: Sanitary Services**.
2. The City of Calgary Water Resources shall identify offsite sanitary trunks that may require installation to serve an Outline Plan/Land Use Amendment application area.

## sanitary services

map 9



## 6.5 STORMWATER MANAGEMENT

The Plan Area is located in the Bow River watershed basin and the Nose Creek storm catchment. At the time of approval of this ASP (July 2014), a Master Drainage Plan is under preparation for the Plan Area. Stormwater from the development is expected to drain west of the Plan Area along 128 Avenue NE and Country Hills Boulevard.

A Funding and Financing Agreement should not be required for any City-funded stormwater infrastructure within the Plan Area.

### INTENT

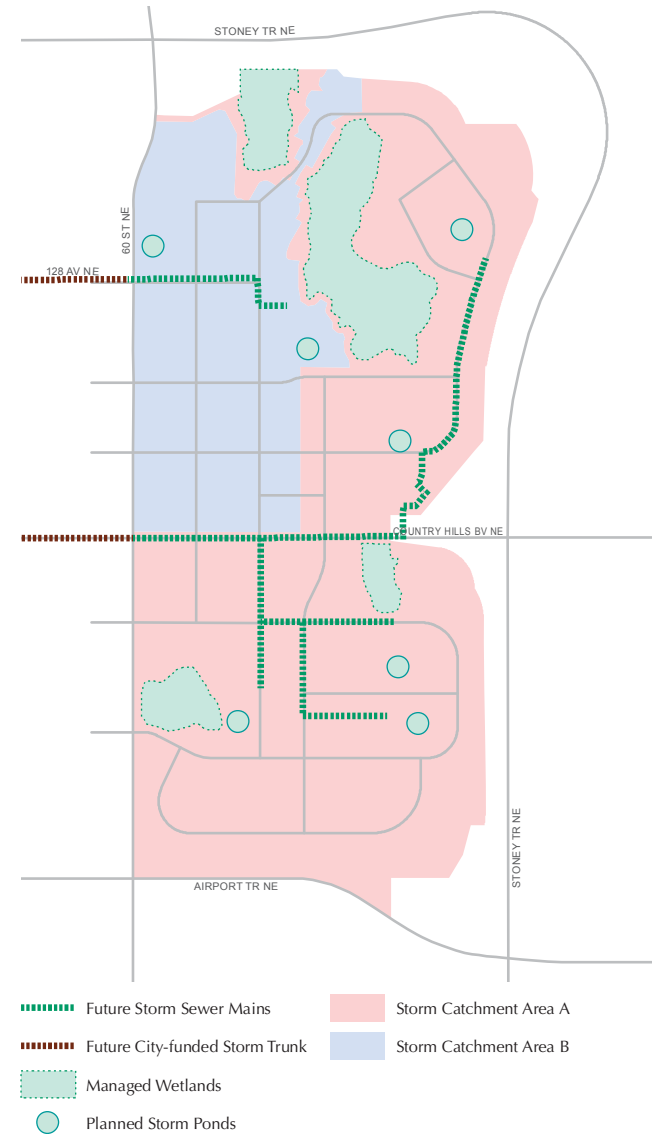
The intent of these policies is to provide for the design and development of a suitable and efficient stormwater management system to serve urban development, while preserving, to the extent possible, the local ecological network and significant wetlands within and beyond the Plan Area.

### Policies

1. Future development in the Plan Area should be served by extensions to the existing or future North Ridge MacDonald Stormwater Trunks as required and as identified on **Map 10: Stormwater Services**.
2. Recommendations for maximum allowable release rate and run-off volume control targets identified within the Nose Creek Watershed Water Management Plan (2007) shall be adhered to for the Plan Area.
3. Stormwater detention ponds may be located in Environmentally Significant Areas subject to the Approving Authority.
4. To the extent possible, school and recreation sites should not be located on land needed for stormwater ponds.
5. Amendments to the Master Drainage Plan significant enough to alter drainage philosophy or land use may require an amendment to **Map 10: Stormwater Services**.
6. Any revisions to the Master Drainage Plan should be done in conjunction with the Staged Master Drainage Plan and should consider all impacted stormwater catchments (including areas beyond this ASP’s boundaries, for which drainage system modifications are required to sustain stream courses, wetlands or other hydrologic features and functions). Revisions may not require an ASP amendment, dependent on the extent of changes and at the discretion of the Approving Authority.
7. Where the discharge of stormwater to privately owned lands is proposed, a public utility easement(s) or equivalent legal instrument, to the satisfaction of the Approving Authority, shall be registered against the title of the subject lands addressing and resolving issues relating to the discharge of the stormwater flow to those lands.

# stormwater services

map 10



## 6.6 OIL AND GAS INFRASTRUCTURE

With urban development encroaching on oil and gas facilities, it is important that public safety and coordination of urban development and resource extraction are considered as a part of all approved developments. Please see *Appendix C: Risk Assessment Requirements* for more information regarding Risk Assessments.

### INTENT

The intent of these policies is to minimize potential hazards and disruption of future urban development areas due to oil and gas infrastructure. Appropriate public notification and preparedness is required.

### Policies

#### General

1. The City of Calgary may limit, delay or not allow development to start in areas determined to have unacceptable levels of risk for the proposed uses (i.e., where consequence of failure of oil and gas infrastructure or probability of failure is deemed to be greater than can be reasonably removed or reduced to a level acceptable to The City).
2. The City of Calgary may limit, delay or not allow the development of sensitive uses (e.g., schools, daycares, older adult housing, supported care facilities, etc.) in areas determined to be at unacceptable risk for the proposed uses based on a Risk Assessment accepted by The City (i.e., where consequences of failure of oil and gas infrastructure is deemed to be greater than can be reasonably removed or reduced to a level acceptable to The City).

#### Abandoned Wells

3. The City of Calgary shall not provide credit for Municipal Reserve or Municipal School Reserve located within Alberta Energy Regulator (AER) abandoned well setbacks.
4. Pending the results of a Risk Assessment, abandoned wells may or may not be incorporated into Municipal Reserve or Municipal School Reserve areas at the discretion of the Approving Authority.
5. Roads shall not be located over abandoned wells.

#### Abandoned Pipelines

6. Lands containing pipeline rights-of-way should have separate title. All land uses on pipeline rights-of-way shall have regard for these facilities.
7. Intersections of water, sanitary or stormwater utility lines; roads; and parcels where new building construction will take place should not be co-located with abandoned pipelines. At the discretion of the Approving Authority, an environmental assessment of a pipeline right-of-way where the pipeline has been removed may be required to demonstrate that land is suitable for the intended use.

8. The City shall not grant credit for Municipal Reserve land containing pipeline rights-of-way. Rather, this land will be designated as "non-credit Municipal Reserve."
9. Crossing and access agreements must be in place prior to Tentative Plan approval over lands encumbered by a pipeline right-of-way.
10. Pathways and other recreational uses may be permitted on pipeline rights-of-way at the discretion of the Approving Authority and in discussion with the pipeline operator.

### Application Requirements

11. A Risk Assessment shall be required prior to, or in conjunction with, an Outline Plan/Land Use Amendment application for land on which oil and gas facilities and their associated setbacks are present. Terms of Reference for this Assessment are to be developed in consultation with The City of Calgary. This Assessment shall be used by The City of Calgary to determine whether the proposed development should be subjected to a greater setback distance and whether additional mitigation measures should be integrated at the time of development.
12. Prior to the pre-application for an Outline Plan/Land Use Amendment with lands in a setback area of oil and gas infrastructure, the applicant must consult with the operator and AER.
13. With each Tentative Plan/Subdivision application, the applicant shall update the Risk Assessment with any changes to oil and gas infrastructure to ensure that it is current.
14. The City of Calgary shall circulate to the AER any Outline Plan/Land Use Amendment application within 1.5 km (0.9 mi) of sour gas infrastructure.
15. Applicants (or whoever is marketing development) shall be required to provide prospective buyers with information outlining the existence of sour gas facilities in areas determined to be at potential risk (based on a Risk Assessment accepted by The City).



# 20 Implementation

Key to realizing the vision of this ASP is its successful implementation. This section outlines policies to ensure it is interpreted correctly and implemented in the manner in which it was intended.

## 7.1 GROWTH MANAGEMENT

This section outlines policies that ensure development within the Plan Area is aligned to the municipal budgeting and growth management prioritization process.

### INTENT

The growth management prioritization process is intended to provide for clear and effective decision-making that allows City Council to decide directly on the coordination of growth and servicing within the Plan Area. Such a process helps to ensure that development in the Plan Area proceeds in an efficient and economical manner in coordination with municipal budgeting. This process involves the application of a Growth Management Overlay to the Plan Area as shown on **Map 11: Growth Management Overlay**. The Overlay serves to direct development in the Plan Area strategically to lands where growth management issues have been resolved. Additionally, suggested staging of development is provided in *Appendix D: Development Staging*.

### Policies

1. The Growth Management Overlay will be located as shown on **Map 11: Growth Management Overlay**.
2. Removal of the Growth Management Overlay shall occur in accordance with the NCPG prior to an Outline Plan/Land Use Amendment application being accepted by The City of Calgary.
3. Removal of a portion of the Overlay shall be approved by Council by amendment to the Cornerstone ASP prior to The City approving an application for an Outline Plan/Land Use Amendment.
4. *During the 2015 June 15 public hearing, Council approved removal of the Growth Management Overlay within the Cornerstone ASP.* **Bylaw 15P2015**

## 7.2 REGULATORY PROCESS

This ASP sets out the framework for the development of the Plan Area over time. As such, this ASP needs to be monitored and reviewed until such time as the Plan Area fully builds out. This section outlines the ASP timeframe and the requirements for reviewing this ASP.

### ASP Timeframe

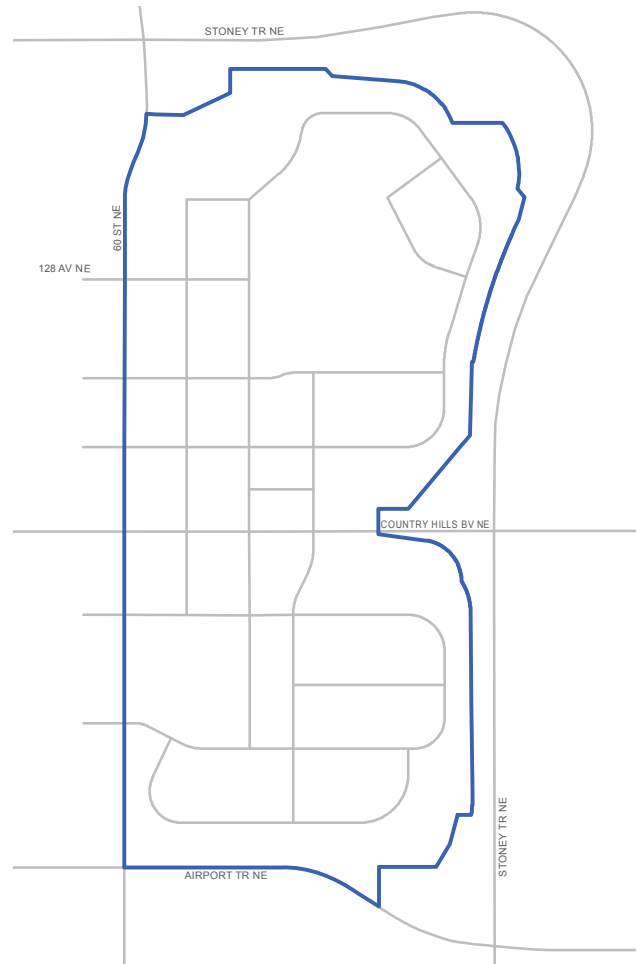
This ASP is future oriented and depicts how the Plan Area is to be developed over an extended period of time through a series of public and private sector initiatives. Cornerstone is the highest-ranked growth area without an ASP in place at the time of adoption (July 2014).

### Monitoring and Review

The policies within this ASP will be monitored over time in relation to development, the Municipal Development Plan and the NCPG to ensure they remain current and relevant. Where determined necessary, these policies will be updated through the plan amendment process either generally or in response to a specific issue. To ensure this ASP serves as a living document that reflects new policies adopted by Council over time, it should be reviewed and updated every 10 years from the time it is adopted until the Approving Authority considers the Plan Area fully built-out.

# growth management overlay

map 11



Growth Management Overlay Removed\*

\* Development applications within the Plan Area will be subject to detailed analysis and conditions as required through the application review process. Other servicing or infrastructure requirements may be required.

### 7.3 ACHIEVING MINIMUM INTENSITIES

Ensuring minimum thresholds are met is key to realizing the vision of this ASP. Meeting minimum intensity thresholds will provide for a level of activity that will sustain the provision of local services and amenities, such as retail and transit. It will also contribute to the vibrancy of the Communities and Neighbourhoods.

#### INTENT

To use land efficiently, minimum intensity thresholds and density targets are applied to the Plan Area. These thresholds and targets vary depending on the proposed land use. The intent of the following policies is to provide clarity regarding what the intensity and density targets are, and where they apply.

#### Policies

1. Development within the Plan Area shall comply with the minimum intensity thresholds and density targets presented in **Table 2: Minimum Intensity Thresholds and Density Targets**.
2. Due to the regional nature of Country Hills Boulevard and 60 Street NE, these roads should not be included as part of the gross developable land area when calculating the minimum density and intensity requirements.

### 7.4 INTERMUNICIPAL COORDINATION

The Plan Area is bordered by Rocky View County to the north and east (separated by Stoney Trail). Historically, the lands in the Plan Area were part of Rocky View County. Annexations of Rocky View County lands by The City of Calgary in 1989 and 2007 have resulted in the present urban-to-rural interface. The 2007 annexation agreement between Rocky View County and The City led to the identification of planning principles which were refined through the 2011 Rocky View/Calgary Intermunicipal Development Plan (IDP). A portion of the Cornerstone Plan Area is included in the IDP Policy Area.

#### INTENT

The intent of these policies is to ensure that Rocky View County and The City of Calgary work collaboratively with regulatory agencies and other stakeholders to develop coordinated planning for geographical areas of mutual interest.

#### Policies

1. The City of Calgary shall consult with Rocky View County on intermunicipal planning, transportation and servicing matters that may arise within the IDP Policy Area of the Cornerstone Plan Area to achieve cooperative and coordinated outcomes.
2. To address intermunicipal interests, The City of Calgary shall work with Rocky View County to develop a coordinated planning process and ensure continued meaningful communication between the two entities.
3. The City of Calgary shall circulate all development and planning proposals within the IDP Policy Area (within the Cornerstone Plan Area) in accordance with current Rocky View County/City of Calgary IDP policies.

**Table 2: Minimum Intensity Thresholds and Density Targets**

Area	Description	Intensity <sup>1</sup>	Density <sup>2</sup>
Overall Community	Community A and Community B	Minimum 60 Ultimate 70 <sup>3</sup>	N/A
Neighbourhood Area	All Residential Uses within a Neighbourhood (see Map 3: Land Use Concept, “Neighbourhood Area”), including NACs and the CPA	N/A	20 (8)
Neighbourhood Activity Centre	All land within a NAC	100	N/A
Corridor Planning Area	All gross developable residential area within the CPA	N/A	29–37 (12–15)
Transit Station Planning Area <sup>4</sup>	All land within the TSPA, excluding the MAC	100	N/A
Major Activity Centre <sup>5</sup>	All land within the MAC (approximately 250 m radius from the LRT station)	200	N/A

<sup>1</sup> Measured in people and jobs per gross developable hectare.

<sup>2</sup> Measured in units per gross developable residential hectare (acre).

<sup>3</sup> At full build-out.

<sup>4</sup> The intensities within the TSPA shall not be included in the gross Neighbourhood minimum density targets for the Neighbourhoods the TSPA is located in. However, intensities within the TSPA shall be included in the overall Community intensity targets.

<sup>5</sup> The intensities within the MAC shall not be included in the gross Neighbourhood minimum density targets for the Neighbourhoods the MAC is located in.



## 7.5 INTERPRETATION

Accurate interpretation of this ASP is key to achieving its goals.

### INTENT

The intent of these policies is to ensure accurate interpretation of this ASP.

### Map Interpretation

#### Policies

1. Unless otherwise specified in this ASP, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will 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 or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the Approving Authority at the time of application.
2. No measurements of distances or areas should be taken from the maps in this ASP.
3. All proposed Land Use Areas, Neighbourhood boundaries and road alignments may be subject to further study and will be further delineated at the Outline Plan/Land Use Amendment stage. No amendment to this ASP will be required as long as the intent of the applicable policies is maintained.
4. In the case of the EOS Study Area, where adjustments to the extent of the EOS are made, the policies of the adjacent Land Use Area apply without requiring an amendment to maps within this ASP, including but not limited to **Map 3: Land Use Concept**.

### Policy Interpretation

#### Policies

5. Where an intent statement accompanies a policy, it is provided only to illustrate the purpose of and enhance the understanding of a policy. Should an inconsistency arise between the intent statement and a policy, the policy will take precedence.
6. Most policies are written in the active tense, as deliberate statements or plans indicative of the direction that The City is proposing for future development or desired outcomes. In some of these policies, the word "should" is explicitly used to clarify the directional nature of the statement. Policies that use the active tense or "should" will be applied to all situations, unless it can be clearly identified to the satisfaction of the Approving Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Approving Authority.

7. In some cases, policies are written to apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required. The words "require," "must," "will" or "shall" are used within these policy statements and will be applied to all situations.

### Appendix Interpretation

#### Policies

8. The Appendices are provided for information only and do not form part of the statutory portion of this ASP.

#### Plan Limitations

Policies in an ASP are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose, as detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for Outline Plan/Land Use Amendment, Subdivision or Development Permit approval.

## 7.6 APPLICATION REQUIREMENTS

Applicants must meet a number of requirements when submitting a development application for the Plan Area.

### Application-Based Plan Amendments

Any changes to the text or maps in this ASP may require an amendment, in accordance with the Municipal Government Act. Where an amendment to this ASP is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

### Historical Resources Act Clearance

Historical Resources Act Clearance was granted by Alberta Culture during the creation of the Cornerstone ASP.

### INTENT

The intent of these policies is to ensure places in the Plan Area containing historic resources are identified as per Provincial legislation.

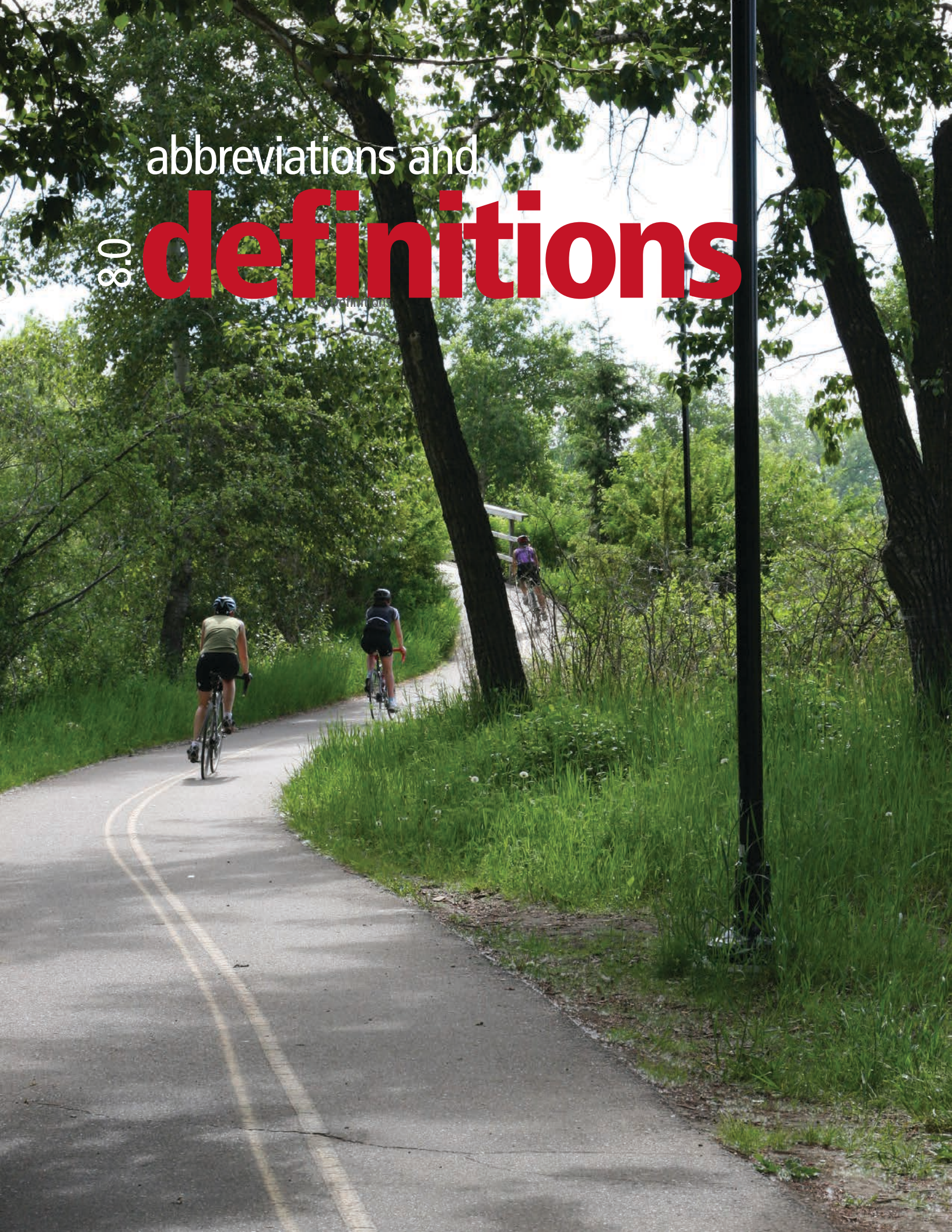
#### Policies

1. Prior to Outline Plan/Land Use Amendment application approval, an Historical Resources Impact Assessment (HRIA) report may be required by the Province, as determined by Alberta Culture.
2. Future development proposals in the Plan Area (including subdivisions and related infrastructure, etc.) shall be referred to the Historic Resources Management Branch for review by Alberta Culture.
3. Where required, the applicant shall, to the satisfaction of Alberta Culture, undertake protective or mitigative measures identified in an HRIA report.

abbreviations and



# definitions



## Abbreviations

AER	Alberta Energy Regulator
ASP	Area Structure Plan
CPA	Corridor Planning Area
CTP	Calgary Transportation Plan
EOS	Environmental Open Space
ER	Environmental Reserve
GDHa	Gross Developable Hectare
GDRHa	Gross Developable Residential Hectare
HRIA	Historical Resources Impact Assessment
IDP	Intermunicipal Development Plan
JUCC	Joint Use Coordinating Committee
JUS	Joint Use Site
MAC	Major Activity Centre
MDP	Municipal Development Plan
NAC	Neighbourhood Activity Centre
NCPG	New Community Planning Guidebook
TSPA	Transit Station Planning Area

## Definitions

The following definitions shall apply. In the case where a definition differs from The City of Calgary Land Use Bylaw (1P2007), the Land Use Bylaw shall prevail.

### A

**Active Transportation:** Any form of human-powered transportation including, but not limited to, walking, running, cycling, using a wheelchair, in-line skating or skateboarding.

**Alberta Energy Regulator (AER):** An independent, quasi-judicial agency of the Government of Alberta that regulates the safe, responsible and efficient development of Alberta's energy resources: oil, natural gas, oil sands, coal and pipelines.

**Approving Authority:** The Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the context implies.

**Arterial Street:** A type of street that accommodates all modes of transportation in a quality environment. Arterial Streets provide reasonably direct connections between multiple communities and major destinations and may include green infrastructure -such as vegetated swales, rain gardens, and native vegetation. Arterial classifications include Arterial Streets and Local Arterials.

### C

**Calgary Planning Commission:** The Calgary Planning Commission constituted pursuant to the Calgary Planning Commission Bylaw.

**Calgary Transportation Plan:** The document that guides the transportation system and its development in Calgary.

**The City:** The Corporation of The City of Calgary.

**Collector Street:** A low to moderate-capacity street type that serves to move traffic from local residential streets to higher capacity streets such as Arterials.

**Complete Community:** A logical, physical and social planning area defined by significant natural or constructed features and containing an adequate population base to support schools, parks and community facilities.

**Corridor Planning Area:** The development flanking the Urban Boulevard. The Corridor Planning Area is intended to be pedestrian-oriented with street-fronting development.

### D

**Density:** A measure of the number of dwelling units on a parcel of land, expressed in units per hectare (calculated using GDRHa versus GDHa). This measure is used for Neighbourhood Areas only.

**Development Permit:** A Development Permit indicates permission from the Approving Authority for construction or changes of use in accordance with The City of Calgary Land Use Bylaw.

### E

**Employment Uses:** Uses which are employment intensive and determined to be compatible and appropriate in the context of employment areas such as Activity Centres. Employment Uses may include, but are not limited to, offices, manufacturing plants, colleges and laboratories. They do not include retail uses.

**Environmental Open Space (EOS) Study Area:** A city-wide network composed of the river valley system, the urban forest, Environmentally Significant Areas and natural environment parks. Lands within the EOS qualify as both or either Environmental Reserve or Environmentally Significant Area. Where an area identified as EOS is not protected or acquired, it may be developable according to the policies of this Area Structure Plan.

**Environmental Reserve:** From the Municipal Government Act, section 664(1) Subject to section 663, a subdivision authority may require the owner of a parcel of land that is the subject of a proposed subdivision to provide part of that parcel of land as environmental reserve if it consists of (a) a swamp, gully, ravine, coulee or natural drainage course; (b) land that is subject to flooding or is, in the opinion of the subdivision authority, unstable; or (c) a strip of land, not less than 6 m in width, abutting the bed and shore of any lake, river, stream or other body of water for the purpose of (i) preventing pollution, or (ii) providing public access to and beside the bed and shore.

**Environmentally Significant Area:** A natural area that has been inventoried prior to potential development and which, because of its features or characteristics, is significant from an environmental perspective to Calgary and has the potential to remain viable in an urban environment. (See the Open Space Plan for a complete definition.)

### G

**Green Infrastructure:** An interconnected network of natural green and engineered green elements applicable at multiple scales in the land use and mobility framework. Natural green elements include the conservation and integration of traditional green elements such as trees, wetlands and riparian areas and parks. Engineered green elements include systems designed to mimic ecological functions or to reduce impacts on ecological systems.

**Gross Developable Area:** Gross Developable Area (acre or hectare) is equivalent to the total developable area of a parcel of land. It is also used as the base measurement for intensity.

**Gross Developable Acre/Hectare:** Gross developable acre/hectare is calculated by starting with the gross area of land and deducting non-developable lands.

**Gross Developable Residential Area/Hectare:** Gross Developable Residential Area is the total developable area available for general residential development. It is also used as the base measurement for density. GDRA is calculated by starting with the gross area of land and deducting non-developable land and land required for regional uses.

## I

**Institutional Use:** Use of land, buildings or structures for the purpose of religious, charitable, educational, health, welfare or correctional activities. Institutional uses may include, but are not limited to, Places of Worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities, medical clinics, cemeteries and daycare centres.

**Intensification:** The development of land at a higher Intensity than currently exists. Intensification can be achieved through redevelopment, development of vacant or underutilized land, conversion of existing buildings to a higher-intensity use or through infill development in previously developed areas.

**Intensity:** A measure of the concentration of people and jobs within a given area (Gross Developable Area) calculated by totaling the number of people either living or working in an area.

**Intermunicipal Development Plan:** A statutory plan that is jointly prepared by neighbouring municipalities which includes areas of land lying within the boundaries of the municipalities, as they consider necessary. Intermunicipal Development Plans are further defined in the Municipal Government Act.

**Internal Street:** An industrial major road, standard road or other type of road that provides internal access to sites within the Plan Area and connections to the regional road network.

## J

**Joint Use Site:** Lands set aside for or including a school building, a location for a school building or a school or community playing field with facilities and grounds accessible to both school and non-school users.

## L

**Land Use Area:** Refers to one of the categories of land uses delineated on the Land Use Concept and described in one of the policy sections of the ASP.

**Land Use Bylaw:** Refers to The City of Calgary Land Use Bylaw (1P2007), as it may be amended or replaced from time to time.

**Leading Infrastructure:** The core infrastructure required at the start of development, including water, sanitary sewer, stormwater, transportation and emergency response facilities.

**Liveable Streets:** Liveable Streets enable social interaction (e.g., walking, cycling and transit) and include Urban Boulevards. A type of street that accommodates all modes of transportation in a high quality environment, with active transportation taking precedence over private vehicle and goods movements.

**Low-Impact Development:** An approach to land development that uses various planning and engineering practices and technologies that create and/or utilize natural resource systems to replace traditional engineering systems, reducing infrastructure costs.

## M

**Master Drainage Plan:** A stormwater drainage plan prepared for a large drainage area, usually serviced by one or more outfalls.

**Mixed Use:** The development of land, a building or a structure with two or more types of uses such as residential, office and retail.

**Multi-Residential Development:** A residential development of one or more buildings, each containing a minimum of three units in total.

**Municipal Development Plan (MDP):** The planning policy document guiding growth and development within the city. It reflects the kind of community Calgarians would like to see in the future. It is visionary, strategic and long-term, and provides the basis for actions and decisions to both protect and improve quality of life for all Calgarians, present and future.

**Municipal Reserve:** Reserve land used for park purposes.

## N

**Neighbourhood:** A portion of a community generally based on a quarter section of land or equivalent area (65 ha; 160 ac), in which residents are within a five-minute walk of a Neighbourhood Activity Centre.

**Neighbourhood Activity Centre (NAC):** Neighbourhood Activity Centres provide opportunities for residential Intensification, local jobs, retail services and civic activities. In new Communities, NACs should be planned at the outset through the Area Structure Plan process.

**Neighbourhood Area:** The Neighbourhood Area is the residential catchment area outside of the NAC. It consists of primarily residential uses with a variety of housing types and a street network that connects residents, jobs and commercial services through direct automobile, transit, bicycle and pedestrian routes.

**Net Developable Area:** The area that is available for development after undevelopable land has been removed.

**O**

**Oil and Gas Facilities:** Oil and gas wells, oil and gas or product pipelines, batteries, processing plants and high-pressure natural gas lines.

**Outline Plan/Land Use Amendment Application:**

Detailed planning and design of new communities, or the redevelopment of large areas of existing communities, is done through the Outline Plan and subdivision process. This involves design details such as the preservation of environmental areas, open space locations and reserve dedications, development patterns, land use mixes and local street networks.

**P**

**Pedestrian-Oriented Development:** An environment facilitating safe, convenient, attractive and comfortable foot travel for pedestrians of all ages and abilities. Design elements include providing direct pedestrian routes, safety, separation of pedestrians from traffic, attractiveness of the pedestrian route including visual interest, street furniture, sidewalk width and material, intersection treatment, curb cuts, ramps and landscaping.

**The Province:** The Province of Alberta.

**R**

**Regional Pathway:** A city-wide linear network that facilitates non-motorized movements for recreation and transportation purposes. It connects communities by linking major parks, recreation facilities and natural features. The regional pathway system may also link other major community facilities such as schools, community centres and commercial areas.

**Residential Streets:** A group of street types that serve the residential areas at the lower level. These are Residential M, Residential M-L and Residential SW-L and are not shown at the ASP level.

**Risk Assessment:** The process of identifying and documenting actual and perceived risks to human health or the environment, to allow further evaluation and appropriate responses. Risk Assessments should include potential risks, their likelihood, their consequences and proposed mitigation measures.

**S**

**Skeletal Road:** A high-volume road that promotes the movement of vehicular traffic over longer distances, typically operating at high speeds and having little direct access and interaction with adjacent land uses. Skeletal roads may present opportunities to implement green infrastructure to maximize water infiltration; slow, detail and filter roadway runoff; and preserve and enhance biodiversity.

**Street-Oriented Development:** Design that supports orienting building frontages and primary entranceways towards the street rather than internal to a site.

**T**

**Transit-Oriented Development:** A compact, mixed-use Community within walking distance of a transit stop that mixes residential, retail, office, open space and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by vehicle.

**U**

**Urban Boulevard:** A street type that forms the backbone of Urban Corridors and Activity Centres. It gives the highest priority to walking, cycling and transit, but accommodates reasonably high volumes of vehicular traffic. Urban Boulevards are fully integrated with adjacent land uses and provide high levels of connectivity to surrounding communities or destinations. High quality urban design and green infrastructure are critical components of Urban Boulevards.

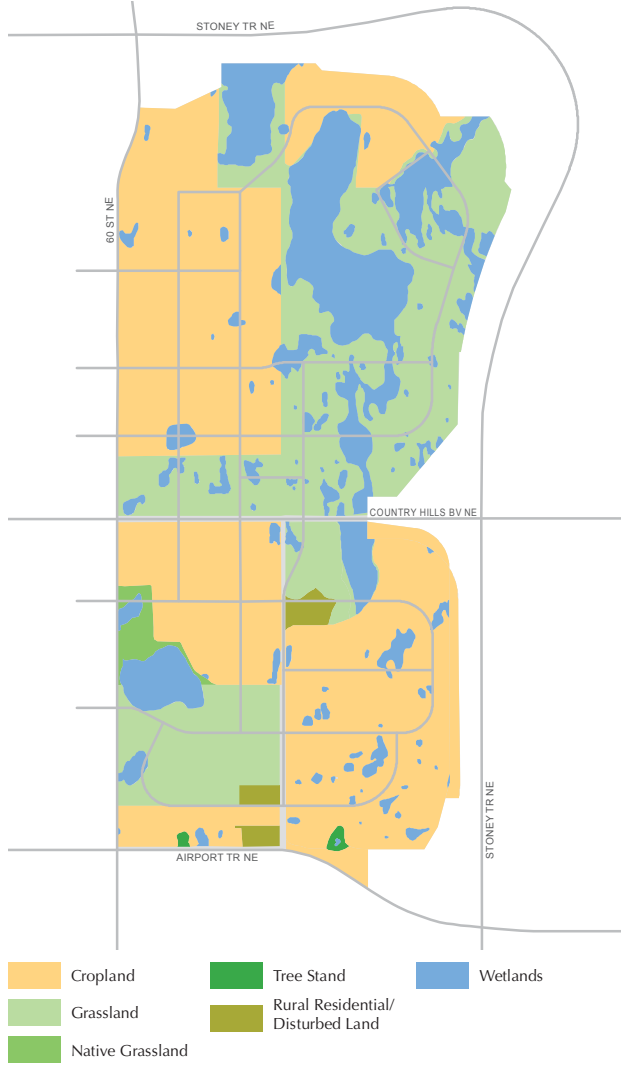
# appendices



**Appendix A:**  
**Biophysical Background Information**

**Map A1: Biophysical Features** illustrates the biophysical features of the Plan Area.

biophysical  
**features**  
map A1





## Appendix B: Joint Use Sites and Municipal Facilities Requirements

The purpose of the Joint Use Site (JUS) guidelines is to address the type, school jurisdiction and size of the Joint Use Sites shown on **Map 3: Land Use Concept**.

### B1 Joint Use Sites

The JUS requirements for the Plan are identified in Table B1, which is provided for reference purposes; the exact type of school, school board jurisdiction and size of the JUS will be determined at the Outline Plan/Land Use Amendment stage. Where a JUS is split between multiple landowners, the amount of land allocated to the JUS by each landowner will be determined at the Outline Plan/Land Use Amendment stage. If an inconsistency between Table B1 and an Outline Plan/Land Use Amendment approval by Calgary Planning Commission and Council should arise, an amendment to Table B1 will not be necessary.

The number of JUS, as indicated in Table B1, may be reviewed by the Joint Use Coordinating Committee (JUCC) when detailed planning for communities is undertaken through review of Outline Plan/Land Use Amendment applications. Should it be determined that an additional school site is required, an amendment to this ASP will be necessary.

Once reserves are assessed at the Outline Plan/Land Use Amendment stage, it may be necessary to reduce the size of a JUS if little or no reserve is available for other community open space uses, including but not limited to neighbourhood or sub-neighbourhood parks and lands not provided as Environmental Reserve but determined significant to enhance the community's overall green footprint. This should be determined on a case-by-case basis with the Subdivision Authority, the JUCC and the landowner.



The Plan Area can accommodate up to seven Joint Use Sites.

Table B1: JUS Requirements

School Type	School Board	Site Size
Middle	Calgary Separate School Division	4.9 ha (12 ac)
Elementary	Calgary Separate School Division	4.0 ha (10 ac)
Elementary/Middle	Calgary Board of Education/Calgary Separate School Division	7.3 ha (18 ac)
Middle/Elementary	Calgary Board of Education/Calgary Separate School Division	7.3 ha (18 ac)
Elementary	Calgary Board of Education	4.0 ha (10 ac)
<b>TOTAL</b>		<b>27.5 ha (68 ac)</b>

## Appendix C: Risk Assessment Requirements

The purpose of a Risk Assessment is to identify real and potential hazards and to evaluate the potential long- and short-term risks associated with urban development in proximity to the identified hazards. The Risk Assessment will identify and document actual and perceived risks to human health or the environment, their likelihood, their consequences and any required mitigation. The Approving Authority will evaluate the Risk Assessment and any associated mitigation strategies prior to approval of an Outline Plan/Land Use Amendment application.

### C1: Oil and Gas Risk Assessment

The Risk Assessment should include (but is not limited to):

- Brief project description;
- Source of risk (including description, classifications, dates, operating status, predicted life of asset or resource, etc.);
- Existing statutory setbacks;
- Likelihood of an incident occurring;
- Analysis of the consequences (societal risk, risk contours, property damage, environmental damage) of an incident;
- Emergency Planning Zone (EPZ) area and specific response provisions for each source of risk (note that applicable EPZs for risk sources that are outside of the Outline Plan/Land Use Amendment area must also be included in the risk assessment);
- Proposed risk mitigation measures;
- Potential nuisance effects such as odour, lighting, noise, flaring, etc.;
- Analysis regarding how the facility will integrate with existing and future developments;
- Evaluation of emergency response time in the event of an emergency as a result of the risk source;
- Assessment of response time for the Calgary Fire Department; and
- A communication plan for any identified risks (see *Appendix C2: Notification/Communication*).

### C2: Notification/Communication

The developer should identify the location of all oil and gas facilities and applicable EPZs in its marketing information. The developer should also identify the location of all oil and gas facilities and applicable EPZs on all public notices about the development.

For risks identified in the Risk Assessment, and as part of an Outline Plan/Land Use Amendment application, the applicant will engage the oil and gas facility operator, the Federation of Calgary Communities, The City of Calgary Neighbourhood Services, the Calgary Fire Department, the Calgary Emergency Management Agency and other relevant stakeholders to develop an area-specific emergency response plan that includes but is not limited to:

- A community notification plan (e.g., distribution of maps of the EPZ, operator contact information, egress routes out of the community, audio and visual notification/warning system for the community);
- Community member engagement plan (e.g., oil and gas facility operator presentations at the Community Association's annual general meeting, relevant residents' or homeowners' association's annual meeting or, in the absence of these organizations, an annual community meeting until a Community Association is established); and
- Specific emergency response plans/requirements for any future public facility such as schools, community centres, social care facilities, etc.

## Appendix D: Development Staging

A logical plan for developing the Plan Area would be to follow the alignment of the proposed water, sanitary, and stormwater services. Once fire coverage is in place and the proposed water, sanitary and stormwater solutions are accepted, development could follow in two phases. Essentially, as the ultimate infrastructure is built, development would be able to proceed in a west to east direction, as shown in **Map D1: Development Staging**. Over time, the lagging infrastructure would be brought on as development progressed.

# development staging

map D1

