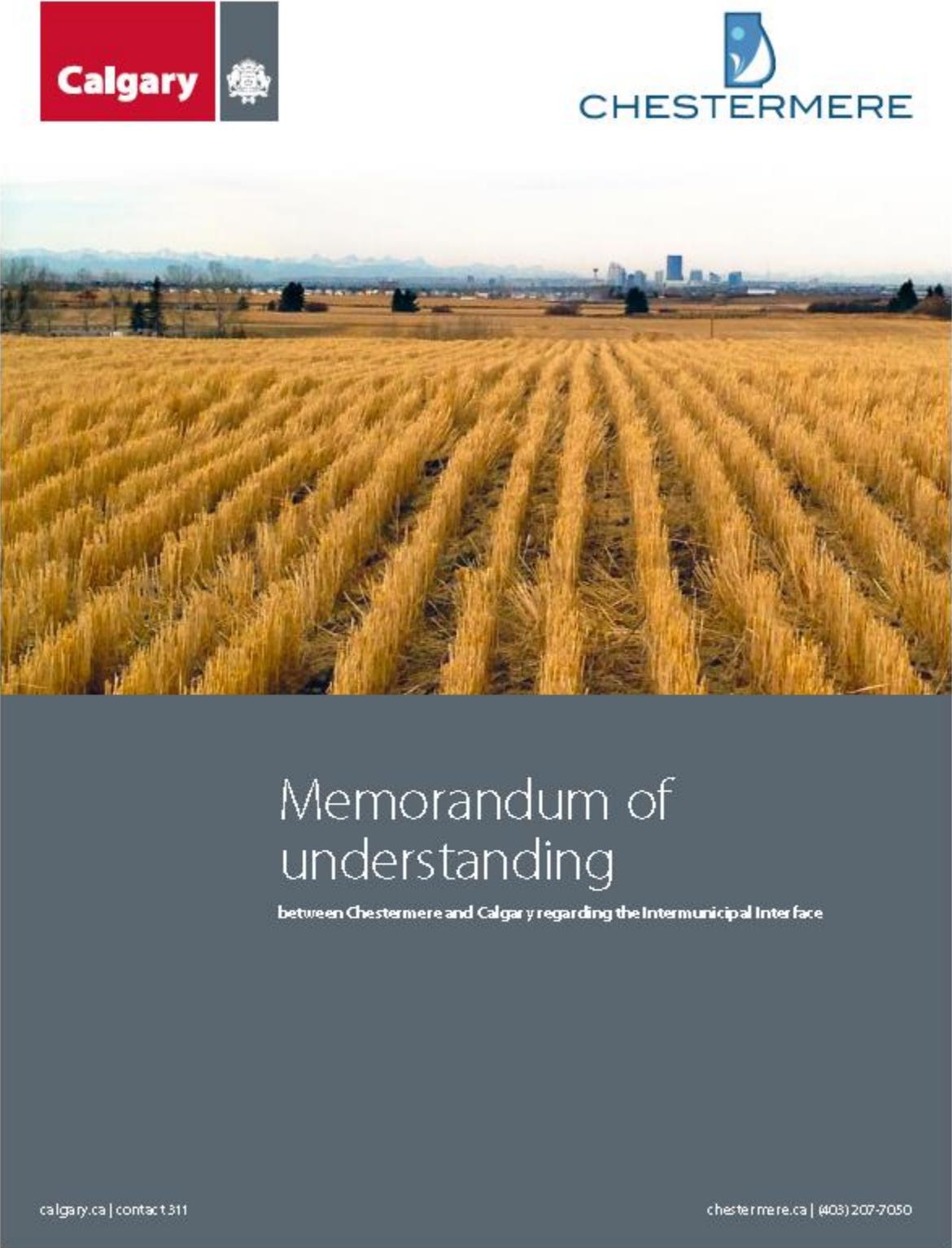


## Memorandum Of Understanding



**Calgary** 

  
**CHESTERMERE**

Memorandum of  
understanding  
between Chestermere and Calgary regarding the Intermunicipal Interface

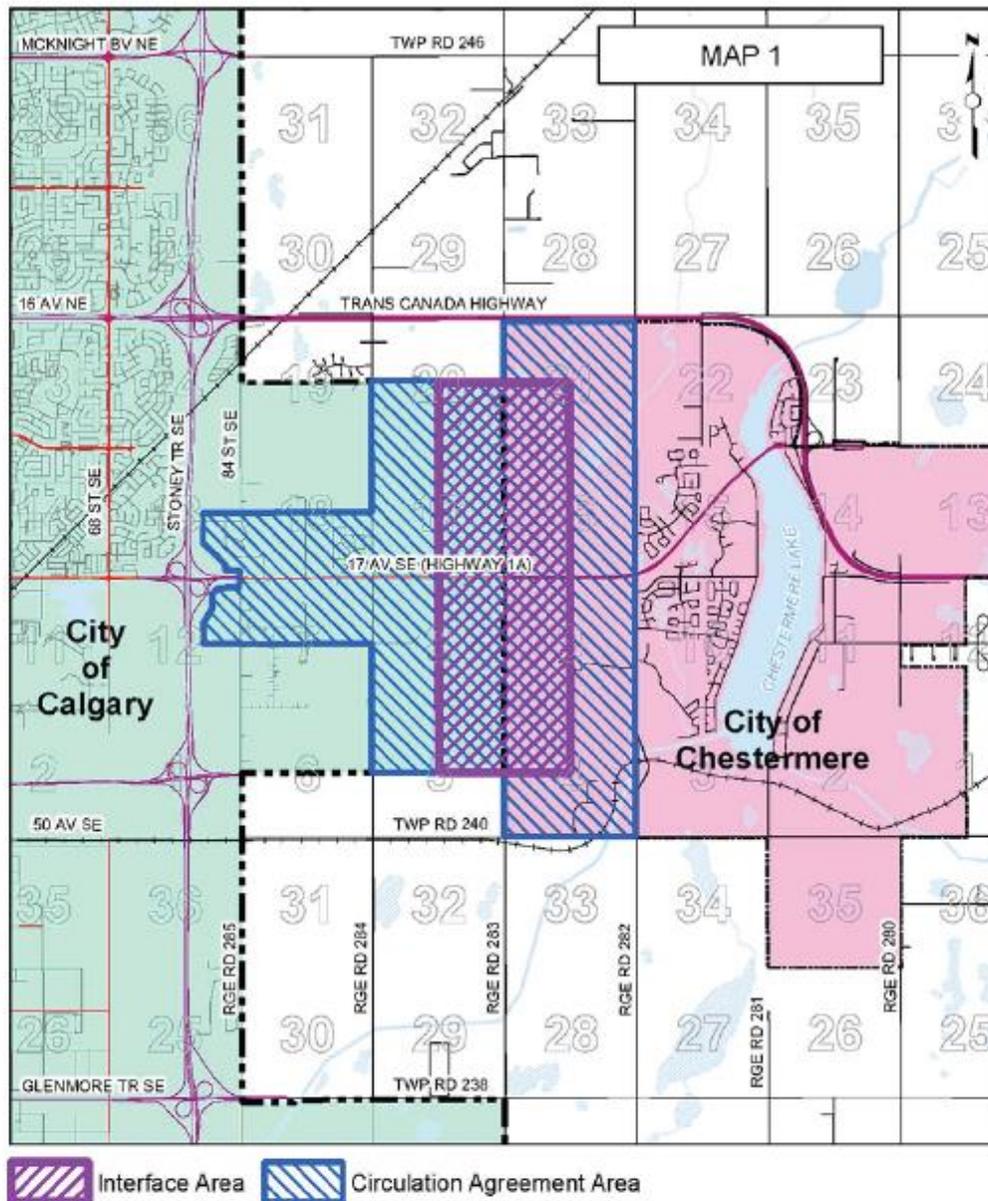
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Map #1: Interface Area



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between Chestermere and Calgary regarding the Intermunicipal Interface

### 1.0 Background

As a result of the 2009 annexations by both The City of Chestermere and The City of Calgary, the two urban municipalities now share a common boundary along Range Road 284, also referred to as Conrich Road. See Map #1: Interface Area. As the first urban-to-urban interface in the region, both municipalities aspire to provide additional intermunicipal guidance. Applications within the Interface Area will require up-front discussions with key stakeholders.



### 2.0 Purpose

The purpose of this Memorandum of Understanding (MOU) is to provide direction for Outline Plan / Land Use Amendment applications within the Interface Area identified in Map #1. The MOU is intended to capture several potential tools that could be used to shape an emerging vision for Range Road 284 (referred to as the Street).

### 3.0 General Principles

- a) An Outline Plan / Land Use Amendment for uses adjacent to The Street, identified within the Interface Area, shall include a communication plan consistent with the Planning Referral and Dispute Resolution Agreement between Chestermere and Calgary (referred to as the Agreement).
- b) An Outline Plan / Land Use Amendment application within an Interface Area is encouraged to gather broader input into the formulation of concept plans in order to reflect the issues of both jurisdictions consistent with the Agreement.
- c) Cooperation and coordination will be required between land owners, the City of Calgary and the City of Chestermere to create transition and connectivity from adjacent uses consistent with the Agreement.
- d) Design guidelines for the Interface Area should consider factors such as landscaping, sight lines, noise attenuation, setbacks, berms, constructed barriers, natural landscape features, innovative building design, lot orientation, and on-street parking.

## Memorandum Of Understanding

**DRAFT** Memorandum of understanding  
between Chestermere and Calgary regarding the Intermunicipal Interface



Clockwise from top-left:

Entry node connects street to pedestrian trails and natural areas.

Gathering space overlooked by street-fronting residential.

Multi-use pathway aligns with pedestrian crossing.



### 4.0 Interface Tools

Both municipalities desire to create an attractive, high quality, comfortable and functional interface along the Street. The goals of the Interface Area are to create a place where people want to be, make connections that link pedestrians and cyclists, allow for transitions between municipalities and support each municipality's unique identity.

The City of Calgary's Surface Transportation Noise Policy protects outdoor rear leisure areas from noise impacts by using sound attenuation fencing. This type of fencing is not desirable within this important Interface Area because it may result in a disengaging and unattractive barrier between residential development and the Street.

Outdoor leisure areas around the home shall still be protected from surface transportation noise impacts through means other than fencing. Sound attenuation may be achieved by using attractive alternatives, or by creating the conditions that avoid triggering the Noise Policy such as those that will prevent or reduce transportation noise from vehicles, especially truck traffic. Sound reduction depends on many factors and requires a scientific approach, so while the list below outlines a number of possible alternatives to fencing, all proposed solutions are required to meet the thresholds outlined in the Surface Transportation Noise Policy.

In utilizing interface tools, a certain degree of flexibility will be applied to ensure the intent of this Memorandum is achieved in a manner that responds to the context. Each tool is an individual building block that can be combined in an effort to achieve an optimal design solution that both mitigates noise impacts and creates a desirable interface. It is anticipated that several interface tools will be utilized to achieve an innovative outcome.

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between Chestermere and Calgary regarding the Intermunicipal Interface

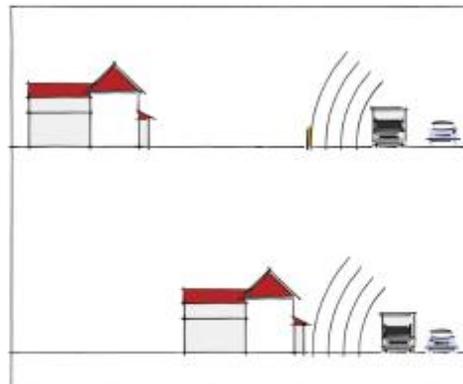


Clockwise from top-left:  
Treed berm buffers neighbourhood from traffic noise.  
Stormwater park features landmark.  
Trees line landscape setback.



### Create an environment where people want to be

1. Orient residential lots to the Street
  - a) Residential lots, not protected from noise by other acceptable means, shall be oriented towards the Street with primary residential entrances facing the Street and a direct sidewalk linking front entrances to the Street.
  - b) Primary outdoor leisure areas shall be located at the rear of the building to prevent exposure to roadway noise.
  - c) Wherever feasible, development should be arranged to block noise from travelling between buildings. For example, a townhouse development or an overlapping built form.

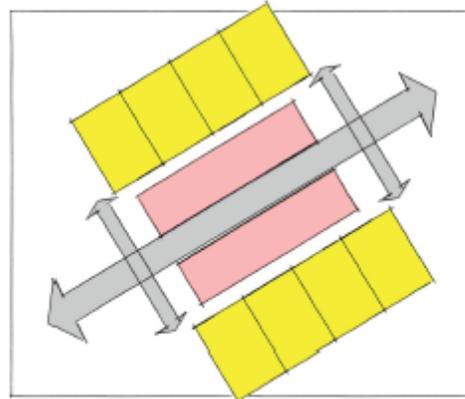


## Memorandum Of Understanding

**DRAFT** Memorandum of understanding  
between Chestermere and Calgary regarding the Intermunicipal Interface

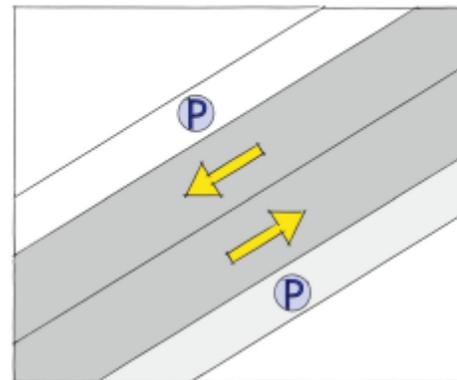
### 2. Allow non-residential uses

- a) Non-residential uses, such as Commercial, Cultural, Recreational, Institutional, and/or Employment Uses, may be provided along the Street, as an alternative to residential uses which require outdoor leisure areas. This can include residential-based commercial uses such as Live-Work Units and Home-Based Businesses.
- b) Non-residential uses should
  - i) be located at intersections to connect to the surrounding neighbourhood and converging routes for walking, cycling and driving.
  - ii) ensure that active frontages are oriented towards the Street.
  - iii) be located together as an activity node to act as a focal point along the Street.



### 3. Include on-street parking

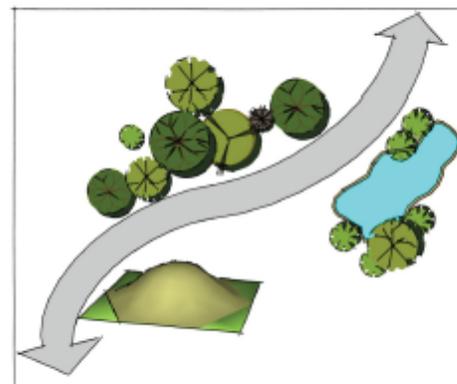
On-street parking can be provided to reduce traffic speeds, which therefore may reduce transportation noise levels.



### 4. Align street character to desired outcomes

The character of the Street should achieve outcomes that are consistent with the goals of the Interface Area.

- a) A street design standard and geometry should be selected to reduce the levels of surface transportation noise. It should include a consideration of vehicle speeds, street width, and street surface materials.
- b) Slightly curved road alignment can be utilized to route around landscape features and create interest whereby views are directed to changing focal points.
- c) The street design should be comprehensively designed to include a consideration of managing stormwater runoff, visual amenity and recreational uses.



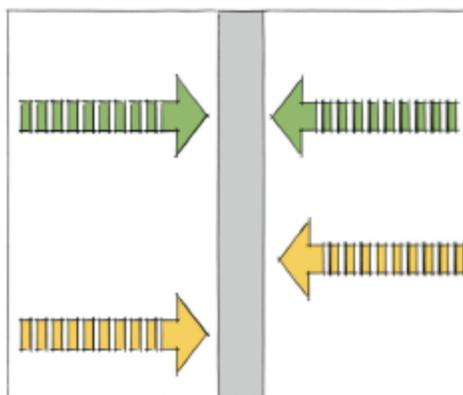
## Memorandum Of Understanding

**DRAFT** Memorandum of understanding  
between Chestermere and Calgary regarding the Intermunicipal Interface

### Make connections that link pedestrians and cyclists

#### 5. Connect pathways and trails

- a) Communities should be connected to destinations through a well-linked pathway and trail system. Destinations include parks and open spaces, community service facilities, recreational/cultural facilities such as recreation centres and churches, schools, cemeteries, commercial areas and other general attractions.
- b) A pathway system should be provided along the length of the Street. It may be located either within or outside of the public right-of-way. It may be configured to alternate on either side of the Street, and to provide multiple routes of travel to create interest and options for recreational users.
- c) Pathways and trails should be aligned between jurisdictions to make it easier and safer for people to connect east-west across the Street.
- d) Where feasible, a pathway crossing of the Street should be provided at an intersection to ensure safe crossing.
- e) A consistent construction and maintenance standard should be pursued to create a more predictable experience for pathway users.



#### 6. Implement a liveable street standard

A liveable street is a street with emphasis on modes of travel that enable social interaction such as walking and cycling. It is a destination as well as a route for travel.

- a) A liveable standard should be implemented to allow for all modes within the public right-of-way, with a particular focus on pedestrian and cyclist safety.
- b) Slow lanes can be provided within a parkway standard to accommodate access to adjacent land uses.



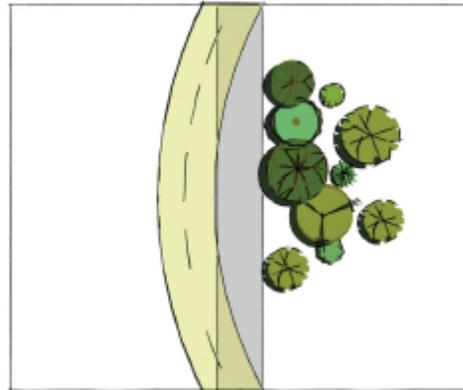
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between Chestermere and Calgary regarding the Intermunicipal Interface

### Support each municipality's unique identity

#### 7. Preserve tree stands

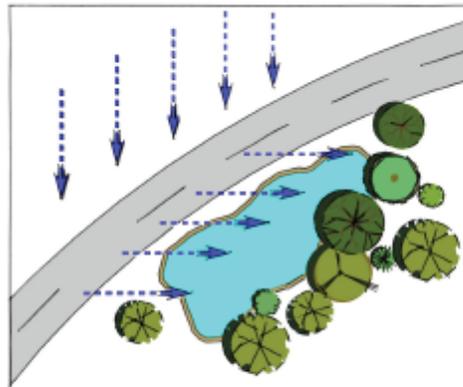
Clusters of trees not protected within Environmental Reserve should be saved to create a sense of landscape identity. Where feasible, tree stands should be expanded upon or adequately buffered to protect their ecological function, to shape the road alignment, and to buffer the adjacent neighbourhood/residential blocks from the Street.



#### 8. Design water features

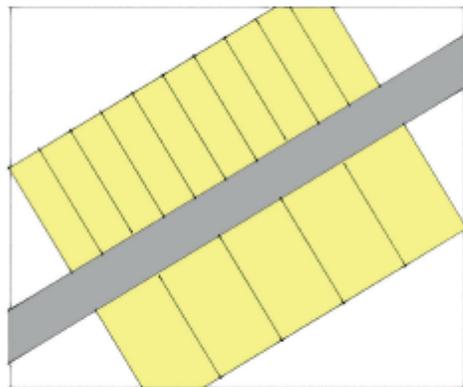
Water is an important form-maker for both municipalities within the interface area. Designing around the element of water can create a unique identity and sense of place along the Street.

- Water features are encouraged to be accommodated into the design of both the public right-of-way and adjacent urban development to be visible or accessible to the public.
- Stormwater management facilities and features should be designed within the public right of way of The Street in a manner that contributes to the recreational amenity and sense of place along the Street.
- The importance of stormwater management should be recognized in the Interface Area and how it relates to local area plans and larger regional strategies.



#### 9. Use existing LUB to differentiate urban form

Each municipality will continue to refer to their respective land use bylaws and local area plans to achieve a different built form on either side of the Street.



## Memorandum Of Understanding

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between Chestermere and Calgary regarding the Intermunicipal Interface

### 10. Provide architectural and urban design standards

Attractive pedestrian-scale amenities and quality built form are encouraged to enhance the public realm and communicate a high standard of design. These can include, but are not limited to building orientation and entrances; distance of windows from the Street axis, height of windows, materials, including materials of appropriate surface density for acoustic performance and finishing, mass, building setbacks, and scale. Urban design standards can include, but are not limited to street enclosure, lighting, benches and landscaping requirements. Residential buildings are encouraged to perform as a noise barrier for the benefit of both the occupants and the rest of the community.



### 11. Introduce scenic landmarks

Scenic landmarks are prominent identifying features of the landscape that may have special cultural, recreational, historic or social significance. They can be structures such as public art, memorials, observation towers, ruins, place-making features, and even natural features of interest.

Landmarks are encouraged at key points along the corridor, such as intersections or other natural turning points, to create a sense of place and enhance the experience of the Interface Area. For example, they can be used to signify an entrance into the community, to act as a meeting point, or to help people find their way.



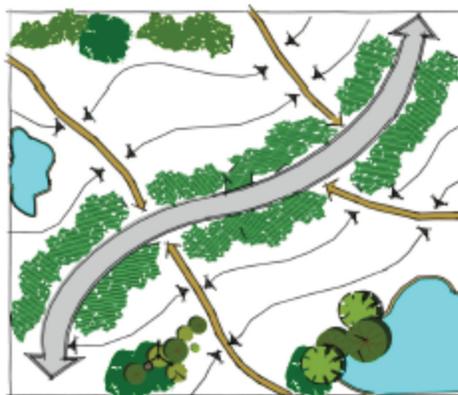
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between Chestermere and Calgary regarding the Intermunicipal Interface

### Allow for transitions between municipalities

#### 12. Connect green corridors

The natural and open space systems of both municipalities should connect to the green infrastructure within the Street to create a continuous network of green infrastructure. For example, a continuous canopy of trees could link to a vegetative swale to reveal the ecological connections within the landscape.



#### 13. Buffer with landscaping and/or berms

Landscaping should be explored as a more natural-looking alternative to achieve sound attenuation, which may include but is not limited to:

- i) Multiple rows of trees
- ii) Tree groupings and/or plantings
- iii) Berming in conjunction vegetation

Landscaped features can be combined to create an appealing edge to the community and may include both hard and soft landscape elements such as pathways and vegetation. Low maintenance and natural landscaping is preferred. For outdoor recreation areas, noise levels should not exceed acceptable levels outlined in the Noise Policy.

Sites should be designed with safety in mind and consideration given to the principles of Crime Prevention through Environmental Design (CPTED). In particular, clear sight lines along and views across public pathways, streets and public open spaces; opportunities for natural surveillance of public spaces by designing development to overlook these spaces; and the provision of adequate security lighting of pedestrian and cycling routes, and other public spaces.



## Memorandum Of Understanding

**DRAFT** Memorandum of understanding  
between Chestermere and Calgary regarding the Intermunicipal Interface

### 5.0 Future Planning Initiatives

Both municipalities will address the following issues and opportunities for future intermunicipal cooperation:

- a) Adoption of agreed upon design guidelines for attractive development along both sides of Range Road 284;
- b) Adoption of agreed upon road standard for Range Road 284 that allows for all modes of transportation and supports active modes to be viable, and the protection of the resulting road right-of-way requirements;
- c) Adoption of a mutually beneficial agreement to address the staging of road construction, maintenance and cost sharing to pay for future improvements of Range Road 284;
- d) Arranging for the connectivity of trails and pathway systems between the two municipalities; and,
- e) Adoption of agreed upon design for the construction of a gateway treatment along Range Road 284 two key intersections intersects Chestermere Blvd/17 Avenue SE and Highway 1A.

### 6.0 Amendments

This Memorandum of Understanding may be amended only by a written agreement signed by the Parties.

The City of Calgary and the City of Chestermere acknowledge and agree to fulfill its role and responsibilities as identified under this Memorandum of Understanding.

## Memorandum Of Understanding

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THE CITY OF CALGARY

Per: \_\_\_\_\_

CITY OF CHESTERMERE

Per: \_\_\_\_\_

Chief Administration Officer