

Proposed Amendments to the Northeast Industrial Area Structure Plan

1. The Northeast Industrial Area Structure Plan attached to and forming part of Bylaw 2P2007, as amended, is hereby further amended as follows:
 - (a) In Section 2.0 Planning Area, Subsection 2.1, Plan Area Map, in the first paragraph, delete the last two sentences and replace with the following:

“A portion of the Plan area is located within the 30 Noise Exposure Forecast (NEF) contour as prescribed in the Calgary International Airport Vicinity Protection Area Regulation. As such, residential development is prohibited within that portion of the Plan area.”
 - (b) Delete the existing Map 1 entitled ‘Plan Area’ and replace with the revised Map 1 entitled ‘Plan Area’ attached as Schedule A
 - (c) In Section 3.0 Vision, Subsection 3.1 Vision of the Future, delete the first paragraph and replace with the following:

“The Northeast Industrial Area, in the year 2030, has been transformed into a vibrant and successful business and residential area that provides for a complete community with employment, housing, education and recreational opportunities.”
 - (d) In Section 3.0 Vision, Subsection 3.1 Vision of the Future, in the fourth paragraph, delete the second sentence and replace with the following:

“Transit routes will link the residential, recreational and employment areas within the Plan area to other surrounding residential communities and employment areas.”
 - (e) In Section 3.0 Vision, Subsection 3.1, Vision of the Future, delete the sixth paragraph and replace with the following:

“In summary, the Northeast Industrial Area comprises a vibrant residential community and a prominent business area that convey a positive image of growth, prosperity and diversity. The area provides a strong employment, residential and recreational function, creates a quality environment in which to live, work and play and contributes to a thriving and healthy city.
 - (f) In Section 3.0 Vision, Subsection 3.2 Goals for the Area, add the following new bullet after the first bullet:

“• Residential Development
To provide for a complete well-connected residential community which provides for a variety of housing choices to meet the needs of residents.”

- (g) Delete the existing Map 2 entitled 'Planning Cells' and replace with the revised Map 2 entitled 'Planning Cells' as attached as Schedule B.
- (h) In Section 6.0 Land Use Concept, Subsection 6.1, Land Use Concept Map, in the first paragraph, replace "Gateway Commercial Area" with "Commercial Area".
- (i) In Section 6.0 Land Use Concept, Subsection 6.1, Land Use Concept Map, in the first paragraph, after the second bullet add the following:
- “• Residential Area”
- (j) Delete the existing Map 3 entitled 'Land Use Concept' and replace with the revised Map 3 entitled 'Land Use Concept' as attached as Schedule C.
- (k) In Section 7.0 Land Use Areas, Subsection 7.1.2, Policies, after Policy (2), insert the following new policy:
- “(g) Development should provide a transition between the Business/Industrial Area and adjacent residential areas that is complimentary to the form and scale and should include screening such as fences, berms or landscaping to provide separation between these areas.”
- (l) In Section 7.2, replace any mention of "Gateway Commercial Area" with "Commercial Area".
- (m) In Section 7.2.2, Policies (1)(a), delete (ii) and replace with the following:
- “(ii) secondary commercial uses, service commercial uses, office uses, institutional uses, recreational uses, dwelling units on a second storey or above, public uses, and similar and accessory uses to the above, may be allowed within the Commercial Area where determined to be compatible and appropriate.”
- (n) Delete Section 7.2.2(2) Development within Gateway Commercial Area in its entirety.
- (o) In Section 7.3 Transit Station Planning Area, in subsection 7.3.1 Purpose, delete the paragraph and replace with the following:
- “The purpose of this area is to provide for transit-oriented development (TOD) surrounding an LRT station within the Plan area. This station will be situated adjacent to a residential neighbourhood and an industrial/business park. Accordingly, multi-unit residential, mixed-use development, smaller format commercial as well as transit supportive uses such as a park and ride and transit drop-off areas should be located closest to the station followed by larger format industrial uses and grade-oriented residential. This development pattern will need to recognize the restrictions within the NEF contours and that the industrial area will function as predominantly larger format industrial. Pedestrian connections

will provide connectivity and community linkages within the Transit Station Planning Area.”

- (p) In Section 7.3.2, Policy (1) (a), delete (iii), (iv), (v) and replace with the following:

“(iii) multi-unit residential developments;

(iv) mixed-use developments; and

(v) other uses consistent with a residential area and an industrial/business park.”

- (q) In Section 7.3.2, Policy (1), delete (d) and replace with the following:

“(d) Multi-unit residential, mixed-use, business and employment generating uses should locate in close proximity to the LRT station.”

- (r) In Section 7.3.2, Policy (2), Alignment of the LRT Line, delete the sentence and replace with the following:

“The exact alignment of the LRT line in relation to the adjacent multi-unit residential, mixed-use and industrial/business park should be determined through the Outline Plan and/or subdivision approval process.”

- (s) In Section 7.0 Land Use Areas, delete subsection 7.4 Comprehensive Planning Overlay in its entirety and replace with the following:

“7.4 Residential Areas

7.4.1 Purpose

The purpose of this area is to accommodate ground-oriented and multi-unit residential development that encourage a variety of residential typologies. These areas are intended to accommodate different household types and lifestyles, encourage social diversity and provide for the opportunity for aging in place.

7.4.2 Policies

(1) Neighbourhood Activity Centre

The Plan area will feature a Neighbourhood Activity Centre (NAC) within each Residential neighbourhood which is intended to be the focal point of these areas.

1. NACs should be located as shown on Map 3: Land Use Concept.

2. The NACs should be designed to create unique and attractive gathering spaces through the inclusion of publicly accessible open space and public amenities.
3. NACs should be located so that there is a maximum walking distance of 700 metres from the surrounding Neighbourhood Area to a NAC. This may be exceeded in cases where the neighbourhood is larger or an irregular shape due to natural features.

(2) Multi-Unit Residential Areas

Multi-Unit Residential Areas are intended to primarily be made up of developments in the form of apartment buildings (typically four storeys and greater) in order to allow for greater housing choices in proximity to existing and planned transit.

- (a) Multi-unit residential buildings are encouraged to provide separate and direct grade-oriented access for ground floor units.

(3) Ground-Oriented Residential Areas

Future development within Ground-Oriented Residential Areas is intended to provide a variety of lower-density building forms (three storeys and lower) with at-grade access.

(4) Open Space

An open space network will be provided to offer recreational opportunities for residents both within and outside the neighbourhood area.

- (a) Open spaces should be designed to be accessible to people of all ages and abilities and provide opportunities for both active and passive recreation.
- (b) Open spaces should be designed for year-round use and incorporate weather protection elements such as shading for the summer and wind breaks and solar access for winter.”
- (t) Delete the existing Map 4 entitled ‘Wetland Study Area’ and replace with the revised Map 4 entitled ‘Wetland Study Area’ as attached as Schedule D.
- (u) In Section 12.2 Noise Exposure Forecast Contours, subsection 12.2.1 Purpose, delete the fourth sentence and replace with the following:

“This contour encompasses most of the Northeast Industrial Area except for a portion in the northeast corner of the Plan.”
- (v) In Section 16.1.2, Policies, after policy (3) insert new policy (4) as follows:

“(4) Cells A and C Phasing of Development

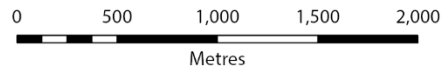
- (a) Phasing of subdivision and development approvals in Cells A and C should be as shown in Map 6 entitled 'Cell A and C Phasing'.
- (b) Subdivision and development of Phase 1 (Phases 1A and 1B) may proceed without upgrades to the regional transportation network.
- (c) In conjunction with the Phase 2 Tentative Plan submission, or otherwise when deemed appropriate by Development Engineering, the Northeast Industrial Area Structure Plan shall be updated to reflect the intention to upgrade the intersections of Metis Trail & 128 Avenue NE and Metis Trail & Country Hills Boulevard NE to interchange designs. Note that any proposed Transportation amendments to the Area Structure Plan are subject to the findings of the Northeast Network Planning study.
- (d) In conjunction with the Phase 2 Tentative Plan submission, or otherwise when deemed appropriate by Development Engineering, a Functional Planning study shall be completed for the interchange designs at Metis Trail & Country Hills Boulevard NE, and at Metis Trail & 128 Avenue NE the latter including the LRT alignment and land requirements west of the interchange.
- (e) Reassessment of phase limits may be considered without requiring an amendment to the Northeast Industrial Area Structure Plan, when subdivision approvals of the entire preceding phase area shown on Map 6 have been completed.”
- (w) In Section 16.1.2, Policies, at the end of the section insert new Map 6 entitled 'Cell A and C Phasing' as attached as Schedule E.
- (x) In Section 18.2 Land Use Definitions, after (7) insert the following land use definitions and renumber the subsequent definitions accordingly:
 - “(8) **Mixed-Use** means development of land, or building with two or more different types of uses, such as residential, office or retail. Mixed-use can occur vertically within a building, or horizontally.
 - (9) **Multi-unit Residential** means development which includes 3 or more dwelling units in the same building. This may include apartment buildings, townhomes and other compatible forms.
 - (10) **Neighbourhood Activity Centre (NAC)** means a centre providing opportunities for residential intensification, local jobs, retail services, and civic activities.”

SCHEDULE A

Northeast Industrial Area Structure Plan

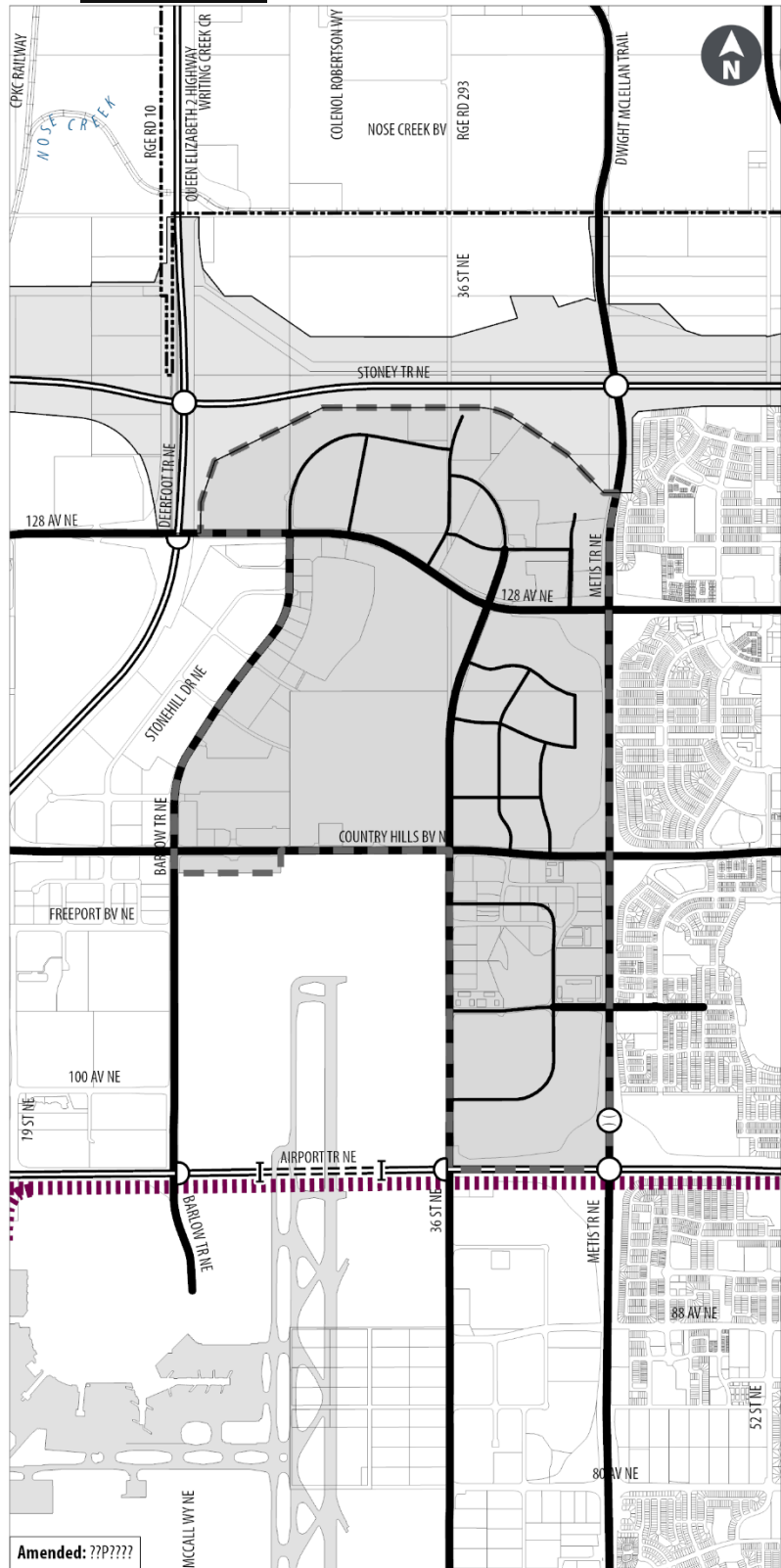
Map 1

Plan Area



Legend

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



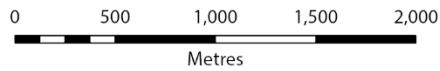
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Northeast Industrial Area Structure Plan

Map 2

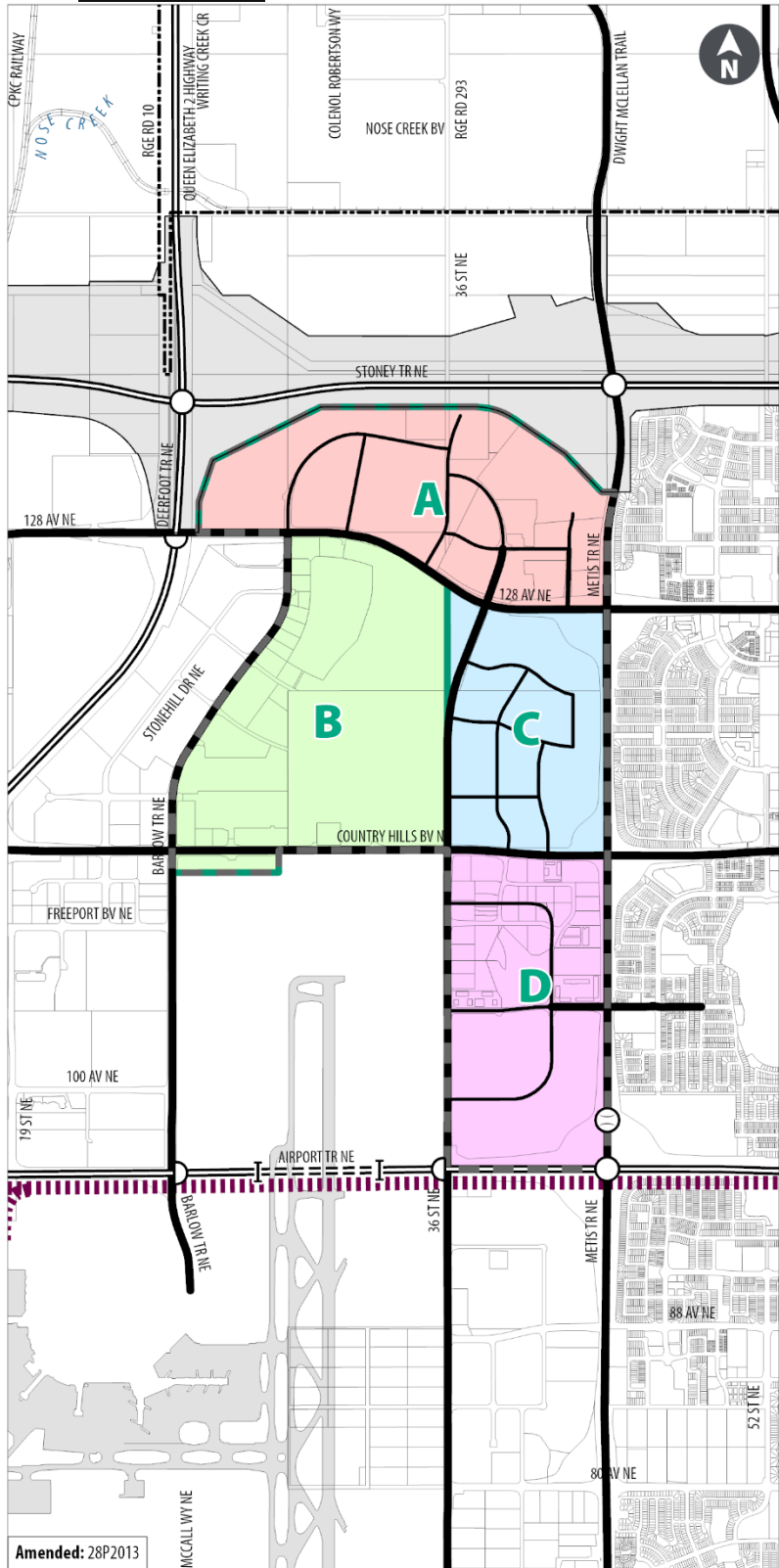
Planning Cells



Legend

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

SCHEDULE B



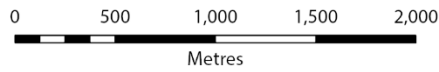
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SCHEDULE C

Northeast Industrial Area Structure Plan

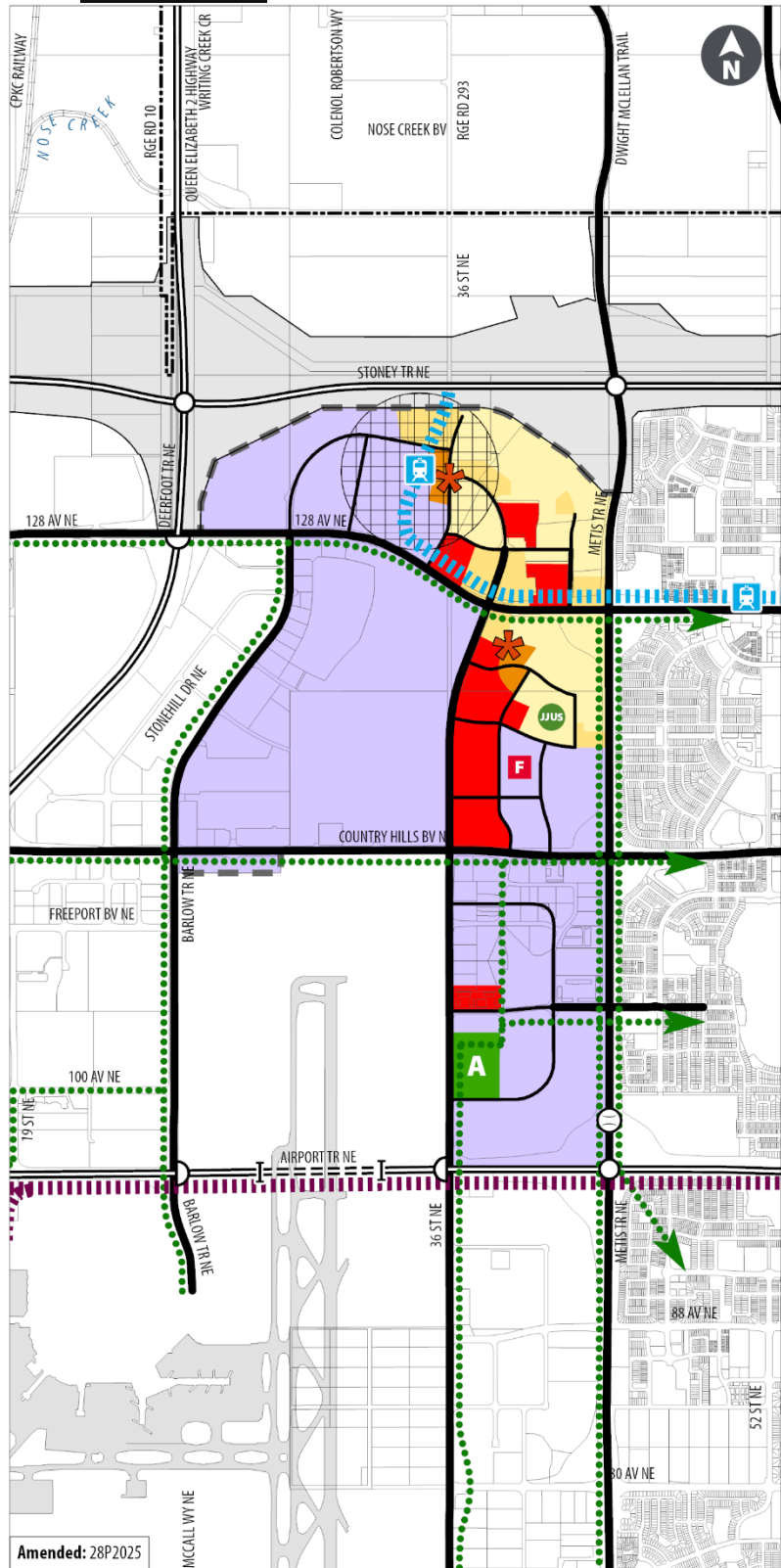
Map 3

Land Use Concept



Legend

- Plan Area Boundary
- City Limits
- ▭ Transportation/Utility Corridor
- ▭ Business/ Industrial Area
- ▭ Commercial Area
- ▭ Regional Athletic Park
- ▭ Mixed Use
- ▭ Multi-Unit Residential
- ▭ Ground-Oriented Residential
- ▭ Fire Station
- ▭ Joint Joint Use Site
- ✱ Neighbourhood Activity Centre
- ▭ Transit Station Planning Area
- ⋯ Regional Pathway
- == Expressway (Skeletal Road)
- === Expressway (Skeletal Road) Tunnel
- Major Road (Arterial Street)
- Minor Arterial
- Internal Road
- Full Interchange
- ◐ Partial Interchange
- ⊙ Potential Pedestrian Overpass
- Railway
- ▭ LRT Alignment
- ▭ LRT Station
- ▭ Airport Transit Connection (Technology TBD)



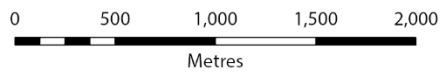
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Northeast Industrial Area Structure Plan

Map 4

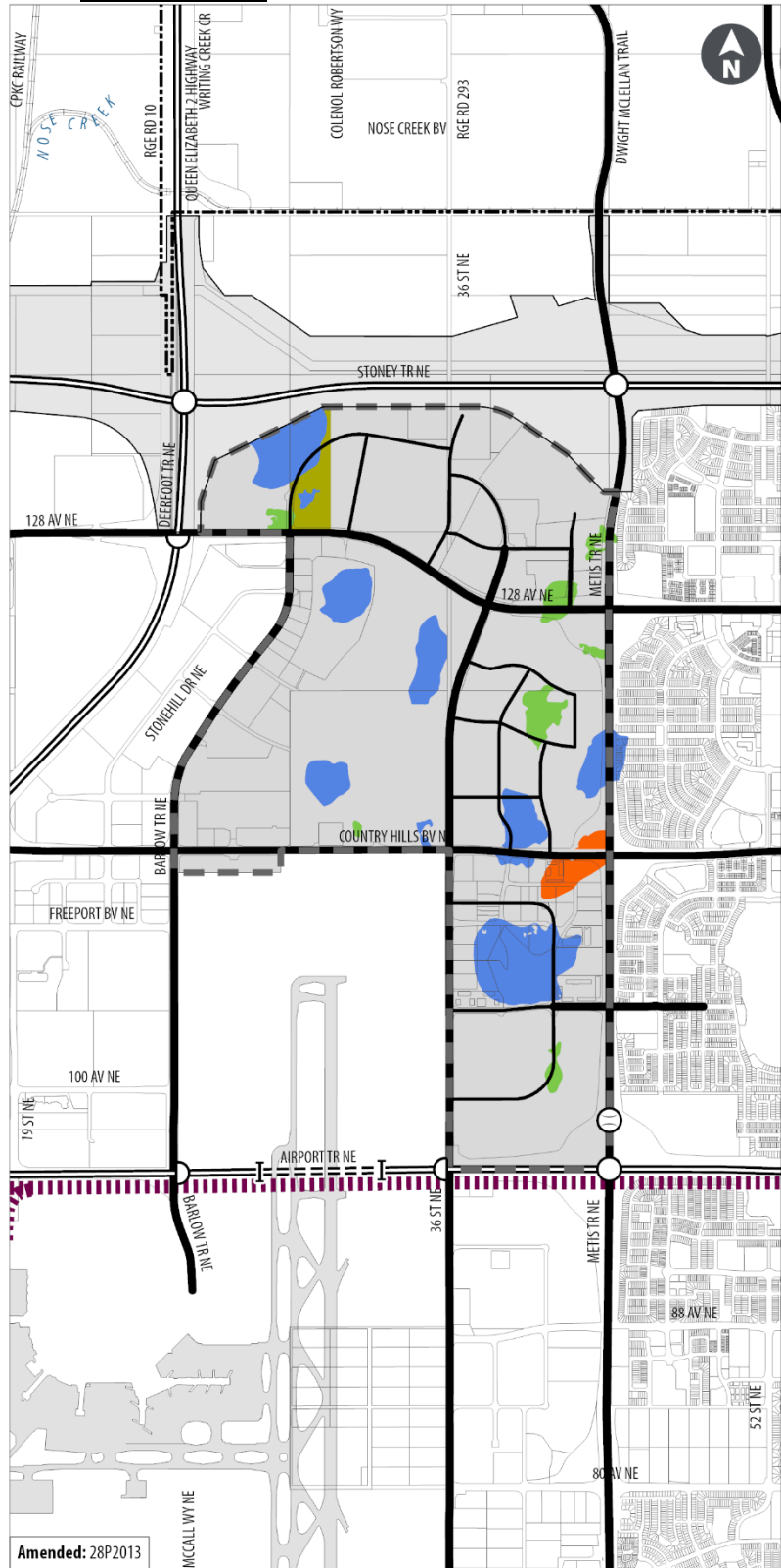
Wetland Study Area



Legend

- Plan Area
- City Limits
- Transportation/
Utility Corridor
- Expressway (Skeletal Road)
- Expressway (Skeletal Road) Tunnel
- Major Road (Arterial Street)
- Minor Arterial
- Internal Road
- Full Interchange
- Partial Interchange
- Potential Pedestrian Overpass
- Railway
- Upland Grassland
- Airport Transit Connection
(Technology TBD)
- Type 3 Seasonal
- Type 4 Semi-permanent
- Type 6 Alkali

SCHEDULE D



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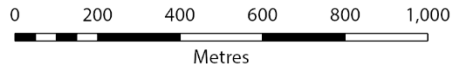
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SCHEDULE E

Northeast Industrial Area Structure Plan

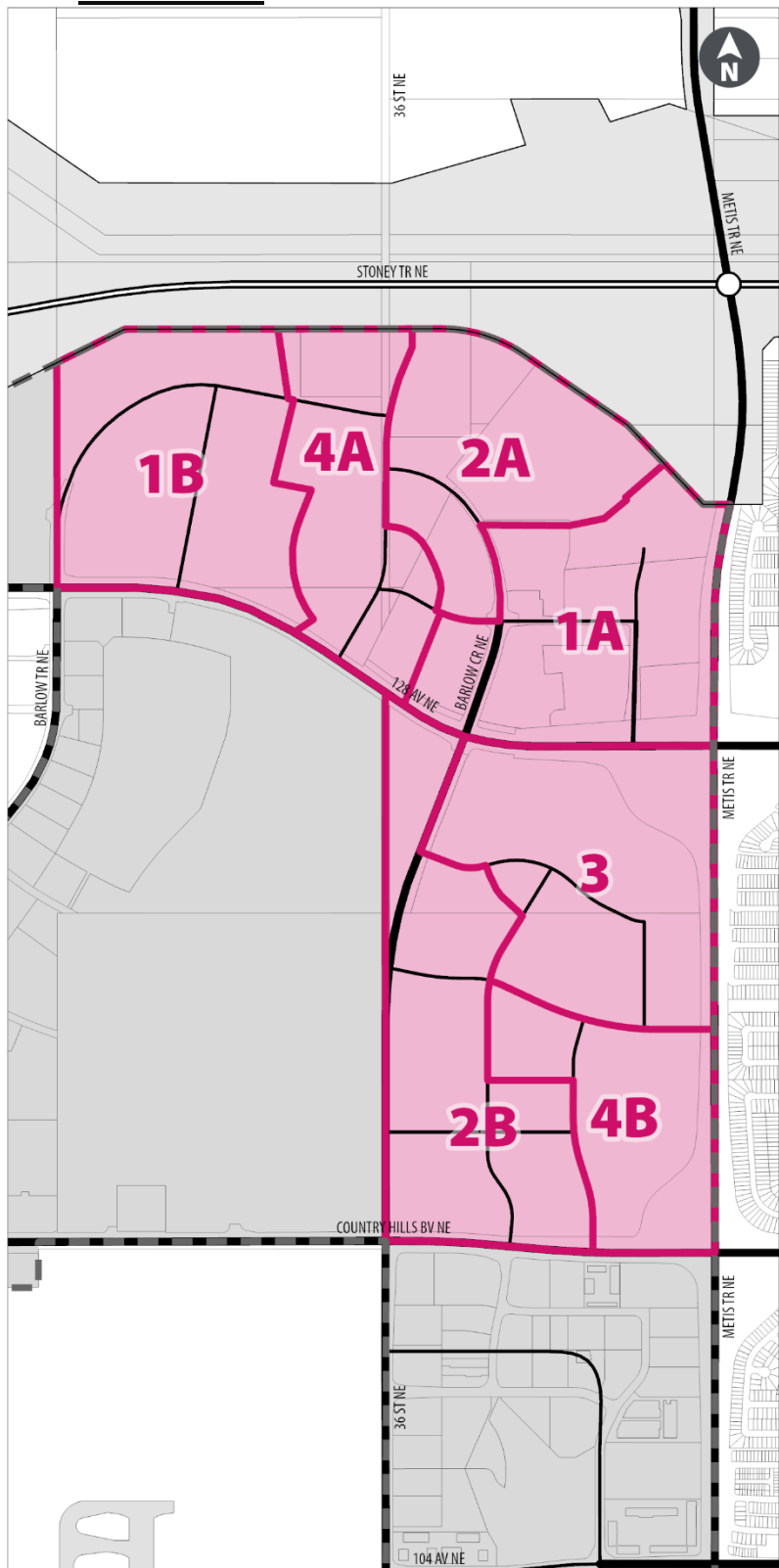
Map 6

Planning Cell A
and C Phasing



Legend

- Plan Area
- Transportation/Utility Corridor
- Expressway (Skeletal Road)
- Major Road (Arterial Street)
- Minor Arterial
- Internal Road
- Full Interchange



- Phase 1:** (1A & 1B): equivalent to 2241 residential units
- Phase 2:** (2A & 2B): equivalent to 6817 residential units
- Phase 3:** equivalent to 3679 residential units
- Phase 4:** (4A & 4B): equivalent to 3772 residential units

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