



Request for Bylaw Reading

TO: Mayor and Council
FROM: Karl Mielke, RPP, MCIP, Senior Planner
Community Growth and Infrastructure
DATE: March 3, 2020
RE: **Public Hearing and Second Reading of Bylaw #001-20**
The Calgary-Chestermere Interface Intermunicipal Development Plan

EXECUTIVE SUMMARY:

The purpose of this report is to recommend approval of the Calgary–Chestermere Interface Intermunicipal Development Plan (The Plan), which was jointly developed by the City of Chestermere (Chestermere) and The City of Calgary (Calgary) administrations.

The Plan (Exhibit 1) provides for future intermunicipal collaboration and a long-term common vision and framework for development of approximately 102 hectares (252 acres) of lands along the common boundary between Chestermere and Calgary. The policy area is along Range Road 284/116 Street E/Conrich Road (the Interface Street) between the future alignments of 8 Avenue N.E. and Peigan Trail S.E. on the Calgary side of the interface. The vision, core ideas, and policies in The Plan support an attractive and unique interface between the two municipalities.

The Plan will be considered by both Chestermere and Calgary City Councils. Following Calgary Council's Public Hearing and first reading and Chestermere Council's Public Hearing and second reading, The Plan will be submitted to the Calgary Metropolitan Regional Board (CMRB) for approval. Calgary Planning Commission provided input on The Plan during an in-camera session on December 5, 2019. The Plan was then presented to Chestermere's Council for input on December 17, 2019 during an in-camera session, and for first reading in a public session on January 21, 2020.

The Plan represents a unique approach to Intermunicipal Development Plans. It includes high-level policy to support further collaboration and coordination between Calgary and Chestermere, and to guide the completion of studies required to achieve the vision for the plan area. The Plan also includes detailed policies to allow for consistency in the plan area and to address differences in policies and processes between the two municipalities.



Chestermere's Strategic Vision

Amazing Quality of Life · Amazing Partnerships · Amazing Relationships · Amazing Opportunities · Amazing Neighbourhoods

BACKGROUND:

Following annexations of lands from Rocky View County to Calgary in 2007 and Chestermere in 2009, the Interface Street became the common boundary between the two municipalities. A few years later, the Calgary-Chestermere Intermunicipal Committee (IMC) directed administrations to complete a set of guidelines to prevent a tunnel-like interface. The draft Memorandum of Understanding (MOU) was completed in 2015 to create a vibrant and unique interface. Enforcing the MOU was challenging, and in 2017 it was decided by both administrations in coordination with the IMC that a statutory policy would be most appropriate for implementing this vision.

Calgary and Chestermere started the policy work in 2017 and have jointly developed The Plan. The Technical Advisory Committee has consisted of subject matter experts from both municipalities and was co-led by planners from each municipality. The Plan is the result of cooperation, coordination, and compromises made by Calgary and Chestermere throughout the process.

During the development of The Plan, and between 2018 and 2019, four outline plans were approved in Chestermere for lands partially within the policy area, and one in Calgary. Once approved, The Plan may inspire and encourage amendments to those outline plans, mostly relating to lot layout, to better align with the vision for the area. Amendments to approved outline plans are at the discretion of developers and landowners. Changes may be implemented during future planning applications, including subdivision. The administrations will work with developers and landowners who consider amendments to their approved outline plans to find appropriate and mutually beneficial ways of aligning with The Plan vision.

The Plan refines and aligns the strategic objectives and policies of higher-level plans and legislations as detailed in the Strategic Alignment section of this report. The Plan supports intermunicipal collaboration and coordination, as well as guides development along the Interface Street. The Plan should be read in conjunction with municipal policies and plans.

Site Context

The Plan area covers approximately 102 hectares (252 acres), extending 150 metres east and west of the Interface Street, and measuring approximately 4.85 kilometres north to south between the future alignments of 8 Avenue N.E. and Peigan Trail S.E. There are approximately 20 privately-owned parcels of varied sizes in the plan area. The majority of parcels are undeveloped and used for agricultural purposes, although a private school/church, country residential cluster, and a couple of parcels devoted to industrial/commercial uses are also located in the plan area.



Natural features in the area include wetlands, natural drainage courses, and a significant tree stand. A high-voltage power transmission line with a 40 metre right-of-way, and an abandoned sour gas pipeline are located to the south of 17 Avenue S.E./Chestermere Boulevard.

Policy Overview:

Vision:

The plan area will become an attractive, unique, high-quality and vibrant residential corridor with three mixed-use Nodes and gathering areas near natural features. The plan area will offer a pleasant pedestrian experience and will be well connected for local and regional transportation by various travel modes.

Values and core ideas of The Plan:

1. Working together;
2. Acknowledging uniqueness;
3. Creating an attractive and active pedestrian experience;
4. Creating vibrant mixed-use nodes;
5. Creating a well-connected street; and
6. Protecting and integrating nature.

The Land Use Concept, Mobility, Open Space and Streetscape Element sections contain detailed policies to guide future development in the plan area, support the regional transportation network, protect natural features and allow for a consistent and pleasant public realm.

The Intermunicipal Collaboration section includes high-level policies to support and guide further collaboration and coordination between the two municipalities and to guide forthcoming tasks (i.e. the completion of a functional study to define technical details for the Interface Street).

Land Use

The plan area is organized in three Character Areas: The Nodes, The Residential Corridor and The Transition. These Character Areas have unique characteristics and consistent land uses. The Plan includes general policies that apply to all of the plan area to allow for a consistent street layout, compatibility of uses along the Interface Street, support all travel modes (walking, cycling, driving) and to protect natural features. The streetscape elements will enhance the pedestrian experience and visually unify the plan area.

Regarding density targets, floor area ratio and land uses are different in each municipality. Therefore, the maximum building height is used to define the intensity of each character area.



Character Area 1: The Nodes

The Nodes are areas that contain higher intensity mixed-use development with at-grade active uses to enhance and support a pleasant pedestrian experience. These areas are expected to have wider sidewalks, vibrant publicly-accessible spaces, be well-landscaped and integrate the existing natural features in their overall design.

There are three Nodes in the plan area and they are located at major intersections of the Interface Street with future alignments of Memorial Drive N. E. (The Gateway Node); 17 Avenue S.E/Chestermere Boulevard (The Heart Node); and the power transmission line and its right-of-way (The Greenway Node).

Character Area 2: The Residential Corridors

These are areas located between the Nodes and will primarily contain low-rise residential uses including single-detached, semi-detached, duplex, townhomes, rowhouses, secondary suites and live-work units.

Character Area 3: The Transition

This area is located north of the Gateway Node and will allow for a smooth transition between the Interface Street and the planned interchange at Highway 1. This area will host single-use or mixed-use buildings including commercial and low-impact industrial uses.

Transportation Networks

A full interchange is planned at the intersection of Highway 1 and the north end of the Interface Street. Full details are not yet available however, the draft design and the planned location of this interchange shows that the alignment of the Interface Street would jog west. Due to spacing requirements, some lands may become functionally isolated from their jurisdiction; The Plan includes high-level policies to address this potential challenge.

General Characteristics of the Interface Street

The Interface Street is currently classified as an arterial street in Calgary and a regional connector in Chestermere. The Plan anticipates that the Interface Street will be a 36-metre-wide, four-lane divided street that will provide strong connections to adjacent land uses with potential for on-street parking and regular multi-modal access between both municipalities. To achieve the vision of The Plan and reflect the Interface Street's unique function, a modified street classification will be created through a future functional study. The timeline and funds for the study are unknown at this time.

The Interface Street will serve as an important north-south corridor through Chestermere, Calgary and Rocky View County. It will serve as both a through route and a destination



by providing safe and efficient mobility for through traffic, balanced community access and multi-modal connectivity needs of the adjacent neighbourhoods in both municipalities.

The Plan anticipates future construction, maintenance and operation of the Interface Street to be a shared responsibility between the two municipalities. The Plan provides guidance to develop agreements for the efficient staging and construction, maintenance and operations of the street. Upgrades and construction of the Interface street would be funded and constructed by adjacent landowners in conjunction with their developments, as stated in current legislation.

Transit

The plan area is not currently serviced by transit. Bus rapid transit (BRT) will run along 17 Avenue S.E. Calgary and Chestermere are currently exploring options for an intermunicipal transit route that would connect the two communities across the Interface Street. Opportunities for providing local transit routes to link to the BRT stations and the plan areas, especially with the Nodes, may be explored in future as well.

Environmental

An ecological inventory submitted with the Belvedere Area Structure Plan, and Biophysical Impact Assessments submitted with outline plans in Calgary and Chestermere were reviewed and informed the policies included in The Plan. Available information identified several significant wetlands within or near the plan area, in addition to a drainage corridor which connects the wetlands, and a tree stand located in Chestermere.

The Plan strives for retention of these natural features and to incorporate them into the plan area design. The wetland at the northwest corner of the Interface Street and 17 Avenue S.E./Chestermere Boulevard is Crown claimed and Calgary's wetland policy dictates that a 30m setback be protected around the water body bed and shore. It is intended that this wetland will become the key natural feature of the plan area.

Open Space Network

Open spaces in the plan area are intended to be inclusive and provide natural, universal accessibility, multi-seasonal passive recreation and gathering opportunities. Incorporating and linking natural features and pathways in both municipalities is the driving objective for the open space network.

Utilities and Servicing

The intent of the servicing policies in The Plan is that both municipalities will work cooperatively to accommodate sanitary, water and stormwater easements and rights-of-



way, and collaborate with each other on stormwater management solutions, when necessary.

Servicing for the plan area is covered under the existing Master Servicing Agreement (MSA) between Calgary and Chestermere. The MSA identifies the criteria around Calgary supplying potable water and providing wastewater treatment to Chestermere.

Stormwater management of the plan area will be achieved through the construction of future stormwater ponds and trunks. Costs associated with water distribution, sanitary collection, and stormwater conveyance/treatment networks, will be borne by the developer. Calgary is a partner of the Cooperative Stormwater Management Initiative (CSMI), and post-development stormwater runoff generated by development in the plan area must align with the CSMI strategy on the Calgary side. Chestermere has recently pulled out of CSMI and is in the process of exploring alternative options for stormwater management.

Intermunicipal Collaboration

The Plan builds on existing agreements between Calgary and Chestermere regarding circulation of planning applications, and dispute resolutions. It also provides high-level policies to strengthen future collaboration and coordination between Calgary and Chestermere, and with other stakeholders when required.

The Plan provides guidance on matters required to support the vision for the area including the completion of forthcoming tasks such as the Interface Street naming, servicing, completion of a functional study to define technical details and final street alignment for the Interface Street, among others.

Calgary Planning Commission and Chestermere Committee of the Whole Review

On December 5, 2019, Calgary and Chestermere administrations presented The Plan to Calgary Planning Commission in a closed session. The Plan was presented for information and general feedback. Commission members provided valuable input and industry expertise which allowed administrations to make improvements to The Plan prior to committees and Councils.

Calgary and Chestermere administrations also presented The Plan to Chestermere's Council for general feedback on December 17, 2019 in an in-camera session. This was done in place of a presentation to the Committee of the Whole, due to a scheduling conflict. The Plan returned to Chestermere Council for first reading on January 21, 2020, at which time Council set the public hearing date for March 3, 2020.



Stakeholder Engagement, Research and Communication

In keeping with standard practices, key stakeholders were engaged throughout the development of The Plan. In addition to internal stakeholders' engagement at both municipalities, administrations reached out to landowners and developers in the plan area, The Province of Alberta, Rocky View County, and Altalink (as the owner of the power transmission line).

Initially, both administrations had isolated discussions with landowners and developers in each jurisdiction. However, to allow for consistency and efficiencies, administrations shifted to a more coordinated approach to engaging with stakeholders in early 2018. Calgary and Chestermere coordinated communications with all stakeholders, jointly organized meetings and engagement sessions with stakeholders, and together prepared and delivered presentations to committees and councils.

Four engagement sessions for developers and landowners were held throughout the policy work: to present the project (February 2019); to discuss the vision and core ideas (May 2019); to communicate the policy approach and further discuss the vision (September 2019); and to discuss and request feedback on the draft document (December 2019). Joint administrations have also engaged via emails and meetings with other stakeholders, including the Province of Alberta, Rocky View County, and Altalink.

A project webpage was included in both municipalities' websites detailing relevant background information, project timelines and details on stakeholders' sessions, along with the proposed policy plan. Stakeholders including Rocky View County, The Province of Alberta and Altalink also received a copy of The Plan.

Comments received from stakeholders helped improve The Plan in various ways. Technical terms were replaced by common language, missing information was included in the maps, and location maps were revised. Stakeholders sought further information on the future studies and approval processes in both municipalities. They expressed that The Plan provides certainty for the plan area.

Strategic Alignment

The Plan is to be read in conjunction with the South Saskatchewan Regional Plan, and the Calgary Metropolitan Growth Plan. Within the Chestermere context, the plan area overlaps with the Waterbridge Master Area Structure Plan; Bridgeport and Gateway area structure plans; and Chelsea, Waterford Stage 1, and Waterford Stage 2 outline plans.

Municipal Government Act

The Municipal Government Act (MGA) provides the legal framework for two neighbouring municipalities to create an Intermunicipal Development Plan, which is ultimately intended to be approved by the respective Councils.



In 2015 the MGA was amended to clarify that in the event of a conflict or inconsistency between an intermunicipal development plan and a municipal development plan, area structure plan or an area redevelopment plan, the intermunicipal development plan prevails to the extent of the conflict or inconsistency (MGA Section 638), and also that a municipal development plan must be consistent with any intermunicipal development plan with respect to land that is identified in both the municipal development plan and the intermunicipal development plan (MGA Section 632(4)).

South Saskatchewan Regional Plan (2014)

The plan area is within the “City, Town” area as identified on Scheduled C: South Saskatchewan Regional Plan Map in the South Saskatchewan Regional Plan (SSRP). While the SSRP makes no specific reference to the plan area, The Plan is consistent with policies on Land Use Patterns.

Interim Calgary Metropolitan Region Growth Plan and Interim Regional Evaluation Framework (2018)

The Calgary Metropolitan Region Board (CMRB) prepared and approved the Interim Calgary Metropolitan Growth Plan and the Interim Regional Evaluation Framework. The Interim Growth Plan provides planning direction and guidance on certain areas of regional significance related to population and employment growth, land use, infrastructure and services. The Plan builds on the principles of the Interim Growth Plan by means of promoting efficient use of land, regional infrastructure and intermunicipal collaboration.

The Interim Regional Evaluation Framework provides municipalities with criteria to determine when new municipal statutory plans and amendments to existing statutory plans shall be submitted to the CMRB for approval. The Plan will be circulated to the CMRB following Calgary Council first reading and Chestermere Council second reading. After a decision by the CMRB is rendered, The Plan will return to Calgary Council for second and third reading and Chestermere Council for third reading.

Chestermere Municipal Development Plan (2016)

The plan area is primarily located in the low-density “Residential Neighbourhood” area of the MDP’s Figure 8: Land Use Concept. Specific parts of the plan area fall within other land use areas. These include “Employment Lands” adjacent to Highway 1, which emphasize single-use office, industrial and/or power center development; “Mixed Use Commercial: Neighbourhood” adjacent to the future alignment of Memorial Drive, characterized by smaller-scale, pedestrian-oriented mixed-use development meeting local neighbourhood needs for retail and professional services; and “Mixed Use Commercial: Corridor” adjacent to 17 Avenue S.E./Chestermere Boulevard, intended for transit-oriented and pedestrian-oriented ‘gateway’ mixed-use development.

MDP Section 1.3.2 (Cooperative Planning Policy) provides policy direction on collaborative planning of the Interface Street, which is referred to as Conrich Road in the



MDP. The Plan is consistent with the intent of supporting coordinated planning of development on both sides of the intermunicipal boundary to achieve a visually attractive interface; coordinated alignment and design standards of intermunicipal roadways; planning of longer-term growth corridors; integration of open space networks and pathway systems; and engagement with landowners on both sides of the boundary, as well as with Rocky View County.

Waterbridge Master Area Structure Plan (2014)

The plan area falls within portions of the Business Park, North, North-Central, South-Central, and South communities of the Waterbridge MASP. The Business Park Community is intended for development of employment-generating uses, whereas the remaining four communities are intended for primarily low-density development and compatible uses. The plan area is also bisected by the Mixed-Use Corridor area of 17 Avenue S.E./Chestermere Boulevard, intended for residential, commercial, institutional and recreational uses.

Capital Budget

A one-time budget will be required to complete the studies identified in The Plan (i.e. Transportation Functional Study).

Risk Assessment

There are no known risks associated with the adoption of The Plan as recommended.

PUBLIC HEARING:

The public hearing for Bylaw 001-20 is set for March 3, 2020. This was moved forward from the originally intended date of March 17th, 2020, to better align with the approval process in Calgary where the public hearing for The Plan was moved forward to February 28th, 2020.

Comments gathered during the public hearing will be summarized and any concerns will be addressed prior to returning to Council for third reading.

BENEFITS:

The Plan will create a vibrant, diverse, inclusive, consistent, and unique interface area between Calgary and Chestermere where all people can live, work, and experience a multitude of recreational opportunities. The vision seeks to provide opportunities for a wide range of housing types as well as enhancing the east/west pedestrian connections between both municipalities to foster cross-municipality social integration and connectivity.

The Plan seeks to create economic nodes strategically located at important intersections, where mixed-use development could support a live/work/play lifestyle which creates opportunities for local businesses to thrive.

The Plan encourages the protection of natural features and its integration onto the overall design. The Plan aims for public open spaces to be designed near the natural features to create destination points linked through the pathway system and sidewalks. Renewable energy options are encouraged in the plan area.

DISADVANTAGES:

There are no known disadvantages associated with The Plan, nor with holding a public hearing and granting second reading to the proposed Bylaw #001-20 that would facilitate its adoption.

PUBLIC NOTICE/COMMUNICATIONS:

The public hearing was advertised in the Chestermere Anchor for two consecutive publications (February 13th and 20th, 2020), posted on the City of Chestermere website, and direct notifications were sent to affected and adjacent landowners, Rocky View County and Alberta Transportation in accordance with MGA Section 606 and Section 692, and standard municipal practice.

RELATED COUNCIL POLICIES/BYLAWS & STRATEGIC VISION:

- This bylaw supports building positive and mutually beneficial PARTNERSHIPS between the City of Chestermere and City of Calgary by achieving a common purpose for growth and development which is supportive of intermunicipal agreements and other cooperative initiatives in the provision of municipal services along our shared border. It would encourage continued dialogue to reduce potential land use conflicts and enable both parties to jointly consider the effects that a development in one municipality might have on the other. This IDP will foster a better understanding of each other's unique identities, interests, and views.
- This IDP will improve the City's RELATIONSHIPS with the City of Calgary and residents by recognizing that both municipalities can work as one diverse, mutually supporting community. This IDP will also provide certainty around the types of land use allowed within the plan area and the development standards that will be applied which are consistent with each respective municipality's MDP vision that was informed by public engagement.
- This IDP will support high-quality NEIGHBOURHOODS by fostering an attractive, unique, and vibrant residential corridor with diverse housing options, mixed-use nodes, and gathering areas near natural features. The plan area will offer a pleasant pedestrian experience, will allow for safe and reliable north-south and east-west connections, and will accommodate various transportation options.

- This IDP would improve QUALITY OF LIFE in the community by the assurance of defined character amenity areas that will be designed to be comfortable, universally accessible, and support the enjoyment and participation of residents and visitors.

PREVIOUS REPORTS/COUNCIL DECISIONS (if any):

- Calgary-Chestermere Interface Intermunicipal Development Plan, presentation in-camera December 17, 2019.
- First Reading of Bylaw 001-20 – The Calgary-Chestermere Interface Intermunicipal Development Plan

ATTACHMENTS (including all In Camera items):

- Exhibit 1: Calgary-Chestermere Interface Intermunicipal Development Plan, 34 pages
- Exhibit 2: Bylaw #001-20, 3 Pages

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS (if any):

RECOMMENDED ACTION:

The Plan reflects the collaborative and coordinated work between Chestermere and Calgary, provides a long-term common vision and framework for development in the plan area, and supports a vibrant, unique and active interface.

Administration recommends:

That Council give Second Reading to Bylaw 001-20, being the Calgary-Chestermere Interface Intermunicipal Development Plan, as presented.

That Council direct Administration to submit the Calgary-Chestermere Interface Intermunicipal Development Plan to the Calgary Metropolitan Region Board (CMRB) for review under the Interim Regional Evaluation Framework (IREF) following Second Reading.

Approved by:
Jeff Gibeau
Senior Manager, Planning and Growth

Approved by:
Bernie Morton
Chief Administrative Officer



March 3, 2020
City of Chestermere
Council Meeting
Bylaw 001-20 - Calgary-Chestermere Interface Intermunicipal Development Plan
Public Hearing

Exhibit 3 - Amendments for Second Reading

Due to an upload error, the version of the Calgary-Chestermere Interface Intermunicipal Development Plan that was included in the Council agenda package was slightly out of date, and did not include the most recent changes made to the document in 2020.

This Exhibit highlights two sets of changes made since the version of The Plan that was included in the agenda package was created:

- 1 - Amendments made by the Council of the City of Calgary on February 24, 2020, prior to FIRST READING.
- 2 - Changes that were not included in the Council agenda package due to the upload error.

The correct version of the plan was circulated to stakeholders and uploaded to the City of Chestermere website for viewing prior to the public hearing, so it is not necessary to re-advertise the public hearing.

Council is requested to amend Bylaw 001-20 to reflect the amendments in item 1 above, and highlighted in yellow on page 2 of this Exhibit. This will reflect the amendments made in Calgary at FIRST READING.

The remaining changes outlined in this exhibit relate to the upload error in item 2 above. All changes, included corrections of any typos and formatting modifications, will be included in the final version that will be presented to the Calgary Metropolitan Region Board for review under the Interim Regional Evaluation Framework, as well as to both councils for THIRD READING.

Amendments to the draft version that was included in Council's agenda package for the public hearing/second reading

FROM - (January 21, 2020 version)	TO - (February 13, 2020 version)
<p>2.1 General Policies</p> <p>14. Increased attention should be given to architectural materials and features on the façades of buildings that face the Interface Street and Crossroads.</p> <p>15. Building façades greater than 30 m long should suggest a pattern of narrow storefronts or units.</p> <p>16. Weather-protective elements for publicly-accessible spaces on private lands should be included in the overall building design, especially for those buildings that are next to a transit stop.</p>	<p>2.2 Character Area 1: The Nodes</p> <p>9. Increased attention should be given to architectural materials and features on the façades of buildings that face the Interface Street and Crossroads.</p> <p>10. Building façades greater than 30 m long should suggest a pattern of narrow storefronts or units.</p> <p>11. Weather-protective elements for publicly-accessible spaces on private lands should be included in the overall building design, especially for those buildings that are next to a transit stop.</p>
<p>Previously not included</p>	<p>2.1 General Policies</p> <p>10. Community gardens are encouraged in the Plan Area.</p> <p>11. Publicly accessible electric-car charging stations are encouraged in the Plan Area.</p>
<p>2.1 General Policies</p> <p>10. The Interface Street and Crossroads alignment shown on Map 2: Land Use Concept should be adjusted to avoid disturbance to Natural Features.</p> <p>11. Streets and laneways should not be located between the Interface Street and a parcel.</p>	<p>2.1 General Policies</p> <p>12. The Interface Street and Crossroads alignment shown on Map 2: Land Use Concept should be adjusted to avoid disturbance to Natural Features.</p> <p>13. Streets and laneways should not be located between the Interface Street and a parcel.</p>
<p>2.1 General Policies</p> <p>17. Public seating should be considered between the Interface Street and a building and integrated into the building design for mixed-use, multifamily and non-residential developments.</p>	<p>2.2 Character Area 1: The Nodes</p> <p>8. Public seating should be considered between the Interface Street and a building and integrated into the building design for mixed-use, multifamily and non-residential developments.</p>
<p>2.2 Character Area 1: The Nodes</p> <p>2. Local Low-impact Industrial, small commercial and retail and consumer services uses, may be located in all Nodes</p>	<p>2.2 Character Area 1: The Nodes</p> <p>2. Institutional, civic, recreational facilities, local Low-impact Industrial, small low-impact commercial and retail and consumer services uses, may be located in all Nodes.</p>
<p>6.2 Intermunicipal Circulation and Referral Process</p> <p>2. Prior to submission of Planning Applications for parcels located in the Plan Area, applicants are encouraged to consult with stakeholders, including representatives of adjacent municipalities.</p>	<p>Removed to avoid redundant overlap with...</p> <p>The Planning Referral and Dispute Resolution Agreement Between Calgary and Chestermere (2014)</p>

2.1. General Policies

The general policies are intended to apply to the entire Plan Area to enable successful pedestrian-oriented development and allow for consistency along the Interface Street. These policies shall be read in conjunction with the policies for each Character Area.

Land use and development

1. Land use designations and developments should be consistent with the policies related to the relevant Character Area on **Map 2: Land Use Concept**.
2. Developments should be compatible, especially those located across the street from each other.
3. Low-rise residential, Multi-residential Development, live-work, institutional and park uses may be located in the Plan Area.
4. Uses that include extensive outdoor storage areas shall not be approved along the Interface Street. These uses include vehicle storage, recycling operations and industrial and commercial uses that require intensive outdoor activities and storage areas.
5. Parcel depths extending from the property line at the Interface Street shall be designed to allow for future redevelopment.
6. Private residential backyards shall not be located along the Interface Street and shall be screened by sound attenuation walls.

Created new section called "Sustainability Considerations".

Added policy 10: "Community gardens are encouraged in the Plan Area."

Added policy 11: "Publicly accessible electric-car charging stations are encouraged in the Plan Area."

Universal accessibility and renewable energy

7. The Interface Street and its public Open Space should be designed to be universally accessible and support the enjoyment and participation of everyone.
8. The Streetscape Elements should be designed, placed and oriented in a way that does not hinder universal accessibility and mobility.
9. Renewable energy options are encouraged in the Plan Area.

Renumbered to Policies 12 and 13

Street layout

10. The Interface Street and Crossroads alignment shown on **Map 2: Land Use Concept** should be adjusted to avoid disturbance to Natural Features.
11. Streets and laneways should not be located between the Interface Street and a parcel.

Building design

12. Buildings should be designed to have the primary entrances facing the Interface Street. This policy applies for at-grade unit entrances.
13. Primary entrances in buildings should be connected to the public sidewalk by a sidewalk or similar element. Sidewalks to buildings other than low-rise residential buildings should not have any grades greater than five per cent to ensure universal accessibility.
14. Increased attention should be given to architectural materials and features on the façades of buildings that face the Interface Street and Crossroads.
15. Building façades greater than 30 m long should suggest a pattern of narrow storefronts or units.
16. Weather-protective elements for publicly-accessible spaces on private lands should be included in the overall building design, especially for those buildings that are next to a transit stop.
17. Public seating should be considered between the Interface Street and a building and integrated into the building design for mixed-use, multifamily and non-residential developments.

Relocated to 2.2 Character Area 1: The Nodes, Policies 9, 10 and 11.

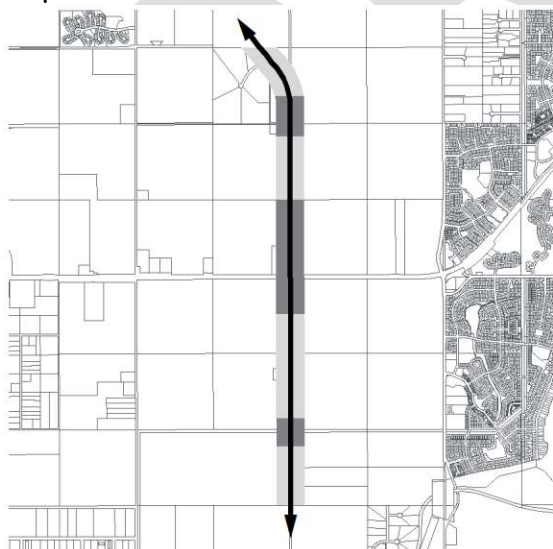
Relocated to 2.2 Character Area 1: The Nodes, Policy 8

1. The Nodes may consist of horizontal or vertical Mixed-use Development and single-use development.
2. Local Low-impact Industrial, small commercial and retail and consumer services uses, may be located in all Nodes.
3. The ground floor of any development that faces the Interface Street should contain Active Uses that encourage higher levels of pedestrian activity.
4. Iconic, low-maintenance and renewable-energy-powered art pieces, as well as entrances, gateways and wayfinding signage, should be strategically placed in the Public Realm.
5. Areas between the Interface Street and buildings should be publicly accessible private space such as patios, seating areas or other spaces that use hard-surfacing. Alternatively, the area between the Interface Street and buildings may be soft-surfaced landscaping.
6. Publicly accessible amenity space adjacent to the sidewalk within private lands is encouraged.
7. Blank walls (greater than 15 m long) without windows or architectural features should be avoided. If required for security reasons, the blank walls should be decorated with interesting architectural features or murals.

Changed to:
 Institutional, civic, recreational facilities, local Low-impact Industrial, small low-impact commercial and retail and consumer services uses, may be located in all Nodes.



Map 3: Character Area 1: The Nodes



The following types of proposals shall be circulated from Calgary to Chestermere or vice versa:

- a. statutory and non-statutory plans and proposed amendments to such plans;
- b. applications for land use redesignation and subdivision;
- c. disposition of environmental, municipal and/or school reserves; environmental easements; public utility lots and/or road allowances; and
- d. all applications for development permits, including renewals for the following:
 - i. intensive agricultural operations;
 - ii. natural resource extraction;
 - iii. landfills;
 - iv. discretionary uses along intermunicipal entranceways;
 - v. commercial, industrial or business development;
 - vi. institutional development; and
 - vii. residential development.

Subject to written agreement between both municipalities, item 2 of the preceding circulation list without the need for an amendment.

Removed
This is a redundant policy that already exists in
The Planning Referral and Dispute Resolution
Agreement Between Calgary and Chestermere
(2014)

Calgary and Chestermere administrations shall decide which department(s) is/are responsible for responding to intermunicipal planning referrals. Calgary and Chestermere administrations shall refer any available information with respect to lands within the Plan Area that might be requested by the other municipality.

2. Prior to submission of Planning Applications for parcels located in the Plan Area, applicants are encouraged to consult with stakeholders, including representatives of adjacent municipalities.

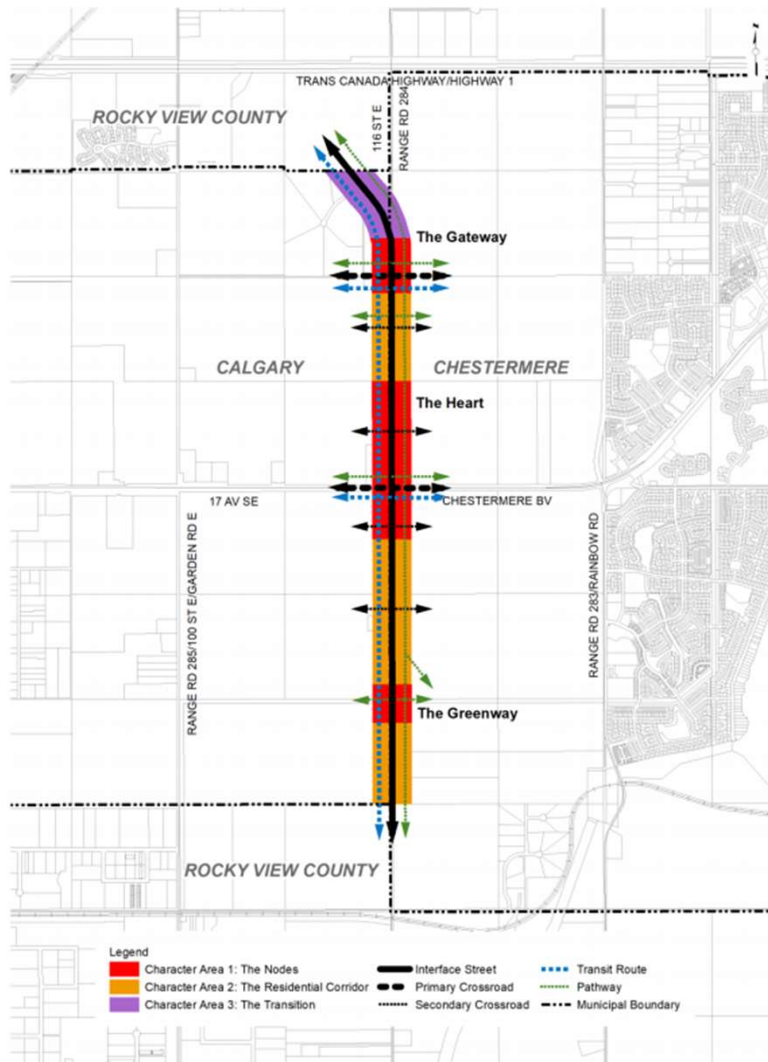
6.3. Intermunicipal Conflict Resolution Process

1. Calgary and Chestermere administrations should arrange to maximize opportunities for discussion to resolve matters of concern early to minimize the need for formal mediation. Review by the Calgary–Chestermere Intermunicipal Committee should occur prior to the matter proceeding to councils or other committees.

The matter may be resolved at the Calgary–Chestermere Intermunicipal Committee in the following manner:

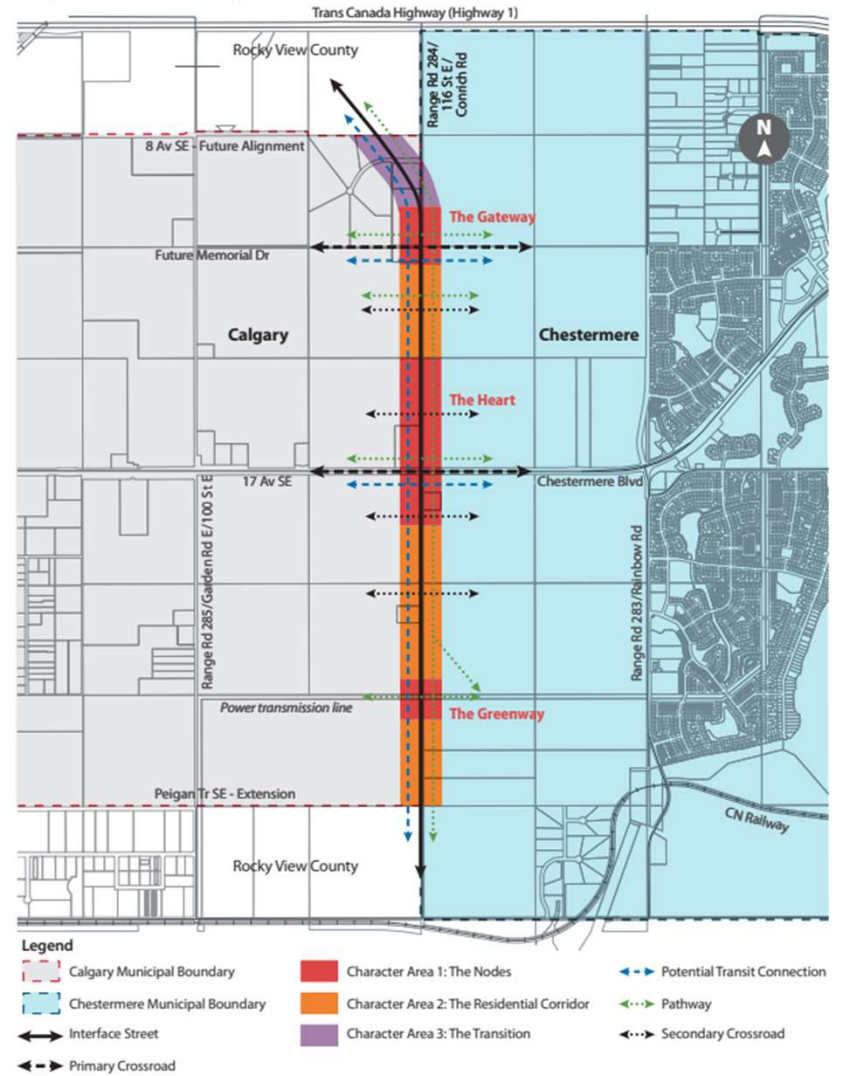
- a. In advance of the committee meeting, the host municipality will ensure that information on the issue is made available to Calgary and Chestermere. The host municipality will clarify any questions or comments that were raised by the responding municipality.
- b. During the meeting, the Calgary–Chestermere Intermunicipal Committee will hear the perspectives of Calgary and Chestermere administrations, including, but not limited to, presentations from Calgary and Chestermere administrations and subject matter experts, if required.
- c. If the matter cannot be resolved at the meeting, then the Calgary–Chestermere Intermunicipal Committee may conclude that no agreement could be reached and direct the matter to Calgary and Chestermere councils.

Map 2: Land Use Concept



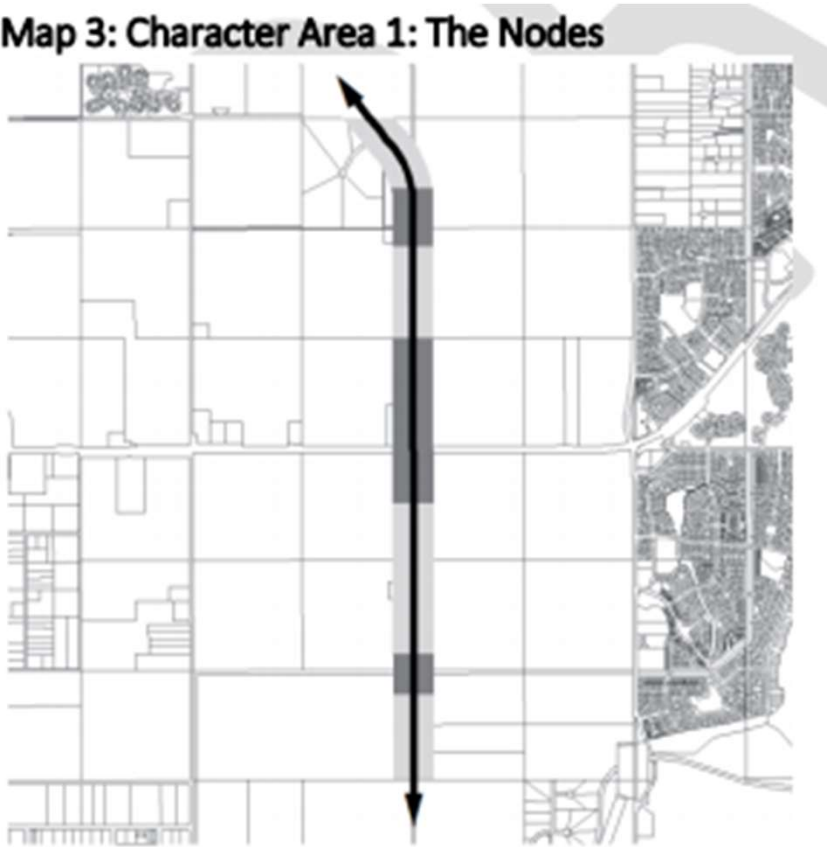
Agenda Package Version

Map 2: Land Use Concept



Amended for Second Reading

Map 3: Character Area 1: The Nodes



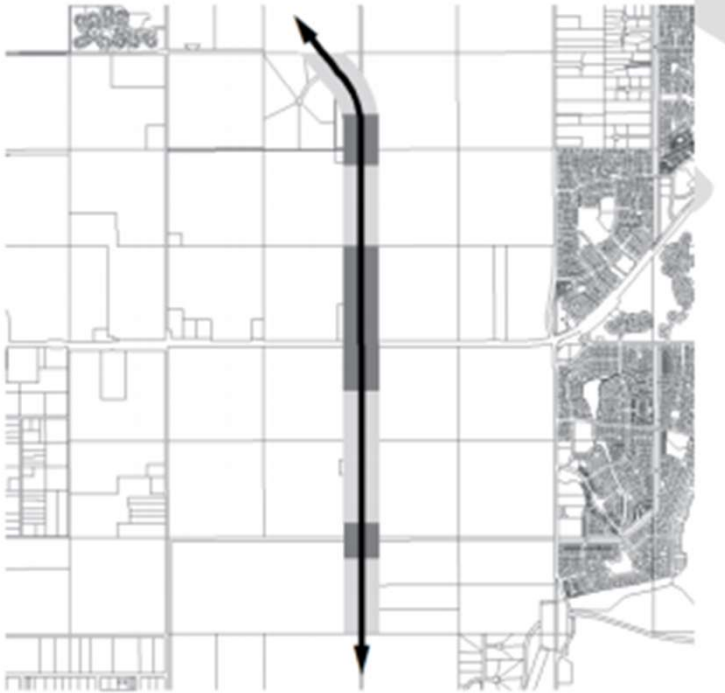
Agenda Package Version

Map 3: Character Area 1: The Nodes



Amended for Second Reading

Map 3: Character Area 1: The Nodes



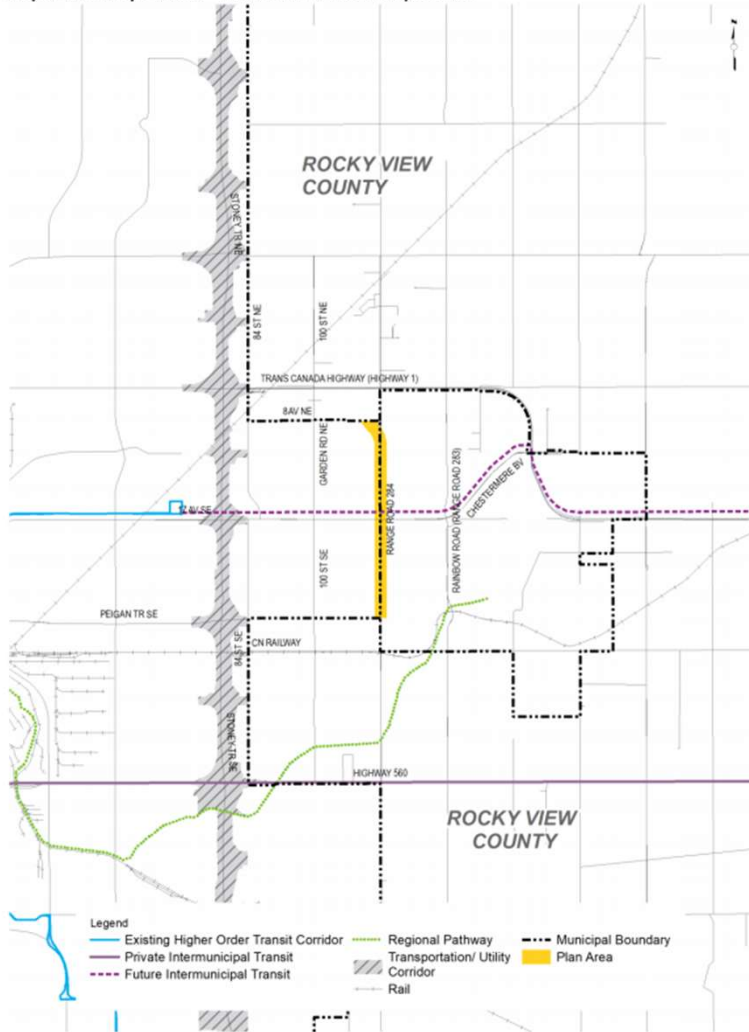
Agenda Package Version

Map 3: Character Area 1: The Nodes



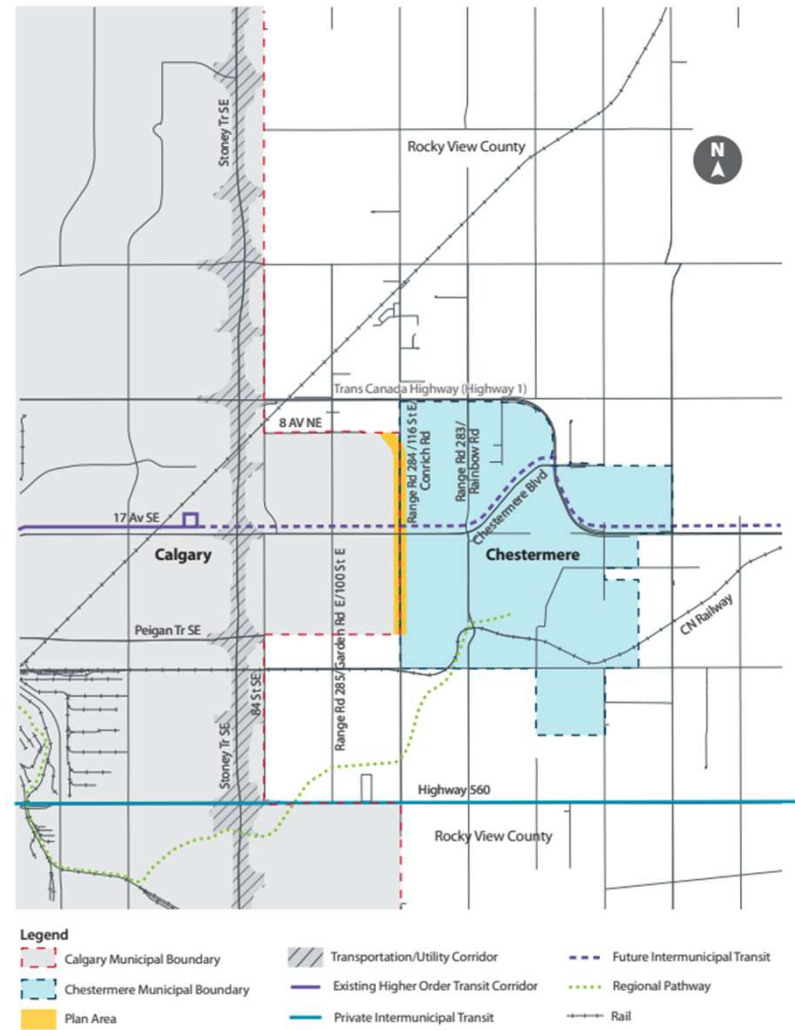
Amended for Second Reading

Map A1: Mobility Corridor—Transit and Active Transportation



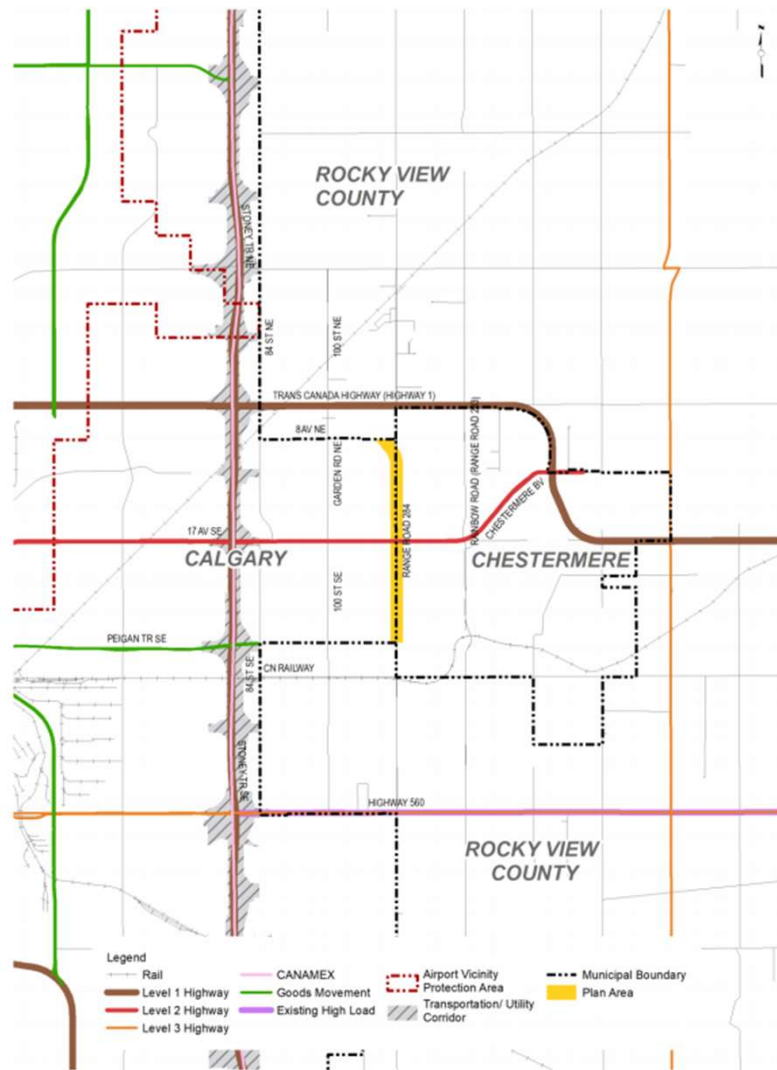
Agenda Package Version

Map A1: Mobility Corridors – Transit and Active Transportation



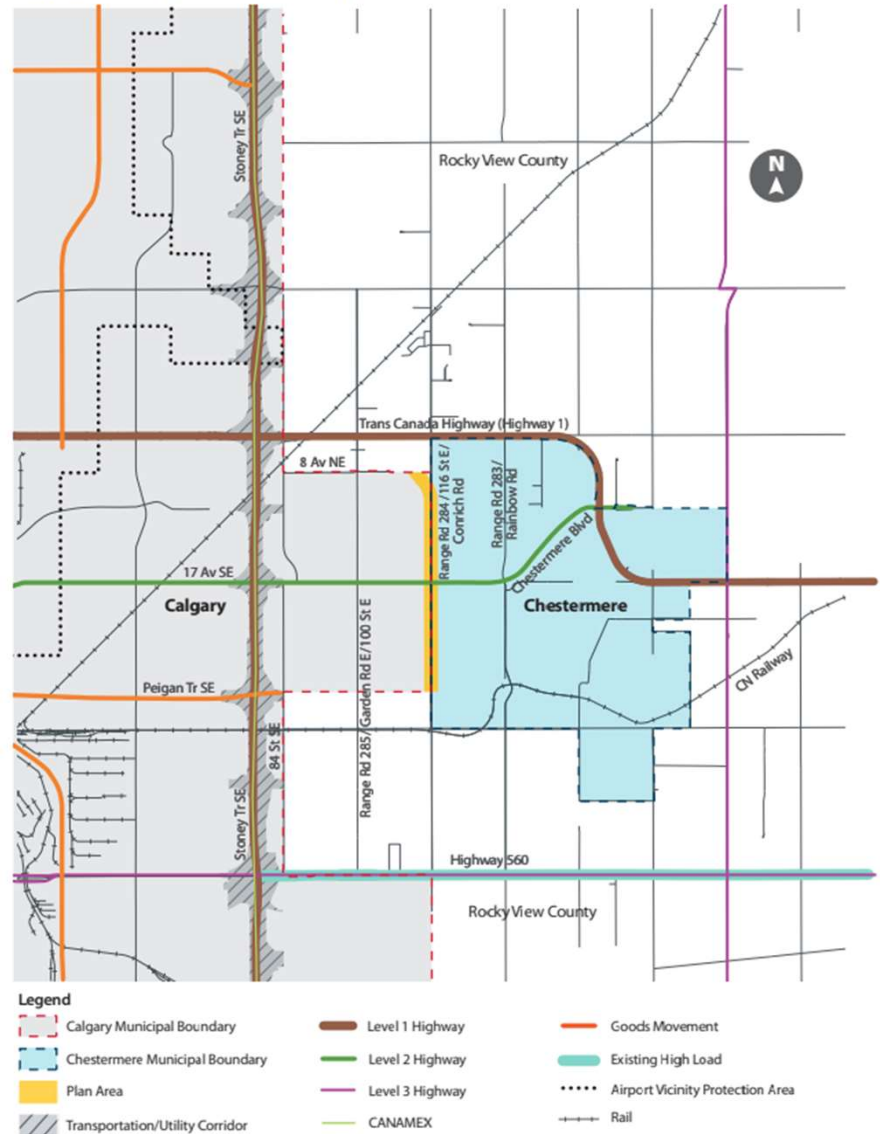
Amended for Second Reading

Map A2: Mobility Corridor—Transportation and Trade



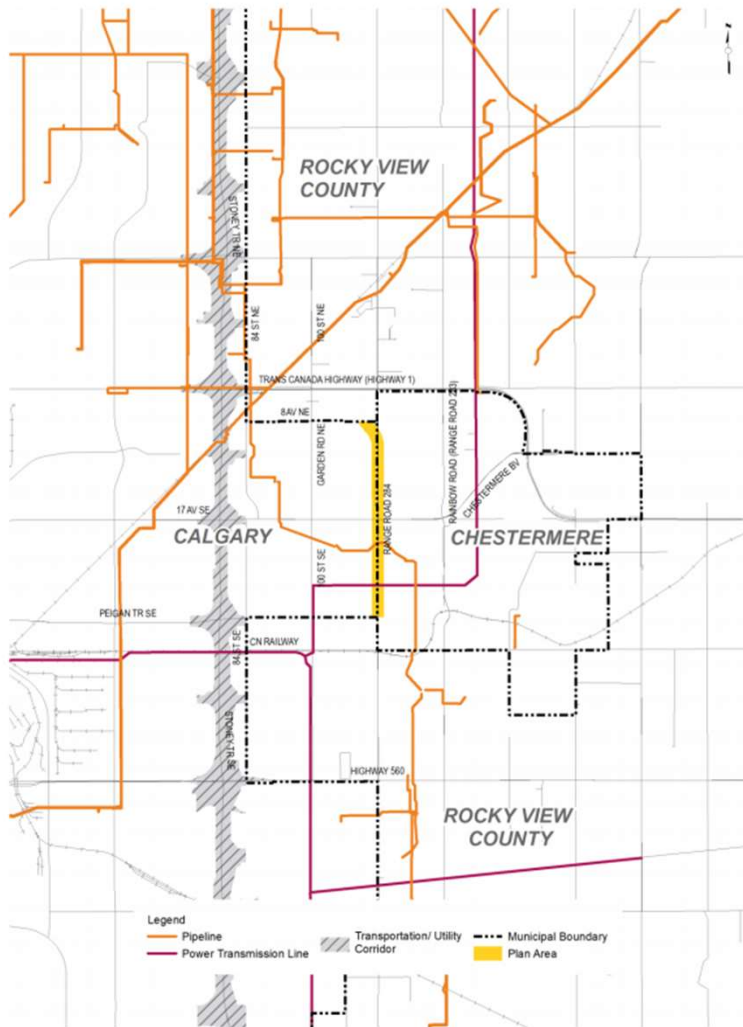
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Map A2: Mobility Corridors - Transportation and Trade



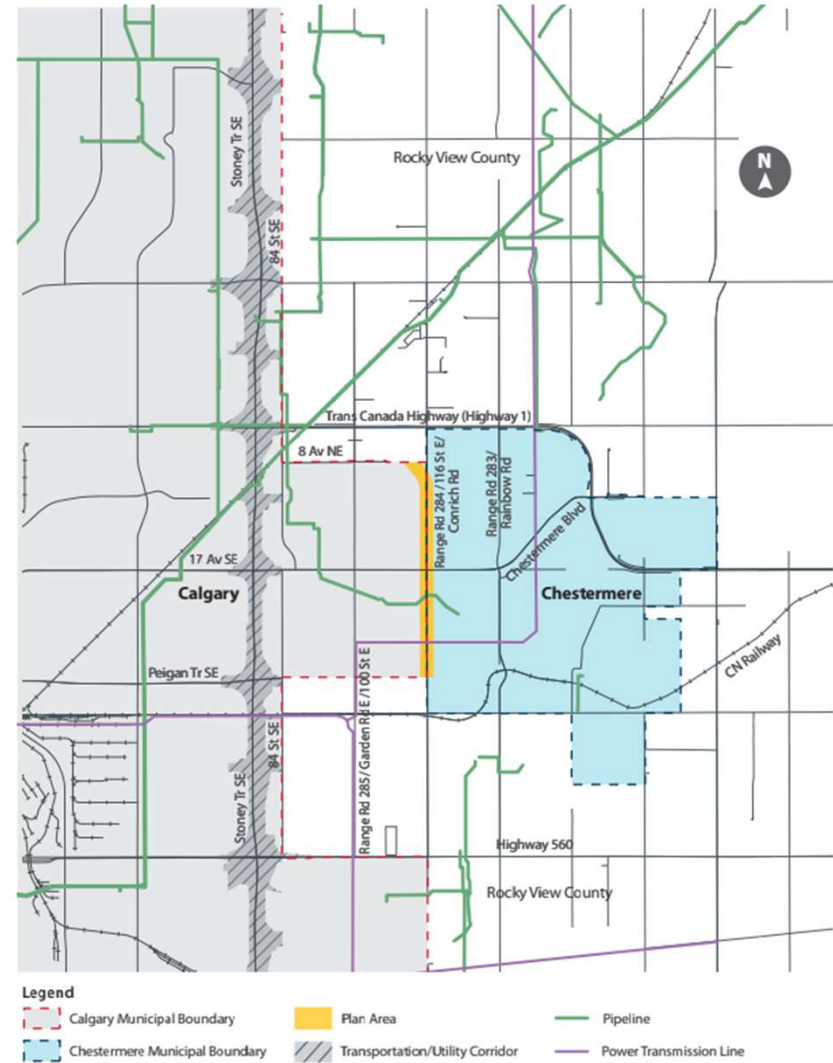
Amended for Second Reading

Map A3: Transmission Corridor—Energy



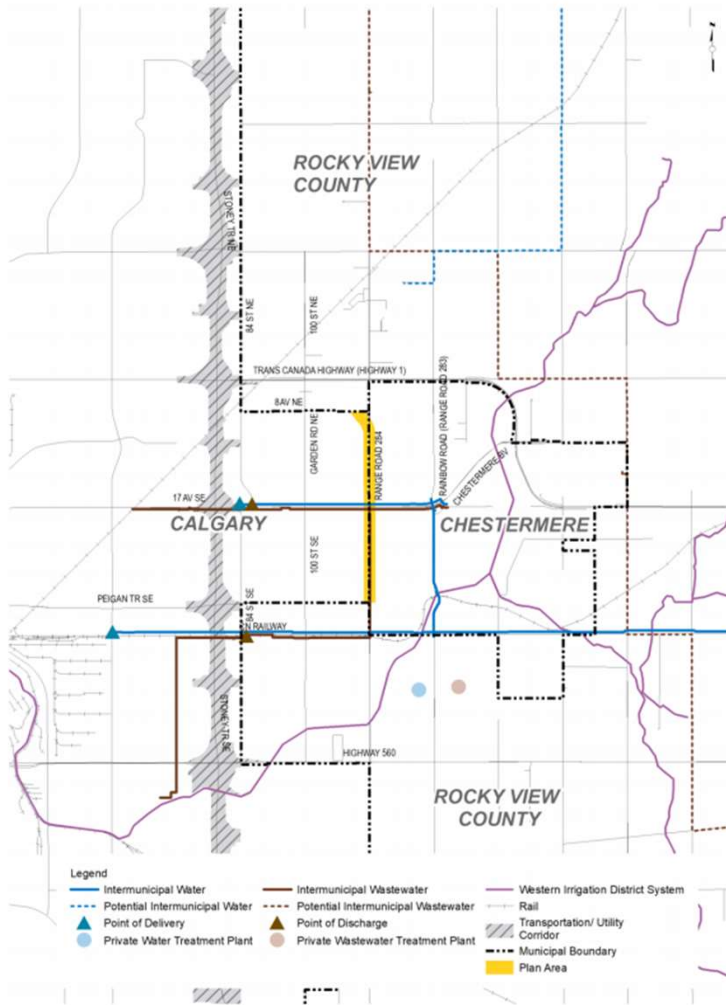
Agenda Package Version

Map A3: Transmission Corridors - Energy



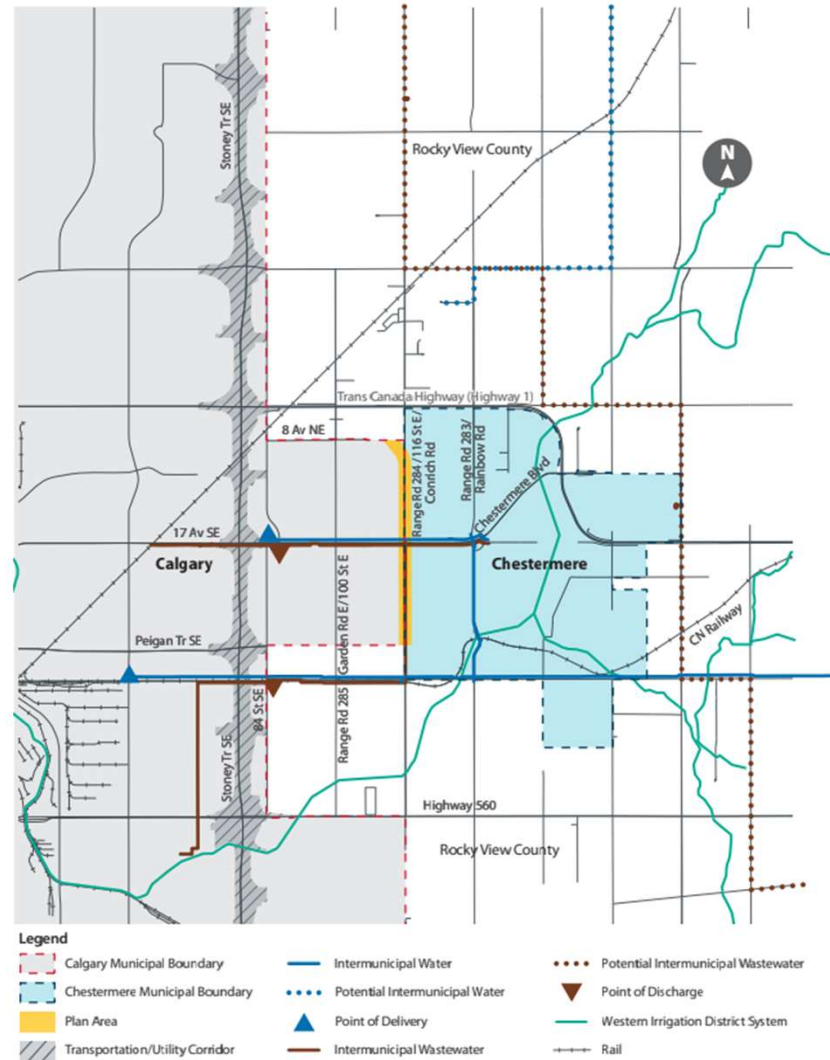
Amended for Second Reading

Map A4: Transmission Corridors—Water



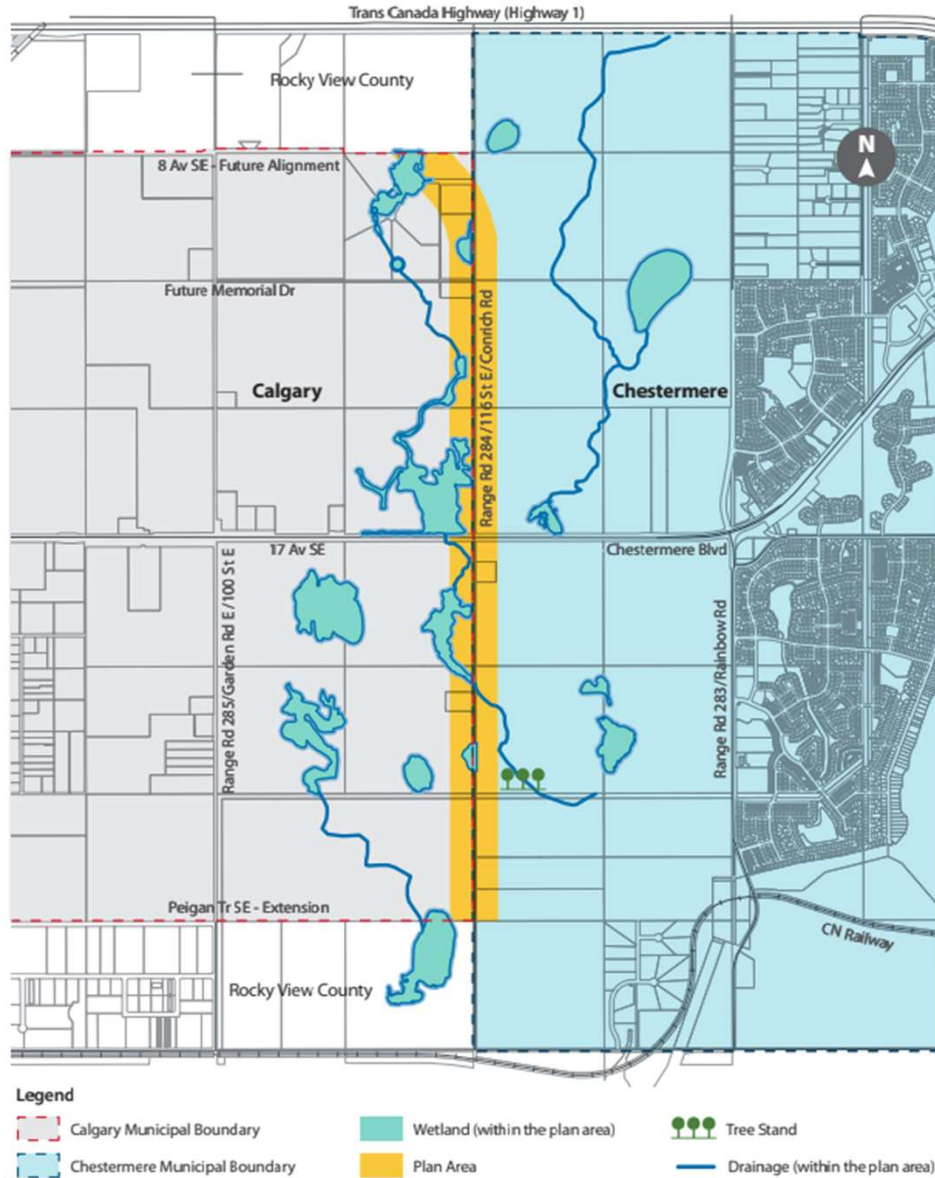
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Map A4: Transmission Corridors - Water



Amended for Second Reading

Map B1: Location of Major Natural Features



9.3 Appendix C: Interface Street Conceptual Cross Section

This conceptual sketch shows the elements to be included in the Interface Street Cross Section. Final details and cross section will be determined when the transportation functional study is completed.



Graphic 2: Interface Street Conceptual Cross Section (36m. right-of-way)

New in February 27, 2020 version