

## **Intermunicipal Interface Policy Vision**

The vision, as approved by the Intermunicipal Committee (IMC), is based on the Memorandum of Understanding (MOU), drafted by both Administrations in 2015. The vision has been advanced by the work jointly undertaken by both Administrations as outlined below.

On 2017 November 23, the project's Technical Advisory Committee (TAC) participated in a charrette, where the team members:

- identified the main east/west connections, green corridors, natural features in the area, and areas of interests along Range Road 284 (RR284);
- recognized areas with distinct character for different parts of the policy area;
- acknowledged that urban design elements will be important to help celebrate the identity of both municipalities;
- agreed that no high fences or sound attenuation walls should be allowed; and
- established that all uses should front onto RR284, except for those uses on lands near the intersection of RR284 and Tran-Canada Highway (HW1).

The vision and principles were advanced after the 2018 September 14 IMC meeting. As part of a visioning exercise, the team identified principles for the area and further defined the details of the different areas along the interface. The applicability of The City of Calgary's Complete Streets Policy was also explored.

The team agreed on principles to shape the future policy for the area in order to ensure that RR284 will:

- have all uses oriented to the street, except for those areas near the intersection of RR284 and HW1;
- not include sound attenuation walls or high security fences;
- be a multimodal street with a right-of-way (ROW) that will accommodate various modes of transportation including pedestrian, biking, vehicles and potentially transit. The ROW will also include high quality landscaping options;
- include a maximum of four lanes;
- include urban design elements to enhance the pedestrian experience, and celebrate the unique identity of each municipality;
- identify land uses and building heights to create a compatible and complementary streetscape on both sides of the street;
- create a street that may evolve over time (e.g., low-density housing could evolve into higher densities or mixed-use development);

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- create a safe environment for all users;
- facilitate east-west connections;
- celebrate and retain natural features in the area; and
- facilitate environmentally-friendly designs and features, where appropriate.

The vision also identifies areas that have distinct attributes and could host a variety of land uses and densities as shown in map 1 and detailed below:

- Area 1 (referred to as nodes): these areas are the gateway to each municipality and are suitable for: i) street-oriented, mixed-use development, ii) higher densities (density will be defined in the policy to reflect the context), iii) on-street parking areas, iv) wider sidewalks, and v) high-quality urban design elements. Area 1 includes the areas around the intersections between RR284 and 17 Avenue SE/Chestermere Boulevard, future Memorial Drive, future Peigan Trail, and an existing AltaLink right-of-way.
- Area 2: these areas are between the nodes and are suitable for street-oriented low-mid density residential uses with opportunities for focused small commercial and business uses including offices. These areas will allow for a pleasant pedestrian realm with pockets of on-street parking.
- Area 3: is the area north of the intersection of future Memorial Drive and RR284. This area is near the proposed full interchange at the intersection of RR284 and HW1. This area is suitable for medium to large commercial and/or industrial uses that will not require direct access from the street. The area will offer adequate pedestrian connections.

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Map 1

