

BYLAW NUMBER 22P2015

**BEING A BYLAW OF THE CITY OF CALGARY
TO AMEND THE NORTHEAST COMMUNITY "A"
AREA STRUCTURE PLAN BYLAW 19P2007**

WHEREAS it is desirable to amend the Northeast Community "A" Area Structure Plan Bylaw 19P2007, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the "Northeast Community "A" Area Structure Plan Amendment Number 4 Bylaw."
2. The Northeast Community "A" Area Structure Plan attached to and forming part of Bylaw 19P2007, as amended, is hereby further amended as follows:
 - (a) Delete in its entirety, the Northeast Community 'A' Area Structure Plan - Part II Country Hills Station Area Plan.
 - (b) Delete, in its entirety, Section 1.8 entitled, "Parts I and II of the Plan".
 - (c) In Section 2.1 entitled, "Application of the Plan", delete the second paragraph.
 - (d) Delete the existing Map 1 entitled "Plan Area" and replace with the revised Map 1 entitled "Plan Area" as attached hereto as Schedule A.
 - (e) In Section 3.1, entitled "Vision of the Future", delete the existing text and replace with the following:

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

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

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

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

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

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

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

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

- (f) In Section 3.3, under “Commercial Vitality” delete the words “core centre” and replace with “MAC”.
- (g) In Section 4.2 entitled “Community Structure”, in the notes, delete the words “Core Centre” and replace with “MAC”.
- (h) In Section 4.4, delete the title “Core Centre Area Characteristics” and replace with “Major Activity Centre Characteristics”.
- (i) In Section 4.4, delete the existing text and replace with following:

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

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

- (j) In Section 4.6, under “Character Areas” delete the words “Core Centre Area” and replace with “MAC”.
- (k) In Section 4.7, entitled “Community Adaptability”, in the third paragraph, delete the words “Core Centre Area” and replace with “MAC”.
- (l) Delete the existing Map 3 entitled “Land Use Concept” and replace with the revised Map 3 entitled “Land Use Concept” attached hereto as Schedule B.
- (m) In Subsection 6.1.2 (4) (iv), delete the words “Core Centre Area” and replace with “MAC”.
- (n) In Subsection 6.2.2 (1) (a)(iii), delete the words “Core Centre Area” and replace with “MAC”.
- (o) In Section 6.4, delete the title “Core Centre” and replace with “Major Activity Centre”.
- (p) In Section 6.4.1, entitled “Purpose” delete the words “Core Centre” and “Core Centre Area” and replace with “MAC”, throughout.

- (q) In Section 6.4.2, entitled “Policies”, delete the existing text and replace with the following:

“ (1) Size and Location

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

(2) Composition

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

(3) Intensity

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

(4) Interface

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

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

(5) Site Design

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

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

(6) Parking and Loading

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

- f) Shared parking for mixed use projects may be subject to a further parking reduction in addition to any transit parking reduction in accordance with a shared parking analysis to be submitted at the development permit stage.
- g) Above-grade parking structures shall be screened from view or contain other uses along the ground floor up to the four-storey level to the satisfaction of the Approving Authority."
- (r) Delete the existing Map 4 entitled "Core Centre Area" and renumber the remaining maps accordingly.
- (s) Delete Section 6.5 in its entirety.
- (t) In Section 6.6.1, entitled "Purpose", delete the words "Core Centre" and replace with "MAC".
- (u) In Subsection 6.6.2 (2), entitled "Size of Recreation Centre", delete the existing text and replace with the following:

"The Recreation Centre Site shall be approximately 4.9 hectares (12 acres) in size. Consideration should be given to integrating the Library referred to in Section 6.7.2(2) into the Recreation Centre Site."
- (v) In Subsection 6.6.2 (3) (b), delete the words "Core Centre" and replace with "MAC".
- (w) In Subsections 6.6.2 (4)(c) and (d)(ii), delete the words "Core Centre" and "Core Centre Area" and replace with "MAC".
- (x) In Section 6.7.1, entitled "Purpose", delete the words "Core Centre" and replace with "MAC".
- (y) In Section 6.7.2(2), entitled "Size of Library", delete the existing text and replace with the following:

"The Library will require a parcel of land, approximately 0.4 hectares (1.0 acre) in size. Consideration should be given to integrating the Library into the Recreation Centre Site referred to in Section 6.6.2(2)."
- (z) In Subsections 6.7.2(3)(a)(i) and (b), delete the words "Core Centre" and "Core Centre Area" and replace with "MAC".
- (aa) In Section 6.9, entitled "Regional Pathway", delete the words "Core Centre" and replace with "MAC".
- (bb) In Section 6.10 entitled "Transit Planning Area", delete the second paragraph in its entirety.

- (cc) Delete Section 6.10.1(6) entitled "Transit Planning Area at Country Hills Blvd and 60 Street NE" in its entirety.
- (dd) In Subsection 7.2.2(1)(b), delete the words "Core Centre Area" and replace with "MAC".
- (ee) In Subsection 8.1.2(3)(a)(i), delete the words "Core Centre Area" and replace with "MAC".
- (ff) In Subsection 10.1.2(1)(c), delete the words "Core Centre Area" and replace with "MAC".
- (gg) In Subsection 12.2.2(2)(b)(v), delete the words "Core Centre Area" and replace with "MAC".
- (hh) In Subsection 12.2.2(2)(c), delete the words "Core Centre" and replace with "MAC".
- (ii) In Subsection 12.3.2(2)(a)(i), delete the words "Core Centre Area" and replace with "MAC".
- (jj) In Subsection 12.4.2(2)(a)(i), delete the words "Main Street" and "core".
- (kk) In Subsection 15.1.2(2)(b), delete the words "Core Centre Area" and replace with "MAC".
- (ll) In Section 16.1 entitled "General Definitions" after subsection (7), add the following text and renumber the remaining accordingly:

"Major Activity Centres (MAC) – Major Activity Centres are areas of high job and population growth located in strategic areas central to larger residential catchment areas and linked city-wide by the Primary Transit Network."
- (mm) In Section 6.11, entitled "Wetland Conservation Area", delete the words "Map 6" and replace with "Map 5".
- (nn) In Subsection 6.11.1(1)(a)(ii), delete the words "Map 6" and replace with "Map 5".
- (oo) In Subsection 6.11.1(2)(b), delete the words "Map 6" and replace with "Map 5".
- (pp) In Section 7.1, entitled "Density Map", delete the words "Map 5" and replace with "Map 4".
- (qq) In Section 7.4.1, entitled "Purpose", delete the words "Map 5" and replace with "Map 4".

- (rr) In Subsections 7.4.2(1)(a) and (b), delete the words "Map 5" and replace with "Map 4".
- (ss) In Subsections 7.4.2(2)(a) and (b), delete the words "Map 5" and replace with "Map 4".
- (tt) In Subsection 9.1.2(1)(a), delete the words "Map 6" and replace with "Map 5".
- (uu) In Subsection 9.1.2(4), entitled "Development of Wetlands", delete the words "Map 6" and replace with "Map 5".
- (vv) In Section 11.1.1, entitled "Purpose", delete the words "Map 7" and replace with "Map 6".
- (ww) In Section 11.2.1, entitled "Purpose", delete the words "Map 7" and replace with "Map 6".

3. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME THIS ____ DAY OF _____, 2015.

READ A SECOND TIME THIS ____ DAY OF _____, 2015.

READ A THIRD TIME THIS ____ DAY OF _____, 2015.

MAYOR
SIGNED THIS ____ DAY OF _____, 2015.









CITY CLERK
SIGNED THIS ____ DAY OF _____, 2015.

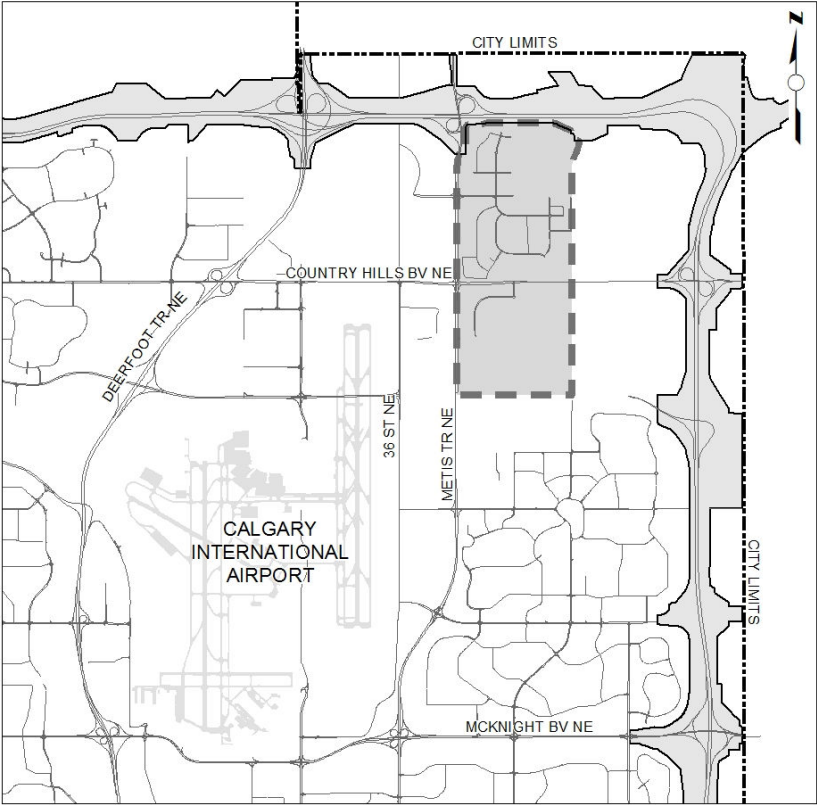
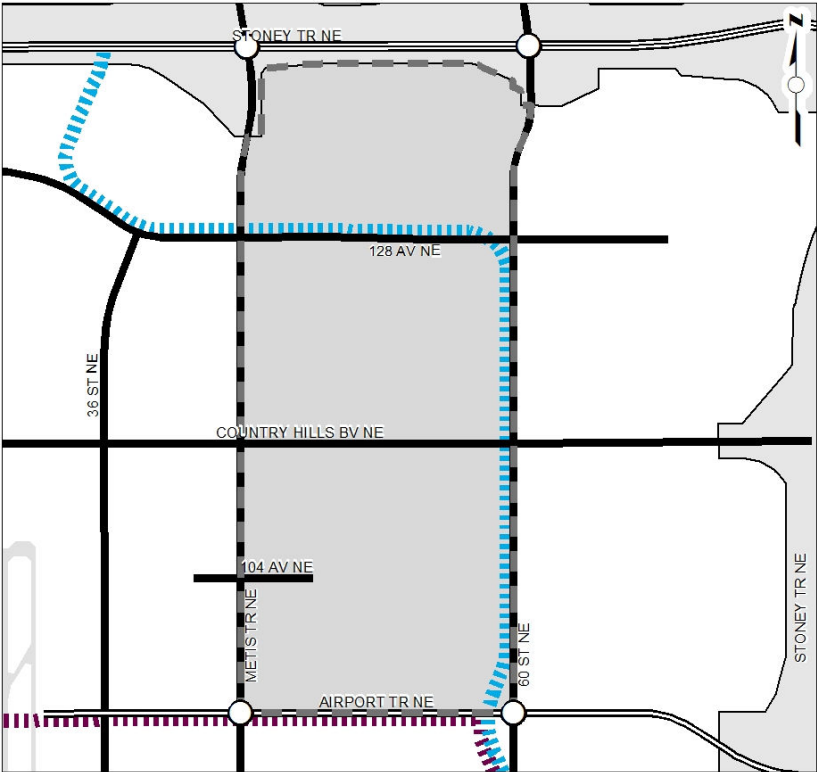
Schedule A

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

Map 1

Plan Area

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



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

PROPOSED

Schedule B

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

Map 3

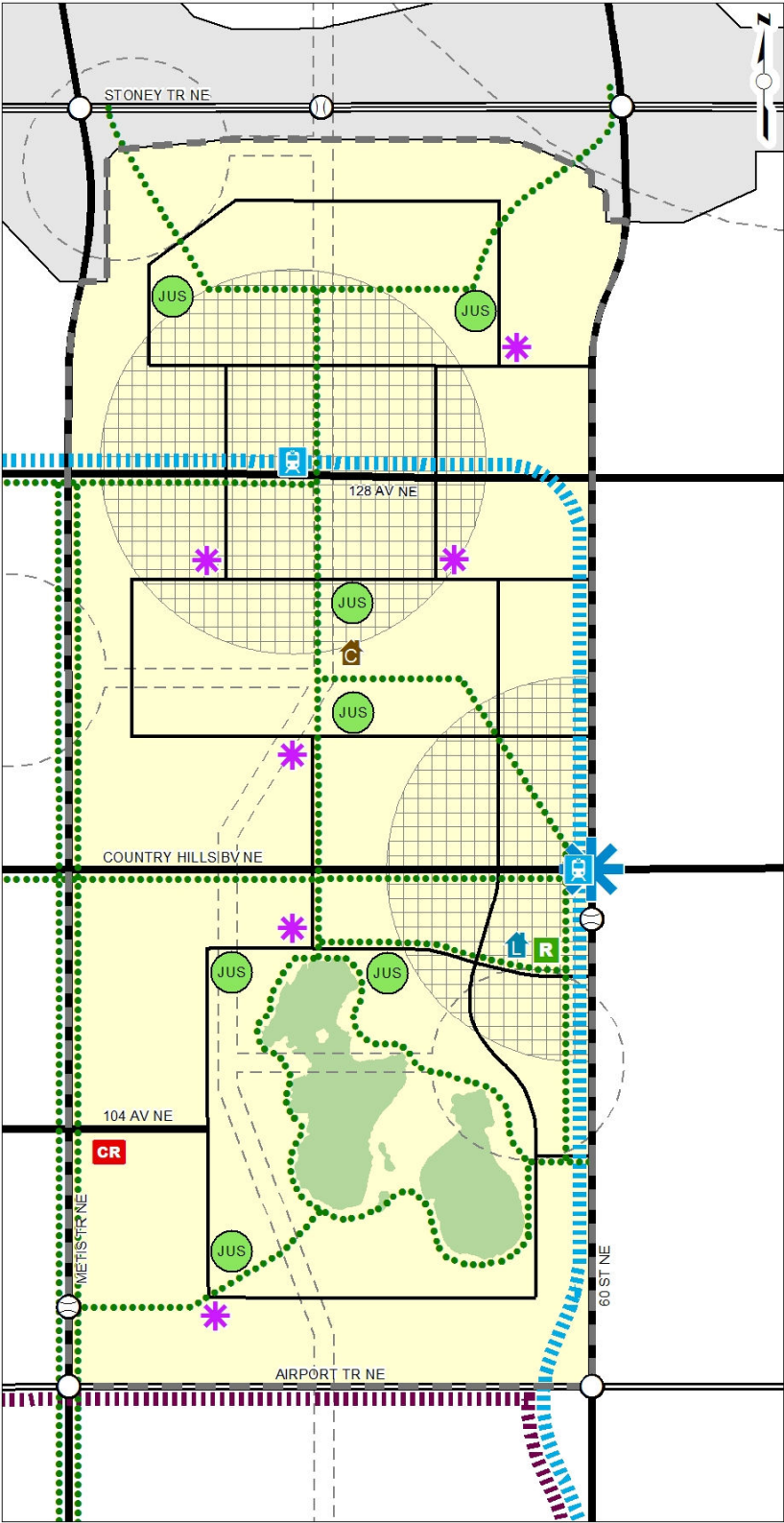
Land Use Concept



Legend

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

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PROPOSED